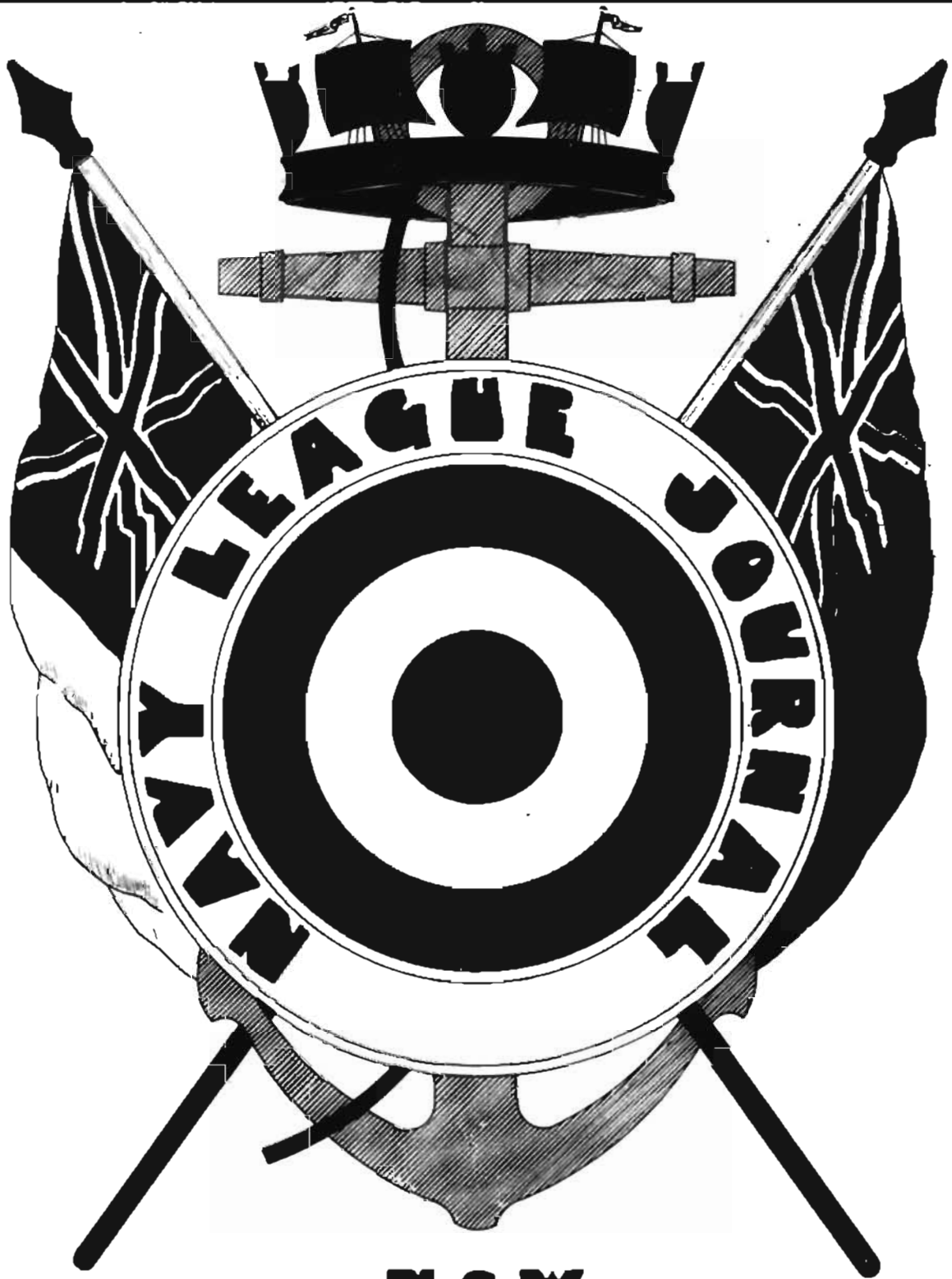


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N.S.W.

April 1938

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THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch

VOL. I—No. 1 (New Series)

SYDNEY, APRIL, 1938

PRICE 6D.

OUT OF DOCK

With this, the first issue of the New Series, the Navy League Journal enters on what will, we hope, be a new and more vigorous lease of life. For ten volumes prior, and up to the depression years, the Journal steered an undeviating and unbroken course, propounding and upholding the policy of the Navy League. That policy—the belief in adequate Naval strength, a Merchant Service that would continuously uphold Empire traditions on the Seven Seas, the training, along naval disciplinary lines, of lads in the Navy League Sea Cadets Corps, and the instilling in them of ideals of good and decent citizenship—still holds to-day.

To-day the need for an organisation like the Navy League and Sea Cadet Corps is more than ever in evidence, especially in Australia. Here, we have been extraordinarily lucky. We have never heard the drone of enemy planes over our cities; never heard the crashing of an invader's guns. Where we are unfortunate is that we have, by reason of this immunity from invasion, undoubtedly become apathetic.

As this issue goes to press, Europe is once again in danger of blazing into war. If it does, and the Empire be involved, be sure that the Mother Country will have her hands very full. It would be too much to expect her to dash to our aid at the first call for help. Help us she would—but the attitude of nations not exactly

friendly to the Empire would force her to keep her attention fixed for a time on vulnerable points nearer home. And in a month a lot can happen to us, especially in our present condition of unreadiness.

There is only one solution. Train; prepare and educate the mass of public opinion to a consciousness of National preparedness for attack by land-hungry enemies.

And now to return to the Journal. It appears in a new uniform—thinner than in the good years—but we of the League have had to pull our belts in a few notches in the lean spells. However, we are optimistic enough to believe that soon the Journal will return to its former bulk. To that end, and for the general good of the Movement, we ask our friends to "talk Navy League" and to influence their friends to join the League. There should be no hesitation about joining; after all, it is an excellent and cheap form of National Insurance.

We hope that you find your Journal interesting. We would welcome your comments, contributions and constructive criticism. And please pass your copy on to a friend—it is the best recruiting agent we have for the League and the Navy League Sea Cadet Corps.

—THE EDITOR.

April, 1938



A Word to "EVERYMAN"

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The NAVY LEAGUE JOURNAL

THEN AND NOW

Though the Sesqui-Centenary Celebrations have been in progress for over three months, it is fitting that the first issue of the new "Journal" pays its tribute to this fair City of Sydney.

Contrast our picture of the site of the first settlement at Sydney Cove, in 1788, from a sketch by Captain Hunter, of the First Fleet, with the beautiful and prosperous city of to-day. Where thick scrub and lofty trees ran down to high-water mark, tall buildings now thrust skywards. The primeval silence, broken then for the first time by the ring of axes, hoarse shouts of command and the bustle of "shaking down," has been replaced by the rattle and roar of traffic. The stir of the undergrowth to the movements of wild creatures has its modern counterpart in the tramp of thousands of busy feet on the pavements. All the sounds of a great city, a jewel in the crown of Empire, have taken the place of the solitude and crudeness of the first settlement.

Governor Phillip's work began on the west and south sides of Sydney Cove. Later, a bridge was thrown across the Tank Stream—Sydney's first water-supply. That bridge is perpetuated in the name of "The Street of Shipowners"—Bridge Street, but the stream has disappeared, to trickle a hidden course feet below Sydney's present pavements.

Slowly, the work progressed. Phillip, the infant colony's guardian, had no easy task in the rearing of his lusty young ward. His staff did not, on the whole, prove of much help to him. However, he had a few good assistants, and it is him, and them, that all credit is due.

And so the colony grew, until in 1825 Tasmania was granted its separate entity. In 1829, Western Australia stood on its own colonial feet. Port Phillip (Victoria) was founded in 1835, followed by the granting of provincial status to South Australia in 1836, and the opening of Moreton Bay (Queensland) to free settlers in 1842.



The Site of the First Settlement, Sydney Cove (Block by courtesy A.M.P. Member)

April, 1938



ARTHUR PHILLIP, R.N.

Governor and Captain-General of New South Wales,
1787-1798 (legend).

(Block by courtesy A.M.P. Messenger)

By the third decade of the 19th century, free settlers were numerically strong enough to demand full privileges of citizenship, and by 1850 the rights of civil law, the jury system, a free and unrestricted Press, and representative government were in force. The vile penal system still lingered on, dying hardly; but by 1880 transportation and its attendant horrors were a thing of the past.

And so Sydney has gone from strength to strength to its present position of eminence among the seaports and cities of the world. We of the Navy League like to feel that our organization, commencing in Sydney in 1919 has played no small part in these dangerous modern times towards the moulding of our sea cadets into decent, upright citizens, whether they be engaged ashore or afloat.

SAGA OF TWO MARYS (From "Navy," June, 1936)

(H.M.S. "Queen Mary"):

"Hail! and greeting, Pride of Sotland!
Ere your course is yet begun.
I am Mary, Queen of Jutland,
Passed to God, my Duty done.
Hearken to me, O my Namesake!
I am old and you are young;
'Twas by me your Name was bawowed;
'Tis from me your Soul is sprung!
I was born by old Newcastle
Where the Tyneside colliers ride;
Whence I fared to watch and battle,
As you sailed from bonnie Clyde.
Mine the grim grey North Sea vigil
Night and day, that might not cease:
Mine the glorious 'Lost in action';—
Yours the shining Path of Peace."

(R.M.S. "Queen Mary"):

"O, my Sister!—It is written
I shall worthy be of you,
Tho' you wore St. George's Ensign
And the Flag I wear is Blue;—
For, across this broad Atlantic,
Westward to the Carb sun,
Tolling 'neath the old Red Duster,
Nelson to his manhood won—
White or Blue or Red—what matter
If the Service be the same?
For the salt is in our sinews
And within our hearts the Flame
Ever burning bright and brighter,
As it blazed from Scape Flow,
Dogger Bank and Reef o' Jutland
For you twenty years ago!"

(H.M.S. "Queen Mary"):

"Nobly spoken, O my Sister!
Now I know that not in vain
Was my sacrifice and service
For my Soul is risen again!
May the Pilot of all seamen
Plan your Course and lay you true;
Till in Heaven your Log is written,
God of Sailors be with you!"

—MABEL ATKINSON

The NAVY LEAGUE JOURNAL

FIRST ENGLISHMEN IN AUSTRALIA

(By A.H.)

Prior to the advent of Captain Cook to the East Coast, Australian maritime history is closely linked with the adventures of Spanish and Dutch navigators—mostly Dutch—who explored and chartered to an astonishing degree of correctness the major portion of our coastline between the early years of the 16th century and the middle of the 18th. Indeed, it is only due to a remarkable lack of foresight that the Dutch did not colonise our island continent.

England, strange of say, in spite of her gallant seamen of the period, was only represented in Australian waters by one man prior to the coming of James Cook. That man was William Dampier, merchant seaman, botanist, pirate and officer of the Royal Navy!

William Dampier was born in Somerset in 1652, of farming parents. He had a fair schooling for those days, and was quite a passable scholar. When Dampier was in his early teens his parents died, and the lad, though deeply interested in agriculture and botany, must have been infected by the wanderlust for, like many a stout yeoman before him, he made up his mind to go to sea. His guardians were not over-pleased with the idea; there was farming a-plenty for young William to turn his hand to. However, possibly realising that if permission was withheld "French Leave" would be taken, they gave in, and Dampier, at the age of 18, shipped for a voyage across the Atlantic to Newfoundland.

His ship, a tiny craft even in those days of small vessels, very nearly cured him of any love for the sea. But William was determined, and he stuck it out, indeed, he had to, with the proviso that future voyages would be confined to warmer latitudes.

His next voyage was to Java, where he stayed for two months. On his return to England he enlisted in the Navy, coming in contact with the "real thing" in 1673, in the war against the Dutch. He left the service in 1674, and was appointed to the sub-managership of a Jamaica plantation. The life of a sugar planter did not

suit him; it must have been monotonous to one who had seen the wonders of the sea in ships, and, tiring of his easy shore life, he returned to his old calling.

Dampier made several coasting voyages around the West Indies, and whilst engaged in these, scraped acquaintance with many of the disreputable buccaneers who literally infested those waters. Most likely Dampier's hard-case friends pointed out to him that larger profits could be made by robbing respectable merchantmen than by sailing in them as a member of their crews, for his next shift was the renunciation of peaceful sailing. He joined an expedition to Campeachy Bay for the dual purpose of log cutting, and piracy.

The labour of felling trees very soon palled, and the buccaneers gave up the cutting of logs, and turned their attention to the "cutting out" of the town or Portobello, which they attacked, captured and sacked. Dampier's share of the loot was the not-so-princely sum of £30.

It seems that Dampier was rather a poor pirate. The leaves of his diary show page after page of botanical observations, but little or nothing of his freebooting activities. The fact was that he was more or less uninterested in piracy as a career, and devoted most of his spare time to the study of birds, insects and plants. He could go into a rapture over a brightly-tinted flower or a gayly-hued butterfly, while the sacking of a city or looting of a ship would leave him unimpressed. It seems hard to credit that a naturalist lived and had his being among the bloodthirsty Brethren of the Coast!

The pirates landed on Darien—the Isthmus of Panama—which they crossed in quest of plunder on the Pacific shore. A cruise along the coast in canoes and captured vessels yielded little loot and, at the Island of Juan Fernandez, the storied desert island of "Robinson Crusoe," the pirate band barely escaped capture by three Spanish ships which were on the lookout for them. In the hurry to get away the buccaneers left behind them on Juan Fernandez an Indian, of whom more later.

April, 1936

After their escape from the *Dona*, the buccanera began quarrelling among themselves. Arguments cropped up, and fights. The result was the splitting up of the band; one section remaining on the Pacific coast, the other re-crossing the Isthmus of Panama to the Atlantic seaboard. Dampier was a member of the latter party.

Dampier's band once again split up; some of its members joining other freebooting companies, William being one. After another period of wandering, fighting and naturalizing, Dampier tired—temporarily—of the life, and retired to Virginia with his accumulated plunder, there for a time to lead a peaceful, and possibly lawful life.

But Dampier's restless spirit permitted him only to remain thirteen months in respectability before the old urge to be up and doing took charge once more. Accordingly he joined a privateer—a polite term for licensed pirate, and sailed for the South Seas.

Cape Horn rounded, the ship made for the island of Juan Fernandez. Here the marooned Indian, left ashore by his companions on the occasion of Dampier's previous visit, was rescued. His joy at being saved after three years' isolation can readily be imagined.

After a cruise along the coasts of Peru and Chile, Dampier left the privateer, and joined another vessel which had for a time been sailing in company. This ship, the "*Cygnet*," of London, was commanded by a Captain Swan, whose crew had forced him to turn pirate. The connection between "*Swan*" and "*Cygnet*" seems an apt one. Captain Swan's one idea was to escape from his ruffianly companions, and with this end in view he proposed a trip to the Philippines, where he hoped to "jump" and to return to London. The crew, Dampier included, agreed; and though poorly provisioned and equipped for a long voyage across the Pacific, the vessel was headed away to the north-west.

The "*Cygnet*" called at Guam, in the Ladrones group, and obtained a quantity of fresh provisions. Then away once again until at last, after a lengthy and hazardous passage, the "*Cygnet*" made Mindanao in the Philippines.

The crew hoped to obtain Letters of Marque, a privateering licence, from the local Prince, thus enabling them to legally plunder ships around Manila. The Letters of Marque were

granted; but one is tempted to believe that if they had not been forthcoming, the plundering would have gone on just the same!

Whilst at Mindanao, Dampier had the idea of establishing an East India Company's factory, or trading station on the island. This would give the British a footing in the Spice Islands, and would also, by reason of Mindanao's proximity to New Holland (of which the Dutch were beginning to discover quite a good deal), give England a chance to make some first-hand enquiries about the mysterious new land.

The pirate crew tired of the squeamish Captain Swan, and sailed off one fine day, leaving him ashore at Mindanao, to that nervous gentleman's great relief. After taking a few ships in the neighbourhood of Manila, the pirates left the Philippines and visited Tonkin, Cochlin China, Formosa and the Basu Islands. Then they decided to sail around the east coast of the Philippines to Cape Cormorin, entering the Indian Ocean in the vicinity of Timor. From Timor the "*Cygnet*" headed south.

On 4th January, 1688, a point of land was sighted in latitude 17 degrees south, and soon the pirates dropped anchor in a bay in a broad sound. That point is now known as Cape Leveque, the sound, King Sound, the bay, *Cygnet* Bay. These lie in the Buccaneer Archipelago on the north-west coast of Australia; Dampier and his companions had arrived on the shores of New Holland. Thus we have our first recorded visit of Englishmen to Australia. The origin of the name of the Archipelago is apparent; the Kimberley district and the towns of Broome and Derby lie in its vicinity.

Dampier does not seem to have been favourably impressed with the new country or its inhabitants. Let us see what the pages of that invaluable diary of his have to say about it:—

"A dry and dusty soil . . . destitute of water unless you make wells . . . no fruit or berries . . . the people are the most miserable in the world . . . The *Hodmadods* (*Hottentots*) of *Monomatapa*, though a nasty people, are as gentlemen to these, who have no house or skin garments, sheep, poultry, or fruits of the earth, ostrich eggs, etc., as the *Hodmadods* have, and setting aside their human shape, they differ but little from brutes. They are tall, straight-bodied and thin, with small long limbs. They have great heads, round foreheads, and great brows.

(Continued on Page 17)

Anzac Day

25th April, 1938



War Memorial, Hyde Park, Sydney, from the air.

Words are not needed to tell of their glorious deeds. In reverent and respectful tribute, the Navy League, N.S.W. Branch, and its Sea Cadet Corps dip the ensign to the memory of the splendid dead, and to the honour of the living.



THE BOY

"The true wealth of a nation or social group," it has been said, "resides ultimately in men, women and children, its component parts." Material wealth is just a means to an end, only goods and services which give health, vigour, culture and decent ways of living to a nation's people are of real human value.

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

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

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

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

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



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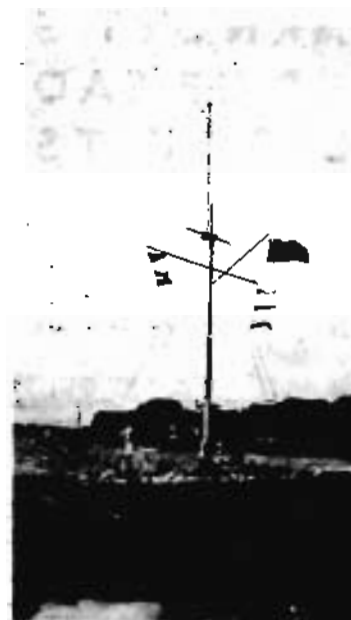
As this is the first issue of the "Journal" to appear for some years, a short description of our activities over the past two years may be of interest.

In July 1936 the complement of the North Sydney Company was two officers, and ten ratings. We were given three months—for it was thought that we could not weather the storm longer. We had one boat—a 18 foot sailing skiff, which was in a sad state of repair; however, the cadets set to work and patched it up, in order that sailing instruction could be given. Then we "heard" that there were a few old rifles at a school near the depot. The Education Department was approached, with the result that these "blunderbusses" were placed on loan to the depot.

By hard work our strength was gradually increased, and in January, 1937, a 27 foot whaler was obtained for the cadets' use. Dances were arranged by the branch sub-committee, and, what was extremely fortunate for cadets and officers alike, we secured the help, advice, and friendship of one who has proved himself to be one of the League's really keen supporters. That was Captain Bell, owner of A. Y. "Susan Bell."

On Anzac Day, 1937, the Company, with a party from the old Fairlight depot marched from the depot to St. Leonard's Oval to take part in the North Sydney Branch R.S.S.I.L.A. Anzac Service. This was the first time North Sydney Company had participated in an event of this nature.

In July, 1937, a new officer, Mr. R. A. Mitchell, signed on as Chief Officer of the depot. Through his efforts we were presented with two bugles and a side drum by Mr. Cuthbertson, General Manager of the Newcastle and Hunter River



Mast and Signal Yards at "Victory" Training Depot,
North Sydney.

Steamship Company. We also received cash donations from other shipping companies. Then the depot had a terrible setback; Mr. Mitchell fell ill, and passed away at the end of August. His cremation was attended by a squad of cadets and an officer. Thus the depot lost one it could ill afford to lose.

On the disbanding of the Fairlight Company, a number of the cadets joined up with North Sydney early in August. A camp was held at

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Forty Baskets Beach in October, 1937; four of Birchgrove Company's members attended, and we had the use of the Birchgrove motor cutter.

The first Church Parade by the Company was held at St. Thomas', North Sydney, on 18th December, 1937. One officer and 30 ratings attended. Two flags were carried, and our side drum was used publicly for the first time. A new Chief Officer, Mr. Smith (an ex-Petty Officer R.A.N.) joined the strength in December. His experience should prove invaluable to the depot.

1938 has commenced very well for the Company. We have formed a guard of honour for Rear Admiral Stevenson, C.M.G., at a Church Parade at All Saints', Cammeray, participated in the flag ceremonies at the Empire Games, paraded at the Landing Commemoration at Kurnell, supplied a cadet for Captain Phillip's Landing pageant at Farm Cove on Anniversary Day, and our crew won the Anniversary Day race for the first time since 1928.

Our strength is now nearing the 50 mark, and with the apparent great revival in League activities it will be up to the "Victory" Training Depot to look to its laurels in the near future. As an established unit of the N.L.S.C.C. we wish all those who are working to build up new units the very best of luck, and success in their efforts.

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The NAVY LEAGUE JOURNAL

NAVAL NOTES

H.M.A. Squadron

Programme to 7th May, 1938

H.M.A. Squadron (less H.M.A. "Voyager" and "Australia").

Sydney Jervis Bay 27th April 27th April

H.M.A. "Voyager." Sydney Jervis Bay 2nd May 2nd May

H.M.A. Squadron (including H.M.A. "Voyager"). Jervis Bay Sydney 7th May 8th May

ROYAL AUSTRALIAN NAVY APPOINTMENTS

Captain: JOHN A. COLLINS to "Cerberus" additional for duty at Navy Office as Assistant Chief of the Naval Staff and Director of Naval Intelligence, to date 7th February, 1938.

Commander: JOHN M. ARMSTRONG to "Cerberus" for Royal Australian Naval College, to date 17th March, 1938, ROBERT J. O. OTWAY-RUTHVEN to "Cerberus" additional for passage to England per R.M.S. "Oronaxy" for reversion to the Royal Navy, to date 18th February, 1938.

Lieutenant-Commander: WILLIAM H. MARTIN to "Cerberus" additional for passage to Australia per "Port Fairy" to date 1st February, 1938, (T) WILLIAM T. A. MORAN to "Cerberus" additional for passage to Australia per R.M.S. "Orontes," to date 18th January, 1938, ROBERT W. RANKIN to "Cerberus" additional for passage to England per "Port Hardy," to date 8th February, 1938.

Lieutenant: GEORGE W. A. LANGFORD to "Cerberus" additional for passage to England per R.M.S. "Stratheden," to date 18th February, 1938.

Lieutenant-Commander (E): ERNEST B. VAL LANCE to "Penguin" additional for "Albatross," to date 11th March, 1938, KENNETH D'A. HARVIE to "Moresby," to date 1st March, 1938.

Lieutenant (E): RONALD A. PHILLIPS to "Penguin" additional, to date 28th January, 1938, NOEL A. C. LETCH to "Vendetta," to date 20th February, 1938, STUART ST. V. WELCH to "Sydney," to date 28th January, 1938.

Chaplain: Reverend Patrick Lynch to "Canberra" for Squadron duties, to date 2nd February, 1938.

Instructor-Commander: JOHN C. SLATER to "Penguin," to date 1st March, 1938.

Paymaster-Commander: EDWARD H. LEITCH to "Cerberus" additional for passage to Australia per R.M.S. "Oronaxy," to date 20th January, 1938.

Paymaster Lieutenant-Commander: WILLIAM E. McLAUGHLIN to "Canberra" and as Interpreter (Japanese), to date 19th February, 1938, FRANK G. CROWTHER to "Penguin," to date 1st March, 1938, RICHARD F. HATHERELL to "Moresby," to date 1st March, 1938.

Surgeon Lieutenant: HARDING H. HENSHALL to "Moresby," to date 3rd February, 1938, GODFREY J. E. LANE to "Canberra," to date 8th February, 1938.

Surgeon Lieutenant (D): OSWALD T. AMOS to "Penguin," to date 14th February, 1938, SYDNEY J. L. ABRAHAM to "Cerberus" additional, on appointment to the Permanent Naval Forces, to date 7th February, 1938.

Headmaster Lieutenant: WILLIAM S. EDGERTON to "Cerberus" additional, to date 8th March, 1938.

Acting Sub-Lieutenant: THOMAS MILNER to "Cerberus" additional for passage to Australia per R.M.S. "Oronaxy," to date 20th January, 1938.

Commissioned Gunner (T): EDWARD GEE to "Cerberus" additional for passage to England per "Niagara," etc. for reversion to the Royal Navy, to date 17th February, 1938.

Commissioned Wardmaster: VICTOR A. HAINES to "Penguin," to date 2nd February, 1938.

Gunner: CHARLES G. A. MURPHY to "Cerberus" additional for passage to England per R.M.S. "Oronaxy," to date 12th February, 1938, (T) JOHN H. ENDICOTT to "Cerberus" and for Torpedo School, to date 21st February, 1938, (T) WILLIAM D. RAYMONT to "Vendetta" to date 14th January, 1938.

Warrant Engineer: EDWARD J. BULLIVANT to "Cerberus," to date 28th January, 1938, ROBERT E. BROWN (Acting) to "Canberra" additional, to date 2nd February, 1938.

Warrant Writer: AUSTIN L. MILLER to "Cerberus," to date 11th February, 1938.

Acting Warrant Supply Officer: EDWARD A. J. WALLACE to "Swan" temporarily, to date 24th January, 1938.

Cadet Midshipman: ARTHUR J. ANDERSON, JOHN F. BELL, THOMAS O. BROWN, IAN H. E. CARTWRIGHT, ANTHONY H. COOPER, ROBIN A. H. MILLAR, ALISTER W. SAVAGE, DAVID J. SUTTON, WALTER G. WRIGHT and BRABAZON D. YONGE to "Canberra," to date 27th January, 1938.

April, 1938

13

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The Master Mariner

(By "Rambut Mirah")

As I write, the "Empress of Britain," the largest merchant ship to enter Port Jackson, is steaming slowly up the Harbour.

On her vast bridge the commander, in the full panoply of the brass buttons and gold braid of his office, is in full charge of the floating township beneath his feet. A mighty responsibility for one lonely pair of shoulders! Yet, down through the years, it has ever been the same—and ever will be the same. Ship-masters have held, and will hold, similar responsibility, in proportion to the size of their craft and the number of lives in their care, as the old skipper of whom Thomas Fuller, an English essayist, wrote in the year 1650. And this is what Fuller has to say in his essay on "The Good Sea Captain."

"Conceive him now with his letters of mart, well armed, victualled, and appointed, and see how he acquits himself.

"The more power he hath, the more careful he is not to abuse it. Indeed, a sea captain is a king in the island of a ship, supreme judge, above appeal, in causes civil and criminal, and is seldom brought to an account in courts of justice on land for injuries done to his own men at sea.

"He is careful in observing the Lord's Day. He hath a watch in his heart, though no bells in a steeple to proclaim that day by ringing to prayers.

"He is as pious and thankful when a tempest is past, as devout when it is present: not clamorous to receive mercies, and tongue-tied to return thanks.

"Escaping many dangers makes him not presumptuous to run into them.

"In taking a prize he most prizeth the men's lives whom he takes; though some of them may chance to be negroes or savages. It is the custom of some to cast them overboard, and there is an end to them; for the dumb fishes will tell no tales. But the murder is not so soon drowned as the men. What! is a brother by half-blood no kin? A savage hath God to his father by creation, and God will avenge his

innocent blood. But our captain counts the image of God nevertheless his image cut in ebony as if done in ivory, and in the blackest Moors he sees the representation of the King of Heaven.

"In dividing the gains he wrongs none who took pains to get them. Not shifting off his poor marksmen with nothing, or giving them only the garbage of the prize, and keeping all the flesh to himself. In time of peace he quietly returns home, and turns not to the trade of pirates, who are the worst sea vermin, and the devil's water-rats.

"His voyages are not only for profit, but some for honour and knowledge; to make discoveries of new countries, imitating the worthy Christopher Columbus.

"Our sea captain is likewise ambitious to perfect what the other began. He counts it a disgrace, seeing all mankind is one family, sundry countries but several rooms, that we who dwell in the parlour (so he counts Europe) should not know the outlodgings of the same house, and the world be scarce acquainted with itself before it be dissolved from itself at the Day of Judgment.

"He daily sees and duly considers God's wonders in the deep."

Thus Thomas Fuller, on the master of his time, whose vessel was trader or fighter as conditions ruled. Quaint? Yes—but there is food for thought in Fuller's essay. The "Good Sea Captain's" last paragraph expresses a section of the outlook of most deepwatermen or coasters, no matter how hard-bolled they may be—or appear to be. For they, too, with that old 17th century shipmaster—

"Daily see and duly consider God's wonders in the deep."

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Exchange Building, Pitt and Bridge Streets, Sydney.

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

April, 1938

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"RE NAVAL OFFICERS MOUNTED"

The following letter was written by a well-known naval officer in reply to an enquiry concerning dress and procedure for naval officers confronted with the (thankfully rare) problem of navigating a steed on official occasions.

The writer reached Admiral's rank. Perhaps his sense of humour helped him.

"In reply to your letter, there is nothing laid down in the Admiralty Instructions as regards Naval Officers in charge of a Battalion of Seamen riding.

Their Lordships have hitherto left it to the discretion of the Officers themselves whether they ride or walk, and it was hoped that Naval Officers would not ride unless they were capable of withstanding the cup and ball motion which is so closely connected with equestrian exercise.

This hope however has not always been realised, and the disappearance into the Big Drum of the Grenadiers made by the Commanding Officer of the Naval Brigade on the occasion of a Review at Windsor, together with a record made by a midshipman from Whitehall to Hyde Park Corner at the Jubilee Review, has not encouraged their Lordships to issue an order that Naval Officers should go mounted.

On such occasions as I have seen Naval Officers mounted, the uniform has been breeches and boots, but there is no mention of these articles in the Uniform Regulations.

I enclose a photograph of saddlery supplied or otherwise obtained by this establishment for the use of Naval Officers at functions. The ex-

treme height of the pommel and crupper of the saddle is to give extra stability to the officers while in the perilous position of being balanced astride the horse.

The only instructions issued with regard to equestrian drill are that rolling and pitching should be avoided as much as possible, the animal's way should be checked when rounding corners, and extreme deflection never applied except at low speeds. In mounting and dismounting the port side only is used, and spurs are not to be used to hold on by.

If not under control two red lights need not to be hoisted. Placing the hand behind the back is sufficient warning to the next astern not to close.

The animal is steered in the same way as a boat with a yoke, except that whereas in a boat, the yoke is in the stern, with a horse it is in the bow; the yoke lines are called reins. The initial velocity of the animal depends upon the make and upon the food given. Great care must be exercised by the Naval Officer in getting into the saddle."

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"FIRST ENGLISHMEN IN AUSTRALIA"

(Continued from Page 8)

Their eyelids are always half-closed to keep the flies out of their eyes, they being so troublesome here that no fanning will keep them from coming to one's face, and without the assistance of both hands to keep them off they will creep into one's nostrils, and mouth too. If the lips are not shut very close . . . They (the natives) have great bottle noses, pretty full lips and wide mouths. The two fore teeth in their upper jaws are wanting in all of them . . . neither have they any beards. They are of long-visaged and very unpleasant aspect, having not one graceful feature in their faces. Their hair is black, short and curled like that of the Negroes, and not long and lank like that of the common Indians. The colour of their skins, both of their faces and the rest of their bodies, is coal black like that of the Negroes of Guinea. Their costumes consist of a piece of the rind of a tree, and a handful of grass or bough."

Poor Binghi! William Dampier certainly was caustic in his summing up of the Australian Aboriginal!

After a stay of nine weeks, the "Cygnets" left Buccaneer Archipelago and New Holland, and sailed for the Nicobar Islands. There the pirates rested and re-fitted the ship. Whilst they were thus engaged Dampier again executed one of his remarkable about-faces. With two companions he gave the company the slip, and traded an axe for a canoe. The "crew" was augmented by four Malays and a half-caste Portuguese, and off they sailed for Achin in Sumatra. After twenty days of hunger, thirst and of battling the elements in their crazy craft, they made Achin, worn out, and broken in health.

To recuperate, Dampier made a trip to Tonkin. There he picked up a Tonkinese guide and, with a capital of two dollars, started out on a walking tour of Cochinchina!

After wandering around India and the seas of the Middle East for a further eighteen months, the irrepressible Dampier turned up in England in 1691, as a partner with a half share in a "Tattooed Prince!" This nobleman was to be exhibited at fairs and entertainments. However, Dampier fell in with swindlers who, as he naively put it, "rooked him of his share in the royal sideshow." The poor prince did not live to show much of a profit to his new owners. Shortly

after changing hands, he caught the smallpox and died at Oxford.

In 1697 Dampier published the journal of his adventures and natural history observations. This work proved such a mine of information that it was brought to the notice of the Royal Society, who "took up" the author. The President of the Society introduced Dampier to the First Lord of the Admiralty. Interest in New Holland was very keen at the time and the result of the introduction was that Dampier, by now a skilled navigator, cartographer, seaman and pilot, was given command of a man-of-war for the purpose of making a voyage of discovery to New Holland.

Dampier was well qualified for the post in all respects save one; he lacked the qualities of leadership so necessary for the successful handling of his hard-case crew. As Dampier said, the men were "incompetent, dirty, smelly, rebellious, murderous and heartless enough to the voyage at best." A fine team to share the discomforts of a small ship, on a cruise which was bound to take at least two years! Dampier's command was H.M.S. "Roebuck," an old and cranky vessel of 290 tons.

"Roebuck" left England on 14th January, 1699, and made for Brazil. Here Dampier placed one of his officers, Lieutenant Fisher in prison for insubordination. After a month's stay, Dampier sailed leaving Fisher behind in the Brazilian calaboose. Steering to the eastward, "Roebuck" crossed the South Atlantic, rounded the Cape of Good Hope, traversed the Indian Ocean and, on 31st July, 1699 made the West Australian coast in the vicinity of where the town of Geraldton is now located.

Coasting northward in search of a safe anchorage, Dampier visited the bay discovered by Dirk Hartog in 1616. Here he caught several "raccoons" and turtles, and found many pleasing varieties of flowers. Wells had to be sunk for fresh water, as no streams were discovered in the locality. For obvious reasons, Dampier called the place Shark's Bay.

His next discovery was the chain of islands now called after him, Dampier's Archipelago. Working farther north, using a copy of a chart made by Abel Janssen Tasman in 1642-1643, Dampier landed at an inlet now known as Roebuck Bay. Seeking fresh water, he encountered a tribe of hostile blacks.

(Continued on Next Page)

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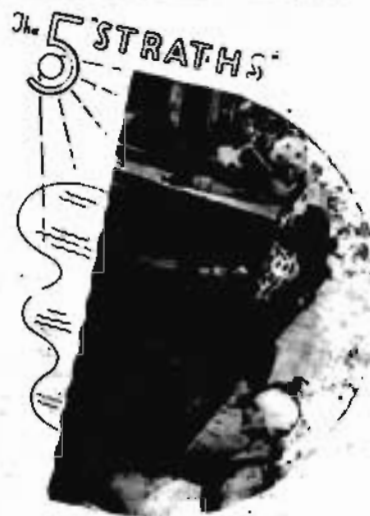
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Five weeks were spent on the west and north-west coasts, surveying and charting, before "Roebuck" left New Holland for Timor. At Timor, all hands rested, and the ship was reprovioned. Then on December 12th, 1696, Dampier sailed for New Guinea, sighting the coast of that island on New Year's Day, 1700. Rounding the western end, Dampier cruised along its north coast, well offshore, until he reached New Hanover. He then coasted along, and named, New Britain, passing through the passage between it and New Guinea, which now bears his name, Dampier Strait.

The condition of "Roebuck" by now forbade further exploring and she headed about, returning west along the New Guinea coast to Timor. On the run from Timor to the Cape of Good Hope Dampier fell ill, and the ship returned to Batavia, where she reprovioned and carried out a feeble attempt at refitting.

Leaving Batavia, Dampier worked his ship across the Indian Ocean, around the Cape of Good Hope into the South Atlantic, as far north as Ascension Island. There, disaster overtook the crazy old "Roebuck."

The vessel, rotten, literally fell to pieces, foundering under the crew. Indeed, it is a wonder that she held together for so long. Luckily no lives were lost, and all hands landed safely on Ascension Island. After a dreary wait, Dampier and his men were picked up by H.M.S. "Bristol" and carried to England. They arrived in June, 1702.

Dampier's welcome home was a court-martial! His chief accuser was Lieutenant Fisher who, as you will recall, was the officer of the "Roebuck" who had been left in prison at Brazil on the outward voyage. The Court, presided over by officers high in the service, among whom were Admirals Sir Cloudesley Shovell and Rooke, found that William Dampier had been guilty of cruelty to Lieutenant Fisher, and decided that the said William Dampier was not a fit person to command one of Her Gracious Majesty Queen Anne's vessels of war.

In addition a fine was imposed, equalling Dampier's pay for the entire voyage. Dampier quit the Navy for the second—and last time, a broken, penniless man. After all his sufferings and privations, and taking into consideration

the extremely valuable information he had collected during the cruise of the "Roebuck," the sentence seems unduly harsh.

He made other voyages to the South Seas, and sailed with the privateer-captain Woodes Rogers, on his cruise around the world in 1708-1711. Dampier was Pilot—and a very capable one. One is forced to the conclusion that he acted far better in a subordinate position than when vested with the responsibility of a command. The privateering venture netted a profit of £170,000 to its promoters.

William Dampier died in 1715 at the age of 63. So passed from a life of high adventure one of the most romantic and interesting figures in England's maritime story. The farmer lad turned sailor; the buccanier-botanist; adventurer, freebooter, and traveller; skilled navigator, and explorer. A man who, with all his faults—and one must admit they were many—upheld England's glorious traditions of daring seamanship and contempt of dangers and the perils of unknown waters. So finishes the chronicle of William Dampier, a member of the first British party to visit Australia.



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

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AIMS AND OBJECTS OF THE NAVY LEAGUE

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its Objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National and Im-

perial 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 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—"For God, for the King, for the Empire."

The NAVY LEAGUE JOURNAL

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THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch

VOL. I—No. 2 (New Series)

SYDNEY, MAY, 1938

PRICE 6D.

The Legacy of Empire

In 1902 the Earl of Meath inaugurated a movement to keep Queen Victoria's memory green throughout her dominions. So, on May 24, the Old Queen's birthday is celebrated throughout the British Empire; we call the day of commemoration Empire Day.

And what a magnificent thing this Empire of ours is! Just attempt to visualise the many parts of the globe where the Union Jack is pulled close-up to flagstaff trucks on May 24; it gives us a conception of Britain's greatness. In snow-bound posts within the Arctic Circle, aboard whalers in the Antarctic, on Indian frontier forts, in African jungles, on out-back Australian stations; in tropic heat, in temperate zones, in freezing cold, Britishers' thoughts turn then to their glorious heritage, the Empire.

Empire Day is celebrated on every continent of the earth. In cities of the Empire people gather, speeches are made, children wear red, white and blue ribbons. But when the day passes, does the thought of Empire slide back into mental recesses and lie dormant until something alarming occurs, jerk-

ing it out again? Perhaps a threatened war, or talk of war? In the main it must be admitted that this is only too true. And Empire, British Empire, should be continually in our minds. If our individual fortunes were threatened with commercial disaster, nothing but those fortunes and the means of saving them would be the current topic.

What a large percentage of our people do not seem to realise is that our inheritance is at stake. An inheritance won by the blood of sailors and soldiers, by the tears of bereaved mothers, wives and children, by the brains of scientists, by the pens of great writers, the skill of artisans. Let us then give a little more time to the preservation of this legacy. For it is certain that there are those who would wrest all or part of it from us. How can we best hold this Empire, that has been placed in trust with us for generations yet unborn?

By preparing to fight for it if necessary. This statement is, of course, merely commonsense. It would be redundant to give reasons for it; they are well-known to everyone possessing a

(Continued overleaf)

May, 1938

grain of intelligence. But it is our misfortune, especially here in Australia, to have many who are content to play the parts of lookers-on at this great business of self-defence. As well as the private person, many big business houses fall into this category. One hears of firms putting obstacles in the way of employees serving in volunteer units. Are they too blind—or too selfish—to see the necessity for trained youth?

Should the "war telegram" ever come to Australia these complacent gentlemen would, perhaps, rush to give help; to loosen the purse-strings; but then it might be too late! Surely they realise the necessity of Australian defence?

The defence of Australia, and the Empire, depends primarily on the Navy and its complement the Merchant Service. Therefore, it is a duty to the State and themselves that citizens of this country support an organisation like the Navy League and Sea Cadet Corps to help it carry out its work of educating the public mind in the vital necessity of adequate sea services, both fighting and transport, and of training youth in the glorious sea traditions of an Empire of providing Empire Boys for Empire ships!

The League is generously supported in Great Britain, in spite of the terrific burden of defence taxation. Why not here in Australia?

—The Editor.

"It would be better for all parties if nine in every ten of the 'winged words' flying about in this world had their feathers clipped."

—De Quincey.

PLEASE NOTE

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THOSE DAYS ARE GONE

By "RAMBUT MIRAH"

"There are no more deepwater sailing ships on the British Register . . ."
—Shipping news item.

*In my study hangs the picture
Of a clipper, slim and fast;
A full-rigged, fleet-heeled beauty.
Sometimes Fancy takes a cast,
And I see her wet stem gleaming
As it lifts, from bow-waves streaming
Aft to the wake's soft creaming;
And I hear sounds from the Past.*

*The screaming wail of braceblocks,
The whining of a sheave,
The chirrup of the chantyman
As watches strain and heave,
The hus of boarding water
In a deadly "Cape Horn Snorter."
When the hurtling green seas caught her
In an icy, steel-bound cove.*

*Then the Doldrums—Trades—the Tropic
With its velvet, starry nights;
And the anchor watch a-grouching
For the glinting, 'longshore lights.
The breeze, perfumed with flowers
From scented island bowers;
The sluice of cooling showers—
The quaint, unusual sights.*

*No more the lurching stagger
To a kicking, bucking wheel;
Or the steady forward slider
As the knots slip 'neath the keel.
Stilled are the notes from taut stays
In the melody the wind plays—
All gone from Ocean's Highways,
For Sails replaced by Steel!*

Our Distinguished Visitor

Vice Admiral J. E. T. Harper, C.B., M.V.O.

On Friday, 29th April, Vice-Admiral J. E. T. Harper, C.B., M.V.O., arrived at Sydney per "Awatea" from New Zealand. He was welcomed by representatives of the N.S.W. branch of the Navy League. The Admiral is visiting Australia in an unofficial capacity, and after a short stay at Sydney will proceed to Melbourne, thence Adelaide and home.

A New Zealander by birth, Vice-Admiral Harper has had a distinguished career, and his position is doubly interesting to Australasians insofar as he is the first New Zealander to attain flag rank in the Royal Navy. He is a son of the late Leonard Harper, Esq., of Christchurch, N.Z., and a grandson of Archbishop Harper of New Zealand. He was born in 1874, educated at Christ's College, N.Z., and entered the Royal Navy in 1888.

The Admiral served on the Australian station as a midshipman aboard "Orlando" and "Ringarooma." He was on active service during the South African War and the Ogaden Somali expedition of 1900-1901.

From 1911 to 1914 he was Commander (N) of His Majesty's yacht, "Victoria and Albert." During the Great War he commanded several of H.M. ships, and in 1919 was appointed Director of Navigation to the Admiralty. This post he held until 1921. From 1921 to 1922 he was a member of the Anglo-American Arbitration Board, which dealt with collisions at sea during the war. From 1922 to 1924 he was an aide-de-camp to the late King George V., and in 1924 he was promoted to Rear-Admiral, retiring as Vice-Admiral in 1927. He is a Nautical Assessor to the House of Lords.

Vice-Admiral Harper compiled the official record of the battle of Jutland. This record is known in the British Parliament as the "Harper Report." He is also the author of "The Truth About Jutland" (published in 1927) and joint author of "The Riddle of Jutland" (1934). He has given many public lectures on behalf of the Navy League, and has contributed largely to the press on naval affairs.

His remarks, given to the press on arrival at Sydney, are of deep interest to those who have their country's welfare at heart.

THIS IS TO THE POINT!

The Admiral said:—

"The large sum recently allocated in Australia for naval defence should go far towards giving that sense of security without which no country can prosper; it will also help towards preserving that world-peace which we all desire. The Navies of the British Empire are the greatest peace-machines in this world, because without power no peace-loving, or, more correctly, peace-interested nation can expect its voice to be listened to in the Council of Nations. It is not only the wish of, but to the interest of, the British Empire to keep the peace.

"Armies and air-forces are essential to defence, but, geographically situated as we are, the British Empire, in whole and in part depends for its very existence on the safety of the high seas in time of war. If we retain control at sea we continue to exist; if we lose that control we cease to exist. It is the duty of the Navy, assisted as it is by that modern weapon of the air and by an effective merchant service, to maintain that essential control at sea.

"The defence of any or every part of our Empire is not consummated by defending its coasts; its defence is on the high seas. Sea-borne trade must be kept always on the move, or the people of England would starve and the people of Australia would lose their prosperity.

"Sea-power, or power derived from the sea, is the foundation of our defence, and that foundation can be found in our mercantile marine.

"The Empire owes a debt of gratitude to the people who, some years ago, urged the completion of the naval base at Singapore, because without secure bases our ships, naval and mercantile, are well-nigh useless.

"The Navy League, which is politically a non-party organisation, has for nearly 50 years, both in Great Britain and overseas, endeavoured to impress on the public that a strong Navy

is essential to our security and to the peace of the world. That this policy is a sound one is evidenced by the increased support the Navy League is receiving throughout the Empire. That the influence of the Navy League is now being felt is evidenced by the support which is being given by the public to the heavy re-armament programme—a programme which would not have been necessary if the Governments of the Empire had turned a deaf ear to those misguided people who call themselves pacifists, who advocated a reduction of the defences of the Empire in the name of peace. The result of that reduction, which was strenuously opposed by the Navy League, is now clear for all to see, a troubled world, disorders, revolutions, wars, and rumours of wars.

"We want peace; the whole Empire wants peace, so let us face up to our responsibilities as citizens of the Commonwealth of Nations and work to make the British Empire powerful enough to assist towards that end."

"It will be expensive, of course, but in the long run security is less expensive than defeat. Without security there can be no peace, there can be defeat, but defeat is not peace."



OUR BEGINNING

(The following interesting note is taken from "Episodes of the Month," that appeared in the "National Review" of November, 1895, shortly after the establishment of the Navy League, and is reproduced by kind permission of the Editor of that Review.)

An encouraging indication of the amount of useful national work which can be performed by the voluntary association of private individuals is afforded by the Navy League's success during the short period of its existence. In its stirring appeal to the inhabitants of Greater Britain it strikes a chord of common interest to the whole Empire, and the response promises to be most satisfactory. On behalf of the League, Admiral Sir Vesey Hamilton has addressed a letter to our fellow countrymen in the Colonies setting forth the vital interest to them of that command of the sea which is now universally conceded to be the condition of the continuance of this Empire. In reply, "The Cape Times" suggests that forthwith Cape Colony and Natal should defray the cost of several cruisers, to be the nucleus of a squadron at the disposal of the Admiralty for service in any part of the world, and the Cape Town Chamber of Commerce, at a special meeting, has resolved, "that this Colony should contribute towards the cost of the Imperial Navy" and has founded a joint committee with the Town Council to further the objects of the Navy League. A Natal newspaper is of opinion that we are already on the eve of a naval federation; in Toronto and Hong Kong branches of the Navy League are being started, and the "Melbourne Age" writes in warm approval of combined action. The Navy League's colonial manifesto is thus rendering signal and fruitful service to the Empire. From its offices in 13 Victoria Street, London, it is disseminating sound knowledge on naval questions, and it bids fair to educate and crystallise the vague desires of countless fellow Britons into an organised and formidable Imperial opinion that no Ministry, either here or in the Colonies, will be able to ignore.



The NAVY LEAGUE JOURNAL

MAKING A CHART

By A. H.

At a conference of Australian Harbour authorities held in Sydney late last year, the inadequate charting of many parts of the Island Continent's coastline was stressed. The hope was expressed that the Government would soon be able to make available more vessels and equipment to assist the Hydrographic Branch in modernising charts which have not been re-delineated since Flinders's day.

With this hope all coastal navigators will heartily agree. Though the sloop, "Moresby" has done splendid work, her services need to be augmented by a small fleet of vessels if the task is to be done properly; it is impossible for her to do it alone.

The urgent need of accurate surveys and adequate chart information was very forcibly brought to my notice some fourteen or fifteen years ago. I was serving as a junior officer at the time, fourth mate of a passenger ship trading between Australian ports and the Middle East via the Inner Barrier Reef route.

A CLOSE SHAVE

When my ship arrived at Thursday Island, the "Fantome"—which had just terminated a Barrier Reef survey—was in port. The second mate and I, armed with rolls of charts, went aboard H.M.S. "Fantome" to collect any fresh chart data which might be of use on our return passage through the Reef.

When we showed our charts to the sloop's navigator, he pointed out a section of our course-line between Brisbane and Townsville. These course-lines were drawn in red Indian ink, and the ship kept as close to them as circumstances permitted. The locality indicated by the navigator was on a section of our route which passed on the inshore, or westward side of St. Bee's Island.

"Do you always follow this red track?" he asked.

"As near as possible," he was informed.

Then the navigator produced his own corrected-to-date chart, and indicated a pinnacle rock to the westward of St. Bee's, which "Fantome" had discovered on the survey, and which certainly was not marked on our chart. There

was a greatest depth of eighteen feet over the rock—and our red track ran right across it! As our vessel never drew anything less than twenty-four feet on the north-bound trip (being fully loaded) when in the vicinity of St. Bee's Island, and as we had made at least six trips adhering closely to the course-line west of St. Bee's—well, to say that our hair stood on end would hardly be exaggerating. Even now, when I think of the full passenger-list we carried on that voyage, my blood runs cold.

Whether we had just missed the rock on each occasion, or whether it had only recently been pushed up by some submarine disturbance will ever remain a mystery—but from that time onwards we always passed St. Bee's Island to the eastward!

With so vast a coastline, marine surveying in Australian waters should really be a continuous job. It may be compared with the painting of the Sydney Harbour Bridge—as soon as it is finished, it is time to start all over again. Therefore, the sooner the work of reconditioning Australian charts is taken in hand the better.

Marine surveying is in itself a highly specialised branch of navigational science, calling for specially trained officers and men, and first-class equipment. As one nautical text-book puts it, it is "the art of portraying on paper, in the form of a chart or plan, the physical characteristics of any bay, harbour, or other locality of which the survey is to be made."

This of course, is a bald statement, but its amplification to a small degree may be of interest. The routine work naturally differs with different commanders—"Other ships, other long splices"—but fundamentally, the principles of all surveys of coastlines are the same.

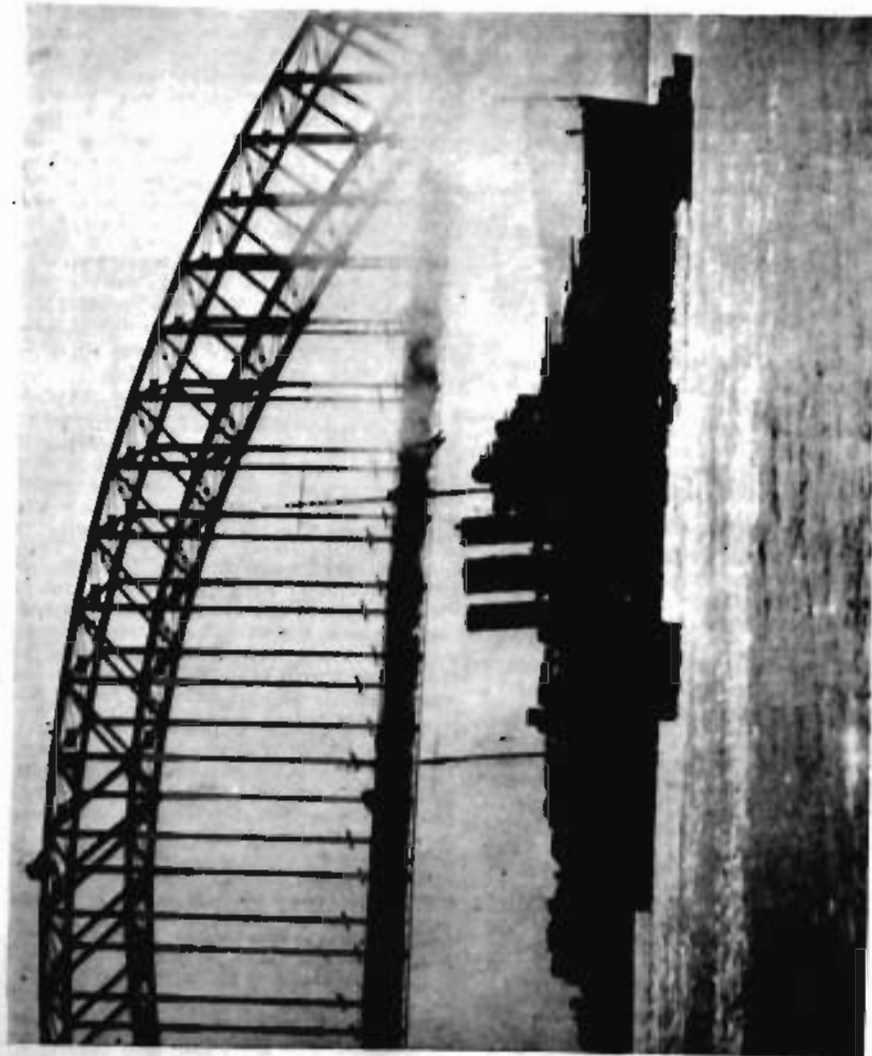
HOW IT IS DONE

The actual delineation of contour, salient points, and landmarks of the locality is of course a big factor of the work. More important still is the fixation of the locations of small islands, shoals, rocks, reefs, and any other permanent dangers to navigation which may exist, together with the nature of the sea bottom.

(Continued on page 19)

May, 1938

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(Block by courtesy "S.M. Herald")
 "OUTWARD BOUND"
 H.M.S. "Dorsetshire" leaving Sydney after her visit in honour of the Sesqui-Centenary Celebrations.

THE UNIFORM

By D. J. Mort

O. C. Fairlight Depot

BE TIDY

The care and maintenance of uniform, be it round or square rig, is a very important item in the life of a sailor, as it is in all services where uniforms are worn.

One of the aims of the Navy League training is to teach boys to be clean, both in uniform and body; and it is with this object in view that main points in the care of uniform are outlined.

Round rig is the uniform worn by all ratings below Chief Petty Officers. In order to give a smart appearance to the wearer, everything he puts on must be thoroughly clean and pressed. The cap should be scrubbed at intervals and blanched. However, it should not be continually blanched until the "clay" is inches thick and care must be taken that the ribbon is removed first. The ribbon should be cleaned with bread-crumbs and not washed, as this tends to fade it.

Great attention is required to keep the collar looking spic and span. When new, care should be taken that the blue does not run into the white tapes. The tapes should be scrubbed with a nail brush, with the collar laid flat down. When dry it should be ironed on the inside, and folded.

Lanyards should be washed frequently. Silks can be folded into a width of about 14 inches, and either ironed, or placed between two boards and tied together until required for use.

Jumpers should be shaken thoroughly, and folded inside out, and, if necessary pressed. Tapes should not come below the bottom of the jumper. Trousers should be shaken and folded inside out. A good plan is to place them, folded into "concertinas," between two boards, in a similar manner to the silk. This will turn them out well pressed and clean. Flannels may either be small fronts, or full flannels. If the former, boys should wear singlets underneath and not just the fronts. With the latter it is optional, but it is advisable to wear singlets with them.

The whole appearance of the uniform can be spoilt by dirty boots. Boots can so easily be cleaned that there is no excuse for them being dirty. By paying particular attention to the appearance of your uniform, you will assist to enlist the esteem of other services, especially the Senior Service, the Navy.

As we wear the uniform of that fine service the Navy, it is up to everyone to make sure that it is well cared for, as the critical eye of the Officers and ratings of the Navy are always on us, and it is up to us to show them that we are able to keep our uniforms equally as neat and clean as theirs. When ordering uniforms particular attention should be paid to the fit. Naval outfitters have had experience at making round rig and understand the dimensions and shape required. It is therefore advisable to consult them when requiring a uniform.

Personal appearance is the best advertisement for the Navy League Sea Cadet Corps and it is every cadet's duty to see that he is in every way "100%" in his appearance at all times.

In the Navy uniforms are inspected frequently, and Liberty-men are inspected to ensure that they are well turned out. This inspection is usually a mere formality, as the training of Naval ratings makes them clean and careful of their appearance, both aboard and ashore. They would feel it a disgrace to have their appearance questioned. So with the Navy League Cadet. He should take pride in his uniform, remembering that it is identical with that worn by members of the greatest service in the world.

And remember, too, that whilst in uniform, one is a "marked man." Therefore, do nothing, especially whilst wearing the rig of a Sea Cadet, that would tend to bring discredit on the Corps.



His Majesty, King George III

NAVAL NOTES OF THE PAST

Elsewhere in this issue we publish "Naval Notes"—a summary of the movements of officers and ships of the Royal Australian Navy.

In the year 1694, Robert Austin, Robert Rich and George Rooke signed a document at the Admiralty listing the ships of the first, second, third and fourth rates, and giving their complements, and the document was circulated.

It would be tedious to give the details about each ship, but it is interesting to note that the "Sovereign" in war-time at home was to have a complement of 788, in war-time abroad a complement of 688, and in peace-time a complement of 586.

The other vessels of the first rate were "St. Andrew," "Britannia," "London," "Queen," "Victory," "Royal William."

The largest vessel of the second rate was "St. George," with a war-time at home complement of 688, abroad 586, and in peace 486. In the second-rate class were also "Albemarle," "Duke," "Duchesse," "Royal Katherine," "St. Michael," "Neptune," "Ossory," "Sandwich" and "Vanguard."

Of the third-raters the largest were "Boyne," "Cornwall," "Dorsetshire," "Humber," "Lancaster," "Norfolk," "Russell," and "Torbay," each of which had a war-time complement of 476 at home, 398 abroad, and 322 in peace-time.

The largest of the fourth-raters were "Canterbury," "Carlisle," "Medway," "Pembroke," "Sunderland" and "Winchester," with war-time at home complements of 346, abroad complements of 278, and peace-time complements of 221.

The smallest of the vessels was "Josiah," which had a war-time at home complement of 120.

Forty years earlier, in a list of the Navy, the "Sovereign," as it was then spelt, was stationed at Chatham and had 600 men and 100 guns.

The Navy was, in this list of 1654, divided into three sections—General Blake's Squadron, General Penn's Squadron, and ships appointed for guards and convoys.

Blake's Squadron was made up of twenty-nine vessels, ranging from the "George" with

300 men and 60 guns to a pinnace, the "Warwick," with six men and three guns. The whole squadron had 4,240 men and 925 guns, an average of 180 men and 32 guns per ship.

It was with these ships that Blake proved himself more than a match for Van Tromp, De Witt and De Ruyter in the Dutch War.

Penn's Squadron consisted of thirty-six vessels, the largest, the "Swiftsure," with a complement of 350 men and 60 guns, and the smallest, "Westergate," "Sampson," "Tulip," "Cardiff" and "Pelican," with 40 men each and 20 guns. Penn's Squadron had forty more men than Blake's and 209 more guns. Penn, it will be remembered, was knighted when he met King Charles at the Restoration.

Of the ships on guard or acting as convoy, most were at Chatham—"Resolution," "Triumph," "James," "Rainbow," "Vanguard," "Advice," "Gainsborough," "Great President," "Expedition," "Constant," "Warwick," "Mary" and "Henrietta" were all with "Sovereign" at Chatham.

Among the ships elsewhere were "Nampwich" at Bristol with 240 men and 36 guns; "Speaker," "Entrance" and "Weimouth" in the Downs with a total of 500 men and 106 guns; "Pelican," "Dragon," "Eliza" and "Adventure" between Bass Island and Ushant with 550 men and 136 guns; eight vessels off Ireland with 550 men and 142 guns; nine off Scotland with 756 men and 187 guns; three off New England with 300 men and 50 guns; the "Convertine" at Jersey (sic) with 120 men and 32 guns; and the "Little President" and the "Drake" with 140 men and 38 guns in the Severn.

A point worthy of note is the way in which the names of battleships have been handed down from past centuries to the present day. Our readers will come across many familiar "tallies" in the foregoing. One wonders what the commanders of those old diehards would have thought could they but have visualised the modern namesakes of their commands!

THE JAPANESE NAVY

In view of the present situation in the East, any discussion of Japanese Naval strength is of vital interest to Australia. Hector C. Bywater, the well-known English naval correspondent has made a close survey of Japan's Sea forces, and a recent article written by him, and appearing in the "Navy Quarterly" provides food for thought for all citizens of the Commonwealth.

Here is Mr. Bywaters' summing up of the Japanese Navy:—

Since Japan withdrew in dudgeon from the London Naval Conference early in 1936 she has maintained a policy of absolute secrecy with regard to her naval affairs. Whereas all the other important Powers have agreed to exchange information concerning their naval programmes, Japan has placed a blanket embargo on such news. Not only is the Press forbidden to refer to new construction, but the Japanese Parliament has been told not to ask questions on this subject and to confine itself to voting the money for naval programmes of which it must expect no details. In these singular circumstances, it is idle to speculate on the number and types of men-of-war now under construction in Japan. All that is known definitely is that the Government and private yards are exceptionally busy.

Whatever other economies may be imposed on Japan by the depletion of her treasury, it is certain that the fighting forces will be the last to suffer. And among these the navy occupies a special place. Japan is fully aware that command of the Western Pacific is an essential condition of her existence. Like Great Britain, she cannot live without imported supplies, and it is not an exaggeration to describe her communications with the mainland of Asia as vital arteries, the severance of which would spell national death. Hence her extreme sensitiveness to the merest hint of a change in balance of power in Far-Eastern waters. It is quite on the cards that she would treat as a *casus belli* the establishment of a foreign naval base whence ships would be within easy cruising range of her coasts. The two contingencies she dreads above all others are, first, a resurgence of Russian naval power in the Pacific, and secondly, the development by the United States of a strategic bridge across the Pacific with Hawaii and the Philippines, or Guam, as its terminals.

It is curious to reflect that but for her intransigent attitude at the last Naval Conference Japan could have banished the second danger for an indefinite period, since the United States was ready, and even anxious, to prolong the 1922 agreement which barred the exploitation of naval bases in the Western Pacific. On this occasion, however, Japan chose to sacrifice everything to "saving face," with the result that the United States is now gradually planting a series of stepping-stones across the Pacific and may in a few years' time be in a position to concentrate powerful aero-naval forces in the Eastern Seas.

As for Russia, her Pacific fleet appears still to be negligible, though there may be some truth in the persistent stories of a large submarine flotilla at Vladivostok. What is definitely established is that Russia has massed very large air forces on the Siberian coast, and that even now many of the Japanese industrial centres are within their reach. Thus, for the first time since the Great War, Japan is becoming vulnerable to direct attack.

Is it not possible that recognition of this truth impelled her to make war on China, with the double purpose of extending and consolidating her economic dominion on the mainland and making sure that China will be in no condition to intervene when the long-awaited Russo-Japanese struggle begins? One need be neither seer nor alarmist to predict, with some confidence, that Japan will not rest until she has secured her flank by eliminating the menace which Vladivostok unquestionably represents.

Singapore is in a different category. It does not, and cannot, hold any threat for Japan un-

less she has designs on the rich East Indian territories over which the new British base stands guard. In that event Singapore would indeed prove a formidable obstacle, provided that it gave shelter to a battle fleet.

The modern Japanese Navy is relatively stronger than its paper strength would indicate. This is because it has no commitments outside Far-Eastern waters and can therefore be kept concentrated. Moreover, but for the potential threat of Vladivostok, Japan's strategic position in the naval sense would be ideal. Her western frontier, extending from Formosa and the Loochoo Islands right up to the Kuriles in the north, presents an almost unbroken rampart against direct assault from the Pacific. This frontier, heavily fortified, is studded with major and subsidiary bases which ensure complete mobility to the Japanese fleet.

A glance at a map of the Western Pacific helps to explain why the naval and military elements in Tokyo have had so little hesitation in plunging their country into its latest martial adventure. Quite apart from the knowledge that the current political situation in the world renders the formation of an anti-Japanese armed coalition next to impossible, they are confident that as long as the strategic position in their own sphere remains unaltered, Japan is unassailable. But in a few more years it may, and probably will, have altered materially to her disadvantage. Hence the great effort now being made to smash beyond repair the military power of China, to the end that from that quarter at least there shall be nothing to fear if, and when, Japan comes to grips with an adversary of the first rank.

Assuming it to be true that the battleship "Hiei," demilitarised under the Naval Treaty of 1930, has since been restored to full fighting power, Japan now possesses ten capital ships ready, and probably has at least two further units under construction. Just before the curtain of secrecy descended it was authoritatively announced that future construction would be mainly in the direction of light surface craft and submarines, but this, of course, cannot be accepted as definite. Always in the past Japan has remained staunch to the big ship, and there

is no reason to doubt that she will make strenuous efforts to maintain her strength in this class.

Aircraft carriers are pretty certain to be included in the new programme, for the Japanese Navy attaches great importance to air power and has already built up an aviation service *whence*, with a reputed strength of more than 300 first-line machines, is second only to that of the United States Navy.

New heavy cruisers, armed with 8-in. guns, are probably being built to supplement the 12 ships of this class already in service, for it is not to be supposed that Japan will rest content with her present inferiority in this type as against the United States, which has 18 such vessels. Six 8,500-ton cruisers, mounting the imposing armament of 15 6.1-in. guns, are completed or building, and others have no doubt been laid down. With ships constituting the "fringes of the fleet," such as torpedo boats, minelayers and sweepers, aircraft tenders and depot ships, the navy is well provided.

In the past Japan was necessarily a copyist in naval technique, but to-day her entire fleet bears the stamp of native originality. None of her modern ships is a slavish imitation of some foreign type. Her constructors are second to none in enterprise, and they seem, in fact, to be working on principles peculiarly their own. On paper their designs tend to be overloaded with armament and top-heavy, but, apart from the capsizing of a new torpedo boat in 1934, this apparent defiance of the laws of stability does not appear to have been penalised.

Long before the official embargo was imposed on the publication of news about new construction the Japanese Navy observed the utmost secrecy regarding its equipment. With the possible exception of intelligence departments, the outer world has absolutely no data by which to gauge the fighting quality of the modern fleet.

British officers whose services in the Far East have brought them into contact with the Japanese Navy are, as a rule, impressed by its general air competence, though doubts are expressed

(Continued overleaf)

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as to whether its technical equipment is up to date in all respects. The Japanese themselves declare that their fleet probably spends more time in training at sea than any other. On the whole it is prudent to accept the Japanese Navy at its face value—that is to say, as a combatant force of the first rank.

It is sometimes remarked that Japan has never yet had to fight a first-class naval Power, and that her spectacular victories in the Russo-Japanese War in 1904-05 were gained over an enemy who was palpably inferior in leadership, training, and material. While that may be true enough, it is well to remember that throughout the war in question—and particularly in the Taishima campaign—the Japanese Navy was not only handled with rare skill, but gave so many proofs of its high efficiency that it would, in all likelihood, have given a good account of itself against a fleet much more formidable.

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SEA CADET NOTES

ANZAC MEMORIAL CEREMONIES

On Sunday, 24th April, a detachment of the Sea Cadet Corps, comprising representatives of North Sydney and Birchgrove companies, attended the Memorial Ceremony at Manly, and joined in the march at its conclusion. Mr. Smith, O.C. Victory Training, was officer of the day.

On Anzac Day, the Sea Cadet Corps, represented by detachments from North Sydney, Birchgrove, and Woolwich depots, paraded at the Cenotaph in Martin Place, placed a wreath thereon, and lined the processional route nearby. Mr. Mort, O.C. Fairlight Depot, was officer of the day.

Many reports from private sources reached Headquarters concerning both these parades, and the Executive Committee is both pleased and gratified to note the impression the Corps made on the general public. The Sea Cadet's marching, smartness and air of efficiency excited admiration, and more than one "pat on the back" was given by people of consequence in the city, who, to say the least of it, are slow to express praise unless that praise is thoroughly well deserved.

Officers, petty officers, and ratings are to be congratulated on their splendid showing and the Sub-branch committees of the various depots represented have cause to feel pleased with the results of the two parades.

Well done, the Corps!

BIRCHGROVE COMPANY

By S. COOPER, S.S.D., O.C. Birchgrove.
Birchgrove Company is still on deck and sailing along well.

The Police Club recently formed in Balmain has proved a counter-attraction to the Sea Cadet Corps. The club is run on splendid lines, with plenty of free gear, a gymnasium, billiard room, and instructors in boxing, wrestling, etc., and naturally absorbs a good deal of the material which otherwise would have been taken into Birchgrove Company. The Police are doing fine work along these lines; there were a lot of boys at a loose end in Balmain, and now, with the Sea Cadet Corps and the Police Club, they are well catered for. We wish the club the best of luck.

Our numbers are steadily mounting, but it will be a long time before we reach our former strength of 150 uniformed cadets. However, we hope for the best. The League has seen many changes, and all our people hope and feel sure that it is once again on the upward trend.

Approaching winter has many drawbacks, and boat-work is more arduous in that season but Balmain lads have never shirked, and we are sure they will carry on. Those that turn out, wet or fine, are the ones to be depended on. As a matter of fact, Wednesday, the 20th April, was a shockingly wet night, but all hands mustered.

Birchgrove's strength is four officers, two C.P.O's., one leading seaman, and thirty-three ratings.

VICTORY TRAINING DEPOT. NORTH SYDNEY

By L. R. V. SMITH, O. in C.

Since the last issue of the Journal, the Victory Training Depot has been very active.

On Thursday, 14th April, our Easter Camp commenced. Most of the cadets slept at the depot, but an advance party of six ratings and two officers went to Clontarf that night to pick a suitable camp site and to erect the tents. Our friend, Captain Bell of A.Y. "Susan Bell" very kindly towed us to Middle Head and gave us hot tea before casting off.

The advance party returned to depot early on the following (Good Friday) morning, and the whole company attended a drum-head church service conducted in the open air in the depot grounds by Rev. Riley. The service was excellent, but it must be admitted that the singing was not exactly impressive, due no doubt to the absence of "choir voices" in our ranks! However, all hands did their best, and were congratulated on their general appearance and smartness. Captain Mill Menzies, Secretary of the Royal Shipwreck Relief and Humane Society, and the Secretary of the Navy League (N.S.W.), and Chief Executive Officer of the Sea Cadet Corps attended the service.



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ENGLAND VIA SUEZ
PACIFIC CRUISES
TASMANIAN SERVICE
CEYLON EXCURSIONS
CRUISES FROM ENGLAND

WINTER CRUISES

1938, From Sydney:

June 3 to June 16: † ORONSAY Fiji
July 1 to July 14: † ORONTES Papua*
July 29 to Aug. 11: † ORFORD Noumea*
Aug. 26 to Sept. 8: † OTRANTO Fiji

* Via The Great Barrier Reef

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Victory Training Dept's Wreath, placed on the Cenotaph on Anzac Day.

After the service the company proceeded to camp. Two officers, a C.P.O. and twenty ratings attended. The weather held fine throughout, a splendid time was had by all, and the camp voted a complete success.

On Wednesday night, 20th, a group of V.T.D. cadets took part in a small play at the monthly muster of the Shipowners' Society of N.S.W., held at the Rawson Institute.

On Sunday, 24th April, two officers, one C.P.O. and twenty-five ratings represented V.T.D. in the Sea Cadet Corps Guard of Honour at the Manly Anzac Memorial ceremony. On Anzac Day, the depot was again represented by two officers, one C.P.O. and thirty-six ratings when the Sea Cadet Corps lined the processional route at the Cenotaph. A wreath, in the form of a floral anchor, was donated by the parents of Cadet Fewkes, V.T.D., and placed on the Cenotaph in memory of the fallen.

V.T.D. now has a Third Officer, Mr. D. A. Dodson. We feel sure that he will prove himself to be one of the smartest officers in the Corps. We also have the services of Mr. Dodson, sen., an experienced first aider. Mr. Dodson was at one time superintendent of a large ambulance station, and he will give cadets instruction in first aid work. We should soon have an efficient sick-bay squad, though it is to be hoped that their services will only be required for practice treatment, and not for actual duty.

In conclusion, our numbers continue to mount, and we feel that we can, with confidence, report "All well at Victory!"

OLD HANDS MEET AT BIRCHGROVE

On Wednesday night, April 27th, a surprise party was given to Mr. Cooper, O.C., Birchgrove, Executive and Equipment Officer, on the occasion of his birthday, by a number of his old boys, who made the depot famous in past days. Nearly all are married now, and all were pleased to have the opportunity of visiting their old "ship" once again. Among those present were: Messrs. V. Watt, (heavy-weight champion, N.L.), D. Stevens (middle-weight champion, N.L.), E. Stitt (light-weight), J. Cooper (light-weight), R. Sorby (wrestler), L. Watt (champion diver), F. Watt (hundred yards breast-stroke champion), M. Macdougall (McMaster Medal), S. Bain and E. Alexander.

It was a splendid reunion, with the old hands looking at photos of themselves, and examining cups and trophies they had helped to win. Living their old battles over again, brought back many memories. Mr. Stevens thanked all hands for being present, and said that Mr. Cooper had been the means of helping each one of them, and had given them the best times they ever had. They all looked back to the day they had spent with their "skipper." He recalled their football team, brass band, their races, picnics and camps, and only wished they could have them all over again. If Mr. Cooper wanted any, or all of them, he could have them at any time. It was intended to give Mr. Cooper a party in the local hall, but they knew he would not leave the depot on a drill night, so decided to come and see him there. Apparently Mr. Cooper had forgotten he had a birthday, as the muster certainly came as a surprise. If the new boys

May, 1938



EVER-RECURRING MIRACLE...

In 1938, miracles are few and far between... but there is still one miracle that is known to every practicing amateur photographer.

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turned out as good and as loyal as the old hands, Birchgrove would be well off.

Three hearty cheers were given, and supper served. Drill and instruction went on until 9 o'clock, and the party closed.

ON THE AIR!

The thanks of the Navy League and the Sea Cadet Corps are due to the management of Station 2GB, Sydney, and to the Australian Broadcasting Commission for their generosity in making time available to the League to tell the public its aims and object, and to give Sea Cadet news "over the air."

Station 2GB ran a series, "News and Views of the Navy League" for four weeks, and a talk on League and Sea Cadet affairs was given from 2FC Sydney on Sunday, 1st May, in the evening. The radio work was conducted by the Secretary of the N.S.W. branch of the Navy League.

Thanks are also due to the various announcers concerned for their assistance and help. Judging by the many comments received, the talks were a great success, and proved a means of adding to the ranks of the Sea Cadet Corps.

FAIRLIGHT DEPOT.

Friends of the League will be pleased to hear that Fairlight Depot has reopened, under the capable charge of Mr. D. Mort. North Sydney provided a working party, and attacked the problem with shovels, brooms, and bare hands on Saturday, 30th April. When they had finished, the depot already had "taken on shape." Petty Officer Thomas, of Victory Training Depot, has transferred to Fairlight, and his new skipper is fortunate in having a smart P.O. to "ginger" things up for him. A lot depends on the P.O., who is a liaison man between officers and ratings. Petty Officers are the backbone of the depots, so under the leadership of Mr. Mort, ex-chief yeoman signals R.A.N., late instructor "Tingira" and Flinders Naval Depot, etc., etc., Fairlight should surge ahead.

Of course, the strength is small at present. Therefore, all cadets who know lads in the Eastern Suburbs who wish to join a really worthwhile movement, should tell them of Fairlight, the Corps, and the League.

The NAVY LEAGUE JOURNAL

NAVAL NEWS

Royal Australian Naval Appointments

Rear-Admiral: RICHARD H. O. LANE-POOLE, C.B., O.B.E., to "Cerberus," additional for passage to England per "Orford" for reversion to the Royal Navy, to date 23rd April, 1938; WILFRED N. CUSTANCE, C.B., to "Canberra," additional as Rear-Admiral Commanding H.M.A. Squadron, to date 22nd April, 1938.

Captain: WILFRED R. PATTERSON, C.V.O., to "Canberra" in Command, to date 12th April, 1938; ALEXANDER G. B. WILSON, D.S.O., M.V.O., to "Cerberus," additional for passage to England per "Niagara," etc., for reversion to the Royal Navy, to date 14th April, 1938.

Commander: HILARY D. OWEN, to "Cerberus," additional for passage to England per "Awatea" and "Rangitiki" for reversion to the Royal Navy, to date 1st April, 1938; GEORGE R. DEVERELL, to "Penguin" in Command and for Command of Reserve Ships, to date 28th April, 1938; JAMES C. D. ESDALE to "Cerberus," additional for duty at Navy Office, to date 1st April, 1938; FRANK E. GETTING to "Canberra," to date 1st April, 1938.

Lieutenant-Commander: RODNEY M. SPENCER to "Cerberus," additional for passage to England per "Niagara," etc., for reversion to the Royal Navy, to date 14th April, 1938; THOMAS R. CHATTOCK to "Cerberus," additional for passage to England per "Niagara," etc., for reversion to the Royal Navy, to date 14th April, 1938; ROBERT B. A. HUNT to "Penguin," additional for Charge of New South Wales Coastal Survey, to date 1st April, 1938; (T) WILLIAM T. A. MORAN to "Canberra" and as Squadron (T) Officer, to date 7th April, 1938; ALAN C. MATHER to "Cerberus," to date 19th April, 1938; JACK C. BACON to "Sydney" and as Observer, to date 14th April, 1938; (T) ROBIN H. R. MOODIE to "Cerberus," additional for passage to England per "Niagara," etc., for reversion to the Royal Navy, to date 14th April, 1938; (T) JOHN PLUNKETT-COLE to "Cerberus," additional for passage to England per "Orford," to date 23rd April, 1938; (S) NEIL A. MACKINNON to "Canberra," additional as Flag-Lieutenant-Commander to Rear-Admiral Commanding H.M.A. Squadron, and as Squadron (S) and W/T Officer, to date 14th April, 1938.

Lieutenant: (S) JOHN L. BATH to "Cerberus," and for charge of Signal School and as Officer-in-Charge of Navy Office W/T Station, to date 19th April, 1938; RODNEY RHOADES to "Vendetta," to date 29th April, 1938; JOHN J. CODY to "Penguin," additional for duty with New South Wales Coastal Survey, to date 1st

April, 1938; GUY J. A. ASHLEY-BROWN to "Sydney," to date 19th April, 1938.

Engineer Commander: TREVOR W. ROSS, O.B.E., transferred to the Emergency List, to date 24th April, 1938; CLARENCE W. BRIDGE to "Penguin," additional as Assistant to Engineer Manager for Overseeing duties, to date 3rd May, 1938; LEOPOLD J. P. CARR to "Canberra," additional as Squadron Engineer Officer, to date 3rd May, 1938; R. BERRY-SMITH, M.V.O., to "Cerberus," and for Charge of Mechanical Training School, etc., to date 7th April, 1938.

Commander (E): OTTO F. McMAHON to "Canberra," to date 28th April, 1938.

Lieutenant (E): RONALD A. PHILLIPS to "Penguin" for Dockyard duties, additional, to date 25th April, 1938; SYDNEY K. GALLEHAWK to "Cerberus," to date 1st April, 1938.

Chaplain: Rev. VIVIAN THOMPSON to "Sydney," to date 19th April, 1938.

Paymaster Commander: ALEXANDER J. WHITE, to "Cerberus," to date 22nd April, 1938; EDWARD H. LEITCH to "Canberra," additional as Secretary to Rear-Admiral Commanding H.M.A. Squadron, to date 22nd April, 1938.

Surgeon Commander: JAMES M. FLATTERY to "Penguin," to date 19th April, 1938.

Surgeon Commander (D): JOHN E. RICHARDS to "Penguin," to date 15th April, 1938.

Surgeon Lieutenant (D): OSWALD T. AMOS to "Canberra," to date 15th April, 1938.

Paymaster Lieutenant: JOHN C. E. BURSTON to "Canberra," additional for duty in Admiral's Office, and as Secretary to Chief Staff Officer, to date 12th April, 1938; THOMAS T. THEOPHILUS to "Cerberus," additional for passage to England per "Orford" for reversion to the Royal Navy, to date 23rd April, 1938; PHILIP O. L. OWEN to "Swan," to date 25th April, 1938; ROBERT G. A. JACKSON to "Cerberus," additional for passage to Malta per "Orford," to date 23rd April, 1938; KEITH T. RIDLEY to "Sydney," to date 23rd April, 1938.

Sub-Lieutenant: IAN K. FURVIS to "Waterhen," to date 19th April, 1938.

Commissioned Gunner: EDWIN W. GILLOTT to "Canberra," to date 27th April, 1938.

Commissioned Ordnance Officer: HERBERT E. GIBSON, D.S.M., to "Cerberus," to date 28th March, 1938.

Signal Boatswain: JOHN G. WOOLMER to "Stuart," to date 1st April, 1938.

Warrent Telegraphist: HENRY J. P. BOXALL to "Cerberus," for Navy Office W/T Station, to date 5th April, 1938.

May, 1938

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Warrant Ordnance Officer: THOMAS R. VENUS to "Cerberus," additional for passage to England per "Napier Star," to date 26th April, 1938; WILLIAM G. FOGARTY to "Cerberus" and for Squadron duties, to date 11th April, 1938.

Schoolmaster: FREDERICK A. LOCHLAND to "Cerberus," to date 12th April, 1938.

The following officers have been appointed to H.M.A.S. "Albatross" on Commissioning, to date 19th April, 1938:—

Captain HUBERT G. D. ACLAND, D.S.O.; Lieutenant-Commanders (N) DAVID HARRIES (O) (Met.), CLAUDE H. BROOKS, CHRISTOPHER W. JOHNS (for Gunnery duties in lieu of Specialist); Lieutenants (O) EDMUND H. C. CHAPMAN; (O) FRANCIS K. FOGARTY; (O) CLAUDE V. S. MALLESON, JOHN H. DOWSON, CLIVE H. HUDSON, WILLIAM G. WHEELER, Commander (E) ROBERT GRAY, Lieutenant-Commander (E) ERNEST B. VALLANCE, Surgeon-Commander DAVID S. PRENTICE, Paymaster Lieutenant-Commander JOSEPH O'REILLY, Surgeon Lieutenant (D) TREVOR A. HALL, Sub-Lieutenant JAMES M. RAMSAY, Commissioned Writer REGINALD C. WATSON, Gunner (T) ADRIAN I. LOWER, ALBERT H. SECCOMBE (and for D/F duties), Warrant Telegraphist ARTHUR G. W. WINTER, Warrant Shipwright ERNEST V. GOOCH, Warrant Engineer WILLIAM WEINBURG, Warrant Mechanician JOHN C. L. SIBON, Schoolmaster NEVILLE J. GAVEN, A/g. Warrant Supply Officer EDWARD A. J. WALLACE, Paymaster Midshipman STEPHEN R. G. SHARP.

The following Officers have been appointed to H.M.A.S. "Voyager" on Commissioning, to date 26th April, 1938:—

Lieutenant-Commander JAMES C. MORROW, ALAN G. LEWIS, Lieutenant IAN H. McDONALD, Lieutenant (E) FRANK L. GEORGE, Sub-Lieutenant ERIC J. PEEL, Gunner (T) CECIL D. MENEREAU.

Commander: GEORGE S. STEWART to "Albatross," to date 29th May, 1938.

Lieutenant-Commander: LAURANCE E. TOZER to "Cerberus" for Anti-Gas and 1st Lieutenant's duties, to date 14th June, 1938; CLAUDE H. BROOKS to "Albatross" and for Meteorological duties and for Observer duties with No. 5 (F.C.) Squadron, R.A.A.F., to date 19th April, 1938; JOHN G. P. BROWNIGG to "Cerberus" additional for passage to England per "Strathallan," etc., for reversion to the Royal Navy, to date 17th May, 1938; HARLEY C. WRIGHT, to "Cerberus," to date 3rd June, 1938; JAMES H. SWAIN to "Cerberus" and for New Entry School, to date 17th May, 1938.

Lieutenant: (O) ARTHUR S. STOREY to "Penguin" for "Australia" in Reserve, to date 28th April, 1938; (T) EDWARD S. W. MACLORE to "Cerberus" additional for passage to England per "Strathallan" for reversion to the Royal Navy, to

date 14th May, 1938; RUPERT C. ROBISON to "Cerberus" for R.A.N. College, to date 3rd June, 1938; JAMES G. T. WESTERN to "Cerberus" additional for passage to England per "Cathay" for reversion to the Royal Navy, to date 25th May, 1938; RICHARD K. HUBBARD to "Moresby," to date 14th April, 1938.

Sub-Lieutenant: FRANCIS G. GORDON to "Sydney" additional, to date 4th June, 1938.

Lieutenant-Commander: (E) EDWIN A. GOOD to "Penguin" for "Australia" in Reserve, to date 28th April, 1938.

Chaplain: REV. JOHN E. ROMANIS to "Cerberus" additional, to date 28th April, 1938.

Paymaster Commander: ERNEST H. CURREY to "Penguin" additional, to date 28th April, 1938.

Commissioned Gunner: HAROLD HARDIMAN to "Penguin" for "Australia" in Reserve, to date 28th April, 1938.

Commissioned Telegraphist: ARCHIBALD D. McLACHLAN, M.B.E., to "Cerberus" additional, to date 3rd May, 1938; NORMAN T. J. GREENWOOD to "Cerberus" additional for passage to England per "Ormonde," to date 24th May, 1938.

Boatswain: CYRIL H. PAINE to "Penguin" additional, to date 28th April, 1938.

Commissioned Shipwright: WILLIAM C. J. WARD to "Penguin" for "Australia" in Reserve, to date 28th April, 1938.

Warrant Telegraphist: HENRY J. P. BOXALL to "Cerberus" and for Signal School, to date 24th May, 1938; JAMES C. SMART to "Cerberus" for Navy Office W/T Station, to date 6th May, 1938.

Warrant Electrician: HARRY R. GILES to "Penguin" for "Australia" in Reserve, to date 28th April, 1938.

Warrant Supply Officer: WILLIAM HARRIS to "Penguin" additional, to date 21st April, 1938.

PROMOTION.

Lieutenant GEORGE D. TANCRED to Lieutenant-Commander, to date 16th April, 1938.

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MAKING A CHART—(Contd. from page 5)

depth of water available, and the nature, time and direction of the tides.

The coastline is divided up into surveying areas, and as each locality is completed a move made on to the next. The data collected on these sectional surveys are collated and from them the finished charts constructed.

First a site is selected ashore, and a base line of suitable and determined length laid down. At each end of the base line, marks, or triangulation stations are erected. The exact latitude and longitude of these stations is determined by solar, stellar and lunar observations, and the true direction of the base line ascertained. The "Variation" of the locality, or the local angle between the true and magnetic meridians is found by delicate and highly sensitive instruments.

The high-water line is marked by flags spaced at frequent intervals, clustered closely together where the shore's curvature is great. These flags are later used in the portrayal of the coastal contour.

All conspicuous objects which are to be noted on the chart—prominent rocks and headlands, hills, etc., are selected, named if necessary, and their exact positions found. This is done by triangulation. From the stations at the ends of the base line, angles of the objects are measured with theodolites or sextants. With these angles sets of triangles are constructed, in which the base line forms one common side. As the true direction of the base line and its exact length are known, the triangles are readily solved, and the positions of the objects settled.

The coastline is drawn by finding the geographical positions of the flags planted along the high-water line. These positions, linked by lines, give the coastal contour.

Waters off-shore are cross-crossed by boats moving along definitely determined lines of direction, casts of the hand-lead are taken at regular intervals, thus obtaining depths of water, and samples of the bottom—which adhere to the tallow-covered base of the "blue pigeon"—as the leaden weight is termed. The times of all casts are taken, so that the sounding may later be reduced to the level of low water, ordinary spring tides. This corrected datum, when shown on the completed chart, gives the least depth to be expected at the spot the cast

was made.

Throughout the survey a keen watch is kept on the set and drift of tides, and any vagaries they may adopt in the nature of rips, overfalls, eddies, etc. The heights of the tides are checked regularly with a graduated tide-pole which has been established in some suitably sheltered spot.

The position of shoal patches, rocks, reefs, and other dangers are fixed by celestial observations, and by horizontal angles between the boat and marks ashore. The heights of all noticeable objects ashore are obtained by vertical angles from the boats, due allowance being made for the height of the tide at the time of observation.

The times of high and low water are carefully watched, especially on the occasions of full and new moons, in order to decide on what is termed the "Establishment" of the locality. This "Establishment" is the actual time of high-water at full or change of the moon, and is expressed on the finished chart by the abbreviation "H.W.F. & C.—Hrs.—Ms." The "Establishment," for all practical nautical purposes, remains fixed and unaltered for the life of the chart.

From working charts obtained along the foregoing lines, the Hydrographic Office print the "fair copies" which are a familiar sight to anyone who has visited a ship's chartroom.

MODERN SURVEY AIDS

Nowadays survey work is considerably assisted by modern aids—aeroplanes, rangefinders, electrical depth finders, and so on, but the operations are still onerous—and indeed, often dangerous. Shore parties have to camp in wild and uncomfortable places, and often, by the "law of cursedness" on unsuitable sites for tent-pitching. Observers must be "on the spot" at the exact time of a certain star or planet's meridian transit. Countless heavenly bodies are "shot," and before a position is accepted as correct by a sceptical navigator it must be verified by innumerable calculations. Hundreds of "shots" are needed to obtain one solitary "fix."

"Tide-pole parties" must be at their posts in all weathers, rain or shine, hot or cold, day or night, well in advance of the time of high or low water. Tide-pole parties are usually authorities on the consistency of mud and the habits of mosquitoes. No; marine surveying, one of the non-spectacular branches of Naval Operations, is by no means a "cushy" job. Indeed, a fitting motto for the Survey Service would be—"Time and Tide wait for no man!"



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AIMS AND OBJECTS OF THE NAVY LEAGUE.

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its Objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National and Im-

perial 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 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—"For God, for the King, for the Empire."

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VOL. 1—No. 3 (New Series)

SYDNEY, JUNE, 1938

PRICE 60.

The Navy's Right Arm

In a message to the school children of New Zealand the late Lord Jellicoe said: "The sea is our life!"

As far as the Empire is concerned—and Australia particularly—truer words were never spoken. The sea is our life. Take away from us our sea-borne trade, and where would we be? The answer is obvious and certain. Australia would be among the discards of nations; on a level with some third-rate South American republic. Therefore, we suggest that every responsible citizen should give a certain amount of thought to the preservation of our marine services, and to their elevation to a point far above their present low level. Apart from a Navy, Australia should possess an efficient Merchant Service.

Australia has a Navy; small, but admittedly efficient. Senior naval officers from Home, who have from time to time taken over command of our fleet, state that they are more than satisfied with the men and material entrusted to their care. Therefore, though numerically small, the Australian Navy, shortly to be increased under the current defence policy by the addition of new cruisers, is well on the way to becoming a force to be reckoned with by a possible invader.

But were it not for its right arm, the Mercantile Marine, the Senior Service would in time of war, be crippled. One might even go so far as to say that without the ships of the Merchant Navy, our sea-fighting force would be rendered useless. The Navy's job is to fight; the Merchant Service's to see that it can fight.

Somehow, the Australian public does not seem to consider Australia as a potential sea power. We are, it is said, an agricultural, pastoral, wool-raising, mining, manufacturing, dairying people; in short, anything but a seafaring people. Why? England, the nation which has, in the past, raised the greatest sailors the world has ever known is an island. And Australia, as well as a continent, is an island too, surrounded by oceans, dependent on sea-carried trade to carry its wool, wheat, minerals, fruit, butter, eggs, and general cargoes to the world's markets. Markets thousands of miles away.

This work is, in the main, being done by Home ships, and vessels belonging to other countries. A few Australian-owned ships trade to the East and throughout the Pacific, but there Australia's personal effort ends. The time seems ripe to augment the number of overseas vessels owned by local firms. Perhaps this would need Govern-

June, 1938

ment assistance; but if allocations can be made for the purchase of new cruisers, there seems to be no reason why help, in the form of reasonable subsidies and concessions should not be made available to Australian shipowners.

Bear in mind that, in time of war, an Australian Merchant Service would be almost of an equal value to this country as the Navy. In the grim years of 1914-1918, England would have starved, would have been beaten to her knees, without her Merchant Service. And remember, too, the ships and merchant sailors who, in doing their job of carrying food, supplies and munitions through the war zones, were mined, shelled or torpedoed; sunk, in most cases, without a chance of hitting back. The Red Ensign held a proud place on the seven seas then!

One final point. Among the crews of our locally owned coastal merchantmen are many subversive "red ragers" whom the sea and the service could very well do without. Is it not sound to suggest that, by the effluxation of time, these marine pests should be replaced by decent, disciplined young Australians, trained in the ethics of good citizenship and provided with a groundwork of seamanship?

The Navy League can provide a quota of this latter type—but only if it is helped by the great general public. It cannot do the work unaided. The League gets a certain amount of help—but that amount is pitifully small, and totally inadequate to its requirements.

Help the League to put into actual practice its aim of "Empire Boys for Empire Ships", and in particular, "AUSTRALIAN BOYS FOR AUSTRALIAN SHIPS."

—The Editor.

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The Sinking of an Australian Transport

A Wartime Adventure

By W.H.N.

The torpedoing of the Australian Hospital Transport D.16. (Commonwealth Government Line freighter S.S. "Barunga"), occurred at 4.30 p.m., or as the Navy has it, "one bell," on an afternoon in July, 1918, some 300 miles out from Plymouth.

Naval men will find interest in the fact that this single transport was convoyed at the time by three destroyers and a light cruiser, but so skilful was the approach and attack method of an enemy submarine that no sight of it was observed at any time. It made good its escape, despite a determined attempt on the part of the destroyers to deal with it.

Sunk by Her Own Country's Submarine!

Submarine war tactics in 1918 are an old story today, but whilst men go into danger in ships the story of an adventure at sea is always of interest. In the case under review, the particular circumstances were fraught with grim possibilities; the ship was crowded with over 600 sick and wounded soldiers.

Struck low in No. 2 Hold, just forward of the bridge, the heavily-laden "Barunga" lay head on to the long Biscay swells and settled with the steady, by-the-head motion that had foretold the death slide of many a good ship thereabouts. Fortunately it was, perhaps, for everybody, that the "Barunga" was the ex-German tramper "Sumatra," captured as a prize for Australia; and very fortunate for everybody also was the fact that the ship's company was almost entirely Australians, who refused to regard their predicament as anything but a huge joke.

Hard-case Diggers

That the stout old "Sumatra" was solidly-built was well proven in the next few minutes. The presence of a few R.A.N. ratings aboard made certain of the ship-shape launching of the boats, of which there were only sufficient for the serious cases, and the half a dozen or so nurses aboard. Smart work got them well away before the first bulkheads went, and the old ship alighted even deeper into the long Atlantic swells, while rafts were put over.

The remainder of the troops, joking and cooing, had to drop overboard into the open sea, to save themselves as best they could. All this time the three destroyers were far too busy with anti-submarine tactics, in a smother of depth-charge spray, to pay them any attention at the moment. The cruiser, for obvious reasons, was not allowed to loiter nearby.

The ships' officers had some difficulty in getting the skylarking soldiers to see the gravity of their danger. The officers knew that when a torpedoed ship "goes," it often does so with startling suddenness, but the hardy Australian Diggers, accustomed only to the dangers of trench warfare on solid land, scoffed at the idea of any danger, while they feasted on ship's canteen stores and banqueted royally on the free "eats" and drinks and broached boxes of cigarettes "regardless."

In Lighter Vein

One chap spent fully ten minutes of precious time counting and stacking in neat piles about 2,000 pennies he found in the canteen till . . . until some kindly soul pointed out that if he jumped into the drink with all that "Cobar" on him he'd float like an anchor! Another chap, a Sergeant, played solos on a fine silver cornet from the abandoned boat deck, rendering "End of a Perfect Day" as an encore!

The Finish

All this time the old "Sumatra," alias S.S. "Barunga," was nosing her way down to Davy Jones with true Teutonic stolidity, while alarming rumbles came from her insides as the bulkheads strained. At last all remaining on board were persuaded to dive over into the sea, where, as it was choppy, swimmers were soon in difficulties. Clever and patient destroyer work, however, soon cleared the sea of those brave and cheery castaways, and the rescue vessels, T.B.D.s "Midge," "Lance" and "Victor," headed back to report a sudden ending to one Australian voyage.

Blue Funnels!

The Story of a Famous Line

By A.H.



Barkentine "CAP PILAR," one of the last of the British deep-water sailing ships.

Eighteen hundred and fifty-two was a momentous year for British shipping. At that particular time the transition from sail to steam was in its early stages. Fine old deep-water seamen looked down their noses and snorted "Tea kettles!" when the topic of steam propulsion was brought up at Salts' Conventions in taprooms of waterfront hostelryes. But, alas for the "white wings!" Steam, though it was to take many years, had come to stay. The first handful of nails had been driven into the coffins of "stick and string."

How It Began

And in 1852 a shipping venture was inaugurated which needed all the optimism and foresight of its founder, plus the twin qualities of indomitable courage and hard work. Alfred Holt, son of a Rochdale cotton broker, and an engineer by trade, decided to become a shipowner.

With this end in view he purchased the "Dumbarton Youth," 287 tons, a three-masted sailing ship, fitted with direct action 44 h.p. engines. Thus the first step was taken in the making of a mark in a new era in the British Mercantile Marine. The second step was the adoption of that peculiar shade of blue for the long "Willie Woodbine" funnel of his purchase—a colour that has endured through the years, a tint that has been jealously maintained with all the zeal of old tradition.

A Mystery Solved

Why are Holt's funnels painted blue? Well here's the reason. When Alfred Holt took over the "Dumbarton Youth," a quantity of paint of an unusual shade was left aboard, together with a stack of Bibles! One can easily imagine the young shipowner, in all probability short of the "ready" after heavy initial incidental expenses, eyeing the paint pots in the locker, and saying—"Put it on the funnel; we won't have to pay for that, anyway." History does not tell of what became of the Bibles, but one can again stretch

one's imagination and visualise an impious Scotch engineer, a gaping furnace door, and . . .

Expansion

The "Dumbarton Youth" carried on in the Bordeaux trade for two years, until 1854, when Alfred Holt and a few friends joined in the purchase of the "Cleator," built to their order by Cato Miller and Company. She was a sail and steam vessel of 351 tons, and of 50 n.h.p. She did not join the "Dumbarton Youth" in the Bordeaux trade, however, for eighteen months after her acquisition. During that first year and a half of her life she was engaged in the transporting of French troops to the Crimea.

Then Holt's began to expand in earnest. In 1856 they had the "Saladin" built, and between then and 1862 came "Plantaganet," "Talisman," "Askelon," and "Crusader": the last-mentioned being a vessel of 80 tons. One seems to trace the influence of Sir Walter Scott's literary genius in the naming of these old-time Blue Funnellers.

In 1863 Holt made another forward move. Retaining "Cleator," he sold the rest of the fleet to the West India and Pacific Steamship Company and formed the Ocean Steamship Company for the purpose of trading to China via the Cape of Good Hope. "Cleator" was overhauled and her old jet condensing engines replaced by a high-pressure boiler system. It is interesting to note that she was the first deep-water steamship to be so equipped.

On the strength of the excellent results obtained from this method of propulsion, Holt's new Eastern traders, "Agaememnon," "Ajax" and "Achilles," were fitted with high-pressure boilers.

An Old Warrior Rejuvenated

In 1869 "Cleator" was lengthened, and her cargo capacity increased by 50 tons. In this same year occurred another engineering feat, one that actually sounded the death-knell of sail. The Suez Canal was opened to shipping. "Cleator" came out of overhaul, and on Decem-



M22

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* Via The Great Barrier Reef

FARES: First Saloon from 20 gns. † Tourist from
13 gns.: † Tourist "B" from 12 gns.

ORIENT LINE

Orient Steam Navigation Co. Ltd., Inc. in England

ber 29th, 1869, sailed on her epoch-making run to the East—the first Blue Funneler to pass through the Suez Canal. "Cleator" eventually ended her days in the Singapore-Bangkok service.

Closely following the three Eastern "A's" came "Diomed," "Nestor" and "Priam," and with the opening of the Canal, Alfred Holt sent Captain William Stapleton to Port Said to act as his representative. Thus was established the well-known Canal firm of William Stapleton and Sons, who are still agents for the Ocean Steamship Company.

Sound Work Pays!

In the early years of the Blue Funnel Line, Holt's insured their vessels. However, after paying premiums for some years, Alfred, and his brother, Phillip (who had joined him in the firm) decided that their vessels would run uninsured. On the surface this may seem foolhardy. But the policy was no mere money-saving scheme, but a carefully weighed and considered move. With the saving on premiums, extra money was spent on the construction of Blue Funnelers—heavier plating and framing, and greater safety factors made the soundness of Holt's ships a byword that still holds good to-day. Holt's specifications were in advance of even Lloyd's! And the result? Not one Blue Funnel ship has ever been lost through stress of weather!

Still Holt's grew, and a sound connection was built up on the China coast and in the Malay Peninsula.

In 1880 the Blue Funnel fleet numbered twenty-three vessels, and sailings from London were common. However, this port of departure was not adhered to, and Holt's reverted to their former practice of sailing from Liverpool, and London was used as a port of discharge only.

In 1883 regular weekly sailings from Birkenhead to the Straits and China were instituted, and these have been maintained right up to the present day, and have been increased to seven, and sometimes eight, ships a month.

In the Ocean Steamship Company's earlier vessels provision was made for twelve to twenty-four passengers; but this system was abandoned in the nineties and new ships were straight-out cargo carriers only.

The Australian Connection

In 1889 Captain Frank Pitt, of Holt's arrived in Fremantle to report on the possibilities of a service from the West to Singapore, via Java.

(Continued on page 8)

The NAVY LEAGUE JOURNAL

"No. 1547"

A New Greyhound for Southern Seas

The largest British merchant vessel to be built on the Tyne since the "Mauretania" is now rapidly assuming shape in the yard of Messrs. Swan Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne. This vessel is the 27,000-ton quadruple-screw motor passenger vessel being built for Messrs. Shaw Savill & Albion Co., Ltd. The vessel is expected to be launched at the end of June, and to make her first voyage to New Zealand in February, 1939.

"No. 1547", as she is now called, will inaugurate a new route for passenger traffic to New Zealand, and the ports of call en route will be Madeira or Tenerife, Capetown, Durban, Fremantle, Melbourne and Sydney. By traversing this route the vessel will thus link up with the mother country three of her greatest Dominions. It is anticipated that the vessel will arrive in New Zealand thirty-five days after leaving the United Kingdom.

Accommodation will be provided for a total of 525 passengers in one class in the following manner:—167 single-bedstead cabins, 71 two-bedstead cabins, 63 one optional two-berth cabins, 30 optional three-berth cabins. In addition there will be 36 private bathrooms and 2 complete suites.

Capacity, Plus Power!

Length overall will be approximately 682 feet and breadth 84 feet 8 ins., and she will be capable of carrying 16,000 tons deadweight. The vessel will have a cargo capacity of 700,000 c. ft. of which over 500,000 c. ft. will be insulated for the carriage of refrigerated produce. Included in the insulated space will be 90,000 c. ft. specially fitted for the carriage of chilled beef. The refrigerating machinery is being supplied by Messrs. J. & E. Hall Ltd., of Dartford, Kent.

The ship will have quadruple screws, each driven by an oil engine of the Doxford opposed-pliston type. Each engine will have 5 cylinders, 725 m.m. bore x 2,250 m.m. combined stroke. "No. 1547" is designed to maintain a schedule speed of 19½ knots, and it is estimated that this will require about 25,000 B.H.P. under normal service conditions. In order to ensure regular

ity of arrival at ports of call even under adverse weather conditions, a margin of power is desirable, and the machinery will therefore be capable of developing a total power of 32,000 B.H.P. should this be required.

The furniture and fittings in the vessel will be in accordance with the most up-to-date ideas in design and decoration, and in addition the vessel will be fitted with air-conditioning in the dining saloon, foyer, and hairdressing saloons, all of which will make for the increased comfort of passengers.

"No. 1547" will be the largest and the most powerful vessel trading to New Zealand.

RISE AND DIPPING

By Horace Gilbert

(Copyright: From a collection of Sea Stories to be published).

They sailed through the azure and purple,
To a song would set or furl,
Hovering, as they dipped or rose,
With the glint of lustrous pearl.

Where now, Oh ships of the heeling mast?
Thy bellying sails — as the wind — have
passed.
Yet in memory still you plunge and strain.
Like restive steeds to a curb or rein.

And now, by the tides that hup, and sigh,
I think of old friends; those ships, passed
by;
The days that have gone (so far, far back)
Of the canvas cloud on a lead or tack.

And afar I scan, but all in vain,
The sea where they dipped and rose again.
Whence they came and went, to every shore
With their sturdy crews that are no more!

and the result of his investigation was the building of "Saladin" and "Sultan," the initial vessels on this particular run. Soon followed an amalgamation with the Western Australian Steamship Company, and the route has been maintained, supplying a regular service between Fremantle, Java and Singapore.

In 1891 the Company opened its Amsterdam-Liverpool-Java service, and a Dutch branch was formed, a few of the Blue Funnelers in this trade plying under the Dutch flag.

The fleet continued to grow, other avenues were sought, with the result that in 1901 Alfred Holt entered the Australian trade proper, in keen competition with existing lines trading with this country. In order to avoid a freight war, an agreement was reached to the effect that the Ocean ships would load outwards from Glasgow only. Altken, Lilburn and Company were appointed agents for Adelaide, Melbourne and Sydney, and Thos. Law and Company for Brisbane.

The Ocean Steamship went from strength to strength in China and the East, and 1902 the fleet comprised 42 ships, totalling 183,000 tons. In the same year Holt's took over the China Shippers' Mutual Steam Navigation Company, adding thirteen steamers and 78,000 tons to their list. This company had been formed in 1882 in direct opposition to the Ocean Company, and had quite a strong hold in the East, with extensions to the Puget Sound ports.

The year 1910 marked the Blue Funnel's entry into the Australian passenger trade with vessels designed to carry 200 one-class passengers, and constructed to meet the requirements of frozen meat and fruit shippers. The three vessels inaugurating this service were "Aeneas," "Ascanius," and "Anchises," twin-screw 10,000 tonners. Three years later came "Nestor" and "Ulysses" (fourth of that name), each 14,800 tons gross, and carrying 280 passengers.

1914-1918

During the Great War, the Blue Funnel Line more than pulled its weight. Space does not permit the detailing of some of the gallant deeds of Holt's masters, officers and ships. Suffice it to say that the Line lost 18 vessels outright, while 29 in all were either shelled, torpedoed or mined. Holt's can maintain with sorrowful pride that they gave nearly a quarter of their existing fleet to their country in its time of need—and that near-quarter never returned to home port! In all, Blue Funnel ships transported some 250,000 troops and 35,000 coolies through the war zones.

And 1938

To-day Holt's still keep up the traditions of their great line. Their entire fleet, including their subsidiary, the Straits Steamship Company Limited, comprises 139 vessels, totalling 628,463 tons, with agents in 38 ports of the world.

Here in Sydney, the Ocean Steamship Company's representatives are Messrs. Gilchrist Watt and Sanderson, an old and highly esteemed shipping firm whose roots go deep into the early days of steam, both in Australia and England.

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Naval News from other Lands

ARGENTINA:

The surveying vessels "San Juan" and "San Luis", of 970 tons, built ten years ago by Messrs. Hawthorn, Leslie & Co., Ltd., have been renamed "Bahia Blanca" and "Comodoro Rivadavia", respectively.

The explanation is to be found in the fact that last year two new destroyers of 1,375 tons, launched from Messrs. John Brown & Co's yard at Clydebank, were named "San Juan" and "San Luis".

BRAZIL:

Three new minelayers of 552 tons, building at Rio, are to be named "Camocin", "Cananea" and "Carioca".

So far, the names of three more vessels of the same type, under construction at Bahia Santos and Rio Grande do Sul, have not been reported.

CHINA:

Two gunboats are reported to have been scuttled at Tsingtao prior to the occupation of that port by the Japanese forces.

According to Japanese claims, 27 Chinese warships have been sunk since hostilities began.

DENMARK:

The old torpedo boat "Soloven", now used as a minesweeper, has been renamed "Soridderen". Her former name is being conferred on one of the three new minesweepers under construction, the other two being named "Sobjornen" and "Soulsen". Respective meanings of these names are Sealion, Seabear and Seawolf.

Other names selected for ships building are "Lindormen", for the 500-ton minelayer, and "Freja", for the 315-ton surveying vessel. All these names have been borne by Danish warships in the past.

FRANCE:

Efforts are to be made to speed up warship building in French yards. Of late progress has been alarmingly slow, and it is feared that the 35,000-ton "Richelieu", laid down in October, 1935, may not be ready before 1940, while her sister ship, the "Jean Bart", begun on January

1, 1937, will be later still. The big destroyer, "Mogador", of 2,884 tons, is only just completed, though she belongs to the 1932 programme, and the 1,772-ton "Le Hardi", authorised in the same year, has not even been launched. Of 12 torpedo boats of 608 tons, built under the 1931 and 1932 programmes, four were finished in 1936, four in 1937 and the remaining four are to be delivered this year. The submarine, "Roland Morillot", of 1,605 tons, provided for in 1934, was not started till May last; and the record delay appears to have occurred with the 1,379-ton submarine "Sidi-Ferruch", which was not launched until last July, though authorised as far back as 1930. Of the current programme, a large number of orders have still to be put in hand.

Not unnaturally, patriotic Frenchmen view with alarm such a state of affairs, which is in sharp contrast with the regular and methodical rates of construction obtaining in certain other Continental navies.

GERMANY:

From the fact that a captain has been appointed to her, it may be assumed that the 26,000-ton battleship "Gneisenau" will be commissioned shortly.

A new oiler, the "Samland", of 10,000 tons, has been added to the German fleet. The old torpedo boat T.155 has been renamed "Komet", and fitted with control gear for operating the new wireless-controlled target ship "Hessen", an ex-battleship of pre-war design. The older target ship, "Zähringen" apparently remains in commission, with the control vessels "Blitz" and "Pfeil".

ITALY:

The two new battleships laid down on the slips vacated last year by the launching of the "Littorio" and "Vittorio Veneto," at Genoa, and Trieste respectively, are to be named "Impero" and "Roma". Under the same programme, contracts are being placed for twelve exploratory and nine submarines. The former are virtually big destroyers, of between 2,000 and 3,000 tons displacement, evidently ordered as a set-off to the many ships of this type in the French Navy.

Ships of previous programmes continue to be launched with frequency. Those lately reported included the destroyer "Artigliere", torpedo boat "Lince", and submarines "Nani", "Zoea", "Aciaghi" and "Scire".

JAPAN:

According to the January issue of "Rivista Marittima", published by the Italian Ministry of Marine, the Japanese programme now in hand includes three battleships of 46,000 tons, armed with 16-inch guns, five cruisers of 7,000 tons, eight destroyers of 1,800 tons and six submarines. Some of the destroyers and submarines are believed to have been begun.

In 1921, when the Washington Naval Conference met, Japan had under construction or on order eight capital ships of over 40,000 tons, armed with 16-inch guns. These included the "Akagi" and "Amagi", of about 43,500 tons; the "Kaga" and "Tosa" of 40,600 tons; and the "Atago", "Takao", "Kiyu" and "Owari", believed to be bigger still. All these hulls were scrapped except the "Amagi", destroyed by earthquake and fire, and the "Akagi" and "Kaga", which were converted into aircraft carriers.

Official enquiries have been made in Tokyo, and should thus prove to be accurate, it will almost certainly result in the countries concerned in the London Naval Treaty of 1936 (Britain, the United States and France) abandoning the 35,000-ton limit for capital ships. Germany and Russia, which assented to similar limitations in separate agreements entered into with this country in July last, will in such case follow suit.

LITHUANIA:

This small country, whose fleet hitherto has consisted of the patrol vessel "Prezidentas Smetona", an ex-German minesweeper, is reported to have placed contracts in Italy for the construction of a cruiser and a gunboat.

MANCHUKUO:

The Japanese destroyer "Kasi", of 755 tons, launched at Mukduru in 1918, is believed to have been transferred to the Manchukuo Navy, of which she will be by far the biggest ship. Her new name is given as "Hailwei". Apart from this acquisition, Manchukuo's fleet is composed of some two dozen gunboats and patrol vessels, mostly river craft built in Japan.

NETHERLANDS:

Orders have now been placed for most of the ships of the new programme, as follows:—An

8,000-ton cruiser and two submarines to the Wilton-Fijenoord Company; two destroyers and two submarines to the Rotterdam Dry Dock Company; two destroyers and two submarines to the Schelde Yard, Flushing; and a so-called flotilla leader of 3,350 tons to the Nederlandsche Company, Amsterdam.

POLAND:

The first of the two submarines building for the Polish Navy in the Netherlands has been launched from the Schelde Yard at Flushing, and named "Orzel". She is a vessel of 1,110 tons standard displacement, with a speed of 20 knots and an armament of eight torpedo tubes, one 3.5-inch gun and two 40 mm. anti-aircraft weapons.

PORTUGAL:

A new surveying vessel of nearly 1,000 tons and two fishery protection gunboats are reported to be building at Lisbon. Otherwise, Portuguese naval construction, unlike that of most other nations, seems to have been slowed down.

The British Defence Mission is proceeding to Lisbon this month. Its naval member is Rear-Admiral N. A. Wodehouse, who, until recently, was in command of the Royal Naval College, Dartmouth. A former Rugby International, he was England's captain in 1913-14.

SIAM:

Two gunboats of 650 tons, the "Pagan" and "Sechaun", have been launched by the Harima Company, a Japanese shipbuilding firm which specialises in small craft. Names have been given to the two minesweepers built in Italy in 1936—"Bangradian" and "Nonsarai". The former Royal yacht "Maha Chakri" has been renamed "Amthong" and appropriated as a depot ship for submarines.

(Acknowledgments to "The Navy")

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Exchange Building, Pitt and Bridge Streets, Sydney.

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

Was this Australia?

The early voyages that ultimately led to the discovery of Australia have been the subject of study by many students for some considerable time, and the outcome of their work has been a number of books on that very fascinating subject.

Without exception the first reference to Australia that is quoted is a passage from the writings of Marco Polo, but the writers display no enthusiasm on this very controversial quotation, which must be admitted by any judicially minded person to be vague and unsatisfying.

However, the English translation (Hakluyt Society Series 2, Vol. 29) of Marcos J. de la Espada's publication of the Book of Knowledge, which was written by an unknown Spanish Franciscan in the first half of the 14th century is interesting. On page 43 the friar tells of his visit to the kingdom of Viguy in India and relates what he is told of the Indian Ocean. He writes as follows:—

"Know that this Indian Ocean is a branch which joins the great Eastern Sea. Some say that it covers all the world up to the Western Sea. Wise men say that as far as the Antarctic Pole there is a great land forming a tenth of the whole earth. When the sun is on the tropics of Capricorn, it is said by the learned, to pass over the heads of the peoples of the Antipodes who are a black people burnt by the great heat of the sun, but it is a land where there are many waters coming from the Antarctic Pole. The learned call this land Trapouana, marching with the island of Java and extending westward along an arm of the great sea, which surrounds the whole earth and of which the Indian Sea is a part. Know that in the islands of Java and Trapouana there are 45 extensive regions, the greater part desolate owing to the heat of the sun. But in the inhabited parts they gather much pepper and many other spices. Here are great Griffins and the great Cockatrices. The King has for his device a white flag with a golden wand."

The above extract from this interesting book would appear to be a more certain reference to Australia than any that have been quoted from Marco Polo or from any other early writer.

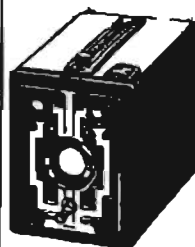
It will be seen at a glance that the friar discloses considerable confusion of thought at the

time he committed his experiences to writing. It is obvious that, while in India he was told of many places that he did not visit, and it seems equally obvious that he confused one place with another.

The reference to the size of the island, its aridity and its heat, the colour of its inhabitants and its waters flowing from the South to the North as well as its relationship to Java would appear to point to Australia. On the other hand, however, we have the reference to the name of Trapouana and the growth of pepper and other spices as well as to the king and his device. No island in the East Indies corresponds to this description as a whole, but when the description is divided into parts, we remove the confusion of thought and see the two distinct lands standing out with considerable clearness — one the large arid land, extending to the westward of Java, with its black inhabitants and its rivers flowing towards the north, and another land which produces pepper and other spices.

Was that vast, arid island of Trapouana our modern Australia? We leave the answer to you.





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SEA CAD

ANNIVERSARY DAY REGATTA PRESENTATION

On 30th May, representatives of the winning
crews of races in the 102nd Anniversary Day
Regatta attended the Town Hall to receive their
prizes.

The Navy League was represented by the Sec-
retary, Mr. L. Smith (O.C. Victory Training
Depot), Mr. Reid (Chief Officer, Birchgrove) and
Leading Seaman Frost (Victory Training Depot).

The prizes were presented by Alderman Mack
Lord Mayor of Sydney, who congratulated the
winners and handed over trophies, cheques and
trophy orders. The League's share of the dis-
tribution was the Navy League Service Boats
race (open).

North Sydney (V.T.D.) No. 2 Whaler, Mr.
Smith, 1st. Order for £3/-/. Birchgrove Gig,
Mr. Reid, 2nd. Order for £1/5/-. North Sydney
No. 1 Whaler, Leading Seaman Frost, 3rd. Order
for 15/-.

In addition, to mark the special connection of
the 1938 Regatta with the Sesqui-Centenary
Celebrations, a special medallion was struck, and
presented to members of winning crews. There-
fore, in addition to the first prize in their event,
North Sydney collected six of these medallions,
which will, we are sure, be prized by winning
cadets, as both a mark of their prowess, and a
souvenir of an historic occasion.

"VICTORY" TRAINING DEPOT NORTH SYDNEY

Since the last issue of the Journal, V.T.D. has increased its strength by one new officer (Mr. Seary), and ten ratings.

Our Saturday parades are now over forty strong, and on Wednesday nights over thirty attend.

On Saturday, 21st May, we bought a keg of ginger beer and a tin of biscuits, and had a race day. The two watches raced against one another, starboard watch winning the junior's race, and port the senior.

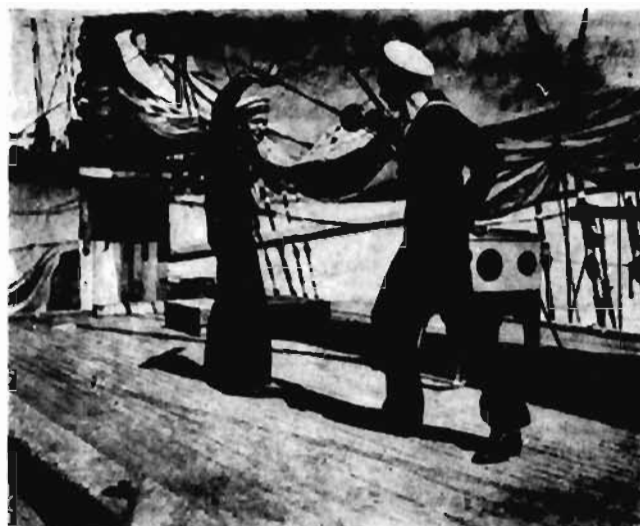
On Sunday 22nd, the Company attended an Empire Sunday Church Parade at All Saint's Church, Cammaray, and formed a guard of honour to Mr. C. M. C. Shannon, chairman of the Royal Empire Society and a prominent member of the Navy League Executive Committee.

V.T.D. continues to keep moving, and, as usual, we can report "All well at Victory."

HOW DOES HE DO IT?

In the last issue of the Journal under the heading "Old Hands Meet at Birchgrove," a report was given of a surprise party tendered to Mr. Cooper, their old O.C., by Birchgrove Sea Cadets, who have now reached the adult stage.

Now comes more news of a similar nature from that area. Mr. Cooper was approached by the local Red Cross people, for the loan of Birchgrove Depot for a meeting and a dance. Of course permission was willingly given. But there



A Bout With the Foils

of difficulties, a strong sense of loyalty. Cadets would do well to cultivate these points. When one reaches the sixty mark, as O.C. Birchgrove has, it must be a source of great pride and contentment to find oneself remembered—and in a manner leaving no doubts as to the genuineness of the sentiments!

As a suggestion, firms or private people, for that matter, who have used quantities of bunting or other decorative material on their premises during the recent Sesqui-Centenary Celebrations and who have no further use for the trappings, could donate them to a Sea Cadet Depot.

Bunting comes in handy for making Semaphore flags, and for repairing company colours.

A USEFUL GIFT TO BIRCHGROVE

Mrs. McInnes, mother of one of the Birchgrove cadets, has placed the depot further in her debt. In the first place she repaired to the Fairfax Banner—a delicate job.

Now Mrs. McInnes has gone one better and has given the depot a 15-foot Union Jack, and a quantity of red and white bunting. As O.C. Birchgrove remarked on receiving the gifts: "This will help tone up the depot!"

An action like this is deeply appreciated, and one could, in all humility, say to others who may be in a position to follow Mrs. McInnes' great lead—"Go thou and do likewise."

APPOINTMENTS AND PROMOTIONS

To June 1st, 1938.

Appointments:—Seary, Second Officer (acting)
Victory Training Depot.

Promotions:—R. Grant to Chief Officer (acting)
Fairlight Depot.

S. Coutts to Chief Petty Officer (acting)
Fairlight Depot.

June, 1938

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Prizes Offered in 1938 for the Improvement and Encouragement of Navigation

Under the will of the late Thomas L. Gray, the Royal Society of Arts has been appointed residuary legatees of his estate for the purpose of founding a memorial to his father, the late Thomas Gray, for many years Assistant Secretary to the Board of Trade (Marine Department).

The objects of the Trust are "The advancement of the science of navigation and the scientific and educational interests of the British Mercantile Marine."

The Council now offer the following Prizes:—

I.—Prize For An Invention

A prize of £25 to any person who may bring to their notice an invention, publication, diagram, etc., which, in the opinion of the Judges appointed by the Council, is considered to be an advancement in the science or practice of navigation, proposed or invented by himself in the period 1st January, 1933, to 31st December, 1938. Entries which have already been considered by the Judges in the years 1933-37 are not eligible for further consideration unless they have since been materially modified.

In the event of more than one such improvement being approved, the Council reserve the right of dividing the amount into two or more prizes at their discretion. Competitors must forward their proofs of claim on or before 31st December, 1938, to the Secretary, Royal Society of Arts, at the above address.

II.—Prize For An Essay

A prize of £25 for an essay on the following subject:—

A cargo steamer of the ordinary three island type, loaded to her marks, with and holds about half-full of general cargo and bound from New York through the Mediterranean, when about half-way across the Atlantic and in a Westerley gale collides end on with a derelict.

The whole stem is forced back, hawse pipes are broken, anchors are jammed in the wreckage, the forepeak is open to the sea, and the collision bulkhead is holding but under big strain, and the ship is out of trim.

Write fully in the form of an Essay the action you would take to get the ship to a port where

The Eyes of the Fleet

With the recent laying down of "H.M.S. Indomitable," the Navy has five large aircraft carriers under construction. When completed, these new vessels will be the most up-to-date of any of their kind in the navies of the world.

Their design will differ in many respects from that of our existing aircraft carriers, for none of these was originally laid down for the purpose of carrying aircraft. The "Glorious," "Courageous" and "Furious" are converted light battle cruisers; the "Eagle" was a Chilean battleship; and the "Argus" an Italian liner. The 20 years' experience gained with these older ships will, however, be embodied in the design of the new carriers.

Although no official statement has yet been made as to their capacity, it is believed that they will carry 70 'planes each, or more than double the average carried by our existing carriers. The "Courageous" and "Glorious" are equipped with 48 each, the "Eagle" with 21, the "Furious" with 30, and the "Hermes" with 20. ("The Argus", which is being used as a depot ship for "Queen Bee" wireless-controlled 'planes, no longer forms part of the aircraft carrier squadron.) This gives a total of 171 'planes at present afloat. The new squadron under construction should carry another 350. Our battleships and cruisers are also being equipped with as many as four 'planes each, according to their size, so that the Fleet in the near future will have as many as 750 aircraft afloat to assist.

These 'planes will not only act as "the eyes of the Fleet", but will also serve as a powerful fighting arm, able to strike at distances far beyond the range of the ships' guns.

—D.E.W. "In the Navy."

Thomas Gray Memorial Trust—(Contd.)

she could be repaired to continued the voyage.

The factors to be considered are the safety of the crew, the selecting of the port to make for, facilities available there for repairs, the time and cost thereof, and the fact that the ship must be prepared to anchor on arrival before she can be

docked and that no outside assistance is available.

Competitors must send in their essays not later than 31st December, 1938, to the Secretary, Royal Society of Arts, John Street, Adelphi, London, W.C.2.

The essays must be typed in English. They must be sent in under a motto, accompanied by an envelope enclosing the author's name, which must on no account be written on the essay. A breach of this regulation will result in disqualification.

Both competitions are open to persons of any nationality, but, in the case of the Essay Competition only, competitors must be past or present members of the seafaring profession.

The Judges will be appointed by the Council.

The Council reserves the right of withholding a prize or of awarding a smaller prize or prizes, if in the opinion of the Judges no suitable invention or essay is submitted.

The Council also reserves an option on the copyright of the successful essay or essays, but do not claim any rights in respect of any invention to which a prize may be awarded.



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NAVAL NEWS

Royal Australian Naval Appointments

Captain: CHARLES FARQUHAR-SMITH to "Cerberus," for duty at Navy Office as Acting D.N.R.M., 9th June, 1938; GEORGE A. SCOTT, D.S.C., to "Cerberus" for passage to England per "Oronsay" for reversion to the Royal Navy, 18th June, 1938; HENRY C. PHILLIPS to "Penguin" as Captain Superintendent, Sydney, and Captain-in-Charge, N.S.W., 22nd June, 1938; GEORGE D. MOORE to "Cerberus" for passage to England per "Port Campbell," 7th June, 1938.

Commander: HAROLD L. QUICK to "Penguin" as D.N.O., N.S.W., 9th June, 1938; STANLEY H. K. SPURGEON to "Penguin" additional, 9th June, 1938.

Lieutenant-Commander: JACK DONOVAN to "Vampire" in Command, 11th May, 1938; GLEN L. CANT to "Penguin" and for Destroyers in Reserve, 2nd June, 1938; CLAUDE H. BROOKS to "Sydney" and for Meteorological duties, 7th July, 1938; ALFRED E. BUCHANAN to "Canberra," 2nd June, 1938; JOHN A. WALSH to "Cerberus," 2nd June, 1938; FREDERICK N. COOK to "Albatross," 2nd June, 1938; ARNOLD H. GREEN to "Sydney," 26th May, 1938.

Lieutenant: (G) OTTO H. BECHER to "Penguin" additional, 2nd June, 1938; EDMUND H. C. CHAPMAN to "Canberra" and as Observer, 7th July, 1938; ALEXANDER GRACIE to "Sydney" and as Squadron (A/S) Officer, 7th July, 1938; RODNEY RHOADES to "Canberra," 2nd June, 1938; (N) JOHN L. RATHBONE to "Penguin" additional, 2nd June, 1938; RICHARD I. PEEK and PETER S. F. HANCOCK to "Albatross," 7th July, 1938; CLIVE M. HUDSON to "Canberra," 7th July, 1938; WILLIAM G. WHEELER to "Vampire," 1st June, 1938; JOHN M. ADAMS to "Sydney," 2nd June, 1938; WILLIAM K. TAPP to "Albatross," 7th July, 1938; GEORGE L. FOWLE to "Vampire" additional, 7th June, 1938.

Sub-Lieutenant: GILBERT S. GORDON to "Canberra" additional, 2nd June, 1938; ROLFE L. WILLIAMS, TIMOTHY M. SYNNOT and IAN K. PURVIS to "Albatross," 2nd June, 1938.

Commander (E): DONALD J. H. CLARKE to "Penguin" for "Australia" in Reserve, 2nd June, 1938.

Lieutenant-Commander (E): ERNEST B. VALLANCE to "Penguin" for Reserve Destroyers and R.A.N.R. Craft and Machinery in Rubb-cutters Bay, 10th June, 1938; HARRIE G. D. OLIVER to "Cerberus" for passage to England per "MALOJA," 24th June, 1938; EDWARD P. LIDDELL to "Albatross," 17th June, 1938.

Lieutenant (E): NOEL A. C. LETCH to "Albatross" additional, 9th June, 1938; NEVILLE MCGUIRE to "Tarra," 26th May, 1938; JOHN D. OWENS

to "Penguin" and for Reserve Destroyers, 2nd June, 1938.

Chaplain: REV. PATRICK LYNCH to "Cerberus" additional, 11th May, 1938.

Paymaster Commander: ERNEST H. CURREY to "Cerberus" for passage to England per "New Zealand Star," 14th June, 1938.

Surgeon Lieutenant: FRANCIS H. GENOE to "SWAN," 26th May, 1938; WALTER M. BUTLER to "Penguin," 26th May, 1938.

Paymaster Lieutenant: KEITH T. RIDLEY to "Albatross," 7th July, 1938.

Commissioned Gunner: WILLIAM A. J. ALDRIDGE to "Albatross," 27th June, 1938.

Commissioned Signal Boatwain: REGINALD S. BOOTH to "Cerberus" and for Signal School, 9th June, 1938.

Commissioned Engineer: WILLIAM L. NICOL to "Vampire," 11th May, 1938.

Commissioned Writer: REGINALD C. WATSON to "Sydney" additional, 7th July, 1938.

Gunner: JOHN A. HARTE to "Penguin" for "Australia" in Reserve, 30th May, 1938; (T) FREDERICK W. DEAHM to "Penguin" and for Reserve Ships, 2nd June, 1938; (T) JOHN H. ENDICOTT to "Vampire," 11th May, 1938; (T) WILLIAM D. RAYMONT (Acting) to "Cerberus" and for (T) School, 2nd June, 1938; (T) STUART WHEELER (Acting) to "Penguin" and for Reserve Ships, 2nd June, 1938.

Signal Boatman: JOHN G. WOOLMER to "Canberra," 2nd June, 1938.

Warrant Engineer: WILLIAM O. BATCHELOR to "Penguin" additional, 1st May, 1938.

Warrant Ordnance Officer: ROBERT L. G. THOMPSON (Acting) to "Penguin" for "Australia," in Reserve, 21st May, 1938.

Midshipman: ANTHONY H. COOPER, WALTER G. WRIGHT, ARTHUR J. ANDERSON, THOMAS G. BROWN, IAN H. S. CARTWRIGHT, DAVID J. SUTTON, ALISTER W. SAVAGE, and ROBIN A. H. MILLAR to "Cerberus" for passage to Malta per "Cathay," 6th June, 1938.

Paymaster Midshipman: NEIL H. BRYAN to "Albatross" additional, 7th July, 1938.

Schoolmaster Candidate: ARTHUR S. THORSBORNE (on probation) to "Cerberus" additional, 9th May, 1938.

PROMOTIONS

Sub-Lieutenants: GEORGE L. FOWLE and RONALD J. ROBERTSON to Lieutenant, 16th May, 1938; Mr. A. I. Lower, Gunner (T) to Commissioned Gunner (T), 5th May, 1938.

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AIMS AND OBJECTS OF THE NAVY LEAGUE

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its Objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National and Im-

perial 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 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—"For God, for the King, for the Empire."

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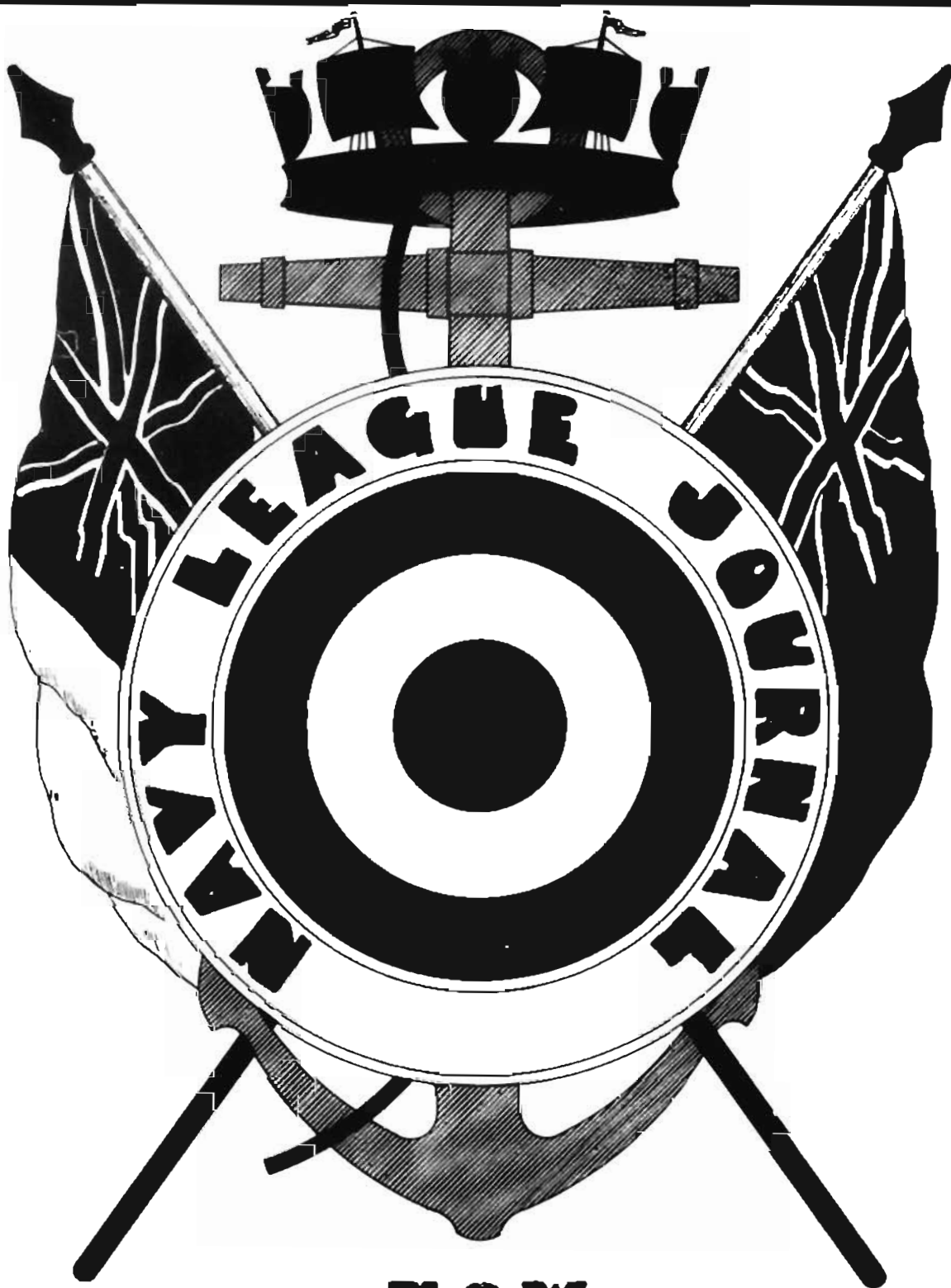
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THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
 Royal Exchange, 54a Pitt Street, Sydney. B 7808

VOL. I—No. 4 (New Series)

SYDNEY, JULY, 1938

PAGE 6D.

Black-out!

At 9 p.m. on the night of Tuesday, 28th June, electric light and power suddenly failed, through a breakdown at Bunnerong Power House. The greater part of Sydney's suburban area was plunged into darkness for a period of two hours. Radio stations went "off the air," to the disgust of those listening-in to Test Match broadcasts, theatres and cinemas were unable to carry on, and many audiences walked out. Hospitals were shrouded in darkness, and nurses and doctors did their rounds carrying hurricane lamps.

Darkness, especially unexplained darkness, breeds panic; luckily no actual harm came of the black-out, but it provided something for serious-minded folk to ponder on.

Suppose the black-out had been caused by a bomb dropped on Bunnerong by an enemy aerial raider? A shape, a little darker than the enveloping night, hovering over the great power plant—a pear-shaped dot detaching itself from the underside of the fuselage—a shattering roar, and the countryside lit by a scorching, searing yellow flame! Fantastic? Certainly not; in view of the thinness of the international ice over which we are skating the thought is no fantasy. It has quite a good chance of becoming a possibility, unless...

Unless! Again, and still again, the Navy League utters its slogan, "Keep Watch!" Prepare for the worst that we may continue to enjoy the blessings of peace. Were it not so serious, these persistent warnings from people who have sufficient vision to see into the near-future would become monotonous.

But to those who may charge us with continued reiteration, let us reply with a counter-charge of continued apathy. The "why-worry-it-may-never-happen" attitude is, unfortunately, held by far too many of our people. Indeed, one might go so far as to say that the accusation may, with justice, be levelled at the greater part of the community.

Numerically, our air-fleet is negligible. Apart from a few Avro-Anson bombers, and a couple of new planes, it is obsolete. Its air speed and fighting qualities cannot be taken seriously. But should the "war telegram" arrive, the joke would be a grim one; and the joke would be on Australia! Our pilots, admittedly in the front rank as fliers, should be given suitable and efficient material to handle. Current defence plans promise additions to the Air Force—but WHEN?

Although new cruisers have been ordered, and a building programme arranged, our Naval forces

(Continued Overleaf)

July, 1938

1

BLACK-OUT !

are in the same category, as far as numbers are concerned. Larger reserves should be established; a far greater personnel than the existing strength is needed for the Navy to draw on in war time.

The land forces, now reputed to be at a militia strength of 35,000, and to be increased to 50,000, would, even at the latter figure, be totally inadequate to cope with a determined enemy, whose size was sufficient, numerically speaking, to contemplate an invasion of this country.

And so Australia faces the menace of a black-out of far greater intensity than Sydney's temporary inconvenience of the night of June 28th. In point of fact, we are liable to be threatened with a total eclipse!

What are people in general doing to prevent this national calamity? If that question is to be answered with any meed of truth, the reply must be "Very little."

The Navy League is doing its part, and so are other patriotic and youth organisations. For Australia's and your own sake, help us to carry on the work, before the black-out comes. If ever it does, be sure that it will be too late then to TRAIN AND PREPARE!

—THE EDITOR.

OBITUARY

With deep regret, we notify the death of G. W. Henty, Esq., a prominent member of the N.S.W. Branch of the Navy League. For many years the late Mr. Henty sat on the League's Executive Committee, and represented it at meetings, held in various capitals of the Commonwealth, of the Australian Navy League Council, the League's Federal Body.

A member of the famous pioneering family of Victoria, and of the well-known firm of Parbury, Henty & Co. Ltd., the late Mr. Henty was an enthusiastic yachtsman, and keenly interested in the Sea Cadet Corps. The Navy League has lost a good friend, and respectfully tenders its sympathies to the late Mr. Henty's relatives.

A SAGA OF STEAM

(By "Rambut Mirah," in reply to himself in May issue of the Journal.)

The Clipper's gone; the White Wings
have vanished from the sea—
But there's Romance in the blue water
Still. The smoke drifts out alee
As the tramps punch out to ocean;
I've a strong, firm-rooted notion
That the lure of trackless highways
Has just as strong a plea.

There's a work-song in main-engines
Where the crankshafts swing—the scream
Of steam in the exhaust pipes
Shows a "full head" kept. The gleam
Of humming, throbbing motors,
The pulse of turbine rotors,
And the rumble of the tailshafts
Sound a Symphony of Steam.

The siren's muted roaring
Through a murky, foggy veil;
The bell-stroke from the look-out
Through a blinding screen of hail
Tells of watching undiminished
Till the Storm King's job is finished;
And although they're dour and grimy,
Still, the Tramps "take on" from Sail.

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The Loss of the "Pandora"

(By A.H.)

Although comparatively short, the maritime history of Australia contains a lengthy list of shipping disasters. That tally is a long one, when we take into consideration the relatively short period involved. Our shores have always proved dangerous to the mariner; in the seventeenth century the West and Northwest coasts took heavy toll of the Dutch East India Company's lumbering merchantmen who ventured to investigate the possibilities of a newly-discovered land; in many cases the crews paid for their curiosity with their lives. The South and East coasts, as well, have been the scene of numerous shipwrecks, and in their vicinity many tall clippers and fine steamers have ended their careers.

The greatest dangers to shipping in Australian waters lie in the 1,000 mile long chain of coral reefs, sandbanks and islands off the Queensland coast, collectively known as the Great Barrier Reef. The Barrier has been responsible for the loss of many vessels and lives, and it is the aim of this article to tell of one ship's voyage and subsequent end on the Reef near its Northern extremity in the Torres Strait. All this happened one hundred and forty years ago, three years after the founding at Port Jackson of the first settlement in Australia.

On April 28th, 1788, H.M.S. "Bounty" was seized by a rebellious section of her crew, near the Tonga, or Friendly Islands. Bligh, the commander, and those members of the crew who remained loyal to him, were cast adrift in an open boat. Space does not permit of my telling the story of Bligh's epic boat journey, with its attendant dangers and privations, or to follow the fortunes of the mutineers; therefore, I must suffice to state that the "Bounty" made for the island of Tahiti, whence for the time being, we will leave her; Captain Bligh survived, and made his way back to England.

The capture of the "Bounty" was too serious a matter for the Home authorities to allow pass unavenged, so steps were taken to ensure, if possible, the recovery of the ship, and the apprehension of the mutineers.

For this purpose a man-of-war, H.M.S. "Pandora," was put into commission, command was given to Captain Edward Edwards, R.N., who was assisted by Lieutenant Corner, R.N. A Mr. George Hamilton received the appointment of surgeon; he was an elderly gentleman, of rather worldly tastes, who afterwards wrote a highly-spiced account of his travels and adventures—so racy, in fact, that the publication was for a long time suppressed.

After fitting and provisioning, the "Pandora" sailed from England on November 7th, 1790, with a crew of 160, all ranks. The sailors were on the whole of a very poor standard, being mostly "pressed" men; nearly all the regular Naval seamen were away with the fleet under Admiral Lord Howe. From the commencement of the voyage bad luck seemed to dog the "Pandora"; shortly after sailing, an epidemic broke out aboard—possibly the dreaded "gaol fever," carried on to the ship by some victim of the Press Gang. The Press Gangs were not averse to scouring the prisons in order to make up their quotas of seamen. Dr. Hamilton's medical abilities were called into full play, and he, very creditably, succeeded in quelling the outbreak with little loss of life. After a long run to the South Pacific via Cape Horn, Captain Edwards brought his ship safely to the island of Tahiti.

At Tahiti part of his objective was speedily attained; shortly after arrival, fourteen of the "Bounty" mutineers were captured. These men had left the ship and their comrades and had settled down in a state of "douce far niente" in their island paradise. After a feeble attempt at escape in a small schooner which they had built, the fugitives were overhauled and taken.

Edwards had been given a roving commission to search for the "Bounty," and it was his intention to scour the Pacific until she was found and the remainder of the mutineers brought to book. He decided to make the schooner a tender to the "Pandora," and, putting a prize crew aboard under an officer named Oliver, sailed in

THE LOSS OF THE "PANDORA"

(Continued)

company with the consort to comb the adjacent islands and groups. The ships left Tahiti early in April, 1791.

At this stage, it is necessary to deal with the adventures of Oliver and the schooner almost in their entirety. On April 22nd, the schooner was separated from the "Pandora" in a heavy blinding rain squall, and from that day neither Oliver nor his crew set eyes on the man-of-war again. With hardly any stores or water aboard, Oliver and his men started on a long passage across the Pacific Ocean. They landed at Fiji, where they were probably the first Europeans to do so, worked their way across the Coral Sea and through the Torres Strait, coasted along the shores of the Eastern Archipelago, and made the town of Samarang on the island of Java. Here, for the time being, we will leave Oliver, his crew, and the schooner, and return to the "Pandora."

Edwards cruised around among the islands of the South Pacific Tropic, searching for the "Bounty," and keeping a good look-out for the missing schooner. Of Oliver and his ship nothing was seen, whilst a rotten spar was the only trace found of the "Bounty"; this was discovered on a beach at one of the many islands visited, and was thought to be part of the stolen ship's top-hammer.

After a search of about four months, Edwards abandoned all hope of ever finding the "Bounty" and the remainder of the mutineers, and decided to return to England with the prisoners he had taken at Tahiti. Since leaving that island the fourteen captives had been confined in a round-house on deck, specially constructed for their reception. This accommodation rejoiced in the nickname of "Pandora's Box"—and what a box it was! It was about twelve feet in diameter, with access through the roof, and in it the unfortunate wretches were incarcerated, leg-ironed and manacled. Edwards was taking no risks!

The "Pandora" was headed towards Torres Strait. On 25th August, 1791, the ship arrived off the Eastern entrance of the passage, and on that same day Edwards sighted and named the Murray Islands. He was then in amongst the treacherous reefs and sandbanks which are so plentiful in that locality, and, realizing the dangers of his position, sent Lieutenant Corner away

in the yawl to find a clear passage through. At 4.45 p.m. Corner signalled that he had found what appeared to be a good channel. Edwards awaited the return of the yawl and then made a blunder which, in a seaman of his calibre, is hard to understand. When the boat was close-to, Edwards made sail, in spite of the fact that nightfall was drawing in. He paid a heavy price for his rashness, for, at 7.20 p.m., the ship struck a submerged reef. Orders were speedily given to trim sail, in order to try and back the "Pandora" off the reef. Whilst this manoeuvre was being executed, the ship struck a second time, and harder, and was then carried by wind and tide over the reef into a depth of fifteen fathoms, where she began to fill rapidly. The pumps were manned, and all hands, with the exception of four prisoners, turned to in a vain effort to control the inrush of water. Sounding the bells gave eighteen inches in the first five minutes; in ten minutes an additional thirty inches were reported! The pumps then began to check the rise of water to a small degree, but the position was hopeless from the start. The boats were put over the side and made fast astern on a long line, and then an attempt was made to "fether" the ship—that is, to pass a sail dressed with oakum around the outside of the hull and over the hole in the bottom. Although this method had been successfully used by James Cook when his ship "Endeavour" struck a reef off the Queensland coast in 1770, it did not avail in the "Pandora's" case.

In spite of all efforts the water made eight feet in one and a half hours from the time of the stranding and by 6.30 a.m. the next morning the holds were full. Shortly after, the ship sank under the feet of the crew, taking down with her many of the seamen and the four mutineers who had been left, still in their chains, in "Pandora's Box." Luckily the boats still floated, and were soon manned; two stood by at the scene of the foundering to pick up possible survivors, and the remainder rowed off to a sand cay some three or four miles away. When a general muster was taken later, 81 members of the crew and 10 prisoners were accounted for: 31 seamen and 4 of the "Bounty" mutineers had perished.

Edwards and most of his officers were saved, and after a short consultation it was decided to make for the island of Timor. The boats were

(Continued on Page 16)

The Growth of Naval Training in Australia

(By R. T. Baker, O.C., Woolwich Company.)

(Editor's Note: The author has had considerable experience in the Merchant Service, the Navy, and in the training of youth. The following article is therefore of special interest.)

Nowadays, with the problems of National Defence being tackled from all angles, it may interest members of the Navy League to review, up to a point, the events leading up to the formation of an Australian Navy and Naval Reserve.

To read the history of the British Navy is to read the history of England itself; so in a sense the struggle to create a truly national navy is embodied in the struggles of the Australian colonies which eventually led to Federation. As each of the Australian colonies became vested with responsible government, our legislators very soon realized our defenceless position. On the military side, many and varied were the forces maintained; but each State raised a local Naval Reserve or Militia.

South Australia.

In 1884 the South Australian Government obtained the gunboat, "Protector." Her main armament was four 6-inch breech-loading 80 pounders, and one 8-inch 100 pounder. Her speed was 16 knots; and her complement, 103 officers and men. In addition, a Naval Reserve of some 200 officers and men was established. In 1895 the "Protector" was reduced to a nucleus crew. In 1900, when the Boxer War was in full swing, the South Australian Government offered the "Protector" to England for service in China. She was accepted, and left Port Adelaide in August, 1900, manned entirely by Naval Reservists. This, I think, was the first occasion on which a Dominion man-of-war went to the assistance of the Mother Country. Naval drafts were also raised in the other States, and sent to China by transports.

Queensland.

In 1884 Queensland purchased two gunboats, the "Palomares" and "Guyranda," and a small torpedo gunboat, the "Childers." The first two were similar in type to South Australia's "Protector," only smaller. Whilst on their way out to Australia from England, where they were

built, they were retained to assist in the Egyptian War, and were used as despatch boats. A large Naval Reserve was also maintained in Queensland.

New South Wales and Victoria.

In New South Wales a fairly large Naval Brigade was established at Sydney and Newcastle.

Early in its history Victoria obtained a composite frigate, the "Nelson," and later added to her strength H.M.S. "Ironclad," "Cerberus" and several small craft, as well as a big Naval Reserve.

Another Change-over in Systems.

In spite of their willingness, it is doubtful if at any time the various States' units were of great fighting value, measured by modern standards. This fact was evidently realized, because in 1888-1889 negotiations were passing between the respective States' governments and the Home Government, with the result that in 1890 we saw the arrival of the Auxiliary Squadron under the late Admiral Tryon as commander-in-chief. His flagship was H.M.S. "Orlando," and she was accompanied by H.M.S.'s "Katoomba," "Taranga," "Mildura," "Allaroo," "Ringarooma" and "Karrakatta."

As time went on, the vexed point of finance kept cropping up. The Australian Governments considered they were not getting full value for monies paid as subsidies for the English war vessels. On the other hand, the British Government felt it was not being paid enough. The matter was patched up, the Home Government agreeing to train a limited number of Australians. In 1904, men from every State of the Commonwealth and from New Zealand were enlisted in the Royal Navy for a five-year period. These men were known as the "C.N.F.," under the 1903 agreement.

The abovementioned ships were withdrawn, and replaced by H.M.S.'s "Challenger," "Pioneer," "Pyramus" and "Psyche." Then came

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THE GROWTH OF NAVAL TRAINING IN AUSTRALIA

(Continued)

"Royal Arthur," followed by "Eurylla," "Good Hope," and later, "Powerful" as flagships. These ships regularly visited every port in Australia and New Zealand, "showing the flag." This scheme proved such a success that, on 1st April, 1907, barely three years after its inception, the first selected "C.N.F." draft left Sydney in R.M.S. "Omrah" for higher training in England. After nearly three years in the instructional establishment at Portsmouth, amongst those who returned to Australia were two gunner's mates, four torpedo instructors, a yeoman of signals, a physical training instructor and qualified engine room artificers and mechanics. Subsequently a regular stream of ratings proceeded to England for a similar purpose. Australians showed that they could, when given the chance, prove themselves well up to Service standards.

Australia Takes Over.

The next change occurred when the two torpedo boat destroyers, "Yarra" and "Parramatta," arrived from England. A new plan was afoot, and with these destroyers, H.M.S. "Encounter," and other vessels previously owned by the various States, manned by members of "C.N.F.," the momentous step was taken. Thus emerged the Royal Australian Navy, and the "C.N.F." disappeared.

Now we have arrived at the point in our history where the Commonwealth Government had taken over the entire defence of the country. Members of the State forces who so desired, were retained, and were known as Reserve "M." Again it seemed as though the Government of the day realised that the forces at its disposal were entirely inadequate for the defence of Australia. We had plenty of material, but, as in the past, financial reasons forced a re-shaping of policy. Consequently, new clauses were inserted in the Defence Act.

The Compulsory System

On 1st July, 1911, the Compulsory System came into force. All youths and young men between 14 and 26 years of age, provided they were physically fit, had to serve their country, either in the Naval or Military Forces, and severe penalties were imposed for non-compliance. Boys from 14 to 18 were known as Senior Cadets, and young men from 18 to 26 as Adults, or Reserve "O" as distinct from Reserve "M." When trainees reached their eighteenth birthday,

they were medically examined, and those found fit — and desirable — were drafted into Reserve "O." On reaching their twenty-fifth birthday, they were released from further training, and at 26 finally discharged as having completed their course, and with their obligations under the Compulsory clauses of the Defence Act fulfilled.

When the Commonwealth Government took over the State forces, some of the officers were appointed District and sub-District Naval Officers; each State was designated a District, and training centres within each District were known as sub-Districts. Many ratings were absorbed as instructors, storekeepers, or general workmen.

At the inception of compulsory training the military authorities in each State called parades for boys born in 1894, 1895, 1896 and 1897; that is to say, boys who were then 14, 15, 16 and 17 years of age. From these was selected a limited number for naval training. They were medically examined, and those passed by the doctors were kitted up and their training commenced. Trainees were kept within their own age group or quota, and were known as "1894 Quota," etc. Drill cards were issued, setting out definite day and night drills for each division, and the amount of training allotted.

Training for cadets was 4 whole days, 12 half days and 24 nights, totalling 84 hours drill per annum. A specified number of drills had to be performed in daylight. The duration of the drills was—night, one hour; half day, two hours; and whole day, four hours.

Adult training consisted of 25 days per annum, 17 of which had to be continuous. The duration of adult drills was—night, one and a half hours; half day, three hours; whole day, six hours.

The new scheme did not always run smoothly; some took to it like ducks to water, others had to be forced. Those dealt with for non-attendance were usually taken before a magistrate, who administered penalties according to the gravity of the breach. Usually, the punishment consisted of a fine, or a commitment to confinement. About the year 1913, all Naval Reserve drill halls were instructed to hoist the White Ensign in place of the Blue, thus signifying that they were part and parcel of the Royal Australian Navy. Naval Reserve training was carried on throughout the war years of

(Continued Overleaf)



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July, 1938

1914-1918. Later, again due to financial stringency, compulsory training was curtailed, cadets serving from 16 to 18 years of age, and adults from 18 to 20. Then, after a struggle of eighteen years, to build up an efficient defence force, the Scullin Government, with a stroke of the pen, wiped out the whole plan.

An Important Function of the R.A.N.R.

Perhaps it is not well known that one of the principal jobs for the Royal Australian Naval Reserve is to man the Examination Service. Necessary stores and equipment are maintained, and ready for use at a moment's notice. In 1914, when war was declared, the Examination Service was put into operation in record time. Reservists mobilised for guard duties, etc., and in a very short time proved their worth to the full.

The Royal Australian Navy and the Naval Reserve have had their periods of stagnancy since the late war. Now, however, national consciousness seems to be aroused to a point where there is a definite demand for adequate defence measures. And, so far as naval affairs are concerned, the Navy League has played no small part in the arousing of public interest.

It is to be hoped that this interest continues.



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Canterbury (N.Z.) Sea Cadet Corps

(By H.F.)

I have been asked by the Editor of the Journal to contribute an article on the Navy League Sea Cadet Corps of Christchurch, New Zealand, in which I had the privilege of serving as an officer for seven years.

The Division owed its inception to a retired Indian Army Officer, Lieut. Col. V. S. Smythe, who started it on Trafalgar Day, 1929. At first the Corps held its parades at the Normal School, Christchurch, and a branch was started at New Brighton. This branch, however, died out; the main body transferring to the Canterbury Rowing Club, where for six years parades were held. At the end of 1930 the strength was 70 ratings and five officers, the foundation officers being Lieut. Col. V. S. Smythe (in command), Sub-Lieut. P. Phipps, R.N.V.R. (Executive Officer), and Messrs. F. J. Granville, S. C. Peddie, and H. O. C. Farr, Sub-Lieutenants (Honorary). In 1931 Colonel Smythe resigned, and his place was taken by Mr. Phipps. Through a mistaken financial policy in the past, the Corps was heavily in debt, and reconstruction became necessary. Messrs. Granville and Peddie taking over watch-keeping and instructional duties, and Mr. Farr the financial side. The size of the Corps was cut down to 45 ratings and 4 officers, and expenses were strictly controlled. The Navy League paid the rent of the drill hall, and the Corps had to raise money by appealing for donations, running raffles, dances, etc. The money thus obtained was used in paying running expenses, in liquidating the outside debt and, as well, a proportion was put aside for the purpose of acquiring two service whalers, which were ordered from England, and arrived in May, 1933. The Corps was, by this, solvent.

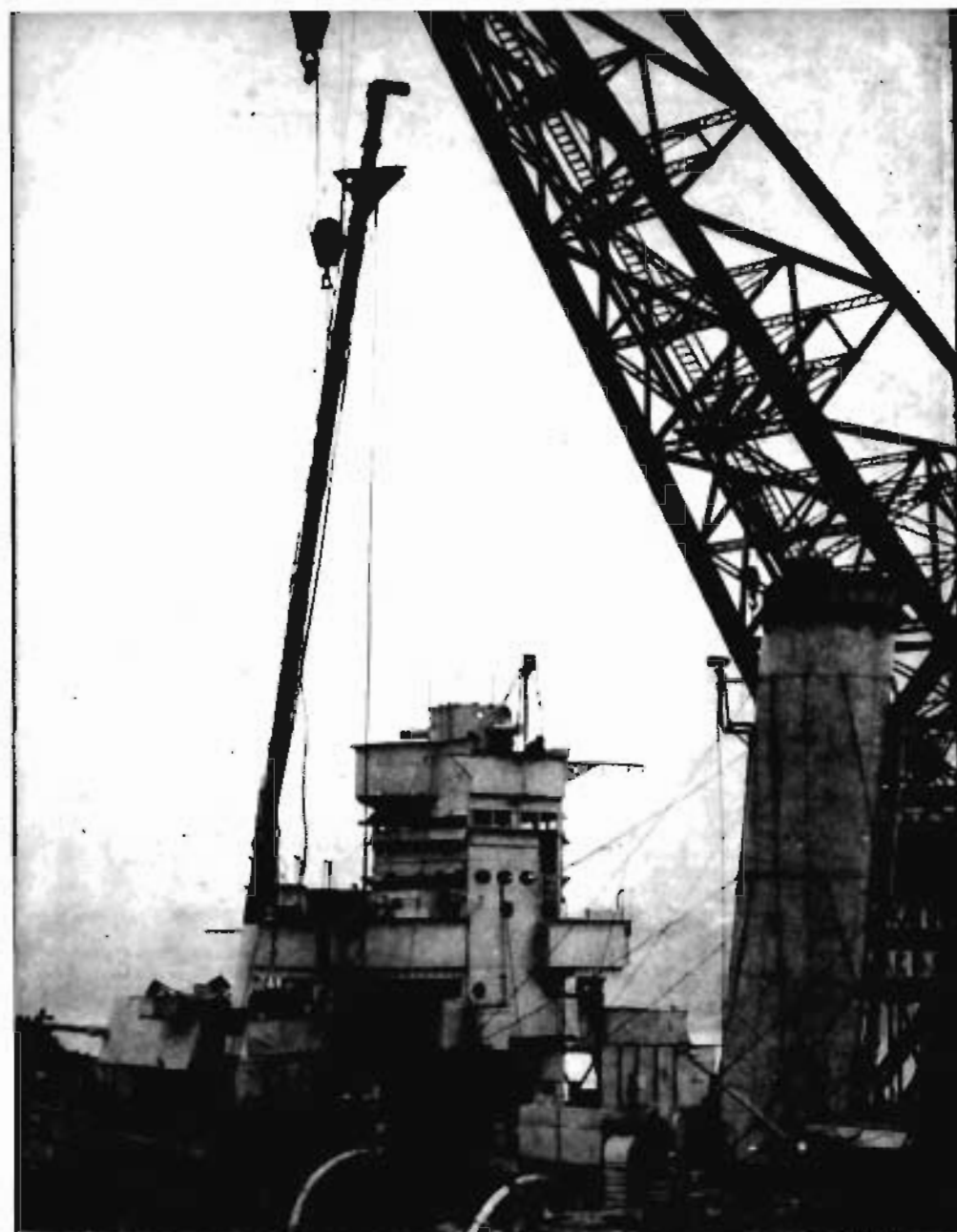
Up till 1933 we had been without proper boats. Two old ship's life boats had been acquired, but these were not satisfactory, since they were not equipped for sailing. Sea training was carried out aboard the R.N.V.R. training cutter "Deveron," through the kindness of the Commanding Officer of the Canterbury R.N.V.R. Division, and also aboard private yachts in the harbour. Situated as the Corps was, eight miles from the sea, difficulties to be overcome in this

connection were not small; and it was with real satisfaction that the officers were able to announce, towards the close of 1932, that negotiations had been completed with the Admiralty, through the Navy League, London, for the purchase of two 25ft. whalers, which would shortly be on their way out. The Corps is under a deep debt of gratitude to the Navy League, London, the New Zealand Shipping Company, and the Union Steamship Company, who brought the boats out free of freight; and to the Customs Department of New Zealand, who, on representation being made, refunded the duty on the boats.

Despite the lack of practical instruction in boat sailing, which is an important part of the Corps's syllabus of instruction, a very complete course in other matters pertaining to the sea was carried out during those early years. Knotting and splicing, rule of road, compass and helm, system of buoyage, lights, fog signals, semaphore and morse, international code, wireless telegraphy, miniature rifle shooting, squad and physical drill, were on the syllabus. Under the able tutelage of Mr. Peddie, who had served in the R.N.V.R. as a signaller, the communications branch reached a high standard of efficiency, even the elementary principles of Naval signalling being taught. Members of this branch who were interested in wireless telegraphy got together a wireless club, but after having been in existence for three years, this was allowed to die out through lack of instructors.

In 1932 Mr. Phipps, through pressure of R.N.V.R. duties, was compelled to turn over Command of the Corps to its present Commanding Officer, Lieut. Comdr. R. C. E. Harding, R.N. (Retd.), and under his guidance the Corps has made wonderful progress.

In September, 1933, the Corps was inspected by Rear-Admiral Robin Dalgleish, Commanding H.M. Australian Squadron, and he was so impressed that he permitted the boys to attend Sunday Divisions aboard his flagship, "Canberra." This was a signal honour, and was much appreciated. He also sent a letter of congratulation to the officer in charge.



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CANTERBURY (N.Z.) SEA CADET CORPS (Continued)

Early in 1934, through the specialization of the Corps, it became necessary to appoint another officer, who was selected from among the boys. Chief Petty Officer Murnane, who had put up a splendid record since his enrolment, was promoted to acting Sea Cadet Sub-Lieutenant. Owing to pressure of work, also, Mr. Peddie found that he was unable to put in as much time as formerly, and it thus became necessary to appoint another Signals officer. Mr. Bascand, who later qualified as Yeoman of Signals, R.N.V.R., was appointed to this position. Shortly after these appointments had been made, Mr. Glanville resigned, and his place as Executive Officer was taken by Mr. Peddie, who had been with the Corps from its inception. In view of his experience as a yachtman, Mr. Farr, who had been looking after the financial side of the Corps, took charge of the boats, and put a great deal of time and work into their fitting-out. Under his supervision, the boys spliced the wire stays for the masts, and made various items of gear for the coming season. The whalers were officially launched in October, 1934, at the opening of the Christchurch Yacht Club, Mr. Thomas Chapman of Christchurch, who had been exceptionally generous to the Corps, christening the "Steadfast," and Mr. W. H. Nicholson, Mayor of Sumner, who has also been a benefactor to the Corps, christening the "Terror." Both boats were named after the warships from which they originally came.

In February, 1935, the whalers were equipped with sails through the generosity of the Navy League, and races were held for a cup presented by Mr. J. J. Peddie, who later also presented a scroll, "Fear God, Honour the King," to perpetuate his son's work as an officer of the Corps. In order to further his medical studies, Mr. Peddie had to attend Otago University, and the Corps suffered a serious setback through his departure. His place was taken by Mr. E. A. C. Collins, late C.P.O., R.N., who held a distinguished war record. His experience in the Navy has stood the Corps in good stead. Through his efforts, in conjunction with those of Mr. Farr, davits were procured and erected for the stowage of the two whalers, which has resulted in the boats being kept in excellent condition. The Lyttleton Harbour Board generously contributed to the cost of erection.

(Continued Overleaf)

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CANTERBURY (N.Z.) SEA CADET CORPS (Continued)

Among the benefactors of the Corps must be mentioned Lieutenant Commander H. A. Rhind, R.N.V.R., who, until the termination of his lease of Ripa Island, very generously permitted the Corps to use the island for the annual Easter Camp. These camps have been a valuable asset to the Corps, since thirty to forty boys were accommodated each time. Unfortunately the Defence Department has now resumed the island, and this picturesque place, with its association with Count Felix Von Luckner, is now lost to the Corps.

During 1935 Mr. Murnane and Mr. Bascand were unable to continue with the Corps, and it was found necessary to appoint Petty Officer J. Connor to the rank of Honorary Sub-Lieutenant. His keenness for the Corps has thus been adequately rewarded, and he is now an extremely promising young officer. As Signals Officer he has maintained a high standard. This promotion was followed eighteen months later by the promotion of P.O. J. Bulck to the same rank, and of Signaller J. G. Badger to the rank of Warrant Writer. Both have had long service in the Corps, and show great promise.

Early in 1937 the Corps entered its two whalers in the Lyttleton Regatta, and succeeded

in getting first and third places in the race for Naval Whalers, being pitted against the R.N.V.R. This, to some extent, made up for being defeated by whalers from H.M.A.S. Canberra, and various other warships on previous occasions. It has been made a custom to challenge any warship in port to a race, and although the Corps has never succeeded in winning, the experience gained has proved invaluable. It has also been customary to request inspections from Officers of visiting warships, and the Corps seems to be well thought of.

In June, 1937, Mr. Farr, who had been with the Corps for seven years, resigned, and his place was taken by Mr. F. C. Facer, who is carrying on the job of Accountant Officer to the Corps in a highly satisfactory manner. Mr. L. C. Williams, late of the R.N.V.R., has also joined the Corps. The addition to the establishment is made necessary by the expansion of the Corps, which now numbers nearly 60 ratings and 7 officers.

The syllabus of instruction now comprises seamanship, handling of boats under oars and sails, signalling, squad and physical drill, miniature rifle shooting, and regular camps of instruction. The Corps is permitted to use the Navy League Hall, and has the support of the Navy League proper. Having a hall to itself, the



★
Officers and leading hands
Canterbury (N.Z.) Sea
Cadet Company.
★

Corps has made great progress, and this has been signified by the growth of the Corps over the past three years. Its aims are to provide a sound education in matters pertaining to the sea, to teach a fine standard of citizenship, and to keep to the traditions of service as exemplified by the Royal Navy.

Through the eight years of its existence, the Corps has faced many vicissitudes. Sometimes it has seemed impossible to weather the storm, but, with the courage of its members, the Corps has come through. It is hoped that readers of this article, especially members of the outside public, both in Australia and New Zealand, will realise that the Navy League Sea Cadet Corps, with its high ideals of service and citizenship, is worthy of all support, both moral and financial. It is also to be hoped that those who have the honour of serving as Officers of the Sea Cadet Corps will be encouraged to greater exertions through realizing that difficulties were made to be overcome, and that no matter how hopeless a situation may appear, co-operation and initiative can usually overcome it.

A CALL FROM NEW ZEALAND

C. L. Elmes, a seventeen-year-old member of the Hawkes Bay (New Zealand) Branch of the Navy League, is anxious to strike up a pen-friendship with a N.S.W. Navy League member of his own age. We suggest that members of the Sea Cadet Corps might exchange letters with him. Forward correspondence to:—

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That Man Magellan!

(By W.H.N.)

Those old-time navigators; were they really tough, when any day now you can read of modern seamen going around the world in ten to fifty ton craft, or in, sometimes, tin canoes—and most of them retired business men only sailorizing as a hobby?

More than a few have done the job alone and single-handed! Why, then, does tradition know-tow to wto old Tarry-Brecks Magellan, whose Pacific voyage has already been shaded by dozens of modern yachtsmen; both for distance and for speed?

Lengthy sea-exploring trips must have been commonplace from the earliest times: witness the Egyptian galleys that circumnavigated Africa, a five-year journey with landings en route to sow and harvest grain. Witness again the Polynesian migrations into the Pacific, and the Viking's summer cruises to North America. Back in the misty past there must have been many other bold forth-farings, now quite forgotten. How otherwise can the ship legends of those strange Incas and Mayas of South America be explained?

When Exploring was Government Relief.

Magellan was the last navigator to plan his journey as did the ancients. He went into training, in winter quarters on the east coast of South America, for the good reason that both his ships and their riff-raff crews required a long and thorough overhaul before they would be fit for the great traverse of the unknown Pacific.

All early seafarers relied on official patronage to some extent, and, as a consequence, neither the equipment nor the personnel supplied would stand close examination at home ports; so the details of the discipline and seafaring strategy of Ferdinand Magellan comes down to us direct in the frank and forthright narrative of Antonio Pigafetta, diarist, scribe, and A.B. writer to Magellan's flagship.

First and foremost is it noted how well Magellan knew that the inevitable hardship and

hunger of sea life in those times could only be met by courage and seamanship of the most indomitable quality, and to that end Magellan shaped all his plans, and all his aims. The months he spent on the southern coast of Patagonia, riding out winter storms, were his training tactics to make his men fit for an ordeal which he alone was able to foresee. The mutinies he suppressed there, and the wrecks and dangers he encountered, were, to his mind a very necessary preliminary to the real adventure into the Pacific.

The Grand Test of Courage.

Only one Englishman signed on with Magellan. His name is not known, nor his history; but we can hope he rated high, and that he made the grade out into the Pacific, where, as Antonio Pigafetta puts it:

"... we did draw lots for the leather that was on the yard arms, and for portions of the rats we caught on board. . . ."

To the world-touring yachtsman of to-day, with every modern convenience, it is almost unbelievable that Magellan could have crossed the Pacific without once touching land, but that was the test that old-timer made ready for; the trial that puts his seamanship and courage into a class on its own. When he was, afterwards, mobbed and clubbed down to death in the shallows of an East Indian islet, the world was robbed of a bold and sailorly spirit. To the long story of the sea, he is a bright and lasting ornament!

NOTICE.

The feature "NAVAL NEWS," usually published in each issue of the "Journal," has not been received from the Navy Office, Melbourne, in time for inclusion in the July number.

SEA CADET NOTES

VICTORY TRAINING DEPOT

(By L. R. V. Smith, O. in C.)

During the past month V.T.D. has improved in numbers considerably.

The size, style and zeal of the new recruits is something we have not seen for some time, and the whole unit is now steadily improving in efficiency.

A social was held last month, the proceeds being very satisfactory, and we are now holding them regularly every three weeks.

We are indebted to the James Patrick Line for an amount of 3 and 4-inch manila rope, which will be of great use to us.

We were pleased to have a visit from Mr. McCrostie, from Flinders Naval Depot, an old "Fairlight" and North Sydney rating, who is up on leave. As he was a member of the first crew in the Anniversary regatta, he is to be given his Anniversary Medallion before returning to the Flinders Depot.

MANLY COMPANY

(By G. H. Smith, O. in C.)

Manly Company has begun to take definite shape and we are very anxious to bring it up to its former strength. We have 14 very keen lads for a start.

Mr. Doodson has been very handy to the Company, making a splendid knotting board and a compass model. Manly Depot is very grateful to its Chief Officer.

C. P. O. Turley has had a pretty busy time, as he is the only leading hand we have at present. We hope to see him in the warrant rank very shortly. We have had rather a hard time forming a committee, but hope some of the lads' parents will spare us an hour or so for the good of the Company.

The Chief Executive Officer paid us a call, accompanied by Mr. Farr (who gave the cadets a talk on mine sweeping), on Wednesday, 29th June.

Now for a word about a staunch supporter of the Navy League who, by the way, is going to present medals for competition—this is Mrs. Behrman. Mrs. Behrman has done a lot in the past for the old Manly and Balgowlah Companies, and her present interest is greatly appreciated.

The Company is also indebted to Mr. and Mrs. Waterer for the presentation of a set of semaphore flags. Mr. Waterer has been very ill, and we hope to see him on deck again soon.

Anyone interested in social work and who would like to bear a hand, write to G. H. Smith, O.C. Manly Company, care of Navy League, Royal Exchange Buildings, Bridge Street, Sydney.

PROMOTIONS AND APPOINTMENTS

VICTORY TRAINING DEPOT.

A.B. to Leading Seaman: W. ALDERTON, T. MURPHY, B. McCLURE

Leading Seaman to Petty Officer: M. FROST, V. HAYES.

Chief Petty Officer to Master-at-Arms: G. HAGER.

Darlington (St. Alban's) Company (attached to "Fairlight"): Rev. C. K. HAMMOND, Officer-in-Charge; N. LEE, Chief Officer; G. BUDDEN, Second Officer.

"Fairlight": H. O. C. FARR, Second Officer, TREAR, A.B. to Leading Seaman.

Woolwich: C. TOTTMAN, Instructor.

Manly: TURLEY, Chief Petty Officer.

July, 1938

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THE LOSS OF THE "PANDORA"

(Continued from Page 4)

pulled up on to the cay and carefully overhauled in preparation for the long voyage. Stock was taken of their scanty store of food and drink, and each man put on this daily allowance:— 2½ ozs. of biscuits, ½ oz. portable soup, 2 wine-glasses of water, and one of wine. The crew were divided among the boats; 30 men in the launch, 25 in the pinnace, 23 in one yawl and 21 in the other. The officer in charge of each boat was given the latitude and longitude of the South-east point of the island of Timor, and on 21st August, the little flotilla left the cay.

The four boats put in at a beach near Cape York, and a party went ashore to look for water. They encountered a band of aboriginals who after aiding them in their search, attacked them; no lives were lost however, and with a little more water, and their stores augmented by some edible berries and shellfish, Edwards and his men continued on through Torres Strait. The perilous passage was negotiated safely, the four boats crossed the mouth of the Gulf of Carpentaria and entered the Arafura Sea. After rowing and sailing for thirteen days, the worn-out survivors made the south coast of Timor. They proceeded to Koepang, where they were welcomed and hospitably entertained by the Dutch Governor.

I must interpose another story here, and the break is justified, for the tale of Edwards and the "Pandora" would not be complete without it; we will, therefore, leave Timor for the present, and go to the infant colony at Port Jackson; the time, some two months before the wreck of the "Pandora."

William Bryant, a time-expired convict, held the post of fisherman to the Governor of the colony. Some prisoner friends of his determined to escape, and enlisted Bryant's aid. He, being a free man, and by virtue of his position, was able to obtain a ship's gig. The convicts, numbering eight, effected their escape, and they, together with Bryant, his wife and his two children, sailed away from Port Jackson in the boat, heading north. They followed the coast, sleeping ashore at night on either the mainland or the islands of the Barrier Reef. Rounding Cape York they passed through Torres Strait and, after ten weeks of suffering and semi-starvation, arrived at Koepang. Here they gave out that they were the supercargo, and some of the crew and passengers of an English brigantine which had foundered in the Timor Sea. For a fortnight they

were very well treated, and then their troubles started anew—Edwards, Corner and the other survivors of the wreck of the "Pandora" arrived and completely spoilt the convicts' plans. The Dutch naturally jumped to the conclusion that Edwards and his men belonged to the same ship as the other so-called survivors, and Bryant was informed that his captain has arrived. In an unguarded moment, Bryant asked, "What captain?"—and this queer reply aroused the suspicions of his hearers. Word was passed on to Edwards, who investigated Bryant's tale and promptly arrested him and the other members of the party from Port Jackson. One cannot help feeling sorry for them. To be captured in such a manner after all they had gone through to secure their freedom!

After a short stay at Koepang, Edwards, the remaining members of the "Pandora's" crew and the prisoners, who, including the Port Jackson escapees, now numbered twenty-one, sailed in an East Indiaman, bound for England via Java. The ship called at Samarang, where Edwards received news of the long-missing schooner; she had been seized by the port authorities and her entire crew imprisoned!

Oliver, on making Samarang, had been unable to produce ship's papers; the authorities therefore, had concluded that the schooner had been stolen, so the little vessel had been attached and Oliver and his men gaoled pending the clearing up of the question of ownership. Edwards soon put matters right. Oliver and the imprisoned seamen were enlarged, the schooner sold, and all hands continued their voyage. On the passage home, Bryant, his two children and three of the convicts died. Mrs. Bryant and a convict named Butcher were pardoned; the four other convicts were sent back to Australia to complete their sentences.

It is interesting to note, in passing, that Mrs. Bryant afterwards married a marine who had befriended her on the ship which brought her back to England; the ex-convict Butcher returned to New South Wales, where he ultimately became a prosperous settler.

Of the ten remaining "Bounty" mutineers, four were executed and six were pardoned.

So ends the story of the loss of the "Pandora," and the wanderings of Edwards and his men, who, in their travels had completely encircled the globe.

July, 1938

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AIMS AND OBJECTS OF THE NAVY LEAGUE

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its Objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National and Im-

perial 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 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—"For God, for the King, for the Empire."

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