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A CHIVALOUS DESCRIPTION OF BANKING BUSINESS TRANSACTED.

Naval Limitation.

The Naval Conference at Geneva, whether it comes to agreement or no, has done much to ventilate the disarmament views of the three maritime nations convened theretofore.

From what may be gathered through the cables the American delegates seem to be chiefly concerned, not with disarmament per se, but with securing complete equality with the British Empire in all and every class of vessel.

This may be, of itself, a legitimate and praiseworthy aspiration, and we are ready to concede that many motives, without doubt, are playing into the hands of the American representatives, especially those of the Dominions, have pronounced the considered faith in all and every class of vessel.

Whatever may be the outcome of the Conference, it will have done at least one lasting good; the reminding of all British peoples that their very being nationally and individually, depends at bottom on the safety for commerce throughout the Seven Seas. This axiom can never be reiterated too much or too often; and when it is burned deep into the consciousness we may rest content, well-knowing that all policy and decision will square automatically with this principle before execution.
The Pirates of the Phoebe

From Shoalhaven to the Society Islands and to Samoa.

When Queen Maihara Wrote to Governor Darling.

By Thomas Dunbier.

In the year of grace, 1827, just a century ago, things were stirring at the Shoalhaven. Alexander Berry and David Wollstonecraft had secured a large land grant there. On this they had a large farming establishment out of which was to grow the vast Berry estate of later years. In addition quantities of cedar were being cut on the Shoalhaven River, and shipped to Sydney by the 25 ton brig Phoebe, owned by the partners.

On December 14, 1827, the Phoebe was lying at Crookhaven with 8,000 feet of cedar on board to be taken to Sydney, when she was seized for a much longer voyage. Fifteen assigned servants, prisoners of the Crown who were working for Berry and Wollstonecraft, went on board and took the vessel.

At daybreak on December 15, they put to sea intending to reach America. They had a map of the Pacific, and one of them, Hunter, who had been a seaman, seemed to have been an optimist, told the others that they could reach America in 25 days. Three others, Taggart and two brothers named Bowes, seem also to have had some little knowledge of the sea. The others were landsmen. All the fifteen were Irishmen.

Their provisions for the voyage consisted of 56 bushels of wheat, two tons of potatoes, a little pork, three pigs and seven casks of water.

The runaways compelled John Henry Smith, who was measuring the cedar, and three other men who formed the crew of the Phoebe, to pilot them out of Crookhaven. In fact they asked Smith to make the voyage with them but he prudently declined.

It fell calm and the Phoebe had to be towed out of Crookhaven. When she had cleared the heads of the Phoebe, the three men of the crew and two sawyers who had been pressed into the work of towing were sent ashore in a boat, and the Phoebe stood out into the Pacific.

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The Pirates of the Phoebe.
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Lord Sandwich’s Muskets.

Governor Darling was not deaf to this appeal but it was not till January, 1829, that he was able to do anything. At the end of that month H.M.S. Satellite, Captain Laws, cleared from Port Jackson for Huahine to see what could be done.

By May 3 the Satellite was back in Sydney bringing with her as prisoners five of the six prisoners of the Crown who had left Crookhaven in the Phoebe. These were John Hackett, Patrick Foley, Peter Donohoe, James Canes, John Sweeney and John Smith.

Captain Laws reported that he had visited New Zealand, Tahiti, Eureka, Huahine, Ulietea, Otahe and Bolabola. He found that the Queen's reports of the doings at Huahine were not at all exaggerated.

It is interesting to notice that amongst the things stolen from Mahine were two muskets and a fowling piece which had been given by Lord Sandwich to Omai when that South Sea Islander was taken to England by Captain Cook. The runaways had also robbed Mahine and his wife of all their European clothes, of which they were very proud. However Laws replenished the chief's wardrobe from clothes sent by Darling. He also supplied him with some guns.

There seems to have been differences of opinion amongst the natives about the runaways. At Otahe where two of them were found the lower class natives rescued the runaways from the officer and boat's crew who had seized them. The officer and two of the sailors were beaten and stripped nearly naked. The chiefs secured the prisoners and handed them back to the officer.

The chiefs also seized four of the leaders of the escape and asked Laws to shoot them. He, Laws, pointed out that the punishment would have exceeded the offence and eventually each of the four received 48 lashes.

The Runaways in Samoa.

It may be noted that even at this early date Laws states that the natives at all these islands were desirous of hoisting the English flag. However, Laws told them that it could not be done.

From Huahine Laws went to Tongatapu as it was supposed that the more desperate of the runaways would try to reach it in the boat that they had stolen from Mr. Barff. He found that they had not been there but heard that a boat and men, answering to the description, had reached Samoan in extreme distress and that two of the men had been killed by the natives there. Laws continues: "As there was no prospect of my finding the remainder who would have little chance of escaping with their lives from the desperate character of those they were among I made the best of my way to this port, having taken on board at Tongatapu a variety of the most useful plants and seeds which I have lodged in the Public Gardens here and purpose taking on to the Northern Settlements on my way to India."

On June 3, 1829, the six men already mentioned as captured by the Satellite were arraigned before Mr. Justice Dowling on a charge of Piracy on the high seas. The Attorn-y-General, Baxter, stated that in his opinion the charge of piracy would not lie, since the offence was not committed on the high seas. He also stated that these men did not include any of the ringleaders and that some of them seemed to have acted more or less under compulsion.

The six men were then charged with "feloniously stealing 5,800 feet of cedar then being in and on board a certain brig or vessel called the Phoebe, in the Territory of New South Wales, in the port of Entry there situate, called Shoalhaven Port." To this they pleaded not guilty.

John Smith (to be distinguished from John Henry Smith already mentioned) seems to have been admitted as King's evidence.

Drew Lots to be Put Ashore.

He said that he went in the Phoebe to the Society Islands and that about five months later he saw her wrecked on Mioke, one of those islands.

Smith stated that he had been to sea and had been transported for shoplifting in Dublin. This seems to have been a stirring trip. Smith swore that he was "beared overboard" by Taggart at Raitea, for fear he might say, if they went to Tahiti, that the Phoebe was a stolen vessel. Three men were put ashore at an island called by Smith "Tar," and others at Mobitee. The provisions fell short and the crew drew lots who should be put ashore.
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This delightful voyage to London is graphically described in the handsome P. & O. Color Booklet, No. 124.

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Naval Notes from Europe.
(By a Special Correspondent)

Admiral Sir Ernest Rice, K.C.B., has died in his 88th year.

The completion of the submarine Oberon was postponed until 17th May. Naval officers are keenly looking forward to her commissioning and that of her Australian sisters, as they are regarded as the ideal under-water craft.

During the financial year, 1927-28, it is estimated the Imperial Defence College will cost £15,000.

The number of Lieut.-Colonels in the Royal Marines has been decreased from 12 to 9, and a supplementary half-pay list of Lieut.-Colonels will be established as a temporary measure.

Captain B. W. F. Fairbairn succeeds Captain H. J. S. Brownrigg appointed Chief of Staff to Admiral Sir R. W. Bentinck at Plymouth, as Director of the Gunnery Division of the Naval Staff.

Commander B. S. Walker has died aged 43.

Captain Cochrane has been appointed to the Devonport Gunnery School as Commanding Officer.

Rear-Admiral J. E. Cameron has been succeeded as Rear-Admiral and Senior Naval Officer, Yangtse, by Rear-Admiral H. J. Tweedie.

The first of Japan's 10,000-ton cruisers, the Myoko, is to be christened by the Mikado.

Engineer-Captains G. N. Leslie and W. S. Hill have been promoted Engineer Rear-Admirals on the retired list.

Two sloops which are building at Hawthorne Leslie's for the Argentine Government are to be single-screw with Werkspoor-Diesel engines.

Commander Francis Howard commissioned the destroyer Amazon on 9th inst.

Captain the Hon. W. S. Leveson-Gower has been succeed as Chief of Staff and Maintenance Captain at the Nore by Captain E. B. S. Bingham, V.C., who won his cross leading the destroyers at Jutland.

Paymaster-Captain W. A. Green (retired) has died.
NAVAL NOTES—Continued.

Earl Beatty is to be succeeded as First Sea Lord by Sir Charles E. Madden.

The officers of the Fifth Battle Squadron have purchased for £550 Mr. Donald Maxwell's picture of the Squadron at Jutland. It was hung in the Royal Academy, and is to be presented to the R.N. Barracks, Chatham.

Lord Jellicoe is to edit and supervise a film dealing with the naval battles of the war, particularly Jutland. The film will be entitled "When Fleet Meets Fleet," and both British and German points of view will be embodied.

Further Chilian naval orders are rumoured, including submarines and a parent ship, seaplanes and oil tankers.

The cruiser CAPETOWN returns home in June from the North America and West Indies Station to re-commission.

While flying to Hampton Roads Lieut.-Commander Page and Lieut. Pollard, of the U.S. Navy, were killed when their machine crashed in flames.

For the two vacancies for the Senior Naval Officers' Course at the Army School, Sheerness, Captains R. M. King and Frank Elliott have been selected.

On the 5th May Rear-Admiral Backhouse handed down his flag on board IRON DUKE at Portsmouth as Rear-Admiral Commanding the Third Battle Squadron, and was succeeded by Rear-Admiral Hall-Thompson.

Engineer Rear-Admiral W. H. Whayman, who recently retired, has been appointed assistant general manager to Babcock and Wilcox, Ltd., the boilermakers.

The Danish cruiser DIANA has been on a visit to Hull in connection with her fishery duties.

Weymouth in May was visited by the American destroyer F conoscog, while in June, the port will entertain the destroyers CASE and ISHERWOOD, and, in July, the Danish naval training ship HJEMMEAL.

When the French President was received at Dover the Naval Guard of Honour paraded the King's Colour for the first time.

SUFFREN, the French 10,000-ton cruiser recently launched at Brest, has heavier protective armour than TOULOUSE and DUQUEINNE, so her speed is expected to be slightly less.

Portugal is to reorganise her navy by the purchase or construction of some thirty ships, including two 8000-ton cruisers.

NAVAL APPOINTMENTS.

Following is the latest list of naval appointments:

Lieutenant Commander: Frank Douglass Watson, to Cerberus, additional for passage to R.M. S. Mongolia, for reversion to Royal Navy, to date July 4; Victor A. T. Ramage, to Cerberus, additional for passage to England per R.M. S. Mongolia, to date July 4; Lieutent: (T) John M. Armstrong, to Adelaide, to date July 2; Peter C. Anderson, to Cerberus, and for Chilian naval training ship, to date July 1; Neven R. Read, to Adelaide, additional for passage to Portugal, (A) James C. D. Eades, to Cerberus, additional for duty at Navy Office, to date July 6; David H. Harries, to Cerberus, additional for passage to England per R.M. S. Mongolia, to date July 8; Hobart, additional, to date June 8; (T) Eric R. Mayo, to Success, additional, to date June 9; (T) John M. Armstrong, to Melbourne, to date June 9; (T) John M. Armstrong, to Melbourne, to date June 9; (T) John M. Armstrong, to Melbourne, to date June 9; (T) John M. Armstrong, to Melbourne, to date June 9.

Commissioned Electrician: Desire C. Esdaile, to Cerberus, additional for duty at Navy Office, to date July 11; Allen Frear, to Melbourne, additional, to date July 12; (A) Arthur E. Goon, to Melbourne, additional, to date July 12.


Boatman: George F. Hewish, to Melbourne, additional, to date July 15.

Squadron Accountant Officer, to date July 11; Allen Frear, to Melbourne, additional, to date July 12; (A) John M. Armstrong, to Melbourne, additional, to date July 12.

Commander Boatman: George F. Hewish, to Melbourne, additional, to date July 15.

Commissioned Gunner: (T) Frederick Taylor, to Adelaide, to date July 15; (T) John M. Armstrong, to Melbourne, to date July 24; (T) Frank L. B. Goll, to Melbourne, additional, to date July 24.

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THE ANNUAL GENERAL MEETING.

"The annual meeting was held on Monday, 15th June, at Royal Naval House, Sydney, with Mr. C. M. C. Shandison (Hon. Treasurer) in the chair. After the Report and Statement of Accounts for the year 1926 were read, the Chairman, in moving their adoption, reviewed the financial aspect of the League's position in a most lucid and comprehensive way. He said:

"The accounts as read to you consist of a statement of Receipts and Payments, and include certain substantial donations for special purposes—such as the splendid gift by Mr. Geoffrey Fairfax of £148 3s. for a whaler in connection with the sea cadets. Though the payments in respect of this and of other special donations are not separately shown on the payments side they are included in amounts described therein.

But for these donations, and but for the results of the hall and concert which provided about £200, a very disappointing financial situation must have resulted. And I take this opportunity to add to the words of the Report, a special expression of thanks from the Chair to those donors and workers who have done so much for the League, not only during the past year but also, in many cases, previously.

Summing up the accounts in the simplest possible form, the year 1926 commenced with a cash balance of £216, and ended with £72 only in hand, so that the financial results of the year's working show a deficiency in income of £144.

Our Navy League Journal did not produce a profit this year, but the deficit is only the trifling sum of £1. 3s. 9d. The Jotter, however, is of value as an attractive and informative feature, bringing publicity to the movement and outlining the importance of the objects for which the League exists, and it is of special interest and a fine training for many hundreds of boys.

Those of our subscribers and others who have attended functions held in this room, or have seen the healthy open air employment and training carried out under the control and supervision of our valued voluntary instructors, must realise that this Sea Cadet movement is one worthy to stand shoulder to shoulder with the great Scout organisation which has made such headway throughout the world. Those who are, or may become subscribers, may well feel that that they are entering a movement which is of advantage to the community as well as to the cadets individually.

Need I add that the object of the League is not warfare, nor, in the opinion of those concerned, is it likely to lead to warfare. It is just the opposite. Its fundamental principle is maintenance of protection for British subjects and British commerce all the World over; and it believes that an efficient British and British Dominions Navy is one of the best possible insurances against War: and it is advantageous not only to the British Empire, but to the World as a whole.

At the previous General Meeting in September last it was mentioned that to the great regret of the Executive Committee, Captain Beale had resigned his position as Organising Secretary in order to enable him to return to England, and that Mr. G. E. D. Billam had been appointed in place of Captain Beale.

I have very much pleasure in saying that we are well pleased with Mr. Billam's work, and regard the League as fortunate in securing an efficient successor to our very able and valued friend Captain Beale.

The office of the League will be removed at an early date to Dalton House, 115 Pitt Street, where a room on the 1st Floor has been obtained under favourable conditions. The move to so central a position will give many practical advantages.
strength in order to safeguard properly the vast trade lanes across the seas.

Dealing with the financial side of the League Mr. Kelso King endorsed convincingly the summing up by the Chairman. Sydney people were more and more realising the importance of the work of the Navy League, especially in regard to its Sea Cadet Movement. More subscribers were needed to help the League carry out its manifold duties, and he felt sure that the necessary support would be forthcoming. It only needed that existing members make a small effort to disseminate the knowledge of their work among those with whom they came into contact.

The Report was then adopted unanimously and the re-election of the President, Sir William P. Cullen, K.C.M.G., M.A., LL.D., and the officers and members of the Executive Committee followed without dissent.

Mr. S. Foster-Newlands asked if it were possible for the NAVY LEAGUE JOURNAL to be placed on a larger circulation basis and, if necessary therefor, to increase its size and attractableness. The Chairman replied that the question raised would be brought, in due course, before the Executive Committee to consider and deal with.

On and after Friday, 15th July, 1927, the Navy League Office will be situate at Room 110, Dalton House, 115 Pitt Street, Sydney.

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RECEIPTS AND PAYMENTS ACCOUNTS FOR THE YEAR ENDED 31ST DECEMBER, 1926.

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Audited and found correct.
A. G. MIlSon, Hon. Secretary.
11th January, 1927

A book—a smoke—a drink; and what more can one man want on a Winter's night. But each should be selected with care. For a beverage which refreshes and enlivens one may have, it is not the heating elements the body needs—there is only one to consider—KB. It’s a TRUE Lager.

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**THE NAVY LEAGUE JOURNAL**

**Launching H.M.S. Canberra.**

WHEN H.R.H. Princess Mary launches the cruiser Canberra, she will do it in the modern fashion—a be-reibboned bottle of champagne across her stem and wish good luck to the Canberra and all who sail in her. Other times, other fashion. The broken bottle in Viking days was a slave lashed across the launching ways whose blood christened the new ship. Later, a goat took the place of the slave, and then for many centuries ships were launched without any ceremony at all.

The first ships to revive the custom were naval vessels, which made the launching ceremony a function several centuries ago. It was not always a successful affair. Upon a classical occasion when Charles the First was to launch the mighty dreadnought, Sovereign of the Seas, and had invited all the Court down with him, the great vessel stuck on the stocks and by no immediate contrivance could she be moved. Any embarrassment felt on the part of the king or his courtiers was at once dispelled by a sumptuous feast which made everyone anxious to be present during the next spring tides when the ceremony was to be repeated.

What the poor public—who had to bear all expenses—thought about it was a different thing; but, in the end, they got rather the best of the matter—for, on the night before the appointed date, a gale caused the water to rise so high that the vessel had to be launched at once to prevent her bumping herself to pieces. The king was not at hand, and his lieutenant christened the ship in the middle of the night and in a howling gale. Thence were the unfortunate courtiers cheated of their share in the ceremony. One of the most notable instances was that of the launch of the battleship Albion by our present Queen—then the Duchess of York—in 1898. Owing to one of the head men of the shipyard being a teetotaller the champagne bottle was filled with water instead of the usual wine. Everything went wrong from the start. For one thing, the bottle was so thickly decorated with ribbons and streamers that it bounced off the ship each time the Duchess threw it. Finally, she handed it to a gentleman by her side, who hastily tearing away the frilling, succeeded in breaking it just as the ship was moving out of reach. The real disaster was yet to come. As the ship slid alongside the ship and salving the goblet after the spectators had gone. Even so, it is quite possible that there are still a large number of these valuable goblets lying at the bottom of the river off the site of the old Deptford dockyard.

It was only in the early nineteenth century that the present system was introduced, whereby a ship is christened by having a bottle of wine broken across her bow, generally by a lady. Here, again, there have been accidents during the course of the ceremony. One of the first occasions when it was tried, the lady—who started well with an excellent little speech—found that accuracy in bottle-throwing was not one of her strong points, and her first attempt missed the vessel altogether. Even then all would have been well had not the bottle nearly bruised an unfortunate spectator who promptly started an action against the Admiralty for injuries due to negligence. As a result of this the present scheme was adopted where the bottle is made fast by a ribbon.

There are all sorts of bad luck prophesied for ships not christened with wine, and the few examples that have occurred certainly bear out this contention. One of the most notable instances was that of the launch of the battleship Albion by our present Queen—then the Duchess of York—in 1898. Owing to one of the head men of the shipyard being a teetotaller the champagne bottle was filled with water instead of the usual wine. Everything went wrong from the start. For one thing, the bottle was so thickly decorated with ribbons and streamers that it bounced off the ship each time the Duchess threw it. Finally, she handed it to a gentleman by her side, who hastily tearing away the frilling, succeeded in breaking it just as the ship was moving out of reach. The real disaster was yet to come. As the ship slid into the water the backwash swept away a stage and some fifty people were drowned. Some will put it down to a coincidence, but the superstitious old sea salt will shake his head as if to say, "What can you expect?" So that, on the whole, whatever principles one may have are not really advisable to substitute water for wine when launching so vindictive a character as a ship.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

**SUB-BRANCH AND COMPANY NEWS.**

**BIRCHGROVE.**

(Contributed by Mr. J. Cooper O.C.)

Birchgrove Coy. wishes to thank Mr. Buckland and Mr. Phillips and Cadets of the Balmain Coy. for turning out to form a parade on the occasion of our Sale of Work and small bazaar. Unfortunately, we had to pull out because of rainy weather, and then we picked the coldest day of the year. The welfare of Lane Cove and members of the Balmain Coy. came alone and patronised the stalls, which backing we greatly appreciate.

**MOSMAN.**

Mr. Norman Farlow came along and gave some lessons in boxing which the boys greatly appreciated. Our thanks go to this same gentleman for donating a set of boxing gloves which gift threatens to be in great demand on games night.

We would have liked to have seen some representatives of other Companies, but, as depots, are so widely distributed geographically we cannot always expect their attendance.

We had a visit from Mr. Parson and his whaler's crew who were interested in the depot and all its contents.

As arranged, Mr. Nizey, Mr. Bibby, Mr. Hamer, Mr. Whitmore, Mr. Waterfield and myself held a meeting at our depot to draw up a set of rules governing the Cochrane Shield race. These were prepared for submission to the officers' meeting on the 11th of this month.

We have had the pleasure of looking after Middle Harbour's gig for a week preparatory to the McMaster Cup race. If at any time we can mind any boats for any Company when a race is up for, we can depend on us. Just call in and say, "Were staying," and you are all welcome.

**McMaster Cap Race.**

The race took place on Saturday, 25th June, off Drummoyne depot. There was an excellent entry of boats from every class, and many onlookers watched the race from the Drummoyne side of the river.

The course was slightly more than half-a-mile with the start at Wright's Point. Owing to the swiftness of the tide round the Point, which was increased by the wind, boats experienced great difficulty in keeping on the line and their heads up-river. However, after much maneuvering, a start was finally obtained which, under the circumstances, was a very good one.

All classes were pulling a fine race, with Birchgrove cutter in the lead at half-way. Middle Harbour and Drummoyne gigs on the whaler positions were coming along in fine style. Near the finishing line the race developed into a stern fight between Birchgrove cutter and Drummoyne gig, with Middle Harbour a little astern. Birchgrove, by a narrow margin, crossed the line first with a surprising spurt.

Order of crossing finishing line was: Birchgrove cutter, Drummoyne gig, Middle Harbour gig and Mosman Whaler bay.

After the race a protest was lodged by Middle Harbour complaining that Birchgrove cutter had crowded them near a moored boat. The protest was adjudged at the last officers' meeting, the finding being that Birchgrove cutter had without intent been to blame, and that the protest be and is upheld.

The Cup, therefore, is retained by Drummoyne.

**"Viking" Watches.**

Mr. Harold Cochrane has notified us that he will give another set of "Viking" watches to the most punctual cadets in each company. The time of computation of marks is to run three months ending Nelson Night when the prizes will be presented. We are sure that each company will join us in thanks to this gentleman for his interest and generosity.

**RICHMOND.**

(Contributed by J. C. Atkin, Hon. Sec.)

On Saturday, 25th June, on the occasion of the McMaster Cup Race, 28 boats under the command of Mr. J. K. Nye, C.C., accompanied by the Hon. Secretary and four cadets of the Welfare Committee journeyed down to Sydney. Catching the 12.20 p.m. train we arrived at Drummoyne Depot at 2.45 a.m. Eight of the boys were chosen to man the cutter and did splendidly considering that some of them had never before handled a large oar and those who had knew how to pull had had no cutter practice for many months. Our supporters were invited into Birchgrove's launch to view the race and all were delighted with the showing our boys made. In the circumstances we had no delusions about winning but we could not help but feel gratified with Richmond's performance on that day.

To crown a good race we journeyed by launch from Drummoyne to Birchgrove where a bumper tea awaited us to which "all hands" did full justice. In the evening a musical and variety entertainment was given by Birchgrove in which the depot's band was a great feature. We wish to thank Mr. and Mrs. Cooper, the Officers and Welfare Committee who acted as very generous hosts on that evening. On behalf of our sub-branch we extend cordial congratulations to the Birchgrove Coy. in pulling such a splendid performance.

The trophy is for squad drill and is held for a period of three months. TheCompany was divided into two squads, the first under C.P.O. Martin and the second under C.P.O. Hunt. The result of the competition, that No. 1 Squad was declared the winning one. A silver medal with a gold facing (kindly donated by the C.C., Mr. Nye) and a Seamanship Manual (kindly donated by Mr. Les Wilson) were won by P. L. Shields (No. 1 Squad) and R. Hunt (No. 2 Squad). These were given for individual smarts in drilling.

The competition was adjudged by Lt. Stenard Henric; and we much appreciate his interest in coming along and helping us in this way. It is hoped to get this gentleman's services as judge for the forthcoming "Les Wilson Silver Cup Competition."

The evening closed with the Ladies' Welfare Committee handing round light refreshments to the boys taking part and to all the very interested spectators. This Committee helped considerably to make the evening both attractive and enjoyable.

On Sunday, 3rd July, a Church Parade is the order of the day. St. Peter's Church, Richmond, celebrates on this day its 86th Anniversary and the Incumbent, the Rev. Dillon, has kindly invited the Navy League Sea Cadets to attend under the command of our O.C.

We are holding a further Euchre Party and Dance on Tuesday, 12th July, when we anticipate a big night.

We would like to receive communications from Company Secretaries, whose companies wish to play our boys at football. All who come along will be heartily welcome and well catered for. Now, what about it? The "question mark" refers to each and every Company.

**THE NAVY LEAGUE JOURNAL.**
BIRCHGROVE—CONTINUED.

Needless to say, we are glad we pulled into first place in the McMaster Cup race. We have pulled many, many times into second. Still, we never gave up, always hoping and trying—and that's what counts. We were very pleased to see Richmond Coy. come down and pull their boat, even though we had trained a crew for her. Richmond was undecided whether to pull or not, and knowing we had trained a crew for her, thought we would be disappointed. Perhaps our second crew was a little disappointed; but what sport would have not given way for Richmond Coy.? Some of these lads get up at 4 a.m. to milk cows and do necessary farm work, and then walk four miles to town to catch the train. No chance of real training, and some had never seen the salt water before. They were game to have a go, and Birchgrove were willing to help them along. Richmond should be complimented on their spirited effort and gave up, always hoping and trying—and that's what counts. We were very pleased to see Richmond and Middle Harbour.

We think Balmain Coy. was being towed home, but would have towed the whole lot if necessary. We should be complimented on their spirited effort and gave up, always hoping and trying—and that's what counts. We were very pleased to see Richmond and Middle Harbour.

On July 2nd Birchgrove played Lane Cove a soccer, and won two goals to one; no score in first half, and a very even game. Good oh! Lane Cove.

Best wishes to all from Birchgrove.

ROSE BAY-BONDI.

Our activities for the month as usual have been varied as well as instructive. Our boats are in process of receiving a thorough overhauling, renewal of gear, painting, etc., so that no time will be lost in always being there to help the movement along. Saturday was a severe test, and the worthy owner of the "Viking" did yeoman service, and by his efforts greatly reduced the difficulties of starting. Dodging hither and thither among congested craft was no joke. The efficient handling of the starters' boat and the courtesy extended his visitors resound greatly to this gentleman's credit.

On July 2nd Birchgrove played Lane Cove a soccer, and won two goals to one; no score in first half, and a very even game. Good oh! Lane Cove.

BIRCHGROVE—CONTINUED.

great, and know how to look after that part of the business. Mr. Hirons must be thanked by all for the trouble he took to lay out his course. We were pleased to see the "Viking" up to the usual standards, and boats could not be kept steady in position.

Mr. Cochrane (President of Lane Cove) stood alone in all he did. Nothing was too much trouble for him. "Viking" upheld her reputation in always being there to help the movement along.

On July 2nd Birchgrove played Lane Cove a soccer, and won two goals to one; no score in first half, and a very even game. Good oh! Lane Cove.

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THE NAVY LEAGUE JOURNAL.

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During the last week and paid a visit to Mr. Hayes's boatshed, Arnside Cove, where the whaler, generously donated by Mr. G. E. Fairis to this sub-branch, was built.

Personally conducted by Mr. Hayes we were shown the various boats in course of construction on the stocks and the splendid material and workmanship put into them augurs well for the pleasure and comfort which the future owners will derive from them. Speed, strength, durability, combined with lightness, are the standards aimed at and in these departments Mr. Hayes reaches a very high degree of efficiency.

Some very useful information, as well as timber, was given us by this gentleman, who takes a great interest in the boys and their activities.

Mr. F. Hopkins, 1st officer, represented this Company at the Dance held at Warringah Hall on the 6th inst., in aid of the North Sydney Sub-branch, and reports having had a real good night's enjoyment.

The junior boys of the Company have good times sailing model yachts in the baths and in the open water at Elizabeth Bay; the form of sport should become increasingly popular on the approach of warmer weather.

We expect to receive visits from some of the sub-branches during the coming month.

MIDDLE HARBOUR.

The cadets of the Middle Harbour Company are continuing in their enthusiasm and vigour.

On the 8th June we sailed our gig round to the North Harbour depot, where all our old friends from the various sub-branches present, and note that their enthusiasm has not waned with the passing years.
MIDDLE HARBOUR—Continued.

Drummoyle. The gig, which is newly painted, was left at the Drummoyle depot in readiness for the McMaster Cup race, the crew thereafter returning by train.

In the McMaster Cup race, which took place on the 35th, we gained third place. The protest which we lodged will be considered at the next officer's meeting.

We wish to thank Drummoyle for the hospitality extended to us on this day. The refreshments were greatly appreciated by the crew after the race.

In company with four other boats we were then towed to the Birchgrove depot, and after tea and "sing-song" all hands turned in for the night. Thank you, Birchgrove, for a very enjoyable evening.

A Social evening was arranged for the 30th June at the Masonic Hall, Northbridge, when it was hoped to form the nucleus of a strong Welfare Committee, but owing to the date clashing with a big political meeting we had to cancel the event practically at the last minute. However, we have obtained promise of considerable support in the Northbridge district.

(Mosman.

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

Although "Paddy" says of the days of our mid-winter month of June, "it gets late very early," our activities were not to a great extent curtailed thereby. In addition to our ordinary Saturday afternoon rally, the crews of our two whalers trained strenuously each evening for about a fortnight to fit themselves to compete with the older and heavier crews in the tussle of the 25th for the McMaster Cup boat race at Drummoyle.

Our officers, cadets and the members of our Committee who had the pleasure of being present on that occasion desire to thank the President, the Executive, and Ladies' Committee of the Drummoyle Company who so generously provided and served such a recherché repast to the delectation of our weary wayfarers.

By the courtesy of the masters, or officers on duty, our cadets have boarded several vessels in the harbour. They displayed a keen and intelligent interest in the "internals" of these ships, thereby gaining a slight practical knowledge which adds to the value of their theoretic instruction.

The O.C is, in the main, pleased with the general progress of the cadets.

Due to the unmitting energy of our Committee our boating depot is now in the course of being extended to our use and benefit. Our verbal thanks to the Committee will be augmented by the unrestricted training which we will now be enabled to give our cadets in their own seaside home.

Our President (Major Scott, D.S.O.) has arranged a series of addresses for the cadets. We regret omitting to mention in last month's report that Mr. Tom Roberts talked to us most interestingly for about an hour on "Lessons from the Great War." Our last address was given by Dr. Richard Arthur, M.L.A., who chose the interesting subject of "Women and Children first."

By the kind invitation of Mr. L. E. Forsyth, we visited his home in Sailor Bay-road, Northbridge, last Saturday, where, with the use of that gentleman's two enormous masts rigged cruiser style, the boys received interesting instruction in the International Code. We sincerely thank Mr. Forsyth for his kindness and for a further invitation promised.

Results of the examination of our cadets for the rate of Leading Seamen, kindly undertaken by Mr. W. G. Nixey, Actg.-O.C, Middle Harbour, are as under:

- F. D. Gaydon ... 234
- "  G. Scott ..... 227
- "  Aldred ... 201
- C. Dillon ... 225
- "  Oxenbould ... 194
- "  A. Reed ... 233
- L. Harnett ... 194
- F. Parkin ... 232
- R. Luscombe ... 167

Enabled by the courtesy of the masters, our cadets were introduced to the "tuna" in the Opera House, at the 25th anniversary meeting of the Northbridge Drama Club.

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THE NAVY LEAGUE JOURNAL.

On Saturday, 25th June, the McMaster Cup was competed for at our depot. It is always Drummoyne's big day and we endeavour to have the depot and its precincts specially spick and span on this visiting day. To the spectators assembled on the quarter-deck the waiting for the start must have been long and arduous, but that was no fault of the starters, among whom was our O.C., Mr. Hirons. Nature had ordained a tide rip to sport itself off Wright's Point and on the day in question this force was aided considerably by a good breeze. Keeping the boats' heads on the course line and in position on the starting line was a feat of no small dimensions. The race once started caused a great amount of enthusiasm as witness the broken wire enclosing our quarter-deck. We congratulate Birchgrove Co'y. on their very fine effort. The best crew wins so let there be no "moaning at the bar."

After the race crews and cadets were regaled with refreshments and we heartily thank the Ladies Welfare for the very fine organisation, knowing as we do the labour involved in making up those bags of enjoyment. We extend thanks also to Mr. Lawler who placed his launch at our disposal for use as a mark boat. Mr. Lawler has always been a solid friend of the League and has ever been ready to help us out.

Recently we have played a good deal of football and we now issue a challenge to any Company for a game of League or Soccer. Mr. Hirons kindly donated a Rugger ball to the Company some time ago and it has been used considerably.

On Saturday evening, and July, a very delightful and successful dance was held at the "Cairn" Organised by the Ladies' Welfare to help forward the depot building fund. Attended by Miss Hobart, the runner-up to "Miss Tasmania" in the recent Film Competition, it proved a wonderfully enjoyable event.

We are sorry to announce that we are about to lose the services of Mr. A. Ricketts, owing to his removal from the district. Ever since the inauguration of the movement in Drummoyne Mr. Ricketts has been associated with the Company, working his way up steadily to his present position as the right-hand man to the O.C. Always very popular with the boys and a splendid organiser of camps and excursions his loss will be severely felt. We may only hope that his connection with this depot will be but partially severed and that he may find the time to come along even occasionally.

About the middle of next month we intend holding another Ball to raise proceeds for our Building Fund. H.E. The State Governor, has kindly consented to be present with us on this occasion and there is every indication that the event will be of more than local significance. The tickets, which include supper, will be available on application to the Navy League, Sea Cadet Depot, 33-39 Bridge Road, Drummoyne, and are priced at 10/- each.

CLOVELLY-COOGEE.

We wish to congratulate Birchgrove Company very heartily on their splendid showing in the "All-comers" race on the Parramatta River last month.

We are starting to train hard for the next race in August, when we hope to get a place—first for preference. Mr. Hopkins (Rose Bay-Bondi) came to the fore on the night before the race, putting up some of the crew for the night. He also asked a few of us to stay the night after the race and make a week end of it. The offer was gratefully accepted by three of our number, the others having to return home.

Mr. Hopkins has been a good friend in the past months, always having a welcome cup of tea waiting for us as soon as we make fast to the main boom.

We have been very busy on the harbour during the past month, the dinghy having been out every Saturday and Sunday. The senior-officers are becoming very efficient in the handling of the dinghy under sails. We expect to have a complete new set of sails for her as soon as the season starts.

Twice we have been on successful fishing cruises, coming home each time with between three and four dozen leather-jackets.

A Boy's Sports Committee has been formed to raise funds for the purchase of sporting gear. The boys ran a dance at St. Luke's Hall, Varnestreet, Clovelly, recently, and raised the sum of £8 5s. Cadet T. Langham kindly donated a raffia tray (made by his mother) which realised the sum of £5 5s. Mrs. Claude Longley, of Rose Bay, was the lucky winner. Mr. White, the President of the Executive Committee, donated a scarf, which makes the grand total of £8. Miss Wilma Nicholl came out from Arkansas and gave an exhibition dance, which was greatly appreciated by all.

We wish to thank the ladies who kindly assisted with the supper for the dance. Mrs. Mclair donated coffee and the meat for sandwiches. Mrs. Henry cakes, and Mr. Miller bread.
NORTH SYDNEY

(Contributed by Mr. W. L. Hammer, O.C.)

The report for this month is most satisfactory, particularly from the financial point of view.

The Sub-committee has been hard at work organising a Pat-Pouri dance, to be held at Warringah Hall, Yeo-street, Neutral Bay, on the 6th July.

Mr. Archie Woods, a member of the Committee, has also rendered splendid service in carrying out a big drive to swell the Company’s funds. The result has shown a splendid response, and already the Company is enabled to overcome its past indebtedness through the agency of this gentleman’s enthusiastic and spirited work on behalf of it.

On the McMaster Cup day a cutter’s crew of 18 cadets accompanied by the Officer-in-charge and two officers journeyed to Drummoyne. On arriving we were disappointed to find that the cutter placed at our disposal was short of gear—several cases under the quota, which meant that we could not enter the race. However, the cadets soon got over the set-back, and enjoyed the day immensely. On behalf of the Company the Officer-in-Charge wishes to extend thanks to all at Drummoyne for the great hospitality extended them on this occasion. The welcome was typical of Drummoyne; at all times they have been the kindest of hosts.

During the month we have had visits from Middle Harbour and Rose Bay Bondi Companies. Such visits are always looked forward to by the officers and cadets, and other Companies are always made welcome when they put in an appearance. We hope that other Companies will arrange matches before the end of the year.

The McMaster Cup Race. Yet we were not able to pull the race off as our boys were unable to get up enough speed in such a fast event, as the cutter is very heavily built.

In the second race, presented by the M.C.L., the Mosman Sea Cadets have proved champions on the McMaster Cup Race. However, the Mosman Sea Cadets have proved champions in the McMaster Cup Race. Yet we were not able to pull the race off as our boys were unable to get up enough speed in such a fast event, as the cutter is very heavily built.

We thank Mr. S. Cooper of Birchgrove for his offer to tow the cutter back to dock for repairs. He is a very good fellow and very game. Personally, I consider they are not in the same league, and never fail to put up a good show. Good luck to them."

Our first officer, Mr. Phillips has spent much time in instructions—physical drill, boxing classes, etc. Every Monday night all sorts of sports are indulged in. We have a little fellows and very game. Personally, I consider they are not in the same league, and never fail to put up a good show. Good luck to them."

We are expecting the above, the dance at Warringah Hall has become an accomplished fact. It was a most successful evening, reflecting great credit on the organiser. We are pleased to say that the attendance was excellent, many Navy League Sea Cadets supporting the effort. Among those present were: Mr. and Mrs. O. H. Woods, Mr. and Mrs. A. Woods and their parties, Captain and Mrs. Anderson, the Misses Mullins, Mrs. Pickering and Miss Pickering, Mrs. D. Whyte, Misses Pieselle, Peak Buchanan, L. A. Dudley (of New Zealand), Marshall, Whitton (of Yass), Misses Dawson, Cornette, Nellie Vlack, Duff (of Manly).

Nancy Shimmel, Younger, Deighton, Betty Taylor, Mr. and Mrs. Edward Shimmel, Mr. and Mrs. Moor, Mr. and Mrs. Waters, Mrs. Smith, Mr. and Mrs. Sorensen and Mr. and Mrs. Bert Foy, Messieurs Corbitt, Huggett, Sid Lee (with a party of six), W. L. Hammer, Officer-in-Charge, North Sydney Company.

Mosman Bay Company were represented by Messieurs E. J. Scott and Dillon, Messes Hazel Scott, Mr. H. R. Corrington, Officer-in-Charge, Mr. A. Hamilton and Mr. E. Butcher, Mr. W. S. Nixey attended from Middle Harbour, and Mr. Hopkins June, Bondi Company. Headquarter’s representatives were Mr. and Mrs. G. E. Billam. In all there were 200 guests present.

We extend our grateful thanks to the following artists who have generously consented to the enjoyment of the evening. They are:—Mr. Bert Foy, Australia’s Premier Female Impersonator, Miss Penny Shimmel, and the little girl who gave such an excellent rendering of the Sailor’s Hornpipe, whose name is not at present known to the writer.

The officer in-charge greatly appreciated the efforts of the parents in equipping their boys with uniforms in such a short space of time.

The Company is about to replace its cutter, lost recently in the storm, and arrangements are in hand to obtain a suitable boat.

BALMAIN

(Contributed by Mr. J. Spark, Hon. Sec.)

Since last report we have had a great deal of practice preparatory to the McMaster Cup Race. Yet we were not able to pull the race off as our boys were unable to get up enough speed in such a fast event, as the cutter is very heavily built.

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LANE COVE

(Contributed by Mr. W. H. Somerville, O.C.)

Apologies are due for no report for last month but it was too late for the JOURNAL.

We did not enter for the boat race as our boat was in dockyard hands undergoing a refit.

A fine pair of boxing gloves has been donated to the company by Mr. Cochrane, with whom we tender our best thanks. They are in constant use, and we may hope in the future to turn out some young Dempoys. A football has been purchased for the boys, and we are open to play any team from other companies (and under)."

Last Saturday week a match was played at Lane Cove, between Birchgrove and Lane Cove. The former, after a splendid game, won by 3 points to 1.

A match was arranged last Saturday between us and Roserville, but the latter team did not turn up. Perhaps they thought discretion the better part of valor.

Recruits are still coming along. Four more this month.

A euchre party and dance is being held at the School of Arts on every Monday night to augment our funds.

On King’s Birthday, 19 of us left our moorings at 10 a.m. and went as Fairlyland, and after a very pleasant day, arrived back at 3:30 p.m. The usual parade has been held on Tuesday nights and Saturday afternoons, and the entrants for the McMaster medal are going hot and strong.

CLOVELLY-COOGEE—CONT. FROM PAGE 23.

Sincere thanks are also tendered to Mr. Hall for his donation of three tins of State Express Cigarettes; also Neslites, Ltd., for three boxes of their famous Royalty Chocolates.

Any person who feels like dancing on the 3rd and August, should come out to St. Luke’s Hall, Varna Street, Chatswood, when we are holding another euchre party and dance.

Three of our boys went on board the “Platypus” last Saturday afternoon and were instructed in the uses of the different engines on board.

We wish every Company the best of good luck.


Charles-Fairfax Flag.

MOSMAN BAY CO. NAVY LEAGUE SEA CADETS.

The presentation of the Charles-Fairfax Flag in the Anzac Memorial Hall, Mosman, on Friday evening, 24th June, was made to the winning company, Mosman Bay, by the generous donor, Miss Charles-Fairfax, in the presence of over 400 interested spectators.

Miss Charles-Fairfax said:—“I have much pleasure in presenting my flag to the Mosman Sea Cadets Only a few weeks ago in this hall, I presented the Fairfax State Challenge Champion Flag to the Mosman troop of Boy Scouts, and now the Mosman Sea Cadets have proved champions in the same direction. You lads are taking upon yourselves a great responsibility in training for the Royal Navy or Maritime services. It is up to you boys to keep the Union Jack from reproach, or in any way bingle its wonderful historical traditions. Our flag stands for justice, freedom and Christianity. Only by keeping to duty, which is service, can you rise to high and honoured positions. Obey your superiors, be strict in small matters, the large ones will then take care of themselves; I mean obey your parents, be punctual, if not you lose time for others as well as yourselves. In conclusion, he polie, for that marks a gentleman.”

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The First Australian Convoy.

BY ADMIRAL J. GORDON SMITH, C.M.G.

By courtesy of "The Blue Peter."

Not the least among the thrills experienced by the British people in the early days of August, 1914, was one of pride and gratitude at the spontaneous offers of assistance from the Dominions.

Before the first wave of excitement had subsided, an offer was made by Australia to send a division of troops, complete in every detail.

This division sailed on November 1st, and, before it left, a second division was in course of formation. This process was continued, and division after division, equipped and trained to formation. This process was continued, and an offer was made by Australia to send a division being nearer to the scene of activity of the German Fleet, had jibbed at setting out without an escort. It was arranged that the Australian convoy would assemble in King George's Sound, in Westerm Sound is something like Plymouth Sound, only much bigger. There is a small inner anchorage, in which is the little town of Albany. The Sound itself is well sheltered, except that it is open to the south-east—a couple of islets, situated at its entrance, being inadequate to close it satisfactorily in that quarter.

We worked like slaves; so did the authorities on shore. We (I had two Lieut-Commanders, a Paymaster and a signal boatswain as assistants) were at it from early morning till eleven at night, visiting ships, making the necessary arrangements, and solving as best we could the many questions that arose.

We were on the move before daybreak. We were there it was blowing freshly from the south-east—a couple of islets, situated at its entrance, being inadequate to close it satisfactorily in that quarter. We worked like slaves; so did the authorities on shore. We (I had two Lieut-Commanders, a Paymaster and a signal boatswain as assistants) were at it from early morning till eleven at night, visiting ships, making the necessary arrangements, and solving as best we could the many questions that arose.

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No. 16-F
division of transports. The morning was calm and there was a strange stillness broken only by the long-drawn surges at our bows as we began to plunge into the ocean swell.

Then came a part of the programme I rather dreaded.

Our line was considerably longer than was provided for in the orders. Most of the ships were inclined to play for safety, and certainly did not imperil their next ahead by being too close on moving off. The Orvieto was well out to sea and heading to the westward before the Wiltshire, leading the second division, was sighted, rounding the grim black bluff at the entrance. The speed of our division was reduced to allow our column to close up, and the other two divisions to form up on either beam, all according to programme. Then the fun began.

The captains of the transports, who, through not starting their engines in time, had got astern of station in moving off, now made the contrary mistake of not reducing speed until too late, as they arrived in their correct position.

Our line began to get "concertina'd," and one ship after another approaching her next ahead too closely, was at risk of collision or panic to avoid her. I could imagine the state of some of their skippers. I could, indeed, almost hear them swearing—at each other, perhaps; or, more likely, at me and the navy in general for all this foolishness.

We had no actual bumps, however. By-and-by our line straightened itself out again, and the ships, more or less, resumed their stations.

When the Wiltshire and her division very slowly plunged their way up on our port beam my Vice-Admiral, Lieut-Commander Jones, reduced the speed of this division by signal, and they, too, commenced the same exciting game of avoiding bumps. By this time our first division of ten ships, each over 10,000 tons, led by Lieut-Commander Cayley in the Euripides, was in sight; also the New Zealand convoy, indicated only by a row of dots and ten columns of smoke on the horizon. I counted the ships—all present—no accidents so far.

By 8 o'clock the whole convoy was formed up as a fleet in cruising order, and we increased speed and set forth into the Indian Ocean on our adventures.

Five miles ahead of us was the Nineteenth, the Sydney to port, and the Duki to starboard of us, and the Melbourne, out of sight astern, was our rear-guard.

The New Zealanders formed a separate little fleet, steaming in two columns by themselves, two miles in rear of ours.

This huge convoy was a great responsibility for those whose job it was to protect it. It was a clumsy sort of fleet at best. Its total length, including the New Zealanders, should only have been seven miles, but on some mornings it was double that, and sometimes our tail was almost out of sight. At such times one of the cruisers would along the line like a policeman, making the queue close up; slapping signals at the laggards or at those who had been too cautious or too casual during the hours of darkness. Also, we had trouble with lights at night. Some ships could not be induced to limit themselves in that respect. If their penchant for illumination had not been checked we should have made a glow on the sky that could be seen 50 miles off on a dark night.

We had also to contend with the habit ships have of throwing overboard refuse, casks, wooden boxes, straw, etc., which would have left a trail on the ocean as plain as any raider could desire. The horse transports, naturally, were the worst offenders in this respect.

We were obliged to be very careful in using our wireless. That was more easily controlled, as only a few men were concerned. No ship while in company was allowed to speak out loud on its aerial, or to answer if called up. The only exception was the senior officer's ship, the Nineteenth. All the transports had been fitted with a low-power instrument called a "boxer," which gave out ethereal "whispers" so to speak, that could be heard only about seven miles. The Orvieto and the cruisers were only allowed to speak even in whispers, however, except in case of emergency. The others were only permitted to listen.

If they felt loquacious they had to talk by means of flags or other visible signals.

We had our moments of anxiety from time to time.
time, especially during the first few days and nights. There was one contingency, however, that I dreaded above everything, and for which I could devise no procedure that was feasible. This was an attack by night by a hostile cruiser. Allah only knows what might have happened in such an event. We had to get those soldiers to Europe somehow. One has, of course, to take risks in war-time. But this was one we did not talk about, or even think about, more than we could help. As it was, the Emden only missed us by a day. She crossed our track 200 miles ahead of us.

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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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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, welds us into one Imperial Whole.

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

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The Navy League Journal

VOL. VIII. No. 4.

An Abortive Conference.

IN a brief examination of the point in conflict—that of the Empire's light cruiser strength—which proved the rock on which the Conference at Geneva split, it is essential to realise the fact that during and since the World War America has emerged into a first-class naval power. The most ambitious naval building programme ever laid down by any nation was approved by Congress in 1916.

At the Washington Conference the U.S.A. gained the prestige and the recognition by the remaining four naval powers of her Establishing an equal ratio in capital ships with Great Britain and the British Dominions collectively. In addition to the 5-5-3 ratio, the Conference agreed that the maximum tonnage of cruisers should henceforth be 15,000 tons.

In smaller craft and submarines the United States take at present a very prominent position. In destroyers alone they have about twice the number possessed by the British Empire; and the same preponderance is seen in the number of submarines.

It is generally admitted that America needs a strong coastal fleet to defend her long shore lines; but she seems loath to make the reciprocal admission of our need for an adequate force of mobile light cruisers for defence in wartime of our vast trade lanes.

Notwithstanding the fact that the British delegates readily accepted a further principle of parity which comprised the cruiser class as well as capital vessels, the American delegates wished to impose on Britain an aggregate tonnage maximum for cruisers.

Whether the estimate of our need for this class of protection is over-weighted (at present it seems the other way) is scarcely relevant: a nation, like an individual, is the best judge of the amount and quality of its own need for insurance.

It seems clear that the point in issue has necessarily, in the circumstances, proved insoluble, with the consequence that no formula was arrived at on which to base any general agreement. Had such been arrived at, even under conditions clothing it with an apparently free and willing consent, it would have been bought too dearly.

There would have been established the dangerous inference that the right of a Sovereign people to order and conduct its own legitimate business of living in the world no longer held true; and this inference would soon erect itself into an accepted principle. Rightly or wrongly the British peoples still believe that their community of nations, and the outside world as well, are better served by keeping a separate national entity. Whatever Utopia there may be lying ahead of the world's population can only be attained by slow and painful steps; and, however altruistic we may be, it must be always kept in mind that it is with the tools and materials to hand right here and now that our future is to be forged. In the Empire we have a great heritage and a greater promise and to most of us it appears the best instrument for the world's future good.

The Navy League Journal

VOL VIII. No 4.
SYDNEY, AUGUST, 1927.

PRICED 6d.
**The White Star “Persic.”**

The White Star Line has commenced its policy in replacing the old tonnage on the South African and Australian line by disposing of the Persic, one of the earliest and one of the best known ships on this service. Harland & Wolff built, like the rest of the White Star Line, she has a gross tonnage of practically 12,000 and a speed when new of 13 knots. She was specially designed for the new Australian service, which the Company was then opening, and is a particularly interesting ship as being one of the pioneers of the one class travel which has now become so popular. She also had a deadweight of 13,500 and has brought many thousands of tons of frozen meat to the country.

Her maiden voyage was uneventful for she had to put into Cape Town in December, 1899, with a broken rudder head, necessitating the dispatch of a new one from home and was then employed repatriating invalids and time-expired troops from the Transvaal to Australia. Among the items of her early history are the rescue of the crew of the schooner Madura which caught fire on passage from London to Port Elizabeth and the publication of the “Persic Star” in 1901, the father of many such journals which have appeared at sea since.

As soon as war broke out she was commissioned as an Australian transport and carried large numbers of troops. In September, 1916, she was attacked by a German submarine in the Mediterranean, but the torpedo missed. Unfortunately this was not the case on the second occasion, about two months before the Armistice, when she was torpedoed North West of the Scilly Islands but contrived to reach port very largely owing to her stout construction. She was repaired at Devonport and returned to the Cape-Australian trade in 1919. She was in the Clyde being repaired by Harland & Wolff at Govan only a few months ago, which led many people to believe that she had earned a reprieve, but it was only for one voyage.

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The New Naval Museum.

It has long been a source of great dissatisfaction in Great Britain that the country, as the premier maritime nation in the world, has had no adequate naval or maritime museum. There is a collection of models in South Kensington Science Museum, but although these have been very greatly improved recently and the collection made more complete, they are still very far from perfect. At Greenwich Naval Hospital there is a further collection housed in the famous Painted Hall and innumerable valuable models in the ceilings which never see the light. During the war, many of these relics were turned out to make room for stores and papers, when a considerable proportion of them disappeared. At the various dockyards there are small collections to which the public is not admitted except in special circumstances, while the Admiralty Library is always most courteous to research students and offers them every assistance.

But there has been no central collection or library and it is a matter of great congratulation that the Admiralty has now taken a great step in this matter and is doing everything it can to promote the scheme.

The great difficulty is to get a suitable building in or near London, which shall be big enough for the purpose and at the same time shall be suitable by nature and tradition. The removal of the Greenwich Hospital School to a site in the country has given the opportunity, and the Admiralty has given the proposed Museum the beautiful Queen’s House, one of the finest buildings in the country which was designed by Inigo Jones for the Queen of James I. The scheme will not be ready for another four years, but by that time practically all the Admiralty exhibits of interest, including all their models, will be brought from their various places and housed in the Museum, together with a wonderful collection of records which are now in the Admiralty and Public Record Office. Attention will also be paid to the Mercantile Marine, but in this direction arrangements are not complete.

The success of the movement has been very largely due to the Society of Nautical Research, which has been working for it for years, Professor Geoffrey Callander, the Secretary and Admiral Sir George Hope particularly deserving congratulation.

*Please Ask a Friend to Join The Navy League.*
When Head-Hunters and Cannibals Roamed in Torres Straits.

Boy and Baby Survivors of the Charles Eaton.

By Thomas Dunbar.

Many strange cargoes have come into Sydney Harbour, but none stranger, perhaps, than that which Captain Lewis of the Colonial schooner Isabella landed at Circular Quay in October, 1836. It consisted of 45 skulls from Torres Straits of which 17 were those of Europeans.

The European skulls were those of the unhappy passengers and some of the crew of the ship Charles Eaton, one of the scores of vessels which have come to grief amongst the tangle of islands and coral reefs which almost block the Straits.

In these days the Islanders of Torres Straits are peaceful and friendly souls. Many of them are ardent churchgoers. They would no more think of eating a white man or anyone else, or collecting his head, than they would of flying to the moon.

In the old days the inhabitants of many of the islands were amongst the fiercest headhunters of the South Seas, and some were inveterate man-eaters.

The Charles Eaton 313 tons, Frederick George Moore master, cleared outwards at the Sydney Customs House on July 28, 1834, for Canton. She carried six passengers, O. G. Armstrong, Captain and Mrs. D'Oyly, their two little boys and an Indian nurse. With the master she had a crew of 23 men, making 29 on board in all.

A few days later the schooners Augustus Caesar, and the Jane and Henry, left Sydney to make the passage of Torres Straits. The two vessels anchored near Double Island, on September 2, and a boat's crew from the Augustus Caesar went ashore. When they came back the sailors reported that they had seen a quantity of wreckage, muddy doors and windows, and two planks from the side of a ship. They had walked round the island but could not find the main wreck.

Man Who Would Be Rescued.

They did, however, find something more sinister. They saw some natives near a fire. The natives ran into the bush, but near the fire were some human bones.

The crew carried on board a window frame, a leg and other pieces of wreck which convinced Captain Wiseman of the Augustus Caesar, that the wreckage had come from the Charles Eaton. He concluded that the wreck itself must be at a considerable distance to windward, probably near Mount Adolphus, Cape York, or some of the reefs and islands in that neighbourhood.

During the night he saw several large fires on Wednesday Island, but did not consider it safe to land. He went ashore on Booby Island, to the west of Thursday Island, but saw no signs of the crew of the Charles Eaton having been there.

A little over a year later, on September 19, 1835, Captain Carr, of the ship Mangles, had a strange experience at Murray Island and Torres Straits. When the ship was anchored there several canoes came alongside with shells and other articles for barter.

In one canoe was a white person, apparently a European, quite as naked as the savages. The story as told by Captain Carr seems hard to understand. The story is given in the Herald after the return of the Mangles to Sydney:

"From enquiry I found that he was an Englishman, wrecked some 12 months since in the Torres Straits in the Charles Eaton, and wished much to come on board but the natives would not allow him. At the report of this I manned and armed the cutter, and sent the second officer, boatswain, and six men to take him at any price, stationing the poop with armed men to protect them in the event of any objection to him being given up. They hooked the canoe with the boat hook and told him they were come for him. His reply was:—"Take that man; he will go with you" pointing to a savage before him."

A Little European Boy.

"No," said the second officer, "I have come
Enjoy P. & O. Prestige.

An ocean voyage on a P. & O. steamer is a revelation of the genius of British naval architects and shipbuilders. Every vessel is modern, replacing war losses and embodying the latest ideas in Safety, Speed and Luxury. A Century of incomparable prestige finds expression, in the color and the latent ideas in Safety, Speed and Luxury. A Century of every vessel is modern, replacing war losses and embodying the ocean voyage on a P. & O. steamer is a revelation of

The Navy League Journal.
the five sailors who took the jolly boat, and the two boys. It may be that some perished before they fell into the hands of the headhunters.

There is, by the way, a tragedy of Torres Straits which goes back almost to the beginning of settlement in Australia. In 1793 the whaler Chesterfield, Captain Alt and the Shah Hormuz, Captain Bamton, were chartered to fetch supplies from India. They went by way of Torres Straits, and there a boat's crew went ashore one afternoon on one of the islands in the Straits was cut off by the natives.

When search was made for the missing men their disappearance was explained by a ghastly scene, very much like that reported by the men of the Augustus Caesar, who landed on Double Island (presumably the Boydang of the boy Ireland's story). The searchers found a fire near which were some human remains. A hand was identified by the tattoo marks upon it as having been that of a seaman named Hill.

As master of the Isabella Captain Lewis drew 7½. 6d. a day and rations during the voyage in which he saved the two boy survivors of the Charles Eaton. So impressed was Governor Bourke by the "intelligence and activity" of Captain Lewis that he recommended that Lewis should receive an order for 1,240 acres of Crown lands.

To-day the mortal remains of Captain Lewis rest in the old Bunnerong Cemetery, looking out over the waters of Botany Bay— that cemetery to which have been removed the bones of so many who were in their day pioneers by sea and land.

And in the old cemetery a mouldering stone still tells briefly of the search for the survivors of the Charles Eaton, lost in that graveyard of ships the reefs of Torres Straits.

Naval Conference at Geneva—
20th June, 1927.

At the Naval Conference of the three Powers, Great Britain, the United States, and Japan for the further limitation of Naval armaments, the proposals of the British delegation were as follows:

1. The extension of the accepted life of existing capital ships from 20 to 26 years, and a consequent waiver by the three Powers of their full rights under replacement tables agreed upon at Washington.

2. The fixing of the life of other vessels:
   (a) Eight-inch gun cruisers at 24 years.
   (b) Destroyers at 20 years.
   (c) Submarines at 15 years.

3. The reduction in size of any battleships to be built in the future from the present limit of 35,000 tons displacement to something under 30,000.

4. Reduction in the size of guns in battleships from the present limit of 16-inch to 13½ inch.

5. Limitation of the displacement of aircraft carriers to 35,000 tons instead of 17,000 tons.

6. Reduction of guns in aircraft carriers from 6-inch to 5-inch.

7. Acceptance of the existing ratio 5:5:3 for cruisers of 10,000 tons displacement carrying 8-inch guns.

8. The numbers of these larger cruisers which each of the three countries require can be the subject of further discussion.

9. A limitation of 7,500 tons and 6-inch guns to be placed on all future light cruisers after the number of 10,000 cruisers has been decided upon.

10. Limitation of displacement of:
   (a) Destroyer leaders to 1,750 tons.
   (b) Destroyers to 1,400 tons.

11. Guns in destroyers to be limited to 3 inches.

12. Submarines.—That the tonnage of the larger type of submarine be limited to 1,500 and the smaller type to 600, and the armament of each to 5-inch guns.
Naval Notes from Europe.
(By a Special Correspondent)

Admiral Harper's official account of the Battle of Jutland has been published in its entirety, but the plans have not been included on the score of expense.

The battleship Nelson has completed successful gunnery and contractors' trials, and has returned to her builders for completion.

The destroyers Radstock and Sibra have been broken up at Grays and Newport respectively. They were both built in 1916.

The refit and recommissioning of the cruiser Cairo has been deferred until next March.

The battleship Ramillies has again been employed as guardship at Cowes.

The battleship Cerf, new Australian submarine, has performed her trials successfully.

The usual summer visit of the Atlantic Fleet to the Baltic was undertaken by the Second Cruiser Squadron.

America's naval adviser at the Geneva Naval Conference is Admiral Hilary Jones.

The U.S. cruiser Huron (built 1904), late flagship of the Atlantic Fleet, has been placed out of commission.

The battleship Valiant completed her refit and returned to the Mediterranean Fleet, from which she has been absent since March.

The new captain of the battleship Benbow will be A. F. B. Carpenter, V.C.

The U.S. cruiser Memphis completed her year's service as flagship of the European Squadron, and was relieved by her sister Detroit. On her passage home she carried Captain Lindbergh, the aviator.

Argentina has ordered from Spain two destroyers, sisters of Alcala, Galiano and Chuuruaca which they recently purchased, and has borrowed 100,000,000 pesetas.

Admiral L. Clinton-Baker is to be succeeded by Vice-Admiral A. M. Duff as Admiral Commanding Reserves, which is generally a 'haling-down' appointment.

Calypso, cruiser, recommissioned at Chatham for further service in the Mediterranean.

The sloop Godetia visited London and was in port for the Queen's birthday.
NAVAL NOTES—Continued.

Armis and Ladybird, "China" gunboats, arrived safely from Malta and are serving on the Yangtse.

The destroyer Versatile has completed the rebuilding of her boilers; Venetia, Valentine, Viceroy, and Vidette are to be taken in hand.

The Royal Dockyards are not to build the two minesweepers authorised in this year's estimates.

The British monitor M.17, now the Canadian tanker Tugle, has been sold.

A Forgotten Campaign.

NOW that the anniversary of the outbreak of war is on us again, it is interesting to recall an earlier expedition to Flanders which resembles in many ways that of the "Old Contemporaries."

It was an expedition against France organised by Wolsey and led by Henry the Eighth in 1513 and consisted of about 40,000 men. Its achievements were the capture of Therouane, Lillie and Tournay, the defeat of a superior French force in the "Battle of the Spurs" and the expulsion of the French from Flanders. Incidentally, the Chevalier Bayard was captured.

Henry was at the time a young man twenty-two years of age, the best looking sovereign in Europe, and a general favourite with all classes of his subjects—in fact a very different Henry from the matrimonial expert of the later years our history books tell us so much about.

This expedition was the largest that ever crossed the Channel until the South African War, and was accomplished by a brilliant action off Brest in which Sir Edward Howard defeated the French and shut up their fleet in its harbours. The way was then clear for the transport of the troops which were embarked in hundreds of small vessels convoyed by the ships of the victorious fleet.

Thenceforward the Navy's business was to keep open communications across the Channel, and, at the end of the campaign which lasted four months, to ensure the safe return of the Army to England.

This campaign is of particular interest as being the first overseas expedition on modern strategical lines, and it will be seen that the Navy did the task allotted to it in its usual efficient manner, first getting command of the sea and then maintaining open communications. It may well be taken as the starting point of England's modern Navy.

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The Christening of Submarines.

Australia Influences Admiralty Policy.

It is generally believed that there was a good deal of Australian influence in the decision of the Admiralty to christen their submarines in future instead of giving them an unimaginative number. In the old days a second initial was added, A.E. 1 and A.E. 2 were the Australian units of the British "E" type; C.C. 1 and C.C. 2 were Canadian "C's." But when Australia was willing to lay down enough money to build two submarines of the "C" type she considered that she was entitled to voice her opinion and stated definitely that she considered that much more interest would be taken in them in the Island Continent if they had names which meant something to the general public.

Accordingly the names Otway and Oxley were earmarked for them and the British Admiralty fell into line and caused the O. 1, then building at Chatham, to be launched as Oberon. It is a good name from the traditional point of view, and there are many who will welcome this change in policy on the part of the authorities, although it is not quite as novel as many people imagine.

During the war we had the submarine Swordfish, but perhaps the less said about her performances the better. The question whether submarines should be named or numbered has been threshed out thoroughly, and is constantly being discussed, and it is generally believed that there was a good reason for changing the naming system. The Admiralty in naming them first and then numbering them was excusable.

The French have always named their submarines. Originally they were generally given the names of scientists, inventors and naval architects, names which were quite appropriate for a vessel as scientific in all its branches as a submarine. Then came a spell of classical names and latterly we have been getting tallies which have a history well worth remembering in the French Navy, and also the names of naval officers who did particularly well during the war. This appears to be as good a system of nomenclature as could be devised.

From the very beginning of their submarine fleet the Germans numbered their craft consecutively with the initial "U" to denote Unterseeboot and to distinguish them from the destroyers which were also numbered. Later, U.B. and U.C. classes came into the fleet, but no attempt was made to introduce names until the first of the giant submarine cruisers, which was given the name of the officer who sank the Lusitania in such ghastly circumstances. Other ships of the type carried the names of submarine commanders who had lost their lives during the war, but the ships still had their numbers as alternatives and were generally known by them.

The Germans are now giving the destroyers that they are building under the Peace Treaty the names of the war-time widows, Seabed, Gridley and the like—so that when their Navy is allowed once again to build submarines we may expect names right through the Untersee Fleet. Certainly the German authorities have been carefully weighing up the value of sentiment in naval matters ever since the war, and their decision should carry a good deal of weight.

In the early days of the American submarine fleet they were named after the depths of the deep, but after some years' experience they were changed to numbers with the initial letter of the

Continued page 55.
The Cochrane Shield.

At the last Officers' Meeting it was decided to pull for this Shield on Saturday, 27th August, on a course at Elizabeth Bay.

The boats which have been entered to date with their respective handicaps are as follows:

- Lane Cove Cutter Gig - Limit
- Rose Bay Whaler (Clovelly) - 40
- Birchgrove Cutter - 50
- Richmond Cutter - 50
- Mot man Whaler No. 1 - 40
- Mosman Whaler No. 2 - 45
- Birchgrove Cutter - 50
- Middle Harbour - 105

It was further decided at the same meeting that all boats entered pay a fee of 1/-, and the amount thus pooled to be divided between the second and third boats in the proportion of 5 to 2 respectively.

The Cochrane Shield.

The Navy League is Non-Sectarian. The Navy League is Non-Political.

M.03MAN  BAY
LANEOOVE
a course at Elizabeth Bay.

We have not very much to report since our last meeting, and have shown good progress—much to the satisfaction of their officers.

The cadets have been in active training during the month under review, and have shown good progress at the School of Arts. It meant that our boys would have been very late returning their party held at the School of Arts. It meant that our boys would have been very late returning their party held at the School of Arts.

We are going all out to win this race for the retention of the Cochrane Shield.

Our Committee is throwing all its energy into the forthcoming Vice-Regal Ball which promises to be a great success.

We had a good deal of rowing practice during the week-ends, and now that the weather is getting warmer we will be able to get out for out-of-door training.

The Balmain Company thanks the Drummoyne Ladies' Committee for their hospitality at the McMaster Cup race, when everyone had such a good time.

We have 3 new recruits this month—Cadets W. Redgrave, G. De Lamotte and C. De Lamotte.
NORTH SYDNEY—Continued.

represented in the struggle for the “Cochrane Shield.”

On Wednesday night, 16th July, after training classes had packed up, a cadet going off duty reported that an open boat was drifting off the depot. At the time there were remaining about 10 cadets in the depot. The officer in charge de- tached a petty officer and 2 cadets who manned Mr. O. H. Wood’s dingy, and this crew with as little loss of time as possible, towed their prize back to depot. The boys showed great skill and efficiency in this sudden emergency and call for action. Though perhaps a minor matter the incident shows the utility of such a movement as the sea cadets.

The financial drive undertaken by Mr. Archie Woods is still forging ahead, and an excellent measure of success has already crowned his energetic organising and supervision. We have certainly been blessed when we have such an able and generous supporter.

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THE NAVY LEAGUE JOURNAL.

ROSE BAY-BONDI—Continued.

Preparations are well in hand at our depot for the race for “The Cochrane Shield,” to be rowed over the course at Elizabeth Bay on the 27th inst., in which each Sub Branch will have one or more boats competing, and which we anticipate should result, after a closely contested effort, in a victory for representatives from the northern side of the harbour. Present form indicates that they are well in the running in this, as well as other spheres of activity, and what they lack in experience is more than compensated by their enthusiasm.

Our week-ends are as popular as ever, especially the camp fire service held each Saturday night, in which the “stokers” excel themselves in keeping “the home fires burning.”

Captain Sutteis Rothery, of Vaucluse, very kindly sent along a large sack of coconuts which he brought from the Islands on his last trip. As these were fully clothed (and not in Canadian costume) the boys had to exercise their ingenuity in removing the outer covering to get the shell and the contents therein.

A well wisher from Double Bay presented us with a canopy for our store, which is very useful and acceptable. Our thanks to them for their kindness.

Representatives from Coogee-Clovelly Sub-branch invariably make our depot a port of call, and occasionally camp over the weekend with us.

THE NAVY LEAGUE JOURNAL.

Rose Bay-Bondi—Continued.

We are pleased to announce that Miss Doreen Higgins has consented to accept the position of Hon. Secretary of our Sub-branch, also organiser of the Social Committee, in which she will be ably assisted by Miss Joan Higgins.

With the enthusiastic co-operation of those two ladies and other well wishers we should soon have this Sub-Branch on a plane equal to any south of the line.

Mr. Proud, Hon. Instructor, is putting in fine work with the boys in the boats, also knotting and splicing and physical drill.

Promotion: C.P.O. I. Wilson to acting Junior Officer.

All our supporters and potential supporters are invited to attend the race to be held for the Cochrane Shield on the 27th inst. at Mr. F. W. Hixon’s residence, “Fairlight,” Elizabeth Bay. A fine view of the race will be obtained from this position, which is the finishing point. Come early and inspect our depot on the waterfront.

BIRCHGROVE.

(Brought by Mr. C. Cooper, O.C.)

The Birchgrove Company’s Welfare Committee held their annual meeting on Thursday, June 30th, with Mrs. Harvey in the chair. Mrs. Poole (Sec.) read the report, which gave a full account of the Welfare’s doings for the past year. These ladies have done and are doing splendid work for the Company and, we feel sure, the whole of the Navy League will sympathise with those who have struck a bad patch.

We are sorry to hear (August 9th) Mr. Waterfield is discharged from hospital.

We are very sorry to have to report Mrs. T. H. Silk, wife of our President, and one of our most earnest workers, is very ill. All hands in the Company and, we feel sure, the whole of the Navy League will sympathise with those who have stricken so bad a patch. We trust that in the near future they will all be well again and “on deck” for the work that has to be carried on.

Junior Officer Harvey Kendal took a party from Birchgrove Coy. to Lane Cove on the occasion of the latter’s Annual Party. The report from this officer is to the effect that the cadets behaved splendidly, and that the programme was excellent.

Welcome to all Companies from Birchgrove.

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(Courtesy of The Navy League Journal.)

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GEORGE J. COHEN, CHAIRMAN: HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN; HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

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The main feature of this month's report is the boys' party. Mosman, Drummoyne, and our old pals, Birchgrove, were represented, and we hope they enjoyed our annual effort. The main drawback was that, being in a hired hall, we were very restricted, and could not indulge in noisy games. Fortunately we found some good talent among those present, and so filled in the time. Our thanks are due to Miss Grace Simpson and Miss Noreen Cooper for helping us at the piano. We intend making this fixture in the form of an outdoor sports meeting in future, and so be able to allow full vent to boyish lungs. Mrs. Oakes iced a cake for the party and it was relished by all. Among those present were Mr. and Mrs. Billam and our worthy President, Mr. H. Cochrane.

Our boat comes out of dock this week end, so we hope to have some luck with her.

Mr. Soady has kindly allowed us a place for our boat at his moorings, with use of shed for our gear, so probably this is our great chance.

Fortunately we found some good talent among those who helped by donations to the boys' party, Mosman, Drummoyne, and our old pals. Birchgrove was represented, and we hope they enjoyed our annual effort. The main drawback was that, being in a hired hall, we were very restricted, and could not indulge in noisy games. Fortunately we found some good talent among those present, and so filled in the time. Our thanks are due to Miss Grace Simpson and Miss Noreen Cooper for helping us at the piano. We intend making this fixture in the form of an outdoor sports meeting in future, and so be able to allow full vent to boyish lungs. Mrs. Oakes iced a cake for the party and it was relished by all. Among those present were Mr. and Mrs. Billam and our worthy President, Mr. H. Cochrane.

Our football team is most enthusiastic, and hopes to make a name for itself against Drummoyne next Saturday.

Lane Cove was represented at Signalman Nicholls' birthday party at Birchgrove and had a good time. Thanks, Godmother for the treat!

Recruits this month: Nichol, Sinton, Kilien and Doyle, which brings our total up to 30.

The best thanks of this Company are due to those who helped by donations to the boys' party, and we thank our President for his kindly assistance, support and sympathy.

Our weekly euchre parties are a great success, but the dance is not doing so well as we would like. However, we hope to improve next week.

Mrs. Clark, a very popular worker in Lane Cove, has joined our Committee, and we give her a hearty welcome.
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The Mariner's Compass.

**NOTES FOR SEA CADETS.**

**COMPASS CARD.** — The mariner's compass consists of a circular card which is carried by a magnetic bar of hardened steel placed under the card joining the North and South Points. This magnetic bar is called the needle. This card is carefully fixed upon a fine steel pivot rising from the bottom of a brass or copper bowl, by means of a small agate cup fixed in the centre of the needle. The card and needle are thus free to swing as if they were floating in water.

The bowl containing the card is carried on gimnals, so that it may always remain level in whatever direction the ship may pitch or roll. The bowl has a glass cover, and is placed in a wooden or brass case called a binnacle, which is fitted to carry lights to illuminate the Compass at night.

**LUBBER LINE.** — Inside the bowl is painted a vertical or up and down line commonly called the "Lubber's Point," and the bowl is so arranged in the binnacle that in small vessels the Compass being placed directly over the keel, the centre of the Compass card, the Lubber Line, and the ship's head shall be in one line.

**COMPASS COURSE.** — The helmsman steers by the Lubber Line, keeping any given point of the compass as near to it as possible; this point of the compass by which the helmsman steers is called the ship's Compass Course.

**POINTS OF THE COMPASS.** — The Compass card is divided into four quadrants by two diameters perpendicular to one another. The ends of these diameters are called North, South, East, and West, and are marked N., S., E., W.; they are termed cardinal points.

Each of these quadrants is divided into eight equal spaces, and the points dividing these spaces are called Points of the Compass; accordingly there are 32 Points of the Compass altogether.

The names of the points of the compass are obtained as follows:—Starting with the two diameters, N.S., E.W., divide the four quadrants equally by two more dotted diameters, and name their ends by the two letters between which each end falls, thus—N.E., N.W., S.E., S.W., E.N., E.S., W.N., W.S., N.N., S.S., E.E., E.S.E., S.S.W., W.S.W., N.N.E., S.N.E. Now you have sixteen points, and it will be noticed that the word "bay" does not occur in any of them.

To form the remaining sixteen points divide equally the sixteen spaces we have already obtained by the short dotted lines, which are the ends of diameters.

The word "by" (written b.) means "one point towards," and is used in the formation of all the remaining sixteen points; it is always followed by one of the names of the four cardinal points, N.S.E.W., and never by a double name, as N.E.

Starting from N. and moving in the direction of the hands of a watch, the first new point we come to is "one point towards" N. from N., it is therefore named N.E. The next new point we come to is "one point towards" N. from E., it is therefore named N.N.E. The next new point we come to is "one point towards" N. from W., it is therefore named W.N.E. The next new point we come to is "one point towards" N. from S., it is therefore named N.S.E. And so on with the other three quadrants of the Compass.

**HALF AND QUARTER POINTS.** — Besides the above 32 points, each point is divided into four quarters; the direction of the quarter, half, or
three-quarters being indicated from any of the JJ points, "N.E.," "N.W.," "S.E.," or "S.W.," means 1 point from S. towards N or E. or W. But we do not say E.S.S.E., but it is more simple to say E.S. and it is the same thing.

The value of one point of the Compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 1 deg. 15 min.; and 1 point equals 90 degs. 37 min. 30 sec.

The points of the Compass are made up as follows:

- Four cardinal points—N., S., E., W.
- Four half cardinal points—N.E., S.E., S.W., N.W.
- Eight false points:
  - (N.N.E., N.E.E., E.S.E., S.S.E., S.W.W., W.S.W., W.N.W., N.W.W.)
- Then sixteen "by points," so named because they "lay by," and are named from the eight principal points.
- Thus four cardinal, four half cardinal, make the principal points.
- Eight false points:
  - (N.N.E., N.E.E., E.S.E., S.S.E., S.W.W., W.S.W., W.N.W., N.W.W.)

The Mariner's Compass is subject to the following errors:
- Variation.
- Deviation.
- Heeling Error.
- Dip.

 type after the British fashion. There is now a good deal of talk of changing them back, and when one considers the consistent bad luck of the famous "S" type, and the heavy losses that they have sustained, one can well understand that with an intensely sentimental people like the Americans the change would be advisable.

Italy gives names to all her big boats, principally after distinguished naval officers, while the coastal craft has numbers with an initial letter. Instead of these letters running alphabetically, however, they denote the builder of the ship, which is an excellent idea from the propaganda point of view and which was carried out by Germany with their destroyers with very great success. They found that by identifying the ship unmistakably with the yard of their origin they supplied an excellent incentive to keenness.

The Dutch number their boats without regard to their class, the letter "O" prefixing the ordinary submarine, the letter "K" those belonging to the East Indian Navy, and the letter "M" the mine layers. The Japanese number their ships consecutively prefixed "H.A." for the small or obsolete boats, "R.O." for the ordinary sea-going boats, and "I" for the big cruisers. The numbers are duplicated in the various classes, and it becomes very difficult to understand just what system has been adopted. Originally it was straight ahead from "I" onwards.

The Spaniards, apparently not being able to decide which is the better system, have given their submarines both class numbers and names. The Russians originally had numbers, but recently there has been a great craze for giving them names. During the war it was quite possible to find names for hundreds of sloops and patrol craft, names which nearly always made their appeal. Many of the names of the old bomb ketches and small craft in the Napoleonic Wars are now vacant in the Navy List, and they were good, round-sounding, fighting names which are well worth perpetuating.

The inland towns and smaller ports which now take all too little interest in the Navy might well be considered, while there is a lot of virtue in the French system of perpetuating the names of officers who have died a gallant death for their country.

There are all too many such on the Roll of Honour of the Great War, men whose rank does not suggest the suitability of giving their names to big ships, but whose deeds and death are a fine example to the younger of the service for which they have made the sacrifice.

Fleet C. Dunn.
WHITE PACIFIC

How Can It Be Assured?

Naval Alliance Between Britain and U.S.A.

Diverting Japan to Far East.

Strategy of Western Pacific.

Japan's Great Stronghold.

Japan's Surplus Millions.

Germ of Pacific War.

(In this forceful and comprehensive article on vital problems of the Pacific, E. George Marks, author of the success-

ful book, "Watch the Pacific" (now translated into various Oriental languages) emphasises the necessity of a definite naval alliance for the maintenance of a White Pacific between Great Britain and the U.S.A., thus diverting Japan's Foreign Policy and territorial ambition to the Far East.)

Japan needs to be expanded or her total population is bound to decrease, and we do not wish to be numbered amongst the decaying nations.

T

HIS momentous statement was deliberately made by Dr. Shikoshi Nasu, Professor of Rural Economics at the Imperial University of Tokio, last month, when speaking as an accredited Japanese delegate at the Honolulu Conference of the Institute of Pacific Relations.

Japan's area is 148,756 square miles; population, 73,000,000; 400 people to the square mile.

Australia's area in square miles is 2,976,586; population, 6,000,000; people to the square mile, 1.011.

New Zealand's area in square miles is 103,861; population, 1,259,948; people to the square mile, 11.8.

Japan's annual excess of births over deaths is 500,000.

Her productivity is unequal to her immense population, wedged into the very limited area of 148,756 square miles—574,864 square miles less than that of the Northern Territory.

The density of population to the square mile in the Northern Territory (573,620 square miles) is 9.011.

Then there is Queensland's great area, 670,500 square miles, comprising the whole north-eastern portion of the Australian continent, including the adjacent islands in the Pacific and in the Gulf of Carpentaria. Her seaboard is 5,125 miles.

"To have and to hold."

Thus the combined areas of Queensland and the Northern Territory total 1,194,702 square miles, and there is not one person to the square mile to hold these vast regions.

Yet Japan, with an area of 148,756 square miles, is carrying 400 people to the square mile!

This ratio is increasing, now that there are 500,000 more births annually than deaths.

Although China has an area of 1,896,000 square miles and a population of 437,70,000, the people to the square mile is only 225—175 to the square mile less than Japan.

The combined areas of China and Japan total 2,045,756 square miles—959,330 square miles less than Australia; they carry 497,000 more people than Australia; they average 617 persons to the square mile; Australia does not average two persons to the square mile!

Gigantic Problem.

Is this not a gigantic problem for the white people of the Southern Seas? Made more cogent than ever by the unambiguous declaration of Shikoshi Nasu at the Honolulu Conference of the Institute of Pacific Relations.

It was inevitable that such a declaration would be made in view of the terrifically pressing problem of finding an outlet for Japan's surplus population.

America will not have Japanese immigrants or aliens; Australia's immigration laws are just as rigid; our ideal of a White Australia must never be surrendered; Asiatics must not enter.

White Australia shall remain; this shall be our true refrain.

Solving the Problem.

Were Japan to be given Manchuria, and free access for her surplus population in Mongolia and Siberia, the menace of the Southern Seas would be solved.

Russia, China and the associated powers are the obstacles; hence, Japan is confronted with a great dilemma.

She stands at the cross-roads of national prosperity or national decay; she cannot continue to sustain her immense population within her circumscribed area; she cannot see her nationals insulted and excluded from countries with which she trades; if Japan's progress is marred by the continued barriers of the white man's laws against her nationals; if the issue is National Prosperity or National Decay, Japan will not subscribe to the latter.

Stupendous Impasse.

Then a stupendous impasse is reached in which the Commonwealth of Australia and New Zealand must inevitably prominently figure.

Should Japan have to draw the sword to carve out new domains for her surplus population, the Pacific will be ablaze with a conflagration and the issue will be Asia's right, by virtue of numerical preponderance to the supremacy of the Pacific.

America and Australia would then have to fight for their national ideals.

The U.S.A. recognises that Japan can only be checked in her Pacific ambitions by the maintenance of a formidable fleet; a great fleet is better than any diplomatic argument. Hence the attitude of the U.S.A. at the Geneva Reduction of Armaments conference.

Ways of Uncle Sam.

The U.S.A. does not desire to commit national suicide by reducing her fleet beyond adequate safety.

The U.S.A. newspaper criticism against Britain's naval imperialism is a subtle way of keeping up American armaments against the pressing Pacific problems of Japan.

America is aware that the problem of feeding Japan's ever-increasing population within an area of 148,756 square miles must inevitably lead to a war in the Pacific should the white nations persist in their present policy of the rigid exclusion of Japanese nationals.

The Japanese firmly believe it is more glorious to die fighting for the conquest of new territory to sustain their surplus millions than to be stifled and cramped to death for want of territorial expansion.

Pacific Safeguard.

The safeguard of a White Pacific is a definite naval alliance between Great Britain and the U.S.A.; it is the next best solution of Japan's territorial expansion to that of the surrendering to her surplus nationals Manchuria, Mongolia and Siberia.

Immense advantage to Japan it would be to under the relations of Great Britain and U.S.A. so as to prevent a prospective naval alliance for the maintenance of the white supremacy of the Pacific.

Without the prospect of the British fleet coming to the assistance of the U.S.A. fleet in a Pacific conflict with Japan for the hegemony of the great ocean, the Naval Lords of the Mikado would not be hesitant declaring that the U.S.A. must respect Japan's nationals in the same manner as America respects her trade.

Japan starts Cruiser Race.

Immediately subsequent to the Washington Reduction in Naval Armaments 1922 Conference, Japan started the construction race of light cruisers; the U.S.A. and Great Britain now recognise they must not lag behind Japan in light cruiser
Strategically, Japan is impregnable in the Western Pacific; she holds, under mandate from the League of Nations, the Marshalls, the Carolines, the Ladrone and the Pelew Islands athwart the most vital trade routes; she is building a new and intermediate Japan in the mid-Pacific.

Giving Japan the mandate over such vitally important strategic islands as the Marshalls, the Carolines, the Ladrone and the Pelew Islands was a prodigious diplomatic blunder; so palpable, so stupendous, that the British Admiralty to counter it, in some degree, proposed the construction of the great Singapore base sentinel of the East—the palladium of the Southern Seas.

A war in the Pacific is now inseparably linked with the finding of avenues for Japan's surplus population; that war may be delayed by diplomacy's power and by trading interests—it cannot be prevented; it is inevitable.

This fact must be resolutely faced by the white peoples of the Pacific; particularly by the Commonwealth of Australia and New Zealand.

Japan must have food for her great population; her productivity is unequal to the gigantic strain within her limited area; every year makes the problem more acute.

*Neither Forgets nor Forgives.*

With this fact the U.S.A is thoroughly seized; a strong, a powerful navy, is her only shield against the Japanese, a sensitive nation whom the U.S.A. seriously affronted by excluding Japan's nationals as aliens and pariahs.

Japan neither forgets nor forgives national affronts. She consequently has no love whatever for the U.S.A.; she has no love for the Commonwealth of Australia, which just as unceremoniously slammed the door—and bolted it—in the face of Japan's nationals.

**Japan in Western Pacific.**

Japan's navy is a formidable one. Her strategic position in the Western Pacific gives her an immense advantage over the American fleet; almost neutralising the latter's numerical superiority.

America's war vessels must come across the Pacific to seek out a portion of the Japanese fleet amidst the strategic bases in the Western Pacific.

Japanese naval writers have no fear of a conflict with the U.S.A.; predict that the Philippines and Guam would be seized by Japan within a week of the opening of hostilities; that the U.S.A. fleet venturing into the Japanese stronghold of the Western Pacific must meet with defeat.

Japan cannot depend upon the British fleet maintaining a benevolent neutrality in the event of a conflict in the Pacific between the fleets of the Mikado and those of the Great Republic. Hence the situation has to be most carefully surveyed before the struggle for the hegemony of the Pacific commences.

Japanese naval strategic writers point out that America's strategic position in the Eastern Pacific is very good; that it is hopelessly weak in the Western Pacific—Japan's stronghold in the mid-Pacific.

**Capture of Philippines—what it would mean.**

What would Japan's capture of the Philippines mean in a war in the Pacific—she would be the mistress of all the waterways of direct importance to her; she could maintain a war of long duration.

The Marshalls, the Carolines, the Ladrone and the Pelew Islands are excellent advanced bases for surprise attacks on a heavy U.S.A fleet making for the Philippines or the Western Pacific.

The U.S.A. now recognises this vital fact: sees the immense importance of fast light scouting cruisers—craft which Japan has pinned her faith to since learning the naval lessons of the world war.

The U.S.A. must have squadrons of fast light cruisers if it hopes to surmount the communications between Japan and the Asiatic continent; a successful attack on those vital communications would be a mortal blow to Japan, with a portion of her fleet based on her strategic islands in the Western Pacific; her fleet would then be in a precarious position—liable to be beaten in detail.
Japanese writers are hopeful that France would allow Japan to utilise French Indo-Chinese ports, even as she allowed Russia to do so against Japan in the conflict of 1904; France is too friendly with the U.S.A. to permit this. France cannot forget America's assistance in the world-war.

**Blockade of Panama Canal.**

Some Japanese strategists advocate, in any naval war with America, a temporary blockade of the Panama Canal—that would entail a tremendous moral and material blow to America; and as for the security of the Southern Seas; she expects them to help her by being prepared by sea and land; should they fail to do so they would be recreant to their great heritage.

**We are Deluding Ourselves.**

Read what Mr. H. Duncan Hall, Professor of International Relations at Syracuse University, and formerly of Australia, says with regard to the possibilities of war in the Pacific.

We are deluding ourselves when we say there is no chance of war in the Pacific. The seeds of war are here, as in Europe. The minimum requirements of the Pacific area is that there shall be no resort to hostilities until there has been thorough investigation.

Now read what Dr. Harada, a prominent Japanese Delegate to the Conference, said:—

The Japanese will never be content until the American Exclusion law of 1924 is wiped out.

Advocates of the White Australia Policy and peace in the Pacific should inculcate the dictum:—

Sic vis pacem, para bellum — if you wish for peace prepare for war.

When that struggle comes Great Britain will be in it—for the protection of her children of the Southern Seas; she expects them to help her by being prepared by sea and land; should they fail to do so they will be recreant to their great heritage.

**PLEASE NOTE.**

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Room 110, Dalton House, 115 Pitt Street, 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 7608.
The Navy League

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 ITS OBJECTS ARE:

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 DESTRUCTION OF A GREAT COMMERCE AT SEA IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.

3. To bring home to every person in the Empire that the existence of the Empire, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE NAVY than on the protection of the sea, and that without the Navy we can be said to have no existence as a nation.

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, welds us into One Imperial Whole.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the 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."

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The Navy League Journal

Vol. VIII. No. 5. Sydney, September, 1927. Price 3d.

"Defence Not Defiance"

Our heading is a Navy League motto and sums up very aptly the League's attitude when setting forth before the public its very important Aims and Objects.

It is not inopportune at the present time to realise how important was Sir Austen Chamberlain's pronouncement recently at Geneva. He stated unhesitatingly that he was for the British Empire first and foremost and yet was a firm believer in the League of Nations. His short reference to the failure to agree of the Disarmament Conference implied what the Navy League has been pointing out year in, year out.

The needs of the Empire must come first with all Britons, and in the nurturing of this sentiment the Navy League is of inestimable value in its own sphere of activities.

The British delegates did their important duty at the Conference in a willing and helpful spirit, and did their duty, moreover, when they insisted that the measure of the need for defence was the sole province of the power concerned. The whole tenor of the British proposals showed that the raison d'être of British Fleets was for the purpose of defence; that aggression would never be tolerated or permitted to erect its head; in fact, the delegation truly exemplified our motto of "Defence Not Defiance."
The New Naval Repair Ship.

A good deal of interest has been aroused by the official intimation that the new fleet repair ship RESOURCES will be fitted with turbine engines instead of diesels as had previously been unofficially accepted. The submarine depot ship which is building alongside the RESOURCES at Vickers' yard at Barrow in Furness will be fitted with diesels.

This intimation suggests that the new ship will be very much faster than her predecessors, the lack of speed in several of which has often been criticised by naval authorities. The CYCLOPS, which was originally the fleet repair ship and is now a submarine depot ship, but which is still fitted with very fine workshops which can be used for repair work, is a good three knots below her legend speed of 13, while the old ASSISTANCE which will be replaced by the RESOURCE, only had a speed of 12 knots when she was a new ship in 1900.

It was felt that this low speed very considerably detracts from the usefulness of a repair ship which is likely to be required to go ahead with the fleet and to help form a flying base. It is felt that the Americans are very much better off with their 16-knot MEDUSA, PROMETHEUS and VESTAL.

Submarine Design.

There is no doubt that the average naval officer will be very glad to see the size of submarines limited to 1,000 tons, although Great Britain has turned out the most wonderful super submarines in the world, and in the "X" class possesses the largest underwater craft. These big vessels are unpopular with the men of the submarine service on account of their unhandiness and difficulty in diving. It is just the same when the German Navy introduced submarine cruisers at the end of the war, the first ones being the ships converted from mercantile use after the historic voyage of the commercial submarine DEUTSCHLAND.

Of course the big submarines of the "X" and "O" classes can make far longer voyages than any others, but the "K.36" of the famous "K" class continued to get to Singapore and back without any difficulty, and if her excessive machinery power were replaced by offensive weapons she could have done the journey just as well and been far more useful as a submarine without exceeding the Geneva limits.

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BEGINNING OF CONSTITUTIONAL DISCIPLINE

Thus, through succeeding reigns—Queen Elizabeth, and King James—the navy made rapid progress, notably in its political constitution. Up to this latter era, the navy had been ruled with a despotic hand by a Lord High Admiral. It was King James who, to cover the incapacity of his favourite Buckingham, appointed a Council of experienced naval officers of high rank, with instructions that no affairs of importance were to be undertaken without their advice. This council was the origin of the present-day Board of Admiralty. With this important change came a realisation, with the introduction of gunpowder as a novel and destructive element, of the need for artillery to supersede the bow and arrow as a national weapon of warfare. But still, it was the High Admiral, and not the Board of Admiralty, who at sea framed his own regulations for the punishment of crime and the enforcement of discipline in his fleet. Thus, the instructions issued by Admiral the Earl of Lindsay to the admirals and captains of his fleet included the following:

"If any under your command in that ship shall be a common swearer, blasphemer, railler, drunkard, pillorer, or sleep at his watch, or make a noise, and not take care of his person, his place of rest after the watch is set, or shall not keep his things clean, or be discontented with his proportion of victuals, or shall spoil or waste them or any other necessary provisions for the ship, or shall commit any insolency or disorder, fitting you by to be corrected, you are to punish them according to the order and custom of the sea; putting one in the billows during pleasure; keep them fasting; duck them at the yard-arm, or haul them from yard-arm to yard-arm, under the ship's keel; or make them fast to the capstan, and whip them there; or at the capstan or mainmast hang weights about their necks till their heart and back be made to break; or gog or scrape their tongues for blasphemy or swearing and this will tame the most rude and savage people in the world."

In 1645, the House of Commons adopted a system of laws for the government of the navy. By this enactment, the rules of discipline were fixed, offenses defined, trials by councils of war enjoined, and punishments directed according to the nature of the offence, and the known orders and customs of the sea. A few years later a system of trials by Court-martial was introduced and adopted.

The instructions so issued are the first form of a naval Court-martial to be found in English history. It was a carefully framed system, with all the machinery for the fair and speedy trial of offences, based on the broadest principles, and complete in all its details. The constitution of this Court was founded on the great fundamental law of British liberty—the trial of a man by his peers. So carefully was this constitution framed that it remains in force, in all its essential principles, to this day.

THE DEATH SENTENCE AND FLOGGING

Although the scale of naval punishments which still may be inflicted for certain offenses includes the death sentence and flogging, one would be pretty safe in asserting that there are very few, if any, men alive to-day who ever saw these extreme sentences carried out. The reason, to the writer's mind, is a highly creditable one—for neither in these days or for some generations past, have there been men allowed to remain in the navy, whose characters is or was such as to merit those sentences. There are four grades of character, as very good; good; fair, and indifferent. The next lower grade could only be "bad"; but no man, having so
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(Contributed by Mr. G. SANDAY)

In view of the arrival in Australian waters during the next year of H.M.A.S.'s "Australia," "Canberra," and destroyers and submarines, it is interesting to recall a similar historic occasion which took place in Sydney Harbour on Saturday, October 4th, 1913.

On that day H.M.A.S.'s "Australia," Flagship of Rear Admiral Sir George E. Patey, K.C.V.O. (the Admiral commanding the new Australian Fleet), "Sydney" (Captain John C. Glossop), "Melbourne" (Captain Mortimer L.E. Silver), "Warrego," "Yarra," and "Yarramatta" made a most imposing spectacle as they entered Sydney Heads and steamed up the harbour to their respective anchorages.

These new and up-to-date fighting machines were undoubtedly a possession of which a young country could be proud; and augmented by the warships already possessed by this Commonwealth created quite a formidable fleet. It is well to remember that within less than twelve months after the arrival of the foregoing ships the necessity for naval protection of adequate dimensions was demonstrated.

Therefore, does it not behove us to urge the policy of maintaining a Fleet of sufficient strength to provide the full protection of our well-being.

To commemorate and welcome these ships of the Australian Fleet a Citizen's Committee was formed, consisting of the Rt. Hon. the Lord Mayor, Alderman A. A. Cocks, M.L.A., Hon. Thomas Hughes, M.L.C., Hon Sir Allen Taylor, M.L.C., A. G. Milson, J. S. Shearston, and others, with Messrs. J. Russell French, T. A. Dibbs, and O. Williams, Hon. Treasurers; and A. Borchard, T. H. Nesbitt, and W. G. Layton, Hon. Secs.

A series of festivities during the following week were organised by this Committee and invitations were issued to the officers and men of the Royal Australian Fleet to Randwick Spring Meeting, Eight-Hour Demonstration Sports, Dinners, Balls, Dances, &c.

The Fleet and City were illuminated and band performances were held in the parks.

The ships were also open for inspection on several afternoons.

At the Royal Naval House Dances, Concerts, &c., were held as a welcome to all ratings of the Royal Australian Fleet, the chief mover in this connection being the late Mr. J. S. Shearston (the then Superintendent of the Royal Naval House).

Lord Kylsant, at the meeting, made some interesting remarks relating to the "White Star Line" and "Australasian Trade," of which the following is an extract of the reported speech.

"WHITE STAR LINE"

Stockholders are naturally interested in the part our company has taken in bringing back from America to this country the control of the White Star Line, which the late Mr. J. Pierpont Morgan secured 25 years ago.

Eight years ago—namely, in May, 1919—as the result of negotiations, in conjunction with the late Lord Pirrie, extending over a considerable period, I signed a contract, on behalf of the Royal Mail Steam Packet Company, for the acquisition of the White Star Line and the other British lines whose share capital was owned by the International Mercantile Marine Company of New Jersey, U.S.A.

The fulfilment of this contract depended upon two conditions—namely, confirmation by the board of directors of the International Mercantile Marine Company and also by the stockholders of that company.

Whilst the directors unanimously ratified the contract, it was subsequently rejected by the stockholders of the International Mercantile Marine Company, and was thus nullified.

Negotiations with the International Mercantile Marine Company were, however, continued from time to time, and ultimately resulted in the ownership of the White Star Line being brought back to Great Britain by a signed and confirmed contract, dated November 27, 1926, under which we acquired the share capital of the Oceanic Steam Navigation Company, Limited, and took control of this business of the White Star Line as from January 1, 1927.

In order to give effect to the contract with the International Mercantile Marine Company of November, 1926, a new company, called White Star Line, Limited, was formed in January last, all the Ordinary shares of which are owned by us and our associated companies, and an issue of Preference shares, guaranteed by our company, was offered to, and subscribed by, the public.

Your directors are of the opinion that the important additional interests secured by the Royal Mail Company through the acquisition of the White Star Line will, by extending the sphere of our operations, which are now world-wide, prove a source of increased strength to the company.
Globe Brand
Meat Products
QUALITY GUARANTEED
ASK FOR
Globe Sheep Tongue
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KIWI IS BEST FOR ALL FOOTWEAR. IT IS SUPREME IN BLACK, TAN, PATENT LEATHER, LIGHT TAN, DARK TAN, NIGGER, OX BLOOD & BROWN.

**Vice Regal**
Cigarettes

If you smoke a pipe, of course you smoke "Vice Regal!"
Mixture in a Civic Pipe.

W. D. & H. O. WILLS

NORTH ATLANTIC TRADE.
The Royal Mail Company had associations for many years in the past with the North Atlantic trade, through their service from Southampton to and from New York via the West Indies. After the non-fulfillment of the contract of 1919, to which I have referred, we inaugurated what was known as the Royal Mail Line's "comfort route" from Southampton and the Continent to New York, which service was performed by our four "O" boats.

In view of the important interests in the North Atlantic trade secured by the agreement of November, 1926, our service on this route has now been merged into that of the White Star Line. We intend to do all in our power to maintain and enhance the great traditions of the White Star Line in the Transatlantic trade.

AUSTRALASIAN TRADE.
In addition to our increased participation in the North Atlantic trade, we have, by the acquisition of the White Star Line, again become largely interested in the Australasian trade.

Besides the regular service to and from Australia which the White Star Line has carried on for many years, the famous Aberdeen Line to Australia, founded over a century ago by Messrs. George Thompson and Co., has also become one of the associated companies, through the acquisition of the White Star Line.

Concluded on page 29

**Patent Hatches and Battening Arrangement.**

The above illustration gives a good idea of the way in which certain cargo vessels have been fitted with hinged hatches. These are built up of sections which can be lifted off only by means of power, such as a winch or crane, thus preventing the unauthorised removal of hatch covers. Such an arrangement goes a long way to defeat the pressing problem of pilfering. To reinforce the safety of the cargo the hatches are secured by padlocks. The sections, though comparatively heavy, are easily stowed on deck or ashore whilst the work is proceeding down the hold, as they fold up automatically when landed. The batten, also illustrated, is a new device which banishes the use of wooden wedges and the labour involved in the old method of battening down. The principle of this batten is to close the bare joint on the tarpaulins and hatch coaming by the operation of an endless screw, or turnbuckle affixed between two bars. It has proved a most efficient and tannacious way of securing tarpaulins, even when the decks and hatches are subjected to the battering force of heavy seas.
MANUFACTURERS OF:

It's a beverage which not only satisfies but sustains—which quenches the thirst and keen the faculties both physical and mental—find in K. B Lager just what they require.

TOOTH'S KB LAGER

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Dill's “BEST” Virginia Tobacco

Dill's “BEST” high-grade Virginian Tobacco, in cube cut and ready rubbed. A cool, mild tobacco that will not burn the tongue.

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THE NAVY LEAGUE JOURNAL

American Discovery of Antarctica.

When Foreign Warships Surprised Sydney Under Cover of Night.

How France Made Good Her Claim to Adelie Land.

By Thomas Dunbar.

THE NAVY LEAGUE JOURNAL

Puzzling Light on the Sow and Pigs.

When one of Wilkes' squadron, the Porpoise, fell in with a Yankee whaler, the Martha of Plymouth, Coffin master, near the Auckland Islands on February 17, 1840, the whaler's Captain stated that there were at least 100 whalers working in the neighbouring seas. The Bay of Islands in New Zealand was in those days the working base for nearly 100 whalers, largely Americans, and there was an American Consul, Clendon, there.

In view of the interest of the United States in the Southern seas it may be that the voyage of Wilkes and his squadron round the world had more than a scientific purpose. However, the advancement of scientific knowledge was the ostensible purpose of the expedition.

The full strength of the squadron was six vessels. The flagship was the Vincennes. Then came the Peacock, wrecked on July 18, 1841. The Relief was sent home from Callao by way of Sydney. The others were the Porpoise and the tenders Seagull and Flying Fish (which was sold at Singapore.)

It was on August 17, 1838, that the first of the ships arrived at Sydney. By the time of Wilkes' visit a great fleet of American merchantmen and whaling vessels were no strangers to Australasian waters long before the days of Wilkes. The first of them to arrive was the Philadelphia of Philadelphia, commanded by Captain Patrickson, which reached Port Jackson on November 1, 1792. In the next 20 years fifty United States vessels visited Sydney while a number of others came to Australia without touching at Port Jackson.

By the time of Wilkes' visit a great fleet of United States whalers was busy in every nook and corner of the South Pacific. When Ryde made his great journey round the coast of the Great Australian Bight in 1841 it was estimated that there were 300 whalers, mostly American and French, working off the southern coast of Australia. It was a French vessel, the Mississippi (with an English captain, Roositer) that saved Ryde's life, but a little earlier Moore, in his "First Ten Years of Western Australia" admits that it was to the American whalers that the settlers in the west owed their knowledge of much of the coast.
A training centre has been started at Coogee to allow boys from Coogee to train for the Navy League without having to walk over to Clovelly. The Secretary of the Coogee Life Saving Club kindly gave permission for us to use the hall rent free. Twenty-five boys are already on the books, making Coogee-Coogee a fairly large company of forty-five.

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Since our last report affairs are going well with Drummoyn. On the 30th August we played Lane Cove at football. Lane Cove have not won at boat pulling, but they certainly can play football. They beat us 5 goals to nil and showed fine form, but we are awaiting eagerly the return match when we hope to give a better account of ourselves.

Our thanks to Captain O Smith for obtaining us a launch to tow our boat to Elizabeth Bay on the day of the race. Many of our supporters came and viewed the event. This time we were unable to pull into a place, but on the re-row we hope to make a showing.

The 30th August was the occasion of our Grand Ball, which proved a great success. The State Governor, Sir Dudley de Chair, and Lady de Chair were present; several members of Headquarter Executive; Sir Thomas and Lady Henley; the Mayor and Mayoress of Drummoyn. There was also a good muster of officers and cadets. We thank all those whose presence made the event such a success; they will know that they are helping along a good cause in thus aiding the Drummoyn Cadets along the road to a new depot. Our sincerest thanks to the Committee and Ladies' Welfare; once again they proved their organising ability and enthusiasm in efforts to raise money for the Building Fund.

September 3rd we played a football match against the Boys' Brigade, Pyrmont Branch, and were able to beat them by 4 goals to 1. We have promised them a return match in the near future.

We are sorry to report that our writer, C.P.O. Everingham, is down with the flu. We hope he may quickly recover, as we need his help now that summer activities are commencing.

During the last month we enrolled three new boys, and we have plenty of room for more. We hope many more boys will join up, as good times are ahead with camps, etc.; and the old boys know what they mean.

All success to the Palais Royal Dance! We hope that all cadets will tell their friends and see what they mean.
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DRUMMOYNE—CONTINUED.

On 29th August the O.C., Mr. Hirons, went over to Mosman Bay Sea Cadet Depot on examination duties. The examination was for passing Cadet Petty Officers, and the candidates did very well indeed. Seamanship, Leadline and Rule of the Road were the star subjects, whilst the only weak one was Flag Drill. Perhaps the reason for this was the sending of block letters instead of an ordinary message. Mr. Hirons was struck by the great amount of interest shown by the Mosman Bay Committee in the cadets, and wishes them all the best of good luck in the very fine work they are doing.

ROSE BAY-BONDII.

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

On the 29th August our Elizabeth Bay Depot presented an animated appearance, naval boats of all descriptions, escorted by crowded launches, coming from all points of the compass, and converging on the waterfront of "Fairlight" the residence of Mr. F. W. Hisson, O.B.E., to take part in the race for the Shield presented by Mr. Harold Cochrane.

Clovelly dinghy was first past the post, closely followed by the Fairfax whaler (Clovelly crew), with Birchgrove cutter third, and rapidly overtaking the leaders.

Owing to an unfortunate misunderstanding regarding the starting point the full course was not covered, and the winners, Clovelly, have shown their sportsmanship by agreeing to the race being re-rowed at an early date.

After the race most of the Companies partook of the good things provided, of which there was plenty for all.

Mr. and Mrs. Hisson entertained a large number of Navy League enthusiasts, including Miss Doreen and Joan Higgins (Hon. Sec.), Mr. and Mrs. Burrows (Clovelly), Mr. W. Hunter and Mr. J. Cask (President and Hon. Sec. Eastern Suburbs). Returned Sailors and Soldiers' Association, all members of our Sub-branch, as well as leading representatives and officers of the other Sub-branches.

The boys did full justice to the good things provided, and were greatly impressed with the facilities at our disposal for camping, the cave, roofed and floored, with bunks, mattresses, etc., and also the kitchen and all conveniences.

We expect that our depot will become the rallying point for the nearby companies in their sailing excursions during the coming season. All are welcome.

Middle Harbour Company—Mr. Nixey and his boys—have camped over the week-ends with us, also Clovelly Company on various occasions.

Mr. Nixey entertained the boys by recounting his experiences in sailing ships, then "shouldered his cutch and showed how fields were won," when we compared notes regarding our experience in the South African campaign.

Messrs. J. & G. Roughtley, Fruit Exchange, generously donated a case of mandarins, Miss Bishop six dozen Rock Cakes, Mr. Kelso King £1 for Cakes for the boys.

Apart from entertaining the adults Mr. and Mrs. Hisson provided tins of choice biscuits, tea, sugar, etc., for the boys, and our newly formed Social Committee provided barrels of ginger beer and confectionery for the boys. Our good friend and supporter, Mr. C. Isles (Suburban Carrying Co.) as usual delivered free of charge to our depot.

Our thanks to the above mentioned for their kindness.

Our sailing activities for the month include trips to Rose Bay, Neilson Park, Taronga Park, Clifton Gardens, Shark and Clark Islands, and other parts of the Harbour.

Promotion: R. Redding to Petty Officer.

On the 9th inst. the ladies of the newly formed Social Committee assembled at "Fairlight," and were entertained by Mrs. F. W. Hisson after noon tea. After an inspection of the depot (particulars of which are given elsewhere in this issue) the ladies "mapped out their course" regarding future activities, and the interest and enthusiasm displayed augurs well for the future success of this Sub-branch in particular, and the movement in general. Everyone was greatly impressed with the splendid support accorded to this Sub-branch by Mr. and Mrs. Hisson, Mr. C. E. Stirling and others, and the good example set will, we hope, prove an inspiration and example for others to "pull their weight."

We trust that members of our Social Committee will visit us from time to time and be entertained by the boys. This also will enable them to become conversant with our work and also with our future requirements.

The last week-end was spent under ideal weather conditions. Mr. Proud exercised a mixed company on Saturday, Rose Bay and Clovelly, under oars, and taking in Mosman depots for reels. On Sunday Mr. F. Hopkins had the boys under sail on the harbour; all hands as usual had a good time and appreciated the hot soup and tea on their return.

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Cove River. Our moorings are proving very satisfactory, with a long stretch of smooth water for training facilities.

Drills and parades have been carried on during the month with the usual vigour and the interest is still being maintained by each cadet, no matter whether he is in the Signalling, knotting or Compass class.
Our boat has again come into commission and looks quite good at her new moorings up the Lane Cove River. Our moorings are proving very satisfactory, with a long stretch of smooth water for training facilities.

None can tell how great was our disappointment in not being able to reach Rushcutters' Bay in time to take part in the boat race. Man proposed and he carries it out, if he can; but the fates were against us on this occasion by reason of a breakdown in the engine of the boat which was towing us. We had great hopes, perhaps not of winning the coveted shield, but of not chasing the other boats in, as has been our lot in the past. We hope to give a good account of ourselves on Oct. 1st.

Church parade was held during the month, but it was very poorly attended, not half the strength of the company turning out.

Our euchre party and dances are improving weekly. Last month showed a substantial profit.

Sorry Lane Cove cannot take part in the combined boat, but our efforts are fully engaged on Monday nights.

On Saturday last 15 of us shoved off from our moorings and paid a visit to the Port Delange lying off Long Nose. Many of the boys climbed aloft as far as they could get a foothold, one even essayed a Charleston on the cross tree.

Glad to welcome Capt. Beale back and hope he will pay us a friendly call some Tuesday evening.

We wish to thank Mr. J. Clayton for presenting us with one dozen packs of cards for our Euchre party, also Mrs. Oakes, Mrs. Young, Mrs. Gebhart and Mrs. Munro for Euchre prizes; also Miss Gooch, Mrs. Young, Mrs. Oakes, Mrs. Darcy, for providing supper on different nights. These donations have all helped our receipts considerably.

Please interest at least ONE friend in our Sea Cadet Movement.

Rose Bay—Bondi—Cont. from page 21.

The committee will consist of the following ladies—Mrs. F. W. Hinson, Mrs. F. H. King, Mrs. Whiddon, Mrs. H. Crouch, Mrs. Ruthven, Mrs. Halse Rogan, Mrs. Percy Freer, Mrs. A. Ramsay, Mrs. Cross, the Misses Dorothy King, Ruti Saunders, Hope Meek, Betty Reid, Nancy Ruthven, Joyce Mearns, Annie Cook, and T. Raine. The Misses Doreen and Joan Higgins are the joint hon. secretaries.

Mrs. Hinson later entertained the gathering at afternoon tea, when Mr. Hopkins, O.C., expressed his gratitude, on behalf of the sub-branch, and Mr. G. Billam (organising secretary, New South Wales branch) spoke on behalf of the Navy League.

LANCE COVE

(Contributed by Mr. R. M. Sammerville, O.C.)

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Our boat has again come into commission and looks quite good at her new moorings up the Lane Cove River. Our moorings are proving very satisfactory, with a long stretch of smooth water for training facilities.

Last month we forgot to report that a squad of our boys put on an interesting turn of Squad Drill, Signalling and Knots at a Social Evening given by the Mosman Parents' and Citizens' Association, which was greatly appreciated by the large number of people present.

The examination of cadet candidates for Petty Officer, and Leading Seaman was carried out by Mr. J. Hirons, Drummoynye, and Mr. W. G. Nisey, Midshipmen (whom we sincerely thank) at Mosman Public School on 29th ultimo, with the following results:

Petty Officer—
* C. Dillon—90
* H. Parkin—78
* L. G. Scott—85
* G. Aldred—66
* A. Aldred—80
* D. Gaydon—49
Passed—

Leading Seaman—
R. Luxcombe—63, W. Oxbould—56
M. M. Mort—61, J. Harney—50
E. Dillon—60

RED AND GOLD BALL.—The unqualified success of our Red and Gold Ball held in the Anzac Memorial Hall on the 3rd August, was mainly contributed to by the energetic Ladies' Committee so ably led by Organiser-in-Chief, Mrs. Dillon, and also by the artistic posters which were hand painted by our Honorary Artist, Mr. Claude Dillon, and which graced many of the shop windows and other conspicuous positions in and around Mosman.

Our Depot.—Our new Depot is still the centre of much work in alterations and refittings performed as a labor of love by Mr. Bayley, Mr. A. Aldred, and which graced many of the shop windows and other conspicuous positions in and around Mosman.

Our euchre party and dances are improving weekly. Last month showed a substantial profit.

Sore Lane Cove cannot take part in the combined boat, but our efforts are fully engaged on Monday nights.

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ARRIVED AT THE RASE BAY-BONDI DEPOT, AND THE GIGNEY TO ELIZABETH BAY ON THE AFTERNOON OF THE MONTH. CADETS IN CHARGE OF TWO OFFICERS DISPOSED AND ALL ENJOYED A GOOD NIGHT’S REST.

WAITING WITH SOME HOT SOUP AND TEA. AFTER THE RACE, THE GIG WAS LEFT AT ELIZABETH BAY IN PREPARATION FOR THE NEXT DAY. WE HAVE OBTAINED SOME TIMBER AND TOOK OUR BOAT HOME THAT NIGHT.

THE NEXT DAY, WE SPENT THE NIGHT AS GUESTS OF THIS HOSPITALITY, AND MR. HOPKINS FOR THE REFRESHMENTS PROVIDED. OUR THANKS ARE DUE TO MR. HIXSON FOR HIS EFFORTS.

THE WHOLE PICNICS ARE AS POPULAR AS EVER, BOTH OFFICERS AND CADETS MUSTERING THEREIN IN GOOD FORCE.

THE WEEK-END PICNICS ARE AS POPULAR AS EVER, BOTH OFFICERS AND CADETS MUSTERING THEREIN IN GOOD FORCE.

Mr. Nixey takes this opportunity to thank all officers who assisted him in his capacity of Officer of the Day at the Royal Humane and Shipwreck Relief Society’s Concert on September 21st last. There was an excellent muster of Cadets for this event.

The next paper is a translation, by Lieutenant Christopher O’Byrne, of Paul H. Hoste’s “Treatise on Naval Tactics,” and is dedicated to Edward, Duke of York, one of George III’s numerous brothers, and a friend and patron of Boswell and Sterne. This is the earliest treatise on Naval Tactics ever published and formed the foundation of the work of Clerk of Eldin, a recognized British authority.

BEGINNING WITH GALLERIES, AND ILLUSTRATING EACH CASE BY ENGRAVINGS AND DIAGRAMS, IT STATES THE BEST WAY OF DEALING WITH THE VARIOUS SITUATIONS LIKELY TO BE ENCOUNTERED IN NAVAL WARFARE, AND DISCUSSES THEM IN THE LIGHT OF HISTORICAL EXAMPLES, MOSTLY TAKEN FROM THE FRENCH AND DUTCH WARS. THE ENGRAVINGS ARE WELL EXECUTED AND IN EACH CASE THE DIRECTION OF THE PREVAILING WIND IS SHOWN BY A CHEVRON FIGURE.

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The translation is undated, but the list of ships in the light of historical examples, mostly taken from the French and Dutch wars. The engravings are well executed and in each case the direction of the prevailing wind is shown by a chevron figure.
IN Pursuance of His Majesty's Order in Council, dated the Fifteenth Day of November, 1809, We do hereby Impower and Direct you to impress, or cause to be impressed, so many Seamen, Seafaring Men and Persons whose Occupations and Callings are to work in Vessels and Boats upon Rivers, as shall be necessary either to Man His Majesty's Ship, under your Command or any other of His Majesty's Ships, giving unto each Man so impressed One Shilling for Prest Money. And, in the execution hereof, you are to take care, that neither yourself nor any Officer authorized by you, do demand, or receive any Money, Gratuity, Reward, or other Consideration whatsoever, for the sparing, Exchanging, or Discharging, any Person or Persons impressed, or to be impressed, as you will answer it at your Peril.

You are not to intrust any Person with the execution of this Warrant, but a Commission Officer, and to insert his Name and Office in the Deputation on the other side hereof, and set your Hand and Seal thereto. This Warrant to continue in Force till the Thirty-first Day of December 1810, and in the due execution hereof, all Mayors, Sheriffs, Justices of the Peace, Bailiffs, Constables, Headboroughs, and all other His Majesty's Officers and Subjects whom it may concern, are hereby required to be aiding and assisting unto you, and those employed by you, as they tender His Majesty's Service, and will answer the contrary at their Perils.

Given under our Hands, and the Seal of the Office of Admi- ralty, the 24th of December, 1809.

By Command of their Lordships,

[Signature]

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. and of all His Majesty's Plantations, &c.
The 7,500-ton Cruiser.

The British suggestion at Geneva, that the maximum size for cruisers should be cut down from 10,000 to 7,500 tons and the calibre of their main armament limited to 6-inch, i.e. that following lines that were expected and the suggestion is exceedingly popular with the British naval officer.

It is of course a suggestion that can only come into effect after the powers have agreed on the number of 10,000-ton Washington cruisers that shall be kept by each Navy. There are occasions on which a 10,000-ton cruiser would be essential, particularly in the Far East and in Australasian waters, and to a lesser extent in the Indian Ocean, but most of the duties that fall to the lot of the cruiser for the protection of trade can be carried out by the 7,500-ton ship which is very much cheaper, can be built in the numbers necessary for the protection of the trade lanes, and which would relieve the Commander-in-Chief of constant fueling and docking anxieties.

It is generally understood that when the Director of Naval Construction designed the 8,000-ton ships of the "B" type, the first of which, the YORK, is about to be laid down at Palmers' Yard at Jarrow, they were designed in such a way that they could easily be cut down to 7,500 tons by the substitution of a 6-inch battery for the six 8-inch guns which they are popularly supposed to carry should agreement be reached. It would of course be impossible to do this without agreement on account of the remarkable 33-knot cruisers which the Japanese have built.

There are already a number of noteworthy cruisers between 7,000 and 7,500 tons, ships which are preferable in most matters to the 10,000-tonners. In the British Navy we have the ENTERPRISE and EMERALD, two stragglers of the ENTERPRISE and EMERALD class which have only been completed. On a standard displacement of 7,100 tons they have three-inch side armour, a speed of 33 knots, a maximum oil storage of 1,600 tons, and a battery of seven six-inch guns with numerous smaller pieces and twelve deck torpedo tubes.

The EMERALD has her two forward 6-inch guns mounted singly, the second firing over the first in the manner that came into fashion during the war, while the ENTERPRISE has hers mounted together in a light turret. The arrangement permits a broadside of six 6-inch guns, with four bearing ahead and in certain circumstances, astern. It is worth noting in comparison with foreign types that the length between perpendiculars of these ships is 535 feet, 570 feet overall.

The French have the three ships of the DUGUAY-TROUIN type which aroused such interest during the Portsmouth visit. They are rather over the limit of tonnage, their normal displacement being 7,880, but by Washington reckoning would be within the limit. These ships were designed for a speed of 34 3/4 knots with Parsons geared turbines of 100,000 shaft horse power, but the 33.6 of the DUGUAY-TROUIN is the best average attained on a six hour trial up to now. Their batteries consist of eight 6.1-inch guns mounted in pairs in such a way that the whole battery will bear on the broadside and half of it forward and aft. In addition they carry twelve deck torpedo tubes.

These 6.1-inch guns are remarkable weapons and are certainly superior to the 6-inch guns mounted in the British Fleet. With 35 degrees elevation they have a range of 20,000 metres, while their rapidity of fire is remarkable.

The weak point of these ships is that they are practically unprotected except very thin gun shields and a light conning tower, while their oil capacity is only 1,000 tons at the most. They have a length between perpendiculars of 575 feet; 604 overall.

The Americans have the famous OMAHA type of 7,500-ton ships, which have proved remarkably successful after having their design altered many times, but which cost roughly 8,000,000 dollars apiece. Their geared turbines of various types are designed for a shaft horse power of 90,000 to give them a speed of 33 1/2 knots, but they have proved wonderful steamers on service and nearly all of them have exceeded 34 knots.

Their battery consists of twelve 6-inch guns and some smaller pieces, with ten 21-inch deck torpedo tubes. They are protected by a short 3-inch belt and a partial one and 21/2 half-inch upper deck, but the gun turrets which appear so formidable are really only thin shields. They have storage for no less than 2,000 tons of oil fuel, which gives them a radius of 10,000 miles at 15 knots.

It is the Japanese cruisers of 7,100 tons standard displacement, of which four are now ready, that offer most interest. They are in two classes but they differ only in disposition of the guns.

The two earlier ships of the KAKO type have all their guns on the centre line, in two pyramids fore and aft, the two latter ships of the KINUGASA class have them in three turrets two forward and one aft.

These ships have geared turbines of 100,000 S.H.P., which gives them a speed of 33 knots. Their armament consists of six 8-inch guns, the biggest battery fitted in a modern cruiser of this size. All these guns bear on the broadside and two right aft, but in earlier ships the ahead fire only consists of two guns; in the later it is four. The torpedo armament is smaller than their rivals, consisting of four 21-inch deck tubes.

Their protection has not been officially announced but it is understood to consist of a 3-inch belt over the engines and boilers. Their fuel capacity also has not been published, but this is understood to be very much lighter than the British and American ships. Their between perpendicular length is about 580 feet.

Thus it will be seen that the British ships of the EMERALD class are more weakly armed than their rivals, and generally rather slower. On the other hand their fuel capacity is excellent, and although their comparatively short length is a disadvantage with regard to speed it is of big assistance in getting the abnormal structural strength that is insisted upon by the Royal Navy. Their protection is superior to their rivals, but in comparing them it must be remembered that their designs really date back from 1918 and that the new ships will probably be an improvement in every particular. Allowing for these improvements they are something that approaches the naval officer's ideal of the cruiser for work in distant seas.

Please support our advertisers.
NORTH SYDNEY—Continued.

The officer-in-charge and the president of the sub-branch committee desire to extend thanks to Lieut.-Commander Hill, R.N., H.M.A.S. "Penguin," for the courtesy extended to them when visiting this vessel, and also for his generous offer to assist the company at any time and whenever it is within his power to do so.

The re-election of office-bearers on the Sub-branch Committee for the ensuing year resulted as follows:—Mr. O. H. Woods, President; Mr. Oscar Curtis, Vice-President; Mrs. Coleman, Vice-President; Mr. C. Scowcroft, Hon. Secretary; Mr. Hilditch, Hon. Treasurer; Mr. Don Moore, Auditor. Mr. A. G. Milton was asked to fill the chair, but stood down because of his holding office on the Executive Committee, and Mr. O. H. Woods was duly elected President. The officer-in-charge on behalf of all officers and cadets, extends thanks to Mr. C. P. Bartholomew, the retiring Hon. Treasurer. This gentleman held office for several years, and at the same time took a very keen interest in the work and welfare of the boys.

Our thanks are also given to Mr. Oscar Curtis, a member of The Royal Sydney and Royal Prince Alfred Yacht Clubs. Mr. Curtis is giving great support to our depot and is responsible for a camping arrangement during the Christmas vacation at which it is hoped representative cadets from all companies may be invited. But more about this in the report next month, when no doubt Mr. Curtis and the officers in charge will be able to set out a definite proposal.

The Sub-branch committee is at present busily engaged in the organisation of the Annual Ball, to be held at Warringah Hall, Yeo Street, Neutral Bay on the 6th October. Much has been done already and the event promises to be the most successful affair of the year.

The officer-in-charge in company with Mr. Curtis, attended the Cochrane Shield Race at Elizabeth Bay on 20th August, for which event they acted in the capacity of clerks of the course. They thank Mr. Hiscox and the Bondi-Rose Bay Company for the cordial welcome and hospitality extended.

The afternoon proved very enjoyable, and the race was excellently contested, the only criticism being that the course is too short.

We thank Messrs. H. T. Dunn & Co., Printers of the Navy League Journal, for their generous support by donating 500 Ball tickets. The company can vouch for this firm's excellent work, and any printing done by them is always executed well and at a minimum cost.


In addition, the acquisition secures us a large interest in the Shaw Savill and Albion Company, Limited, whose vessels, jointly owned by the White Star Line, trade with New Zealand.

In thus resuming, after an interval of 18 years, the Royal Mail Company's connexion with the shipping trade of the great Commonwealth of Australia, it may be of interest to you to recall the company's former association with Australia.

Many years ago we took over from our associated company, the Pacific Steam Navigation Company, their interest in the Australian mail service which, in conjunction with the Orient Company, they had jointly inaugurated in 1877, and had jointly carried on.

The mail contract which we and the Pacific Steam Navigation Company had shared with our friends the Orient Company for 35 years expired in 1909.

After negotiations with the Australian Government for a new joint mail service the late Mr. Deakin, then Prime Minister of Australia, in 1908 offered the Royal Mail Company the entire mail contract, which we felt obliged to decline, although we expressed our willingness to continue to perform one-half of the contract.

The whole contract was then placed with the Orient Company, who hitherto had provided only one-half of the service.

Though, in 1909, we ceased to operate our Australian service, we neither disposed of our interest in the vessel not received the company could receive payment in respect of our share in the service.

It is, therefore, with the more pleasure that we resume... very old and close connexion with the Australian trade.

Please Ask a Friend to Join The Navy League.
FORT MACQUARIE AS AN OBSERVATORY.

Next morning the streets were soon full of American officers and men who were "delighted to find themselves once more in a civilised country and one in which their own language was spoken." J. W. Williams, the United States Consul, was early on board. He told Wilkes that the Relief had arrived, had landed his stores and had sailed for the United States ten days earlier.

The Porpoise and the Flying Fish arrived next day.

Wilkes waited on Governor Gipps who gave him every assistance and placed Fort Macquarie at his disposal for use as an observatory. An open-hearted welcome was given by all the Government officials, civil and military, and the citizens. The committee of the Australian Club opened it to the officers.

Wilkes describes Sydney as containing 14,000 of U.S.A. and that they sang through the hottest day. The Porpoise and the Flying Fish arrived next day.

On January 30, 1840, he was abreast of what he called Piner's Bay, after the signal quarter master. It was then that he called the land the Antarctic Continent.

A violent gale prevented the Vincennes from getting into Piner's Bay. He saw a point with rocks bare of ice and he concluded later that it was on this that the French seamen of Dumont D'Urville landed. D'Urville named the coast Adelie Land and it has recently been claimed by France, the claim being based on D'Urville's action. Had the weather been better when Wilkes was there this part of Antarctica might now be part of the United States.

It may be recalled, by the way, that when France put forward her claim to Adelie Land a few years ago Sir Douglas Mawson and others put in a strong plea on behalf of Australia, which has done so much exploration work in the Australian quadrant of Antarctica. Indeed the Australasian Antarctic expedition did the only exploring that has been done on that land, or on the ice and snow that covers the land. When the question was raised the French authorized the publication of Sydney newspapers of 1840 which contain the reports of the landing of D'Urville's men, obtained when the French vessels arrived at Sydney. As far as one can gather—for the affair has been wrapped in a good deal of diplomatic mystery—that settled the matter.

Though Wilkes never set foot on the Antarctic Continent he did get hold of some of the soil or rock of that last and loneliest of lands.

On March 19 the Vincennes and the Peacock left Port Jackson for ever and stood away for the Bay of Islands. There, by the way, some of the American officers bought two tattooed Maori heads for £10—from the steward of a missionary brig.

THE NAVY LEAGUE JOURNAL.
The Navy League

**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.

It's 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 judging in private affairs, and that SINCE A SUDDEN DEFEAT 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, WELDS US INTO ONE IMPERIAL WHOLE.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the espirit 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."
Are you in the **League**?

**Why not?**

The Navy League is

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

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