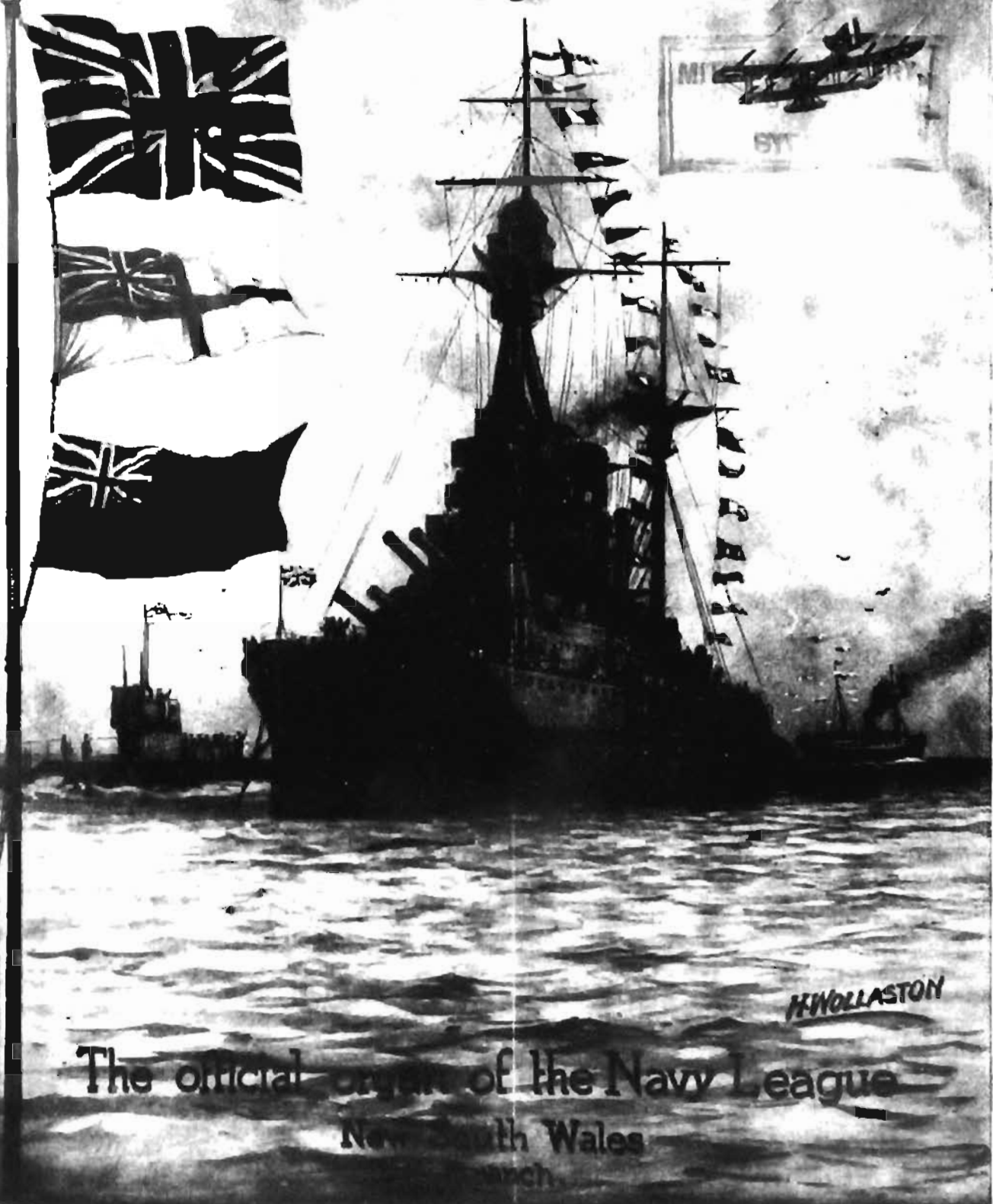


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## The Navy League Journal

VOL. X. No. 9.

SYDNEY, JANUARY, 1929.

PRICE 3d.

## The Naval Conference.

We have sought God in a cloudy Heaven,  
We have passed by God on earth.  
—Henry Newbolt.

Death whirling down from heaven,  
Death roaring from the ground,  
Death tinkling in the nostrils,  
Death shrill in every sound.  
—W. L. Hodgson.

THOSE who have felt the anguish of war and tasted the blood of shell-shattered life will welcome the cabled news that the churches of Britain and America are setting apart a day of prayer for the success of the Naval Conference to be held in London. While all people do not believe in the efficacy of prayer, all will greet the forthcoming Conference and agree that it is one of the most momentous which has been called in our time; assuredly one which will be of overshadowing importance to future generations, and so this ecclesiastical focussing of public attention is timely.

Thoughtful people throughout the world will hope that delegates to the Conference will not be muzzled and hand-cuffed by unimportant technicalities, nor blinded by their own parochialism. This is a world matter, the *like* of which history has never known, and the fate of civilisation is in the scales. Peoples of all creeds and colour expect that the frightful menace of war, its evils, its utter futility, will lever the thoughts of the most hesitant delegate on to the plane of a common inspiration where tolerance, truth and unselfishness born of the purified ashes of man's wrongdoing, will freely mingle and give to mankind an unmistakable token of the will to lasting peace. Such peace is surely a sacred right of our common humanity which labours at its appointed tasks, and it is devoutly believed that the Conference will be able to make recommendations to the respective Governments, which for all time will stand worthy of man in the sight of his God.



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## War, Pacifism and Christianity.

By The Rev. I. SARGINSON of New Zealand.

With acknowledgments.

CONCLUDED FROM LAST ISSUE.

WE are familiar with the idea of the "martyr nation" and its supposed moral effect upon the world. On that subject let me say that, though voluntary martyrdom has been abundantly illustrated throughout human history by individuals, no nation has deliberately ascended its Calvary. If any, the Jewish nation might well be cited, but its tragic destiny resulted from blindness and perversity, or, at best, from a stubborn patriotism, and not from a desire to convert the world to the highest ideals by an exhibition of national self-immolation. What people in a sane world could ever be imagined as giving its statesmen what has been so well described as "a mandate to offer their country as an oblation for the rest of the world?" An individual may have it in him to die for non-resistance principles, but that is his personal affair, and gives him no right to demand that his country shall prefer perdition to striking a blow in its own defence. Visionaries of this type have a notion that a country strong enough to repel an invader, and yet deliberately adopting the supposed Christian principle of non-resistance, would so touch the heart of an aggressor as to turn his hostility into admiring wonder, convert him, and ultimately produce the same effect upon the nations generally. But while an irresponsible person may indulge and express such sentiments without risk, no statesman charged with the safety and well-being of his country could dream of such an excursion into the fairy-land of may-be. Such a policy—if it could be called—dictated by purely emotional and transcendental motives, would be a leap in the dark worthy of the most hopeless fanaticism. Instead of the anticipated appreciation, it would be much more likely to be greeted with ridicule and contempt as a pious face assumed by weakness and fear. To my mind, it is pretty certain that if, prior to the world-war, Great Britain had elected to scuttle her navy, disband

her army, and generally trust to Providence, Germany would have interpreted it as nothing more than a cunning trick. "We told you so; England is degenerate; she has gone over to sport and self-indulgence; the old heroic fibre is gone; she is not fit for war; she is afraid of war, and all this pious pretence is sheer hypocrisy, a plausible bid for the forbearance and good-will of enemies she hasn't the courage to face." Strangely enough, there are people who can glibly suggest the sacrifice of a country as a dramatic protest against war, who would be horrified at the suggestion that the Calvary they recommended for a nation would certainly be a serious business for them personally. While we can never worship power and make it the end of our political existence, surely there must be a divine use for it in the cause of liberty, justice, and humanity, in a world where power is so often enlisted against them!

In any case, is the British nation such a cumberer of the ground that it can light-heartedly resign its commission as a world-power, and, emaculated, limp, and anaemic, be content to be a mere spectator of the international game? Is it nothing that for centuries every aspiring despot that has threatened the liberty of nations has been dashed to pieces against the soul of Great Britain, and that to-day the mightiest spiritual and temporal despots in the world instinctively cast a troubled glance in our direction? Voila l'ennemi! Shall we mildly acquiesce and call it peace so long as there is no actual fighting, and only realize the horror of things when a truculent and menacing despotism is grappled with even unto blood? Job was patient and pacific enough under his own affliction, but even he believed that in such a world there were occasions when it was a divine work to "break the jaws of the oppressor, and pluck the prey out of his teeth."



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An absolute peace policy under all circumstances would virtually mean the repudiation of our responsibility among the nations in this practical world. It would also entail heavy and cumulative losses of many kinds. How much are we prepared to pay for an imperial policy dictated by a consistent pacifism? We do know that many of the very people who are most emphatic in their demands for the scrapping of fleets and the disbanding of armies in the interests of brotherhood, are also among the most emphatic in their advocacy of hostile tariffs and anti-immigration laws. Is it to be supposed that the keen Asiatic, for instance, doesn't see clean through the sham, that he is imposed upon by a wordy sentimentalism that never dictates a practical policy, and blind to the material self-interest that always does? How many of our extreme peace propagandists seriously consider the actual results that must follow their policy? The average life of the New Zealander or Australian is one of lordly well-being compared with that of hundreds of millions in the Orient. Why don't these people come here in shoals to share our wealth, our high living, our pleasures, our privileges? Why do we not meet twenty of them for every European in our streets? Is the pacifist prepared to lose his status under the pressure of a competition he cannot stand up against? Is he prepared to see the British being displaced everywhere by clever Japanese, Chinese, Indians, etc., who will work longer hours for less than half the pay? Is the pacifist trade-unionist prepared to have workshops invaded by hosts of capable and hardy coloured artisans? Is anybody prepared to see everything British reduced to a hopeless struggle for existence under an overwhelming alien immigration that would be bountiful in a few years, to capture even our Parliament?

#### WHAT A DREAM!

With astounding simplicity it is assumed that an uncompromising peace policy under all circumstances would leave us just where we are, and establish us indefinitely, if not for ever, in our power and our privilege, with the immense advantage of a redoubled sense of security. What a dream! The so-called peace that exists to-day is not the peace of God, it is not the peace of brotherhood, it is not the peace of righteousness. It is but

an ominous interval, whose continuance depends upon the precarious balance of irreconcilable forces. To come near home, the "White Australia," "White New Zealand" policy depends absolutely upon protective fighting forces. Remove those forces, and let an uncompromising pacifism hold sway in our Imperial and Dominion Governments, and where would we be in ten years? And what would we be in another ten? It is un-English to talk about our "mailed fist," we leave that to others; but we have it all the same, and it is that, and that alone, that keeps these lands from being overrun, and their distinctive British character obliterated by coloured aliens. The condemnation of privilege and monopoly is a commonplace of popular economics and social reform propaganda, but those who are loudest in their protest against these evils cling passionately to their monopoly of these rich countries. What preserves these territories to the handful of people who hold them against the interests and wishes of millions who look with longing eyes upon the immense unoccupied spaces of the British Empire? What, indeed, but our armed might, especially as expressed in the Navy? So much for the existing peace.

Let us not deceive ourselves with the notion that the non-European populations of the earth accept our anti-war propaganda at its face value. "It is all very well for you," they tell us, "you are interested in peace; you are fat and flourishing, and want to get away with your booty without serious challenge. But where do we come in—our millions who could live on the crumbs that fall from your table? You want peace because you want to hold what you have got. What if we don't quite see eye to eye with you, and some day meet your cry for peace with a far more convincing cry for justice? What if you British, for instance, are invited to loosen your grip of territories you cannot populate? We are by no means unaware of such a danger—the "Yellow Peril" we call it—as witness our amazing use of it as an incentive to greater zeal in foreign missions. We want the millions in the East to be Christians, so that they won't attack us. O, the tragic humour of it! Why should Christianity mean more in the East than it has meant in the West? Has it brought peace and good-will among the nations that send



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out missionaries! It is pathetic to hear the invocations addressed to the Church both from within and without, that it will unite its forces and put an end to war for all time—the poor, apologetic Church, with its troubled vision, that is so painfully thankful for any bit of patronage from any source. What can the Church do! What is the use of sermons, conventions, and pious resolutions, when it comes to a concrete political situation, in the issue of which churchmen are as vitally interested as anybody? As churchman and Christian, a man cherishes the highest ideals, but, as a citizen, he is all alive to the practical aspect of things, and is no mere dispassionate, indifferent, and impersonal entity. As a matter of fact, the Church has never exercised any considerable moral influence over political life. At best it has done little more than echo the voice of the time, and acquiesce in what it couldn't help. John Henry Newman was not likely to speak at random on such a subject, and he tells us that "it is indeed by no means clear that Christianity has at any time been of any great spiritual advantage to the world at large. . . . The true light of the world offends more than it attracts; and its divine origin is shown, not in its marked effect upon the mass of mankind, but in its surprising power of elevating the moral character where it is received in spirit and in truth." If we know what Christianity is, and what the Easterns think of us from what they know of us, how can we dream of pacifying them by an appeal to the Christianity that plays no part in the political relations of the countries that profess it!

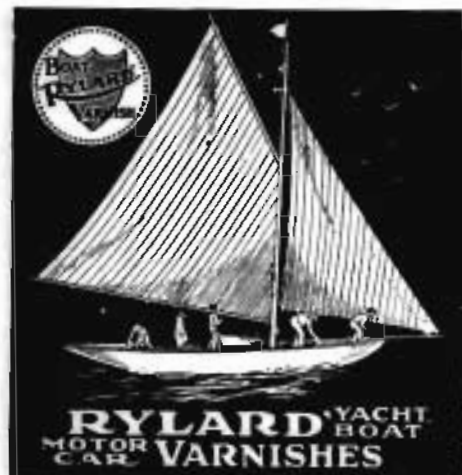
#### THE APPEAL TO CHRISTIANITY.

I would note that last phrase in the quotation—"Where it is received in spirit and in truth." It has been maintained that if, by Christianity, we mean the spirit in which Christ lived and died, it is for the individual alone, and would be incompatible with national life; that, while the individual is free to accept losses and martyrdoms for principles and ideals, it is not conceivable that nations should do so. And even if a thoroughly Christian nation were conceivable in such a world as this, it would be idle to speculate as to what it should, or would, or could do. There are people who are quite pleased with themselves when they

have virtually charged others with their lack of Christianity. They are greatly interested in Christianity as an ideal to quote against the inconvenient demands of the actual. But when they arraign their more practical fellow-citizens before the bar of Christianity, they do not realise what a searching tribunal they have invoked. "Can ye drink of the cup that I drink of, and be baptised with the baptisms that I am baptised with!" "Whosoever he be of you that renounceth not all that he hath, he cannot be my disciple." That is the challenge we encounter when we import Christ into our political affairs. And, the more we ponder it, the more we experience a wholesome chastening of our self-righteousness. Mere patronage extended to the theology, tradition, and worship of Christianity counts little to "the naked soul of things," and stands dumb and confounded before the organised cry from the hell of the trenches. "For God's sake, can you do nothing!"

We are ever hearing the delinquencies of Christianity, what it has not done, what it might have done, and what it ought to do now. But only the Christianity that is prepared to do and suffer in the cause that consecrated the Cross, and made it the holy symbol of service and sacrifice, can really get us forward. If we are as serious as we profess to be, we shall not demand that other people's Christianity shall make the world more secure and comfortable for us, we will be more concerned with our own, and ask, not what statesmen are doing or proposing to do, but what we and the people generally are prepared to yield, and forego, and even suffer, to put an end to war in the realised brotherhood of nations. We feed our emotions upon dreams of universal peace and good-will, but do we think of the inevitable demands such a peace would make upon our sleek, overfed existence! We imagine the international situation stereotyped just as it is now, with the addition of a clever device to guarantee smooth running, ourselves meanwhile being undisturbed in our snug surroundings, while great populations that have been duly "arbitrated" present such a contrast in their misery and hardship as might recall the picture of Dives and Lazarus.

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its appeal to Christianity, but an absolute willingness to pay the price of it. If, then, I am prepared to forego every privilege and advantage of race and nation that I now enjoy, and just take my chance for what I am worth as an undistinguished unit among the great masses of mankind of every colour, if I am prepared to accept an irreducible simplicity in living, to bear hardship, injustice, insult, abuse, and every other wrong, even unto death, and see my friends and my country put to the same extremity—then, and only then, can my unconditional and uncompromising anti-war attitude be justified. For a professed pacifist who would fight in the long run, that is, when he felt the situation getting too hot for him, is not, strictly speaking, a pacifist at all, since he differs from others only in this—that he would require a little more provocation before calling time.

### PACIFISM AND CONSISTENCY.

Are there any consistent pacifists? Undoubtedly, but only God knows who they are. For obvious reasons the conscientious objector cannot be accepted on his own profession without demur, especially in war-time. He may be a very saint of God, and his death in prison a true martyrdom. Or his objection may be due to an overwhelming horror of the battle-front, and the "conscientious" part of it nothing more than an attempt, however sincere, to invest with religious sanctions objections that spring from an irresistible natural shrinking. But I would not wrong, even in thought, any supersensitive soul who walks in the light of a great faith, and lives in the experience of boundless charity, in whose heart glows the steady light of a true piety, and to whom the striking of a blow would be a species of apostasy. We could almost be content to do the fighting for such, though they would fight neither for us nor for themselves. But such a degree and quality of Christian piety is rare among young men. The objection of these to everything military, when it is not temperamental, is usually based on some doctrinaire principle or theory that puts them outside the category of normal citizenship. But, in the last analysis, if a man pleads against the call of his country that he must obey God rather than man, he cannot complain if he is referred to

God for redress if trouble comes; that is to say, he should not complain if he is left to religious consolations for the unpleasant consequences of his religious scruples.

And may I here remark upon the strange anomaly of the professed pacifist who, while objecting to armies and navies and everything connected with even defensive war, can yet silently acquiesce in a communistic reign of terror, with its desperate attempt to establish equality by cutting throats, or otherwise exterminating everybody whose commercial or industrial status, intelligence, education, or independence of soul stands in the way of the new political and economical orthodoxy, with its earthly hell for unbelievers. How can we take seriously people who quote Christ against the killing of their country's enemies, and yet, judging from their unsympathetic attitude toward Leninism, would be prepared to see their fellow-nation-labourers butchered for the crime of personal distinction and success? Who could have predicted that the terrorism that was once associated with an absolute Church and its dogma would, in the twentieth century, spring to vigorous life in the political sphere, and that so-called liberators would openly denounce democracy and popular liberty, and give over to torture and death all who stood in the way of the new gospel?

This suggests another perverse characteristic too common among pacifists, namely, their rabid hatred of their own country, their readiness to believe evil of it, with which is appropriately associated an extreme reluctance to credit unfavourable accounts of any other. Frequently this tendency becomes a blind, fanatical prejudice, that cannot be reasoned with, though it has the hardihood to call itself cosmopolitan, as if the first condition of a generous outlook upon other countries were an implacable bitterness against one's own. In such cases the attractiveness of cosmopolitanism is easy to explain; it plays to the emotions and flatters egotism without imposing duties and demanding sacrifices. It is a kind of ought-to-be that is always available for quotation against the awkward claims of the thing-that-is; for in every dispute the pacifist can generally be trusted to find his own country in the wrong. No doubt it is agreeable enough to think and talk in



universals, but it may be nothing more than a plausible excuse for objecting to the duties of the here-and now.

To the serious, clear-headed thinker, great difficulties appear in whatever direction he looks. Is an absolute pacifism involved in the "peace on earth" of the Christian evangel, or is the peace to be regarded as a desirable ideal toward which we are to strive with due respect for truth and righteousness? It is clear that Christ anticipated discussion between friends as a direct result of the evangel, and it must have been in that sense that, as He tells us, He "came not to send peace but a sword," and that His name would be a cause of division even in households. For it is fairly certain that Christ laid down no political maxims or principles, that indeed He never touched politics. His whole work lying quite outside the political sphere. Is Christianity a spiritual principle and rule of life irreconcilable with what may be called commonsense in the interpretation and discharge of life's duties? Must we, can we, rest in what appears to be the hopeless incompatibility between the Christian ideal and a world-in-being, a world, by the way, that God evidently takes seriously, and intends to keep going! Certainly, it seems futile to expect that the masses of mankind can ever be brought to regard the Christian religion as anything but a means of relief, escape, and vicarious virtue, as though the idea of following Christ's example and teaching were sheer presumption, bordering on impiety.

Meanwhile, the only light that has in it any promise for a humanity struggling in a troubled sea that threatens to engulf it, streams from the Cross. From that light we must take our bearings in the welter of conflicting philosophies, theologues, politics, and sociologies that vex and perplex our time. We are not always able to steer a direct course. There are rocks and shoals and land masses that compel respectful avoidance; but, however tortuous our track, the light from heaven that came into most dazzling focus in the Cross must be our final appeal, and ever define for us

"The one far-off divine event"

To which the whole creation moves."

In conclusion, I have referred to the League of Nations. Amid this persistent chaos of inter-

national suspicion and fear, ambition and intrigue, class hatreds and doctrinaire fanaticisms, despotisms and rumblings of doom, we have this institution of the League struggling for a foothold in our civilisation. Imperfect, because it is the work of man; inadequate, because its great problem is man; it yet represents for the time the highest and best this world is capable of in the interests of peace and goodwill among the nations. Born in the agony of the direct war tragedy humanity has ever known, and baptised with the blood of millions of slain, and the tears of millions of broken hearts, this offspring of the world's sorrow and hope natively appeals to all that is divine and truly human in us. Conscious of the stupendous tasks that confront it, it beseeches us to put away our cynical unbelief, and, for God's sake, for humanity's sake, to give it a fair chance of life and usefulness, and to do our uttermost to make it all that it is capable of being in this war distracted, demon-driven Gadara of a world. Between the ideal and the actual our dilemma is often painful enough. But if we believe that, as a British people, we still have a great work to do, that our commission is not exhausted, that, as a world-power, we are worth preserving, then it is our clear duty to defend our existence and walk worthy of our high calling, lest the God who has given us such a place among the nations should remove our candlestick and bestow it upon a worthier. So be it ours to work for peace and good understanding among the peoples of the earth, to cultivate an intelligent interest in other countries, and a just and sympathetic appreciation of everything good in them, and to remember that our differences are no argument against our essential brotherhood. At the same time, with all our recognition of a common Fatherhood, and the spiritual ties that bind nation to nation, in such a world as this, we must never, never neglect to keep our powder dry.

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W. D. & H. O. WILLS



THE GEISHA GIRL

Many Eastern costumes will be worn at the Navy League Supper Dance to be held on board the fine steamer, *Tanda* on Thursday, April, 10. . .

The occasion will be a memorable one and those desiring to be present should ring B 7808 for further details. . .

The ship has been made available by Messrs. MacDonald, Hamilton & Co. Union House, Sydney.



## Something Different for SYDNEY'S GIRLS



S.S. TANDA

## Defence.

### Substantial Reductions to Navy.

A REPORT showing the estimates of expenditure for the Department of Defence for 1929-30 was tabled in the House of Representatives by the Minister for Defence (Mr. Green) recently.

It states that the financial provisions for defence services, excluding war services, for the year total £4,513,500, made up of £4,267,000 from revenue and £246,500 from loan fund. These provisions, in the aggregate, represent material reductions as compared with those of recent years.

Naval services have been considerably curtailed, but while adoption of the recommendations of Air Marshal Sir John Salmond, for expansion of the aerial forces of the Commonwealth has been postponed, the report reveals that important increases to this arm of defence have been made.

The decrease in the appropriations involves the restriction of some of the operations of the various services, particularly the navy. According to the report reduction in strengths to the extent of 10 officers and 593 men have been made to the permanent naval forces (sea-going). In effecting the reductions the compulsory discharge of Australian ratings has been reduced to a minimum, and has been limited to men who are definitely below average in conduct, or efficiency, the balance being composed of Royal Navy personnel on loan—numbering 81—and those who had been granted free discharges.

The allowance of fuel for the ships of the squadron has been reduced, and the number of steaming days at sea will therefore be curtailed. Provision of £67,500 has been made to cover the second and final moiety of subsidy payable to the New South Wales Government for the construction of the floating dock at Newcastle, and an appropriation of £28,200 has been made to enable completion during the current year of certain naval works authorised and commenced in 1928-29.

The strength of the Naval Reserve forces for 1929-30 will be:—R.A.N. Auxiliary services (permanent personnel), 166, a reduction of one compared with last year, and citizen naval forces, 5500, compared with 6237 in 1928-29.

### MILITARY.

In regard to military forces, the divisional organisation of the field force, consisting of five infantry divisions and two cavalry divisions, will be maintained on a nucleus basis. Provision has been made to send a limited number of officers abroad for special training. The necessary steps have been taken to enlist a personnel of 35,000 for the Citizens' Forces under the voluntary training scheme. The senior cadets force is being organised on a voluntary basis, and training for 60 hours annually will be undertaken.

### AIR.

The personnel of the Royal Australian Air Force for the financial year will be:—Permanent officers, 107; pupil pilots under instruction, 56; airmen, 422. Citizen forces: Officers 60; airmen 290.

"Until comparatively recently," the report proceeds, "the Air Force has had to rely mainly upon 'gift' equipment presented by the Imperial Government, but the supply is now practically exhausted, and the programme for re-equipping the Royal Australia Air Force with modern type machines is now being satisfactorily fulfilled. Fourteen Wapitis were purchased in 1928-29, and during the current year 17 machines of the same type, eight Bristol Bulldog single-seater fighters, and eight De Havilland Moth machines will be purchased. The local manufacture of 32 Moths for training purposes has been arranged, and 17 of them will be delivered during the year. It is proposed to order at an early date a certain number of Wapitis and Moths for the partial re-equipping of No. 1 Squadron at Laverton, and No. 1 Flying Training School. For such purposes £55,000 has been placed on the Estimates.

The report states that all existing civil aviation services will be continued during 1929-30, and a contract has been arranged for the commencement of a new service between Camoowest and Daly Waters, a distance of 475 miles. The service will operate once weekly each way. A substantial portion of the special appropriation of £200,000 for development of civil aviation has been hypothecated to permit of purchase of additional sites for aerodrome purposes, the erection of hangar accommodation where necessary, and necessary improvements at the Government's terminal aerodromes in the various State capitals.





## For the *BOY*, *AUSTRALIA* and the *EMPIRE*.

### Monthly Notes and News.

MR. W. A. MACKAY, a nephew of Lord Incheape, and head of the well-known shipping agents Messrs. MacDonald, Hamilton & Co., has returned to Sydney from his trip to Europe. Mr. Mackay, who is a member of the Navy League Executive, is keenly interested in the League, and it was due to his influence that the fine P. & O. steamer *NARXUNDA* was made available for the League's annual ball last year.

Cadet R. M. P. Walsh, of North Sydney Company, is of the stuff that heroes are made of. Knocked down by a motor bicycle on December 17th he had both legs broken. Exhibiting wonderful fortitude, which would have done credit to a hardened man of forty, this 11 year old lad expressed the wish that the cyclist should not be blamed for the accident. Later, at the hospital, this heroic boy, suffering intense pain, said: "It hurts, Dad, but I won't cry, a Navy League boy doesn't cry." He is now mending nicely, and all his chums will be glad to see him on his feet again.

One of the happiest cadet functions of the year 1929 took place at Woolwich a few days before Xmas, when Mr. Harry Shelley, the well-known city merchant, yachtman, philanthropist, and friend of boys, entertained the local Navy League cadets to an enjoyable supper and a delightfully informal and laughter-filled evening. In addition to the cadets, those present included Mr. Harry

Shelley, Mr. Fairland, Rev. Armitage, Mr. C. Tottman, O.C. the Woolwich Company, Mrs. Tottman, Messrs. Purdon, Pierce and Capt. Beale.

The Jervis Bay Navy League Sea Cadets recently held a dance, by permission of Captain Cyril Benson, D.S.O., R.N., when about 500 people from all parts of the district were present. The orchestra from H.M.A.S. *CANNARA* supplied the dance music. In the gathering were Admiral E. R. G. R. Evans and Mrs. Evans, Captain Cyril and Mrs. Benson, Doctor and Mrs. Wheatley. Prizes were given for Monte Carlo Spot one step, balloon waltz and chocolate waltz. Guessing the weight of the cake was won by Stoker H. Tolhurst. Admiral Evans presented the colors to the Navy League Sea Cadets Corps and Mrs. Evans presented the prizes. Best costume for men was Black and White whiaky, and for ladies a pirate. Admiral Evans and Captain Cyril Benson gave brief addresses.

With the exception of five or six companies who spent an instructive and enjoyable time in camp, N. L. cadets have been in recess over the Xmas holidays.

The time may not be far distant when the League Cadet Movement will have a suitable camping ground, adequately equipped, in sight of the sea. A place large enough for 1,000 boys to be under canvas at one time.



Sydney Morning Herald Photo.

### Elizabeth Bay Cadets with Father Xmas on Board.

#### Well Deserved.

MR. S. COOPER, the popular Birchgrove O.C., was recently the recipient of a magnificent pair of binoculars from the Company's Godmother (Mrs. M. Mayne). The Welfare Committee presented Mrs. Cooper with a fine oak writing desk in token of her own splendid services to the cadets.

Moosman sub-branch is determined to make 1930 a memorable year in the annals of the Company, and Mr. B. W. Snow and those associated with him are actively engaged organising with that object in view.

#### Anniversary Regatta.

##### Navy League Sea Cadets Rowing Race.

|   | Time    | Starting<br>Yag. | Colors              |
|---|---------|------------------|---------------------|
| Woolwich Whaler   | Limit   | Red              | Black & Gold        |
| Elizabeth Bay Whaler  |         | Red              | Red & White         |
| Manly Cutter  |         | White            | Black & White       |
| Balgownie Cutter  | 10 sec. | White            | Red & Green         |
| Leichhardt Gig  | 60 sec. | Blue             | Blue & Gold         |
| North Sydney Gig  |         | Blue             | Red & Blue          |
| Moosman Gig   |         | Blue             | Red & Gold          |
| Starter   |         |                  | Mr. W. J. Faulkner. |
| Timekeeper  |         |                  | Mr. V. Munson.      |
| Officer of the Day and Judge  |         |                  | Mr. B. W. Snow.     |
| Asst. Judge   |         |                  | Mr. E. A. Solomon.  |
| Boats and crews muster Atbel Gardens Wharf, 12 noon sharp. Race to start 12.30 p.m. Course, 1/2 mile. |         |                  |                     |

**North Sydney.***(Contributed by Mr. J. Scott)*

Our congratulations to Birchgrove on their win in the Cochrane Shield race. Our gig's crew handed out a surprise packet by rowing into third place, and considering that the crew had not been in a boat for nearly two months, they put up a very creditable performance.

We take this opportunity of thanking Mr. Forsythe for his great generosity in putting his slipway and gear at our disposal in order to carry out repairs to our gig. We also wish to thank the officers and cadets concerned for their assistance.

Most of the cadets of the Company were on parade for the inspection by Captain J. B. Stevenson on December 7th. The parade was very successful and many spectators expressed surprise at the numerical strength of the Navy League Sea Cadet Movement, which is being praised from all quarters.

A Fete was held at our Depot on December 14th for the purpose of augmenting the Companies funds. Woolwich cadets attended and we succeeded in getting them to leave some cash behind but took good care to see that no souvenirs were taken in return.

We wish to thank the members of the Committee for their good work, especially Mr. Mustikin as he went to a great deal of trouble to procure a chocolate wheel and festoons, and Peters Ltd. for donating the ice cream.

We have followed Drummoyne Company's lead and have decided to name our depot the "Victory" Training Depot, in memory of Nelson and his world-famous ship. May we do credit to the name.

Mr. Collins and Mr. Burdon took a party of cadets to Penrith where they encamped for 10 days. The boys have come to regard the camp at Penrith as an annual function.

**Drummoyne.***(Contributed by Mr. W. H. Platt)*

By the courtesy of Paramount Pictures, Ltd., who granted the loan of films, our inaugural picture show at the Depot on 18th Dec. proved a great success and it is hoped to run a show about once a month in future.

**Players Navy Cut De-Luxe**

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Boys' Night on the 21st Dec. proved to be the event of the year—a good roll call of cadets and lady friends enjoying the games and competitions, the latter in particular causing great amusement to those not taking an active part. We wish to say thank you to the members of the Ladies' Committee who are to be complimented on the very fine supper they provided and the manner in which they carried out the most arduous item of the evening to the satisfaction of all.

A small party of cadets and a visiting Scoutmaster from Newcastle, accompanied by Mr. Charlton and the writer, left the Depot at 10 a.m. on Saturday, 28th December, for a three days cruise, our first objective being Clontarf, which was safely reached at 2 p.m. after a hard battle up Middle Harbour. Leaving Clontarf at noon on Sunday—after a very fine meal of "Boy Scout Soup" which was really good stew—a pleasant run was made to the Heads, there a number of the company lost interest in everything, and sailing in particular. A following wind gave us a fine run to North Sydney Depot where, thanks to the courtesy of Mr. Moore, we remained for the night. Nelson Park was visited on Monday morning, and on the run home a call was made at the Naval Depot at Rushcutters Bay where we were conducted over the Depot. The boys were shown many things of interest, and kept the guide plied with questions. We thank the Officer-in-Charge for this privilege and the guide for the knowledge imparted.

In conclusion let me compliment our cook who, though he forgot the tin opener, managed to light two fires by the use of only one match on each occasion.

**Auburn.***(Contributed by B. Tough, Acting O.C.)*

This company is going ahead slowly, but hope to materially improve shortly, and every endeavour is being made to obtain a regulation boat, which is the main drawback at present.

During the past month we had a friendly cricket match against a local team, and although defeated did well against a much stronger eleven. Besides creating a livelier friendship between our company and other Auburn youths it will doubtless be the means of several of them joining our ranks as soon as we obtain the right boat.

During the Christmas holidays two of our lads hired a rowing boat, and spent three days camping down the harbor, which should prove a valuable experience. The weather was not calm all the time, but nevertheless they enjoyed themselves.

On the way down they stopped for a little while at Drummoyne Depot, and the following day called at Moan Bay Depot.

The few boys of this company who cannot swim very well are making great improvement through frequently visiting the new municipal bath at Silverwater on the Parramatta River.

It may not be out of place here to mention that the open river just now is dangerous for swimming as it is infested by sharks, one of which was caught during the holidays at a once popular bathing spot near the new basin.

**Balgowlah.***(Contributed by Mr. W. A. Warner, O.C.)*

Our company is getting on splendidly. New cadets are continually joining up. As usual we have been going over the same routine, teaching the cadets to sail, seamanship, signalling, etc. The result of the examination for Leading Seamen was as follows:—A. Clark, L. Wilkins, S. Pineson, M. Millward—all passing their ratings.

For the first time our band played Christmas Carols—starting in the early hours of Christmas morning. Being only youthful amateurs their staying power was limited. However, the collection amounted to £4 7s.

We attended a parade on December 14th with Manly and Moan Companies, in order to advertise Manly Company's Fete.

Our company hopes to be able to play Moan cricket next month, when a good game should result.

Balgowlah drummer put a day in at the Highland Gathering with the hopes of learning to swing the sticks properly. The drummers and the Drum Major have been training hard lately. During the holidays we had the good fortune to have Mr. Martin, an ex-Naval man, to teach the boys seamanship. He is a friend of the O.C., and we would like to get him again.

Our slogan for the year 1930 is:—"Get More Recruits."

**Leichhardt.**

(Contributed by Mr. M. P. Lutz, O.C.)

LEICHHARDT COMPANY is still maintaining its full strength, of course, boys come and go as is usual, but we can always say that we number 58 boys in uniform.

Our Co. did not go camping at Christmas time as all were eager to help renovate our depot and boats, etc.

The dances which we have held during the past six months have put our Co. on a sound financial footing and we must thank several new lily members, who are doing splendid work in helping to send Leichhardt Co. ahead both as regards recruits and finance. We are forming a "Kewpie" Club for young girls between the ages of 14 and 18 years, to co-operate with our welfare committee, so if this meets the eye of any young lady wishing to join she will be welcomed by our other members at the next meeting night, Tuesday 21st, at the depot, Fraser Lane, Leichhardt (near Leichhardt Park). So far the club members are: Misses E. Litto, Peggy McKee, Irene Pussey, Thelma Holmes, Jean Gardner, Silvio Gardner, Jean McDonald, Eddie Clay, Norma Gosbee.

This year we propose to hold a dance every month. The January dance will be held in Balmain and the February dance at Leichhardt, and so on throughout the year. The committee and cadets held their yearly dance in Leichhardt hall on 28/12/29 and everybody enjoyed the evening.

I am sorry to say, through work and my son's accident, I was unable to submit any notes for the December Journal, so I wish all who are connected with the Navy League movement, a prosperous New Year, and also thank the members of my committee for their work in the past year. With the assistance of the Kewpie Club I think the Leichhardt Coy. is assured a prosperous 1930.

Mrs. Litto and myself thank several Navy League friends for kindnesses shown to my son while in hospital. We hope they shall see him in uniform within the next few weeks.

Our gig's crew should take some beating in the next race, as they haven't missed a day's training since their good showing alongside Drummoyne's crack crew. Look out! Drummoyne. We also

congratulate Birchgrove in crossing the line first in the Cochrane Shield race and other companies who took part in the wonderful finish.

Sunday, 12/1/1930, will see our first church parade in the new year, everybody is eager to see our Chaplain, Rev. C. B. Barnett and our Church Choir.

**Manly.**

(Contributed by Mr. E. A. Solomon, R.C.A.)

The Company camped at Nepean River for ten days. This proved to be the most enjoyable camp yet held by Manly. The cadets will have many pleasant recollections, especially the one when "mother's big bouncing bonnie baby boy" endeavoured to swallow three pints of milk. The young member of the Company, Cubby Hopkins, was almost successful in capturing a light field gun from the local Park, and had it not been for the timely action by Petty Officer T. Dinsdale, who returned it to its moorings, many unpleasant questions would have had to be answered. Picture shows and dances were attended, and many old friends were met and new acquaintances formed. We were pleased to have North Sydney Company with us, and trust that Mr. Collins has found his song book.

The First Annual Fete was a success, about £15 clear profit resulted, and we trust that the Picture Benefit will also be a success.

**Cook's River District.**

Mr. W. J. FAULKNER, the popular O.C., writes:—"During December this company was proud and pleased to be able to turn out to Captain J. B. Stevenson's parade in the Inner Domain. It was a fine and encouraging sight to see such a splendid muster of Navy League Cadets on that occasion."

The week following the 'big' parade our company took part in a route march to Rockdale, and on the return visited the Alexandria Hospital for children. There the members of the Metro-Goldwyn-Mayer Radio Movie Club were busy distributing toys to the little inmates. The cadets were glad to help and so render slight service to the sick youngsters who were unable to help themselves.

In the afternoon we returned to Cook's River where our thoughtful and enthusiastic Ladies' Committee dispensed much very welcome Xmas Cheer to the cadets.

Our best wishes for 1930 to all Navy League officers and cadets. May the movement continue to flourish."


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## The Sea as a Career.

### Is It Worth While?

By "JACK FROST"

THE British are a seafaring race; yet it is a remarkable fact that if the census of the population of any given town in the British Empire were taken, the number of men who follow the sea as a profession would probably be the lowest on the list. Seaport towns must, of course, be excepted from that statement, since their populations are cosmopolitan; yet I think that if, during the taking of a census, each seaport were to distribute its seafaring members among the towns of which they are natives, the statement would still stand. The explanation may be that, seafaring race though we British may be, the sea as a profession has never been universally popular. A decade or two back it was the ne'er-do-well of the family who took to the sea—or such was the general opinion of those critics who were incapable of seeing in a restless spirit something more noble than that which could docilely submit to a career in an office or behind a counter with its promise of comfort and ease and pleasure. As a boy, Captain Cook was one of those restless spirits who found life in his uncle's grocery store unbearable. No doubt that great navigator was in his boyhood deemed by his relations a ne'er-do-well!

Then again, in those days, not far back, before sea travel had become as popular as it is to-day—nor was it as safe—there were very serious reasons for doting parents to dread encouraging their sons going to sea; there was a very real danger of a boy who went to sea never again returning. It was the knowledge of that risk, as well as the knowledge of the real bitter hardships attending a sailor's life, at its best, that caused people to believe that none but the case-hardened, reckless youths would ever dream of going to sea. What was the cause of that general prejudice against the sea, a prejudice so deep-rooted that doting mothers would wring their hands in despair if their "erring sons" began to show the least inclination to become sailors! That their appre-

hension of evil in store for such of their sons whose inherent tendency was to take wing and fly from the parental nest was not groundless, I will endeavour to show.

#### SAILORS AND SHIPOWNERS.

It was only as comparatively recently as the year 1873 that Mr. Plimsoll, M.P. for Derby (Eng.) preferred a terrible indictment against shipowners, ship-builders, shipbrokers, and many underwriters, charging them with that they were either directly and deliberately on the one hand, or indirectly participants in the crime of sending unseaworthy ships to sea in order that they would become wrecks at a profit to themselves. Mr. Plimsoll declared that the English Channel year by year was purposely strewn with wrecks, and that the ocean's depths engulfed many a vessel manned by precious human lives. He averred that year by year hundreds of brave seamen were being slaughtered as unconcernedly as were sheep in the shambles, in order that a few might grow continually richer.

At the time this terrible indictment was preferred by Mr. Plimsoll in the House of Commons there was unfortunately no legislative enactment that could be violated by that pernicious system; on the contrary the agents of the law were, it was contended, being made instruments for forcing men into traps which had been cunningly baited for their lives.

The House—the whole civilised world—naturally asked how such things could be; what was the process by which such criminality was practicable. In explanation, Mr. Plimsoll declared that while the homes occupied on shore by landmen were subjected to inspection in their construction, and, as they fell into decay, were liable to be condemned as unfit for human habitation, there was no analogous provision as to the floating houses in which British seamen had to confide for shelter. He pointed out the fact that a ship might be so

constructed that, even to the eye of a critical observer, was perfect in every respect, yet might be in such a condition that there was no reasonable probability of its ever returning from the voyage upon which it was about to set out.

#### WHEN THE SEA WAS UNPOPULAR.

Mr. Plimsoll explained at length the technical details of shipbuilding in order to show how necessary it was that a ship should be so constructed that her timbers should be securely braced together with copper bolts of certain dimensions, to resist the chemical action set up by the bilge-water, the acid from the timber, and other agencies, when iron was employed. He declared that the shipowners, ship-builders, and others concerned in the business, were guilty of corrupt practices to the extent that, by the use of inferior materials, and the exercise of false, cheap economy, the timbers of ships were only temporarily held together, and their fastenings so separated by distance, that no honest ship Architect would dream of countenancing. Such "jerry-built" ships, he said, were sent out to sea; chemical action set in; the timbers parted; and the sailors found a watery grave. Mr. Plimsoll declared all these things and a great deal more with which it is unnecessary here to deal—that is, so far as the "jerry-building" of ships at that period is concerned. But he proceeded further to aver that the best and most seaworthy vessels would in course of time become rotten and worthless.

"But are these at once condemned and broken up as they should be?" Mr. Plimsoll asked. Answering his own question, he said:

"There has been no instance, within my knowledge, of a ship being broken up anywhere for many years. The vessels, under fresh names, and with their imperfections disguised, are sent forth, voyage after voyage, until they fill and go down in some breeze, or strike and go to pieces; and thus are sailors ruthlessly sacrificed."

Mr. Plimsoll next went on to expose the then prevalent practice of overloading ships, and undermanning them—a practice to the fearful prevalence of which, he said, unimpeachable evidence was given by several Chambers of Commerce. In respect of his charge against ship-owners of over-

loading, Mr. Plimsoll quoted numerous instances of shipwreck which had occurred through that pernicious practice, one of which was as follows:—

#### LLOYD'S THE ONLY LAW.

"The ————, a big ship, was about to sail on a long voyage with a cargo of Welsh coal. Mr. B ———— called a friend's attention to her state. She was a good ship, but terribly deep in the water. Mr. B ———— said, 'Now, is it possible that that vessel CAN reach her destination unless the sea is as smooth as a mill-pond the whole way?' The sea did not remain as smooth as a mill-pond, for the ship struck bad weather, and was never seen or heard of again; and twenty-eight of our poor, hard-working, brave sailors and fellow-subjects never more returned to gladden the hearts of their poor wives and to play with their children."

As further demonstrating the ineffectiveness or the farce of the law in respect of shipping, Mr. Plimsoll mentioned a case in which a vessel was refused classification at Lloyd's unless certain repairs were effected. The owners refused to carry out the repairs, and the crew thereupon refused to proceed to sea in the vessel, and consequently were gaol'd for non-compliance with the conditions of the Articles they had signed. Another crew was obtained by some means or other, and the ship went on her voyage; and while the original crew was in gaol, the substitute crew went to the bottom of the sea, for the ship was never heard of again!

It is scarcely necessary to remind the reader that it was the direct result of the agitation set up in the House of Commons by Mr. Plimsoll that the loading of ships became a subject for legislation—hence the well-known "Plimsoll Mark."

I think I have sufficiently explained, perhaps, the greatest reason why British parents became prejudiced against the sea as a career for their sons. That prejudice has more or less persisted down to this day. Yet how libellous it would be to lay such a charge against our ship-owners of to-day as was successfully brought by Plimsoll against those of his time! Despite all the foregoing, the sea always has been the noblest, if not the most profitable, of professions. But to-day the sea as a profession has some advantages over the professions on shore. One need only go on board any

of the big ocean liners that regularly visit Australia—particularly our fine inter-State, coastal, and Island vessels—to convince one that times have vastly changed for the better for such as contemplate a sea-faring career.

#### BEST OF ALL SEA CAREERS.

Unfortunately, the opportunities offering for boys who have a fancy for a sailor's life are not so great to-day as formerly when masts and yards held sway. Yet, the same applies to-day to the sea as does the other trades and professions: it all depends upon the youth himself; if he is of average intelligence, and above the average in determination to succeed and to rise in his profession, whatever may be his position on board a ship, nothing can prevent him from qualifying in the higher branches of the sea; and ability and determination of that kind is bound, sooner or later, to be noticed and recognized by the officers under whom a boy is serving. It is not always that the officers of ships are chosen from those who have served an apprenticeship at sea; in fact it frequently happens that when an apprentice has served his time he is so mediocre that he aspires to and gets nothing better than a job before the mast.

Beyond all doubt, I should say, the finest outlook for any boy to-day who has a "hankering for the sea" would be to make up his mind for a naval career. It is not only a noble profession offering no risks of ill-treatment or a precarious existence, but it also ensures good pay, and prospects of promotion to high rank. And the best stepping-stone to a naval career that is offering for an Australian boy—particularly is it convenient for those boys who reside in or around Sydney—is to early join the Navy League cadets, whose voluntary training includes many features incorporated in the training given youths who join the Royal Australian Navy and complete their preliminary service at Rushcutter's Bay, Sydney, and Flinders Naval Base, Victoria.

Of such a boy who had a "hankering for the sea" and who began his career in H.M. Training Ship "Lion" in English waters I shall have something to write in a series of stories to follow, to which this article is an introduction. The series will be entitled "The Seacrow," and they will be written expressly for boys.

### R.A.N. Appointments.

Commander: David T. Graham-Brown, M.V.O. to "Cerberus" additional for passage to England per s.s. "Orama" for reversion to the Royal Navy, to date 7th January, 1930; Lanoch A. W. Spencer, to "Cerberus" additional for duty at Navy Office as D.O.T.M. to date 7th January, 1930; James L. Boyd, to "Cerberus" additional, for passage per s.s. "Nieuw Zeeland" for reversion to the Royal Navy, to date 21st December, 1929.

Lieutenant Commander: Lloyd F. Gilling to "Cerberus" additional, for passage to England per s.s. "Mukdavin," to date 27th November, 1929.

Lieutenant: John R. Miller to "Penguin" additional, to date 22nd December, 1929; Alford S. Rosenthal to "Cerberus" additional, for duty at Navy Office, to date 24th December, 1929; Geoffrey A. Hall to "Cerberus" additional, for passage to England per s.s. "Narkunda," to date 11th December, 1929; Thomas Oliver to "Cerberus" additional, for passage to England per s.s. "Orinoco," to date 7th December, 1929; William C. Traill to "Penguin" additional, to date 21st November, 1929; Richard H. W. Aitken to "Australia" additional, to date 22nd December, 1929; Henry M. Burrell to "Cerberus" additional, for passage to England per s.s. "Orama," to date 4th January, 1930.

Sub Lieutenant: Kenneth G. Whitford to "Anzac" additional, to date 22nd December, 1929.

Midshipman: D'Arcy T. Giese, Harold D. Bowden, Richard T. Power and Godfrey A. Rattigan to "Cerberus" additional, for passage to England per s.s. "Orama," to date 4th January, 1930; Thomas K. Morrison, Warwick B. Brownlie and Gerald M. Haynes to "Cerberus" additional for passage to England per s.s. "Orama," to date 7th January, 1930.

Engineer Lieutenant Commander: Percy W. Sims to "Penguin" additional, for "Adelaide" in Reserve (Re-appointed on transfer to Emergency List), to date 26th November, 1929.

Lieutenant (E): Walter H. S. Randa to "Penguin" additional, to date 22nd December, 1929. Robert Gray to "Cerberus," to date 8th December, 1929. Harrie G. D. Oliver to "Canberra" additional, to date 26th December, 1929.

Sergeant Lieutenant Commander: William L. Brookes to "Cerberus" additional, to date 15th January, 1930. Denis A. Fritchard to "Franklin" for R.A.N. College, to date 6th January, 1930.

Sergeant Lieutenant: Gerald G. Moss to "Penguin" additional, to date 11th December, 1929.

Paymaster Commander: Robert C. Negus to "Penguin" to date 1st January, 1930. Wellington T. Hogan to "Canberra," to date 1st January, 1930.

Commissioned Gunner: Arthur Harrison to "Penguin" for Reserve Ships, to date 2nd December, 1929. Frederick G. Lowrie to "Australia," to date 9th December, 1929.

#### PROMOTIONS.

The following Acting Sub-Lieutenants to be Sub-Lieutenants: Alan W. R. McNicol, to date 1st March, 1929. Otto H. Beecher, Geoffrey C. Ingleton, Bernard K. Pbeian, and John L. Bath, to date 18th March, 1929. Lindsey Gellately and Palgrave E. Carr, to date 1st April, 1929. Keith A. Hogan, to date 18th May, 1929. Sub-Lieutenant (E) Alfred M. Chitt to be Acting Lieutenant (E), to date 1st December, 1929. Acting Paymaster Lieutenant Commander Thomas F. Maynard to be Paymaster Lieutenant Commander, to date 1st December, 1929.

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### The Enemies Within Our Gates.

#### The Need to Combat Them.

MR. TOM WALSH, writes:—

"It has occurred to me as an opportune time for a forward step to be taken in the development of the Navy League and kindred bodies. The abolition of compulsory service by the present Commonwealth Government has thrown the onus of defending this country and of civilisation upon those who are able to understand the present grave situation and willing to play a part for the common good.

No doubt, there is growing amongst civilised Nations a noble spirit of International Co-operation which offers hope for an era of universal Peace, but unfortunately this is no warrant for disarmament since there are still elements in human society which rely upon Force for the attainment of their aims. Until violence has been definitely abandoned as a means of policy by all Nations and Parties, we must realize that those who will not, under

any circumstances resort to the use of force also surrender their power to honor their responsibilities.

The Military and Naval Forces of Britain safeguard millions of our fellow creatures from oppression and death in the most terrible forms; the refusal of the British people to continue to uphold the organization of the Empire would bring about a catastrophe of such enormous dimensions that we cannot possibly envisage it even in the imagination.

It is imperative that our boys and girls should be impressed with the seriousness of the position and constantly inspired with a desire to play their part in a manner worthy of the traditions of their race, realizing that world Peace and the lives of millions of their fellow creatures depend upon each and everyone of them. I, therefore, make these suggestions in the hope that at least some useful discussion may be aroused, culminating in a scheme of organization which will strengthen the power of those who stand for world-wide Peace and progress.

1st. A direct appeal to boys and girls through

attractive literature, giving a comprehensive knowledge of the services which Britain is rendering to the people of the East.

2nd. The dependence of the people of every Nation upon one another and the absolute necessity of ordered Government throughout the world, to assist in maintaining which is International as well as National Service, should be impressed upon the young mind.

3rd. The leadership of the young people who form the Navy League Sea Cadets, Boy Scouts, Girl Guides and similar bodies is most important, therefore, a strong appeal should be made to those who have means, leisure and education to take this work in hand.

4th. An appeal should be made to Parents and Citizens' Associations, school authorities and kindred organizations and, if considered necessary, those bodies addressed on the importance of the subject by a representative of the Navy League or by an organizer.

5th. A direct appeal to all fathers and mothers to place their children in an organization for discipline and training and to arouse in the parents a sense of community obligation which devolves upon us all.

A Saturday afternoon each week for Australia is not a very great sacrifice to make, especially when it may save the sacrifice of our boys' lives at some later time.

We cannot, at this juncture, overlook the grave menace of the Communist Party to the Peace of the world generally and of Great Britain particularly. Because the propaganda of this Party appears ridiculous and its exponents in Australia are ignorant and venial persons, it must not be forgotten that the Party they belong to is ONE OF THE RICHEST AND MOST POWERFUL in the world. They control Russia, a country with 150,000,000 inhabitants and with resources potentially as great as those of the United States of America. The wretched state of the masses of the Russian people does not mean that the Government is not in possession of enormous riches, for we must remember that upon their *comp de etat* in 1918, they took possession of all the property of every person in Russia, including the Treasury of the Greek Church and the family of the Czar whose possessions were very great.

We know, also, that many powerful institutions, especially those of the United States, are dealing with the Soviet and that they must pay the Russian authorities for such concessions as they obtain. To say that the Communists with their headquarters at Moscow are our open enemies is only to express what they openly and plainly tell us every day, vocally and in their publications. They make no secret to form "cells" or "nuclei" in our Naval and Military Forces, and to spread disaffection, both openly and secretly among the men.

The best means of combatting this menace is for those who understand it to take the unique opportunity offered by the volunteer forces to counter it by spreading the doctrine of equality of sacrifice, by cultivating goodwill and fellowship between the young people of different occupations.

I respectfully suggest that young men of education and means take the lead in building up our defence forces and show by their example that the service of Australia and the Empire knows neither class nor creed. If the young people who take a pride in their British citizenship should shoulder their responsibilities in this respect and are willing to give up the time and expend the energy necessary to become LEADERS AMONG THE YKS, the efforts of the Communist disrupters, however much money and cunning they may expend, will fail because the spirit of the volunteers will defeat them."

### Big Ships.

CAPTAIN DEWAR, who recently retired from the command of the battleship Royal Oak, urges the abolition of the battleship, battle cruiser, and giant air-craft carrier. He says that the last named is a "costly monstrosity."

"The Singapore base," writes the Captain, "is based solely on the maintenance of the battleships." He is of opinion that all the big ships of war ought to be scrapped and replaced by smaller vessels of about 5,000 tons. "Sea-going qualities, fuel endurance, speed, gun-power, etc., can be combined in a vessel of this size," says Captain Dewar. There is no logical reason why nations should not agree to such changes and so save the taxpayers of the respective countries huge sums of money—sums that stagger the imagination.

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## International Peace.

WE cull from "The Falcon," the magazine of the North Sydney Boys' High School, the following article written under the above caption by W. Lawrence, a 3.A pupil. We think it to be one of the finest, level-headed pleas for world peace that it has been our good fortune to read in recent times when the subject question is engaging the attention of the world's finest statesmen. We feel that as long as our great schools can cultivate in the minds of our youth such profound philosophy as here is brilliantly evidenced on a world-absorbing question of the moment, the British Empire need never despair of finding well-balanced minds capable of guiding her destinies:—

"It is necessary to ask whether international peace is an object worth attaining in so far as it is sometimes argued that benefits accrue from war.

In olden times the whole of the world was not discovered, plagues occurred frequently and war more frequently; hence, though large families were common, war and plague tended to limit population. Yet, in reserve for any surplus population which, at any period, might burden the world, there were vast tracts of unoccupied, if sometimes, yet to be discovered territory. Now, to-day, the world is all discovered and is populated, however sparsely, by white, black or yellow races. Thus the world which is on its way, owing to medical science, to freedom from plagues, will become over-populated if war does not account for a large proportion of the surplus people of the world. To this we can only say that science can surely find the means of producing greater supplies of food, and that the saturation point of the world in the matter of population is still a long way off. Another argument for the value of war is that Glory and Fame may be won in it! That it brings out the best in man! That it reveals a man's capacity for leadership, and so on. These, however, are the platitudes of the press in war-time, of non-combatant men, of white feather, sending women, of composers of ultra-patriotic songs and war-protesters, and may therefore be disregarded. War is not justifiable because, in

many instances, it gives opportunity for the display of heroism and many great virtues. The cost is out of all proportion to the gains and the opportunity for the production of such virtues can be found under other conditions of civilization.

The advantages of peace are much more manifest—prosperity, happiness, smiling women, outside the shadow of the fact that any day they may hear of the death of their loved husbands and sons; young men free from the fear of yielding as gun-fodder the lives they might devote to nobler causes—in short, general contentment. Personally, I am satisfied that the argument is all in favour of peace, and most people will be in agreement. But that is partly due to the memory of the last war, which is still fresh in mind. As soon as this memory fades, and, perhaps, another war arrives, there will in all nations again be the shouting and singing and the waving of flags until mankind in general, after long suffering, becomes educated to the futility, horror and madness of war.

At the last meeting of the League of Nations, most of the countries of the world were represented, so that it seems that international arbitration and not war itself, will be the means of solving the problems of the world. Yet the solution of the problem largely will depend on the state of civilization of the world. For instance, a schoolboy settles his quarrels by fighting while his master suggests an appeal to good sense. The world is still in the school-boy stage. May it speedily evolve beyond it!"

Let us have faith that right makes right, and in that faith let me, to the end, dare to do my duty as we understand it.

—ABRAHAM LINCOLN

Please pass this Journal to  
a Friend.

## Rule of the Road (in rhyme).

- I.—Two Steamships Meeting.  
When both Sidelights you see ahead—  
Port your helm and show your Red.
- II.—Two Steamships Passing.  
Green to Green—or Red to Red—  
Perfect Safety—Go ahead!
- III.—Two Steamships Crossing.  
If to your Starboard Red appear,  
It is your duty to keep clear:  
To act as judgment says is proper;  
To Port—or Starboard—back—or, stop her,  
But when upon your Port is seen  
A Steamer's Starboard light of Green,  
There's not so much for you to do,  
For Green to Port keeps clear of you.
- IV.—General Caution.  
Both in safety and in doubt,  
Always keep a good lookout;  
In danger, with no room to turn,  
Ease her, stop her, go astern.

—THOMAS GRAY, C.B.

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Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg, Pitt and Bridge Sts., Sydney.

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

All alterations of standing advertisements should reach the JOURNAL NOT LATER than the last day of the month of issue.

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## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

### ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
  2. To convince Australians 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 SECURITY.
  3. To bring home to 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 A POWERFUL WHOLE.
  4. 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.
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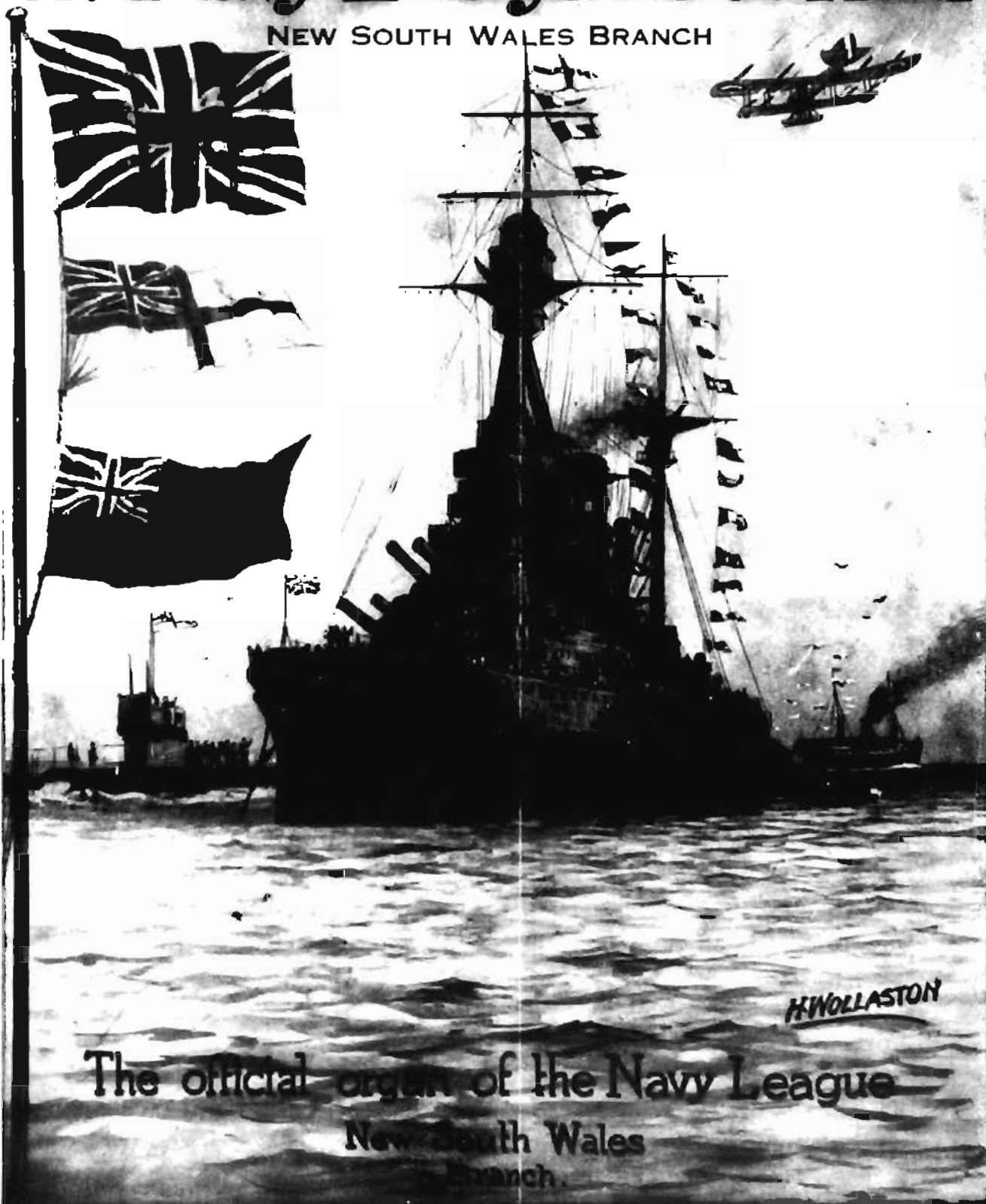
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SYDNEY, FEBRUARY, 1930.

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## Navy League Apathy in Australia.

WE have frequently dealt with the subject of a greater cohesion among the various branches of the League in the Commonwealth. It has been pointed out that in Canada, South Africa and New Zealand the League's strength is due to the fact that the component parts are welded together into an influential whole.

It must be obvious to members that much is gained, both in weight and influence, by such organisation. Branches in Australia now deal separately with many important matters and as a result, fail to make their punch effective. The League in this country by its lack of uniform direction and policy sees many of its representations on matters affecting the question of adequate naval protection, training and the like, ignored. It is reasonable to think that this

would not be, when one glances over the influential names associated with individual State branches, if there were greater co-operation and real co-ordination of direction and effort.

There is no doubt that the combined persuasion of the Navy League in Australia would be able to effect much useful work—work which to-day is more or less innocuous.

This branch is ready and willing to confer with its sister branches with a view to make the League a more potent factor in the life, particularly the boy life, of our broad spaced inland-continent.

The time is NOW. We feel that the year 1930 should not be allowed to pass away without a live endeavour being made to make an All Australia Navy League an accomplished fact.

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## "The Immortal Memory of Nelson and His Comrades."

An Address to Members of the Navy League, London, delivered by The Rt. Hon. Lord Lloyd, G.C.S.I.,  
G.C.I.E., D.S.O.

I WAS puzzled a little to understand why one  
so ignorant of maritime and naval affairs  
should have been selected for this task, until I re-  
membered the distrust that so many Englishmen  
have for experts and their preference for selecting  
men who know nothing about the particular affair  
in hand. Surrounded as I am by distinguished  
Admirals to-night, I am painfully conscious of the  
perils of speaking on another man's craft.

It is obviously impossible for any layman to  
form any view worth having of Nelson's trans-  
cendent genius as a seaman, or just how he has  
attained the unchangeable position in the hearts  
of our people that he has done. It was not be-  
cause Nelson fought and won, for mere victory, as  
Thursfield has pointed out in one of his essays, has  
never been a passport to the immortality of  
personal affection. It was not only because of his  
surpassing patriotism; there have been other great  
patriots; nor merely the incarnate pugnacity of  
his character (warmly appealing as this of course  
always has been to every British instinct); not  
even because of that dogged pertinacity which  
caused his spirit always to triumph over the infir-  
mities of so frail and battered a body. I think  
that none of these attributes, great as they were,  
explains why, on the 124th anniversary of Trafalgar  
we still drink this toast with as deep and vivid an  
emotion as if we were actually his contemporaries.

Nelson's supreme and tremendous genius surely  
lay in his own effect on all around him. "The  
most brilliant leader that the English Navy ever  
produced veiled his leadership and sunk its  
functions in his followers." No one in history has  
ever been able to separate Nelson from his band  
of brothers—his Captains; or them from him. It  
is the survival of this genius for command, and  
spirit of comradeship which makes his name and  
his example at this moment an inspiration to

hundreds and thousands of our people—as Southey  
puts it "A name to be our pride; and an example  
which will continue to be our shield and strength."

But that spirit, gentlemen, was distilled slowly;  
terribly through all the chequered years of sail  
from King Alfred to Trafalgar; but now the world  
moves, as we have had reason to know, more  
swiftly; and even that spirit can be damped and  
discouraged by novel agencies. And if it has once  
lost its edge it may, among our many distractions,  
be hard to restore.

All the world has been moved by the significant  
meeting between a Prime Minister of Britain and  
a President of the United States, and we ourselves,  
I am sure, welcome sincerely another associate in  
the cause of peace, without for an instant for-  
getting that tried and proven Ally who stood by  
our side through every day of the dark four  
years.

I sometimes wonder, however, if disarmament  
discussions and cruiser comparisons are the best  
way to mutual confidence. I myself would always  
rather have said to the United States—or indeed  
any other country—build what you will and let us  
build what we must. We can barely afford to-day  
to build what is needful for our own security—  
our past history and our present stress is ample  
guarantee that we shall do no more.

We are profoundly convinced of the need of  
peace—if anyone doubts that, it can only be  
amongst the generation that has grown up since  
the war. There is no nation in the world, no  
Empire in history that has better cause to pray  
"Give peace in our time" than ours. And this,  
not only because of our wounds which if finely  
won, are yet barely healed; but because we, more  
than any other people, can be most fully and most  
obviously involved from any aspersion of a desire  
for territorial aggrandisement.





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But if we are convinced in the cause of peace we are equally profoundly convinced that the only peace for us is the peace that comes through national security. Once let that security be in doubt in the minds of our people, not all the pacts of Versailles, Paris or Geneva, not all the Declarations of London or Leningrad will give you peace, only constant panic and that very psychological situation produced which inevitably leads to war. There is not the smallest reality in those days—indeed it is sheer humbug to claim—that the reduction of Navies bears any relation to peace. Navies themselves cannot conquer continental powers, Nelson knew that—though they can defend, and constantly have defended, our shores from invasion and our people from starvation and servitude.

If that is so, we need perhaps to be a little careful, amid the clash of press captions and the blare of Atlantic loud speakers, to keep our heads. We need to seek peace and to ensure it, but also to be realists in regard to the ensuing of it; remembering that what we give away now we can never recover, and that what we do now commits not only us, but our descendants for generations.

We have already given far bigger practical proofs in military and naval reductions than any other power, and yet we see strange things occurring. We speak of peace but we must remember that in the last decade only, one sixth of the whole world has passed out of civilization, has been submerged, and lies now a derelict across the path of international traffic. I do not say this is a determining factor, but it is a factor which is full of dread and unexpected possibilities. If that is so, surely we have some justification for asking for security—and not for the little Island only from which the conception of peace and security came, but for all nations. You know the naval prayer, gentlemen, which refers to the guarding of such as pass on the seas on their lawful occasions. Our efforts of the last hundred or two hundred years have been directed towards obtaining security for just those people "as pass on the Seas on their lawful occasions." Order and security over the last 150 years are overwhelmingly of our creation, and have been responsible for the possibility first of trade and now even of tourist

travel. The bulk of the work was unknown—unknown as the bones of our dead—save perhaps in the missing log books of His Majesty's Ships of the Line; but if for any reason, if even for the highest reason, we refuse to maintain that minimum of personnel or material which we call the British Navy, to preserve that hardly won order and that threatened security, it is not our power alone which is diminished, it is not our prestige which singularly suffers; it means that almost instantly the Ocean highways are threatened for all people and that their security must be regained after an interval of years by whatever power or powers find themselves necessitated to resume again what we have put from us.

Examples are only too recently to hand. What was our task only the other day in Palestine? pre-eminently police work which had to be done against time by force speeded from a distance. It was the Navy that restored peace, order and security; again so that men of all races might "Pass on their lawful occasions." Then there was China, the distance was greater, the object the same; to save from murder, robbery, oppression—and here additionally from piracy; and it occurs to me that in one small instance which I have quoted of our action in China, that if there had been no right of search at certain times and certain places among the nest of pirates there, it is possible many innocent men and women would have been killed and the succession of organised outrages prolonged.

And in connection with this right of search let me add a few words. We hear it said that Parliament may shortly be invited to ratify a signature of an optional clause with reservations so limited as to compel the submission of our conduct in regard to our ancient belligerent rights of contraband and blockade to the verdict of an International Prize Court, where continental views—no hostile as these have always been, and naturally been, to our Island and Imperial needs—would prevail over ours. We cannot take continental guidance on this ancient question. We are the one power which has been consistent in this matter and has pursued the same policy in peace and war. Those who in peace agitate to abrogate those rights no

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sooner become our Allies than they press us to exercise them to the full. It is ridiculous to suppose that any belligerent who has the power to stop it is going to allow munitions of war and supplies to pass for the strength or comfort of his enemy under his very nose.

We are told to-day that many things we have long put our trust in are obsolete, that belligerent rights are out date, and that Nelson's creed is but a relic of the past. It may be so, I am but a layman and cannot pronounce on questions of Naval technique. But I do know that Nelson's spirit is immortal—that is the meaning of this gathering to-night. I would therefore put this to you gentlemen: Must not all Britons ask themselves long and anxiously whither they are going before

they part lightly with Nelson's legacy, namely the right, the responsibility and the power to guard and maintain the peace and safety of the seas. It is one thing to seek peace and ensue it; it is another so to seek that peace as to ensure chaos.

The message of Trafalgar Day then is ever this: that if the letter sometimes killeth it is always the spirit that giveth life. And so long as the spirit of Zeebrugge lasts in the Navy, so long as the Fleet is manned by the corps d'élite it possess now, and so long as we civilians are quick to catch its infection and preach its faith, so long will this Empire stand and the torch pass on; so long, too will its peoples meet to drink, as I ask you now to drink "To the glorious and immortal memory of Nelson and his Comrades."

(Reprinted.)

## Strange Meetings

### In Strange Places

No. 2

By "JACK PROST."

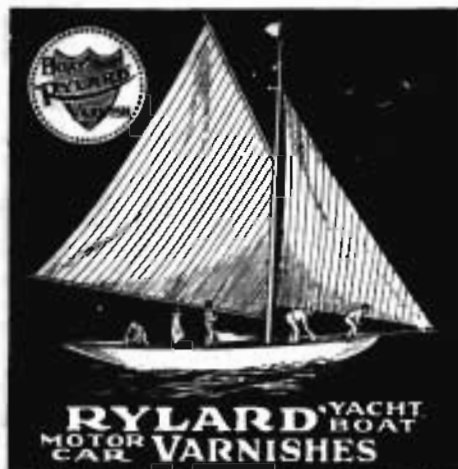
I WAS but a small boy in short pants when H.M.S. *Challenger*, a corvette of 2,306 tons, commissioned at *Rhincernus* for her memorable voyage round the world on a mission of scientific research. Not that I knew anything about her mission at my age of four years at the time; indeed, I should not have recollected the ship at all, only that my first memory of her was kept green by the fact that an uncle of mine belonged to her crew. He it was who took me on board her and showed me all the wonderful scientific apparatus and instruments that the party of scientists were to use in their researches. It was on that visit that I attracted the attention of a sailor boy; and so mutual was the attraction that my uncle shortly afterwards brought the boy to my home, much to my delight. My people made quite a fuss of him; so much so that in the following two or three years from time to time they received letters from him always with kind inquiries of myself. That is how I came to get the cruise of the *Challenger* so ineffaceably im-

pressed upon my memory, where otherwise I should have lost all recollection of her. That visit to the *Challenger* was in the year 1872.

I will call that Episode No. 1 of what I think the reader presently will admit is a remarkable chain of coincidences which rightly may be placed under the category of Strange Meetings in Strange Places.

The *Challenger* was in command of Captain George S. Nares. The scientific expedition was in charge of Professor C. Wyville Thomson, F.R.S.; and among the other scientists of the party whom it is necessary to name was Mr. John Murray.

It was in 1911—forty years later—that I discovered the second link of the chain of coincidences which combine to make up this story. I was "doing the shipping" for the *Sydney Evening News*. In the course of my day's rounds I had occasion to board a surveying ship (I forget her name) that had just arrived in Farm Cove. She



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was commanded by Lieutenant-Commander Nares, who proved to be a son of Captain Nares of the *Challenger*. I mentioned to him the fact that I had once had the pleasure of meeting his dad under the circumstances I have already described—I then a small toddler: he unborn. He was amused and delighted to meet me. And he not only gave me a ripping story for my paper, but a few days later he allowed me to take passage with him when he took his ship for a run outside Sydney Heads for the purpose of swinging compasses. He also took the opportunity to enlighten me into some of the mysteries of taking deep sea soundings, and went to the trouble of giving me some practical demonstrations. That trip provided me with a newspaper "scrap."

We will call this Episode No. 2 of this story.

In 1914, a few months prior to the outbreak of the Great War, I was seated on the verandah of my house at Epping, glancing through the pages of a book: "The Romance of the South Pole," which one of my boys had just had presented to him as a Sunday School prize. I naturally was attracted by a chapter which was devoted to a description of the Cruise of the *Challenger*. As I read that story my earlier recollection of the ship was revived: my visit to the *Challenger* when a small boy; my meeting with the sailor boy, and all the rest of it, ending with my trip in the surveying ship commanded by Captain Nares's son.

I had just laid down the book, and was looking out across the road—Norfolk Road it was—when my curiosity was aroused by the actions of two men who were clearing a corner block to make it ready for the building thereon of a fine home. At that moment, the men were preparing to fell a giant gum. I rose and strolled across the road so as to be able to more closely watch their interesting operations. As I stood there, the men dropped their tools to eat their mid-day lunch.

"You've rigged that derrick just like a man-o'-war's man would," I said, addressing the leader, whom I shortly afterwards learned was seventy years of age.

"Well, I reckon I ought to know how to do

that," he smilingly replied, "seeing as how I once belonged to the Navy."

"Indeed!" I exclaimed, interested as I always have been when meeting an old salt. "What ships have you sailed in?" I asked, with visions of picturesque line-of-battle ships and frigates long passed out of active service.

"My last ship was the corvette *Challenger*," he replied to my utter astonishment, suddenly recalling what I have called the two episodes of this story.

"What! the *Challenger*!" I exclaimed with an ejaculation which took the old man aback. "Why, just look here!" I went on, scarcely believing I was awake.

I had crossed the road with my book tucked under my arm, intending to loll on the grass while reading more of it and at the same time being near enough to watch the interesting process of felling the veteran gum. I took out the book and held it out to the old man the while excitedly pointing to the Chapter on the *Challenger*. He eagerly grasped the book.

Never shall I forget the sparkle in that old man's eyes as every now and again he would pause in his reading to exclaim: "Ah! I recollect him" referring to one of the scientists who's name his eye had alighted upon. "Why yes! There's Professor Thomson, and Professor Murray—they was doing all sorts of funny things. They worked with a dredge and a trawl net; worked at a depth of about three miles they did, just near the Carolines. And once at one heave they brought up over a thousand shark's teeth, and nearly a hundred ear bones of whales! What d'ye think of that, now, for scientific discoveries!"

Presently, when the old man's enthusiasm had cooled somewhat, I thought I would take a hand. I told him all that I have already herein written. But I had scarcely begun—had reached only that part where the sailor boy visited my home, when he excitedly grasped me by the shoulders and peered into my face:

"God love us!" he exclaimed. "It can't be that you're that little kid what came aboard with his uncle, name of—let's see, now, what was it! Its so long ago—nigh on fifty years or more, I just forget....."

I told him my name. He gaped, wide-eyed with sudden enlightenment:

"That's it—I recollect it, now you've jogged my memory," he said, reflectively, and almost choking with emotion. For he was the little sailor boy—now a wisened old man—of whom I have written!

Then he told us a long and interesting story. He had sailed many seas in the *Challenger*, down south as far as Kerguelen Island; ultimately to Melbourne. There he had caught the gold fever, and deserted. But he came overland to Sydney and fell into a job at Baulkham Hills. He never got any farther. He was now living there with a home of his own and a grown-up family with children of their own.

We will call that Episode No. 3.

What is to follow I will excuse the reader if he thinks I am drawing the long bow. Nevertheless it is truth:

I had remained seated on the grass, an interested spectator of the tree-felling until nearly knocking-off time. People were beginning to walk past on their way home from the train which had arrived at Epping from the City. I should explain that I was on holidays and had not been to the City that day.

"What's the news!" I hailed an acquaintance as he passed by. For reply, he flung me the "Evening News." I picked it up and turned to the cable page, as I always do the first thing in handling a paper. And—incredible though it may seem—there I read the cabled announcement of the death of one of the members of the *Challenger's* Scientific Exploration Expedition, 1872-6 (I forget whether it was Professor Thomson or Professor Murray, but I think it was the latter).

The old man was still present packing up traps for the night. I handed him the newspaper with my finger on the cablegram.

"That's another of your old ships paid off," I said, reverently.

"God rest his soul!" he replied, baring his white head. "Many a glass of grog he gave me. To think of it makes me feel 'darned' I ever deserted the old *Challenger*."

TO BE CONTINUED.



## A FOAMING HEAD

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## R.H.D. Appointments.

Captain: George L. Mowsey to "Cerberus" additional for passage to England per R.M.S. "Makoa" for reversion to the Royal Navy, to date 5th February 1930. Lieutenant S. Holbrook, M.V.O., to "Canberra" in Command, to date 3rd February, 1930. Henry James Feakes to be Second Naval Member of the Naval Board of Administration, to date 30th January, 1930.

Commander: Ernest C. Rhodes to "Cerberus" additional, to date 20th January, 1930. Alfred O'Leary to "Canberra" to date 10th January, 1930.

Lieutenant Commander: (G) Peter C. Anderson to "Penguin" and the Reserve Ships, to date 9th January, 1930. Cecil C. Baldwin to "Penguin" additional to date 24th December, 1929.

Lieutenant: Colin G. Little to "Cerberus" additional, to date 8th February, 1930. (H) Raymond P. Middleton to "Canberra" additional, to date 1st February, 1930. William H. Martin to "Penguin" additional, to date 5th January, 1930. Neil M. Sherlock, to "Cerberus" additional for passage to England per S.S. "Orama," to date 4th January, 1930. Harold S. Barnett to "Canberra," to date 4th January, 1930. Alan J. Travis to "Canberra" additional, to date 10th February, 1930.

Sub-Lieutenant: Leslie A. Emsom-Campbell to "Albatross" additional, to date 1st January, 1930. Alan W. R. McNeill to "Australia," to date 17th January, 1930. Otto H. Berber to "Australia" additional, to date 17th January 1930. Geoffrey C. Ingleton to "Canberra" additional, to date 14th January, 1930. Bernard K. Mehan to "Canberra" additional, to date 8th February, 1930. John L. Bath to "Australia" additional, to date 4th February, 1930. Lindsay Gellie to "Australia" additional, to date 17th February, 1930, and to "Anson" additional, to date 14th February, 1930. Keith A. Hagan to "Canberra" additional, to date, 4th February, 1930.

Cadet Midshipmen: Harrie B. Gerritt, George Goss, David Logan, William B. M. Marks, Alan N. Palmer and Donald E. Webster to "Australia" to date 21st January, 1930. Henry A. E. Cooper, Lindsay MacIver, Eric E. Mayo, James K. Menary, Algernon F. Ross and Robert L. White to "Canberra" to date 21st January, 1930.

Lieutenant (K): Allan D. Cairns to "Australia" in date 3rd February, 1930.

Surgeon Lieutenant: Charles A. Downward to "Penguin" additional, to date 21st December, 1929.

Paymaster Lieutenant: Edward H. Leitch to "Cerberus" additional, to date 28th January, 1930. Patrick V. O'Reilly to "Penguin" additional, to date 14th January, 1930. Patrick Perry to "Australia" additional for duty in Admiral's Office, to date 22nd January, 1930.

Commissioned Gunner: (T) Evelyn C. R. Lippin to "Cerberus" additional for passage to England per S.S. "Orama" for reversion to the Royal Navy, to date 1st February, 1930. Charles J. Kavanaugh to "Cerberus" additional for passage to England per S.S. "Ormond" for reversion to the Royal Navy, to date 18th January, 1930.

## PROMOTIONS.

Commander Oulbert J. Pope to be Captain, to date 31st December, 1929. Lieutenant Commander Edward H. B. McCarthy, to be Commander, to date 31st December, 1929. Sub-Lieutenant Geoffrey O. O. Gataker to be

## Navy League's Seventh Annual Ball



THE first meeting of the Ball Committee was held at the Australia Hotel, when Lady Street presided.

The kindness of Macdonald, Hamilton & Co. has made it possible for the Ball to be held on the fine E. & A. steamer TANDA on April 10. It was mentioned at the meeting that Eastern decorations will be a feature on board, and dancers are invited to wear Eastern costumes if they desire. Tickets will be 15/-, which includes supper, and cards and dancing will go on from 8 p.m. to midnight.

Mrs. John Garlick is deputy president and the vice-presidents are: Lady Kelso King, Lady Powtner, Mrs. W. A. Mackay, Mrs. E. R. G. R. Evona, Mrs. J. B. Stevenson, Mrs. T. H. Silk, Mrs. Harry Burrell, Mrs. Stephen Herford and Miss A. S. Murray. On the Committee are Mesdames A. Pickering, A. Campbell, D. Esplin, G. S. Thompson, W. W. Beale, Norman Kingsbury and E. T. Pike. Misses Olive Kelso King, Nancy Ruthven, Doreen and Joan Higgins, K. Murray, Noreen Howard and V. de Loitte.

Mrs. Leo Quick is Hon. Treasurer, a position she has filled with great success for several years, and Mrs. L. V. Brock, Hon. Secretary.

Lieutenant, to date 1st January, 1930. Instructor Lieutenant Commander John C. Slater to be Instructor Commander to date 1st February, 1930. Paymaster Sub-Lieutenant Eric D. Cress to be Paymaster Lieutenant, to date 1st January, 1930. Commissioned Electrician Edward C. Burke to be Electrical Lieutenant, to date 31st December, 1929. Warrant Wardmaster Thomas E. Mullins, M.B.M., to be Commissioned Wardmaster to date 31st December, 1929. Warrant Writer Harold W. Smith to be Commissioned Writer to date 31st December, 1929.

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## For the BOY, AUSTRALIA and the EMPIRE.

### Monthly Notes and News.

CAPTAIN A. W. FRANK, F.R.G.S., who represents the Port of London in Australia, has been elected to the Honourable Company of Master Mariners, of which the Prince of Wales is Grand Master. Capt. Frank, who recently returned to Sydney after an enjoyable trip to England, is a member of the N.S.W. Branch Executive of the Navy League.

It is interesting to note that Mr. L. E. Forsythe (Nos. 5 and 4 Regions) is organising a Signalling School at Drummoyle Depot for the benefit of N.L. cadets of all Companies. O's.C's wishing to avail themselves of this fine opportunity for their boys, are cordially invited to get into touch with Mr. Forsythe. Morse, Semaphore and International Code flags will be used.

The commendable promptitude of the Elizabeth Bay cadets recently was responsible for the rescue of the crew of a 16-footer which was in difficulties and the saving of their upturned craft near the entrance to Rushcutter Bay.

The Royal Shipwreck Relief and Humane Society has awarded its Bronze Medal to Cadet Reg. Collinson in connection with his brave act in rescuing a five year old boy from drowning in the Lane Cove River recently.

On March 1st sea cadets will compete for a handsome Silver Cup donated by Mr. W. Cooper, of Manly. The event will be a rowing race over a course of 1 of a mile and finishing off the harbour beach, Manly. Crews with their boats

are asked to meet at 3.30 p.m. as arranged at the officers' meeting, and the race will start as soon as possible after that time.

| Boat.                | Handicap.       | Starting Flag. |
|----------------------|-----------------|----------------|
| Lane Cove Cutter     | Limit + 20 sec. | Green          |
| Manly Cutter         | 10 sec.         | Black & White  |
| Birchgrove Cutter    | 45 sec.         | Red            |
| Elizabeth Bay Whaler | 60 sec.         | White          |
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| Woolwich             |                 |                |
| North Sydney         |                 |                |
| and Aeternum         |                 |                |
| Balgowlah            |                 |                |
| Mosman               |                 |                |
| Drummoyle            |                 |                |

Office of the Day and Judge, Mr. E. Solomon  
Assistant Judge, Mr. W. Waterer.  
Starter, Mr. J. F. Moore  
Timekeeper, Mr. H. Bunton.

Mr. S. Cooper has kindly arranged for the Birchgrove steamer to be off Longnose Pt. (engine willing) at 2.15 p.m., Kirribilli Point, 2.30: Brindley's Head about 2.45. Crews requiring a tow should be handy and on the lookout for Mr. Cooper and his merry lads.

Subject to the approval of the Traffic Authorities cadets representing all Navy League Companies will take part in their Annual March through the city on Saturday morning, April 5.

The McMaster Cup will be competed for at the end of April, the Miss Charles-Fairfax Yacht in June and the McMaster Medal for Signalling in July.

## WOOLWICH WHALER



TOOK PART IN ANNIVERSARY DAY REGATTA FESTIVITIES.

### Cook's River.

(Compiled by Mr. W. J. Faulkner, O.C.)

The first public function in which the cadets took part this year was at Outley, where a procession and carnival were held to raise funds for the proposed Penkhurst and District Hospital. As we motored there and back the outing was enjoyed greatly by all.

Yachts, speed boats, pulling boats, and small sailing craft presented a fine spectacle on Anniversary Day at the regatta, as their crews competed in the numerous races or cruised around sight-seeing. The Navy League Sea Cadets rowed a good race, and we congratulate Elizabeth Bay's

crew on their fine win.

On Wednesday, 29th January, my higher ratings in charge of Mr. Ryan, Chief Officer, attended the Birchgrove Depot, when they were examined in all subjects by Mr. S. Cooper, R.O.C., and Mr. D. Waterfield. I am very pleased with the results of the examination and as O.C. of this company I thank Mr. Cooper and Mr. Waterfield for conducting the test.

I am sorry to report the sickness of Cadet R. Braybrook, who was my first recruit. The doctor has ordered him up country for a change, and I received a note from him expressing his regret at having to miss the exams. However, he will have first chance when he returns.

**Mosman Bay.***(Contributed by Mr. B. W. Snow, R.O.)*

Owing to the absence of many cadets on holidays, attendances for the early part of the month were below average. Parades, however, are now better attended and we are commencing to enrol recruits. A recruiting campaign has been initiated with a prize for the cadet introducing the greatest number of satisfactory recruits before Easter.

The opportunity has been taken of cleaning and painting the gig, and the cutter has also paid a visit to the slips for scraping. Both boats are in good trim and with our new set of oars for the gig we hope to give a good account of ourselves in the coming races.

Congratulations to Elizabeth Bay Company on their runaway win on Anniversary Day. My thanks are due to Mr. Solomon for his assistance in judging the race and to the Regatta Committee for their ready acquiescence to my request that any cadets wishing to should be allowed to board the flagship.

Examinations for Petty Officers and Leading Seamen will be held at the end of February. Present P.O.'s must requalify to retain their rating, and all cadets are preparing in earnest to obtain promotion. The exams. will be conducted by the Regional Officer of this district.

We welcome Mr. Hammond as acting O.C. of Mosman Bay Company and feel sure he is the very man for whom we have been looking, a man who will be popular with the cadets and all Navy League officers.

**North Sydney.***(Contributed by Mr. J. Scott)*

CONGRATULATIONS, Elizabeth Bay, on your fine win on Anniversary Day Regatta and accept our thanks for the loan of an oar. Our crew were rather unlucky as they broke five oars, one rowing down to the start and the others the first four strokes of the race.

Cadet Walsh, who met with an accident late last year, is improving rapidly and expects to be on parade again in the near future.

A party of cadets under Mr. Collins broke camp on 11th January after having spent a very enjoyable 10 days on the Nepean river at Penrith. The boys were well tanned but happy.

Recruits are now steadily enrolling. The gig is in good condition again and all hands are training hard in anticipation of the next race.

**Leichhardt.***(Contributed by Mr. M. F. Lillo, O.C.)*

On the 27th January (Anniversary Day) our gig took part in the rowing events for sea cadets under the auspices of the Anniversary Regatta Committee, and I am sorry to say, after the heavy training our gig's crew had, we could only gain third place, but the lads gave what was asked of them—their best. All our crew, as well as the remainder of our Company, are under 18 years of age. Our Committee turned up in full force with friends to view the race, and it is to be hoped we shall see the same faces in the launch at our next race, when we will extend the time of hire of the launch and have a quiet evening on the harbour.

On Tuesday, 14th February, the Annual Balance Sheet was placed before the Committee. While the financial status of the Company is not all that we would wish, all liabilities have been met and many valuable additions made to the depot, which now looks very ship-shape and comfortable, and our only regret is that it is so small. However, we must crawl before we walk.

Several dances were held during the latter part of 1929, some of which were not successful, due, we think, to the general state of industry and the money market. However, we are hoping for success on the 22nd of this month, when we are holding a dance in the Temperance Hall, Balmain.

We are also starting another Popular Boy Competition, for which we have some valuable books as the first prize, and so we hope to make a good start on another successful year.

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**MELBOURNE**



**Manly.****ACTIVITIES IN 1929.**

Nothing guarantees success in the future like work well done in the present. Apart from what is being done at the moment, in closing the door on 1929, Manly sub-branch can have few regrets for things undone which should have been done. For the year's activities have been characterised throughout by hard work and enthusiasm on the part of the Committee.

There have been lions in the path at times, but in spite of set-backs something really tangible has been accomplished. The site for the Club House has been secured, and it is anticipated that before 1930 closes the Club House, with its flag merrily dancing in the breeze, will be a concrete fact. The dances held during the winter months were consistently popular, and although the box receipts at times were not startling owing to so many counter attractions, on the whole they showed a fair profit. The Second Annual Ball peaked the year's events socially, and had it not been for the flu epidemic at the time would have been more successful financially.

The Welfare Committee was formed—late in the year, consequently it is hardly yet in its stride. But judging from the results of its activities so far, the energies of Mrs. J. Green, Hon. Organiser, and the other ladies assisting will bear fruit this year.

When the cadets resumed training on the 11th January many members were missed. Petty Officer J. O'Sullivan is now a boarder at St. Joseph's College. "Sapper" O'Sullivan was the most popular cadet in the Manly Company, and we wish him every success as a scholar and sportsman at St. Joseph's. Don MacDonald has tendered his resignation, and on leaving handed in £1 is. for the Company's funds. Cadet J. Johnston will attend Newington College. Petty Officer K. Wild was successful in the recent Leaving Certificate Examination. These cadets have been members of the Manly Company since its inception.

Balgowlah Company represented No. 6 Region at the commemoration of Governor Phillip's landing at Manly Cove.

We congratulate Elizabeth Bay on their Anniversary Day Regatta win. As ours was the only cutter in the race it was among the also rans. My first task as a Judge was made very simple by the easy distance between the boats at the finishing mark. Mr. B. W. Snow is a very capable Officer of the Day.

The 14 new cadets who were enrolled within the last few weeks show every indication of being smart, loyal and well conducted.

During the School vacation we had some exciting sailing on the Harbour. Owing to the inclement weather we did not enter camp for the Anniversary Day holidays.

**Auburn.**

(Contributed by E. Tough, Acting O.C.)

This company celebrated its first anniversary on Wednesday evening, the 27th ult., at our temporary depot, which has been kindly lent to us by Mr. and Mrs. C. Sayers, of King Street, Auburn.

For his kindness in general, Mr. Sayers was made the recipient of a pair of gold sleeve links, bearing his initials, from the Auburn boys. They also would like to take this opportunity of thanking Mrs. Sayers for making a beautiful cake as a donation to the supper.

Included in the programme of our birthday celebrations was a mock trial, staged by several of the lads, with myself as judge. It provoked much laughter and applause, the subject of the trial—"having been caught with a bottle of beer suspected of having been stolen. It is perhaps wise to here state that there was no real beer in evidence, the bottle used being full of hop beer.

Auburn sub-branch offers congratulations to Elizabeth Bay for winning the Navy League race at the recent Anniversary Regatta.

Our first 1930 Church Parade was held on Sunday, the 2nd inst., all uniformed boys being present.

Noticing in the last JOURNAL that Manly arranged a cricket match with another Company, the lads of our unit have expressed their desire to challenge the winning team on the latter's ground.

It is satisfactory to report that before long several boys will be ready for the leading seamen's test.

**Birchgrove.**

We congratulate Elizabeth Bay Company on their win on 27th January last.

Looking through our records it is interesting to note that Petty Officer J. Couper, who has been in the League for the last 8 years, has paid into the Birchgrove Company funds, by weekly payments of 1/-, the sum of £18/4/- from his pocket money.

This amount does not include fares paid in connection with numerous Navy League events, and we would like to know if this is a record!

**Woolwich.**

(Contributed by Mr. C. Tolman, O.C.)

On Saturday, 25th January, the Anniversary of the Woolwich Company, a party was held at the depot for the Woolwich Cadets and their guests from the Drumhoyle Company. The Ladies Committee aided by the boys' mothers supplied the refreshments. During the afternoon a Company Flag, kindly donated by Mr. Ramsey of Woolwich, was presented by Mr. L. E. Forsythe. We thank Mr. Young, Mr. Bonnington and others for their donations, as these helped greatly to make our party such a success.

We wish to thank Mr. Hines, H.S.O., Spectacle Island for permitting the cadets to spend a day on the Island; also Mr. Forsythe for the assistance he has rendered during the last month, and for placing his cutter at our disposal.

We congratulate Elizabeth Bay on their victory. We came in fourth, but hope to better that in the next race, for we have fortunately secured a gig which is much lighter than our whaler.

During the holidays our boys spent a number of week-end camps at different Harbour beauty spots.

**Balgowlah.**

The New Year has opened very festively for the cadets, as they were asked by the Manly Venetian Carnival Committee to join in the nightly procession from 7th January to 8th February.

We are pleased to report that cadet J. Traveller,

Continued on page 19.

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## The "SYDNEY" Training Depot (DRUMMOYNE)

### STATEMENT OF RECEIPTS AND EXPENDITURE, 1929.

| Dr.                   |           | Cr.                                |           |
|-----------------------|-----------|------------------------------------|-----------|
|                       | £ s. d.   | £ s. d.                            |           |
| Balance from 1928     | 43 2 9    | Headquarter's Charge               | 25 0 0    |
| Blackwood, Bolts, etc | 1 13 9    | Fixed Deposit and Interest         | 107 3 3   |
| L. Russell, Builder   | 84 10 0   | Mr. Shelley, Rent A/c.             | 43 18 8   |
| Ingham, Timber        | 53 3 2    | Boys' Subscriptions, 1929          | 27 7 0    |
| City Treasurer, Light | 8 5 10    | Centres Profit 20/4/29 to 30/11/29 | 91 10 0   |
| Barrell, Insurance    | 12 0 10   | Hire of Depot                      | 3 12 8    |
| Cheque Bank           | 0 5 0     | Dances at Depot                    | 34 2 3    |
| Current A/c charge    | 0 10 0    | Association Fees                   | 9 14 0    |
| Interest on O/D.      | 0 13 9    | Boys' Collection 3d. Tickets       | 6 11 9    |
| Jackson, Rent         | 40 0 0    | Opening Day of Depot :-            |           |
|                       |           | Refreshments                       | 9 12 8    |
|                       | £248 7 1  | Donations                          | 3 11 0    |
| Credit Balance        | 50 4 1    | Prizes (Cutter and Big Race)       | 2 10 0    |
|                       | £298 11 2 |                                    | £298 11 2 |

### STATEMENT OF RECEIPTS AND EXPENDITURE FOR YEAR 1928.

| Dr.                    |           | Cr.                    |           |
|------------------------|-----------|------------------------|-----------|
|                        | £ s. d.   | £ s. d.                |           |
| J. T. Dudley, Rev.     | 15 0 0    | Credit Balance         | 40 3 9    |
| Harbour Trust          | 1 5 0     | Amounts paid into Bank | 1 12 0    |
| Electric Light         | 0 3 0     | "                      | 3 10 0    |
| Current A/c Charge     | 0 10 0    | "                      | 5 0 0     |
| Interest on O/D.       | 0 1 8     | "                      | 1 1 0     |
| Petty Cash             | 10 0 2    | "                      | 29 0 0    |
| Blackwood, Bolts, etc. | 1 7 8     | "                      | 4 12 0    |
| Ball Expenses          | 13 0 0    | "                      | 2 10 6    |
| Boat (gear)            | 9 3 4     | "                      | 0 10 2    |
| Finch, W., Sand, etc.  | 3 9 0     | "                      | 18 13 4   |
| L. Russell, Builder    | 25 0 0    |                        |           |
| Ingham, Timber         | 50 0 0    |                        |           |
| Jackson, Rent          | 20 0 0    | Debit Balance          | £105 18 8 |
|                        | £148 19 8 |                        | £148 19 8 |

The above Balance Sheets are a true copy of the Financial position of the "Sydney" Training Depot, Navy League Sea Cadets, for the years 1928 and 1929.

LEONARD E. FORSYTHE,  
REGIONAL OFFICER IN CHARGE.

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| RESERVE CAPITAL    | £4,739,012 10 0 |
|                    | £13,678,025 0 0 |

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our aide drummer, was dux of the Balgowlah School, and cadet Braund dux of West Manly School.

Our deepest sympathy is extended to Mrs. Smith and family of Manly in their bereavement. The Balgowlah cadets attended to pay their last respects to a Great War hero.

We hope to see all companies represented at our race to be held at North Harbour on 1st March.

The Company paraded on 18th January at Manly Cove, when the landing of Governor Phillip was commemorated, as the Manly Company could not attend.

The cadets certainly had a good time on Anniversary Day. They went to the Drummoynne Depot, took possession of our new gig, pulled down the Harbour to the Swedish Barque Penang which they boarded, and were soon aloft, one lad climbing to the main strut which he decorated with his cap. The boys rowed from the ship to North Harbour.

We wish to thank Mr. Martin for his continuous assistance as Seamanship Instructor and Boat Instructor.

Our boats have been newly painted in readiness for the race.

### Drummoynne.

(Contributed by Mr. W. H. Hall)

The hearty welcome extended by the Woolwich Company and the pleasant afternoon that followed more than compensated our boys for the adverse weather conditions prevailing on our recent visit to help celebrate in our neighbours "Birthday Party" and we thank Mr. Tottman and his committee for their hospitality.

Very little boat work has been done during the past few weeks as several alterations and additions to the Depot have been undertaken, however, it is hoped that two more fine week-ends will see the work completed and routine work once more in full swing.

The following ratings are promoted to P. O.'s (provisional): Yeo. Sigs., W. Batterhan; Ldg. Sea Bldr., A. Marlow; Ldg. S'wright, N. Atkinson; Sdg. Sea. — Swales.

Signal Badges have been won by: A. Podger, J. Nash and A. Ward.

*Please interest a Friend in the League.*

*Elizabeth Bay.**(Continued by Mr. F. Crile, O.C.).*

The Company's progress during the last two months has been very gratifying, we have added ten new recruits to our number and enthusiasm prevails all around.

The formation of a bugle and drum band has given added attraction, the members of which are keenly practising.

The activities of the Company since last report are as follows:—

A guard of honor at the invitation of the Royal Historical Society to the unveiling of a memorial at Watson's Bay to Robert Watson, of H.M.S. SIMON (after whom Watson's Bay is named), the Company felt highly honored in taking part in this historic occasion in memory of one of Australia's early naval men. Our presence at the ceremony was very nicely acknowledged, and the boys were publicly thanked by the Mayor of Vaucluse and members of the R.H.S. One of the speakers (Captain J. H. Watson) very kindly donated (unasked) a pound note to the Company funds, to whom our thanks are due. After having refreshments the cadets returned to the Depot.

Our crew took part in the boat race at Lane Cove and enjoyed the outing. We congratulate both Birchgrove and Drummoyne on their wins. We thank Birchgrove Coy. for towing the Company's crew and providing room on their tug for our supporters.

Recently the O.C. conducted the cadets over H.M.S. CANBERRA.

Cadet H. Abrahams is now rated as a leading seaman, having been passed by Second Officer Kendall, of Birchgrove, the results being as follows:—Compass 99, Knots 95, Squad Drill 95, Helm 49, Signalling 95, the total marks being 531 out of a possible 550.

Our Anniversary Day win was celebrated by the holding of a social evening at which the members of the boat's crew were the guests of honor. The drill room was suitably decorated with bunting and full justice was done to the goodly laden supper tables.

We wish to thank Mosman Company for the loan of oars, and the skipper of the "Trixie" for towing the crew back to the depot.

*Mutiny**of the Leicester Castle**(By Bosun).*

ONE of the most sensational stories of the sea that has ever been written either in fact or fiction is that of the mutiny of the LEICESTER CASTLE, a Liverpool ship of about 2,000 tons, which occurred in 1902.

The LEICESTER CASTLE took in a cargo of wheat at 'Priseo for Queenstown. Her master—Captain Peattie—shipped several new hands to complete his ship's company for the home voyage. Among those shipped were three Americans named Hobbs, of Illinois; Sears, of Idaho; and Turner, of Oregon. They were nondescripts without discharges.

The voyage proceeded quietly until September 2, and up till then there was nothing in the conduct of either of those three men to indicate that they had a plot brewing. At 10.30 p.m. on that day the ship was running under all sail making about three and a half knots. Nearly all hands were on deck, as they usually are in the tropics. Most of those who were off duty were asleep.

*HOBBS WITH A REVOLVER.*

There was a slight swell on, caused by far-off gales in higher latitudes. It was just the time and place where conspirators might work out their plans; and if they knew anything of history they could not fail to recall that the ship's position on that night of September 2 was not far distant from where the crew of H.M.S. BOUSTY mutinied and sent Captain William Bligh and his loyal followers adrift in an open boat, the mutineers afterwards settling on Pitcairn Island, which is still occupied by some of their descendants, although the bulk of them will be found on Norfolk Island.

The LEICESTER CASTLE was 300 miles from Pitcairn, and Captain Peattie was lying awake in his bunk reading when Sears appeared at the

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cabin door in an excited state.

"Beg pardon, sir," he said, "a man has fallen from the foreyard."

The Captain leapt out of his bunk, and called out to Sears: "Where is the man? Tell the second mate to bring him into my cabin."

Sears disappeared, replying: "The man is on deck, sir." At that moment Hobbs sprang in at the starboard cabin door. Captain Peattie turned round to see who the intruder was. He beheld Hobbs standing with a revolver levelled at him.

#### SECOND MATE MURDERED.

Hobbs fired, and the bullet lodged just over the region of the skipper's heart. Nevertheless, he rushed at his assailant and grappled with him. A fierce struggle ensued, but Hobbs, being a powerful man of over six feet, was able after a time to hurl the captain some yards from him when he shot him twice again while he lay on the cabin floor. Both bullets lodged in the captain's armpit; the captain rose for a final determined effort though his strength was fast failing him. The second mate at this stage appeared at the port cabin door, and immediately Hobbs shot him dead. He then grasped a club and felled the captain to the cabin deck showering down blows mercilessly, and almost smashing in his victim's skull. The captain's shouts for help seemed to anger Hobbs considerably, and he fired again at the now almost exhausted captain.

#### ESCAPED ON A RAFT.

Meanwhile, the chief mate, hearing the shots and the captain's cries for help, rushed to his cabin door only to face Hobbs with revolver levelled at him. He at once closed the cabin door. There were others, however, who heard the shots and the cries. Hobbs, realising the danger he was now in, and his ammunition being exhausted, rushed clear of the cabin up on to the poop and down the ladder to the main deck, from which he went forward. Two men, named Dunning and Beck, lifted the captain from the deck and placed him in his bunk. Meanwhile, all had become confusion on board. The mate called all hands aft on the poop; all responded excepting the three Americans who remained in the fore-

castle. It was decided to heave-to the ship till morning, as it was considered unsafe to commence an attack upon the mutineers in the dark, particularly as the belief was that all three were well armed.

The noise of hammering and other work forward set the crew aft thinking; and the opinion was that the mutineers contemplated launching the small boat that was forward; but half an hour after midnight the men who were assembled aft saw under the starboard side a raft on which, as well as could be made out in the dark, the three Yankees were huddled.

"Hurrah for the American flag!" shouted one as the raft floated by. It was Hobbs' voice. At daylight no trace of the raft was visible, and the ship was put on her course.

#### A PREY TO SHARKS!

The cabin floor and ceiling were spattered with blood, and on examination forward it was discovered that the raft must have been made of cargo shifting-boards, and must have measured about 12 ft. by 4 ft. It was also found that the three mutineers took with them about a week's provisions, besides their kits. But the feeling is that the raft went to pieces, and that the occupants must soon have fallen a prey to the man-eating sharks which had remained by the ship for several days at a time as if lying in wait for the inevitable to happen.

Strangely enough, the revolver with which the second mate had been murdered was his own; it had been stolen from him, presumably by Turner, who was the only one of the three who was in his watch. Hobbs brought a Colt's revolver on board with him, but he surrendered it to the Captain. He is said to have had one hundred rounds of ammunition which he did not give up. Captain Peattie believed that the intention was to kill himself and the officers and all who did not take sides with the mutineers, and then to scuttle the ship or send her on the reef of one of the South Sea Islands.

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#### RESULT OF EXAMINATION FOR HIGHER RATING OF COOK'S RIVER DISTRICT COMPANY.

EXAMINED AT BIRCHGROVE NAVY LEAGUE DEPOT ON WEDNESDAY, JANUARY 29TH, 1930.

#### SUBJECTS.

| NAME        | Rating | Signals | Boats | Landline | Compass | Signal | Yacht |
|-------------|--------|---------|-------|----------|---------|--------|-------|
| C. GRIFFITH | P.O.   | 100     | 100   | 100      | 100     | 100    | 100   |
| B. COOPER   | P.O.   | 100     | 100   | 100      | 100     | 100    | 100   |
| J. HANLEY   | P.O.   | 100     | 100   | 100      | 100     | 100    | 100   |
| T. KING     | P.O.   | 100     | 100   | 100      | 100     | 100    | 100   |
| J. IRVING   | L.S.   | 100     | 100   | 100      | 100     | 100    | 100   |
| A. FANNING  | L.S.   | 100     | 100   | 100      | 100     | 100    | 100   |
| J. MCKINNON | L.S.   | 98      | 100   | 100      | 100     | 100    | 100   |
| F. ANDERSON | L.S.   | 98      | 100   | 100      | 100     | 100    | 100   |
| A. WALTERS  | L.S.   | 100     | 100   | 100      | 100     | 100    | 100   |
| J. CROMACK  | L.S.   | 100     | 100   | 100      | 100     | 100    | 100   |

#### EXAMINING OFFICERS:

MR. S. COOPER, Officer in-Charge  
MR. D. WATERFIELD, Chief Officer

#### Sailing Vessels.

##### Preliminary.

By Campus learn the risk of collision, and, if required, act with decision.

##### Article 17 a.

When going free you must keep clear. If a close-hauled vessel comes too near.

##### Article 17 b.

Close-hauled to Starboard you hold away. Those on the Port tack should give way.

##### Article 17 c.

When free to Port you must keep wide. Of one with the wind on her Starboard side.

##### Article 17 d.

Sailing with wind on the same side, free: The weather ship luffs for one a-lee.

##### Article 17 e.

When running with the wind well aft. Keep clear of all—save those abast.

##### Article 21.

"Stand on with caution," but, if in doubt, Prudence may demand that you keep out.

—J. B. CONRY.

#### SYLLABUS OF TRAINING FOR SEA CADETS.

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## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

### ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince Australians 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 SECURITY.
3. To bring home to 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 A POWERFUL WHOLE.
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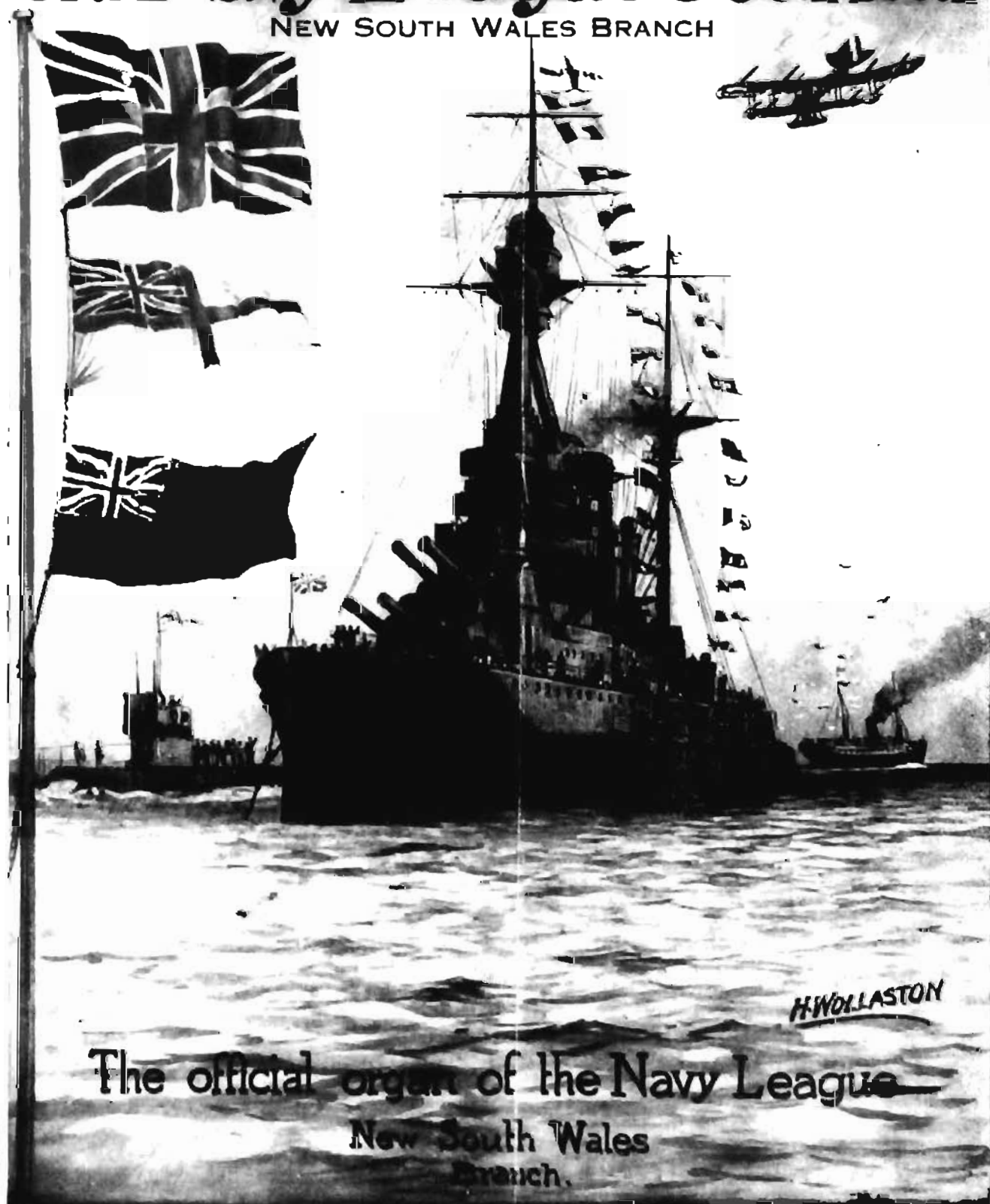
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# The Navy League Journal

VOL. X. No. 11.

SYDNEY, MARCH, 1930.

PRICE 3d.

## Jervis Bay College.

MUCH has been written for and against the closing of the R.A.N. College at Jervis Bay. But as far as we are aware little or nothing has been written in criticism of the rumour that it is proposed to convert that College into a training establishment for both volunteer naval and military recruits. We are loath to believe that any sane Government would adopt such an absurd policy of mixed training, while yet, being aware of the Government's tendency towards irresponsible actions in the name of economy, we feel some alarm at the mere suggestion.

From time immemorial—from the time when sailors were merely employed as mariners and seamen to take soldiers (who were the real men-of-war's men) into action—it has been recognised that sailors and soldiers are each the veritable antithesis of the other. Some form of compromise was attempted in the reign of Henry VIII. when sailors were recruited and trained to become fighting men, and the soldiers were recruited into the

Royal Marine Corps. But, although in time both the seamen and marines learned to become in some measure reconciled to the experiment, they never thoroughly settled down to it—to this day in the Royal Navy, we have the spectacle in every warship of the Seamen's messdeck, and the Marine Barracks! Nor does that distinction exist in name only; there are one hundred reasons that could be advanced to prove that the work, the ideals, and the training of the sailor and the soldier never have and never can be mixed; their respective duties differ. They have an entirely different code of discipline; their training is different. The result has been an evolving of two types of fighting men whose temperaments are wide apart as the Poles! Why then, fly in the face of an ages-old lesson by entering upon such a suicidal experiment as that of converting Jervis Bay Naval College as a combined training establishment for sailors and soldiers of the Crown!



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## Flinders Naval Depot.

(CONTINUED BY EX-SEA CAPT J. R. HOUSTON, R.A.N.)

FLINDERS NAVAL DEPOT is situated  
about 43 miles South-East of Melbourne  
on the shores of Westernport Bay.

It is interesting to know that Westernport,  
where the Depot now stands, was first discovered  
on Friday, 5th January, 1797, by George Bass,  
Surgeon, R.N. in H.M.S. "RELIANCE."

The Depot was named in honour of Capt.  
Matthew Flinders, R.N. and not after the seaside  
resort of that name situated 20 miles to the South-  
ward as is generally believed.

The Fisher Labour Government of 1911 decided  
to build and maintain a local Navy, with the  
result that by Royal prerogative, His Majesty's  
Royal Australian Navy was established in that  
year.

On the invitation of the Federal Government  
the British Admiralty sent out Sir Reginald  
Henderson, K.C.B., to inspect the many harbours  
and bays on Australia's immense coast-line and to  
report on the best positions for a central naval  
base and positions for secondary bases for the  
services of a Fleet.

The outbreak of the "Great War" in 1914  
knocked most of the plans on the head, but  
Flinders Naval Base as it was then called had  
been steadily going ahead, at the termination  
of the War in 1918, naval limitations, Admiral  
Jellicoe's advice, political difficulties, all in one  
way or another, caused changes in the original  
plans.

Williamstown, the Victorian Depot of pre  
Federal days had continued to serve the R.A.N.  
but it was soon seen that it was too small and to  
make matters worse the Victorian Government  
wanted the area for local shipping, so it became  
imperative that the Depot at Westernport should  
be completed as speedily as possible.

The 12th of February, 1912, saw the first sod  
turned in the building of Flinders Naval Base.

Work went on apace as all the surrounding  
country was covered with dense scrub and it had  
all to be cleared off. The first building was  
completed in 1912, then the wharf and receiving  
store in 1913, the Administration block, also  
blocks "B" and "C" and the chief petty officers'  
mess. In 1915 the wardroom officers' and the  
warrant officers' messes were built, together with  
the captain's house. Other officers' houses were  
completed in 1918.

The peak period was reached in 1916-17, when  
the Torpedo School, Drill Hall, Gunnery School  
and Boatshed were finished, followed by the  
Power House, Armament Workshop and Hospital  
in 1918-19; while in 1920 the houses of the  
C.P.O.'s and P.O.'s were erected.

The Base was officially opened on the 1st of  
September, 1920, under the command of Com-  
mander F. C. Darley, R.N., who, later, was killed  
in action in China.

In 1921 it was decided to make the Base a  
training establishment, and the name was changed  
from Flinders Naval Base to Flinders Naval  
Depot. As an indication of its progress it may  
be mentioned that over 2,000 new entries have  
been trained and passed through in the last three  
years.

The remainder of the buildings are now com-  
pleted, and include the Engineering School, "A"  
block; Range-finder Tower, Canteen, new Entry  
School, Swimming Bath, Garage and various other  
buildings; also additions to the Gunners and  
Torpedo Schools and Hospital.

Mention must be made of the War Memorial  
Chapel. This is really the "show" place of the  
depot. The first War Memorial was erected to  
the officers and men of the R.A.N. destroyer  
Sotilla who gave their lives on active service  
during the war of 1914-1918. As no other  
Memorial other than the above had been erected  
in Australia, Captain H. J. Feakes, R.A.N.,



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initiated a movement to remedy this neglect.

The desire was to make the Memorial an R.A.N. offering to the memory of officers, petty officers and men who died or were killed on active service during the Great War. To some slight extent this desire was departed from in the case of the officers and company of the exchanged cruiser, H.M.S. DETAIL, and members of the Victorian Branch of the Navy League, who asked to be allowed to be associated with the Memorial.

The Memorial now consists of five stained glass windows and two large Opus Sectile Tablets. The centre window above the altar, illustrating "The Last Supper," is the gift of H.M.A.S. CERBERUS; on the east side is the window given by the Navy League, and pictures "Christ Stilling the Storm"; on the west side is an illustrated window of "St. Paul's Shipwreck," given by the Naval Auxiliary Services and the R.A.N.R.

Between these windows upon the east wall of the Chapel are erected the Mosaic Tablets, containing the names of 187 officers and men who died during 1914-18 placed under the heading of the divisions: seas in which they paid the supreme sacrifice. In the south wall of the Chapel is the Memorial window of "St. Peter," presented by captain, officers and ship's company of H.M.S. DETAIL, and in the north wall is the window of "St. Paul" the gift of Captain and Mrs. J. H. Peakes.

These Memorials were unveiled on the 24th November, 1926, by the Governor-General, Lord Stonehaven, P.C., G.C.M.G., D.S.O., and dedicated by the Archbishop of Melbourne, the late Dr. Harrington C. Lees.

### The Naval Conference.

Mr. J. L. Garvin, one of the weightiest writers in England, in an article in the London "Observer," says:—

"The conference will fail if statesmen do not rise above technical details and insist on a change of mind and habits of outlook."

Read what we said in our leading article in January.

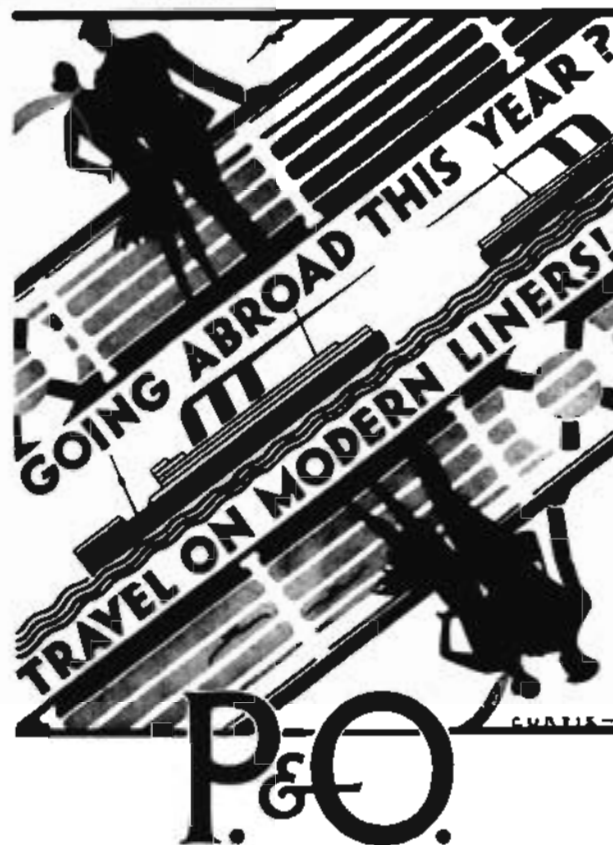
### Strength in the Air.

"A I.R.," the Journal of the Air League of the British Empire, in its February issue gives some illuminating particulars regarding the Air strength of leading nations.

The article proceeds: At the end of the war, British air squadrons numbered 200. In March 1929, they numbered 67. Our first-line aircraft at the end of the war exceeded 3,300 machines, while last year these had been reduced to 772 machines, a number smaller than those possessed by many of our Continental neighbours. The Under-Secretary for Air recently told the House of Commons that only 38 squadrons of the Royal Air Force were in Great Britain, the rest being stationed abroad. France has at present 1,730 first-line machines organised in 172 squadrons, and she is working to a programme of 1,500 first-line squadrons. All but a few squadrons are in France. Italy has at present 840 first-line machines, and she is working to a programme of 1,500 first-line machines. Japan's first-line aircraft to-day numbers 572.

"Latest figures seem to indicate that in spite of their professed desire to see a reduction of armaments, United States legislators, urged by the Big Navy and Big Air Party, recognise the importance of the Air arm. In June, 1929, there were six American naval aircraft to every British naval machine. The proportion to-day exceeds 7 to 1 and, according to Admiral Moffett, head of the Bureau of Naval Aeronautics, all obsolete machines have been eliminated in the past year. This means that every aircraft now serving with the American fleet is of up-to-date design. During the last fiscal year, ended June 30th, £3,300,000 was spent in purchasing 423 new aeroplanes and 900 engines. In the space of twelve months the American Navy acquired more than three times as many aircraft as the total number possessed by the British Navy. Only eleven British men-of-war carry aircraft, if our information is correct, whereas thirty-seven American warships now carry aircraft, and others are being similarly equipped.

It is thus abundantly clear, without quoting a host of well-known authorities, that we have



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neglected our defence services when considered in relation to the armaments of other nations, and that *our disregard of the Air arm is tantamount to unilateral disarmament by us*, and this in spite of the fact that at the same time Great Britain has greatly increased her commitments. In fact, we are now in no position to fulfil our obligations, for a British Expeditionary Force to-day would be approximately 50 per cent. smaller than it was in 1914.

"Great Britain, in her desire to ensure peace, has gone far ahead of other nations even to the extent of weakening her vital defences. When will other nations show an equal sincerity and goodwill to mankind!"

### Boat-Stations.

THOSE who go down to the sea in ships (to use the time-honoured phrase) know what an important part in the routine of the vessel is played by the evolution of "Boat-stations." Practically every company of any magnitude, going one better on the Board of Trade, now insists on this manoeuvre being carried out at least once a week while the vessel is at sea. However, the axiom, "different ships different long-splices," is never so true as when applied to the varying interpretations given by different skippers to the company's too often ambiguous instructions concerning this operation.

Be that as it may, from the day on which Captain Muff first stepped aboard of us, one wet morning in Cardiff, boat-stations considered as a spectacle commenced to ascend the scale and greatly enhanced their formerly rather wan attractions. Captain Muff was a painstaking old gentleman with a *penchant* for "stunts"; to any subject of vital importance he would give earnest, laborious and concentrated thought, and the result was usually highly original.

Boat-stations, we soon discovered, were one of his pet themes; and the first Thursday morning on the outward voyage—Thursday was our Boat-and-Fire-stations day—the Chief Officer, looking a little distraught, for he was a conservative soul

and couldn't bear things not to be done "as they were in sail," came round to apprise the various boat-commanders of their new roles. Boat-stations, it appeared, were in future to be done by numbers; one blast on the steam whistle meant "Launch for'ard"; two blasts meant "Swing out stern"—and so on.

The Chief explained matters carefully to his unsympathetic Second and Third Mates; then to the Senior Cadet in charge of No. 4 boat, and then to the Chief and Second Engineers. After that it was borne in upon him that he had got to make the situation clear to the scrag and tindals—for we had a *lascar* crew—and his resolution became visibly weaker.

Captain Muff, meanwhile, strolled complacently up and down the bridge waiting for four bells to chime. Everything was planned to a nicety so far as he was concerned: if anything went wrong it would be the Chief Officer's fault. At ten o'clock one long blast, followed by six short ones, was to be sounded on the steam whistle by the long-suffering Third Mate, giving the signal for boat-stations—after which everything should go like clockwork.

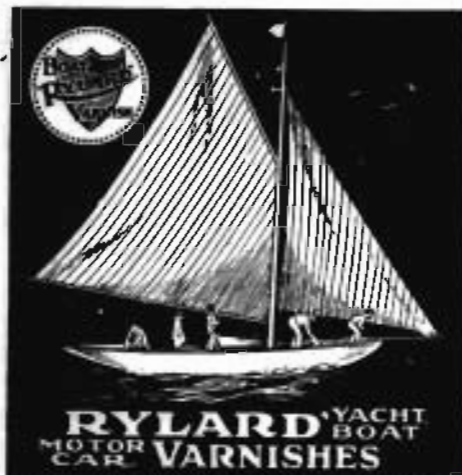
Four bells at last cut crisply on the morning air; the whistle blared its summons, and along scampered the crew, eager to sample this new *tamasha* of the Captain *Sahib's*.

"One blast!" called Captain Muff, and the Cadet stationed on the whistle lanyard obeyed. The after boats began to swing for'ard, but horrors! Here were Nos. 1 and 2 moving aft!

In the heated argument which ensued the Chief was generally considered to have won, since his point, "How could his something boat move for'ard through a forged steel weather-screen!" was held to be logically unassailable.

"Two blasts!" cried the Skipper, by way of ending the argument without further damage to his dignity; but the Cadet was exchanging endearments of the "I told you so" variety with his colleague in No. 2 boat, and the command fell upon deaf ears.

"——!" said Captain Muff and, grasping the lanyard in a hairy fist, gave a mighty heave. The



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Whose Prices Defy Competition.

wire parted somewhere over the galley, and the Captain assumed an unpremeditated sitting posture on the megaphone, which had been placed handy by the thoughtful Third Mate.

The discipline of the assembled ship's company underwent a severe strain for a few minutes, until Captain Muff succeeded in borrowing a police whistle as a substitute for the steam one. The substitute he blew three times by mistake, followed by a long blast to cancel this, followed by two shorts to indicate "Swing out stern." The ship's company fell into heated speculations as to what the device this meant; a strong minority, headed by the Second Mate, in favour of "Square up and knock off," suffering defeat by a narrow margin. The bridge Cadet received stoppages of leave which should last him well into his Mate's examination, and a flattened object, which closer inspection proved to be the bridge megaphone, hurtled with a splash into the sea.

"Push out your stern!" roared Captain Muff, with appropriate gestures; and the boats complied with the exception of No. 6, which had carried away a guy and assisted the Chief Engineer, who was coming up the Marconi ladder, to descend again.

The boats now lay, as it were, half in and half out; this part of the operation is usually accelerated as much as possible, and got over as rapidly as may be; but some minutes elapsed thus while another guy snapped, and the Chief did some creditable if inaccurate mental arithmetic concerning how much manilla he could spare for guy lanyards, and wished he hadn't got rid of that coil of 2-inch in Cardiff last time.

Two blasts, a spit (owing to sand in the whistle) and another blast apprised the expectant crew that they must "launch aft."

At last the third and fourth manoeuvres were completed and the boats were out and made fast. There followed an harangue from the bridge, in which the words "blast" and "blasted" occurred with unusual frequency, and then the evolution recommenced, to get the boats back inboard again.

The Chief Engineer's boat, having come in and gone out again (owing to the ocean giving a playful little roll or two) three times in rapid suc-

cession, to the intense gratification of the Second Mate, who had had words with the C.E. the day before, it made a bad last; but eventually all were secured, and the Chief Officer (who had aged visibly during the proceedings) realised with a sinking sensation that his sufferings were not yet over. Fire-stations were still to be got through.

An appalling clamour broke out upon the bell, and a rocket, gingerly attended by the Third Mate who seemed a little uncertain whether he might not go up as well, screeched into the blue and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and surprised and charmed at these unlooked-for pyrotechnics, laid hold of the fire-hoses with a will. The Downton pump was rigged, and willing hands worked the handle, but no spurt of water resulted. Eager helpers investigated the cause of the trouble; the nozzle, as the centre of interest, awaying this way and that, now pointing to the deck, now to the sky.

Coincident with the arrival of the Chief Officer and Captain Muff in person, to grasp the nozzle with authoritative and masterful fingers, and to apply the eye of authority to the business end of the hose, the cause of the trouble—a piece of waste—shot skywards; and there resulted, to quote the Wireless Operator who was watching from the security of the Marconi deck, "The finest aquatic fountain display he'd ever seen."

Yes, decidedly the advent of Captain Muff has added vastly to the gaiety of "Stations."

### A Brilliant Sea Cadet.

Sent in by Mrs. E. J. C. Scott, Mosman.

We were pleased to hear that Petty Officer Herbert M. Parkin, for over three years a member of the Mosman Sea Cadet Company, and son of Mr. and Madam Parkin, received the good news on his 16th birthday, that he had won an exhibition at the University.

Herbert passed his Matric, with 1st class honors in French, 4 A's and 2 B's, also the oral exams in French and German.

Madam Parkin is well-known in Mosman as a teacher of French.

Mr. and Madam Parkin are also active workers of the Mosman Navy League Sub-branch Committee.

## Strange Meetings

### In Strange Places

No. 3

By "JACK FROST."

MY first ship on joining the Royal Navy in August, 1886, was the *LION*. It was really two ships, the *LION* and the *IMPLACABLE*, moored stern to stern and connected by a bridge. The whole was called the Training Ship *LION*, and she lay in the Hamoaze, at Devonport (England). I mention these details so that it will be understood that she carried a goodly number of boys, probably about 3,000 at the time I was on board her, my number on the ship's books being 2,563; my division the 7th, and my mess No. 53. These details also are necessary as you shall presently see.

In my mess and my division was a boy named Carter, with whom I formed a close attachment. We used to spend a great part of our spare time together, and very often would go on shore together on such Thursday and Sunday afternoons as leave was given to us boys until sunset. Although we were not what you would call "inseparables," there was that between us in common that would justify our being classed as cronies. But in the early part of the year 1887, he, being a few months senior to me, and therefore more advanced in his training, was drafted to a seagoing ship, leaving me to complete my course of training. I soon picked up with another cobbler, and by the time it came my turn to be drafted to sea—about three months later—I suppose I had forgotten I had ever had a chum named Carter, for in a company of 3,000 boys, one soon forgets individuals.

Twenty-eight years full of strange vicissitudes rolled by. Meantime I had been pensioned from the Navy and was employed in the literary staff of a Sydney daily paper. In the course of my ramblings I had run up against almost as many Carters as I had Benjamins, and Joneses, and Browns. Certainly the name of Carter had long ceased to stir up in my mind recollections of my training days in the old *LION*.

The Great War broke out. Hourly I waited expecting to be called up for naval service. But it never came. After waiting impatiently until December, 1914, I tired of waiting any longer. I enlisted in the A.I.F., and, at the end of July of 1915, I found myself one of a crowd of Diggers on board H.M. Gunboat *PARTRIDGE* gradually sneaking under cover of a moonless night towards the very lively shores of Gallipoli. "Out Lights!" was the strict order of the night. We were forbidden to smoke a cigarette or pipe, ever, lest the glow should attract the fire of Johnny Turk who was keeping a good look-out on the hills and incessantly firing his rifles and machine-guns, sending up star rockets, and generally exhibiting

nervousness at the presence of the foreign invaders. We also were forbidden to speak other than in whispers.

The *PARTRIDGE* had now drawn near the point where we should have to disembark on the punts or any other old shallow-draught craft to be taken to the rough jetty that was the Gallipoli landing place. But the going was still snail slow, and it seemed as if it might be yet an hour before we would be ordered to strap on our packs and stand by to alight over the side into the punt—for that was the type of craft by which my Company effected its final landing.

I presently found myself one of a group of diggers who were congregated by the starboard gangway conversing in low whispers. Vaguely I discerned the form of an old man-of-war's man who was the centre of attraction as he related yarns of what had happened to certain of the diggers who had preceded my crowd on passage to Gallipoli on board the gun-boat *PARTRIDGE*, of which the old Salt was the boatswain. It is difficult to keep up a prolonged conversation in whispers. I suppose that I became so excited at finding myself once again on board a man-of-war in the presence of its real, live boatswain, that I must have raised my voice above the prevailing regulation strength, for the boatswain immediately craned his neck in my direction that for the first time I was able to almost recognise his very much bowshinkered features.

I fully expected the boatswain to go crook on me and in his hoarse voice whisper an admonition at my indiscretion in having, by so raising my voice, jeopardised the lives of the crew of the *PARTRIDGE*, to say nothing of the lives of the 5th of the 1st Batt., A.I.F.! But, to my pleasant surprise, he did nothing of the kind. What he did more than whisper was this:

"By the Holy Smoke! I'll swear I could recognise that voice among a million! Wasn't you in the Navy!"

"Yes, I was," I hoarsely croaked answer.

"Wasn't you in the old *LION* in eighty-six—and wasn't your number twenty-five-sixty something—and wasn't you in the Seventh Division—and . . . . ."

He paused to get his wind, meantime he gripped me by the shoulders, and twisted me round to try and get a clearer glimpse of my face.

"Yes, by cripes!" he presently gasped. "And was your name Jack Frost and wasn't you my cobbler that I've wondered about many a time these long years past, yet never set eyes on or heard of from that day to this very auspicious occasion, as the saying is!"

I reluctantly had to confess that I couldn't place him.

"You just step down below with me to my cabin!" he almost screamed the whisper in a voice like that of a rooster suffering from the pip. "We've tons of time; you fellows won't be pushing off from this hooker for another hour yet."

That was how, after nearly thirty years, I came to renew my acquaintance with my old topmate, Boy Carter, of the old Training Ship *LION*. Needless to say, he gave me a ripping time. His mess and his cabin were deadlight light-tight, so that we were able to eat supper, drink rum, and smoke ship's tobacco with impunity. Most fortunate of all for myself, I was able to sit down in Carter's cabin and finish an article for my Sydney paper to which I continued to contribute during my service at the Front. I had commenced the article on the ship which took us to the *PARTRIDGE* for transshipment. Not only that, but I was able to continue my story right to the very minute that I, with my Company, landed in Gallipoli. I left the article to the care of Carter, he promising that he would do his utmost to get it through the severe censorship prevailing in those early days of the War. And well he kept his promise, as I was to discover many months after when, while in London after being discharged from hospital, I saw in Australia House an old copy of the Sydney *Evening News* containing a description of our arrival at Gallipoli "by Our Own Special Correspondent—Jack Frost."

I trust that by making this latter statement I shall not appear egotistical. I merely wrote it as being what I thought to be a justifiable dramatic flourish to this contribution to the series of stories: "Strange Meetings, in Strange Places."

(TO BE CONTINUED).

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"Devy Jones" locker, for instance, contains only water, but the locker aboard the craft of a discriminating man contains the finest liquid refreshment "under the sun." It's Tooth's K.B. lager . . . as fine a beverage as ever "strapped aboard a ship" . . . as whole some a drink as ever satisfied a summer thirst. K.B. is a true lager.

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KB  
a true LAGER**

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## For the BOY, AUSTRALIA and the EMPIRE.

### Monthly Notes and News.

THE rowing race for the Cooper Corso Cup was held at North Harbour on the 15th March in rainy weather. After a thrilling struggle victory went to the improving Woolwich crew. Results: Woolwich, 1; Drummoyne, 2; Elizabeth Bay, 3; Mosman, 4. Other competitors were Leichhardt, North Sydney, Belgowlah and Manly.

This JOURNAL warmly congratulates Mr. T. H. Silk on his election to membership of the Institute of Civil Engineers. Mr. Silk, who is the Managing Director of Mort's Dock & Engineering Coy., Ltd., and a member of the Executive Committee of the Navy League, is a member of the Institute of Naval Architects. We are sure that the new distinction will give as much pleasure to Mr. Silk's many friends as it will to the genial gentleman himself.

A new company of cadets is being organised by Mr. Doyle in No. 4 Region. Indications are that it will uphold the high standard set by the best units in the League.

Miss Myrtle Oxley has severed her active association with the Navy League and accepted an appointment at the Moss Vale office of the proprietors of the Goulburn Post. Prior to leaving Sydney Miss Oxley was the recipient of useful gifts from the Secretary of the League and from the Birchgrove Sub-branch. During her 5½ years as accountant-typist of the League Miss Oxley made many friends, and their good wishes go with her in her new sphere.

The boats of Drummoyne, Woolwich and Leichhardt companies are often together on the rivers or harbour and always present a spectacle which is favourably commented on by ferry travellers. The more one sees of the different companies of

cadets the more generously one recognises the work of the officers and how their own personality is reflected in the appearance and discipline of their cadets. There is no escaping the fact that companies are what their officers make them.

Woolwich Company, in spite of its more or less isolated position, is doing exceptionally well. Mr. C. Tottman, the O.C., is a popular and efficient officer and he is ably assisted by Mr. Pierce and the Committee.

Both Mr. Frank Grimley and Mr. Harry Shelley have been sterling friends to this smart young company.

We have heard that Elizabeth Bay cadets in the "Fairfax" whaler rendered another service a few days ago. The crew of a 12-ft. skiff were thrown into the water when their boat capsized off the Pile Light, Rose Bay. No other boats being near, Mr. Collins and his cadets were soon on the scene. The skiff was righted and baled out by the lads, who were sincerely thanked for their prompt assistance.

The Editor of the JOURNAL invites readers, particularly those interested in the Sea Cadet Movement, to send along articles or paragraphs relating to their experiences in the League. The continuance of the JOURNAL is possible only if Leaguers assist in the way indicated and by recommending it to their friends. The Editor believes that in the interests of the League generally members will not grudge the payment of three pence each month for their copy of the magazine. For nearly nine years the JOURNAL was issued free to officers, sea cadets and Committee members, but this is no longer possible owing to the difficulty in obtaining advertisements and the falling off in subscriptions due to the prevailing economic depression.

WHERE THE SILVERY PARRAMATTA WINDS THROUGH THE BUSH-LAND.



CADETS OF AUBURN COMPANY GO AFLOAT IN THEIR NEWLY ACQUIRED WHALER.

### The Lea-Wilson Swimming Premiership Cup, 1930.

1. All competitors must be members of the Navy League, N.S.W.
2. All competitors to wear costumes and v's.
3. Competitors must be ready to take off in time.
4. Competitors only allowed on the take-off stage.
5. Competitors are to leave the water immediately event is finished.
6. Protests only entertained when made to judge at the end of the race.
7. Only amateurs allowed to compete.
8. Only four entries from each Company allowed in each event of swimming.
9. Only one entry in Diving event.

NOTE.—Any infringement of the Regulations will mean disqualification.

#### SWIMMING EVENTS.

|                          |                    |
|--------------------------|--------------------|
| 33 Metres Breast-strokes | Age 11 to 12 years |
| 33 " Freestyle           | do.                |

|                     |                |
|---------------------|----------------|
| 33 Metres Freestyle | 12 to 13 years |
| 50 " Freestyle      | 13 to 14 years |
| 50 " Freestyle      | 14 to 15 years |
| 100 " Freestyle     | do.            |
| 100 " Relay race    | up to 18 years |
| 100 " Freestyle     | 15 to 16 years |
| 100 " Breast-stroke | do.            |
| 100 " Freestyle     | 16 to 17 years |
| 100 " Freestyle     | 17 to 18 years |

Three Dives—Running, Standing and Fancy.

Points count in Finals for Company Cup:—  
1st 3 Points.  
2nd 2 Points.  
3rd 1 Point.

Manly Swimming Club officials have kindly undertaken to provide a Starter, Timekeeper and Judge, who will be assisted by Messrs. B. Cooper, Charlton and Solomon.

The 1st race will start at 2.45 p.m., Saturday, 22nd March, at the Municipal Baths Manly.

**Birchgrove.**

(Contributed by Mr. S. Cooper, S. S. D.)

Mr. H. Cochrane visited us a couple of weeks ago and brought along the famous "Cochrane Shield" which Birchgrove won at the all-comers boat-race in November last.

Captain Chapman, Organiser Limbless Soldiers League, also Mr. Bird and Mr. Davis, President and Secretary of Rozelle Memorial Hall also visited our depot. Mr. Chapman spun some fine yarns to the Cadets and kept them amused for an hour and a half. Birchgrove cadets have promised to assist on Tin Hat Day, March 14, as they did on Poppy Day. 8 of our smallest lads took Collection Boxes and raised or collected £4/17/6.

Can any Longtong tell us where we can buy shares to the extent of about £200? They must be gilt-edged securities showing a good return for our Company's hard-earned savings.

**Manly.**

(Contributed by Mr. E. A. Solomon, R.O.C.)

In an impromptu boat-race recently held in North Harbour between Balgowlah, Elizabeth Bay and Manly Companies, Elizabeth Bay proved the victors after a stirring race over a half-mile course. These lads from Eastern Suburbs have come to the fore and been making a name for themselves during recent months. It is thought that Mr. Collins, the O.C., had the Company inoculated with monkey gland lymph some time ago—hence the change.

Manly Chamber of Commerce invited the local cadets to a display on the Ocean Beach at the beginning of the month. Our senior lads taking the cutter through the Heads to Queenscliff, where the miniature "gun-boat," rigged as such by the Chamber, was driven ashore in a brief Southerly.

**Balgowlah.**

(Contributed by Mr. W. A. Walker, O.C.)

The Balgowlah Cadets and Officers wish to thank Mrs. Broadbent, Senr. for her very generous offer of £25 to help towards the building of our boatshed.

The company held a challenge cricket match at the depot on the 8th of March against Mosman Bay. Mosman won the toss. Balgowlah won by an innings and 78 runs. We now accept Auburn's challenge.

We expect shortly to have a Rugby League football team and hope to play many games.

Our band will play for the first time in a recruiting parade to take place at Mosman at an early date. The band is now 25 strong and practising two nights a week under the baton of Mr. Rowlands.

**Mosman.**

(Contributed by Mr. B. W. Snow, R.O.)

Routine work and instruction have occupied most of our time recently and we are adding a few recruits. Attendances have been good in spite of other attractions during the hot weather.

An examination for Petty Officers was conducted by the Regional Officer on Wednesday 5th March, but the results will not be available for publication in this issue, as the squad drill and signals exam are not yet completed. An exam for Leading Seamen will be held in the near future.

On Saturday, March 8th, we visited Balgowlah at their invitation for a cricket match. We can only remark that we did not win, and in congratulating Balgowlah on their walk over, we trust they will not emphasize the scores!

We take this opportunity of inviting all boys of Mosman district to seriously consider joining our ranks, as a varied programme of interest is being drawn up, quite apart from inter-Company competitions.

**Auburn.**

(Contributed by E. Tough)

We are pleased to report that after several months absence our popular O.C., Mr. R. Klein, has returned and taken charge again.

This sub-branch is now the proud possessor of a fine whaler, which was handed over at Drummoyne on the 15th ult. by Mr. L. E. Forsythe Regional Officer, whom we all wish to thank for his kind help in obtaining the boat. On the way home a severe gale set in, accompanied by heavy rain, with the result that both the crew and boat got a thorough christening.

Ever since the arrival of the whaler the boys have been very enthusiastic and busy, most of their time being spent in building a small jetty which will save them the inconvenience of having to wade through mud at low tide.

During practice rows the new whaler has attracted keen attention from the riverside folk, especially among lads of whom several have made inquiries with a view to joining up.

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TEE RAILS, BRIDGE RAILS  
BEAMS, CHANNELS,  
ANGLES, TEES, ROUNDS,  
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**MELBOURNE**

*Expenditure, etc., in connection with the building of Drummogue Depot, makes interesting reading.*

|                                    |      |    |    |
|------------------------------------|------|----|----|
| A. C. Ingham & Co., Ltd.—Timber    | £308 | 3  | 10 |
| J. Breckenridge, Ltd.—Timber       | 13   | 13 | 4  |
| J. Goodwin, Ltd.—Cement            | 19   | 13 | 3  |
| W. Finch—Sand                      | 3    | 9  | 0  |
| G. Jackson & Co.—Paint             | 3    | 10 | 5  |
| Broomfields, Ltd.—Fittings         | 10   | 14 | 9  |
| Blackwoods, Ltd.—Bolts, etc.       | 3    | 3  | 3  |
| Coupland & Waddell—Lights          | 30   | 3  | 11 |
| R. O. Jarvis—Glass                 | 2    | 0  | 7  |
| Bassett & Co.—Ironwork             | 6    | 12 | 6  |
| Anthony Horderns, Ltd.—Nails, etc. | 4    | 17 | 10 |

£400 19 6

L. Russell—Builder 93 10 0

Total Cost of Building £499 12 8

Accounts to the amount of have been paid from funds. £201 16 5

Accounts to the amount of have been paid by the R.O. Mr. L. E. Forsythe, until such times as the money can be raised to pay the debt off. £297 16 3

£499 12 8

Enamel and gilt badges of the League are now in stock. Price 1/- each.

Woolwich cadets learn with regret that "Digger" Martin has been laid up. They hope to see him about again very soon.

Mr. Collins of Elizabeth Bay Company has received a letter from the Ex Naval Men's Association congratulating him on the appearance of his cadets and thanking him for their services at Xmas time.

A band has been formed by Auburn company, with C. Hooper as bandmaster, J. Hynd as chief bugler, and C. Dunn as drummer.

*Pass this Journal to the nearest School.*



its wonderful cradling buoyancy is furnished by hundreds of pliant, rust-proof springs—each spring being held at the top and bottom in strong pockets of borlap cloth. Over and under this buoyant base are hand-laid generous layers of hair and silk wadding. Fully Ventilated; Attractive Tickings; All Sizes.

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A Reliable Watch*



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9 ct. Gold £3/5/-; Silver 42/-; Nickel 36/-.

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MANAGING  
DIRECTOR

### Leichhardt.

(Contributed by Mr. M. F. Litto, O.C.)

On the 22nd Feb., we held a dance in the Temperance Hall, Montague St., Balmain, and although we had a very hot westerly wind the company benefited by a few pounds. On the 29th inst. another dance will take place at the same hall, when we hope to have a good muster of patrons.

On Tuesday night 4th March, we had our usual fortnightly meeting and taking advantage of a large gathering, we appointed our officers for the current year. President: Mr. Goode, returned unopposed; Vice-President: Mr. D. Robb, C.O.; General Secretary: Mr. J. Hann; Assist. Secretary: Mr. S. Ward; Treasurer: Mr. M. Litto, O.C.; Mrs. M. Litto; Mr. W. Brown.

### CUPIE CLUB.

President: Miss E. Litto; Vice-President: Miss P. McKee; Secretary: Miss B. McNally.

The position for President of the Cupie Club was balloted for, Miss Litto gaining the honour by a very small margin. We have a new member Miss McNally in the Cupie Club who is already very popular with members. She was unanimously appointed Secretary.

New members for the month are as follows:—

### GENERAL COMMITTEE.

Mr. J. Snaddon; Mr. D. Sinclair; Mr. J. Hann.

### CUPIE CLUB.

Miss Vera Parsons.

We thank J. Payne, Esq., General Manager of Cockatoo Dockyard for his help and kindly interest in Leichhardt Company. The steering wheel recently purchased is being set up by Mr. L. S. Gosbee who is making a good job of it. The wheel will be used in connection with our training operations.

Cadets are happy and busy renovating our boats.

### Obituary

The officers and cadets of the Woolwich Company tender their deepest sympathy to the relatives of the late Mr. Collison in their great loss.

## KIWI BOOT POLISHES

are now obtainable in a

### NEW EASY-OPENING TIN

*The Quality Tells*



## BEEF EXTRACT

FOR GRAVIES AND BEEF TEA

Such a LOT at LITTLE COST

Greatly improves the flavour of all meat dishes.

Packed in 8oz. and 4oz. nett tins especially enamelled inside.

**QUALITY GUARANTEED**

8oz. for 2/6

4oz. 1/8

"Take at night and sleep alright"

MOSMAN SUB-BRANCH—STATEMENT OF ACCOUNTS

1<sup>ST</sup> MARCH TO 31<sup>ST</sup> DECEMBER, 1929.

| March 1, 1920. |                              | £   | s. | d. | 1920. |                                 | £  | s. | d. |
|----------------|------------------------------|-----|----|----|-------|---------------------------------|----|----|----|
| To             | Balance Government Savings   |     |    |    | By    | Officers' Pares                 | 18 | 15 | 0  |
|                | Bank                         | 88  | 12 | 7  |       | Repairs Depot                   | 7  | 17 | 9  |
|                | Balance Rural Bank           | 0   | 19 | 11 |       | Hall Rents                      | 19 | 17 | 4  |
|                |                              |     |    | 89 |       | Rates                           | 4  | 19 | 8  |
|                | Sale of Tickets (Currington) | 7   | 0  | 0  |       | Equipment (Depot)               | 8  | 4  | 9  |
|                | Junior Dance                 | 18  | 2  | 0  |       | Electric Light                  | 1  | 10 | 5  |
|                | Subscriptions                | 1   | 10 | 0  |       | Petty Cash                      | 8  | 6  | 0  |
|                | Interest                     | 1   | 15 | 11 |       | Launch Hire                     | 9  | 7  | 8  |
|                | Concert                      | 5   | 18 | 0  |       | Refreshments (Depot)            | 3  | 5  | 0  |
|                | Card Party                   | 7   | 18 | 1  |       | Advertising                     | 8  | 19 | 0  |
|                | Dance                        | 19  | 2  | 8  |       | Printing                        | 8  | 2  | 8  |
|                | Launch Collections           | 5   | 19 | 0  |       | Orchestra                       | 13 | 0  | 0  |
|                | Pete                         | 102 | 3  | 3  |       | Fig.                            | 15 | 5  | 0  |
|                |                              |     |    |    |       | Donations, Ladies' Guild        | 1  | 11 | 8  |
|                |                              |     |    |    |       | Harbour Trust                   | 2  | 5  | 0  |
|                |                              |     |    |    |       | Mr Currington (Gratuity)        | 5  | 0  | 0  |
|                |                              |     |    |    |       | Pete Expenses (Ginola only)     | 27 | 11 | 8  |
|                |                              |     |    |    |       | Sundry Expenses                 | 9  | 2  | 0  |
|                |                              |     |    |    |       | December 31 -                   |    |    |    |
|                |                              |     |    |    |       | Balance Rural Bank              | 0  | 19 | 11 |
|                |                              |     |    |    |       | Balance Government Savings Bank | 89 | 18 | 0  |
|                |                              |     |    |    |       | Cash on hand                    | 3  | 9  | 5  |

C. DILLON, Hon. Treasurer.

S. KING, Hon. Secretary.

**Mosman Bay.**

The Annual Meeting of the above Sub-branch took place on the 12th inst., when the Statement of Account for the period ending 31st December was read and adopted, a copy of which I am in printed above.

The following Officers were elected for the ensuing year:—President: Barton Addison, Esq.; Vice-Presidents: Messrs. Aldred, Turnley and Plateau; Hon. Secretary: S. King; Hon. Treasurer: C. Dillon; Hon. Organiser: Mrs. C. Dillon.

**Please pass this Journal to  
a Friend.**

**Drummond**

(Contributed by Mr. W. H. Hall.)

OUR new signal bridge has been completed and in addition to improving the look of the Depot allows our signallers to carry out their duties without interference from other Depot activities.

On 15th March a party under Mr. Charlton were returning to the Depot in the skiff when they were called upon to rescue the Sailing Skiff "Venus" which had gone over off Snake Island. After a very stiff pull against the strong Southerly and to the great relief of the half frozen crew, the "Venus" was beached safely.

This is the second occasion this year in which our company have been called upon to rescue less fortunate comrades.

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RESERVE FUND

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|------------|---|---|
| £4,200,000 | 0 | 0 |
|------------|---|---|

RESERVE CAPITAL

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### Cook's River.

(Continued by Mr. W. J. Paulkner, O.C.)

We started the month by resolving to have fewer marches and more useful instruction. Exams. for Higher Rating have made the cadets keen on promotion, and the number of entries is most satisfactory. On Saturday, Feb. 8th, in conjunction with the Metro-Goldwyn-Mayer Radio Movie Club Members we visited the Sydney Harbour Bridge which was very interesting, thanks to Mr. Maughan, a representative of Messrs. Dorman Long, who was our guide and explained everything to us—the different kinds of steel plates, the different sized rivets which were made by a Melbourne firm, also width of bridge, roadways for pedestrians, and numerous other things. Our boys send many thanks to Mr. Maughan for the splendid way in which he explained the methods adopted in the construction of the Bridge. Mr. Tweed of the Metro-Goldwyn-Mayer Radio Movie Club is also thanked for his

interest in the kids and for his kindness in organising these instructional and educational outings.

We are trying to raise funds to build a depot at Cook's River, and one of the Company's juniors, Miss Eileen Davies, a music teacher, kindly arranged a Concert in Turner's Hall, King Street, Tempa, with the assistance of her pupils. During the interval the Mayor, Alderman S. W. Harvey, presented prizes for the Popular Boy Competition. Those successful were: Cadet Train, Cadet Dedman and Cadet Hatley. The Mayor also gave a short address remarking how the Cook's River Navy League Sea Cadets had progressed since its inauguration and hoped that it would continue to do so, and also praised the Cadets of the Company who were successful in their Higher Rating Examinations.

The prizes for the Popular Boy Competition were won by Cadet Train, Silver Wristlet Watch; Cadet Dedman, Wristlet Watch; Cadet Hatley, Silver Pencil.

WOOLWICH SEA CADET CORPS—STATEMENT OF RECEIPTS AND PAYMENTS  
FOR THE YEAR ENDED 31st DECEMBER, 1929.

| RECEIPTS.                     |          | PAYMENTS.                       |          |
|-------------------------------|----------|---------------------------------|----------|
|                               | £ s. d.  |                                 | £ s. d.  |
| <b>Donations—</b>             |          | <b>Journals for Members</b>     | 0 11 6   |
| Messrs. F. Grimley (for Boat) | 50 0 0   | <b>Equipment—</b>               |          |
| .. W. Hine                    | 2 2 0    | 1 Mast                          | 8 0 0    |
| .. H. Shelley                 | 2 2 0    | 1 set of Sails                  | 1 0 0    |
| .. G. Savage                  | 1 1 0    | 2 Steel Lockers                 | 1 0 0    |
| .. — Solomon (Sew)            | 1 1 0    | 1 Drum (and Repairs)            | 1 15 0   |
| Cadets (miscellaneous)        | 0 2 7    | 1 Tent                          | 1 0 0    |
|                               |          | Sundries (Paint, &c.)           | 1 0 0    |
|                               | 56 8 7   |                                 | 13 15 0  |
| <b>Subscriptions—</b>         |          | <b>For Boat—</b>                |          |
| Members                       | 3 0 0    | Purchase of Whaler              | 11 10 0  |
| Cadets                        | 9 4 8    | Cartage of Whaler               | 8 0 0    |
|                               | 12 4 8   | Timber for repairs              | 4 7 11   |
| <b>From Ladies' Committee</b> |          | Accessories (Oats and Rowlocks) | 0 14 8   |
| Proceeds from Concert         | 20 6 0   | Paint and Enamel                | 2 8 1    |
| Proceeds from Dance           | 7 13 9   | Screws and Nails                | 0 13 6   |
|                               | 28 0 3   |                                 | 27 14 2  |
| <b>Sundries—</b>              |          | <b>Petty Cash</b>               | 1 3 2    |
| Bank Interest                 | 0 2 8    | Stationery                      | 3 0 3    |
| In Trust for Uniforms         | 0 14 5   | Presentation Fountain Pen       | 0 18 0   |
|                               | 0 17 1   | <b>Cash—</b>                    |          |
|                               |          | In Hand                         | 5 8 5    |
|                               |          | In Bank                         | 45 0 1   |
|                               |          |                                 | 50 8 6   |
|                               | £97 10 7 |                                 | £97 10 7 |

Audited and found correct.  
J. BARNES  
3/2/30

C. A. FAIRLAND, President.  
C. W. PURDOM, Hon. Secretary & Treasurer.

**Woolwich Sub-Branch.**

**First Annual Report, 1929.**

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P.O. V. COLLISON

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|------------------|--------------------|
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| Cadet M. JOHNSON | R. BROWN           |
| E. CLIFT         | J. NEIMIER         |
| R. BOYLE         | W. SOLOMON         |
| G. LUCAS         | S. BATINTE         |
| E. F. BASTISTE   | O. BARTIN          |
| G. MARTIN        | A. SNOWHALL        |
| R. ROWS          | B. BARNES          |
| J. VICKERY       | N. MURRAY          |
| J. MCCARTHY      | R. WHITE           |
| H. COLLISON      | J. McQUEEN         |
|                  | B. MARKIN          |

This Sub-branch, upon completing its first year of existence, has just cause to be proud of the results achieved.

For a large portion of the year all efforts have been directed towards obtaining funds, and from a perusal of the Financial Statement in this issue the success of these efforts will be evident.

#### ATTENDANCES.

Although the total enrolments are comparatively small the enthusiasm as shown by the high percentage of attendances cannot be disputed.

Particulars of attendances are as follows:—

| Month | No. of Parties | Attendances Possible | Actual | %  | Enrol. Basic | At'th |
|-------|----------------|----------------------|--------|----|--------------|-------|
| Jan.  | 1              | 11                   | 10     | 91 | 11           | 11    |
| Feb.  | 8              | 88                   | 83     | 94 | —            | 11    |
| Mar.  | 9              | 99                   | 94     | 95 | —            | 11    |
| April | 9              | 101                  | 77     | 74 | 3            | 13    |
| May   | 9              | 103                  | 110    | 77 | 4            | 17    |
| June  | 9              | 144                  | 132    | 91 | —            | 16    |
| July  | 9              | 153                  | 131    | 86 | 1            | 17    |
| Aug.  | 9              | 135                  | 116    | 84 | —            | 17    |
| Sept. | 7              | 128                  | 108    | 80 | 1            | 18    |
| Oct.  | 9              | 171                  | 169    | 98 | 1            | 19    |
| Nov.  | 9              | 225                  | 184    | 82 | 1            | 25    |
| Dec.  | 9              | 160                  | 139    | 82 | 1            | 25    |

Average percentage of attendances for 12 months—84 per cent.

#### BOATS.

From the specific donation of £50 by Mr. F. Grimley a Whaler was purchased and after extensive repairs had been effected, the expense being borne by Mr. H. Shelley, the boat was ready for the water. This opened up a new branch of activities, and in spite of the excessive weight of the boat the cadets have given a good account of themselves in the following races:—

| Race             | Date      | Marking | Position |
|------------------|-----------|---------|----------|
| North Sydney     | August    | 11      | Unplaced |
| Chambers Bldg    |           | 10      | Fifth    |
| Ann. Day Regatta | Jan. 1930 | 8       | Fourth   |

\* Broke two oars.

Arrangements are now being made to sell the Whaler and purchase a Gig, which is 8-cwt. lighter, and different results can be confidently anticipated in the coming year.

#### SOCIAL.

The Ladies' Committee had a very successful Concert and Dance during the year, and the proceeds made a very substantial contribution to the general funds.

A very pleasant Afternoon Tea was also given at the Depot and was attended with great success.

On Saturday, 25th January, 1930, the first Birthday Party was given to the cadets by Mrs. Hillier and some of the ladies, the whole of Drum-moyne Company being invited. Few Birthday parties have been so successful.

The Xmas Party was given to the boys by Mr. Shelley, who once again displayed his usual lavish generosity. It was the unanimous opinion of the cadets that they had never experienced such a good time.

#### CAMPS.

The most important camp of the year was a trip to Newcastle for one week. Under the charge of Mr. Tottman (then Chief Officer) the cadets carried out all their duties in a most efficient manner and great credit is due to this Officer.

Numerous week-end camps have also been held throughout the year, all of which have been successful.

#### GENERAL.

The Depot, which was scarcely large enough for our requirements before the Company was 15 strong is now far too small to accommodate all the cadets and with the approach of Winter and more indoor instruction and classes it will be necessary for the new Committee to make immediate arrangements for additional accommodation.

The foremast ex H.M.A.S. Warrano also requires to be suitably erected as the Depot Flag-staff, and a slipway with shelter is also required very urgently.

The site of the Depot is ideal for a Sea Cadet Corps' Headquarters, and is the envy of other Companies. If, then, these three outstanding improvements can be made early in the new year the Woolwich Company will be well if not adequately equipped.

## R.A.N. Appointments.

Lieutenant-Commander: Gordon A. Gould to "Cerberus," additional for passage to England per S.S. "Renio" to date 1st March, 1930. (X) Henry H. Palmer to "Cerberus," and for charge of P. & R. T. School, to date 17th March, 1930. Cecil C. Baldwin to "Penguin" and as D.I.O., Sydney, and as Staff Officer to C.S.S., to date 17th March, 1930.

Lieutenant: Vincent E. Kennedy to "Cerberus," additional for passage to England per S.S. "Renio," to date 5th March, 1930. (X) Sydney T. M. Gower to "Cerberus," additional, to date 17th March, 1930. William H. Martin to "Cerberus," additional as Assistant Surveyor, 2nd Class, to date 12th February, 1930. (O) Harold H. Hibbs to "Albatross," to date 19th February, 1930. James K. Walton to "Cerberus," additional for passage to England per S.S. "Neoter," to date 24th February, 1930. George C. Oldham to "Cerberus," additional for passage to England per R.M.S. "Nahara," to date 9th March, 1930.

Sub-Lieutenant: Lucius W. A. Macdonnell to "Orway," to date 24th February, 1930. John L. Bath to "Anzac," additional, to date 14th February, 1930. Palgrave F. Carr to "Australia," additional, to date 12th March, 1930.

Lieutenant (R): Gordon Mel. Wilson to "Cerberus," to date 24th February, 1930. Richard D. Handcock to "Albatross," additional, to date 20th February, 1930.

Paymaster Lieutenant-Commander: Allen Freyer to "Cerberus," additional for passage to England per S.S. "Renio," to date 12th March, 1930.

Paymaster Lieutenant: Edward H. Leitch to "Cerberus," additional for duty at Navy Office as Secretary to 2nd Naval Member, to date 7th March, 1930.

Commissioned Gunner: David F. Smith to "Australia," (Temp.) on reversion to P.N.P. (sea-going), to date 22nd January, 1930.

Commissioned Boatwain: Albert J. Habertield to "Cerberus," additional, to date 27th February, 1930.

Warrant Engineer: Thomas Turnbull, M.S.M. to "Penguin" additional, to date 10th February, 1930.

Warrant Electrician: Harry R. Giles to "Cerberus," additional, to date 17th March, 1930.

Schoolmaster: Alan Parkinson to "Cerberus," additional, to date 10th March, 1930.

Lieutenant: The following appointments date from 15th February, 1930:—William Trevelin to "Cerberus," additional for duty at Naval Reserve Depot, Warran-town. Francis J. Nugent to "Penguin," additional for duty at Naval Reserve Depot, Brisbane. Herbert F. Jarrett to "Cerberus," additional for duty at Naval Reserve Depot, Port Adelaide. Harold H. Hatten to "Cerberus," additional for duty at Naval Reserve Depot, Fremantle. Arthur Greening to "Cerberus," additional for duty at Naval Reserve Depot, Port Melbourne.

Commissioned Instructor: George Leaver to "Penguin," additional for duty at Naval Reserve Depot, Sydney. George E. Carter to "Cerberus," additional for duty at Naval Reserve Depot, Warran-town. Charles Frolik to "Penguin," additional for duty at Naval Reserve Depot, Sydney. Ernest J. Bates to "Penguin," additional for duty at Naval Reserve Depot, Brisbane. Frederick W. V. Harris to "Cerberus," additional for duty at Naval Reserve Depot, Port Melbourne. Alfred J. Reed to "Cerberus," additional for Naval Reserve

Depot, Hobart. Harry O. Bignell to "Cerberus," additional for Naval Reserve Depot, Fremantle. Robert A. Baker to "Cerberus," additional for duty at Naval Reserve Depot, Port Adelaide. Edgar L. Smith to "Penguin," additional for duty at Naval Reserve Depot, Brisbane. John Fox to "Cerberus," additional for duty at Naval Reserve Depot, Port Adelaide. William B. Rhoades to "Cerberus," additional for duty at Naval Reserve Depot, Fremantle. Michael J. O'Neill to "Cerberus," additional for duty at Naval Reserve Depot, Port Melbourne. Oscar Harman to "Cerberus," additional for duty at Naval Reserve Depot, Fremantle.

Warrant Instructor: Arthur Baxter to "Penguin," additional for duty at Naval Reserve Depot, Sydney. Stanley F. Goudie to "Cerberus," additional for duty at Naval Reserve Depot, Hobart. Hubert L. M. Graham to "Cerberus," additional for duty at Naval Reserve Depot, Port Melbourne, and for employment elsewhere as directed by D.N.R.M.

#### PROMOTIONS.

Lieutenants: Norwood P. Morgan and Colin G. Little to be Lieutenant-Commanders, to date 10th February, 1930. Lieutenant William H. Thurlby to be Lieutenant-Commander, to date 1st March, 1930. Sub-Lieutenant Alan G. Lewis to be Lieutenant, to date 25th February, 1930. Midshipmen John B. Thompson and Gerald C. Carter to be Acting Sub-Lieutenants, to date 1st January, 1930. Paymaster Lieutenants Joseph O'Reilly and Ernest H. Carrey to be Paymaster Lieutenant-Commanders to date 1st March, 1930. Petty Officer David V. Stratton to be Gunner (Acting), to date 1st January, 1930.

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Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg. Pitt and Bridge Sts., Sydney.

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

All alterations of standing advertisements should reach the JOURNAL NOT LATER than the last day of the month of issue.

PHONE: B 7808.





## The Navy League

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## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

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1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince Australians 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 SECURITY.
3. To bring home to 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, WEIGHS US INTO A POWERFUL WHOLE.
4. 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.

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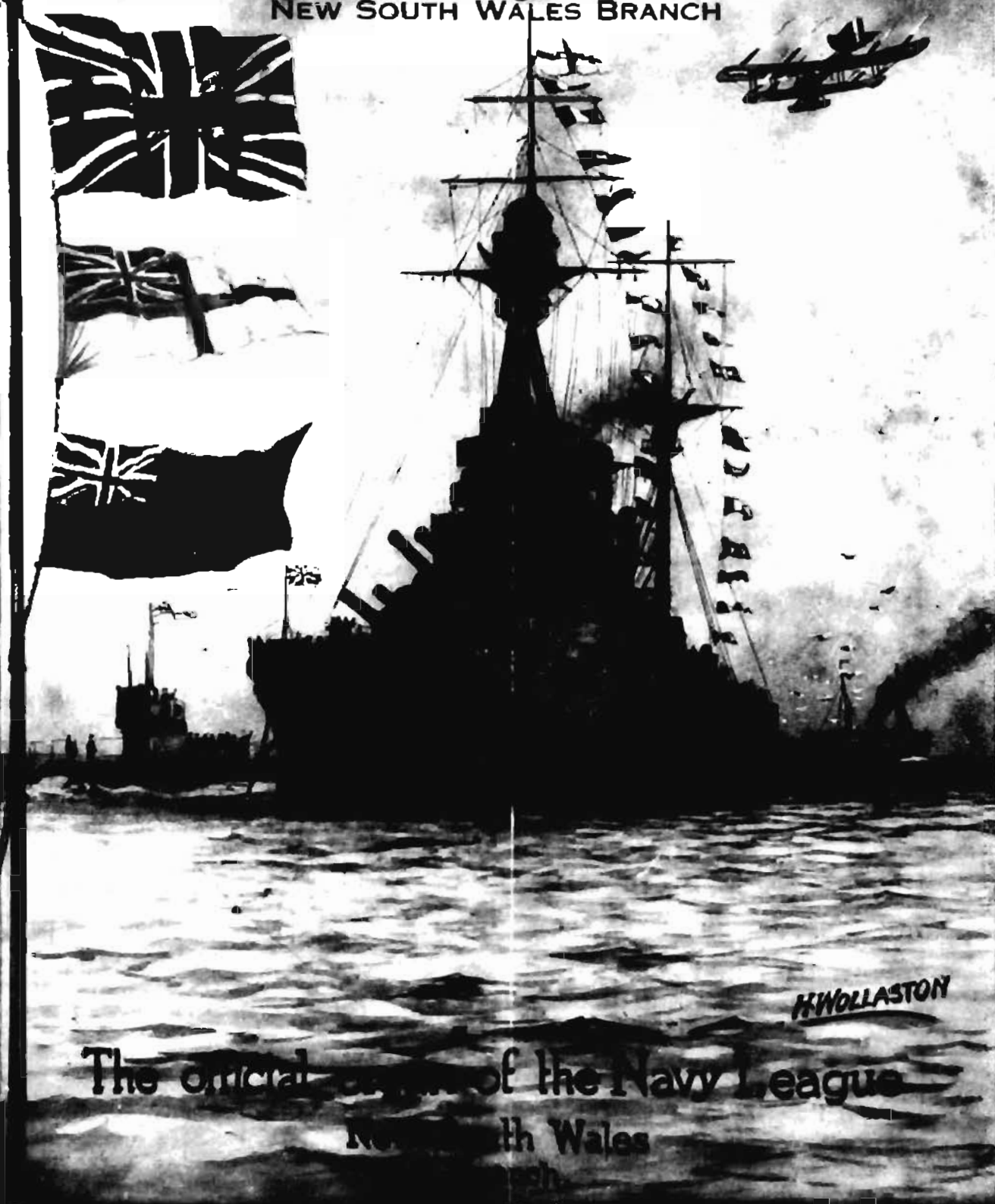
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NEW SOUTH WALES BRANCH



H. WOLLASTON

The official journal of the Navy League

New South Wales

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# The Navy League Journal

VOL. X. No. 12.

SYDNEY, APRIL, 1930.

PRICE 3d.

## Rotarianism and A White Australia.

HERE is one subject upon which Australians of whatever shade of political opinion, are agreed: and that is the White Australia Policy. We of the Navy League are not least in our advocacy of that policy; and we stoutly maintain that until such time as the question of naval parity has been settled in a manner that will ensure the absolute safety of our Empire's sea commerce, nothing can guarantee for us an inviolate White Australia Policy but an adequate naval defence. Judged in the light of this argument it seems to us that the widely-embodied Rotarian Movement is either inconsistent or insincere in its own ideals, or it is antagonistic to our much vaunted White Australia Policy. We are forced to this opinion after reading some of the speeches which were delivered at the recent Rotary Conference held at Sydney; more especially the one that was delivered by Mr. Justice Harvey at the Town Hall demonstration which was held in connection with that conference. He said: "Rotary, like many other recently-formed philanthropic and benevolent institutions, is based on the idea that the strivings of citizens towards service and self-sacrifice must transcend the bounds of class and creed and race and colour." This exhortation was received with

applause! Presumably, the applauders were (to a man of the big Australian audience) staunch advocates of the White Australia Policy. They included the State Governor and numerous other distinguished personages of whose opinion regarding that policy there can be no doubt. There were also present representatives of about fifty nations.

The Navy League is not opposed to the Rotary movement, or to any other movement which has for its laudable ideal the "bring about of better understanding, higher appreciation, and more profound friendship among peoples differing widely in religion, language, and customs as those scattered about in the different parts of the Pacific area," to quote from the address read at the conference by a Japanese delegate (Mr. Kitashima). But we would have been better pleased with Mr. Justice Harvey's ideals had he been able to convince his mixed audience that the world has arrived at that dawn of the Millennium when Australia can afford to discard the proverb: "The way to ensure peace is to be prepared for war; better still if he had shown how such an Utopian country we could become by our transcending the bounds of class and creed and race and colour



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## Strange Meetings

In Strange Places

No. 4

By "JACK FROST."

ALTHOUGH it is nearly fifty years ago, I vividly remember the day I left school. I was then eleven years of age. I had been offered a job as scare-crow on a near-by farm. To me it had seemed somewhat romantic to have to turn out at four o'clock, walk a mile to the big field that had been sown with turnip seed, and, running up and down the narrow paths rattling my wooden clippers, and shouting myself hoarse, scare away the ravaging crows whose rookery was in a neighbouring copse. My wages were to be one shilling a week and my keep. It was fine at first. But the time came when the rooks grew accustomed to my antics. Then they began to treat me with contempt: they would calmly remain feasting until I nearly trod upon them, when they would placidly hop a few feet away from me with an exasperating: Caw! Caw! Caw!

I had arrived at that age when boys begin to take an interest in books. My favourite authors were Marryatt, Kingston, Stevenson—all those authors whose stories were of the sea, travel, and adventure. The sea I had never seen; nor had I set eyes on a real live sailor. Yet I had a burning ambition to become a sailor. And this ambition was being daily matured with every sea story I devoured with a greed born of a highly impressionable temperament.

Wearied of my futile efforts to scare away the audacious rooks, I one morning seated myself upon a five-barred gate to surreptitiously read a chapter of "Westward, Ho!" I have said that I had never set eyes on a real, live sailor. Nor had I. But as, engrossed in my book, I read on, I was suddenly conscious of approaching footsteps. Thinking it might be my farmer boss paying me a visit, I hastily tucked my book under my coat and slid from my perch to rush forward with my clippers rattling and yelling out at the crows which had gathered in the field as thick as currants in a Christmas plum duff, and looking as black.

As I returned in my tracks, and on reaching the gate from which I had set off, I beheld the disturber of my book-reading peace. He was a sailor in the smart blue uniform of a British man-o-war's man! I brought up stock still and stood agape as though petrified, scarcely believing my own eyes; for the Jack Tar looked as though he had just stepped from one of the illustrations that graced the pages of my favourite sea stories!

I will not dwell at length upon what transpired at my thus for the first time having come face to face with a real, live sailor. Although he was my senior by perhaps only a few years, to my susceptible mind he represented all that I had conjured up as real manhood. I'm afraid I literally fawned over him and pestered him with questions which were mostly prompted by what I had just been reading and by what I had read until I had almost exhausted my Sunday School library. The sailor was greatly amused, but his uncommunicativeness was somewhat disappointing. So much so, that when presently he took his departure, I felt that I had made myself look ridiculous in his eyes. To my final question as to whether he thought I would be accepted in the Royal Navy if I offered myself, he replied rather discouragingly and with a whimsical smile of contempt: "You'll need first to eat a lot more of that farmer's bread and cheese, son. And, take it from me, there's a heap more music in the cawing of those rooks than there is in the cawing of the boatwain's mate when he calls 'All hands!'"

I didn't quite grasp his meaning then; but I have since learned more about it. And I must admit that, in after years, when taking my night watches in howling storms, and answering to the boatwain's mate's pipe: "In royals!" I have more than once found myself reflectively comparing that call with the cawing of the rooks in Farmer Gile's turnip field. And always have I recalled my first meeting with a real, live, sailor—Herbert



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Williams was his name that he gave me. That was in the Spring of the year 'eighty-three.

It was not till about three years later that I joined the Royal Navy. That was in 'eighty-six. Four years later I found myself a full-blown A.B. on board H.M.S. *Melpomen* on a circumnavigating cruise of Africa. We had taken out relief crews for several small ships in the Cape-of-Good-Hope and the East Indies Stations. At Zanzibar we relieved the crews of the gun-boats *Sparrow* and *Widgeon*, both of which vessels had recently taken part in the bombardment of the Sultan of Zanzibar's Palace.

One night, with our crew made up to full complement with all sorts of odds and ends from half-a-dozen ships, as we were homeward bound passing through the Gulf of Aden, I was vaguely though somewhat startled on hearing one of the *Sparrow's* men remark to one of his shipmates: "Buck up, Bert, old cock! You'll soon be back home with that little scare-crow you talks so much about. And won't you be able to fill him up with yarns of your deeds of derring-do, eh?"

There was an uproar of laughter following that remark, and it occurred to me that it was a well-understood joke among the *Sparrow's* crew. I didn't understand why the incident so impressed me at the time. Seven years is an eternity in the life of a youth! I had forgotten all about my days with Farmer Giles; but I suppose the mention of "that little scare-crow" that made me involuntarily prick up my ears. But I did not connect the incident with myself and my meeting with Herbert Williams. But, presently, the man who was addressed spoke: "Yes, I wonder what that little nipper is doing now—whether he ever went to sea, as he was so mad in doing! Talk about me spinning him yarns! Cripes, he had forgotten more about the sea than I ever had learned. I'll bet he knew every page of Marryatt and Kingston and them writer blokes by heart!"

My ears tingled at the words. I began to fancy that there might be a remarkable reference to myself. But then, I meditated, there could not possibly be anything of the kind, for the man who had spoken surely was not Herbert Williams—he

couldn't be that bright-faced boy of eighteen or thereabouts who had appeared to me as a vision in that turnip field on that long ago spring morning in rural Cheshire! This man was a real man, deeply sun-tanned, and with enough whiskers on his face to have made a warship's collision mat. It had slipped my mind that his mate had addressed him by the name of "Bert." I again heard him addressed by that name. And then I began to think hard, and to more closely scrutinise his face, trying to imagine what it would be like if those whiskers were shorn off. The voice gave me no indication, because, as I have said, on that morning the sailor vision spoke very little, and then only in a low tone—not loudly as he had just been speaking above the noisy buzzing of conversation on the fore-castle.

Some time later I got into conversation with the man who had first spoken jestingly about "Bert" soon to be meeting his little scare-crow.

"Oh, that!" he laughingly replied. "That's an old *Sparrow* joke we have with Bert. His star yarn is about how he ran up against a farmer's boy who was scoring crows in a turnip field. He met him one morning when he was on commissioning leave. The kid was mad to go to sea, and . . ."

"What's your shipmate's name?" I interrupted him. "It is Herbert Williams!"

"That's his tally, alright—Bert Williams," he replied, with an expression of surprise at my eagerness. But his surprise left him gaping with consternation when I, now thoroughly convinced, quietly questioned: "Well, where's Bert. Would you mind slipping forward and tell him that The Scare-Crow would like to have a yarn with him! And ask him to have a shave first, so that I can be more sure of him."

That is how I chanced to again meet, in the Gulf of Aden, the first real, live sailor I had ever set eyes upon! But that is not all.

The *Melpomen* arrived in England and paid off. Bert Williams and I again met during our paying-off leave. We visited the selfsame turnip field where we had first met, ages ago, it seemed. And on the selfsame five-barred gate we perched and exchanged yarns. Nothing of the scenery





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had changed: the field was still there, and the rooks; and so was the little scare-crow. But he was now an A.B. in the uniform of H.M. Navy. When at last we parted, it was with a feeling that it might be years, if ever, before we would meet again. For Williams belonged to the Devonport Port Division, and I to Portsmouth.

Twenty years rolled by. Meantime I had been pensioned from the Navy and was now on the literary staff of a Sydney daily newspaper. If I had given a thought to Williams at all, it was to reflect that he, too, if alive, must have been pensioned earlier than I had been, he being my senior by a few years.

One day I was assigned to board the Australian naval training ship *Tingira* in Rose Bay, for the purpose of writing an illustrated special article on the Australian naval training service which then was in its infancy. On boarding the ship, the first man I met on the gangway was my old shipmate, Herbert Williams, who was the quarter-master of the watch! He had been pensioned from the Royal Navy, and had joined the Australian Navy as a petty officer instructor. During the following few weeks we met several times on shore at Sydney. But gradually we again got out of touch with each other.

A year or two had passed by. One morning I read in the *Sydney Morning Herald* the startling, shocking report that Herbert Williams, a petty officer instructor of the training ship *Tingira*, on the previous night, when crossing the gangway of a mail steamer which he had been visiting, slipped and fell overboard, and was drowned. It transpired that in his fall he had struck some obstacle which had rendered him unconscious. Hence his being drowned. For my paper I wrote up a column obituary relating my connection with Williams much as herein set down. The editor granted me leave of absence to attend my late shipmate's funeral. I went to the Rose Bay Wharf at about the hour when I surmised the cortege would be leaving the ship. I did not have to wait long before the funeral party pushed off from the ship to presently arrive at the jetty. My paper containing the interesting obituary had, it seems, already been received on board the ship.

Imagine, if you can, my utter bewilderment when, conspicuous in the cortege, I observed the very much alive, smiling face of Williams! The officer-in-charge at once recognised me, and rightly guessed that I was the author of the obituary. Smilingly, he approached me:

"As Mark Twain would have said," he greeted me, "your report of Williams' death was very much exaggerated."

There was a very extraordinary explanation forthcoming: Unknown to me, the *Tingira* had two petty officer instructors both of the same name—Herbert Williams. It was not the Williams of my acquaintance who had met his death as reported in the *Herald*.

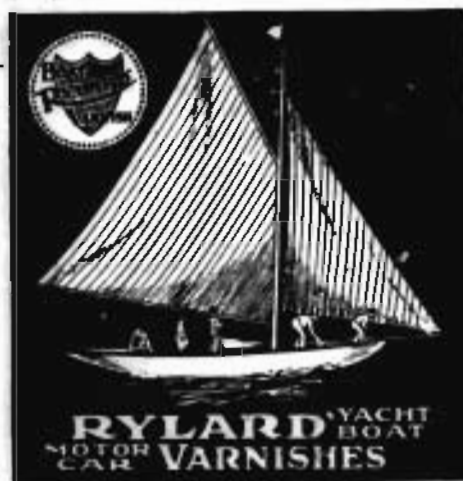
I have not met my old shipmate since that day. Presumably, he has long since returned to England. This I do know: Some months later I received a copy of my local English newspaper in which, under the caption, "The Scare-Crow," was a lengthy report of the incidents much as I have herein set them down.

(TO BE CONTINUED).

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## The Smuggling Days of Old.

BY LIEUT.-COMMANDER URSALO A. MILL, R.A.N. (RETIRED).

**S**MUGGLING: Which of us who have done any travelling at all have not been guilty of just a little smuggling? There is to the average human a very great temptation to evade the Customs dues if it is only to the extent of a handful of cigars, a bottle of perfume, or a yard or two of lace. One never tells oneself when glibly lying to the Customs officer that you are "defrauding your country to benefit yourself"; yet, in plain words, a smuggler is no better than a thief. He is merely robbing the National Exchequer instead of somebody's pocket.

Years ago the writer remembers a certain lady, the wife of an officer in a well-known shipping line, residing at Gravesend, who, on the ship's arrival at that port, usually boarded the vessel, with the pilot. After the ship was docked she would leave the vessel, accompanied by her husband, generally rather late in the evening, and every time she left she carried several hundred yards of lace wrapped round her person. When eventually caught she was carrying no less than 375 yards of Maltese lace. Although the present day has many hundreds of examples of ingenious smuggling to offer in one way or another, it is when we come to the "good old days," when the practice was indulged in by a matter at one time of 20,000 people of both high and low degree, that the romance of this particular form of robbery appeals to us most.

Probably no country in the world has suffered more from smuggling, both import and export, than the British Isles. The word "export" smuggling is used advisedly, for one of the chief sources of loss of revenue to the English Crown during the thirteenth century and later was the smuggling to the Continent of our home-grown fleeces. There was a heavy tax on all wool exported out of the country, which tempted thousands of folk in the south-eastern counties—principally Sussex and Essex—to smuggle this commodity over to France and the Low Countries where there was an ever-ready market.

Roughly speaking, the art of smuggling had its inception in those days of the thirteenth century, for it was not until then that any fled form of

duties on the importation and exportation of merchandise came into force, although there had always been some form of dues paid to the Crown.

At this date the Customs dues were the perquisites of the Crown, and were known as "tonnage and poundage," the former being 1/6 to 3/4 on every ton of wine and liquor imported or exported, the latter 6d. to 1/- on every pound of dry goods.

It was not, however, until the eighteenth or nineteenth century that smuggling rose to such heights as to become a national danger, and it is impossible to estimate the enormous loss to the country in revenue, to say nothing of the many lives lost in the countless fights between the smugglers and the men of the Preventive Service which occurred during that period.

The two principal items which occupied the smugglers' attentions most and showed the greatest profit were tea and brandy, although many other articles, such as tobacco, lace, pictures, wine, etc., were frequently included among their cargoes. Tea in those days cost from 5/9 to 6/10 per bonded pound, the duty was 4/- per pound; while brandy, which cost from 4/- to 5/- a gallon in France, fetched as much as 36/- a gallon, duty paid in England. Thus it will be seen that the smuggler had a good margin for profit; in fact, one of that fraternity has placed on record that "if you could save one cargo out of three the business paid."

During the period 1785 to 1835 smuggling was carried on in the most barefaced manner. The smugglers not only defied the law, but on many occasions were aided and abetted by it, and so it is not surprising to learn "that never was a more hopeless enterprise undertaken in ordinary circumstances than that of convicting a smuggler unless captured in the very act." Further the same chronicle informs us that "the magistrates and officers of seaport towns were in general so deeply implicated in the trade themselves that smugglers had a fairer chance than the law in any case that came before them."

Whenever the smugglers landed their cargoes the people of the countryside were hand-in-glove

with them. A good picture is drawn by one who lived in those days. He starts off by telling us that "of all countries, however, the most favoured by nature and by art for the very pleasant and exciting sport of smuggling" was the County of Kent. There was not a wood, park or barn that did not at some time afford the smugglers a refuge when pursued, or become a depository for their commodities.

"The churchyards," he tells us, "at night were frequently crowded with other spirits than those of the dead, and not even the church was exempted from such violations. The clerk and sexton willingly aided and abetted, opened the doors of vault, vestry or church for the reception of the passing goods; the clergyman shut his eyes if he saw tube or stone jars in his way, and it was surprising what good brandy was generally to be found in the house of the village parson. During the wars with France and Spain England had little time and less money and men to deal effectively with smuggling, and it was not until 1816, when the country found itself enjoying the piping times of peace, that the authorities really bestirred themselves to wipe out this evil, which was not nibbling but taking mouthfuls out of the national exchequer.

At the close of the eighteenth century there were less than forty Customs cruisers (revenue cutters we call them nowadays) in the Preventive Service; thirty years later the number had been increased by over one hundred. The wages and emoluments of the officers and crews employed in this service were substantially increased, while the Government, as a further inducement to the zeal of the officers commanding these cruisers, offered a prize of £500 to the officer who captured the most smugglers in one year, £300 to the officer who came second on the list, and £200 to the one who came third.

The Customs cruisers referred to were very fine craft, well built of good English oak. They ranged in size from a 20-ton smack, carrying two guns and a crew of six, to a 200-ton cutter, or sloop, with 50 men and sixteen guns. The Commanders of these crafts were specially admonished by the Customs Board to keep the sea at all times and in all weathers; in fact, much the same as

our destroyer patrols during the late war. They were only to enter port when necessity or accident drove them there, and once in were to get out again as soon as was humanly possible.

Broadly speaking, there were two distinct eras of smuggling round the British Isles, the era of force or open smuggling, and, secondly the era of cunning or ingenuity. The former reached its zenith in the years 1825-1835, the latter came into being as the former declined.

In the first case the smugglers built, armed, manned and equipped their vessels quite obviously for the purpose of smuggling. These vessels were built with an eye to speed, and provided some very fine models for the future small craft of England. They were mostly cutter-rigged, many of them carrying a yard which was only hoisted when the wind was well aft, something after the style of a spinmaker. Some of these crafts would carry as many as 100 men and 25 guns—almost a miniature frigate, in fact, for they could fight as well as run.

Apart from the sailing craft, quite a number of



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open rowing boats, pulling as many as ten oars, were built by the smugglers. Cornwall especially favoured this type of craft, as, lying low in the water and comparatively swift, they were less liable to capture than their more pretentious fellows with masts and sails.

The smugglers of Cornwall thought nothing of pulling the eighty or one hundred miles which separated them from France. As their trade was mostly carried on in the winter months it could have been no pastime. Many of these open boats were lost, and more had to "ditch" their cargo to save themselves from foundering but yet the business paid.

Naturally there occurred many fierce encounters both at sea and on land between the smugglers and the Preventive officers, the latter by no means always coming off best. The collector of Customs at Penzance admits his impotence when writing thus on February 2, 1748: "The insolence of some of the smugglers and wrackers in this neighbourhood is run to such a height that although our officers have from time to time secured several hogsheads it has been by force taken from them again, and the officers forced to flee to save their lives." A pretty admission for an officer of the law to make!

Again, on another occasion when a Customs cruiser chanced upon a smuggler at sea the latter fired with such effect that the cruiser was induced to put her helm up and run for it, with the smuggler in hot pursuit.

One of the most notorious and successful among the smuggling craft was the *KENT*, commanded by a gentleman answering to the name of "Stony." After a highly profitable career "Stony" and *KENT* eventually succumbed to the concentrated attention of two of the cruisers. In the engagement the master of the *KENT* and four men were killed. On being examined she was found to be about 200 tons burthen, carried 16 4-pounders and twenty switch guns, and also a "large stock of gunpowder, blunderbusses and muskets." Her cargo consisted of 1,274 half ankers of brandy and 354 packets of tea done up in oilskin bags.

Toward the middle of the nineteenth century open smuggling had practically ceased to exist, and the era of cunning and ingenuity took its

place. The preventive man, having made it too hot for the smugglers, force and defiance gave way to artifice, and some of the methods employed were worthy of a better cause.

Some boats would take out a shrimping licence. They would then provide themselves with hollowed-out handles to their nets, and these being of considerable length, would hold as much as 14½ gallons of brandy, and no one bothered about them as they walked ashore with their nets and handle on their shoulders.

One bright and intelligent master mariner went to the trouble of boring out all his ballast stones. He must have been a man of infinite patience. The recesses thus obtained were filled with tea, etc.

A favourite method employed by many smuggling crafts was to make a chain of their half-ankers, so weighted as to float a foot or two beneath the surface. These could be dropped overboard on approaching port, or in the proximity of the Customs cruiser, and towed by a concealed line passing through the bottom of the vessel.

False bottoms, keel, stem and stern posts, ceilings and bulkheads were frequently reverted to in the efforts to cheat the Customs, but the palm must be given to the gentleman who conceived the idea of weaving tobacco into long, thin strands and then laying up a hempen hawser around it. This method was found to be so highly successful that the merchants in Flanders obligingly sold the tobacco made up in this fashion. How many Customs officers of to-day would think of cutting, say, a six-inch hawser, in half to see if it contained any opium? Well, all good things come to an end and it doesn't pay to smuggle in these days.

The pig-tailed quidding "smugglers" and the pretty pranks they played all have since been put a stop to by the Board of Trade, and smuggling as a profession is dead, but if it cost the country a million or two in specie and a few hundreds of lives yet it has bequeathed to the nation a love and knowledge of the sea, gained by bitter hazard with the elements, unsurpassed by any country in the world. In the men who flocked to the mine-sweeping trawlers and drifters from the coastal motor launches and coastal patrols during the late war we have eloquent testimony of that fact.



For the **BOY, AUSTRALIA** and the **EMPIRE.**

### *The Navy League, N.S.W. Branch*

#### *Report for the Year, 1929*

**NAVY LEAGUE ACTIVITIES.**—The New South Wales Branch of the League at the end of the year 1929 was in a better position than ever before. This happy state was made possible by a mere handful of League enthusiasts and supporters who gave unstintingly of their best, in order that this Branch should be the most active and efficient individual Branch in the Empire.

The principal Aims and Objects of the League were carried out as far as practicable with the limited funds available. It must be obvious to every thoughtful member that even more developmental work could have been accomplished if the Organising Secretary was not required to give so much thought and time to money raising to ensure the continuance of the League and its activities.

The main instrument of propaganda of this Branch was necessarily the Navy League Journal which has been published every month, often under the greatest difficulties for nearly ten years. Its regular appearance has been looked forward to by many members and by hundreds of Sea Cadets and, consistent with its policy and size, it has endeavoured to become the chief binding influence of the diverse forces operating in the League in this State. A few public spirited and Empire minded firms and companies in Sydney by their advertisements have made the printing of the JOURNAL possible, but unless other firms which

have been approached emulate the patriotic example of the few the prospects for the continuance of the magazine are not bright.

During the year a campaign was launched to secure new Fellows by letters signed by influential members of the Executive Committee and by personal interviews, but the results were not very encouraging—only 22 new Fellows joining the League's forces. Death claimed a few of our reliable supporters, while others, for various reasons, resigned on the receipt of the annual subscription reminder notice. It cannot be too clearly emphasised that the success achieved during the year under review was not due to members as a whole but to the redoubled efforts of a splendid few—the great selfless men and women who are the gird of the community and who give service and money unasked, ungrudgingly, gladly. The Navy League is rich in having a few such people.

Among the Companies and Trusts which helped the League by Special donations, mention must be made of the "Walter and Eliza Hall" Trust, The Colonial Sugar Refining Company, Bank of New South Wales and Commercial Banking Company of Sydney.

The financial event of the year was the magnificent gift of £1,000 made by Mr. Geoffrey E. Fairfax, a member of the Executive Committee of the Navy League.

**SIXTH ANNUAL BALL.**—This easily was the most successful Ball held by the League. The wonderful financial result was mainly attributable to the splendid generosity of Macdonald, Hamilton & Co. in making the fine P. & O. liner *NAKKUDA* available, and in donating an excellent supper. To Mr. W. A. Mackay, Macdonald, Hamilton & Co., and the P. & O. Company, the Navy League is deeply indebted. Others who materially assisted in this outstanding success were ladies of the Ball Committee and Mr. F. W. Hixson, of the Executive Committee, who sold nearly seventy tickets at one guinea each.

**NELSON NIGHT.**—This was again celebrated at the Royal Naval House and was largely attended. A stirring address, and an appropriate concert marked to Navy Leaguers, the 124th Anniversary of Nelson's death and the great victory of Trafalgar.

**ROYAL SHIPWRECK RELIEF AND HUMANITY SOCIETY'S CONCERT.**—On the invitation of the Society's Committee Navy League Sea Cadets formed the Guard of Honor to the State Governor on his arrival and about 200 more lined the centre aisle of the Town Hall. The smartness of the Guard was most favourably commented on by the Governor.

**PROPAGANDA.**—In addition to the Journal in this connection, the boy scholars of eleven State Schools were addressed on the Aims and Objects of the League and on subjects closely related to the defence of Australia, and the value of Sea Communications.

**THE PRESS.**—The League is grateful to the Sydney Press for its great help during the year. Thanks in particular are due to the *Sydney Mail* for publishing a double page of splendid photographs featuring Navy League Sea Cadets at work, and for the publication of many more pictures illustrating the work of the League.

**NAVY LEAGUE SEA CADETS.**—The year 1929 has been the most outstanding in the nine years history of the Movement in New South Wales. New Companies were formed at Jarvis Bay, Woolwich, Cook's River and Auburn. The Elizabeth Bay Company (due to the interest and

help of Mr. F. W. Hixson) was revived and now is a vigorous unit in the Cadet Movement. The old Balmain Company, to its advantage, was absorbed by the strong, active, and efficient Birchgrove Company, under the guidance of Mr. B. Cooper and a willing band of helpers. Drummoyne Company built itself a very useful depot. The work was put in hand by Mr. L. E. Forsythe, the Officer in Charge. To his outstanding driving force and great ability must be added the ready co-operation of a handful of enthusiasts and the ever green generosity of Mr. Harry Shelley. North Sydney Company has been in short water and also on the rocks, but after refitting is in service again. The main difficulty here has been the high rent paid for the use of the premises used as a depot. There are high hopes that the local Council will lift the rent early in the year 1930. (This has been done). Other Companies hold their own and unless economic conditions grow worse, will continue to do so.

Captain J. B. Stevenson, C.M.G., R.A.N., the Senior Naval Officer in N.S.W. inspected nearly 500 Officers, Instructors and Sea Cadets, of the Movement shortly before Xmas, and complimented them on their appearance and efficiency.

**TRAINING.**—This has been carried out on the lines laid down: also athletic contests and games have been held on a number of occasions. Particular attention has also been paid to swimming.

**BOAT RACES.**—Rowing races, including those under the auspices of the Royal Sydney Yacht Squadron, the Anniversary Regatta Committee and the Royal Motor Yacht Club were held. The McMaster Cup Race also was contested and the ever popular Harold Cochrane Shield race on the Lane Cove River. A number of local sailing and rowing races were also organised when crews from near-by Companies of Cadets competed. It may be mentioned in passing that the question of towage and transport is not easy of solution, and in aquatic events to which heavy cutters have to travel many miles in a limited time, difficulties have sometimes arisen. It is an opportunity for a friend of the Cadets to donate a motor launch—it would be invaluable.

**SIGNALLING.**—The Annual test was held when the Miss Charles Fairfax Flag and the Oswald McMaster Gold Medal were competed for. More than 300 Cadets taking part in these two useful competitions.

**Camps.**—These were held at Easter and at Christmas time. Some Companies went inland to Orange, others to the Nepean River and several to Narrabri, Newcastle and other coastal parts. Efforts were made to obtain a coastal site suitable for a camp capable of accommodating up to 1000 boys, but without success.

Camps are always popular and give boys an opportunity to become self-reliant, useful to their fellows, and an understanding of the uses of discipline, and especially the advantages of discipline self imposed.

**PUBLIC WORK.**—Cadets have been identified in much significant public work—help to hospitals, Guards at important functions, Special gatherings at the Cenotaph, Jutland Day Services at the Cathedral, Carnivals and many other assemblies of importance.

**SOUTH POLAR EXPEDITION.**—Determined efforts were made to obtain a place for a selected Sea Cadet in the Mawson Antarctic Expedition, but without avail.

**VISITS TO SHIPS.**—Visits to ships of war and merchantmen have been a feature during the year when more than forty vessels in the Port of Sydney were inspected. Nothing arouses the desire for Sea knowledge in the mind of the boy more than actual visits to different types of ships from many lands.

**SWIMMING TROPHY.**—During the period under review several trophies were donated to the League for competitions, chief amongst them being a handsome silver cup presented by Mr. Lea-Wilson for the League Swimming Championship.

**ANNUAL DINNER TO OFFICERS AND INSTRUCTORS.**—This was held at Adams Cafe, Sydney when all the Sea Cadet Officers and Instructors were the guests of the Executive Committee of the League.

**RULES AND REGULATIONS.**—Rules and Regulations for the more efficient working of the Sea

Cadet Companies and Committees were compiled in booklet form and supplied to Officers throughout the Cadet Movement for their guidance. Reports show that they are proving most useful.

**SEA SERVICE.**—Seven cadets entered upon sea careers during the year. Many more are ready to go when positions offer.

**INCIDENTAL.**—Apart from ex-naval and merchant service men who suffered as a result of enemy action during the war, more than 200 out-of-work seamen called at the office seeking work. Seventeen were placed.

**RETROSPECT AND PROSPECT.**—This report and summary of effort during the past year would be incomplete without a tribute to the sterling work of a few, a very few, members of the Executive and the League and to the high percentage of voluntary Cadet Officers, and Instructors, who have unselfishly and uncritically contributed to the satisfactory measure of success achieved. Without the understanding of such men and women every effort would have been unfruitful, for in an organisation like ours, which exists on the dividends of goodwill and not on the sale of something material and tangible, only altruistic motives and service can be counted of value. To such people, then, the League owes much. If the future is rooted in the past, it would seem that for the League it will be bright. Only factors, economic for example, over which the League has no control, can stay the general progress which marked the life of our organisation in the year 1929.

### *Cook's River.*

Mr. W. J. FAULKNER, Mr. Ryan and their helpers have decided that the Company should organise a football team for the Winter. With this end in view a Sports Officer is to be appointed, who will control the arrangements and, in consultation with the O.C., will communicate with other Companies for the purpose of fixing dates for games.

Cook's River, in common with some of the other League units, is being adversely affected by the prevailing financial depression. Progress is not likely until the advent of more favourable times.

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**Birchgrove.**

BIRCHGROVE is very pleased to be able to congratulate Woolwich Company on winning the fine Cup presented by Mr. Couper, of the Curao, Manly, for the rowing race held recently at North Harbour. Our crew was not present but, all being well, we expect to compete for the trophy next year.

We appreciate the many expressions of goodwill received on winning the handsome Lea-Wilson Swimming Championship Cup. The lads had made up their minds to annex this fine trophy and trained assiduously, sparing neither time nor effort to work up to winning form. Most of the competitors from here had one of their parents, or both, and a sister or a brother to cheer them on to victory. Although we had the largest aggregate of points, not one of the swimming events was won easily, in fact, our representatives were all out all the time.

Our Annual Meeting was held at the depot March 20, 20 members being present. Mr. T. H. Silk in the chair. Mrs. Silk also paid us a visit, also Capt. Beale. We do not expect them to come along often, as we fully realise they have many engagements. Mr. J. B. Sharp, one of our Vice Presidents, paid us his first visit on that night, and in a few words said he had really come, along to resign owing to his gradually dropping out of public life, but after fully inspecting our depot and the boys and hearing the reports from officials he said he intended to remain with us, and as an earnest presented the Welfare Committee with a magnificent white enamel cabinet for their room. May other units be as fortunate in their supporters as Birchgrove.

**Auburn.**

Reports from Auburn Company indicate that progress is still the order of the day. A few new lads have joined up and interest all round is keen. The acquisition of the fine whaler has given the cadets a new and useful interest, and during Easter it is proposed to voyage further afield from the upper reaches of the Parramatta and on to the broad stretches of Sydney Harbour. The Company will be on its mettle to keep the boat in



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the fine condition noted in Drummoyno Company's boats, but we think our lads will be equal to every service required from them. At the present time our chief difficulty is raising funds, but we are anticipating success.

**Elizabeth Bay.**

For the sake of convenience and greater efficiency the Company has been divided into seniors and juniors. We believe that such an arrangement is also preferred by the boys, as the difference in age was often found a bar to training in the many subjects.

A number of the cadets, under an officer, recently visited the R.M.S. OROTHIA, and were very interested in the ship's wonderful kitchens. Had she been a sailing ship only a scurvy old fellow would have satisfied the lads, but being an up-to-date passenger liner the cook houses were the great magnet.

The senior boys have done a good deal of boat sailing in the Fairfax whaler of late.

**Mosman Bay.**

(Contributed by Mr. B. W. Snow, R.O.)

WOOLWICH Company is to be heartily congratulated on their splendid effort in winning the Cup at the boat race on March 15th. Although we were naturally disappointed at not securing a place we feel the honour of first place to Woolwich striking testimony of what a new Company can show the old hands.

With regard to the other League event, the Lea-Wilson Swimming Cup, we could hardly hope to retain this in face of the vast number of entries with which we were confronted. We congratulate Birchgrove on their walk-over win and warn them to beware of us next year. It is suggested that the competition be held earlier next year, as many entrants for more than one race were unpleasantly aware of the fact that winter was approaching. Mosman Company extends its thanks to Cadet Sid Thomas, who fought so well for us in the diving.

On March 29th we mustered at the Spit at 2 p.m. in company with Mr. Waterer, his officers

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and cadets, and proceeded to Clontarf for our picnic subscribed by our Committee. A cricket match, followed by 100 yds., 50 yds., backward and wheelbarrow races. All cadets then mustered to receive their prizes and a short address by Mr. Addison, our President, after which three cheers were given for the ladies. Tea, welcome alike to young and old, was then partaken of, and a very happy afternoon terminated with an old Buffers' Race and a Ladies' Race. Many thanks, ladies, for your hospitality.

The result of examinations recently held by the Regional Officer are as follows:—P.O. Cadet H. Parkin promoted to Junior Officer. The following P.O.'s were re-affirmed in their rating, with duties as stated:—P.O. Cadet Dick Dillon, Buyswain; P.O. Cadet E. Dillon, 1st Class P.O. Starboard Watch; P.O. Cadet A. Akred, 1st Class P.O. Port Watch; P.O. Cadet L. Scott, Signals.

Leading Seamen Cadet M. Murt promoted to P.O. 2nd Class; Leading Sea Cadet Richardson appointed Carpenter.

We regret to hear that Capt. Beale is far from well, and sincerely trust that by the time this magazine returns from print he will be his bright cheery self again.

### Woolwich.

This Company, under the able guidance of its keen O.C. and Mr. Pierce, the Chief Officer, is in a very healthy position. There is every indication that it will become one of the smartest units in the whole movement, even if its numerical strength is not so great as some of the older Companies.

Mr. Tottman is fortunate in enlisting the interest and help of such good sportsmen as Messrs. John Hay and Smith, of Woolwich. Their services on the occasion of the boat race at Manly were of the greatest value to us; in fact, without them it would not have been possible for our boat and crew to have reached the scene of the race. We won the race, but in the joy of victory we are not unmindful of the splendid services rendered by these two gentlemen.

On Saturday, 5th April, Mr. Hillier held a Euchre Party down at the depot, and despite the

size of our depot we managed to fit 35 inside, and everyone spent a very enjoyable evening. Mr. Pierce and Mr. Tottman were in great form, the first named winning the booby's prize and the latter the first prize. We hope to have some more soon.

We are all sorry to hear that Mrs. Durose, who supplied the boys with the colours for their racing rig, is ill in hospital. We wish her a speedy recovery.

### North Sydney.

NORTH SYDNEY COMPANY has never before had such a wonderful opportunity to progress. The Council recently decided to lift the rent of the premises used by the Company as a depot, thus enabling the O.C. and the lads to show if they are of the stuff that has made the best Companies in the League. There is no doubt that the rent discouraged many an officer and cadet, but the Council's generous and patriotic action has removed that millstone, and it is now up to the North Sydney Company to justify its occupancy of a rent free depot. The eyes of every Company are on North Sydney, and the question being asked is: "Will Mr. Moore and those associated with him rise to the occasion and make their Company more than a name?"

### Manly.

Mr. Solomon is never downhearted. Bad times in business, company worries, cutter repairs and what not do not affect his buoyant spirit. Mr. Solomon, like his great ancestor, is full of the joy of life; moans, nor groans, nor growls, never passes his lips. With his O.C., he has contrived to keep a Sea Cadet Company afloat in Manly—a most meritorious performance. Not only does he keep it afloat, he keeps it moving under its own power. Its direction this Easter was the Nepean River where it pitched camp and benefited greatly.

The Company funds have been swelled by a guinea from Archdale Parkhill, Esq., M.P., and 10/6 from C. W. Hynd, Esq.

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### Drummoyle.

(Contributed by Mr. W. H. Hall.)

A GUARD of honour of 38 Cadets under the command of Mr. L. E. Forsythe attended at Government House on Tuesday, 8th April on the departure of the Governor, who expressed pleasure at the fine showing of the cadets.

Advantage was taken of the long Easter weekend by amalgamating with the Woolwich Company at camp in Middle Harbour in the vicinity of Balmain.

Our Depot is in fine trim for the McMaster Cup and as this will be the nearest Saturday to the Anniversary of the opening of our Depot it is hoped for a large attendance of cadets and supporters from other Companies.

### Co Navy Leaguers.

The Welfare Committee of the Woolwich Navy League request the pleasure of your Company at a Fete to be held at the Depot, Gate Street, Woolwich, May 10th, at 2.30 p.m. R.S.V.P., Mrs. Hillier, Secretary, Welfare Committee, Navy League, Woolwich.

### Officers' Meeting

Held at Royal Naval House, April, 14. Mr. H. Cooper in Chair.

Companies represented were:—Drummoyle, Birchgrove, Manly, Cook's River, Woolwich, Leichhardt, Elizabeth Bay, Lane Cove, North Sydney, Mosman and Balgowlah.

Mr. B. W. Snow was appointed Officer of the Day in connection with cadets from Mosman, Elizabeth Bay and Woolwich leading the Junior Red Cross Parade on Anzac Day.

Mr. L. E. Forsythe will be in charge of the cadets from Drummoyle, Cook's River, Elizabeth Bay, Leichhardt, North Sydney and Woolwich Companies on the occasion of the ceremony in connection with the Anniversary of the Landing of Capt. James Cook.

The McMaster Cup race for service cutters will take place on the Parramatta on the 26th inst. when Mr. Forsythe will be in charge of operations.

Companies entered are Birchgrove, Leichhardt, Drummoyle, Balgowlah, Woolwich and Mosman.

Mr. M. Little was deputed to arrange to have cadet events put on the air.

A Cadets Sports Committee was formed and will hold its first meeting on the night of the 28th inst. Those elected were Messrs. K. A. Robinson, F. J. Collins, Evan, McDougal, W. H. Platt and B. Collins.

Their first job is to arrange an inter-company Rugby League Competition.

### Birchgrove.

MR. DAN WATERFIELD'S Annual Report of the work of the sub-branch and company for the year, 1929, is full of interesting facts. It speaks of work attempted and accomplished, of the wonderful help accorded by the different committees—particularly the ladies.

Mr. Waterfield says:—"If every company would continually strive to be in the lead—then would the Sea Cadet Movement make great head way." We agree. "Difficulties" writes our optimistic Hon. Secretary, "are made to be tackled and beaten." No wonder Birchgrove prospers.

The Band a/c of this Company shows a credit balance of nearly £26. In view of the fact that the Bandmaster has received a fee for his services, and that the instruments absorb money for repairs, the balance is most satisfactory.

### The following Inventory of Equipment at Birchgrove Depot will interest some of the Companies with empty lockers:—

|                                 |                                       |                                     |
|---------------------------------|---------------------------------------|-------------------------------------|
| Gig (Motor)                     | Band Mace                             | CONSUMABLES QUARTERS                |
| Cutter In                       | Brass Bell                            | Desk and Chair                      |
| Cutter 2nd                      | Barometer                             | Pictures                            |
| Oars (33)                       | Navy League Map                       | 4 cups and Saucers                  |
| Nails (Whaler)                  | Deck House                            | Mat                                 |
| Piano                           |                                       | Hooks                               |
| Picnola Attachment              | WELFARE ROOM                          | Brass Pot                           |
| Rolls                           | Pictures                              | Mirror                              |
| Piano Stool                     | Table Cloth                           | Medical Equipment                   |
| Stools (12)                     | Curtains                              | Stationery                          |
| Promos (2)                      |                                       | Lino                                |
| Larve 70ft Mast and Attachments | Linoleum in Deck House                | Knitting Board                      |
| Russell Masts (2) Erected       |                                       | Sundries                            |
| Flagstaff in Depot (2)          | FELIX GROSS' ROOM                     |                                     |
| Dummy Rifles                    | Table                                 | Electrical Fittings                 |
| Rubbing Down Horns              | Pictures and Mirror                   | Lower Boom and Fittings             |
| Indian Clubs                    | Curtain                               | Water Hose                          |
| Sandow Developers               | Door Mat                              | Heavy Wire                          |
| Roman Rings                     |                                       | Light Wire                          |
| Training Ladder                 | PETER OFFICERS' ROOMS                 | Working Chains                      |
| Funching Ball                   | Wire Mattresses (6)                   | Hooks and Tackle                    |
| Set of Croquet Gear             | Pictures                              | Rope (Hemp)                         |
| Rifles and Bayonets             |                                       | Paints                              |
| Racing Single (24)              | Tea Urn                               | Brushes                             |
| Football Jerseys (18)           | Tea Trays (3)                         | Sundries in No. 1 Boatwain Store    |
| Trophies (3)                    | Primus Kerosene Stove                 | Outdoor Sink                        |
| Table in Quarter Deck           | Primus Stove                          | Tents (4)                           |
| Trundle Tables (2)              | Sundries in Galley                    | Decorations (Flags)                 |
| Balcon Chairs (7)               | Cups and Saucers                      | Semaphore                           |
| Chairs (42)                     | Chum                                  | Tools (Planes, etc.)                |
| Table in Welfare Room           | Locker in Galley                      | Sundries in No. 2 Boatwain Store    |
| Kettle (Electric)               | Sink in Galley                        | Gramophone                          |
| Pictures in Depot               | Hevome                                | Boatwain Lockers (2)                |
| Union Jacks and Company Flags   | Pictures in Galley                    | Trunk (10)                          |
| Mirror in Depot                 | Steering Wheel                        | Cuttering and Down Pipe in Store    |
| Brass Cannon                    | Desk in Officers Quarters             | Railings Q. Deck and Water Front    |
| Lifebuoys (2)                   | Compass (3)                           | Sign Boards (2)                     |
| Stage Bonery                    | Honor Board                           | Typewriter                          |
| Compass Boards                  | Pictures in Officers Quarters         | Band Instruments for the Birchgrove |
| Knitting Board                  | Cups and Saucers in Officers Quarters | Company's Brass Band                |
| Made Cabinet                    | Semaphore Flags                       | Showers                             |

The Cadet Fund is in credit to the amount of £84/13/5 and the Company Fund stands at £69/10/10 after meeting all liabilities.

The Welfare Committee and the Felix Club are also in credit to the extent of £80 and £5 respectively after expending considerable amounts to benefit the Company.

It is good to read and to know what Mr. S. Cooper and those associated with him have accomplished in spite of every difficulty, economic and otherwise, which affect our national life to-day.

The Sea Cadet Movement in N.S.W. is assured of long life so long as Birchgrove has such sterling workers, and other units have their Forsythe's, Snows, Litto's, Tottman's and Collins's.

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## The River Life of Canton.

BY C. D. L. QUINN IN "THE NAVY."

A DETAILED description of the river life of the Chinese would fill a most interesting book, and in this article it is only possible briefly to mention some of the amazing variety of water craft with which Canton harbour is so extraordinarily busy. Indeed, probably the most interesting feature of what is generally considered the most interesting city of China is its river life, which supports a population of nearly half a million; half as large as that of Birmingham!

The ferry to and fro of passengers and goods from one part of the City to another—for Canton and its ever-growing suburbs are built on semi-islands at the division of the waters of the Pearl river—must alone employ many hundreds of sampans, but this is a small proportion compared with the great number of junk and launches engaged in the up-river and external trade of the port.

Canton is the market for the whole fertile delta of the West river basin, from which there is a daily stream of junks loaded with silk and rice, and with the country folk come in to sell their produce, and buy their scanty needs; while from the mountainous districts of the West river itself come junks of a different type bringing firewood, and bamboo, and the staple meat articles of the Chinese diet—pigs and chickens.

In spite of the huge district and coastal trade, however, probably not more than half of this colossal water population are really river-faring people, the remainder merely living in sampans—often moored so close together in the narrow creeks, as to be quite inaccessible to the open water—because of the shortage and expense even of boats on land.

This sampan life is unique, for though the husband may go out to work, the women and children rarely leave the boats, and indeed the legs of the latter are often quite stunted for lack of ever getting them stretched. An interesting commentary on the relative value attached to boys and girls is the fact that the former have nearly always a little log of wood attached to them by a piece of rope to act as a lifebuoy, but this is rarely found with girls.

It would be difficult to imagine a more varied collection of boats of all descriptions than those to be seen in Canton harbour, ranging from the little dug-out canoes and miniature sampans of the fisherman and water beggars or scavengers up to the large and unwieldy ocean-going junks trading up to the China coast to Tientsin in the S.W. monsoon and back again, with a north-easter behind them, the following winter. Then there are the busy little motor-launches of foreign firms, and a multitude of native steam launches handling tons of upwards of a dozen sampans or junks from some Delta market up-river the number is often far greater and may comprise practically a whole village coming down to market with their season's produce. Then there are the passenger boats of all descriptions up to what are probably the finest river steamers in the world, engaged on the eight hours' run to Hong Kong, besides which there are usually four or five big British or Japanese coasting vessels or tramps in the harbour; the bar in the river only allows passage for ships up to 16 feet draught.

Amongst the more unique types of craft must be mentioned large tubs which are used to float wet produce down the creeks (in some parts of China these are even used for the mails), while bamboo rafts of vast size are navigated round the numerous bends in the channels with the greatest skill. Then there is a most interesting type of market junk that is propelled by a stern paddle-wheel worked by a dozen or so coolies continuously footing a treadle arrangement (which coolies will keep up for long shifts, for no pay but their passage and a meal of rice), and a couple of these junks racing to get an inside berth at the wharf, with their great patchwork sails of bamboo cloth helping them along, and the coolies continuously shouting their monotonous sing-song chants to keep themselves in time is a sight not easily to be forgotten.

Not even at night is this ceaseless river life quiet, for then Chinese families are wont to take outings in brilliantly lighted motor boats on the slightest excuse, while there are often some wedding or other feasts taking place in some of the large "flower" boats, which are really floating restaurants.

## R.H.N. Appointments.

Lieutenant: (1) Evelyn I. R. Leighton to "Canberra," to date 31st March, 1930. (2) Sydney T. M. Gower to "Cerberus," additional for passage to England per R.M.S. "Mauritia," to date 25th March, 1930. (3) William I. Mummery to "Cerberus," additional for passage to England per "Port Wellington" for reversion to the Royal Navy, to date 19th April, 1930. (4) Richard H. W. Atkins to "Australia," to date 29th March, 1930. (5) David H. Harries to "Australia," additional, to date 3rd April, 1930. (6) William H. Martin to "Cerberus," additional, to date 14th April, 1930. (7) Donald McKenzie, to "Cerberus," and for charge of Signal School (temporarily), to date 1st April, 1930. (8) Maurice W. Lancaster to "Australia," and as Squadron Leader R.T. Officer, to date 19th April, 1930. (9) Karl E. Ooms to "Canberra," additional, to date 1st April, 1930. (10) Sydney F. Bolton to "Albatross," additional, to date 3rd April, 1930.

Sub Lieutenant: Kevin J. Wight to "Cerberus," additional, to date 1st March, 1930. Milford R. McArthur to "Canberra," additional, to date 3rd April, 1930. Hector M. Treble to "Albatross," additional, to date 3rd April, 1930.

Chaplain: Reverend George Stebbins to "Australia," to date 7th April, 1930.

Instructor Commander: Morton H. Moyes to "Penguin," and as Port Instructor Officer, to date 7th April, 1930.

Surgeon Lieutenant: Charles A. Downward to "Penguin," to date 17th March, 1930. Henry K. B. Bailey to "Cerberus," additional, to date 17th March, 1930.

Paymaster Lieutenant: Patrick V. O'Reilly to "Cerberus," additional, to date 25th March, 1930. William E. McLaughlin to "Australia," additional and as Interpreter (Japanese), to date 18th April, 1930.

Commissioned Gunner: Charles J. F. Crabb to "Albatross," to date 10th April, 1930. Alfred H. Torton to "Cerberus," additional for passage to England per R.M.S. "Orania," for reversion to the Royal Navy, to date 23rd April, 1930. David F. Smith to "Australia," additional (Temp.), to date 13th April, 1930.

Gunner: Harold Hardiman to "Cerberus," and for (1) School and (2) F. duties, to date 29th April, 1930. William Payne to "Penguin," for Reserve Ships, to date 26th March, 1930. John A. Harris to "Canberra," for D. F. duties, to date 21st April, 1930. Douglas A. Holmes to "Australia," to date 13th April, 1930.

Commissioned Boatwain: Frank Colston to "Cerberus," additional for passage to England per R.M.S. "Orania," for reversion to the Royal Navy, to date 15th April, 1930.

Boatwain: Stephen Clough to "Cerberus," to date 28th April, 1930.

Warrant Electrician: Charles F. Craven to "Cerberus," additional for passage to England per R.M.S. "Orania," for reversion to the Royal Navy, to date 9th April, 1930.

Warrant Supply Officer: John P. Mehan to "Australia," to date 16th April, 1930. Frederick W. Mehan to "Penguin," to date 10th April, 1930.

### PROMOTIONS.

Lieutenants John M. Haines and John P. Tomkins to be Lieutenant-Commanders, to date 1st April, 1930. Sub-Lieutenant Kenneth G. Whitford to be Lieutenant, to date 16th March, 1930. Engineer Lieutenant Henry Austin to be Engineer Lieutenant-Commander, to date 1st April, 1930. Surgeon Lieutenant-Commander (D) Donald McL. Austin to be Surgeon Commander (D), to date 31st December, 1929. Paymaster Sub-Lieutenant Ralph F. M. Lowe to be Paymaster Lieutenant, to date 1st March, 1930.

Admiral H. K. Tu, of the Chinese Navy, has come to Britain to study the questions of naval organisation, equipment, and the like. He holds the post of Chinese High Commissioner for the Study of Navies Abroad, and has already visited Japan and the United States of America. Upon the completion of his visits to British naval establishments he will proceed to France, Italy, and Germany for the same purpose.

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Contributions of a suitable nature are cordially invited, and should be addressed to the Editors, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg, Pitt and Bridge Sts., Sydney.

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

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## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

### ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince Australians 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 SECURITY.
3. To bring home to 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 A POWERFUL WHOLE.
4. 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.

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