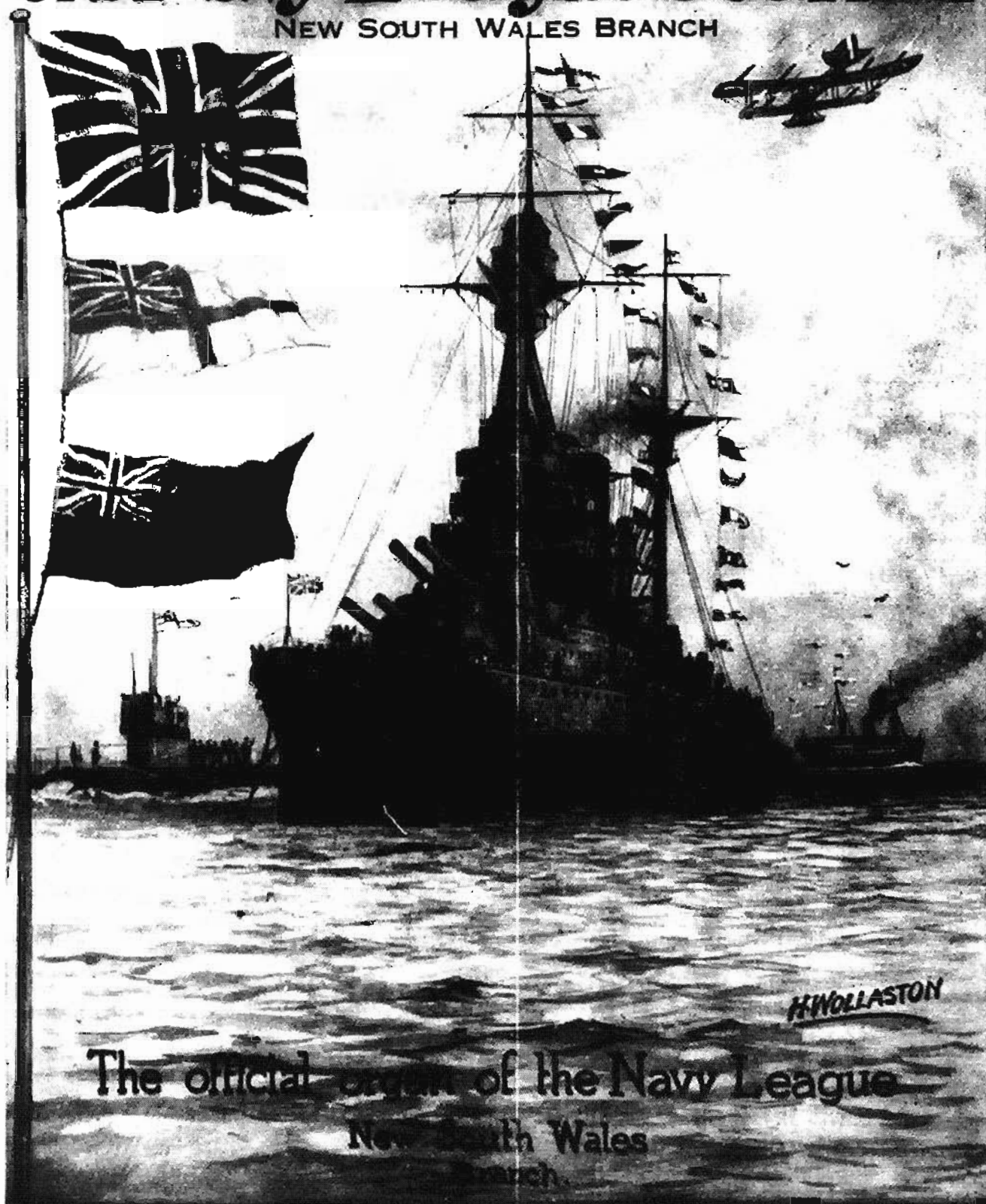


The Navy League Journal

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The Navy League Journal

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SYDNEY, MAY, 1930.

PRICE 3d.

Miss Amy Johnson.

HITHERTO the name of a woman has not appeared on this page, but in penning the name of Miss Amy Johnson we link it with romance, adventure, progress and courage. Her great solo flight will stand forever as a splendid achievement, an achievement to which Hinkler showed the way.

One of the outstanding characteristics of a virile race is its pervading spirit of adventure, its quest into the unknown, both mentally and physically. The greatest period of any nation or people is when this spirit is given full opportunity for expression. As a corollary, and side by side with it, march high thinking and high moral purpose: for great deeds are nurtured by, and themselves influence, the living arts of life. We always think of our own forefathers of Elizabethan times as being equal in rank to the best of the older civilizations. That was a time of supreme adventure, worthily reflected in the drama and poetry of the age.

In the British Empire while we have, and con-

tinue to have women with Miss Johnson's courage and tenacity, the Empire will stand.

It is not given to every individual to shine before the public eye, yet it may be truthfully adduced that individual effort is a reflection of the generality. It may be said, therefore, tracing from the particular to the general, that the average man and woman in the Empire, meets the difficulties and triumphs of daily life, in the same epic spirit. As an example, Shakespeare and his great contemporary poets reflected grandly the poetry in the heart of the English people; the common people thought like that and, for the most part, spoke sheer poetry. And so, an individual triumph is a nation's triumph. We are happy in Miss Johnson's success. It is to her glory, and to the glory of England and the Empire.

The spirit of adventure is not dead, it lives; and our awareness of it is as fresh, clean and through the dusty garret of our consciousness.



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Singapore Base.

Admiral Dewar's Attack.

Australia's Position.

False Strategy.

By E. GEORGE MARKS,
(Author of "Watch the Pacific," "How Fish Makes War," etc.)

Is the Singapore base a "White Elephant?"

Rear-Admiral K. G. B. Dewar has made the
astounding statement in a London paper that
it is

He declares that the conception of the base was
primarily a post-war preparation against Japan,
because in no other circumstances would a base
be necessary for a British battle fleet operating in
the Pacific.

Admiral Dewar further declares that because
Japan has been a loyal friend to Britain there is
no necessity for the maintenance of the Singapore
base.

Then he further unfolds his brief in favor of
Japan, stating that the base is a menace to
Japan's western trade.

The utility of the base, he continues, was always
questionable, because it was problematical whether
the supply and repair depots should be in the
European waters to the Pacific.

Admiral Dewar then moves from the Singapore
base to Australia, and says that if a base is
necessary, as a preparation for war in the Pacific,
the supply and repair depots should be in the
Commonwealth itself. The British fleet, he avers,
should not have a fixed base such as Singapore,
but be free to manoeuvre from one point to another
for supplies and repairs.

As a lifelong student of the Pacific and as a
staunch adherent and supporter of the Singapore
base from its inception, I most emphatically dis-

sent from the views enunciated by Rear-Admiral
Dewar in this admittedly inspired article in the
"London Daily Herald," the chief organ of the
Labor Administration of the Ramsay Macdonald
Government

ACTS, NOT FICTION.

Admiral Dewar has not had the temerity to
place before the world the true facts underlying
the conception of the Singapore base.

Had he employed the same candour with regard
to the real utility of the base, and not concealed
the facts as apparent to all students of the Pacific,
he would have stated that the reason of the base
was so incumbent upon the British Admiralty
which launched it that it was constrained to
flank Japan in the Indian Ocean because of her
undoubted impregnability in the Western Pacific.

There Japan stands to-day, mistress of the most
important islands in the mid-Pacific—the Mar-
shalls, the Carolines, the Ladrone and the Pelew
Islands.

This great group of strategic islands gives Japan
the unquestionable paramountcy and hegemony
of the Pacific. This fact is incontrovertible and
cannot be gainsaid by any naval authority.

The fact is that instead of the trade of Japan
being menaced in any respect, Japan's impregna-
bility in the Western Pacific menaces (especially
in time of war) not only the trade of the Com-
monwealth but of the United States.

Without such a safeguard as the Singapore base,
Australia would be in a practically helpless con-



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dition in the event of a conflict in the Pacific with an Asiatic power of such extraordinary efficiency as Japan.

Admiral Dewar also buttressed his arguments against the maintenance of the Singapore base, by stating that Japan need never be feared, in the southern seas, because her natural outlet is in Northern or Southern Manchuria, Mongolia, or Siberia.

This may be the ostensible fact, but, in reality it is not. Were it so, Japan would to-day be sending her surplus population to these immense areas.

What is the actual position? It is this: Japan to-day is confined to an area of 286,000 square miles, and is supporting a population of 70,000,000 people, with a density of over 300 persons to the square mile. Her excess births over deaths each year is 900,000 and thus in every seven years, aggregates the population of the Australian Commonwealth.

WHITE AUSTRALIA.

The Northern Territory of Australia is 527,000 square miles, and is carrying one white person only to every 36 square miles. The "White Australia" policy is irrevocably against the intrusion of Asiatics into the Northern Territory or into any other part of Australia. The United States is just as irrevocably against the intrusion of Japanese or any other Asiatics on the mainland of America.

There are embargoes against Japan in Mexico, in Panama, and in the Latin Americas. There are embargoes against Japan's nationals in the territories which Admiral Dewar says are her natural outlets.

These are facts.

Admiral Dewar does not state them. Why? Because they are so overwhelmingly damning to his argument that their mere recital would operate against it and vitiate it.

"The friend of a nation of to-day is the enemy of to-morrow."

This is a Bismarckian quotation, and was used prior to the Franco-German war of 1870-71. He

stated, and great diplomats such as Talleyrand, Napoleon's famous Foreign Minister, Metternich, one of Europe's greatest diplomats, Benjamin Disraeli, Lord Palmerston, Lord Castlereagh, and the two Pitts, declared, time and again, that no nation which ever subsisted could foretell if an alliance with a friendly nation of to-day would not be the menace of to-morrow, when circumstances altered.

Facts such as these must be taken into calculation when reading the bald statement of Admiral Dewar, that because Japan is loyal to Britain to-day, she will be loyal for all time. Students of the Pacific will not agree with this statement. Japan has a formidable navy, she has rings of bases in the Far East, she has reduced distances from the East to the mid-Pacific by thousands of miles, owing to her being given a mandate over the Marshalls, the Carolines, the Ladrone and the Pelew islands. Her impregnability in the western Pacific has reduced the manoeuvring capacity of the United States fleet from Pearl Harbor to Yap and Guam by at least 50 per cent.

JAPAN'S SUBMARINES.

Under the recent Three-Power Pact, perfected at the Reduction of Naval Armaments Conference Japan becomes stronger than ever as a naval power, and her bases in the western Pacific become of infinite importance, because of her power to augment her submarine craft (these islands are ideal bases for submarines).

From whatever angle the student of the Pacific looks at Japan she is a potential naval menace in the Pacific, and from whatever angle her pressing needs for territory to absorb her surplus population, is viewed, the fact stands out like the Pyramids of Egypt, that she must come south to the great uninhabited areas of the Northern Territory, and other waste lands of the Commonwealth, and the only hope of keeping her confined to the East is the power of the British Navy, backed up, primarily, by the Singapore base.

FALSE STRATEGY.

Admiral Dewar's contention that Australia itself and not the Singapore base is the real source of supply for the British navy and its auxiliaries



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in the event of a war in the Pacific is so strategically unsound that it makes one blush to think that it emanated from a person of such naval erudition as an Admiral of the British Navy.

He must know that Japan holding the mid-Pacific and impregnable there would dominate the communications not only from the east, and the United States, but also in the Southern seas. Holding the islands of the mid Pacific gives Japan the strategic advantage of being able to seize New Guinea, fortify it, capture Torres Strait and Thursday Island and menace the Northern Territory.

In the event of war (which is not an impossibility) and Singapore in the hands of Japan, the doom of Australia would be sealed. Let us make no mistake. An impregnable Singapore in the hands of a British Fleet is Australia's only guarantee against the red ruin of her coastal cities, and worse.

R.A.N. Appointments.

Commander: Ernest C. Rhodes to "Anzac" in Command, to date 7th May, 1930.

Lieutenant Commander: Robert Little to "Cerberus" additional and as Assistant Surveyor 2nd Class, to date 15th April, 1930.

Lieutenant: (A/S) Stanley H. K. Spurgeon to "Penguin" and for duty Class 1 with Submarines, to date 14th April, 1930. (O) Ian D. Elliot to "Cerberus" additional, to date 16th April, 1930. William H. Martin to "Cerberus" additional and as Assistant Surveyor 2nd Class, to date 15th April, 1930.

Sub Lieutenant: Milford R. McArthur to "Canberra," to date 14th April, 1930. Hector M. Trebleto to "Albatross," to date 18th April, 1930.

Engineer Lieutenant Commander: George I. D. Hutchison to "Penguin" for "Adelaide" in Reserve, to date 2nd May, 1930. Percy W. Sims to "Penguin" additional, to date 2nd May, 1930.

Lieutenant (E): Walter H. S. Sands to "Canberra," to date 2nd May, 1930.

Paymaster Lieutenant Commander: Allen Freyer to "Cerberus" II as Assistant to Naval Representative and as Naval Accounts Officer, to date 1st May, 1930.

Paymaster Lieutenant: Frank U. Crowther to "Cerberus" additional, to date 20th April, 1930.

Commissioned Gunner: David F. Smith to "Canberra" additional, to date 1st May, 1930. Herbert S. Cooper to "Cerberus" additional for passage to England per S.S. "Orion" for reversion to the Royal Navy, to date 13th May, 1930.

Commissioned Boatwain: Albert J. Haberfield to "Cerberus" and for duty with New Entries, to date 20th April, 1930.

Schoolmaster: Edgar W. Brown to "Cerberus," to date 12th May, 1930. Richard J. Matthews to "Cerberus" additional, to date 12th May, 1930.

The Law Almanac.

Moon, Sun, and Tides.

Indispensable to Judges.

By W. A. Stirling.

THE Law Almanac issued for the guidance of judges and practitioners before the Courts of Justice throughout the Empire is an extremely interesting document to those who understand its somewhat peculiar features: You will find in the Almanac for the current year details of that for the preceding and the following years. You will also find in it an elaborate table setting out the exact times and dates the moon rose or will rise, and times of the risings and settings of the sun. The Law Calendar is meticulously marked out to indicate religious festivals, seasons and the equinox periods.

To the ordinary person all these details would seem to be a collection of unnecessary data; but it must be remembered that all through the history of the development of the British System of Justice the rights and the obligations of those who use the sea for their livelihood have constituted an important element in the framing of laws.

There are several registered proctors who alone are authorised by law to adjust difficulties which arise in ships while at sea or in their relationships between owners and clients in ports of foreign destination. Curiously enough, tides, moon's and sun statistics constitute important factors in weighing evidence in such cases.

Incidentally, the calendars in the Law Almanac occasionally have had a decisive bearing on the determination of civil action. During the time of Lincoln, in the United States a criminal trial hung very critically upon the question whether certain deeds alleged to have been committed at night could have been seen by the Crown witness. The defence said that it was not possible, as the night was dark; and, in proof of his assertion, he handed up to the trial judge the Law Almanac. Investigations showed that at the relevant date there was no moon at all! Accused was acquitted, but it was not discovered until some time afterwards, that the Law Almanac that had been handed up to the judge was that of the previous year! Hence to-day judges are more particular.

Cook's River District.

Ambition for a Depot.

What a Few Determined Enthusiasts Can Do.

(By the Lostout Man.)

A FEW weeks ago I met in the city an old acquaintance, Alderman Stan Harvey, of the St. Peter's Municipal Council. It was my pleasure to have to congratulate him on his appointment to the mayoral chair since last I had met him. But what pleased me still more was to learn that he was keenly interested in the new Cook's River District Navy League Sea Cadet Movement. And such an enthusiast, too! I made him promise that he would write and let me know how the movement was progressing, especially in the direction of getting a site for a depot building, that being the chief objective at the moment of our meeting.

True to his promise, Mayor Harvey, with the assistance of the hon. Officer-in-Charge, Mr. W. J. Faulkner, wrote out some particulars on reading which, I was so astounded at the energy and determination being displayed by a small band of volunteer workers that I thought it well to pass it on to the "Navy League Journal" as a fine example to be emulated by such others of Navy Leaguers who may find themselves some day faced with a similar problem. More particularly do I desire that this account shall meet the eye of the Executive:—

"After a couple of months experience had proved that the new Cook's River Sea Cadets were displaying such a keen interest in their work that they were bringing in new recruits, I decided to cast about for a suitable site upon which to build a much-needed Navy League Sea Cadet Depot," wrote Mr. Faulkner. "I first of all sought the advice of our Headquarter's Secretary, Captain W. W. Beale, who promptly accepted an invitation to run out and personally inspect a few sites I had in view. Captain Beale, Mr. A. B. Proud, and myself made a tour of the banks of Cook's River in the vicinity of the public recreation

ground; but we did not then arrive at any decision.

"Later, I, in company with Mr. F. McIvor, 2nd Officer of the Company made a further tour of inspection. We found the park caretaker to be a very busy and elusive officer. We wished to learn whether he could furnish us with a list of the leaseholders of the lands on the river banks; but wherever we went in the hope of finding him we were always disappointed; it was always a wild goose chase; either he had been there before us and left again for elsewhere, or he had not been there at all.

"I next visited the Navigation Department where I was informed that I was on the wrong trail: I was recommended to try the Department of Public Works, Harbours, and Rivers, and Reclaimed Lands. There I was advised to write to the Secretary and explain to him precisely what land was required, where located, and for what purpose. In this matter I again sought and obtained the assistance of our Headquarters Secretary—Captain Beale. He wrote to the Under-Secretary on November 1; receipt of the letter was acknowledged by the Minister for Public Works (Mr. Battershaw) on November 4. On November 22 Captain Beale received a letter from the Director of Public Works, enclosing a heliograph ground plan showing us one acre of land, for use as a depot, at the nominal rental of £1/5/- a year, on a five years' lease.

The next thing to be done was to get a plan drawn up of a suitable building to accommodate two companies of Sea Cadets—100 in all—to raise which is our hopeful objective. Good luck again favoured us, for Mr. Hammer then a Navy League Sea Cadet Officer of North Sydney, who is a draughtsman, willingly offered his assistance gratuitously. Our Company's President (Alderman

Harvey, Mayor of St. Peter's) thanked Mr. Hammer for his kindly help, and complimented him on the splendid plan he had drawn up for us. It is a picture of accuracy and neatness.

"So now we have the land, and we have the plan. What we need next is the material with which to build our depot, or better still, find a builder who will do the work for us on the easy time-payment system. We have no qualms as to being able ultimately to find the money, for, once the building is erected, we propose to let it out for socials, dances, and probably silent pictures for the cadets' entertainment, among patrons at Temple, St. Peter's, and up as far as Rockdale. If we are successful in this direction we should soon find a real asset in our new depot.

"As regards building material—there are in the district at least half a dozen owners of brick yards who, if properly approached, we think would donate sufficient second grade bricks, as an encouragement to our splendid organisations which keeps the boys healthily employed in outdoor exercises and sports: makes them manly, useful, and self-reliant—and consequently fits them for their places as future good citizens of Australia."

The late Mr. G. E. Fairfax



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JUDAH BUCKHOUSE, presiding at the monthly meeting of the Navy League Executive on May 12, spoke feelingly of the late Mr. Fairfax. After referring to the fine qualities with which Mr. Fairfax was endowed and to his quiet generosity and retiring nature, the Chairman, with members standing, moved that "This Committee expresses its profound regret at the great loss the League has sustained by the death of Geoffrey E. Fairfax. He was a member of it from its foundation and as an active member of its controlling body has rendered by his presence and counsel material aid to its well-being; moreover he was its greatest benefactor. His fellow-workers feel that they have lost, not only an enthusiastic colleague, but also a dear friend; and that the community generally is the poorer by his going."



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

Captain Cook Celebrations at Kurnell.

(Report by Mr. L. E. Forester)

ON Saturday, 3rd May, a Guard of Honor of 25 Cadets from Drummoyne, Leichhardt, Woolwich and Cook's River Companies paraded at St. James' Road, Sydney, for the long trip to Kurnell. Elizabeth Bay quota failed to report, so we had a little more room in the special train to La Perouse.

Leaving the city at 12.23 p.m. we picked up the Scout Guard at Darlinghurst and the Militia Guard at Daceyville Junction, arriving at La Perouse at 1.15 p.m. Here we met with heavy rain for our march to the wharf, where we embarked in company with the other guards on the launch "Australian," 140 all told. An exciting trip across Botany Bay then began, all one could see from the launch's windows was broken water with a glimpse of sky at times, as the seas were breaking all over the launch during the whole journey. We disembarked at Kurnell amid more rain and marched to our position.

On arrival of the Naval Guard I reported to the Commanding Officer, who said that the Commander of the H.M.A.S. Success would take us back to Sydney with him, and as the weather was at its worst this meant a severe test for the cadets on their first trip at sea.

Owing to the state of the weather we had a long wait for the Official Party to arrive, during

the whole of the time the cadets stood to their ranks behind the Naval Guard without a murmur, although we were all soaked to the skin.

After Sir William Collen landed he inspected the Guard of Honor, when the whole Guard marched to the flagstaff amid more rain and formed up, while the Lieut. Governor broke the Union Flag and the H.M.A.S. Success fired the Royal Salute.

The Guards now marched off. The Naval Guard and Sea Cadets for an exciting trip to embark on the destroyer Success lying out in the Bay and pitching in the heavy sea that was running. The Militia and Boy Scouts marched for refreshments on land. On arrival alongside the Success the fun commenced. It was a case of wait till she rises and jump for the rail; each time the launch rose on a crest of a wave several of the Naval Guard would scramble through assisted by those on deck, and by the time the guard had all got on board the cadets had a good idea of getting on board a destroyer from a boat in heavy seas. They all managed it in true Navy style, and were soon on board bound on their first trip to sea in a real man-of-war.

I then received orders to muster them under the break of the fore-castle. Soon one was seen to emerge with a large size piece of bread and jam,

and it was only a space of minutes before all hands were engaged in eating bread and jam or tomato sauce, all thoughts of sea sickness had now gone.

After being on board for some time orders were given to "up motor launch," down dressing lines, up anchor. The engine room telegraph rang and the Navy League lads started on their first deep sea trip.

Some of the cadets preferred to remain in the fore-castle, some by choice, others by their condition and thoughts of the sea. One had only to watch their faces when a cook went past them to the side with a savoury piece of roast pork, they were a study. Other cadets found points of advantage to see what they could along the coast: another party preferred the warm comfort of the steam pipes alongside the funnels, others the mid-ship gun platform. On the turn North from Botany Bay all hands soon found how nice and wet a destroyer can be in a heavy sea as she repeatedly took green lumps of water right over her, even those in the higher positions of the gun platforms getting properly drenched. I am glad to say that the cadets stood up to the trip like seasoned sailors. Only four cases of sickness being reported, two of them slight. The behaviour of the lads was an eye opener to the ship's company, who expected to see all the cadets go down sick. A destroyer in heavy weather is a good trying-out ground for a first tripper.

On arrival at Sydney Heads the lads began to admire the lights on the foreshores, but as we steamed through, to the surprise of all, she shipped a couple of good seas right over the rail giving all hands a thorough drenching.

At Bradley's Head we casted up and nosed per searchlight our arrival and proceeded slowly up the harbour, the AUSTRALIA and CANBERRA's guard were piped on to the starboard and port sides of the deck to their positions and the Sea Cadets to the starboard side of the quarter deck. One of the searchlights was now played on the fore mooring buoy, and to further assist the AUSTRALIA also played her searchlight on to the buoy. Passing Garden Island our motor boat was lowered, the whaler, to assist in making fast to the buoy. When we were made fast to the fore buoy the motor launch took a grass line (coir) to the after buoy and then the cadets all assisted

the crew to heave her stern around to the buoy, this taking some time amid heavy rain. The Capt.-Supt.'s barge came alongside to take him off, then the AUSTRALIA's barge for the band, followed the AUSTRALIA's motor cutter for her guard and the CANBERRA's for her guard. In two trips to man-o'-war steps the Navy League Guard was put ashore, lined up and dismissed. The wet but wonderful trip to sea on a real warship was finished, and the League's new deep sea sailors are:—Mr. H. Pickles (O.C., Drummoyne), P.O. R. Swales, L/Seaman Myers, L/Shipwright G. Kett, P.O. N. Atkinson, Bugler F. Swales, Cadet S. Johnston, L/Seaman Brynbrook, Cadet F. Phillips, Cadet R. Collison, P.O. R. Collison, Cadet E. Maloney, M/Arms McKee, P/O Shipwright A. Richardson, P/O Cook D. Bradley, Cadet R. Grange, Signalmen Duckworth, Shipwright G. Munce, L/Seaman G. Kendrick, L/Seaman J. Irving, Cadet J. Cameron, P.O. H. Bayley, Cadet M. Johnston, Cadet J. Jennings, Boatswain S. Goff, L/Seaman H. Gosby.

Cadets C. Griffiths and H. Fanning preferred to return by other means, and were dismissed at Kurnell.

Our thanks to Rear Admiral E. R. G. R. Evans, C.B., D.S.O., commanding H.M.A. Squadron, for making the trip possible, also to the Commander of H.M.A.S. Success, and Lieut. Mills, officers and ship's company for the interest taken in the cadets.

Measuring the Course.

"Dreams are but dreams, they say." They are however sometimes very realistic and when the dreamer imagines he is sweating drops of blood, the turmoil in the brain to produce such a state must be tremendous. To settle the argument about the length of the course used during the recent boat race on the Lane Cove River, the writer was engaged with a *twelve inch tape* measuring the distance. After about half the course had been laboriously completed, a storm arose which raised lumpy waves on the river. A further argument then arose between the watching officers who in canoes accompanied the measurer, as to the extra distance to be covered owing to the lifting of the boats to the waves. One officer maintained that the waves should be measured, in this he was supported by several others but fortunately in the heat of the ensuing controversy and owing to the gale the canoes got out of control colliding one with the other and sinking, their occupants wildly striking out for the shore and shouting: 'Protest! Protest! The blood-curdling cries aroused the dreamer who collecting his scattered wits was glad to find it was but a dream.

Leichhardt.*(Contributed by Mr. M. P. Lister, O.C.)*

HARRY B. STERLING was the attraction of the month. I hasten to explain that H.B.S. is a lady of the seas, has six masts, is schooner rigged and flies the stars and stripes of the great nation across the Pacific.

On the invitation of Captain Ousterheims, Master of the vessel, officers, cadets and some of our committee members visited on board and remained as guests from the 18th to the 21st of April. The Captain was kindness itself. He entertained, and explained the methods of working the ship, familiarising us with names of the various ropes and working parts, aloft and below. To this master mariner of one of a fast disappearing fleet of white winged ships, we owe our hearty thanks.

Captain Ousterheims was a visitor to Drummoyne Depot and was received and shown round by Regional Officer Forsythe. The Captain was much impressed by what he saw—particularly the man-o'-war appearance of the depot and the smartness of the cadets. We returned in our gig to the home depot and after looking over it Captain Ousterheims boarded Mr. J. E. Forsythe's launch and returned to his ship in Sonil's Bay.

Anzac Day saw our cadets parade at the Leichhardt Memorial to Soldiers and Sailors who died in the Great War. The Hon. Chaplain to the Cadets, the Rev. B. Barnett, delivered a short and inspiring address. On Sunday, April 27th, the company attended Church Service and listened to an address by the Rev. S. W. McKibbin.

The Leichhardt Company in common with all Navy Leaguers tenders its deepest sympathy to the relatives of the late Mr. G. E. Fairfax.

Auburn.**Auburn Co. Goes Camping.**

AUBURN Company spent the Easter holidays in Navy League fashion, taking advantage of the vacation to go camping. In the absence of O.C. B. Klein Mr. E. Tough was in charge of the Company, which put in a royal time, judging by the comments of the cadets who went on the trip.

Leaving Auburn on Good Friday morning, with a breeze slightly in their favour, the Company proceeded slowly along Parramatta River, paying a visit to the Drummoyne Depot on the way. Mr. Forsyth expressed his pleasure at meeting the Auburn Company, and entertained them for a short while, after which they proceeded to their camping ground, on a small beach near Taronga Park.

On Easter Sunday the novel experience (for some of the Auburn boys at any rate) of being shown over a warship was accorded the Company. A minute inspection of the CANTERBURY proved an eye-opener in many ways, and this privilege will prove most educational and advantageous.

The same day they met a number of the Elizabeth Bay Company, and their O.C., the acquaintance of whom they were glad to make.

On the return journey a short time was spent with the Leichhardt Company on the HARRY B. STERLING; and then with a good breeze to help, sail was set, and the home depot was reached in good time.

On Anzac Night, April 25, members of the Auburn Company took part in the Guard of Honour at Sydney Town Hall.

A Popular Boy Competition is being organised to augment the Company's funds.

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

THE Manly Company attended the Anzac Day Service at the local monument, when Cadet J. Bast placed a wreath on the Memorial.

The Easter Camp was a great success, fine weather prevailed, although Petty Officer R. Horner found the night rather sticky when he found a fly paper around his neck. Cadet H. Moseley proved a passable cook. We are seriously considering the entrance of Cadet H. Woodland for the talking movies, he talked all day and all night in his sleep. Cadet D. Ross ran a good second until he lost his voice. He has since found



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it. We attended the Penrith Church Service on Easter Sunday. On Monday all returned home in good order and condition.

Mainly congratulates Drummoyne on their success at the McMaster Cup race for Service Cutters.

The 300 Subscription forms sent to the leading citizens of Manly have not yet been returned, except in two instances. The economic pressure is no doubt the cause, I trust that the people will keep them by them for a future date and let the Cadets have a Depot-Clubroom like other suburbs.

The Manly Cadets will not enter general League activities for some time, but they will parade when necessary at H.Q. parades. The Company retains a Parade strength of about 30 strong.

I plead not guilty to the many compliments paid me in the last issue of the Journal.

We will be entering a Football team to compete in the Navy League Competition and will be pleased to hear from any Company with a Junior team.

The following is a financial statement of the Swimming Carnival held at Manly Baths.

Tickets Sold. Total £3 2s 6d. : Cost of Baths £8. : Advertising £1 2s 6d.

Lane Cove.

The Cadets of this unit went into camp near De Borghs' Bridge, Lane Cove River, for the Easter holidays and spent a useful and enjoyable time.

On Anzac Sunday we paraded at the Presbyterian Church and benefited from the stirring address delivered by the Rev. Mr. McDonald on the deeds of the men of Anzac.

The South Sydney Hospital was visited in the afternoon in order to see one of our colleagues, P.O. Sommerville who was there to undertake an operation for the removal of a needle from his foot. We are glad to report that he is progressing favourably.

Some of the Cadets visited the War Museum and were vastly interested in the many exhibits, they intend making another visit.

We were represented at the Sydney Town Hall, on the occasion of Admiral Evan's fascinating lecture "The Dover Patrol." On May 7th, we took part, in conjunction with the Scholars of Lane Cove Public School, in the Empire Day Celebrations and, later, were present at the filming of "Q Ships."

Ordinary weekly parades have been temporarily suspended owing to the Hall where we meet being engaged for other purposes; boat-work is, however, carried out each week-end.

Balgowlah.

(Compiled by S. K. Gannoy.)

The Company mustered at the Cenotaph, namely, on Anzac Day when wreaths were placed in memory of Lieut. Broadbent, (son of the Company's Godmother) and the unknown soldiers who fell for Australia in the Great War.

The Balgowlah Company Band twenty-nine strong under the baton of our popular Bandmaster, Mr. S. Rowlands, attended the Mother's Day Service at the Methodist Church and on request, played some of the hymns.

The cadets are very keen on their chances in the Fairfax Flag Competition, which is scheduled to take place on June 9th.

It is pleasing to report that the following have passed the examination in First Aid which was held at the Manly Ambulance Station recently. Junior Officer W. Waterer, P.O. Cadet K. Gannoy, L.S. Cadet H. Behrman, L.S. Cadet E. Broadbent and Cadets G. Smith, R. Montgomery and J. Woods.

Naval Movements.

The flagship AUSTRALIA, H.M.A.S. CANBERRA, the destroyer ANZAC and the seaplane carrier ALBATROSS are engaged in carrying out manoeuvres in Jervis Bay.

PLEASE PATRONISE OUR ADVERTISERS

Mosman.

CONSIDERABLE activity has marked this month. A visit to the Royal North Shore Hospital, in company with North Sydney lads, was paid on April 5th, when Mr. Russell and Mr. Climpson devoted their time to conducting the cadets over this great institution. Miss Steadman and Miss Bax were also present and we wish to thank all who helped make the afternoon both interesting and successful. The operating and X ray rooms attracted most attention.

The gig's crew had a long pull to Drummoyne on April 19th in search of ours for the McMaster Cup Cutter race, and although we knew our chances of a place were nil Mosman cadets were keen to enter, if only for the sport of it. We congratulate Drummoyne on winning and Birchgrove on running a close second.

Mosman cadets, with a contingent from Woolwich paraded on Anzac Day with the Junior Red Cross leading the march past His Excellency the Lieut. Governor, and afterwards, taking part in the Anzac Day Service of Sydney. Our thanks to Mrs. McKinnon for inviting us to be present, as also for the invitation to be present at the Town Hall pageant, reference to which will be made next month.

St. Augustine's, Neutral Bay, was the scene of our church parade on Anzac Sunday, when we were pleased to be accompanied by Mr. Collins and some North Sydney cadets.

Our main social activity was a dance on April 5th at the Anzac Memorial Hall, run by the Mosman Bay League Younger Set. The proceeds are earmarked for the building fund, and I can assure the energetic young ladies who run such a successful dances that their efforts are fully appreciated by the officers and cadets of Mosman Bay company. Another dance from the same source is to be held on May 31st.

Finally, congratulations Birchgrove, on your action in quelling the fire on the "Kiandra." Navy League "Keep Watch."

Pass this Journal on to a School friend.

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Birchgrove.

(Contributed by Mr. S. Cooper S.S.O.)

MEMBERS of the Birchgrove Company are glad to be able to congratulate Drummoyne crew on its fine win in the McMaster Cup Race. We are not making any excuses for running second and agree that the better crew on the day won. It was good to see Leichhardt, Mosman and Woolwich crews taking part in the contest. Our lads got quite a shock when they saw the bow of the Leichhardt boat cutting through the water just astern of them at the finish. Leichhardt's final effort was a splendid one and a repetition should carry their crew to victory.

We are also pleased to hand a word of praise to Woolwich on its win on the Lane Cove River and hope to meet them ourselves soon.

At the fete and dance the hospitality of the Woolwich supporters and members is something to remember. Our representatives there had a most enjoyable time and are looking forward to another such night.

Leichhardt too does these things in a good hand-shake and we always leave feeling well pleased. Our unit is ever ready to turn out in strength to such friendly gatherings.

Our lads had quite an exciting adventure when the ferry steamer "Kiandra" was on fire the other night. Their prompt action with fire buckets, handled in true old time naval fashion, was the means of saving the vessel from destruction.

On Mothers Day we invited all the cadets' mothers to the depot to see their sons erecting the 80ft. mast and crossing the yards. It was a pleasing eye-opener to the parents. They departed after tea refreshments had been served, feeling that the cadets learned to do things in a seaman-like manner.

Many thanks to Mr. Forsythe of Drummoyne for his gifts of wire rope and crown nest.

The mothers of this company appreciate the little tokens given to them by our Godmother.

It is interesting to note that the first flag presented to the Sea Cadet Movement in 1921 (the Moffat flag) is still in use on special occasions at Birchgrove Depot.

R.A.N. Appointments.

Lieutenant: William L. Flower to "Penguin" additional for duty at Naval Reserve Depot, Sydney, to date 1st May, 1930.

Commissioned Instructor: Alfred T. G. Parsons to "Cerberus" additional for duty at Naval Reserve Depot, Hobart, to date 1st May, 1930. Ernest J. Bates to "Cerberus" additional for duty at Naval Reserve Depot, Williamstown, to date 1st May, 1930. Ernest R. McDougall to "Cerberus" additional for duty at Naval Reserve Depot, Port Melbourne, to date 1st May, 1930. Edgar L. Smith to "Cerberus" additional for duty at Naval Reserve Depot, Port Melbourne, to date 1st May, 1930. John Fox to "Cerberus" additional for duty at Naval Reserve Depot, Port Melbourne, to date 1st May, 1930.

PROMOTIONS.

Lieutenants (O): Henry S. Chesterman, (O) Vincent E. Kennedy and William Pope to be Lieutenant Commanders, to date 10th April, 1930. Sub Lieutenant George D. Towner to be Lieutenant, to date 10th April, 1930. Cadet Midshipmen Eric E. Mayo, Donald E. Webster, Algernon C. Rose, Lindsay MacIver, David Logan, Henry A. E. Cooper, Alan N. Palmer, William B. M. Marks, Harrie B. Gerrett, Robert S. White and George Gosse to be Midshipmen, 1st May, 1930. Cadet Midshipman James K. Menary to be Midshipman (E), to date 1st May, 1930. Paymaster Cadet Wilbur K. Jackson to be Paymaster Midshipman, to date 1st May, 1930. Sub-Inspector (Warrant Officer) Bertram W. Furr, Naval Dockyard Police to the relative rank of Commissioned Officer from Warrant Rank, to date 1st March, 1929.

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Meeting of Officers.

THE Monthly Meeting was held at the Royal Naval House on Monday night, May 12. Officers attending represented Birchgrove, Drummoyne, Manly, North Sydney, Woolwich, Mosman, Elizabeth Bay, Leichhardt, Cook's River and Balgowlah Companies. The Secretary of the Navy League presided.

Arrangements were made to parade Cadets on Sunday, 1st June (Jutland Day) for the customary Jutland Day Service at St. Andrews Cathedral.

Mr. Forsythe was appointed Officer of the Day. Cadets are requested to muster in Martin Place, Sydney, at 10.15 a.m.

It was decided to recommend to the Executive that the ribbons as worn by cadets at present be discontinued in favour of ribbons bearing the lettering N.L. SEA CADETS.

For the Miss Charles-Fairfax Flag Competition scheduled to take place in the Inner Domain on June 9, Mr. S. Cooper was appointed Officer of the Day. Cadets to muster on that date at the Conservatorium not later than 2.30 p.m.

"Sydney" Depot.

Mr. W. H. PLATT writes from Drummoyne:—Our Company turned out in force for the Anzac Day service at Drummoyne we also had a large parade for the service held at Five Dock on the following Sunday. The cadets scorned a bus ride and marched to and from Five Dock.

The regaining of the McMaster Cup on the first anniversary of our depot was a fitting climax to a wonderful year in our new house. In the evening we held a boys night, which was well attended, the games and competitions being very keenly contested.

Recruiting has been very brisk and a number of new cadets of the right stamp have joined up during the past month.

Please support our Advertisers

The Woolwich Fete.

Contributed by Mr. C. A. Purdon

MAY 10th.—The grand fete for which all members of our Welfare Committee have been working so hard was at last realised.

Although pessimists predicted a failure owing to the financial stringency our gallant band of workers went ahead with their plans and ensured success by giving everyone good value for their money.

Saturday arrived and with it a band of amateur carpenters and assistants descended upon the Depot and within a few hours a business like Navy League Depot was transformed into a miniature Fairyland. Thanks to the assistance rendered by Mr. Norman Solomon who gave his services and lent his motor lorry gratuitously the work proceeded without a hitch.

Then business began in real earnest and although rainy weather set in each stall was adequately protected from the elements.

All stalls did a good business and quite a large concourse of people purchased from a wide variety of goods, all of which were very reasonably priced.

The Ice Cream, Hoop-la and the Lucky Dip Stalls were definitely NOT declared black by any of the Cadets and the stall-holders were working double tides.

Messrs. Russell of White Wings Flour have generously donated a silver sugar basin for the best cake and a case of teaspoons for the best plate of scones. The large number of entrants and the high standard of exhibits perplexed even our two most capable judges Mesdames Longworth and Herford but the difficulty was overcome by awarding second prizes.

Afternoon teas and the Produce Stalls were speedily sold out and the Navy League stall also, attracted purchasers. Contrary to expectations the Jumble Stall was very heavily stocked, contributions in the form of goods coming from all quarters. The purchases on this Stall reached a very satisfactory figure.

A very pretty and interesting side line was a

Japanese garden daintily presided over by Miss M. Hillier.

During the afternoon an inter-Company Gig race was rowed, and amid much excitement was won by our own endots.

Just to show that everyone was not too tired a Dance was held at night, during which the winners of numerous competitions were announced and the prizes awarded. Mr. H. Solomon, A.J.G.A. (a jolly good auctioneer) disposed of the balance of the jumble stall's goods in the usual manner.

To mention personally the names of all who gave their services so freely would occupy too much space in the JOURNAL but we must risk the Editor's wrath and give, at least, the names of the Stallholders.

JUMBLE STALL.—Mesdames Brown, Pierce, Purdon.

SWEETS, SOFT DRINKS AND ICE CREAM.—Mesdames W. Hillier, D. Hillier, Snowball.

LUCKY DIP.—Misses E. & R. Solomon, Brownlow, R. Hillier.

PRODUCE.—Godfrey, H. Solomon, Collison.

AFTERNOON TEAS.—Mesdames Carruthers, Carpenter, Collison, Tottman.

HOOP-LA.—Messrs. H. Solomon and Yule.

NAVY LEAGUE STALL.—Cadet E. Sheffield.

In conclusion it is extremely gratifying to know that our object has been achieved and we now have sufficient funds to commence the enlargement of the depot and we hope that before long to have building operations in full swing. Thanks everyone.

Principal Events for 1930.

June 1st.	Inland Day Parade.
June 9th.	Charles-Fairfax Flag Competition.
July 5th.	McMaster Medal—Signalling.
Sept. 15th.	Royal Humane Society Gathering.
October.	R.S.Y.S. Opening Day—Boat Race.
October 21st.	Trafalgar Day—Concert.
November.	Cochrane Shield—Boat Race.
December.	Annual Camp.

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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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Vol. 11, No. 2.

JUNE, 1930.

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Captain Francis Hixson

A Pioneer of the Royal Australian Navy

Chairman of First Naval Conference

Remarkable Forecastings

RECENTLY the writer, through the courtesy of Mr. F. W. Hixson, O.B.E., S.S.D. (Hon. Secretary of the N. S. W. branch of the Navy League) was privileged to peruse an official report of the proceedings of a Conference of Naval Officers which assembled at Melbourne on July 31st, 1899, to consider the question of Naval Defence for Australia.

It will be noticed that this conference was held prior to the declaration of the Australian Commonwealth. Yet it is the fact that at that time a Commonwealth was pending, that lends added interest to this Report of Proceedings; for there is ample evidence that it was in anticipation of the declaration of a Commonwealth that this conference of Australian naval officers was convened. This is a point which, I submit, is worthy of being stressed as being evidence that in those days—thirty years ago—when Australia could not be said to boast even the scantiest nucleus of a navy of her own, beyond a few men of the voluntary Naval Brigade, there were still those among us who had Australian naval defence at heart, and whose ideals in that direction actually were realised by the later establishment of the Royal Australian Navy. This is a little-known fact—a fact that was voiced at the naval conference referred to—that the pioneering of the Commonwealth was not done by politicians alone, but also by a staunch little band of Australian seamen who were among the first to put their house in order in a practical manner with a remarkably accurate anticipation of coming political events. Prominent among these pioneers was the late Captain Francis Hixson, R.N. Indeed, five years before the sitting of that naval conference, Captain Hixson had forecasted a Commonwealth. It was at an Inter-colonial Maritime Conference held in Parliament

House, Hobart, during April of 1894, that Captain Hixson when, as Chairman, putting a motion (which was carried)—“that the members of the Press be admitted to this Conference,” commented thus:—

“I think, Sir, the wish of the meeting is that the members of the Press should be admitted to all our proceedings. We have nothing to hide from the light of day, and the more we ventilate this subject the better we shall do our business, and in so doing that business we may be the means of bringing about a federation of the Colonies, or at least advancing it by the work done in this small federation of ours.”

The Conference of Naval Officers held at Melbourne in 1899 to discuss the question of Naval Defence for Australia was first suggested by the then Premier of Queensland, and concurred in by the Governments of New South Wales, Victoria, and Queensland. It was comprised of the following members:—

Captain Francis Hixson, R.N. (Commanding New South Wales Naval Forces), Chairman.

Captain Robert Muirhead Collins (Secretary for Defence, Victoria).

Commander Walton Drake (Commanding Queensland Naval Forces).

Commander Frederick Tickell (Commanding Victorian Naval Forces).

Captain W. R. Creswell (Naval Commandant of South Australia).

Mr. F. Savage (Chief Clerk of the Victorian Defence Department) was appointed secretary to the Conference.

Apart from the point I have stressed—the active part taken by a handful of Australian Naval Officers in laying the foundations of a Com-



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monwealth Navy—there is little of outstanding interest to the present generation to relate of the deliberations of that Conference; the whole proceedings are well summed up in the following General Report of the Conference submitted by Captain Francis Hixson, R.N., President, to the Honorable the Minister of Defence, Victoria, at its conclusion:—

GENERAL REPORT OF CONFERENCE.

"It has been the design of this Conference to outline a scheme whereby the available Naval Defence in Australia shall advance *part passu* with the growth and development of the Australian Commonwealth, and become less, year by year, a charge on the Imperial forces and exchequer. To develop our resources, and the training of our seamen, so that instead of remaining a source of weakness and anxiety to the mother country—an exposed flank—we may gradually become a strong outpost.

"To accomplish this it is necessary to have special regard to the nature of defence requisite for an island continent.

"It was with the object of developing Australian naval efficiency that the late Admiral Tryon suggested the formation of the Auxiliary Squadron.

"The progressive policy which it is certain he intended to carry out with this end in view has not advanced from the initial stage at which Sir George Tryon left it.

"When the Auxiliary Squadron was first established by agreement between the Colonies and the Admiralty, it was generally understood, in Australia at any rate, that the ships would form a means of drilling Australian seamen.

"This expectation has never been realised, the vessels in reserve having always been laid up in Sydney, and no attempt has been made to utilize them for the benefit of the local Naval Force.

"There has consequently been no advance in Australia's ability to undertake any honourable share in her sea defence.

"The present policy, viz., that of the payment in specie in return for Naval Defence furnished *in toto* by the mother country, makes no advance whatever.

"Twenty or fifty years hence, Australia's ability

for sea defence—self-defence—will be as to-day, and as it was ten years ago.

"A continuance of the present policy involves either the periodical increase of the amount paid to the Imperial Government for Naval Defence, that the growing trade and interests of the Federation may be adequately protected, or, if that amount be not increased, we must expect a justifiable complaint from the British taxpayer. In this connection, it is well to remember the high point already reached by the Imperial Naval Estimates.

"In the event of a European combination of such strength as to occupy the attention of the British Fleets, the continuance of a policy which in no way advances Australian ability for sea defence might have disastrous consequences.

"It has been the invariable policy of the Motherland to encourage all her colonies and dependencies in self-defence, i.e., to encourage the organising of forces suited to meet and resist the particular danger to which they were exposed. The Cape, Canada, and India are all cases in point—all have land frontiers requiring military defence.

"Australia having no military frontier requires for her defence a sea or naval force.

"As a recent modern example of the respective merits as a defence of a powerful army or navy for an island defence the case of Cuba in the recent American-Spanish war is conclusive. Cuba had a standing army of from 150,000 to 200,000 men and an inefficient navy. The United States had a standing army of from 25,000 to 30,000 and an efficient navy. The efficient navy of the United States destroyed the Spanish navy.

"The small army of 25,000 men embarked, and, choosing their point of attack, captured Santiago. The enemy's large army, with Cuba closely blockaded, became merely an additional burden as ration eaters, and hastened the fall of the Spanish side.

"It is necessary here to draw attention to the salient conditions which will govern Australian Defence and determine its character.

"Within the last half-dozen years the keen attention of the political world has been concentrated on the Pacific.



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"There is every indication that the Pacific in the future will play the part of the Mediterranean in the past, as the arena of national contending forces.

"France, Russia, Japan, have established naval bases, and possess powerful fleets in the north of the Pacific. Nearly every other European power has effected a lodgment in the seas to our north.

"Every consideration both of defence and our position of influence, which will be that of the 'New Power in the Pacific,' demands from those responsible for the organisation of Federal Defence the recognition of the primary importance of Naval Defence for Australia."

LORD BRASSEY'S SUPPORT.

This Conference of Australian Naval Officers attracted the keen attention of Lord Brassey. He wrote a letter with suggestions to Captain Hixson who embodied it with his Report of Proceedings as an appendix. In view of the world's uncertain naval position to-day, and especially as Australia already stands affected by her recent drastic naval retrenchment policy, many of Lord Brassey's suggestions hold as good to-day as they did when proffered in August, 1899—over thirty years ago! The letter reads:—

"Dear Captain Hixson—

"As an old Admiralty official who has been endeavouring for a quarter of a century, at least, to secure the sanction of the Admiralty to the enrolment of a Colonial Naval Reserve, I desire to be helpful to the Conference over which you are presiding. It will probably be convenient that suggestions should take the form of a letter to the Chairman. And, first, I take the opportunity of expressing the assurance that the Admiralty will be glad to know that the Governments of New South Wales, Victoria and Queensland have decided to give further examination to the proposals forwarded for their consideration through Admiral Pearson.

"In Victoria the inquiry conducted by Captain Tickell has shown that the sea-faring people are not disposed to enter the reserve under the conditions which obtain at home. We have, therefore, to consider how far modification can be proposed without loss of efficiency in essentials. It was hardly to be expected that the regulations as to drill, service aboard, and rates of pay, which

have been found to work well in the United Kingdom, should be equally adapted to the conditions with which we have to deal in Australia. It does not follow that the endeavour to raise a force of reservists for the manning of the squadron in Australian waters should be abandoned. Under peace conditions men can easily be spared from the crowded barracks and receiving ships in the home ports. In war heavy losses must certainly be suffered, even by the victor, in naval actions with the forces of a first-rate maritime power; and men for a hasty mobilisation on the Australian station might not always be available. Having these obvious considerations in our view, it seems fitting that alternative proposals should be brought forward from the colonial side.

"Dealing first with the class of men to be enrolled, I would submit that it is not necessary that the entire force of the Colonial Naval Reserve should be seamen.

Landsmen and aquatics, well instructed in naval gunnery, in other words, a reserve of marines or marine artillery, would be able to render valuable service. In the case of a reserve of marines, conditions as to service in a man-of-war may be relaxed, and thus one of the main difficulties with which we have to deal will disappear.

"In support of the suggestion that a part of the Naval Reserve of the colonies should consist of marines, reference may appropriately be made to the recent experiences of the Spanish-American war. The largest steamers in the mercantile marine of the United States were taken up as cruisers. They were navigated by their own crews, who readily agreed to serve until the close of the war. The guns were manned by marines, who were embarked under the command of captains of the U.S. Navy. It was a return to the conditions which obtained in the fleets of the elder day which met and vanquished the Spanish Armada. Everything worked most satisfactorily. In nautical phrase, the ships were 'happy ships.'

"Having dealt with the class of men to be enrolled, I turn to the training of the Colonial Naval Reserve. In the Imperial force six months' service has, under recent regulations, been insisted upon. It would certainly be desirable that the Colonial Naval Reserve should be similarly



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

Miss Charles-Fairfax Flag.

Won by Mosman.

MORE than 300 Navy League Sea Cadets from the Metropolitan area took part in the Competition for the magnificent silk flag presented to the League by Miss Charles-Fairfax. The contest excited keen public interest, and as the various Companies, headed by the band, marched from the point of assembly at the Conservatorium to the Inner Domain, they were followed by about two thousand spectators.

The cadets gave an impressive display, the adjudicators expressing the opinion that every Company had shown an aptitude for their work.

As the contests progressed it was seen that the holders of the coveted flag—Birchgrove—were being seriously challenged by the Mosman Company. Mosman excelled in the bends, knots, and hitches, and scored the maximum points, Birchgrove being awarded 30 points fewer. Mosman again led the holders in the semaphore signalling, by 148 points to 141, but in the squad drill Birchgrove turned the tables and gained 148 points to 134. In the aggregate, however, Mosman won comfortably, securing 432 points to 409, Cook's River Company which was only recently formed and was competing for the first time, was third with 385 points.

The Competition was in charge of Mr. S. Cooper, inspecting officer, and the judges were

Moses S. E. Adams, chief yeoman of signals, R.A.N., B. W. Butler, chief torpedo instructor, R.A.N., and J. Hammond, chief gunnery instructor, R.A.N.

The three judges had difficulty in selecting the best-dressed cadets, and the honour eventually went to Petty-officer Cadet Harvey, of Birchgrove, and Petty-officer Cadet Richardson, of Drummoyno.

In handing over the flag to the winners, Mr. Butler said that he noticed that some new Companies had been formed since last year's competition. That indicated that the organisation was increasing in numbers and in prestige. The Competition showed that the officers had taken great care in the training of the cadets, whose work reflected great credit upon them. He congratulated Mosman on their fine display.

The points awarded were:—

Squad Drill (maximum 200 points).—Birchgrove (148 points) 1; Mosman (134 points) 2; Woolwich (132 points) 3; Drummoyno (128 points) 4; Balgowlah (108 points) 5; Cook's River (106 points) 6; Leichhardt (105 points) 7.

Semaphore Signalling (maximum 150 points).—Mosman (148 points) 1; Birchgrove (141 points) 2; Balgowlah (140 points) 3; Cook's River (130 points) 4; Drummoyno (127 points) 5; Leichhardt (121 points) 6; Woolwich (120 points) 7.

Bends, Knots and Hitches (maximum 160 points).—Mosman (150 points) 1; Cook's River (149



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points) 2; Leichhardt (130 points) and Woolwich (130 points) equal 3; Balgowlah (125 points), Birchgrove (120 points), and Drummoyne (120 points).

AGGREGATES (maximum 500 points).

Mosman (Mr. E. Hammond, O.C.), 432 points, 1; Birchgrove (Mr. S. Cooper, O.C.), 409 points, 2; Cook's River (Mr. W. Faulkner, O.C.), 385 points, 3.

Woolwich (382 points), 4; Drummoyne (375 points), 5; Balgowlah (373 points), 6; Leichhardt (356 points), 7.

The late Mr. Frank Grimley.

Every supporter and member of the Woolwich Company of Sea Cadets deeply and sincerely regrets the death of Mr. Grimley. He was a wonderfully generous friend to the Company, and it was largely due to him that it was possible to establish the cadet movement at Woolwich.

To Mrs. Grimley and family in their great loss we extend our heartfelt sympathy.

Woolwich Company.

THE interest manifested by the cadets shows no signs of abating, in fact, we have increased our numbers to thirty-six strong.

At the fete recently held to augment our funds the presence of several of the other Companies was a great help to us, and showed the public that the Navy League is a live body capable of doing much good in the community. As a result of our efforts the building fund has been swelled by about £50. We are now looking forward to the building of a more commodious depot—one that the residents of Woolwich and Hunter's Hill will be proud of.

Empire Day Service at the Presbyterian Church was largely attended, and on the invitation of the Minister (Rev. Mr. Dudley) our lads were there accompanied by the fine Drummoyne Company. The bugle band of the last named created a quite favourable impression; there is no doubt that such a band is an acquisition.

Miss Johnson, the now famous air woman, must have been pleasantly surprised on the occasion of her visit to Mark Foy's on seeing more than 300 Navy League Sea Cadets drawn up in her honour. The boys looked splendid, and created a most favourable impression with the thousands of spectators who flocked primarily to see their heroine "Amy."

Mainly.

MR. ERIC SOLOMON writes:—Mainly Company is glad to congratulate Mosman Bay Company on its magnificent success in winning the coveted Miss Charles-Fairfax Flag. Our Company did not feel it had reached a sufficiently high standard of proficiency to compete this year, but it is anticipated that we shall be well in the picture next season.

The Mayor of Mainly did a fine action in organising a Relief Committee for alleviating the distress which has reared its ugly head in the district owing to the bad times through which the whole country is passing. Ten of our cadets assisted wholeheartedly in the good work and collected a substantial amount for the Fund in cash and goods. The Mayor is to be warmly praised for his prompt and sympathetic work for his less fortunate fellows.

Mainly cadets, on the kind invitation of the management of Nestlé's, visited the Chocolate Factory at Abbottsford recently and were shown round. The lads found the visit most interesting and instructive. Visiting chocolate factories once in a while is most enjoyable and, what is more important, delights the palates of the boys.

A donation of 10/6 has been received from F. C. Smith, Esq. of Seven Hills. Many thanks, Mr. Smith. During the month we expect to re-form our Committee and organise some more functions to benefit the Company.

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Birchgrove.

OUR Company extends warmest congratulations to Mosman Bay, who vanquished us in the Miss Charles-Fairfax Flag Competitions on the 9th. We are not downhearted at the defeat and hope to come up smiling and full of fight next year. With the increase of Companies and efficiency in the League trophies are becoming more and more difficult to win, but we think that Birchgrove will be carrying the temporarily departed flag again after next year's competitions.

On the night of the 11th inst. our depot was honoured by the presence of many of the fathers of the boys, and we hope the welcome extended to them, and the work of the cadets gave them something to ponder over on their way home.

Amongst those present we noticed Mrs. M. Mayne, the tireless and generous worker for Birchgrove; Mrs. S. Cooper, selfless and enthusiastic; Mrs. Harvey, the proud mother of P.O. Cadet Harvey, who carried off the honour of being the smartest cadet on the big parade on the 9th inst.; Mr. Sharp, well known in Balmain for his kindly and unobtrusive generosity, was there with his guinea—he never comes to us empty handed; Mr. Dan Waterfield, the popular Chief Officer, proudly showed Mr. Harold Cochrane and Capt. Beale the fine mast recently erected at the depot by the lads, and indicated other improvements that have been effected in the last few months. Many parents of the cadets appeared to be vastly impressed with all they saw, and doubtless went away confident that their lads were in the best of hands with Mr. S. Cooper in command.

Mr. B. W. Snow asks us to thank Sydney Pincombe Ltd. for their gift of a typewriter for his Region. If Messrs. Pincombe give their clients the same speedy attention that was shown me on requesting the gift of a machine, writes Mr. Snow, "then they can have few complaints as regards service."

Mr. L. E. Forsythe, the "live wire" from Drummoyne, has got one or two practical schemes stowed up his sleeve that are to very soon benefit the Sea Cadet Movement. So keep watch!

We are glad to announce that Mr. W. W. Campbell has joined forces with Mr. Klein, O.C. Auburn Coy., and is rendering very useful service.

The vast improvement in the Balgowlah League's band has been most marked in recent weeks and does its sponsors immense credit. Little advancement is required to earn for this band a high place in the annals of the Navy League in this State. With such a keen bandmaster and apt pupils we are looking forward to big things from Balgowlah.

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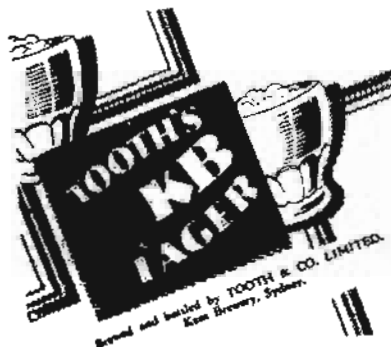
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Be sure to stow a bottle or two of K.B. in the locker on the next trip.



Canadian Cadets.

Members of the Sea Cadet Corps in N. S. W. will be interested to learn that in Canada there are 21 companies of cadets, totalling 62 officers and 1,844 boys. In Winnipeg, Manitoba, the Navy League Cadets Band consists of 50 active members and if the music they dispense is as good as the bearing of the lads is praiseworthy, then it is a rattling good band.

The cadets training in Canada is similar to ours. As regards signalling, however, more attention is paid to Morse with the object of the lads becoming proficient and fitting themselves for positions as telegraphists and radio operators.

This is a wise course to pursue, and Sea Cadet Officers in N.S.W. in the interests of their cadets are urged to give more prominence to this phase of work as it is likely to be of more practical value to the lads when seeking employment.

Navy League: Statement of Policy.

(This Statement of Policy is signed by the President of the Navy League, London (The Marquis of Linlithgow); the Chairman (Sir Cyril Cobb), and the General Secretary (Commander H. M. Denny) and has been issued to the Navy League throughout the world).

WE have received many enquiries as to the attitude of the Navy League towards the movement for world peace and general disarmament. To that question we would answer that on every ground we favour all possible economies in the scale and cost of defence that can be effected without prejudice to the security of the Empire. And we agree that, in assessing our naval requirements, full weight ought to be given to all international facts and understandings, and to world opinion, in the bearing of these upon the reasonable expectations of future peace.

In the main, British naval requirements are

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conditioned by two things: the first, the strengths of foreign navies; the second, the wide dispersal of Imperial territory and the immense length of our trade routes and of the sea-ways along which, whether in peace or in war, the necessities of our existence must pass if we, as an Imperial and an island people, are not to perish. And if due regard is had to the damage that a few commerce destroying ships can inflict on our merchantmen, and to the immense difficulty of bringing such raiders to book, it becomes plain that British requirements in commerce protecting craft cannot be held to depend only upon the numbers of cruisers possessed by foreign powers. It is in great degree the length and vulnerability of our trade routes that single our needs. Our situation in respect of ocean routes, and our utter dependence upon these, is unique among nations. Hence the dilemmas and complexities with which the delegates to the Conference have had to grapple in their attempt to find a denominator common, in terms of cruiser strength, to ourselves and other nations. In battleships the problem is more

direct, and the requirements of the various powers more readily comparable, and in the category of capital ships, the position has been successfully regulated since 1922 by the Treaty of Washington.

We are disappointed that no attempt appears to have been made to effect a further and general reduction in the numbers and size of capital ships. In that direction, it appears to us, lies an opportunity for an important saving in expenditure, and we are unable to conceive any good reason why agreement upon such a reduction should not be immediately effected.

When the Five Power Conference met, the Navy League took the view that any attempt to arrange for general naval disarmament on the basis of arithmetical formulae—ratios, parities, and so on—was doomed to failure because of the complete dissimilarity in the circumstances and needs of the several naval powers, and because there must be implicit in any such basis of limitation a lasting renunciation on the part of each nation of the right to decide upon its own requirements for defence. In our view, Great Britain ought never

to allow to pass permanently from her hands the right to provide for her own security. Nor do we ask other nations to forego that right. It may be asked—Does this condition preclude all hope of international agreement? We do not think so; and, furthermore, we contend that frank recognition of the facts suggests at once the only road by which there would now appear to be the slightest hope of a useful outcome to the Conference, namely, agreement as to building programmes for, say, five years, to be followed by a further conference at the end of the agreed period.

At this moment it appears to us that a conference called to reduce naval armaments may result in four of the five participating nations increasing the strength of their navies, while Britain alone will have reduced hers. We have seen the stated minimum requirements of this country reduced from seventy cruisers down to fifty without a word of explanation as to what change in the technical position has led the Government, with or without the advice of the expert members of the Board of Admiralty, so soon to reconsider its opinion. We have seen a series of so-called gestures, each of which cost us a cruiser and no one of which has so far produced the slightest response from any other power. Moreover, construction in this year has been suspended except as regards one cruiser, although we shall have to lay down about four a year in order to maintain even the reduced total of fifty. Again, this year's estimates involve a cut in personnel, so that while before the war we had 145,000 men on the active list, we are now to drop to 94,000, while the United States since 1914 have increased their naval personnel from 67,000 to 114,000 men. For these reasons, we contemplate existing conditions with grave misgiving.

It is our earnest hope that the British Government may continue to explore the possibilities of reducing by international agreement naval armaments throughout the world. But it is necessary for the future that all nations should make comparable sacrifices, so that our naval strength relative to that of other Powers may not be impaired, nor our security jeopardised.

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CONT. FROM PAGE 7.

trained, but the difficulties under colonial conditions are almost insuperable. The pay in the Imperial Navy is far below the scale of remuneration which sea-faring men command in Australian waters.

"In lieu of service in the fleet it might be considered sufficient to put in drills afloat in Colonial-armed vessels such as the *Cerberus* and *Protector*, or on board one of the ships not in commission in Sydney Harbour.

"In this connection it may be urged that if service in the Colonial Navy Reserve is made attractive we should be able to raise men from a comparatively educated class. The steamers in the coasting trade of Australia are manned by crews of exceptional qualifications. The Colonial naval reservists should be men of the same type as those recently raised for temporary service in the United States Navy. The main deficiency—trained reserves—was in part neutralised by the great adaptability and high general standard of intelligence of the extemporised crews. These late experiences of naval warfare seem to have a direct bearing on the question before your committee. Our Colonial Naval Reserve should be drawn from the same class which gave to the navy of the U.S.A. in a few weeks 12,000 men, who, although without previous service in warships, were found efficient for their duties.

"I need not deal at length with the question of pay. For the first time the Imperial Government has offered retainers of substantial amount to Colonial seamen. It may probably be necessary to supplement the capitation grant from the Admiralty by a small payment from local resources. The charge would be inconsiderable in amount.

"In conclusion, the suggestions I venture to offer are the following:—

"1. The Colonial Naval Reserve should consist in same proportion of marines.

"2. Drills and exercises afloat in Colonial-armed vessels may be substituted for the six months' service in a vessel of war as required for the Naval Reserve of the United Kingdom.

"3. The retainer offered by the Admiralty to be supplemented, as far as may be necessary, by a contribution from Colonial funds.

(Signed) BRASSY.

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The Navy League Journal

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PRICE 3d.

The Dominions and the London Treaty.

From "The Navy."

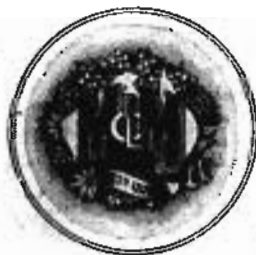
THE effect of the Naval Treaty lately signed in London, if it is duly ratified by the High Contracting Parties, will be far reaching and of enormous importance. One of the most revolutionary of the provisions of this Treaty is that of the grouping together of the British Commonwealth of Nations in all the figures of tonnage limitations therein agreed upon. Never before have the naval forces of the Great Dominions been lumped together with those of Great Britain in this manner. It may be said, perhaps, that the Navies of the British Dominions are of such small size and numbers that their inclusion or not in the total makes little difference, but this view of the matter is unsound, for the inclusion of those fine cruisers, *Australia* and *Canberra*, in the total, is certainly of importance.

It is desired, however, to present a point of view with regard to this method of global calculation, which has, we think, not been referred to in all the voluminous articles and speeches made upon the subject. There is no doubt whatever that several of the Dominions will become, within a measurable period of time, very great nations indeed, and it cannot be imagined that they will then be content to have their sea forces included in a treaty in such a way as has been done in the Treaty of London. They will certainly negotiate

and make Treaties with foreign powers, but will do so on an equality, and if there is any question of "Parity" to be settled, it will be on the basis of parity between each Dominion and the particular Foreign Power. One can imagine Canada, for instance, when her wealth and population exceed that of the United States—which seems likely, at the present rate of progress, to take place much sooner than many people might think—insisting on parity of sea and air forces with that Power.

The Treaty of London is, of course, only effective for a short limited period, namely until 1936, and no doubt the Dominion Representatives at the Conference gave full weight to its temporary character; but it seems to be a bad precedent for future negotiations, and likely to have a hampering effect on the Great Dominions in the future.

By the terms of the Treaty, Great Britain definitely renounces her sea predominance and establishes the superiority of the United States of America in Sea Power. The figures limiting tonnage are also calculated to allow other nations to modernise their fleets considerably, and to ensure that Great Britain to a large extent will be unable to do so by the year 1936. Its ratification will weaken our Navy and thereby reduce the chances of the continuance of that World Peace which it is the desire of all our people to maintain.



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Signals.

Some Humorous Incidents.

(BY LIEUT. COMMANDER GERALD A. HILL, R.N., RETD.)

SIGNALS between ships have been in use ever since squadrons or divisions of vessels have acted in unison. In early days these consisted of flags by day and guns or lights by night, but it was not until the dawn of the 19th century that a complete naval code, such as that in use at the battle of Trafalgar, came into common use. The writer does not purpose in this article to discuss either the origin or evolution of signals between ships at sea, but to give a few examples of signals which have come under his notice during years spent afloat, and commended themselves either by their humour or the appositeness of their wording.

Perhaps a few words would not be inappropriate concerning that most famous of all signals, that of Nelson to the officers and men of his fleet as they stood at their stations ere the battle was opened at Trafalgar. Lieut. John Pasco, R.N., was the officer in charge of signals on the Victory on that historic occasion. Lieut. Pasco went to Lord Nelson, who, after ordering certain signals to be made, said, "Mr. Pasco, I wish to say to the fleet—"England confides that every man will do his duty." Pasco replied, "If your Lordship will permit me to substitute 'expects' for 'confides,' the signal will soon be completed, because the word 'expects' is in the vocabulary and 'confides' must be spelt. "His Lordship," records Pasco, "replied in haste, and with seeming satisfaction—"That will do, Pasco, make it directly."

One winter's eve, a particularly wet and dirty one in 1911, the writer was navigator of a destroyer which was returning to the welcome shelter of Portland after an arduous day's exercise with a couple of battle squadrons. We were in company with the entire 4th Flotilla, some 24 boats in all, and most of us, no doubt, were looking forward to a pleasant evening in Weymouth. When about five miles distant from Portland breakwater the officer commanding the Flotilla made a general signal for the Flotilla to turn 16

points (i.e., about turn) and proceed to a rendezvous 30 miles to the eastward, and there to carry out night manoeuvres. Commander A., of the ———, on being informed of this, then made the following signal to Commander B., of the ——— (both officers ardent students of Shakespeare)—"Macbeth, Act II, Scene 1, line 48."

On receipt of this Commander B. at once turned up his copy of Shakespeare, and in the place mentioned read: "It is the bloody business which informs thus to mine eyes." Not to be outdone, he replied:—"Tempest, Act I, Scene 1, last four lines." Commander A., referring to this read: "Now would I give a thousand furlongs of sea for an acre of barren ground, long heath, brown furze, anything. The wills above be done, but I would fain die a dry death."

One of the wittiest and aptest retorts by signal that ever came within the writer's knowledge happened thus:—Two destroyer captains were keen rivals in the smartness and appearance of their respective ships and their crews. Neither ever neglected an occasion of pulling the leg of the other whenever the opportunity occurred. One morning in pre-war days they were despatched in company from Malta to Gibraltar. As they cleared Valetta Harbour, X., who in virtue of being senior officer by a few days, was leading the way, observed a rope trailing in the water on the port side of Z's ship. He then made this signal by semaphore: "What is that you have towing from your port side?" On receipt of this signal Z. looked over the side of the bridge, and saw the offending piece of rope (no small offence when a ship is leaving harbour), and promptly replied in these words: "My first lieutenant's reputation."

Although the following story does not actually come under the heading of signals, I have introduced it here as evidencing the danger of having telegrams opened and their contents signalled as a quicker means of delivering than the usual method.



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One bitterly cold afternoon in the winter of 1910, the writer and his C.O.—who, by the way, is very well known in Sydney society circles, as much by his gypsy-like charm as by his amazing civilian attire when on shore—were toasting their feet in front of the wardroom stove. Their ship at the time was lying at Saltash giving Christmas leaves. By-the-bye a signalman came to the door, and, after knocking, said to the C.O. "Telegram for you, sir, at the main steps." Now, the main steps were many miles away, down the harbour in Devonport, and telegrams passed from there to Saltash by signal had to come *via* several repeating ships. The C.O., thinking in a somnolent way, it was merely a wire from one of the ship's company requesting an extension of leave, replied, "All right: open and signal contents." Then he closed his eyes and subsided into the depths of his armchair.

About an hour later, when the wardroom steward was laying out the afternoon tea, the signalman returned, pad in hand. "Contents of telegram, sir," he said. "Right, oh," yawned the skipper, "read 'em out." The signalman, with a face as emotionless as a seabook, "Read 'em out" thus:—

"To Commander C., H.M.S. ———, Received your letter and bangle, you perfect darling. I treasure them both. I will be there, and mind you don't keep me waiting. Your Norah."

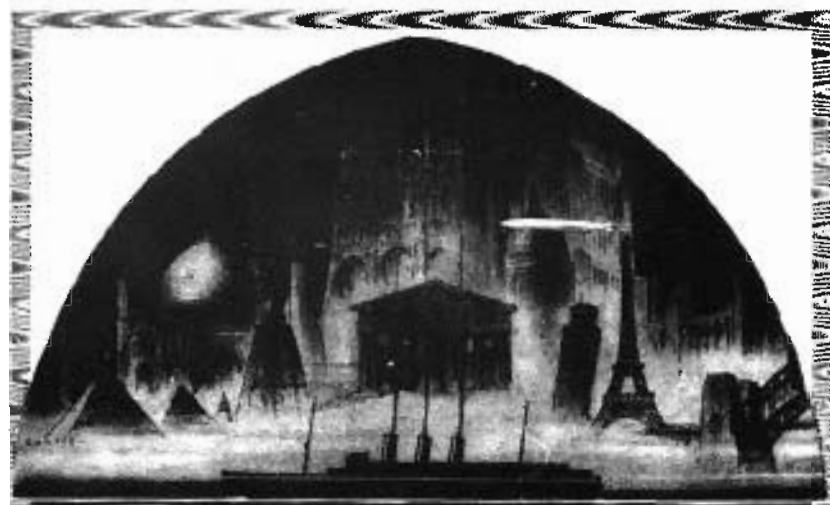
Considering that the signalman was as well aware as myself that the skipper was a married man with a couple of youngsters, and that his wife's name did not even remotely resemble Norah, the lack of emotion in his face or voice was truly commendable. The skipper, after he had recovered from the shock, said: "Er, signalman, there is no need to enter that in the signal log." "Very good, sir," quoth the stolid man of flags, but there was nothing said about the yarn he would spin the lower-deck when he went off duty.

During the war, one of the most apposite of signals was made by a Rear Admiral commanding a cruiser squadron, which one Sabbath morn was out scouring the middle portions of the North Sea. A Zeppelin was sighted just about the time when

those of the ship's companies not actually on duty would be assembled for prayers. A lucky shot brought the Zep. down in flames, and after the survivors had been picked up the Rear-Admiral read the following general signal: "Ships' companies will now sing verse —, hymn —." And accordingly the church parades sang:—

O, happy band of pilgrims
Look upward to the skies.
When such a light affliction
Shall win so great a prize.

Another war signal which the writer can vouch for was made under rather dramatic conditions. The gentleman (let him be called Brown) responsible for this particular effort was a "dug-out," that is to say he had been retired from the service several years before war broke out. To be brief, he found himself one summer's morn in command of a "Q boat" or mystery-ship, as the public termed them, not very far from the Isle of Wight. A German submarine was playfully throwing four-inch shells at this vessel from a range of about 1,500 yards and gradually closing in. The usual performance of abandoning ship, too well-known by now, was gone through, and just when it looked to Brown as though Fritz was about to be lured within certain destructive range of his masked guns, he observed a trawler approaching fast. He knew that once the submarine spotted her she would not remain on the surface very long. Inwardly cursing the trawler and all aboard her, and quite unable to tell her to clear out in view of the fact that the entire ship's company was supposed to be in the boats, he held his breath hoping against hope that Fritz would get sufficiently close for him to make certain of sinking her before he observed the trawler. But Brown's luck was out, for a few seconds later Fritz saw the trawler and forthwith began to dive. Full of fury Brown opened fire with every available gun at the fast-disappearing Fritz, but alas, before the range could be found the elusive submarine was well beneath the waves. Frantic with the loss of his prey Brown sent the following en clair wireless to the approaching trawler: "Clear to — out of it; you've — up the whole — performance."



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The sequel occurred a week later, when Brown, returning to Portsmouth, made his report to the Admiral commanding that place. He was greeted pleasantly, and after making his report was about to retire, when the Admiral exclaimed, "Oh, by the way, Brown, are your signals usually couched in these er—laid terms?" with which gently remonstrative query the Admiral handed Brown a copy of his own recently-despatched wireless signal to the trawler. Brown, looking somewhat flushed, started to explain, but was cut short by the Admiral, who understood the situation just as well as Brown did, and sympathised with him accordingly, but at the same time he suggested to Brown that if called upon to make signals of a similar nature in the future he should endeavour to be rather less picturesque in his choice of adjectives, "For, owing to the war," the Admiral concluded, smiling deprecatingly at Brown, "many of my clerks in the signals' office now wear skirts instead of trousers."

R.A.N. Appointments.

Lieutenant Commander: (T) Gerald A. Bateman to "Cerberus" additional for passage to England per s.s. "Eknarens" for reversion to the Royal Navy, to date 19th May, 1930. (George A. W. Vosbecker to "Penguin" and for 1st Lieutenant's duties, to date 11th May, 1930. (T) Norman K. Calver to "Canberra" additional, to date 6th June, 1930. Frank E. Gelling to "Cerberus" additional for passage to England per s.s. "Talotti" to date 12th June, 1930. (T) Arthur H. Spurgeon to "Canberra," to date 6th June, 1930. (T) Frederick G. H. Bolt to "Penguin" additional, to date 16th May, 1930. (G) Gilbert H. Roberts to "Cerberus" additional for passage to England per R.M.S. "Malaja" for reversion to the Royal Navy, to date 2nd June, 1930. Paul H. Hest to "Australia," to date 2nd June, 1930. Norman H. Shaw to "Penguin" for Command of Submarine Group in "Immediate" Reserve, to date 11th May, 1930. (S+) Ian C. R. Macdonald to "Penguin" additional, to date 29th April, 1930. (S) Peter C. Anderson to "Penguin" additional, to date 19th May, 1930. George W. T. Arncliffe to "Penguin" additional, to date 19th May, 1930. Ross V. Whitley to "Cerberus" additional for charge of Macquarie Harbour Survey, to date 22nd May 1930. John M. Hamman to "Penguin" additional for Foreign Service Leave, to date 18th May, 1930.

Lieutenant: (G) Roy N. Dowling to "Cerberus" and for charge of (G) School, to date 2nd June, 1930. (A/S) Stanley H. K. Spurgeon to "Cerberus" additional, to date 11th May, 1930. (T+) Keith F. V. Deshaies to "Australia" additional, to date 2nd June, 1930. Richard H. W. Atkins to "Anzac," to date 2nd June, 1930. Charles F. Mills to "Penguin" additional, to date 21st May, 1930. Alexander E. Fowler to "Penguin" for

Sim's to "Immediate" Reserve, to date 11th May, 1930. Francis M. Milne to "Cerberus" additional to date 26th May, 1930. Leslie R. Brooks to "Penguin" for Submarine in "Immediate" Reserve, to date 11th May, 1930. Karl E. Oom to "Penguin" additional as Assistant Surveyor 3rd Class, to date 2nd June, 1930. (O) Archibald H. T. Fleming to "Albatross," to date 5th June, 1930. Harley C. Wright to "Canberra" additional, to date 2nd June, 1930. Wilfred H. Harrington to "Canberra" additional, to date 2nd June, 1930. John Plunkett Cole to "Australia," to date 2nd June, 1930. Thomas H. Martelli to "Penguin" additional, to date 11th May, 1930. Neil A. Mackinnon to "Australia" additional (temporarily as Flag Lieutenant to Rear-Admiral E. R. G. R. Evans, C.B., D.S.O., Commanding H.M.A. Squadrons, to date 29th April, 1930). Robert W. Rankin to "Anzac," to date 2nd June, 1930. Max J. Clark to "Canberra" additional, to date 2nd June, 1930. Alan G. Lewis to "Anzac" to date 2nd June, 1930. Kenneth G. Whitford to "Penguin" additional, to date 19th May, 1930. George D. Tassard to "Penguin" for Submarines in "Immediate" Reserve, to date 11th May, 1930.

Sub-Lieutenant: Lucius W. A. Macdonald to "Penguin" additional, to date 11th May, 1930. John L. Bath to "Anzac," to date 2nd June, 1930.

Engineer Commander: (S) James W. Bridge to "Cerberus" and for charge of Mechanical Training School, and for charge of machinery of attached Tenders, and for drafting of E. R. Ratings, to date 2nd June, 1930. Archibald E. Creal to "Cerberus" additional, to date 2nd June, 1930.

Engineer Lieutenant Commander: Henry Duxin to "Penguin" for Ships in Reserve and R.A.N.R. Craft in Rushcutters Bay, to date 2nd June, 1930.

Lieutenant (S): Walter H. S. Ramsay to "Anzac," to date 2nd June, 1930. Frederick C. Hodgson to "Penguin" and for duty Class 1 with Submarines in "Immediate" Reserve as Acting Lieutenant Commander (S), to date 2nd June, 1930. Ernest E. Vallance to "Canberra," to date 2nd June, 1930.

Engineer Lieutenant: John V. Donoghue to "Penguin" for Ships in Reserve, to date 21st May, 1930.

Surgeon Lieutenant: Charles A. Downward to "Cerberus" additional for Course at R.A.A.F. Flying School, Point Cook, to date 14th May, 1930. Brian A. Sorjant to "Penguin," to date 14th May, 1930. William G. Farrell to "Cerberus," to date 14th May, 1930.

Paymaster Lieutenant: William J. Pearce to "Cerberus" additional, to date 31st May, 1930. William E. McLaughlin to "Australia" and as Interpreter (Japanese), to date 19th May, 1930. Frank G. Coombes to "Cerberus," to date 2nd June, 1930. Hugh M. Johnson to "Albatross," to date 2nd June, 1930. Eric R. Matthews to "Penguin" additional, to date 6th May, 1930.

Paymaster Sub-Lieutenant: Philip G. L. Owen to "Canberra," to date 19th May, 1930.

Electrical Lieutenant: Edward C. Burke to "Cerberus" additional, to date 17th May, 1930.

Gunner: (T) Frank Chard to "Penguin" for Reserve Ships, to date 11th May, 1930. (T) William G. Coagrove to "Cerberus" additional, to date 16th June, 1930. (T) William Payne to "Australia" additional, to date 2nd June, 1930.

Commissioned Boatman: Bertha J. Winder to "Canberra," to date 2nd June, 1930. George F. Hewish to "Penguin" for Naval Yard, Sydney, to date 6th June, 1930. Joseph W. Williams to "Penguin" additional, to date 6th June, 1930.



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

Rear-Admiral E. R. & R. Evans, C.B., D.S.O.
visits the "Sydney" Training Depot.

BY A CADET.

WEDNESDAY the 18th June, 1930, was a real red letter day at the "SYDNEY" Training Depot and one which we will never forget. Our surprise was great when we were told that the Rear-Admiral commanding H. M. A. Squadron would inspect our depot that night.

Those of us who had paraded at the depot early were counting the minutes and every time we looked at the clock it seemed as though the hands had got tired, as it was only a few minutes nearer 8.15 p.m. although it seemed hours.

At 8 p.m., just as the orderly bugler had sounded the fall in, our R.O. in C. came into the depot, and said that the Rear-Admiral was just getting out of his car at the gate. Our hearts leaped with excitement. A real Rear-Admiral, had come to inspect us and our depot.

"ATTENTION!" broke from our O.C. The Rear-Admiral, his Flag Lieutenant, and our R.O. in C. saluted the quarter deck, and entered the office.

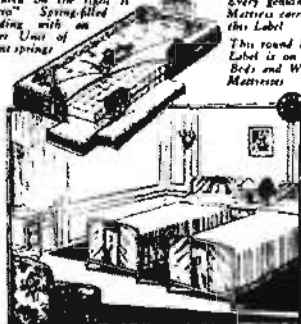
The Officer of the watch was called into the office and was told that the Rear-Admiral would inspect the ship's company at 8.40 p.m., so we were then detailed to our various duties and classes. Knots, Bends and Hitches, Semaphore Signals, Compass, Anchor and Lead line, while the new

recruits were put to Squad Drill.

After some time the Rear-Admiral, accompanied by his Flag Lieutenant and Mr. Forsythe, commenced a complete inspection of the depot, stopping to ask questions of the cadets in the different classes under instruction.

After having seen over the main deck, a tour of the lower decks was made, where they saw ratings at their weekly duties. The Cook and his mate scrubbing out the mess deck, shipwright and his mates busy cleaning brass work and hosing down the boats. The Admiral stopped to ask some questions of each cadet. The signal bridge was also visited, the signallman on duty lighting up the masts and rigging with the searchlight, also the water frontage to the depot. The Admiral remarked that if you stood back and looked ahead you would think you were on a destroyer, only it did not roll. Those of us who were lucky enough to come back from Kurnell, know how a destroyer can roll, so we hope our depot does not start to roll like that. The next visit was the canteen, where the success of the depot was drunk in line juice, the Admiral remarking that many a time he had wished for lime juice when he was at the South Pole with Capt. Scott. Returning to the Quarter deck he was introduced to the Officer of Watch, Mr. Pickles, and then shown the clothing

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store, ward room, distributing office. In the meantime we fell in for inspection by our distinguished visitor.

"Caps off," commanded the O.C., as the Admiral stepped out of the office and proceeded to inspect the Company. As the Admiral, bedecked in rainbow ribbons on both breasts, ribbons won in hard fought battles, in South Polar snows and in the waters of the China Seas, looked us over we felt like nothing on earth: *fearful*, lest he would speak to us: lest our tongues should refuse to function. But there was no need for our inward agitations for the Admiral was very human and kindness itself, he knew the boys better than they knew themselves and soon put us at our ease. A word here and a word there, and all was well.

After the inspection the Admiral made us gather round when he addressed us on "The Youth of the Empire."

We thoroughly enjoyed his racy chat, especially when he told us a little of his own early life and adventures. There was not a boy present who did not wish he were the Admiral—not because he is an Admiral but because of the man. After telling a few laughable yarns as if he were one of us, the Admiral was photographed with all the boys proud to stand about him.

Before leaving, the Admiral told our R.O. in C. that he was very much impressed with all he had seen and the way the depot was laid out as near to a ship as possible.

He said he had had a wonderful report on the detail of Cadets who returned from Kurnell on board the H.M.A.S. *Success*. How we had stood in the rain and how we had proved ourselves on the ship in such rough weather.

He then said that in years to come, he would wonder what had become of us all and how the "Sydney" Training Depot was getting along.

We were all glad to think that we had been able to impress him with the work of the Navy League Sea Cadet Corps in N.S.W.

After shaking hands with everyone of us and having a word with each Cadet he returned to the Quarter Deck and was introduced to the Officers, after which he said good-bye to all. He left for

Elizabeth Bay accompanied by our R.O. in C.

On behalf of all Officers, Petty Officers and Cadets at the Sydney Training Depot, many thanks to Rear Admiral E. R. G. R. Evans, C.B., D.S.O., and our Regional Officer in Charge Mr. L. E. Forsythe for a night in our lives which we will never forget. It will be something to always look back to and remember THAT NIGHT I WAS A BOY IN THE NAVY LEAGUE SEA CADETS BEING INSPECTED BY ADMIRAL EVANS.

Manly.

The Company has not been very active for the past month owing to the continual stormy weather.

The Sub-branch Committee is now under weigh.

A meeting of the Manly Company Navy League was held at the Manly Town Hall on Monday 30th June, 1930 at 8 p.m.

The following parents and supporters attended: Mrs. I. Green, B. Bagan, M. Norman, F. Bowers, M. L. Dudley, B. N. Grenvold, M. Hernes, M. Hopkins, G. Edwards, J. Brookman, Messrs. H. Lane, G. Edwards, W. Green and E. A. Solomon.

The Regional Officer opened the meeting and gave a short address on the local Company; the requirements necessary to maintain a Cadet Company, and the duty of a committee to assist the Company for finance and social activity.

The Agenda paper was then dealt with, and the treasurer's report for year ending 1929 was read.

Nomination and election of officers for sub-branch committee; the following were elected:—Patrons, The "York" (C. W. Goulay), The Hon. Archdale Parkhill, M.H.R., Vice Presidents, Capt. H. G. Nobbs, Messrs. W. Cooper, H. Lane, J. V. Strong, F. C. Smith, C. W. Hynd and Ad. Paulkner; chairman, H. Lane; hon. secretary, Mrs. D. N. Grenvold; hon. treasurer, Mrs. B. Bagan; auditors, Mr. G. W. Boughton and Mr. H. Aiken, C.P.A.

The Committee decided to hold a juvenile ball at the Memorial Hall on Saturday August 23rd and the 3rd annual ball on Thursday September 11th. Committee organizers for the 3rd annual ball are

Mrs. A. Ratter and Mrs. E. J. Munro.

The Navy League Sub-branch Committee of the Manly Company promises to be a strong and active committee this year. Many have promised to join at the next meeting, and with their assistance the Company should be well equipped. The first meeting was a record for time limit, hardly a minute being wasted by irrelevant discussion, which proves that the members are prepared to settle down to hard work without waste of time.

Entertainments.

Sydney Training Depot.

On and after the 21st August, 1930, pictures will be shown in the above Depot every Monday night, commencing at 8 p.m. Cadets in uniform 6d., Adults 9d. Programmes will include pictures from the following exchanges:—Paramount Pictures, First National, United Artists, Universal Pictures and Fox Film. Our thanks are due to Mr. O. G. Perry, of the Capitol Theatre, and the Film Exchanges as above, and by this means we hope to raise funds to clear the debt on the Depot, so do your bit and assist us to make this venture a success.

Also don't forget our fortnightly dances. Next dance July 19th, 1930. Be there, you will enjoy yourself, ask those who have been before.

The Company at Vaucluse is now in being under the control of Mr. McDougall. We are glad to know that he has some enthusiastic lads with him, including P.O. Rothery, who was associated with the Cadet Movement about two years ago.

Eastern Suburbs Company (usually known as Elizabeth Bay) has been granted the use of Mr. Anthony Henderson's boat house at Retford Hall, Darling Point. The Company has been as fortunate in getting this as it has been in having the splendid support of Commander and Mrs. F. W. Hixson, of Fairlight, Elizabeth Bay. Mr. Collins and Mr. Hudson now should have better opportunities of controlling the Company.

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North Sydney.*(Contributed by Mr. B. Collier)*

During the past month activity at this depot has been greater than for many months. Officers and cadets have been working with a will to bring North Sydney Company back to a semblance of its former strength and efficiency when under the control of Mr. M. MacDonald.

We have fitted an eighteen foot boat-boom; slipped and sand-papered the gig ready for painting; sent down the top-mast outside the depot; started clearing the rocks from the western side of the jetty. Mr. Bardon and a few cadets have ably assisted in the work, and before long we hope to make many more necessary improvements.

Any assistance from other Companies, in the way of rope, timber, paint, cement, will be greatly valued.

Mr. Snow, the Regional Officer, has promised to do all he can to reawaken an interest in North Sydney, and all together we hope to kindle the Company into life. When the boating season opens in October, North Sydney expects to be in a position to compete with the best units in the League.

Cook's River.

Mr. W. J. FAULKNER reports that he is endeavouring to obtain a longer lease of the site so kindly made available by the Public Works Dept. If successful, the possibility of building a brick Club-room and depot for the Cadets is distinctly bright. Despite many difficulties the company is particularly happy in the knowledge of its good performance in being placed third in the recent Miss Charles-Fairfax Flag Competitions. It was no small achievement to have beaten Drummoynne; the boys believe they will go two better next year and carry the coveted flag home with them. However on the day's work Mosman deserved the victory—their lads were a credit to the able tuition of Mr. Hammond, their O.C.

Mr. Ryan and others have given invaluable help to Cook's River. At present all is "quiet on our front," "but," writes Mr. Faulkner "we are not sleeping."



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Mosman.*(Contributed by Mr. Hammond, O.C.)*

HIS HONOR JUDGE THOMPSON presented the Miss Charles-Fairfax Flag to our Company at the Mosman Town Hall last month. The occasion was a Fancy Dress Ball organised by the Sub-branch Committee for the benefit of the Company. Miss Charles-Fairfax was unavoidably absent and Judge Thompson, after a short and inspiring address, handed the magnificent flag to the Company to hold till they lose it to a more efficient Company. The competition for the flag being an annual one we are hopeful that it will be many years before Mosman ceases to lead the Navy League parades with this flag in the van.

We are glad to welcome to the Company Mr. Williams as Chief Officer, his experience and enthusiasm will be of the greatest value.

Mr. Addison, Mr. Snow, R.O., and members of the Sub-branch Committee are ever interesting themselves in the cadets, and planning ways and means to create interest and give wider scope to the movement in Mosman.

Woolwich.*(Contributed by Mr. C. Tottman, O.C.)*

We congratulate Mosman Company on winning the Miss Charles-Fairfax Flag. Next year we are going to try hard to win, so look out Mosman!

The race for the Ramsay Cup was rowed on the Lane Cove on the 21st and our boys won after a hard fight with Drummoynne. Mosman was third. Leichhardt had bad luck in breaking an oar at the start. Great sportsmanship was shown by the losers and we wish them better luck next time.

We are well under way with our new depot, the only thing against us is the weather. The boys are very busy improving the surroundings of the depot and we hope to have the mast of the O.C.'s old ship H.M.A.S. WARRAGO erected by the 12th July. With Mr. Forsyth's help we hope to have everything ship-shape soon.

Many thanks to Birchgrove Company for coming along to our dance on the 21st; we hope they enjoyed themselves and they are always sure of a welcome from us.

Drummoigne.*(Contributed by Mr. Charlton.)*

The month of June has just passed, and with it a very heavy month's duty for all at the Sydney Training Depot, commencing with the Miss Charles-Fairfax Flag Competition on June 9th.

Congratulations to Mosman on their win and Birchgrove on gaining second place.

After the dismissal at the Conservatorium on June 9, accompanied by Leichhardt Coy., we marched to the railway, and much to our surprise, as we were passing Goulburn Street, Cook's River Company, who had caught the George Street train passed, so after marching we were in pocket financially and only five minutes later arriving at the railway station.

Our next big turn was on the 18th June, when we had the pleasure of having Rear-Admiral E. K. G. R. Evans, C.B., D.S.O., visit the depot.

After a little spell a record week-end of parades. Here they are: commencing at 9 a.m. an invitation was received from the management of the Capitol Theatre to assist on the stage, in the children's hour on Saturday, 21st June, which was readily accepted by all ranks. Under the able instructions of Mr. Charles Lawrence (the Bo's'n.) the cadets carried out their part, which brought roars of laughter from the audience. The Blind-fold Boxing was the star turn. At 2 p.m. proceeded to Woolwich after a hurried dinner so as to take our place in the gig race. Congratulations to Woolwich on winning, and to ourselves on getting second. Returning to the depot we had to get ready for our usual Saturday night dance, which is held every second Saturday, so that our banking account will grow. Have you a shilling to spare. Then come along, you will be welcome. On Sunday morning a fatigue party proceeded to the Manufacturers' Hall, Drummoigne, where the whole of the flag decorations for the "Who's for Australia League Exhibition" were put up by the cadets, and by so doing saved the Exhibition Committee pounds in the cost of hire of flags and labour. 2.30 p.m. fell in again, and with Leichhardt and Woolwich units, marched to the Kismet Theatre for an Address on the "Who's for Australia League" and musical items. Thanks to the other Companies for turning out.

Birchgrove also assisted the Who's for Australia League and the Balmain Hospital in a march through Drummoigne on the Saturday, while we were at Woolwich. Saturday, 28th, saw the whole company muster for their usual Saturday afternoon parade. The afternoon was spent: Boat's crew away, alarm, and a Whale Hunt. In the former the cadets were all in the Depot engaged in class instruction and a small buoy was towed some distance from the Depot. On the alarm "Man Overboard," a boat's crew from both watches manned their boat and put off. Whilst this was taking place, a signaller from each watch took up his position on the signal ledge, and after observing the buoy gave direction to his own crew by means of flag signals, M.N. and Q.; after several efforts the Starboard crews proved themselves the best.

The Whale Hunt consists of a log towed behind a launch, whilst the boats' crews endeavour to make fast to the "whale." After the Dismissal at sunset on Saturday the Port Watch remained on training duty, the early part of the evening was spent in class instruction, during which the Man Overboard was sounded and carried out with the aid of the searchlight. Later the cadets attended the Exhibition and gave boxing displays. Sunday morning was spent in depot duties. After lunch the gig was manned and its destination the H.M.A.S. AUSTRALIA. On arriving alongside we were instructed to make fast to the quarter boom and on lining up on the Quarter Deck were inspected by the Officer of the Watch. A midshipman was then detailed to show us around. In this manner we spent an interesting and educational hour, and our thanks to the Officer of the Watch, and the Midshipman for his guidance. A good week-end's useful pleasure.

Mosman Company won the McMaster Gold Medal for Semaphore Signalling, Birchgrove being the runners up.

Auburn Sub-branch recently held its Annual Meeting, a report of which will appear in next month's 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, WEEDS 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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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.

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Vol. 11, No. 4.

AUGUST, 1930.

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The Navy League Journal



The official organ of the Navy League
and of the Sea Cadets, New South Wales

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The Navy League Journal

VOL. XI. No. 4.

SYDNEY, AUGUST, 1930.

PRICE 3d.

Assist the League.

LORD JELlicoe is not a "jingo"; nor is he a man saturated with the lust for war. In a marked degree he is a man of wide vision, a man who above all else considers consequences. "If," said this wise man, "we fail to appreciate the value of the sea, the Empire will perish." Australia as a nation does fail to appreciate its value. Australia does fail to appreciate the value of a navy: Australians as a whole fail to appreciate any thing appertaining to the stimulation of a sea-sense in its people: Australia is apathetic except when the magic word "Sport" is mentioned. To a swimmer, a tennis player, Australia gives homage, civic receptions, full pages of press laudation. To its Navy, it gives grudgingly or not at all. But in that hour when the enemy batters Australia's doors, Australians will give belated thought to their struggling and long neglected first line of defence. It will be then of no avail. All that makes for an efficient Navy cannot be created in a day, nor in a thousand days.

The Navy League recognises the paramount importance of the sea and of the air to Australia and the Empire, and it regards an adequate Navy and a reliable Air Force as the best guarantee against the violation of our coasts.

The League clearly perceives that an Australia cut off by the sea from the Empire, is an Australia lost to Australians forever. Our trade routes are our arteries of life and if we are not in a position to safeguard them we must perish.

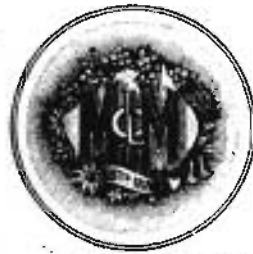
The Great War, tragic though it was, has not convinced nations that it ended war. On the contrary, minor wars have been raging constantly since November, 1918, and the League of Nations was born to usher in the golden dawn of Peace.

The Navy League believes that its motto "Keep Watch" is more necessary in the observance to-day than ever before and therefore it earnestly appeals to the people of Australia to support its aims and objects.

The Navy League is non-sectarian and non-political. It interferes with none. It is steadfast for Australia and the Empire—for Australia in all the clean glory of her young vigorous beauty, a beauty that must never be marred nor sullied by the crushing heel of a martial and resolute foe.

Remember:

- "The Sea is our Life.
- "By the use of it the Empire was formed.
- "By holding it the Empire was preserved.
- "If we fail to appreciate its value, the Empire will perish."



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Nautical Terminology.

(By Lieut.-Commander Gerald A. Hill, R.A.N., Retd.)

NAUTICAL nomenclature presents an interesting study. From time immemorial the sailor man has sought to define the individual portions which go to the making of that conglomerate mass of machinery—be it sail or steam driven—known as a ship, to bring to his aid names or expressions which to the ready-witted explain themselves.

When two ropes were brought together and hauled upon as one he called it "marrying." To-day, when a boat is being hoisted by hand, the first order given after the falls are hove taut is "Marry the falls," or, more frequently, just the word "Marry." The analogy is obvious.

Jack has always been famed as a man of gallantry where the fair sex are concerned, and though often far from the charms which he holds so dear, yet he likes to be reminded of these that wield them. Ladies thus may be interested to learn that Jack has given to the clothes or rigging of the ship names of articles which are mostly associated with the sex he has ever been the first to worship. Thus we have "stays," the wire supports of the masts; "petticoats," a canvas cover fitting lightly round the mast and the hole in the deck through which it passes, and so preventing water from finding its way below; the "shoe" the cavity—sometimes built up—in which the heel of the mast fits; "collars," metal rings lined with leather which are clamped round the mast and bolted to the yard to enable them to be hoisted or lowered stiff upon the mast. Lastly, we have a "bonnet," this being an additional piece of canvas laced on to the roach or the foot of a square sail in light, steady winds, rarely encountered these many years past. Besides such articles of clothing, the sailorman likes his ship, just as he likes his sweetheart to have a certain amount of jewellery adorning her person, and so he gives all his sails "earrings," small rings either rope or iron, fixed to the corner of a sail, through which the lashings are passed; while frequently he adorns his lower yards with a "necklace," a heavy chain supporting the yard to the mast. Nautical philology teems with quaint expressions which when

once understood, are obviously the "juste mot," and not to be improved upon. For instance, a ship is said to "yaw" about when her head wanders about from one side to another, so he calls a quivering-eyed person "yaw-sighted." A lubberly man at sea is termed—generally with a qualifying adjective—a "soldier." Hence, when a ship has the wind aft and in such a quarter that she can lay her course by compass without coming too far up into the wind, it is called a "soldier's wind," on the assumption that even a soldier could steer the ship then without being caught aback. Again, rope made for the Admiralty has inserted throughout the entire length a single three-coloured yarn. Portsmouth, Plymouth, and Chatham made ropes have a blue, red and yellow yarn respectively. Private manufacturers do not insert this yarn. Jack calls this the "rogue" yarn. The inference is obvious.

Many expressions in every-day use on shore have a direct nautical origin. Take a very common one, the word "waster." This word was originally applied to the unskilled seaman, generally a pressed man, who in the "good old days" might be anything from a farmer or highwayman to a city alderman. When in action these men were placed in the "waist" of the ship to haul on the braces, and thus earned the title of "waister." In other words, in the waist of the ship brute strength was of more avail than skill or intelligence. There is nothing very nautical in the word "rake" as applied to the ne'er do well, yet is from the sea that this word has come. Rake is a sea term used principally in reference to masts, and means one's inclination from the perpendicular, and again the inference is obvious. How many people I wonder realise, when they are endeavouring to induce someone in trouble to "bear up," that they are using a term eminently a sea-faring one. To bear up, means to keep away from the wind, and consequently the ship is inclined to come to a more even keel, or to stand upright and to bear the strain more easily. In giving names to the various dishes served up for the delectation of Jack, a



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R.A.N. Appointments.

Commander: Robert U. Garcia to "Penguin" in Command of Depot and for Command of Reserve Ships (and as Deputy Superintendent, Sydney-Dormant Appointment), to date 21st June, 1930. Alfred G. Hine, D.S.O., to "Cerberus" additional for passage to England per S.S. "Orvieto" for reversion to the Royal Navy, to date 21st June, 1930. Robert G. Duke to "Cerberus" additional for passage to England per S.S. "Orvieto" for reversion to the Royal Navy, to date 21st June, 1930.

Lieutenant-Commander: Kenneth Mitchell, M.V.O., D.S.C., to "Cerberus" additional for passage to England per S.S. "La Perouse" for reversion to the Royal Navy, to date 11th July, 1930. Hugh P. Chubb to "Cerberus" additional for passage to England per S.S. "Marella" etc., for reversion to the Royal Navy, to date 7th July, 1930. Derek H. C. Cooper to "Canberra," to date 11th July, 1930. Cyril Appleton to "Penguin," to date 3rd July, 1930. George A. W. Voelcker to "Cerberus" additional for passage to England per R.M.S. "Mongolia" for reversion to the Royal Navy, to date 9th July, 1930. (T) Philip H. F. Colomb to "Australia" and as Squadron (T) Officer, to date 11th July, 1930. William D. Hunter to "Penguin" additional, to date 9th June, 1930. Hugh de L. Standley to "Cerberus" additional for passage to England per S.S. "Ascanius" for reversion to the Royal Navy, to date 18th June, 1930. (T) Norman K. Calder to "Cerberus" additional for passage to England per S.S. "Port Dundee," to date 9th July, 1930. (N+) Henry A. Showers to "Penguin" as Master Attendant, to date 28th June, 1930. (T) Frederick G. H. Holt to "Penguin" and for Destroyers and general duties in Reserve, to date 18th June, 1930. (N+) Arthur J. G. Tate to "Australia" as Squadron (N) Officer, to date 21st June, 1930. (S+) Hector M. L. Waller to "Australia" as Squadron (S) and W/T Officer (temp.), to date 14th July, 1930. (N+) Henry A. Still to "Cerberus" additional for passage to England per S.S. "Port Dundee" for reversion to the Royal Navy, to date 5th July, 1930. Frederick G. Ince to "Cerberus" additional, to date 9th June, 1930. Arthur K. Baxendale to "Penguin" additional, to date 9th June, 1930. John P. Tonkin to "Brisbane" in Command and for general duties in Reserve, to date 21st June, 1930. John R. Miller to "Cerberus," to date 18th June, 1930.

Lieutenant: (N) Jefferson H. Walker and (A/S) Stanley H. K. Spurgeon to "Cerberus" additional for passage to England per M.S. "Tinnareen," to date 5th July, 1930. John A. A. Stocks to "Cerberus" additional, to date 9th June, 1930. (N) Franklyn B. Morris to "Albatross," to date 5th July, 1930. (X) Robert S. Pearson to "Cerberus" for Naval College, to date 1st July, 1930. (T) Thomas A. Godsell to "Cerberus" and for (T) School additional, to date 5th July, 1930. Philip Balhache to "Cerberus" additional, to date 1st July, 1930. Charles R. Reid to "Canberra" additional, to date 14th July, 1930. Karl E. Oom to "Cerberus" additional and as Assistant Surveyor 3rd Class, to date 10th June, 1930. Frederick M. Cook to "Cerberus" for Naval College, to date 1st July, 1930. Harold S. Barnett to "Penguin" additional, to date 9th June, 1930. Thomas H. Martelli to "Cerberus" additional for passage to England per R.M.S. "Moldavia" for reversion to the Royal Navy, to date 10th June, 1930.

Sub Lieutenant: Milford R. McArthur to "Penguin" additional, to date 9th June, 1930. Locius W. A. MacDonnell to "Cerberus" additional for passage to England per R.M.S. "Moldavia" for reversion to the Royal Navy,

certain amount of inventive facetiousness has been brought into play. Here are a few of the most amusing:—"Burnt offering," any roast meat; "Steerage 'ammick," suet pudding boiled in a cloth; "schooner on the rocks," roast meat on potatoes; "acting rabbit pie," beef and bacon baked in a pie; "A march past," meat placed on pudding baked in a dish; "Underground fruit," potatoes; "One-eyed steak," bloaters; "Deep sea beef," haddocks; "Fanny Adams," tinned beef or mutton—so called because a Fanny Adams was supposed to have met her death in a canning factory, and, a rumour has it, was interred in the tins.

There is one expression used at sea to-day which has a very curious origin. I refer to "Show a leg," used each day when calling the hands. At first sight this would seem merely an indication on the part of the ship's corporal who calls the hands to see the legs of the sleepers as a prelude to their turning out. The origin of this expression is, however, very different. In Nelson's day and before, it is no exaggeration to say, there frequently used to be as many women on a man-of-war in harbour as men. Knowing this, when the hands were called, as each hammock was approached the occupant or occupants were called on to "Show a leg," in order that the astute seamen calling the watch could see and differentiate for himself between the smooth and shapely limb of the fair sex and the hairy knotted appendage which obviously belonged to Jack Tar. If the former the lady was left to continue her repose, but if the latter—why it did not pay to linger over dressing in those days.

In conclusion, a few definitions may be taken from a very amusing book, entitled "Middle Watch Musings," written by two gentlemen, styling themselves, Guns, G.F.C. and Phil Thicker:—"Night Defence": The quickest and surest way of catching pneumonia at present known. "Officer of the Watch": A blame absorber, responsible for everything and controlling nothing. "Nights": A form of sun worship, in some cases a disease. "Turret": A bundle of trouble surrounded by armour. "Night Firing": The fisherman's nightmare. "General Quarters": Much ado about nothing. "Fleet Tactics": An aquatic jig-saw. "Pay": A hopeless travesty of Justice.



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(The following letter appeared in "The Times" on the 6th June last.)

9th June, 1930.

THE EDITOR,
"The Times."

SIR,—You have kindly allowed the Navy League in former letters to refer to the vital necessity of an adequate Naval Building Programme, and it is because of the urgency of the matter that we ask you to publish this letter.

The Debatable on the Naval Treaty in Parliament have shown that there is every likelihood of its being ratified in due course by this country, if it is duly passed by the U.S. Senate; so, there would seem to be no excuse for any delay in the announcement of a definite programme of replacement in accordance with the terms of the Treaty.

The number of cruisers which should be laid down between now and 31st December 1936, in order to comply with Article 20 of the Treaty is fourteen, reckoning each vessel as about 6,500 tons. This number is really totally inadequate, but as the Treaty prohibits a greater number of tonnage of this category being laid down, and as we have under the Treaty abandoned our freedom to build in accordance with our needs, we must make the best of it. Nevertheless, we believe there are powerful forces at work endeavouring to persuade our politicians not to build up to this minimum, and there is grave danger that even this attenuated number may not be built.

As regards Destroyers, it would appear that a flotilla leader and 8 destroyers should be laid down in each year. No indication, however, has been given that this minimum number will be duly commenced.

We think that the people of this country should be told the facts plainly. The facts are:—This Treaty cuts our Navy to the bone and that in accepting it, our risks are great; if its very limited terms are not fully built up to and satisfied, our situation will be so full of peril that our consequent defencelessness is extremely likely to cause that very war which it is everyone's object to avoid.

Even now our cruiser and destroyer forces available are, in the opinion of many experts, hardly able to ensure the security of our food supplies: in five or six years time, when many other nations have created squadrons of new and most powerful cruisers and submarines, it seems to be still more problematical if we could not be starved into submission by an aggressor, certainly we shall be open to such attack, if we do not provide new ships to replace our old and worn ones. We feel sure it is not the desire of our people that our sailors should have to go to fight in old ships against the new modern ones of an enemy? This would only be asking for a series of disasters such as Comel, without the chance of retrieving our fortunes at another Falkland Islands.

The Navy League, and the country generally, has been most patient and reasonable about this matter, not pressing unduly whilst negotiations and conferences were in progress: now we can wait no longer, and we think our people in this country and in the Dominions should insist on an adequate building programme being brought forward at once by their respective Governments.

Yours faithfully,

LEOYD, President,
CYRIL S. CORB, Chairman
H. M. DENNY, Commander, R.N.
General Secretary, Navy League.

to date 10th June, 1930. Otto H. Boehler to "Albatross" additional, to date 1st July, 1930. Bernard K. Phelan to "Penguin" additional, to date 9th July, 1930.

Engineer-Commander: R. Harry Smith to "Penguin" for Ships in Reserve and R.A.N.R. Craft and Machinery in Rushcutters Bay, to date 7th July, 1930.

Engineer Lieutenant-Commander: Henry Dustin to "Penguin" additional, to date 7th July, 1930.

Lieutenant (E): Richard M. Rowlands to "Cerberus" additional, to date 9th June, 1930. Edward P. Liddell to "Australia" to date 7th July, 1930. Kenneth D.A. Harvie to "Australia" additional, to date 7th July, 1930.

Instructor-Commander: Francis G. Rednall to "Cerberus" and for Squadron duties, to date 1st July, 1930. John C. Slater to "Cerberus" and for Naval College, to date 1st July, 1930.

Instructor Lieutenant-Commander: Brian J. McGrath to "Penguin" additional, to date 9th June, 1930.

Surgeon-Commander: Robert Martin to "Cerberus" to date 1st July, 1930. David S. Prentice to "Albatross" to date 1st July, 1930.

Surgeon Lieutenant: Charles A. Downward to "Penguin" to date 12th June, 1930. Brian A. Sergeant to "Cerberus" additional, to date 9th June, 1930.

Paymaster Lieutenant: Albert H. Sheppard to "Penguin" additional, to date 9th June, 1930.

Commissioned Gunner: Frederick J. Woodward to "Cerberus" and for (G) School and as President of Warrant Officers' Mes., to date 15th July, 1930. (T) Arthur Baker to "Cerberus" additional for passage to England per R.M.S. "Nabla" for reversion to the Royal Navy, to date 1st July, 1930.

Gunner: (T) Bernard A. A. Hamill to "Cerberus" to date 1st July, 1930. (T) Frank Usher and (T) William G. Cotgrave to "Penguin" for Group of Destroyers and general duties in Reserve, to date 21st June, 1930.

Commissioned Boatswain: John A. Donnelly to "Penguin" additional, to date 9th June, 1930.

Boatswain: Stephen Clough to "Cerberus" additional, to date 9th June, 1930.

Warrant Shipwright: Robert H. Gargin to "Penguin" additional, to date 9th June, 1930.

Commissioned Engineer: Arthur Livingstone to "Penguin" for Reserve Ships, to date 1st July, 1930. Harris B. Broadhead, D.S.M., to "Cerberus" additional, to date 23rd July, 1930.

PROMOTIONS.

Lieutenant Evelyn I. R. Loughton to be Lieutenant-Commander, to date 15th June, 1930. Sub-Lieutenant Milford R. McArthur to be Lieutenant, to date 16th June, 1930.

Engineer Lieutenant-Commanders George I. D. Hutchison and R. Harry Smith to be Engineer-Commanders, to date 30th June, 1930. Surgeon Lieutenant-Commander David S. Prentice to be Surgeon-Commander, to date 1st July, 1930. Commissioned Shipwright William I. T. White to be Shipwright Lieutenant, to date 30th June, 1930. Warrant Instructor Arthur Baxter, Stanley F. Goudge and Hubert L. M. Greaves to be Commissioned Instructors, to date 30th June, 1930.

Please interest a friend in our
Sea Cadet Movement.

SUPPORT OUR ADVERTISERS



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

NOTES OF THE MONTH.

MR. COOPER, the Regional Officer of No. 1, has been asked to take the Eastern Suburbs under his wing in connection with Navy League Sea Cadet organization, in addition to Birchgrove and Leichhardt, and companies established there now or at some future date should get into touch with him when they need advice. His Telephone No. is W 1129.

Mr. L. E. Forsythe will have with him Drummoigne, Woolwich and Auburn and any new units that may be established in those districts from time to time.

Mr. R. W. Snow will control companies at Mosman, North Sydney and Balgowlah, while Mr. Solomon will give his attention to Manly.

The powers and duties of Regional Officers and Officers-in-Charge of companies are laid down in the Regulations Governing the Sea Cadet Corps in New South Wales.

The enthusiasm shown in connection with the Morse and Wireless School at Drummoigne Depot is most encouraging. We believe that it will prove popular with all officers and cadets who have the best interests of the Movement at heart, and who are not residing at too great a distance from the "Sydney" Training Depot.

A letter of thanks has been sent to Mr. R. M. Sommerville and the Committee of the late Lane Cove Company for their services to the Movement in their district.

Officers' Meetings continue to be well attended

which indicates the keen interest taken by them in the Cadet Movement. Outdoor activities of the cadets are not so great during the Winter months and most of the lads are looking forward to the warmer weather when boating and swimming come into their own.

It would be in the best interests of the cadets if each company would undertake to submit 150 to 200 words of notes of interest to the Editor monthly. This would ensure that the activities of all units would be placed before our readers, and show officers and cadets alike that the good work they do is not forgotten.

Owing to the extraordinarily difficult period through which Australia is passing and the consequent dearth of work, many ex naval and merchant service men with fine records of war service are being driven to the League in the hope of being helped to find employment. The League renders what assistance it can and writes many letters on their behalf to employers of labour.

As we go to press we are pleased to write that a football ground is likely to be made available to our cadets almost immediately. In next issue we hope to give full particulars and also thank those responsible for the good news.

Mr. S. J. Lea-Wilson, a keen supporter of the Cadet Movement, is at present spending a holiday in the country. Armed with a camera and good health he is sure to enjoy himself.

Pictured on the right is "Aero" Spring-filled Bedding with an inner Unit of plane springs.

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MELBOURNE

Leichhardt.

OFFICERS and cadets have had a busy time during the last few weeks renovating our depot and overhauling the boats. The gig has been causing some worry of late as we are experiencing great difficulty in making her watertight: in fact, she has seen her best days and we are on the lookout for a boat of similar design to replace her. A number of visits have been made to ships lying at anchor in the harbour with the object of giving to the boys practical illustrations of the work performed on shipboard. Officers and crews of these ships have invariably been kindness itself, and they are always willing to show our boys round, explaining the uses of this and that, and answering the hundred and one questions fired at them. We doubt whether there is any other Company in the League with such a record of merchant ship visiting as ours: we find the lads are always ready for such visits, and that they pick up much useful information.

Owing to the shortage of experienced officers, Leichhardt Company has installed in its depot, a silent instructor from which good results are expected. Fitted on a stretched sheet of canvas, 10-ft. x 8ft., are several knots, bends and hitches, also the various splices in wire, hemp and manilla. All these are shown clearly in progressive stages through to completion, and the cadet with ordinary intelligence has no difficulty in learning the intricacies of splicing, etc., by allowing his hands to respond to his eyes. The O.C., Mr. M. F. Latta, and those associated with him are to be complimented on their ingenuity. The series of illustrations is aptly named the "Silent Instructor."

Members of this Company are always pleased to see visitors to our depot at week-ends. One of the two officers, a member of the Committee, the "Cupie Club," or a cadet from the forty odd in training will deem it a privilege to welcome anybody who is interested in the Sea Cadet Movement.

This unit has accepted Mr. Forsythe's invitation to send two lads to Drumoyne for Signalling Instruction. It is believed that such a course will be most helpful, not only for use in the League

but in the work-a-day life outside. Our entries are—Act. C.P.O. Samuel Ward and L.S. Michael Latta. The O.C. is so impressed with the idea that he has decided to take a course too!

Cook's River.

A year ago Captain Benke, Mr. S. Cooper, Mr. A. B. Proud and the Officer-in-Charge (Mr. W. J. Faulkner) were present at the launching of this Company in the St. Peters Town Hall. Three months later there were 31 cadets on the roll. The number steadily grew to 43, but lately, due to wide-spread unemployment and other factors out of our control the Company diminished in strength to the 30 mark. We are nothing if not optimistic and that this Company will progress immediately the economic situation eases, is certain.

The Public Works Dept. is considering our application for an extended lease with respect to the proposed site for our depot, and whether it is granted or not, we take this opportunity to thank the Dept. for its invaluable courtesy at all times and for its sympathetic consideration in the past.

Vauluse.

(Continued by Mr. R. C. McDougall, Act. O. C.)

ALTHOUGH this Company has only been open a few weeks it is making steady progress. On the opening day Mrs. Surtees' Bothery of Vauluse donated a First Aid Kit, also a pair of boxing gloves, the latter were made good use of during the afternoon. On Saturday, 26th July, an inspection was made of the life-boat at Watsons Bay, when its uses were explained by Mr. Pike the coxswain. The boys were keenly interested in the workings, as this boat is the only one of its kind in Sydney. Later, the cadets went up to the old Battery at Lang's Point, Watsons Bay, where most of the afternoon was spent searching for relics.

Mr. Morgan of Parsley Bay has kindly offered to take Cadets Hissey and Kellick for St. Johns Ambulance work, which we hope will become very useful to them during their life.

We are anxious to acquire a suitable boat for rowing and sailing to enable the boys to enter the various Navy League races after the opening of the boating season in October.

Auburn.

THE Auburn Navy League Sub-branch Committee held its Annual Meeting recently at the residence of Mr. C. Mayers.

After the adoption of the Annual Report and Balance Sheet, which was presented by the retiring Secretary (Mr. L. H. Crockford), the President (Ald. S. N. Hedges) declared the Committee dissolved in accordance with the General Rules, and called for nomination of officers for the ensuing year.

Our patrons, the Hon. J. T. Lang, M.L.A., and Mr. Percy Coleman, M.P., were unanimously re-elected.

The popularity and worthiness of the retiring President (Ald. S. N. Hedges) was evidenced by his unanimous re-election, not only by the retiring foundation members, but also by the eleven new members since enrolled. Ald. Hedges expressed his appreciation of the confidence shown in him, and hoped that the new representative and steadily increasing membership would continue. He said that there were other movements in Auburn of a like nature, such as the Boy Scouts and Girl Guides, and he saw no reason why the Navy League should not be as well known and supported.

Mr. L. H. Crockford expressed his regrets at his present inability to occupy office, owing to recent ill-health, but his heart was with the movement. His donation of 10/6 was much appreciated, as were also his remarks of an advisory nature, he having had a wide experience in welfare activities.

The Officer-in-Charge of the Company of Sea Cadets, Mr. H. Klein, referred to the past and present workings of the Company, and the value of the training accorded boys who linked up with the Navy League.

The Sub-branch Committee officers elected in addition to the president and patrons, were:—Vice-presidents: Ald. H. H. Crockford (re-elected), Mr. C. Mayers; Treasurer, Mr. G. Wilson; Secretary, Mr. W. W. Campbell; Assistant Secretary, Miss M. Mynil.

After the closing of the meeting by the President the members engaged in a social cup of tea and musical evening, thus uniting the bond of harmony and fellowship essential to the welfare of such a movement.

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(Report by Eric A. Solomon, R.O.)

THE company is fortunate in having the services of Messrs. N. Miles and Davies, of F.M.A.S., "Canberra," as honorary instructors.

The last few weeks have been occupied in cleaning and painting the Cutter. The Sub-branch Committee is working hard for the Juvenile Ball, to be held on Saturday, 23rd August, at the Memorial Hall. A good number of tickets are being sold. A number of visitors have promised to attend from the "Canberra," and our old friends from Birchgrove Company.

The Committee members resolved to obtain finance for the Building Fund by individual effort, and the progress of each member will be recorded in this Journal each month. We had the pleasure of a visit from the Senior Officer, Mr. S. Cooper, and the Committee hope that he will be able to visit us again later.

The Company Cadets and Officers are interested in the finance campaign, and there is every indication of raising about £30 this month.

The 3rd Annual Ball will take place on Thursday, 11th September.

We congratulate Mosman Bay in their success at the McMaster Medal for signalling.

The Navy League in common with many other organisations is encountering difficulties owing to the prevailing depression but in spite of it all, the cheery Regional Officer of No. 1 (Mr. Cooper) and the G.C. of Woolwich Company report that "all is well."

Navy League Cadets will be in their places at the Sydney Town Hall on Sept. 15, on the occasion of the Royal Shipwreck Relief and Humane Society's Concert at which His Excellency the State Governor will be present. Birchgrove, Leichhardt and Cooks River Cadets will also attend the "Wreck of the Dunbar" ceremony which will take place at Camperdown Cemetery, Newtown.

Woolwich Company has made remarkable progress of late and the O.C. and all those associated with him are deserving of the highest commendation.

Mosman Company under the guidance of Mr. R. W. Snow, Mr. E. R. Hammond and Mr. Williams is also progressing on the right lines.

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North Sydney.

(Contributed by Mr. B. Collins)

McMOSMAN Company is congratulated on winning the McMaster Medal for Signals. North Sydney's representative, L. Hilton, was very unlucky to miss one letter in the second message that was made. The miss made a difference to the result.

Cadet E. McMullen won the Lea-Wilson Cup and Gold Medal for the year ending June, 1930. The donor, Mr. Lea-Wilson, Mr. Snow, R.O., and Captain Beale were at the depot on the night of the presentation—Wednesday, 30th July.

Capt. Beale promised to give a prize to the cadet who is responsible for the most recruits joining the Company before October this year.

We are fortunate in obtaining the services of Mr. Isaac, who will instruct our bugle and side-drum band.

A party of officers and cadets had a very enjoyable evening at Lane Cove, given by the Welfare Committee of the late Lane Cove Coy., at the School of Arts Hall, Longueville.

Officers and cadets are still working hard. We owe thanks to Mr. C. Williams, of R.S.Y.S. boat shed, for his valuable assistance with the gig.

Mr. Staunton Spain is thanked for his interest

in the company and for his donation. We hope other residents will follow his example and do something to assist the voluntary officers to make our unit worthy of North Sydney.

Back Copies of Journal.

Any company of cadets, or member of the League having spare copies of the Journal, enumerated hereunder, is invited to forward them to the League headquarters.

Volume	1	No.	8	Volume	4	No.	1
"	1	"	11	"	4	"	2
"	2	"	1	"	4	"	3
"	2	"	8	"	4	"	4
"	2	"	9	"	4	"	12
"	3	"	1	"	6	"	1
"	3	"	2	"	6	"	4
"	3	"	4	"	6	"	5
"	3	"	11	"	6	"	6
"	3	"	12	"	6	"	10

Articles of N.L. uniform are now available at 516, Kent Street, Sydney. Ring MA 1411 when Mr. L. E. Fonythe will be pleased to quote prices.

Facts and Figures.

1. REDUCTIONS IN THE ROYAL NAVY.

(DOMINION SHIPS INCLUDED).

(a) NUMBER OF SHIPS (excluding small craft).

In July, 1914	657 ships
At the Armistice	1,906 "
October, 1929	420 "

(b) TONNAGE (NAVY LIST DISPLACEMENT).

In July, 1914	2,335,006 tons
At the Armistice	3,191,893 "
October, 1929	1,440,517 "

(c) CRUISERS.

In July, 1914	*128 cruisers
October, 1929	54 "

*Now...108 effective and modern.

2. CAPITAL SHIPS SCRAPPED.

	Tons.
Completed Pre-Dreadnoughts	344,800
Completed Dreadnoughts	488,050
Uncompleted "Hoods" (4)	5,520

Total 818,370

	Tons.
United States of America	302,749
Completed Pre-Dreadnoughts	40,000
Completed Dreadnoughts	155,443

Total 498,192

Beyond the Washington Conference, Great Britain sacrificed a total of one and one-third million tons of fighting ships, VOLUNTARILY, and followed that up by destroying nearly 500,000 tons of completed modern Dreadnoughts.

The total of Naval Vessels scrapped by Great Britain (excluding small vessels, e.g. Trawlers) between 11th Nov., 1918, and 31st Dec., 1928, is 2,160,291 tons.

3. COMPARISONS OF EXPENDITURE.

1928 Naval Expenditure is 7% of Total Budget (including Fleet Air Arm)

Pre-War Naval Expenditure was 24.5% of ...

1928 Naval Expenditure of United States ... is 8.5% " (Previous to New Cruiser Programme)

1929 U.S.A. Estimates - \$373,000,000, app.

1928 Naval Expenditure of Japan ... is 14.9% "

1929 Japan Naval Estimates - Yen 261,108,689.

Navy Estimates for 1929 - £60,088,400

Converted into terms of

Pre-War prices, this would be about £35,000,000

1928 Expenditure on Navy, allowing for changed value of money, is about £17,000,000 less than in 1913.

1. THE ROYAL NAVY IS THE POLICE OF THE SEAS.

SHORE POLICE STATISTICS (ENGLAND AND WALES).

Year.	No. of Police.	Cost.
1900	41,000	£4,250,000
1913	54,000	£6,500,000
1926	57,280	£19,000,000
1928	59,713	£22,294,331

ROYAL NAVY STATISTICS (GREAT BRITAIN).

Year	No. All Ranks.	Cost.
1900	105,611	£28,791,000
1913	116,000	£48,333,194
1926	103,675	£62,313,728
1928	101,800	£61,310,615
1929	99,800	£60,088,400

5. REDUCTIONS IN THE ARMY (GREAT BRITAIN).

	1913	1929
Regular Army	236,580	209,987
Reserves	210,000	124,000
Territorial Army	268,000	180,227
Total Strength (including All Reserves)	720,000	534,477

6. REDUCTIONS IN ROYAL AIR FORCE (GREAT BRITAIN).

NUMBER OF SERVICE SQUADRONS: -

At end of Great War	200 Squadrons
March, 1929	67 "

NUMBER OF FIRST LINE AIRCRAFT: -

At end of Great War	3,300 Machines.
March, 1929	760 "

7. NUMBERS OF NAVAL PERSONNEL.

	1914	1929
Great Britain	146,047	99,800
U.S.A.	67,258	114,500
Japan	50,645	85,000
France	69,625	62,000
Italy	40,023	46,000

8. GREAT BRITAIN HAS LED THE WAY IN

REDUCTIONS IN ARMAMENTS.

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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, WEEDS 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 inculcating discipline, duty and self-respect.

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