

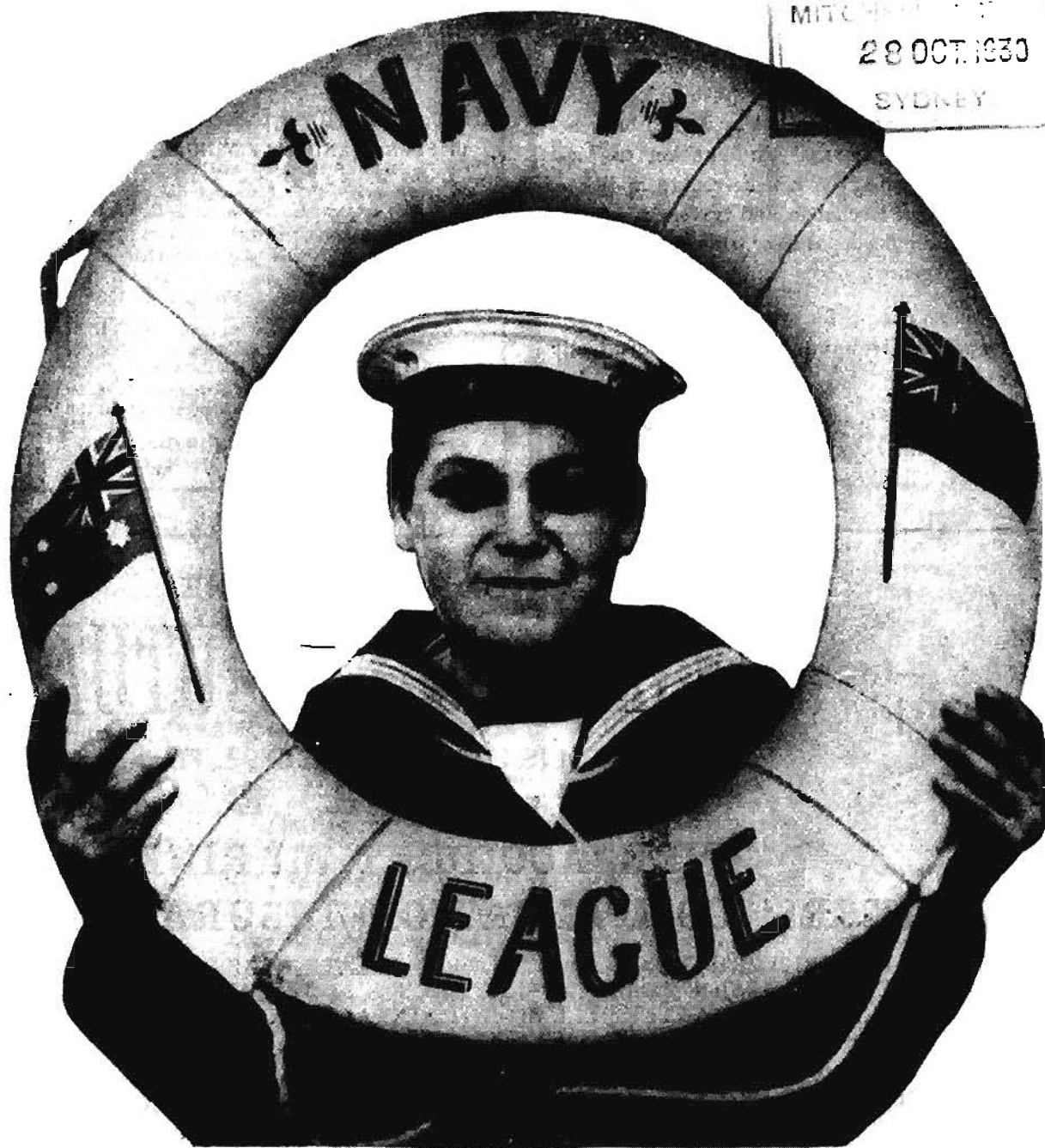
No. 5.

SEPTEMBER, 1930. ✓

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The Navy League Journal

MITCHELL
28 OCT. 1930
SYDNEY



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The Navy League Journal

VOL. XI. No. 5.

SYDNEY, SEPTEMBER, 1930.

PRICE 3d.

Voyage of Torres

By Commander FRANCIS J. BAYLON, F.R.G.S., R.N.R.,
Principal, Sydney Nautical School.

Those members of the Navy League who have navigated Torres Strait, and have had the advantage of the handling of wind ships in narrow waters, will read the following article with deep interest. Captain Baylton, the Author, is more than an interesting writer, he is an ex-shipmaster whose knowledge of the waters off the North of Australia is, perhaps, unsurpassed: he is also a skilled navigator of a high order.—Ed. N.L.J.

A BOOK has recently been published in London by Henry Stevens, Son and Stiles, entitled *New Light on the Discovery of Australia as revealed by the Journal of Captain Don Diego de Prado y Tovar*, edited by Henry N. Stevens, M.A., F.R.G.S., etc., with annotated translations from the Spanish by George F. Barwick, B.A., keeper of Printed Books, British Museum, 1914-1919.

A copy of this book was received by Mr. William Dixon, F.R.G.S., F.R.A.H.S., who, after carefully studying it himself, most kindly lent it to me three weeks ago, so that I have been able to thoroughly study Prado's narrative in so far as it relates to Torres Strait, receiving assistance from Mr. Dixon, who has been indefatigable in searching through numerous books in his possession for further information as required, and in giving valuable critical advice, for he has frequently passed through Torres Strait, and he is in full accordance with my deductions as to Torres' voyage contained in this article.

All historical students will be grateful to Mr.

Stevens for having produced a valuable book containing Prado's manuscript and Torres' Relacion in Spanish, with their translation into English by Mr. Barwick; but unfortunately Stevens has given what we are convinced is a most inaccurate account of the voyage from his own deductions, and has made a grave error in including only a small, very crude sketch of New Guinea and Torres Strait to illustrate the track which he considers Torres' made, whereas he should have produced an authentic copy of an Admiralty chart from which could be judged the value or otherwise of his deductions.

I hope soon to make a full technical analysis of the whole voyage deduced from Torres' letter and Prado's manuscript as a continuation of my analysis of Torres' letter published in the Royal Australian Historical Society's *Journal*, Vol. XI., Part 3, 1925; but on account of Stevens' most misleading deductions, it seems best to at once make available a brief summary of the voyage through Torres Strait, as deduced by myself from



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these documents, for I have navigated in the track of Torres for many years, and Stevens has endeavoured to show that my above-mentioned article is entirely wrong, whereas it will be seen that it is almost entirely substantiated by Prado's manuscript.

As is well known to students of Quiros and Torres, Prado left Callao on December 21, 1605, with Quiros, but on account of trouble between the two, was transferred to Torres' vessel at the New Hebrides, thus continuing the voyage with him through Torres Strait to Manila.

Prado's recently discovered manuscript is not a Journal, but is a most interesting narrative written by him years after the voyage had ended, when he was a monk of the Order of Saint Basil the Great in Madrid. He states that he was in chief command of the expedition from the New Hebrides to Manila; but there are so many contemporary documents by Torres, Quiros, and Prado himself, each one of which refers to the voyage and discoveries of Torres, with no reference to Prado, that Mr. Dixon and myself do not for one moment believe this statement of Prado's, but are firmly convinced that Torres was in chief command, as has been believed during the past three hundred years.

The narrative was evidently compiled by Prado from some Journal or another, and was probably written to interest his brother monks, but it forms a most valuable supplement to Torres' letter, clearly showing that their track between Australia and New Guinea was through Bligh Channel, on the northern side of Banks and Mulgrave Islands, and that their nearest approach to Australia was at Mount Ernest Island, in latitude 10° 14', twenty-seven miles distant from Cape York.

FROM NEW HEBRIDES TO TORRES STRAIT.

As this short article is written to show Torres' track through Torres Strait, only the briefest of summaries can be given of his voyage from the New Hebrides to the Strait, and of the final part from South-West New Guinea to Manila. Large scale Admiralty charts only should be used in tracing out his courses; small maps, which do not show any soundings, are of little real assistance.

Torres, with Prado, aboard the *San Pedro*, of

forty tons burden, manned by forty sailors and half a dozen officials and monks, in company with a launch named *The Three Kings*, manned by twelve sailors and its captain, left the Bay of St. Philip and St. James, Espirito Santo Isle, New Hebrides, on or about June 28, 1606. Although Prado states that he was in chief command, we have not the least doubt but that Torres was the commander. Prado gives the latitude of the bay as 15½° south, whereas it is 15° 10', and he gives the circumference of the island as about thirty leagues, whereas it is nearer sixty leagues. With south-east trade wind blowing, they sailed in a south-westerly direction, without seeing any land, to about latitude 20½° in the Coral Sea, in about longitude 155° east, when they hauled up towards north-north-west to clear the eastern end of New Guinea, intending then to sail direct to Manila. However, on July 14, they sighted land ahead, probably Tagula Isle, South-East New Guinea, and they could not work to windward to round its eastern extremity, so were forced to sail to the westward looking for a passage through the reefs. They found one, and anchored almost certainly in Sukuri Bay, off Sideia or Basilisk Island, in latitude 10½°, near the east end of New Guinea, on July 18 or 19. Prado made a very crude sketch of the vicinity on which most distances and many bearings are very inexact, although every place he names is easily recognisable: and it is a joy to read his description of their doings in the vicinity, as they can so easily be followed. He does not write a daily journal, but only mentions episodes of a few days, which would interest his brother monks, during the stay of fifteen days in this harbour. Throughout his entire narrative he very seldom gives any courses steered by compass or distances sailed, but makes bad guesses at distances when near land. For instance, during their stay at Sukuri Bay, he says the Bay of St. Millan is about thirty leagues in circumference, yet his sketch made years before the narrative was written, shows it as about seven and a half leagues, and the correct distance is about six leagues.

During these fifteen days they saw open water to the eastward, but knew it was no use attempting to sail out that way, for their ship could not sail closer to the wind than eight points or ninety



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degrees, and would have made considerable leeway as well; therefore they decided to continue sailing to the westward along the south coast of New Guinea until they came to the west coast, where they knew they had only to sail northwards to reach Manila. It is most important to bear this in mind, that from now onwards they were sailing as closely as they could along the south coast looking for the end of it, or for an opening, in order to reach Manila, and they knew of nothing that would prevent them. Also they were short of provisions, so that they would be obliged to obtain them as they coasted along. Prado says (page 143): "We set sail from this harbour coasting the land and taking our course to the west, and because there are many shallows we determined to proceed by daylight with a lookout on the bowsprit, and at five in the afternoon to anchor in a suitable spot: so following the coast we anchored on the 12th of August . . . and as it was Saint Clara's Day, I gave it her name." That would be on August 12; they had left Sukuri about August 3, and that is all he had to say of their doings on seven or nine days. He made another crude but most useful sketch of this vicinity, on which he states they arrived on the 10th (his narrative says the 12th), and from it we can easily recognise Orangerie Bay, although on it the latitude is given as 10½°, whereas it is about 10° 28', and in his narrative he actually states 8½°. They stayed about twenty days, of which he gives a very interesting account of their doings for a few days only; and he states that they left Toulon Island on the 28th, steering to the west, among the shoals, coasting along until they reached an island in latitude 8½°, which they left on September 2. Thus they are following the coast up into the Gulf of Papua; and Yule Island, being in latitude 8° 50', may possibly be referred to. "Still following the coast," they anchored near a red island, were blown away from it, and ran without sails (before the south-east trades) for some time and entered a clean sandy ground (prael) of six or seven fathoms of water, which evidently corresponds to Torres' statement, as newly translated by Mr. Barwick. "Having gone along three hundred leagues of coast, as I have mentioned, and diminished two degrees and a half, we came to a stop in nine; from here begins

a bank (prael) of three fathoms to nine, which runs along the coast a hundred and eighty odd leagues. We went over it along the coast to seven degrees and a half, and the end of it is in five: we could not go forward owing to the many shoals and great currents which there are throughout it; so we had to go out, turning south-west in the said depth, to eleven degrees, and the bank goes lower."

All previous translators have given us, "came to a stop in nine degrees"; also, "the end of it is in five degrees," which was most puzzling. Now we see that it refers to nine and five fathoms of water, which makes it ever so much easier to understand.

They diminish their latitude 2½° from latitude 10½° at Sukuri, which brings them into latitude 8½° (roughly) into nine fathoms of water, where begins the great sand and mud bank of from three to nine fathoms, which extends along the whole south coast of New Guinea from the head of the Gulf of Papua to the south-western extremity, Cape Valsche, "one hundred and eighty odd leagues." Torres is in error in saying they had gone three hundred leagues, for this is approximately the distance from Sukuri right away to Cape Valsche; also in saying they went over it to latitude 7½°, as the head of the gulf is about 8°; and also, as will appear later, in saying that they sailed down to 11°.

Continuing with Prado's narrative, they anchored beneath a "very lofty headland and point which formed a fine bay"; possibly this may be Orokol Bay, with its high coastal hills, in latitude 7° 55'; for there is not another lofty headland from Orokol anywhere along the south coast of New Guinea. He continues that, "the next day, desiring to follow the said route, we saw a great reef of rocks which ran towards the south, so that we were obliged to take another route until we found more water." The Spanish *una grande restrinja de bajos* may, with equal accuracy, be translated "a great bar of shoals," which I believe refers to the big shoals near Cape Blackwood, which forced them to commence turning out towards south-west. After changing course, Prado states they made for an island about two leagues in circumference, with the boat ahead sounding, as it was very foul and full of shoals. They named it *Malandanza* ("ill going" or "misery"); it is in



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latitude 9°, and inhabited by tawny people. Most probably, from this description, it is Bampton Island, which is in 9°, close to the New Guinea coast at the entrance to Torres Strait, and the date would most probably be about September 5.

THROUGH TORRES STRAIT.

It must be continually borne in mind that both Torres and Prado have shown us that they were sailing all the time as close as possible to the New Guinea coast in from three to nine fathoms: and a month later, when they were off Cape Valsehe, the south-west point of New Guinea, they again impress it upon us that they had been in this depth, Prado saying for the last thirty-four days, that is, from the Gulf of Papua; and Torres for two months, that is, all the time from Sukuri to Cape Valsehe (which is correct). Then after rounding Cape Valsehe, both tell us that they then got into twenty-five fathoms, and their coasting was finished.

The next date that Prado gives is September 22, when there was an eclipse of the moon, and three or four days later they reached a flat island which they named Vulempuquema, which I can definitely locate as our Long Isle in latitude 10° 2', at the south end of Warrior and Dangerous Reefs. Consequently they were about twenty days between latitude 9° and 10°, a distance of some sixty miles; and during this time Prado only gives us episodes which occurred on seven days, and we know that they were in three to nine fathoms all the time, that is, between New Guinea and Warrior Reefs; for had they been on the eastern side of Warrior Reefs amongst the small islands of the Great North-East Channel they must have been all this time in from eleven to thirty fathoms. Torres and Prado would not have recorded that they were in three to nine fathoms for thirty-four days if for twenty of these days they had been in from eleven to thirty fathoms. Also it is quite doubtful as to whether the *San Pedro*, sailing from the head of the Gulf of Papua, could have sailed so far to windward in the south-east trades as to get amongst the islands lying eastward of Warrior Reefs.

In considering their slow rate of progress throughout the Strait, it must be remembered that, when navigating in unknown and uncharted

reef-strewn waters, it is absolutely necessary to have the sun well up, and on no account to have it anywhere nearly ahead of the vessel, in order to be able to distinguish the discoloured water over reefs and shoals. Torres, sailing in a westerly or south-westerly direction through the Strait, could only do so with safety between the hours of 7 a.m. and 2 p.m.

Continuing Prado's narrative, from Bampton Island they went towards another island of the same size, anchored nearer to the land, and "all night the dogs were howling." This is most probably Bristow Island, about the same size as Bampton and similar in appearance, about twelve miles away. "It is in 10° latitude," and this is Prado's only mention of latitude in the Strait. They were approximately in this latitude of 10°, as will be shown, for about three weeks, so he mentions it generally, not specifically, applying it to this particular island as if they had sailed from 9° to 10°, that is, sixty miles amongst the shoals, in a single day. From Bristow they went on sounding to another island, "among the same shoals, with hard work . . . we anchored near shore, as the bottom was clean" that is, with their boat ahead sounding they worked through Missionary Passage (north of Warrior Shoals) to Saibai and Dauan Islands, still keeping near the coast. "From this island, which is lofty, we counted forty, all situated among the shoals." This is most probably Dauan Island, with its Mount Cornwallis, seven hundred and ninety-five feet high, the only lofty peak anywhere near the south coast. From it they could see the maze of shoals to the west and south-west. Many shoals in the Strait are uncovered at low water, hence they could count forty of them, together with larger islands. "From this we went to another small one, very fresh with abundance of trees . . . we tried again to go to the great land, but the shoals were so many that we could not get across. On the 22 September there was another eclipse of the moon, as great as that of March."

This mention of the eclipse is a most helpful remark, for it tells us that it was full moon, and consequently gives us the time of high water approximately as about 11 a.m. It is known from tidal records of other places that time of high

Continued on page 18



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

NOTES OF THE MONTH.

Sea Cadets from Birelgrove, Drummoyne, Leichhardt, Eastern Suburbs, Mosman, North Sydney, Woolwich, Cooks River and Balgowlah have arranged to march in the procession organized to assist the Royal Prince Alfred Hospital, on September 20. The meeting place will be Abercrombie Street, City, and the time 2 p.m. Mr. Forsythe is officer of the day.

At the Royal Shipwreck Relief Society's Concert to be held at the Sydney Town Hall on September 15, Cadet R. Collison of Woolwich Coy. will be presented with the Humane Society's Bronze Medal for saving life. The State Governor will make the presentation. Mr. S. Cooper will be in charge of the Guard of Honor to the Governor.

Officers and cadets of the Elizabeth Bay Coy. are most grateful to Commander and Mrs. F. W. Hixson of "Fairlight," Elizabeth Bay, for their patience and kindness in allowing the use of their waterfront and grounds for training purposes. The opportunity is here taken to offer them our united sincere thanks.

Royal Naval House not being available, the usual Navy League Nelson Night ceremonies will not be held in the city this year. It is hoped that some of the companies with suitable halls will suitably commemorate the name of the great seaman on October 21.

The entries and handicaps for the Navy League Cadets rowing race, to be held under the auspices of the Royal Motor Yacht Club on a date to be decided, are as follow:

Company	Type of Boat	Handicap	Starting Flag
Drummoyne	Skiff	Limit	Black & White
Woolwich	Skiff	Limit	Black & White
Drummoyne	Cutter-gig	20 secs.	Yellow
Manly	Cutter-gig	20 secs.	Yellow
Eastern Suburbs	Whaler	20 secs.	Green
Birelgrove	Cutter	30 secs.	Red
Drummoyne	Cutter	30 secs.	Red
Birelgrove	Gig	104 secs.	White
Drummoyne	Gig	110 secs.	Blue
Leichhardt	Gig	110 secs.	Blue
Mosman	Gig	110 secs.	Blue
Woolwich	Gig	110 secs.	Blue
North Sydney	Gig	110 secs.	Blue
Balgowlah	Gig	110 secs.	Blue

The Officer of the Day and Starter will be Mr. L. E. Forsythe, and the Timekeeper Mr. Dan. Waterfield. A Judge will be provided by the Club.

At all future Navy League boat races it will be necessary for coxswains of competing boats to hand a list showing the age of each member of the crew to the starter prior to the race. Failure to do this will entail disqualification.

It is pleasing to announce that Rear-Admiral E. R. G. R. Evans, C.B., D.S.O., will review the cadets before the end of the year. Mr. L. E. Forsythe is responsible for such welcome news.

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MELBOURNE

North Sydney.

(Contributed by Mr. B. Collier, N.C.)

A SOCIAL evening for cadets and their friends was held at the Depot early in the month, when an enjoyable time was spent. We find that such functions, though small, help to publish the useful activities of the Sea Cadets in North Sydney.

The cricket match between Mosman Bay Company and our lads ended in a draw owing to the limited time available.

Petty officers and cadets recently attended Church parade at St. Augustine's in company with Mosman and Balgowlah cadets.

All hands are working with a will and it is expected that our efforts will start to yield results by the end of October. Cadets are also training hard for the exams to be held shortly, when not a few of them expect to pass for petty officers. Our boats are being reconditioned and the lads will give a good account of themselves at the forthcoming boat races.

We thank Messrs. Sharpe, Gaughan and Walther for their splendid work in organising dances in the interests of the Company.

Daucluse.

(Contributed by Mr. R. C. McDougall, N.C.)

THIS Company is still making steady progress, what is needed most is a boat of any description before the Summer. On the 16th August a party of boys spent an enjoyable day on board the Pilot Ship Captain Cook. It was very interesting to see how the Pilots were put on board going ships. One of the Pilots who was on board the Captain Cook told the boys what the different signals meant, and all about Pilot flags. Numerous Albatrosses caused much excitement to the boys as they glided over the waves, some of the lads had never seen these wonderful birds before, and they remarked at the great spread of their wings. During lunch hour the galley was crowded with hungry boys who ate everything that was eatable. Most of the afternoon was spent in playing games while the stowmen lay at her moorings in Watsons Bay. At four o'clock they left the ship never to forget their first trip outside Sydney Heads.

On Saturday 23rd of August we attended the unloading of the Anchor from the "Dunbar" at the Gap. There were several old veterans present, and they were delighted to see our young cadets in their smart uniforms.

Woolwich.

(Contributed by Mr. C. Tothman, N.C.)

THE success of this company is largely due to the splendid generosity of the following:—Mr. E. Boston who supplied the fittings and installed the electric light in the depot; the Southern Portland Cement Coy. for donating 24 bags of cement for the boat-slip; Messrs. Solomon & Son of Woolwich for donating the rails for the boat-slip; Messrs. H. Hillier, Sen., H. Hillier, Jun., J. Brownlow and J. Hughes, for kindly assisting with the concrete; Mrs. Robinson for her gift of £5, and to Mr. Harry Shelley for his £25. Woolwich is not the only company which gladly acknowledges the wonderful help accorded by Mr. Shelley. And to Mr. Pierce, the chief officer, and the cadets for their untiring efforts, and to members of the Committee for their willing support, I tender sincere thanks. To Mr. Clarke, Mayor of Hunter's Hill, who kindly interested himself in the building of the depot, all hands wish to convey their thanks.

With the addition of the fine lads from the old Lane Cove company this unit continues to thrive. We are glad also to have the interest of Messrs. Cochrane and Len-Wilson. We hope that the latter's Honor Cup will long remain with the cadets of Woolwich Company.

Manly.

(Contributed by E. A. Solomon, N.C.)

We are pleased to report all's well. The Company has a full programme. W. D. & H. O. Wills have kindly invited the Cadets to inspect their Tobacco Factory at an early date.

We are again to assist the Manly Distress Fund Committee.

The Company is badly in need of a new boat, and anyone who may know of an available boat may please communicate with the writer.

Cook's River.

THIS month has been fairly quiet with Cook's River cadets. Next year we shall have our own recreation ground, when it will be possible to invite any Sea Cadet Company to compete with us in various games.

The "Wreck of the Dunbar" ceremony at Camperdown Cemetery was attended by us in company with cadet units from Birchgrove and Leichhardt, together with Birchgrove Band.

Mr. Gledhill warmly thanked the Navy League officers and cadets for their attendance.

A suitable site of land has been leased to Cook's River Company by the Public Works Department, and are long we expect to raise up a depot for the boys, which will be a credit to the residents of the district.

R.A.N. Appointments.

Captain: Henry J. Peakes to "Albatross" in Command, to date 14th August, 1930. Cyril H. G. Benson, D.S.O., to Navy Office as Second Naval Member of the Naval Board of Administration, to date 1st August, 1930. Denham M. T. Bedford to "Cerberus" additional for passage to England per R.S. "Oronsay" for reversion to the Royal Navy, to date 14th August, 1930.

Commander: (George D. Moore to "Cerberus" additional for passage to England per R.S. "Niagara" and "Port Fremantle," to date 24th July, 1930. Ernest C. Rhodes to "Albatross," to date 24th July, 1930.

Lieutenant-Commander: (G+) John A. Collins to "Anzac" in Command, to date 24th July, 1930. (T+) Rupert B. M. Long to "Cerberus" additional for passage to England per R.S. "Port Denison," to date 26th July, 1930. (G) John M. Armstrong to "Australia" as Squadron (G) Officer, to date 21st July, 1930. (T) Norwood P. Morgan to "Cerberus" additional for passage to England per R.S. "Oronsay," to date 19th July, 1930.

Lieutenant: (G) Herbert A. Hinde to "Albatross," to date 11th July, 1930. (G) Ian D. Elliott to "Cerberus" additional for passage to England per R.S. "Euripides" for reversion to the Royal Navy, to date 6th August, 1930. Stanley W. S. Robertson to "Cerberus" additional for Foreign Service Leave, to date 26th August, 1930. John Newton to "Cerberus" additional for passage to England per R.S. "Oronsay" for reversion to the Royal Navy, to date 19th July, 1930. John A. Walsh to "Australia," to date 24th July, 1930. Alexander M. Wilkinson to "Canberra" additional, to date 25th July, 1930.

Acting Sub-Lieutenant: John B. Thompson to "Cerberus" additional for Foreign Service Leave, to date 30th July, 1930.

Midshipman: James D. S. Hutchison to "Cerberus" additional for Foreign Service Leave, to date 2nd August, 1930. George E. Strangman and Harold D. Bowden to "Penguin" additional for Foreign Service Leave, to date 25th July, 1930. George D. Wall to "Cerberus" additional for Foreign Service Leave, to date 25th July, 1930. Ernest A. Mansley to "Cerberus" additional for Foreign Service Leave, to date 26th July, 1930. Godfrey A. Rattigan to "Cerberus" additional for Foreign Service Leave, to date 18th July, 1930.

Engineer-Commander: Leopold J. P. Carr to "Penguin" additional as Officer-in-Charge, Jervis Bay (temp.), to date 1st August, 1930.

Lieutenant: (E) John W. N. Ball to "Cerberus," to date 28th July, 1930.

Chaplain: Reverend Leo M. Jones to "Australia" for Squadron duties, to date 24th July, 1930.

Surgeon Lieutenant-Commander: Denis A. Pritchard to "Penguin," to date 28th July, 1930.

Surgeon Lieutenant: Charles A. Downward to "Albatross," to date 28th July, 1930.

Paymaster Lieutenant-Commander: Thomas F. Maynard to "Penguin" additional for duty at Jervis Bay (temp.), to date 1st August, 1930. Joseph O'Reilly to "Cerberus," to date 1st August, 1930.

Paymaster Lieutenant: Richard F. Bathrell to "Canberra" additional, to date 19th August, 1930. Bernard F. Blackwell to "Albatross," to date 1st August, 1930.

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Voyage of Torres—Cont. from page 7.

water changes but little, and in three hundred years the greatest change appears to be less than two hours: at any rate it is sufficiently near to show us whether ebb or flood tide was flowing in the morning, and we thus find that for the previous week ebb tide was flowing to the eastward during the morning. From this we see that on leaving Dauan and Saibai, trying to steer south-west or south-south-west to clear the shoals, they had seen, with speed of about four miles per hour, and tide setting east-north-east about three miles an hour, they would only make a south to south-east course, which would bring them on to Warrior Reefs. Next night was very stormy until day-break, when they went to a safer anchorage. "Seeing that we could not get clear of these shoals . . . we decided not to weigh anchor until low water, and to go with the foresail only to direct the ship . . . and to anchor on top of the tide. The opinion was as if it had come from heaven, for in this way we scoured the ship and our lives." That is, they would only sail on the flood tide, which was now making in the morning, flowing to the westward, which would keep them off Warrior and Dungeness Reefs, with only the foresail set, just sufficient to give them steerage way to direct the ship as they went along. "Proceeding thus, at the end of three days we reached a flat island with good bottom, where we anchored." This is our Long Island, or Sassi, in 10° 1' latitude, south of Dungeness (or Warrior Reefs). There was a lot of pumice-stone on it, so they named it Vulcanquemado (extinct volcano), though really that pumice had probably drifted a few thousand miles from some submarine eruption. Prado states it would be a league and a half in circumference, and it is really about two leagues.

BETWEEN AUSTRALIA AND NEW GUINEA.

From now onwards Prado gives us a connected account of their doings, so that I can locate with certainty each island he mentions, and thus give the definite track which Torres took whilst passing between Australia and New Guinea. It is so important that I will quote Prado's own description as translated by Mr. Barwick.

"From this" (Long Island) "we went towards

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others, and reached the largest, which greatly resembled the hill of Our Lady of Monserrate, and anchored there, as it was a sheltered and safe place. The inhabitants did not appear, for they were on top of it. It got the name of Monserrate." The islands they went towards, steering about south-west by west for twenty-three miles in nine fathoms, were Burke, Pole, and Mount Ernest, which is the highest, being seven hundred and fifty feet. Here they anchored, and named it Monserrate; and this was the nearest approach of Torres to Australia. He was then in latitude 10° 14', distant twenty-seven miles from Cape York. They could not see Australia from the ship, but if they climbed up the hills and it was very clear they would be able to see the hills near Cape York; if it were hazy, as it so often is in the Strait with the south-west trade winds, they would not be able to see a distance of twenty-seven miles. I would suggest that the name of Mount Ernest be changed to the original Monserrate, as being a fitting memorial to Torres and his men, and as marking their nearest approach to Australia.

It must now be pointed out that the last date Prado gave was September 22, and that the next one he gives is October 3—that is eleven days between; but it will be noticed that in his narrative he mentions them as being at anchor or sailing on eighteen days, so that he has overestimated some of the numbers of days taken en route and at anchor.

"We set sail from here (Monserrate) in search of other islands, and at the end of three days we anchored between two islands to take in water." The other islands were the lofty and large Banks and Mulgrave (Badu). They anchored off Banks and Mulgrave on their northern or lee side near the eastern entrance to Bligh Channel in about latitude 10° 4', having sailed about north-west by west for nineteen miles in six and seven fathoms from Mount Ernest. So this is the reason of the much quoted remark of Torres, "There were very large islands, and there appeared more to the southward." Banks and Mulgrave are the very large ones, and from twenty-five to thirty miles away to the southward there appeared the group of islands Wednesday, Horn, Prince of Wales, etc.

Prado does not mention any islands at all being visible to the southward.

Prado continues: "So great was the number of flies they call cantharides that it seemed as if they wanted to eat the men up." These are probably a species of Marsh fly which infest these islands. He continues: "The Indians fled to the hills, and we got a fine supply of very clear water. On the following day, the contrary currents were so great and so strong that it was necessary to have two men at the helm to keep the ship's head against the stream, and this lasted for eight days and nights. It kept the name of Isla de los Cantharides."

The tidal streams rush through Bligh Channel with great velocity, fully six miles per hour; this caused their vessels to sheer about so wildly that they had to steer them, whilst lying at anchor, in the same manner as if they had been sailing at the same rate, in order to prevent parting their cables.

Prado continues: "After the said currents ceased we proceeded towards two islands of no great size, passing along a very narrow channel which formed some shoals; we did not reach them, for we did not need to." These two islands are Jervis (five hundred feet high) and Florence (one hundred and sixty-five feet), small islands five miles to the northward separated from Bligh Channel by Jervis Reef. The very narrow channel is Bligh Channel, which is only half a mile wide, and in places only a quarter of a mile, and its western entrance is almost blocked up with shoals. When these reef navigators Torres and Prado say "a very narrow channel," they mean it is very narrow; they do not mean a channel like Endeavour Strait, which is seven miles wide through nearly all its length. And Bligh Channel is what Torres refers to when he states that at 11° the bank or shoal is lower there. Shoals at the west end of Bligh Channel have generally from three to eighteen feet of water on them at low water, so do not uncover, as do most of the other reefs and shoals, which they have seen; and he has written 11° in mistake for latitude 10°, as so many of us have believed for years.

Such is definitely Torres' track through the western channels of the Strait, as derived from the narratives of Prado and Torres. For a hundred

years men have been wondering what was his actual track, and this Prado manuscript has definitely shown it to us, and that they had not the least suspicion that they had passed through a strait with a large continent as its southern boundary; hence the great importance of this Prado manuscript as shedding new light on the non-discovery of Australia.

Prado continues: "And at the end of two days, on the eve of St. Francis, we found other islands towards the north, and among them one bigger than the rest; and at nightfall we anchored in five fathoms at half a league from the island; and at midnight the ship began to give bumps on the bottom which, had it not been of clay, would have smashed it to pieces. We lightened the deck and paid out the cable, and with this it righted; the launch was nearer to the island, but being a small boat, escaped that danger."

This shows us that directly they got clear of Bligh Channel they stood to the northward, still in three to nine fathoms, in order to again pick up the New Guinea coast; and after sailing cautiously thirty-two miles in two days, they found Kerr Islet and Deliverance Isle with extensive reefs, Deliverance Isle being the bigger. They anchored there, and bumped at midnight, but the bottom, being mud and sand, the ship was undamaged. The eve of St. Francis gives the date as October 3, that is, eleven days between these two dates, although in his narrative Prado mentions sailing or lying at anchor for eighteen days. At Deliverance Isle they could see coastal trees from aloft, so they were again able to keep in sight of the coast, following it to the north-west and west in open water of three to nine fathoms without being dependent on tides. Sailing sixty to seventy miles a day would bring them off the south-western point, Cape Valseche, on October 8, where they saw the land trending away to the northward and so recognised that they had finished with coasting along the south coast in shoal water.

TO BE CONCLUDED IN NEXT ISSUE.

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OCTOBER, 1930.

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The Navy League Journal

VOL. XI. No. 6.

SYDNEY, OCTOBER, 1939.

Price 3d.

Voyage of Torres

By Commander FRANCIS J. BAYLON, F.N.G.S., R.N.N.,
Principal, Sydney Nautical School

CONCLUDED.

Those members of the Navy League who have navigated Torres Strait, and have had the advantage of the handling of wind ships in narrow waters, will read the following article with deep interest. Captain Baylon, the Author, is more than an interesting writer, he is an ex shipmaster whose knowledge of the waters off the North of Australia is, perhaps, unsurpassed, he is also a skilled navigator of a high order. A chart showing the probable track of Torres appears in the supplement to Part II, Vol. XVI. of the Journal of the Proceedings of the Royal Australian Historical Society. - Ed. N. L. J.

Prado thus continues from Deliverance Isle: "God was pleased that we should henceforth find more water, so that we had not to wait for the tides. The wind being a strong breeze, we went out towards the north, and discovered a lofty cape of the great country; we steered towards it, and saw on anchoring that the coast ran in a different direction, and perceived that there was an end of coasting. We were among these rocks and shoals for thirty-four days; they ran out into the sea, as far as we could judge, about fifty leagues in a southern direction. It pleased God that at this cape we got away from the shoals. They gave it the name of Cabo de San Pablo; it is in 8½° altitude."

Cape Valsche, in latitude 8° 21', is not a lofty cape; it is low lying and densely wooded, as is all the south and south-western coast of New Guinea. Prado impresses upon us that for thirty-four days,

from about September 4 to October 8, they were amongst rocks and shoals, and, his annotation adds, in four or five fathoms, extending southwards, "as far as we could judge," about fifty leagues: that is an estimation, not an exact distance, probably guessed at when they were at Mulgrave or Banks Isle, from the appearance of the group of islands, Priuer of Wales, Wednesday, etc. Had they actually sailed there, they would have found that a distance of fifty leagues would extend far down into the interior of Cape York Peninsula; also that twenty-five fathoms would have been obtained most of the way from Endeavour Strait to Cape Valsche. Torres also impresses upon us, at this cape, that they went along this bank of three to eight fathoms for two months, and then found twenty-five fathoms, so that he tells us directly they got into deep water, and so does Prado, in his next sentence, that they bore northwards in

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twenty-five to twenty-six fathoms. Torres reckons his two months approximately from Sukuri, about August 3, to Cape Valsche, about October 8.

From here, Prado's narrative supplements Torres' account of the remainder of the voyage to Manila, with much additional information, and states that they anchored in Calute of Manila on May 22, 1608, which should be 1607.

STEVENS' CRITICISMS.

In my paper on "The Voyage of Torres," published in the *Journal* of the Royal Australian Historical Society, Vol. XI., Part 3, Sydney, 1925, I insist that Torres sailed as closely as he was able along the south coast of New Guinea: this Prado's narrative corroborates. But as Stevens wrongly construes this narrative, he shows, on his crude sketch, the old established idea of a straight south-westerly course from the head of the Gulf of Papun down to Endeavour Strait, near latitude 11°, and another straight north-westerly course thence to Cape Valsche (as if Torres had known exactly whither he was sailing), and asks on page 68, "Could anything be clearer?" My answer to this is this present article. He says, on page 64, that I assume Torres' latitude, distances, and directions are incorrect because I consider it would have been impossible for Torres to have done what he said he did, i.e., sail to 11°. Again, Prado's narrative supports my contention that he did not sail to 11°. Stevens argues, on pages 50-54, that as I was misled by the previous translations of 5° latitude, instead of five fathoms, in Gulf of New Guinea, that my whole superstructure crumbles. This article, based on Prado's narrative, shows how much easier it would have been for me had I known five fathoms were meant, and that the conclusions I arrived at were not at all affected by this mistranslation. On page 65 Stevens makes the futile remark, "What evidence can Baydon offer to prove what was the nature of the winds and the actual state of the currents, channels, and shoals more than three hundred years ago?" My answer is, that amongst other proofs, the statements of Torres and Prado, if properly construed, amply prove that the conditions they experienced in the Strait are similar to those of to-day.

On the same page he says: "After three hundred

years, surely the natural inference is that, owing to the continual scouring of the violent currents, some at least of the channels would be more open, easier, and deeper than in Torres' day." That is, in order to support the grossly erroneous track which he makes Torres take, he wants us to believe that the depths of water all along to the eastward of Warrior Reef, and between Endeavour Strait and Cape Valsche, have increased from three to nine fathoms to the present twelve to twenty-five and thirty fathoms. Comment on this is best left unexpressed.

Then he continues: "But this line of argument need not be elaborated until geographers and historians have decided on the exact interpretation to be put upon the newly discovered Relacion of Prado; etc." Stevens might also include navigators.

R.A.N. Appointments.

Commencer: Cecil H. Lush to "Australia" and as Squadron (N) Officer, to date 5th September, 1930.
Lieutenant-Commander: (N) Arthur J. G. Tate to "Canberra" to date 9th September 1930; Gordon A. Gould to "Penguin" additional, to date 10th September, 1930.

Sub Lieutenant: John H. Harding to "Cerberus" additional for Foreign Service leave, to date 10th September, 1930.

Engineer-Commander: Douglas P. Herbert to "Canberra", to date 5th September, 1930; Arthur C. W. Moore to "Penguin" as First Assistant to Engineer Manager, to date 10th September, 1930; John W. Wislart to "Penguin" additional, to date 10th September, 1930.

Surgeon Lieutenant: Dudley O. Southby to "Cerberus" additional, to date 3rd September, 1930.

Commissioned Gunner: Frederick J. Woodward to "Cerberus" additional for passage to England per R.M.S. "Mooltan" (for reversion to the Royal Navy, to date 26th August, 1930).

Commissioned Signal Boatswain: Henry G. Heere to "Cerberus" additional, for passage to England per R.M.S. "Mooltan," for reversion to the Royal Navy, to date 26th August, 1930.

Commissioned Shipwright: William E. E. Nicholson to "Penguin" and for Reserve Ships, to date 18th September, 1930.

Warrant Shipwright: Harold T. Haylock to "Canberra," to date 18th August, 1930.

Schoolmaster: Bernard E. Flood to "Cerberus," to date 2nd September, 1930; Edmund T. Griffith to "Canberra" to date 2nd September, 1930.

PROMOTIONS.

Sub-Lieutenants Geoffrey C. Ingleton and Lindsay Gellaly to be Lieutenants, to date 16th August, 1930, and 1st September, 1930, respectively. Surgeon Lieutenant (D) Alfred E. Woolcott to be Surgeon Lieutenant-Commander (D) to date 14th August, 1930.



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White Pacific.

Japan's Impregnable Position.

Commander Ishimura's Strategy.

Lecture by E. George Marks.

RECENTLY under the auspices of the Returned Sailors and Soldiers' Imperial League of Australia, Rose Bay Sub branch, Mr. E. George Marks, author of "Watch the Pacific," delivered a lecture to officers and men under the presidency of Major W. W. Berry. There was a large attendance.

The lecture was entitled "Watch the Pacific," and Mr. Marks at the outset said that the problems of the Pacific were at the present time the most momentous in the history of the world notwithstanding the attempts to obscure their transcendent importance by certain no defence and total disarmament fanatics. The mandated islands held by Japan in the mid-Pacific and consisting of the Marshalls, the Carolines, the Ladrões and Pellew Islands thwart our trade routes rendered that great Asiatic nation impregnable in the Western Pacific.

He then referred to the book written by Commander Ishimura with the sanction of the Japanese Admiralty.

That distinguished writer had emphasised in the most unmistakable manner that the retention by Japan of these islands in the mid-Pacific had given her such a tremendous strategic advantage over the fleets of the United States and Great Britain as to enhance her chances in any war in the Pacific for the supremacy of the great ocean by at least fifty per cent.

COMMANDER ISHIMURA.

Commander Ishimura, Mr. Marks added, had minutely sketched out a plan of campaign for the Japanese fleet and stated without reservation that a U.S.A. fleet, based on Pearl Harbor, Hawaii, would be almost annihilated in its attempt to

proceed from that base to the U.S.A. Island of Guam, because such fleet would be flanked by or would have to pass through the Archipelagoes of the Marshalls, the Carolines, the Ladrões and Pellew Islands. Ishimura states that these islands, although unfortified, are ideal submarine bases, and that a United States fleet operating from Pearl Harbor without intermediate bases must be molested by submarines, torpedo craft and the aerial force that it would be in such a position that it could never get to its objective at Guam nor would it be able to retreat to Pearl Harbor.

Dealing with Japan's position in the Far East, especially in the Sea of Japan, the Eastern Sea and China Sea, Mr. Marks further quoting the opinions of Commander Ishimura stated that that strategist was definite in his opinion that it would be a practical impossibility for a U.S.A. fleet operating from Pearl Harbor to invade Japan because of the absence of bases which were all in the possession of Japan and were intensely formidable.

For a U.S.A. fleet to attempt to enter any of the seas mentioned would have to be accompanied by a great flotilla of supply ships and oil tankers and floating docks, and the great mobility of the Japanese attacking along a bee line from the mandated islands and frontally from their great naval base, Sasebo, it was questionable if a U.S.A. fleet once it had entered the seas mentioned would not be faced with annihilation.

GREAT BRITAIN TOO!

Mr. Marks, still dealing with Commander Ishimura's book, stated that that strategist had also taken into very definite consideration the probability of Great Britain being drawn into any



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Pacific war between the United States and Japan. Ishimura then has his plan for the gradual attrition or wearing down of a British squadron, and the islands in the mid-Pacific are once more to play an important part and diplomacy is also to be a factor, because he considers that the outbroiling of Great Britain on the Continent would constrain her to keep the major portion of her fleet in European waters and that the squadron that Japan would have to deal with might be benten in detail before it ever arrived in the mid-Pacific. He further stresses the fact that Japan to a very large extent was protected by distance because she was 10,000 miles from Europe and 5,000 miles from the United States, whereas the islands in the mid-Pacific had given her such a central lookout that she might be said to dominate every phase of the great ocean north and south of the Equator. As in the case of the United States the disabilities which are to operate against the British fleet are the lack of intermediate bases and the fact that Singapore is over 4,000 miles from the Marshall Islands. This fact convinces Ishimura that the Singapore base will not be of the great utility it is expected to be in time of stress in the Pacific because he says it is problematical whether British ships would ever reach that place owing to Japan's holding the gateways of the mid-Pacific.

Mr. Marks, however, considered that Great Britain and the Commonwealth must not relax its hold on Singapore as it is the sentinel of the East and must afford immense advantages as a base during a conflict in the Pacific.

HOW AUSTRALIA IS AFFECTED:

Mr. Marks next dealt with the menace of these inundated islands to Australia and New Zealand, and emphasised the fact that Japan with an area of 148,000 square miles had a population of 76,000,000 or 380 to the square mile, whereas Australia has nearly 3,000,000 square miles and had less than 2 persons to the square mile and the Northern Territory with its 523,000 square miles was carrying only one white person to every 36 square miles. He then referred the remarks of a Japanese delegate at the recent Pan-Pacific Conference in which he said that the Congress of Versailles was not the last word of God and that European nations who were against the admission

of Japanese nationals were prone to forget that these very territories were the fruits of conquest.

The lecturer said that this was an indication of what was in the minds of the Japanese and that if the associated powers would not permit Japan's nationals to go to Manchuria, Mongolia or Siberia, natural outlets and added to the fact that they were excluded from the United States, the Commonwealth of Australia and other countries that great Asiatic power would be forced to seek territory for her surplus population and it appeared inevitable that they would come south and in doing so the islands in the mid-Pacific would give them opportunity of capturing New Guinea, seizing Torres Strait, Thursday Island and eventually Port Darwin and occupying the Northern Territory.

In conclusion Mr. Marks scathingly denounced the ineptitude and incapacity and want of foresight of the Commonwealth Government in starving the naval and military forces and enunciating the suicidal policy that Australia as a peace gesture did not require any form of defences. This, too, in face of the fact that the British Pacific Squadron had been greatly reduced owing to disarmament conferences.

From every point of view Japan had an overwhelming advantage in the Pacific, and it behoves Australians to counteract the absurd policy of the Federal Government by manifesting emphatic opinion that Australia must adequately be protected by land and sea.

The greatest safeguard in the lecturer's estimation, in addition to adequate defence, was a compact between the white peoples of the Pacific, principally, Great Britain and U.S.A. and the Commonwealth of Australia for promulgating the ideal that the Pacific must be white and that the 550,000,000 Asiatics on its littoral must be induced to look to their natural outlets in the East.

Nelson Day.

On the 21st October, one hundred and twenty-five years will have passed away since the great Nelson died at Trafalgar in the hour of victory.



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

NOTES OF THE MONTH.

R.S.Y. Squadron.

Rowing Race for Sea Cadets,
18th October, 1950.

Entry	Boat	Handicap	Starting Flag
Drummoyne	Skiff	Limit	Black & White
Woolwich	"	"	"
Drummoyne	Cutter-gig	15 sec.	Yellow
Eastern Suburbs	Whaler	40 sec.	Green
Birchgrove	Cutter	50 sec.	Red
Drummoyne	"	50 sec.	Red
Birchgrove	Gig	57 sec.	White
Drummoyne	"	60 sec.	Blue
Leichhardt	"	"	"
Mosman	"	"	"
Woolwich	"	"	"
North Sydney	"	"	"
Balgowlah	"	"	"

Race starts at 3.15 p.m.

Boats and crews to meet at North Sydney Depot at 2.30 p.m.

Starter, Mr. L. E. Forsyth.

Timekeeper, Mr. Dan Waterfield.

Judge, Mr. S. Cooper.

Officer of the Day, Mr. B. W. Snow.

All crews land at North Sydney Depot after race for light refreshments. Coxswains are requested to see that their respective crews are uniformly dressed.

Officers' attention is invited to page 6 of Regulations, etc., **AGE OF ENTRY**, which must be complied with unless special permission is obtained to enlist boys under age if exceptionally good physique warrants such a course.

We understand that quite an imposing armada of boats from No. 5 Region were seen making their way up the Parramatta River on Eight Hours Day. The League is essentially a "water" organisation, and its zealous voluntary officers with their boats and cadets will be much in evidence on the Harbour and river waters during the coming Summer.

Mr. Pickles, the popular O.C. of Drummoyne Company and right hand man to Regional Officer Forsythe, is to be married at an early date. He and his bride-to-be will have the warmest good wishes of every officer and cadet in the Sea Cadet Movement.

At Newcastle the Rev. McCulloch is putting the Cadet Movement on the map. We have no doubt that under his leadership the Movement in the Northern Port will expand and gain in popularity.

Due to the splendid work of R.O.'s, O's in C. and their helpers great improvements in the Depots at Birchgrove, Drummoyne, Woolwich, Mosman, Vaucluse, Leichhardt, Eastern Suburbs and North Sydney have been effected. It is really remarkable what these officers have accomplished and, taking the Cadet Movement as a whole, the high state of efficiency that has been reached.

Birchgrove.

(By Mr. S. Cooper, S.S.D.)

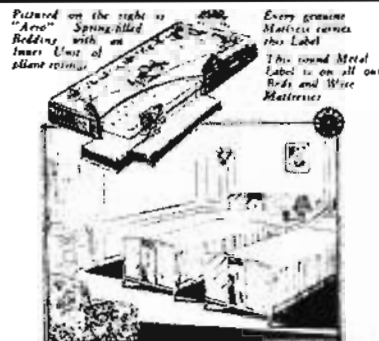
SIR FREDERICK WALEY recently presented a ship's lifeboat to this Company. As it was of no value to us as a pulling craft being too heavy and carrying a high freeboard, we decided to convert it into a motor launch for service at the depot and towing purposes in connection with Sea Cadets rowing races. The month therefore has been fully occupied taking down the engine in the gig and setting it up in the gift lifeboat. This work has been successfully completed and a cabin built over it for protection and for sheltering our passengers from the elements when on board and engaged on League business or pleasure. We believe that a very creditable job has been completed, and we feel sure that Sir F. Waley and our President, Mr. T. H. Silk will be agreeably surprised when they see the result of our efforts. Now that this lifeboat has been converted into the launch of the Company, there is no doubt that it will be called on to render service of a most useful nature. Sir Frederick is warmly thanked for his gift. Since completion the launch has been in almost constant use and is proving seaworthy and popular. It made it possible for some of our members, Felix Club girls, Committee, etc., to be present at the dance at Woolwich Company recently. It will be possible now for us to visit more distant companies of cadets and extend to them the hand of comradeship.

At our sub-branch dance held on the 27th ult. were many Woolwich supporters and cadets, including the O.C. and his wife, also Cook's River and Manly Companies were represented. The next monthly dance will be held on the 25th inst. and we are always pleased to welcome visitors from other sub-branches and units.

During the month we engaged in a cricket match with Woolwich cadets and were able to just beat them. If any companies have any bedding Bradmans Birchgrove will be pleased to meet them in friendly contest.

We were glad to welcome Capt. Reale at the depot the other day. He noted the many improvements and expressed surprise and pleasure on inspecting our launch.

Mr. Evans, this Company's boat officer, is prepared to visit any depot and do repairs to their boats. He is a practical man and his charges are most reasonable.



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Region No. 2.

(By Mr. B. W. Shaw, R.N.)

LITTLE opportunity has arisen during the past month for combined parades, and each Company has been busy making final preparations for the summer season and boating.

Cadets from North Sydney and Mosman Companies, under Mr. Hammond, O.C., Mosman, formed a guard of honour at the crowning of Miss B. Steadman as Queen of the North Shore at the Warrigah Hall, Neutral Bay, on Thursday, 11th September. They provided the dancers with a splendid idea of the Sea Cadet Movement and were received with applause. Later, refreshments in abundance were provided for the boys, and the Regional Officer desires to thank Mr. Chignell and other members of the hospital staff for their courtesy to himself, his officers and the cadets.

We acknowledge with sincere thanks a donation of one guinea from Mr. W. P. Baker, of Neutral Bay, and one of two guineas from Mr. J. N. Steadman, of Wollstonecraft, both of which have been paid into North Sydney Company's account. We trust they will continue to interest themselves in the Sea Cadet movement, and perhaps induce some of their friends to assist us from time to time.

Mosman Company held a most successful card party on Tuesday, 30th September, at the Mosman Bowling Club, and a cheque for £5.5/- has been made available out of the proceeds for the local relief fund. Balgowlah Company has been busy with a dance held on September 27th.

All officers are showing great enthusiasm and with the summer season ahead of us we hope to extend the activities of the Navy League in this Region to the utmost.

It is at all times very heartening to hear employers speaking in terms of praise of Sea Cadets who work for them. Instances recently brought to our notice are J. Cooper, L. Parry and J. Lampard who are well spoken of for their attention to duty. The boy who readily does a little bit more than he is paid to do is laying the foundation to success.

North Sydney.

(Contributed by Mr. B. Collins, N.C.)

THE unit's gig is in the water and in good racing trim. Her keel, stem and bilges having been repaired by Mr. Williams, stretchers fitted and capping repaired by Mr. Darling. Tinkling, re-clenching and painting have been carried out by our shipwright cadets. The crew consists mostly of new hands, many of the old crew having passed the age limit, but we retain our stroke L. Hilton, who has a few months yet before reaching his eighteenth birthday.

Officers and cadets of other companies are invited to the North Sydney Depot on Sat. 18th Nov. when the Annual Company Fete will be held.

It is pleasing to report that Mr. Burdon, Chief Officer, and cadets are doing good work and according me fine support.

Gauloise.

(Contributed by Mr. B. C. McDougall, N.C.)

RECENTLY the cadets paid a visit to the Signal Station at South Head, when Mr. Hart the Assistant Signal Master demonstrated to the lads the uses of the semaphore apparatus. The day was unfortunately one of poor visibility and objects out at sea hard to distinguish through the telescopes. Captain Nott very kindly made two large flags available to our Company and we are making good use of them at the depot at Parsley Bay.

On September 20, a party of the cadets visited the War Museum and were much impressed with the various exhibits. The late Sir Ross Smith's plane, and German Scout planes captured during the war gripped the boys' imaginations more than anything else.

At the end of the month the Zoo at Taronga Park was our objective. On this occasion our boys were witnesses of the attack made by the largest Spider Monkey on a boy who thoughtlessly dangled a leg over the parapet and in reach of the monkey. The boy (who was not a Navy League member) was so badly mauled that he was removed to hospital. We hope he has recovered.

On Eight Hours Day we received visits at

Parsley Bay from the Leichhardt and Eastern Suburbs cadets.

Cadet Eric Jones is the "Poet Laureate" of this Company and some of his excursions into rhyme show promise.

Ordinary routine training has been carried out as usual, the boys carrying out their duties to the satisfaction of the O.C.

Manly.

(Contributed by Mr. P. A. Williams, R.O.)

CADETS from this Company were very pleased to be chosen to assist in forming the Guard of Honour to the State Governor on the occasion of the Annual Meeting of the Royal Shipwreck Relief and Humane Society at the Sydney Town Hall recently.

The Sub-branch Committee held its usual monthly meeting at the Manly Town Hall on the 29th inst., when Messrs Green, Grenvold, Bates, Hopkins and Brookman were formed into a sub-committee for the purpose of organising a Social at an early date.

By courtesy of W. D. and H. O. Wills a number of our cadets paid an interesting and instructive visit to their great tobacco works.

The Manly and Warringah Unemployed Relief Council were again assisted by our cadets when making the drive for the Distress Fund.

The Company camp at the Nepean River was brief but successful. Much excitement was caused by a big black snake which was found snugly encamped in the bed of the O.C. It was due to the keen sight and promptitude of Cadet Sheppard that the O.C. was able to kill the reptile.

A crowd of larrikins visited the camp when most of the seniors were absent and made an unexpected and unwarranted attack on Mr. Bates inflicting minor injuries. The Police were informed.

Our thanks go to the Staff Officer of the "JAVA," Flagship of the Netherlands Squadron visiting Sydney, for an interesting time spent by the cadets when they visited the cruiser.

We deeply regret the death of Mrs. M. L. Dudley who was a splendid worker for this sub-branch and at one time was our Hon. Secretary.

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

It is pleasing to report that this Company continues to make satisfactory progress.

The cutter has now been fitted with an engine, and anticipate that it will give the Company far greater service. For racing and training purposes we make use of the gig.

In company with Drummoyne unit we recently visited the Auburn cadets up the Parramatta River, when everybody spent a most enjoyable time.

Our Committee is as keen as ever and is always busy organising different functions in the interests of the cadets and their depot.

Mr. Lund is sincerely thanked for the present of a battery.

Woolwich Company of Sea Cadets has developed in a remarkable manner in the last six months or so and Mr. Tottman, his officers and members of the Committee are warmly congratulated on the splendid results achieved.

Cook's River.*(Contributed by Mr. W. J. Faulkner, O.C.)*

Mr. RYAN, who is keen as ever on the progress and efficiency of this Company, will be pleased to hear of any Sea Cadet Unit wishing to engage in a cricket match with Cook's River.

There is plenty of room out here for all the Cadet companies to muster for a real sports day. In the words of the song:—

"The more we are together,
The merrier we'll be."

Our cadets recently took part in the procession at the opening of the Carnival for the Relief of Unemployed in the district. We also assisted in the City march in aid of the Royal Prince Alfred Hospital. We thank the Hospital Authorities for their hospitality and refreshments to our cadets.

We are in need of a boat and shall be glad when one is available.

Doubtless there will be an all-round improvement when unemployment is less acute. As things are it is not easy to purchase anything except the absolute necessities of life.

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Thank God, I have done my duty.

ONE hundred and twenty-five years ago on the 21st of this month of October, those words were uttered by the great Englishman almost with his dying breath. Thank God, I have done my duty. As life comes to its final moorings in the harbour of Death, how many of us will be able to say with truth, Thank God, I have done my duty? Duty to our country, duty to our fellows!

Duty with Nelson was love; it can be with every one of us. The broad highway to Duty is marked with the sign: LESS OF SELF. Duty in its highest and noblest form can only be performed if we eliminate the personal,

as distinct from personality. A mean soul can only radiate, only transmit meanness, it cannot give that which it never owned, which it was too shallow to accommodate.

We can all aspire to be Nelsons', not necessarily as great leaders or consummate seamen, but as tolerant and sympathetic human beings with less and less of self and more of our country and Empire and fellows, attributes the victor of Trafalgar manifested in the wisely used genius of his God given faculties and so made it possible for the personnel of his victorious fleet to go forward as a "band of brothers."

September 29th, 1758—October 21st, 1805.



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A body of Sea Cadets under the command of Mr. L. E. Forsythe will attend the Nelson Commemoration Service at St. Andrew's Cathedral on Sunday, October 19.

Captain S. G. Green, Commander F. W. Hixson and Captain C. M. Menmuir, Secretary, are congratulated on the success of the Annual Meeting and Concert of the Royal Shipwreck Relief and Humane Society at the Sydney Town Hall last month.

Captain Menmuir has written to Mr. S. Cooper, Officer of the day, thanking him and the Navy League Officers for providing the splendid Guard of Honor of Sea Cadets to H. E. the State Governor on the occasion of the Annual Meeting and Presentation of Awards of the Society.

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Boys wishing to join the Sea Cadet Movement should get into touch with Mr. L. E. Forsythe, Hon. Equipment Officer, before purchasing uniform, etc., elsewhere.

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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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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. 7.

SYDNEY, NOVEMBER, 1930.

PRICE 3d.

Youth.

THE real wealth of a nation resides ultimately in men, women and children. Material wealth is only a means to an end—goods and services which give health, vigour, culture and decent ways of living to a nation's people.

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

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

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

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

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

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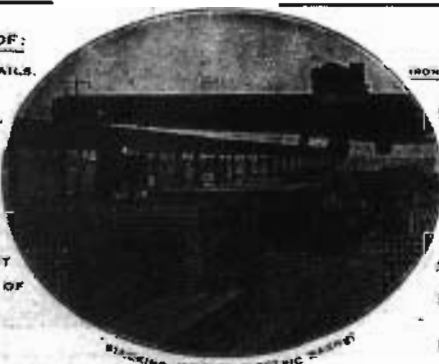
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Strange Meetings.

In Strange Places.

BY "JACK FRONT."

It is not without some feeling of reluctance that

I set out to write this contribution of anecdotes under the above caption. For well I know how very much the average Australian scorns anything that savours of snobbishness; as though it were, indeed, snobbishness to speak of having rubbed shoulders with royalty; as though, indeed, it were anything unusual for a person to have once been more or less intimate with members of royalty in the course of a quarter of a century's service in the Navy! Of course the people of the masses who have seen royalty only once in a lifetime on such rare occasions as on the opening of the Commonwealth Parliament, or the visits of the Prince and the Duke to Australia, may well smile scornfully and put it down as cheap "skite" when they hear one of the common herd intimately speaking of royalty; such people perhaps forget that kings and queens and princes and dukes have such servitors in their regular employ as valets, kitchenmaids, window-cleaners and clerks. And very ordinary people these are, too! They think no more of casually passing the time of day with a nobleman—and talk less about it—than do their critics who think it is something worth writing home about to have exchanged a "How d'you do!" with a lord mayor!

If I have made myself understood, there is no reason why I should apologise for having once so far lowered my self-respect by having a glass of grog with the late King Edward; nor in having paid our present King George (when he was a lieutenant) his wages of ten shillings a day; and on one occasion having a drink at his expense for having obliged him by advancing him a fiver on his next month's screw. I don't think that King George was ever known to use his galleys at a late hour without shouting drinks for his boat's crew. So I claim no special privilege. If you wish to

rub shoulders with royalty, join the Navy! That was my privilege.

Nine of the foregoing incidents, however, strictly came under the category of strange meetings in strange places. But there were others which I think may be so classified.

In the summer of 1890 I was serving in my first seagoing ship—H.M.S. *Australia*, on the Mediterranean Station, (not our first flagship of that name which many are under the wrong impression was the first *Australia*). In August of that year part of the fleet was sent with all despatch to Salonica (which then belonged to Turkey) for the protection of British and other foreign residents during a local revolt. I was one of a landing party to be sent on shore for that purpose; but during the process of manning and arming our boats I fell from aloft and sustained a fracture of a thigh and a jawbone. One day, whilst I was still lying in the ship's sick bay with my leg and jaw in splints, waiting an opportunity for passage to Malta Hospital, there was a great commotion on board on it being learned that the Admiral was about to visit the ship with a party of ladies all of whom were anxious to see the new cruiser *Australia*; and more especially did they wish to see the sick bay which in those days was the last word in naval medical equipment. My own case was at the time the most interesting, so that the young surgeon, in whose hands I had been placed, was very particular that my cot should be spick and span and that I myself should be made comfortable and presentable.

"Some very distinguished ladies are coming on board to visit you," the surgeon warned me, as though speaking to a child—"I was little more. So you must be ready with your best smile."

Smile! Why, smiling to me, then, with my jaw



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in splints, and my teeth being kept apart with a wooden wedge to prevent their permanently interlocking, was like inviting an excruciating spasm of neuralgia!

The ladies presently arrived at my bedside. One of them—an elderly lady who evidently was of unusually high social position—displayed a very keen interest in my case as the surgeon turned back the bedclothes to show how he had arranged the splints and bandages, the while he explained the shocking manner of my accident. From the way she questioned the surgeon, and closely examined my dressings, it was patent that she was skilled in hospital work. A deal of the bandaging had by that time been removed, leaving portion of my thigh exposed. Very gently she pressed around the fractured portion. At her slight pressure I winced a little.

"Are you not comfortable?" she asked me.

I nodded in the affirmative, smiling as best I could; for speech was difficult if not impossible. Again she gently pressed; and again I winced.

"Are you quite sure you are comfortable?" she asked, with great solicitude in her voice.

Again I nodded, "yes."

"Then what causes you to jump so at the slight pressure of my hand?" she smilingly persisted.

That was a question that could not be answered by gesticulations; so I summoned all the physical courage I could muster and was able just to mumble. "You tickled me, Ma'am."

At that all the party roared with laughter, the solicitous lady not least heartily.

After the party had left the ship, the surgeon came to see me. Still laughing at the incident, he nevertheless affected to be very dismayed at what he called my frivolity.

"I am surprised and shocked at your speaking to Her Royal Highness in that frivolous fashion," he said with feigned severity.

Observing the expression of bewilderment in my eyes, he explained.

"The lady whom you told was tickling your leg

is Her Highness, the Empress Frederic of Germany" (mother of the ex-Kaiser) he said.

Stranger still, and equally amusing, had it not been so very embarrassing, was a later experience. I was serving on a ship on the China Station in 1898 or 1899, at the time when the European nations were engaged in land-grabbing in that country. Many will recollect that Germany sent Prince Henry of Battenburg (brother of the ex-Kaiser) to China in a specially-commissioned warship with the disquieting instructions that he was to use the mailed fist in his negotiations, if necessary. The incident set England and Germany ablaze at the time, and for long afterwards the *Mailed Fist* was a household phrase in European political circles.

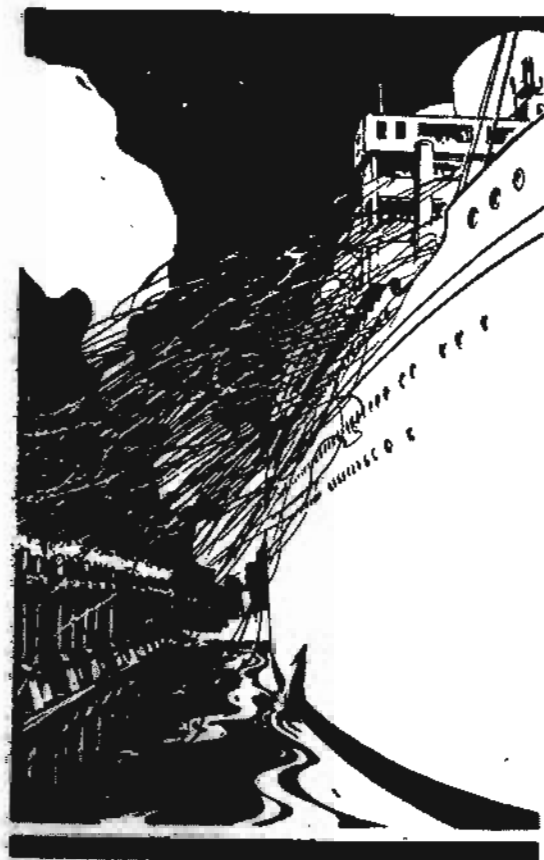
One afternoon at Hong Kong I went on shore for the purpose of witnessing a polo match between naval and army teams, the visiting prince being one of the former team. I had taken my hand camera with the object of securing if possible a snapshot of the *Mailed Fist*. On my way to the ground I was overtaken by two horsemen in polo costume. As they approached, one of them inquired of me whether they were on the right course for the polo ground. I directed him, and he thanked me, and was about to proceed when he observed my camera which was an instrument then still in a novel stage.

"Are you going to take photographs of the match?" he asked, after first leaning forward to more closely scrutinize the hand camera.

"Yes," I replied. "I am hoping to secure a snapshot of the *Mailed Fist*," I explained, at the same time confiding the fact that I was in the habit of writing and photographing for the London papers. "So I am particularly keen on getting a good snapshot of the *Mailed Fist*," I said.

"Oh! Are you?" smilingly replied the polo-player. "Then fire away!" he exclaimed. "Now is your opportunity."

So saying, he pulled up his fine pony on its haunches, and laughingly struck a dramatic pose. Meanwhile, as I realised that it was none other than the prince himself whom I was addressing, I



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felt a longing that the earth would open and swallow me up for my indiscretions.

But I secured an excellent snapshot, vowing that never would I send it to the Press, as to do so I felt would be poor return, and not at all good form as recognition for the courtesy of his Royal Highness where one might have expected him to have interpreted my remarks as rudeness ill-becoming of one in the service of the Royal Navy. I felt like kicking myself for my stupidity; for really I ought to have readily recognised the prince, as all the papers of the day were bristling with his portrait, as also was he—as the *Mailed Fist*—being held up to ridicule in caricature. It was this latter fact that lent such royal graciousness to the courtesy he extended to one who, to all intents and purposes, was one of his Press persecutors.

R.A.N. Appointments.

Lieutenant-Commander: Colin G. Little to "Penguin" additional and as Assistant Surveyor, 2nd Class, to date 3rd September, 1930.

Lieutenant: (G+) Herbert J. Buchanan to "Cerberus" additional and for Gunnery School, to date 7th October, 1930; (O) Andrew B. Usher to "Albatross" to date 9th October, 1930; William H. Williamson to "Penguin" and for Group of Destroyers in Reserve, to date 6th October, 1930; Phillip Ballhache to "Albatross" additional, to date 20th October, 1930; Sydney F. Bolton to "Penguin" additional and as Assistant Surveyor, 3rd Class to date 2nd September, 1930; Alan G. Lewis to "Canberra" additional, to date 13th October, 1930; Otto H. Beecher to "Canberra" additional, to date 9th October, 1930; Geoffrey C. Ingelton to "Anzac" to date 13th October, 1930.

Sub-Lieutenant: Hector M. Trebleto to "Cerberus" additional and as Assistant Surveyor, 4th Class, to date 10th September, 1930; Palgrave E. Carr to "Albatross" to date 9th October, 1930; John H. Harding to "Australia" to date 20th October, 1930.

Midshipman: David Logan, Alan N. Palmer, William B. Marks, Harris B. Gerratt and George Gosse to "Canberra" to date 3rd October, 1930.

Engineer-Commander: Leopold J. P. Carr to "Penguin" and for duty Class II with Submarines in Immediate Reserve, to date 29th September, 1930.

Lieutenant (E): Frederick C. Hodgson to "Penguin" for duty Class I with Submarines in Immediate Reserve, to date 29th September, 1930.

Surgeon Lieutenant-Commander (D): Christopher B. H. Beake to "Cerberus" to date 31st October 1930; Alfred R. Woolcott to "Canberra" to date 31st October, 1930.

Surgeon Lieutenant: Francis J. Matthews to "Cerberus" to date 3rd November, 1930; John R. Haeker to "Canberra" to date 3rd November, 1930.

Paymaster Lieutenant-Commander: Thomas F. Maynard to "Australia" to date 4th October, 1930.

Commissioned Gunner: (T) George T. Saunders to "Cerberus" and for Torpedo School, to date 24th October, 1930.

Gunner: (T) Frank L. S. Golik to "Australia" to date 16th October, 1930; (T) James L. Pettigrew to "Albatross" to date 9th October, 1930.

Commissioned Boatwain: Hertie J. Winder to "Cerberus" additional, to date 9th October, 1930; Joseph W. Williams to "Penguin" and for Sloops in Reserve, to date 1st October, 1930.

Boatwain: John C. Elley to "Canberra" to date 6th October, 1930.

Warrant Shipwright: Ernest V. Uooch to "Penguin" for "Adelaide" in Reserve additional, to date 16th September, 1930.

Commissioned Engineer: John D. Owens to "Australia" additional as Assistant to S.F.O., to date 3rd October, 1930; Sidney A. W. Chisholm to "Penguin" for Sloops in Reserve, to date 3rd October, 1930.

Warrant Engineer: Thomas Turnbull, M.S.M. to "Canberra" to date 13th October, 1930.

PROMOTIONS.

Lieutenant (X) Sydney T. M. Gower to be Lieutenant-Commander, to date 26th September, 1930; Sub-Lieutenant Hector M. Trebleto to be Lieutenant, to date 16th October, 1930; Midshipmen Jack S. Mesley, Thomas F. Percival, Charles J. Stephenson and John M. Lancaster to be Acting Sub-Lieutenants, to date 1st September, 1930; Lieutenant (E) Donald J. H. Clarke to be Lieutenant-Commander (E) to date 15th September, 1930; Midshipmen (E) Frank L. George and Oswald T. Amott to be Acting Sub-Lieutenants (E) to date 1st September, 1930.

The Definition of a Sportsman.

"A Sportsman is one who plays the game for the game's sake, who plays for his side and not for himself; who is modest in victory and generous in defeat; who accepts all decisions in the proper spirit; who is chivalrous to a defeated opponent; and one who is unselfish and always ready to help others to become proficient."

A Snob Defined.

I believe such words as "fashionable," "exclusive," "aristocratic," and the like to be wicked, unchristian epithets that ought to be banished from honest vocabularies. You who despise your neighbour, you who forget your friends, meanly to follow after those of a higher degree; you who are ashamed of your poverty, and blush at your calling, are a snob, as are you who boast of your wealth or are proud of your pedigree.—Thackeray.



For the BOY, AUSTRALIA and the EMPIRE.

NOTES OF THE MONTH.

Since last month's JOURNAL was issued two rowing races have been held. On the occasion of the Royal Sydney Yacht Squadron's Opening Day twelve League boats raced over a short course. The Judge, Mr. Cooper, declared Woolwich, 1; Eastern Suburbs, 2; Drummoyne, 3. After the race the Crews of some of the boats landed at North Sydney depot for light refreshments kindly provided by the R. S. Y. Squadron Committee.

The second race was for the Cochrane Shield. This event took place on the Lane Cove River and was won by Drummoyne, with Woolwich second and Birchgrove third.

A visit was paid to Woolwich Company on the night of the 12th Nov. The marked improvements effected at this depot during the last few months are a lasting monument to the zeal and foresight of Mr. Tottman, the O.C., Mr. Pierce, Chief Officer, and all those who have so splendidly supported them. The condition of the boats also reflects the greatest credit on the officers and cadets.

In addition to the fine lot of local boys, a number of the cadets from the old Lane Cove Company were noticed in the ranks and in the

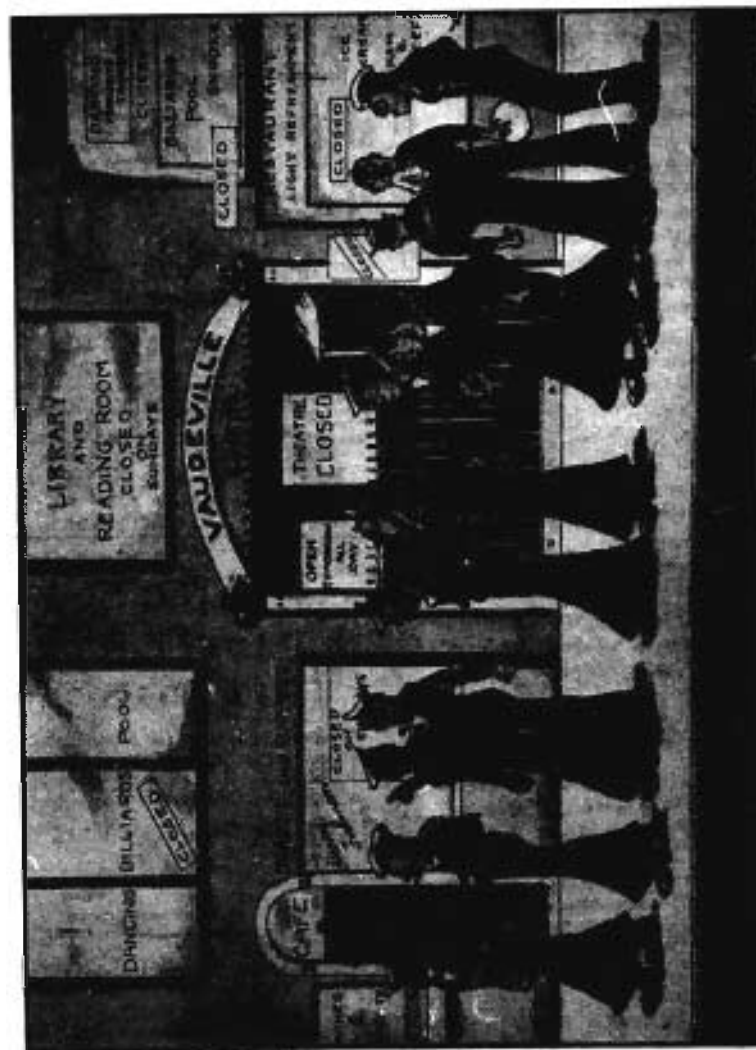
gig's crew. Together, they form a company entitled to rank with the best in the Sea Cadet Movement.

Good reports of the many useful activities of Drummoyne (whose depot goes under the name of "Sydney," after Australia's most celebrated cruiser), Birchgrove, Leichhardt, Mosman and Manly Companies, continue to reach this office.

That this is so is entirely due to the untiring efforts of the Officers and those associated with them. As long as such Officers are ready to make a hobby of League work, the Sea Cadet movement in New South Wales is assured of a long and vigorous life.

Manly Company cadets have been fully occupied during the month. Among other engagements they were present at the opening of the Delwood Rest Home; attended the Trafalgar Sunday Services at the local Church of England and Presbyterian Church. Now that the Company has acquired a 14-ft. cadet dinghy the lads are looking forward to some thrills under sail.

It is hoped that the bazaar at the "Sydney" Training Depot was the success it deserved to be.



AUSTRALIAN SQUADRON ARRIVES AT ADELAIDE ON SUNDAY.

Reprinted by permission.

Woolwich.

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

Now the weather is getting warmer keen interest is shown by the Company for all outdoor sport.

We have had several picnics around the harbour and beaches, everyone having a royal time.

On November 9th the Ladies' Welfare Committee from Birchgrove challenged Woolwich ladies to a game of cricket. It was a great day and there leaves nothing to doubt there are some fine Bradmans on both sides. At the close of the day Birchgrove presented Woolwich with the trophy and medals for each player, which we will keep and cherish for all time.

We must congratulate Drummoyne on their fine win on November 1st for the "Cochrane Shield." Good luck, boys, but look out, we hope to beat you next year.

On October 26th our lads were guard of honour for the A.I.F. Fair at Hunter's Hill. The boys made a fine impression on all there, and spent a happy time among the stalls and dancing.

The cadets, themselves, gave a dance on Saturday night, November 8th, which was a great success. Hurry up boys and give us another soon.

The Company is still going ahead, and we now have 42 lads, also we have made a great improvement around our depot.

Canada's Sea Cadets in Camp.

The following extract from daily routine may interest N.S.W. Cadets.

6.30 a.m.—Reveille.
7.00 a.m.—Hands to bathe.
7.30 a.m.—Physical drill.
8.00 a.m.—Colours hoisted; breakfast.
9.00 a.m.—Tent inspection; clean lines.
9.30 a.m.—To instruction.
11.30 a.m.—Hands to bathe.
1.00 p.m.—Dinner.
5.00 p.m.—Supper.
8.00 p.m.—Sunset, beds down, secure for night.
9.30 p.m.—Cocoa.
10.00 p.m.—Lights out.

Afternoon and evening devoted to games, swimming, etc. Sunday, Reveille 7 a.m.

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

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Mosman.

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

Oct. 6th. We sailed in our Cutter to Balmoral with 21 cadets. An accident occurred between the Heads and Middle Harbour, the sailing thwart carried away, smashing the tabernacle and keelson board. We were very lucky nobody was hurt. After rigging a jury mast we reached Balmoral where the Cadets enjoyed themselves swimming, etc. On account of the accident we left early. It was a good experience for the new cadets as this class of accident very seldom occurs, but, we are sorry to say all our sailing gear and boat have seen their best days.

OCT. 19TH—TRAFALGAR DAY, SPECIAL NAVAL CHURCH SERVICE.

There was a good muster of Sea Cadets from Companies Drummoyne, Cook's River and Mosman thereby putting the League in closer touch with the R.A.N. and also gave His Excellency, Sir Philip Game the opportunity of seeing the cadets and taking the Salute.

We are still enlisting new recruits and older cadets are studying for the coming Signal Examination, for the Cooper Silver Cup for Signals. This Silver Cup and Miniature Cup was presented by Mr Cooper of Mosman to our company to be competed for yearly, the winning cadet having his name inscribed on the large Silver Cup, the miniature Cup becoming the property of the cadet. So we are all Morse and Semaphore Flags now.

On His Royal Highness Edward, Prince of Wales, K.G., K.T., K.P., G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., G.B.E., M.C., Royal Navy, is promoted to be Vice-Admiral in His Majesty's Fleet, to date September 1, 1930. The Prince of Wales has been associated with the Navy since he was twelve years old. In April, 1907 he passed his qualifying examination, and in the following month entered Osborne College as a cadet. After finishing his period of instruction there, he joined Dartmouth College in May, 1909, and, two years later he had three months' sea training in H.M.S. HINDUSTAN as a midshipman. He was promoted to Lieutenant in 1913, and to Captain in 1919.

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Cook's River.*(Contributed by Mr. W. J. Faulkner, O.C.)*

THE continuance of bad times precludes us from raising money for the purpose of building our depot. This disadvantage notwithstanding the cadets stick in the Company; in fact they are busy recruiting, and Alderman S. W. Harvey, Mayor of St. Peter's, has promised a prize to the cadet who brings in the greatest number of recruits before Xmas. The cadets who are doing the pioneering work now will not be overlooked when the depot is an accomplished fact and the Company numerically stronger—from them will be drawn the junior officers and petty officers. At the invitation of the Directors of Sydenham Pictures our cadets were able to view the picture "Hit the Deck" which they greatly enjoyed. The Directors also promised free seats to the boys whenever a picture with a nautical flavour is showing. Mr. Began and our Cricket Team is going strong, and expects to give Woolwich Company a game shortly.

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Boys wishing to join the Sea Cadet Movement should get into touch with Mr. L. E. Forsythe, Hon. Equipment Officer, before purchasing uniform, etc., elsewhere.

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Sea Cadet Movement.

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DIRECTOR.**Tales Told in Tape!**

The various items which make up the Naval uniform all have a meaning, as this bright article shows

A KING'S BRAIN-WAY.

THE familiar blue serge uniform of the British Navy is known and respected in every country in the world, yet few, even amongst those hundreds of thousands who wear it, know from whence it sprang.

When King George II was about to decide upon the official uniform for his then motley clad navy he had in mind a gold bedecked tunic of scarlet cloth with tight blue pantaloons.

Soon after he approved of the patterns, and the order was given to the tailors to get busy on the first six hundred uniforms destined for the men of the King's own yacht. But a few days later on, riding through Hyde Park, he happened to notice the Duchess of Bedford riding in a habit that for neatness and general businesslike appearance would be hard to beat.

A loose blue coat-bloss, with a V-piece let in at the neck, and a flowing skirt of the same material—was all it was. Yet it had immediately struck the King as about the most simple and suitable design possible for his sailormen.

THE SHY SAILOR.

A sailor was found and sent from the yacht for a fitting. He regarded the idea with much secret disgust. Apparently to soothe his ruffled feelings, they took him to the palace in a carriage hidden from the gaze of any casual passer-by. Once at the palace he changed, with the aid of the tailor, into the new suit.

Unfortunately, the court became convulsed with laughter at the sight of a herculean sailor in a flowing skirt. But the King was equal to it, and forthwith ordered the skirt to be cut up the middle at the front and back, and the seams made on the inner side of the legs. The success was complete,

the loose trousers were found to roll above the knees easily in wet weather, and to be slipped off when in the water.

IN MEMORY OF NELSON.

But this was only the blue suit without any of the trimmings that adorn the man in blue to-day.

For instance, the neat collar with its rows of tape, is quite a recent innovation, and, like most things of the Navy, it had its origin in a strictly utilitarian purpose. In Nelson's days the sailors wore their hair in queues, which hung down their backs. Now, as the grease with which their hair was anointed had an unhappy knack of spoiling clothes, and the sailor had always to buy his own uniform, he evolved a shield of blue cloth, which hung over the serge and took all the grease.

The three rows of tape are in memory of Nelson. The Government wanted to keep his memory fresh in the public's mind, and so the three stripes were instituted. One for the victory of Copenhagen, when Nelson disobeyed orders and retrieved a lost fight. The second for the battle of the Nile, which saved England from invasion by Napoleon; and the third for the battle of Trafalgar, where the hero of England smashed forever the enemies that threatened Britain's sea supremacy.

NOT FOR SHOW.

Also the black silk handkerchief—one yard square of silk, is knotted about the neck of the sailor in mourning for the little admiral.

The lanyard, like the collar, was instituted strictly for a useful purpose. In the days of the old sailing ships, when sailors were frequently called upon to go up aloft, they wore around their neck a cord with a loop in it. The loop was meant for the marlin-spike, or a hammer, so that while the sailor was working he could use both his hands without having to hold tight to his tools.

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British Fleet at Crafalgar.

October 21st, 1905.

Victory Vice-Admiral Lord Nelson, K.B.
Royal Sovereign	... Capt. Thomas Masterman Hardy.
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Dreadnought	... Capt. Eliah Harvey.
Tonnant	... Capt. Richard Grindall.
Belleisle	... Capt. Thomas Francis Fremantle.
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Mars	... Capt. Charles Tyler.
Spartiate	... Capt. William Hargood.
Defiance	... Capt. Robert Moorman.
Conqueror	... Capt. George Duff.
Defence	... Capt. Sir Francis Laforey, Bart.
Colossus	... Capt. Philip Charles Durbam.
Leviathan	... Capt. Lancel Fellew.
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Bellerophon	... Capt. James Nicoll Morris.
Minotaur	... Capt. Henry William Bayntun.
Orion	... Capt. Richard King.
Neptune	... Capt. John Cooke.
Ajax	... Capt. Charles John Moore Mansfield.
Thunderer	... Capt. Edward Codrington.
Polyphemus	... Capt. William George Rotherford.
Africa	... Lieut. John Milford.
Agamemnon	... Lieut. John Stockholm } Acting.
	... Capt. Robert Rodmill.
	... Capt. Henry Digby.
	... Capt. Sir Edward Berry.

FRIGATES.

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Admirals all, they went their way	
To the haven under the hill	
But they left as a kingdom none can take—	
The realm of the aching sea—	
To be ruled by the rightful sons of Blake	
And the Rodneys yet to be,	
Admirals all, for England's sake,	
Honour be yours and fame!	
And honour as long as waves shall break	
To Nelson's peerless name!	

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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, WEIGHS US INTO A POWERFUL WHOLE.
4. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect.

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