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RENEW TO-DAY.

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The Navy League Journal

NEW SOUTH WALES BRANCH.

VOL. I. No. 2.

SYDNEY, MAY, 1920.

PRICE, 9D.

A NAVY IN THE MAKING.

BY "KATONK"

One foggy afternoon in January, the shade of Nelson looked down from his poop upon a strange ship which came his way. She had crept out of the haze over Spithead, and was seeking admission into the historic port, at the entrance to which the "Old Victory" still keeps guard.

The vessel he beheld was fashioned after his own very latest ideals, but she had been cradled upon shores unknown to him, from whence, also, came these sailormen who had brought her up for his approval. He scanned her closely and quickly appraised her value, for, as her Ensign Staff flying his own 'Old Rag' passed by, there came from the decks of the aged Flagship a stirring cheer. It was a kindly greeting and the ships of the younger generation followed her excellent example as they each of them, after their own fashion, admitted to the membership of their own gallant company, this first Australian built ship of war.

It seemed to the people on The Hard as they watched her passing, that this vessel was the link between the old and the new; maybe the ship's band had something to do with it, for there came to them across the water the strains of "Rolling Home to Merrie England."

Australian manned ships were by no means unfamiliar to them, and such craft had already established their worth, but this one was different. This new vessel had been built and commissioned abroad, and she was distinctive on that account. Here, indeed, was the beginning of a new era, the forerunner of the yet to be. Upon her build and construction, those in a position to judge, and who are regarded as the highest authorities, passed most favourable comment.

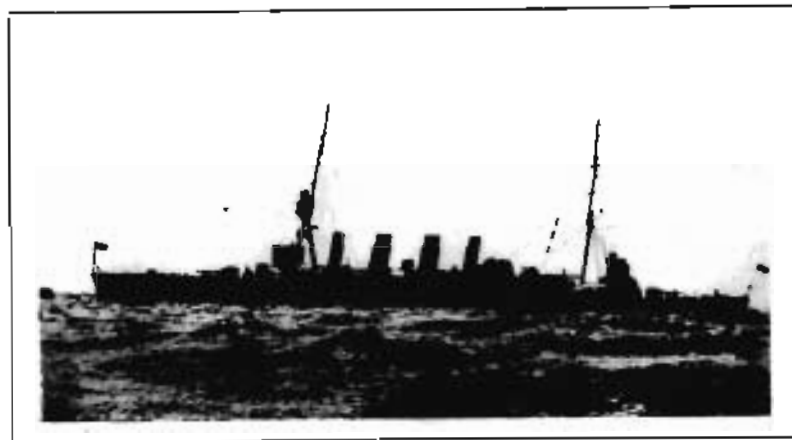
For the Australian Navy all ships prior to this one, had been constructed in England. It had also been necessary to draw largely upon the same source for "personnel." Especially was this latter the case, in respect to those highly skilled and technical branches of Naval science, efficiency in which comes only after long years of careful and arduous training and service. To the Imperial Authorities the Commonwealth is indebted for all her requirements in this direction and more; and it is mainly due to the unceasing and tireless efforts of many of those, after whose names appeared the letters "R.N. Lenz" that the young Australians who now themselves hold down positions of responsibility, owe their efficiency and success.

At her present rate of progress it should not be long before the R.A.N. as regards "personnel" will become independent altogether of outside assistance. There are already young Australians fully qualified through the proper channels, who have proved their fitness to hold Naval appointments of some responsibility, and who have at all times exhibited a highly satisfactory reserve of resource and initiative.

Whilst there must of necessity ever be a relationship of the closest order and facilities for interchange, between the R.A.N. and the Mother Service, yet it is recognised that, as Australia has demonstrated her ability to construct ships of no mean proportions or effect-

by the Commonwealth Naval Authorities, and at great expense reconditioned and adapted to her present purposes. It is doubtless due to her former sphere of usefulness that the impression seems to prevail in the minds of many people that the ship is still some kind of a reformatory. Such an idea is small compliment to common enlightenment regarding the progress and attainment of local Naval enterprise. The ship, under present circumstances, might better be labelled "transformatory," if the evidence of parents or guardians of successful boys goes for anything.

Apart from the most modern educational and technical training advantages which are



H.M.A.S. BRISBANE.

iveness, so she must also herself learn to produce the soul of the thing created, that human element without which the iron and steel of the other part of it can be of little value. Australia has not, so far, in this direction, attained to an Impregnable, a Shotley, or a Greenwich; these, without doubt, will come later. To the present all such institutions in the R.A.N. are rolled into one, and are comprised in the Naval Training Establishment "Tingira." This ship is the present nursery of the Service, and it is here that all except Midshipmen, and certain Artisan ratings, receive their early training.

Formerly the Government training ship "Sabraon," the present "Tingira," was acquired

prescribed in the ship, a score and a half pounds of increased weight, and numerous inches in physical development, is no uncommon record for "Tingira" boys after a twelve months' acquaintance with the life which the Training Ship provides. The parents of the boys themselves are best fitted to extol on this matter. "Transformation" is the word they use.

Boat sailing and cricket, swimming and football, and every other form of recreation and entertainment, these things have no terror for Australian youth. They are all a part of his training and contribute to that mental, moral, and physical equipment which are regarded as a most important portion of his outfit.

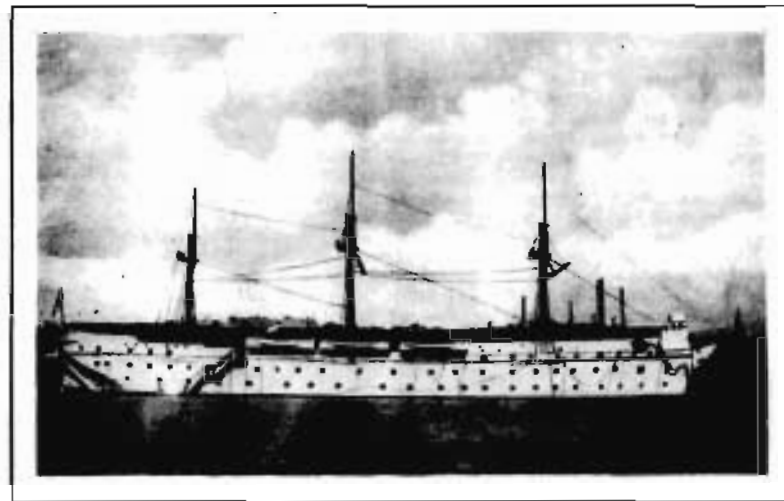
It is not an altogether easy matter for boys to gain entry into the ship. Only fifty per cent. or thereabouts of hopeful applicants, who have already been recommended, are finally selected. The others failing to reach the required physical and medical standard are consequently rejected. Physical perfection is imperative.

Once the boy is admitted the Naval Authorities spare neither effort nor expense to implant in him the foundations for sea life. He has every encouragement and opportunity to "get on" in the Service, and his future and what he makes of his profession depends

ing field at Rose Bay to some such name as "Tootles," "Joe Bartin," or "Strawberry."

All instructional work in the Naval Training Establishment is in the hands of specialists. Officers and Instructors are, all of them, carefully selected men from the fleet possessed of special qualifications for this work and unblemished records.

Occasionally their efforts are supplemented by the windy interference of budding political aspirants and such, from the shore; people whose knowledge of the sea and its ways is equal to that which the infant had for his grandmother when he presumed "to teach her



H.M.A.S. TINGIRA.

entirely upon himself. The prospects ahead of him are exceedingly bright, for these are the boys who are to form the backbone of the Service. Who knows but that, under the new regulations which provide for the entry of brilliant boys from the "Tingira" to the Jervis Bay Naval College, some one of these happy youngsters shall one day lead the Australian Fleet into action and worthily uphold those best of traditions which are the proud possession of the Mother Navy. And the prominent statue in the main square of Canberra will perpetuate the record and memory of such a hero; one who, in days gone by, answered on the play-

how to suck eggs." Such noisings should be always relegated to the rubbish heap, along with the empty cans to which they belong. They usually are.

In this, of all professions, there is little to be gained except from those who have practical experience to guide them. The meddlesome efforts of such as lack that experience does, not infrequently, lead to incalculable harm.

The spirit of cheerful discipline is early acquired, and appreciated by the young Australian seamen, and, when justly dispensed, he is the last to disapprove of its administration. Given, in authority, one whose first

interest lies in his profession, and who demonstrates the fact in a practical manner, and such an one can have nothing but admiration for the response that comes from the Wallaby Sailor.

The inference that the Australian sailor is not amenable to discipline is a gross slander. In the practice of his profession he has never been required to take second place to his "Digger" brother, and H.E. most people admit, was no "dud" at his calling. If neither of them shows any particular respect or love for a person in authority whom they have reason to look upon as the "imitation article," one hardly feels inclined to express any great amount of surprise at the fact.

On all occasions during the recent period of hostilities, those with the advantage of having passed through the Naval Training Ship "Tingira" behind them, acquitted themselves in a manner highly satisfactory to those in command. Famous sailors of the generation have passed favourable comment upon their bearing and ability and judged them as being worthy representatives of the great Commonwealth to which they belong.

Already many ex-"Tingira" boys are occupying in the Service, positions of considerable responsibility, and the excellent results of the training they received, is to be observed in their present commendable efforts. Such results augur well for the future of that which, in view of the great work which lies ahead of it, may, at its present stage, be regarded as "A Navy in the making."

THE NAVY'S LOSSES IN THE WAR.

A return issued by the Secretary to the Admiralty showed that the exact number of vessels of the Royal Navy, war-ships and auxiliaries lost during the war, was 1,069, of which 254 were warships, and 815 auxiliary vessels.

Of the warships, thirteen were battleships, three battle-cruisers, thirteen cruisers, twelve light cruisers (including six sunk as block ships at Zeebrugge and Ostend), five monitors, three flotilla leaders, sixty-four torpedo-boat destroyers (including the *Zulu* and *Arabian*, which were damaged in action and afterwards made into one ship named *Fubian*, and which are counted as a loss of one vessel), and fifty-four submarines (including seven destroyed at Heligoland to avoid capture).

Only forty-two warships were lost in action, sixty-two falling victims to submarine attacks, and forty-four to mines. Eleven were destroyed to

avoid capture, twenty-eight were lost in collisions, twenty-two were wrecked, five were lost by internal explosions, and seven by accident, while in twenty-six cases the cause of the loss was unknown.

Among the 815 auxiliary vessels in the list, 246 were hired trawlers, 244 were colliers, and 130 were hired drifters. There were eighteen mine sweepers, two mine carriers, two hospital ships (the *Rohilla*, which was wrecked off Whitby in October, 1914, and the *Renon*, which was sunk by a submarine at the beginning of 1918), forty-four oilers, twenty-nine special service ships, fourteen tugs, thirteen yachts, two whalers, eighteen Admiralty trawlers, twenty-four motor launches, six motor boats, one ammunition ship, and nine fleet messengers.

A large proportion of these boats were lost as a result of attacks by U-boats, the number being 289; while 225 were destroyed by mines, and 43 went down as the result of actions. To collisions the loss of ninety-three auxiliaries is ascribed and seventy-seven were wrecked, one was destroyed to avoid capture, and eighteen were removed by fire, while in thirty-one cases the cause of the loss is unknown.

Aerial blockade is a feature of warfare that may conceivably develop to a vast extent before the nations next go to war, and this fact will give much food for thought, alike to strategists and designers. In this connection one's thoughts inevitably turn to the question of flying boats. During the war several types of flying boats were in use and it seems beyond question that any island nation must be prepared to make use of the waters surrounding it in evolving measures for aerial defence. There is the flying boat fitted with torpedoes, and more remarkable still, there is the flying boat that can be carried submerged on a submarine's deck, slipped at a suitable opportunity and after completing its work can settle on the water, divest itself of its wings and become a fast surface motor boat, attaining at least 40 knots in smooth water. This latter type of flying boat brings vividly before the mind the rapid changes in the methods of warfare at sea that have gone on under cover of war-time secrecy.

For the present, however, we shall be wise if we pin our faith in the capital ship as the most reliable instrument of defence.

THE DIRECT RESULT OF SEA POWER AUSTRALIA'S PROSPERITY AND HAPPINESS.

ADMIRAL VISCOUNT JELICOE'S MESSAGE TO MEMBERS OF THE NAVY LEAGUE.

Sea power, as I read it, means the power or the ability to use the sea and that definition of sea power includes not only power to use the sea by means of our splendid Mercantile Marine, but the ability to guard our communications by means of our Navy. And first, I think, one ought to turn one's thoughts to the question of the use of the sea by the Mercantile Marine.

Australia, just as much as other portions of the Empire, is interested in the question of sea communications by the Mercantile Marine, because the bulk of Australia's produce cannot get to its markets except by means of ships belonging to the Mercantile Marine. The future prosperity of the country is bound up in the use of the sea.

Australia has hitherto depended almost, I think, exclusively in so far as foreign going ships are concerned, upon the British Mercantile Marine for the transport of her goods, but she realises the advantage of possessing a Mercantile Marine of her own. I understand that a number of merchant ships are either built or are now under construction for the Commonwealth Government, and that in itself should give to Australians a further interest in sea communications.

Our Debt to the Merchant Marine.

Trade, as I have intimated, is essential for the prosperity of the Commonwealth in peace. A Mercantile Marine has other duties to perform in war. In addition to carrying on the trade of the Empire, just think what our Mercantile Marine did during the past war! Had it not been for that splendid service the 24,000,000 troops which were carried overseas could not have been so transported, nor the 2,500,000 animals, nor the 54,000,000 tons of stores necessary for the maintenance of our overseas armies. And further, our Allies could not have gone on with the war. Had it not been for the British Mercantile Marine neither France nor Italy could have received the coal which was necessary for the prosecution of the war. These two countries would

have gone out of the war, not because they were tired of it, but because they could not have got coal for their munitions and for their railways. It was only the British Mercantile Marine which stood between these two countries and defeat.

Of course, for the prosecution of the war, the United Kingdom had to make great sacrifices on her own behalf because the Mercantile Marine of Great Britain was needed for the purposes which I have named. People went, I think to their great benefit, rather hungry at times. Their figures improved. I believe their health improved. But it might have been carried too far and in any case those of us who were fathers and mothers were anxious at times about the welfare of the children because of the necessities which they could not get. And of course nobody knew better than Germany how dependent was the whole allied structure upon the British Mercantile Marine. That, of course, was the reason for the introduction by Germany of that brutal submarine warfare which has besmirched the name of that nation for evermore, and which has made her seamen an anathema to the seamen of every other country in the world.

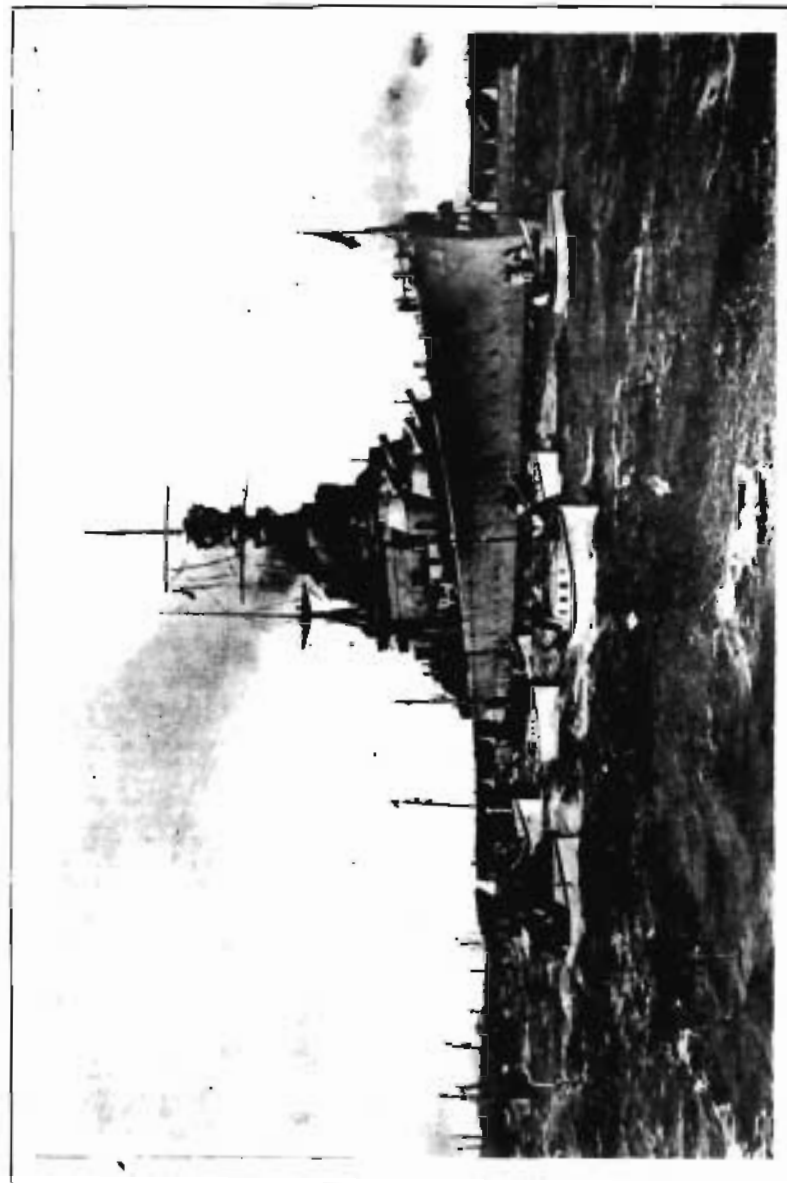
Germany expected, as you have seen by Ludendorff's revelations, to bring the United Kingdom to its knees in less than six months. It was the gallantry and the self-sacrifice and the magnificent spirit of the officers and men of the British Mercantile Marine, and I would add also of many officers and men of the neutral nations, which prevented Germany from succeeding in her object. Whatever gratitude may be due to the armed forces of the Empire for the victory which was celebrated last year, I hope that no member of the British Empire will ever forget what he owes to the officers and men of the British Mercantile Marine.

As you know, the Mercantile Marine lost 15,000 officers and men in the service of the Empire during the war. It lost just under



By courtesy SYDNEY MAIL and AUCKLAND WEEKLY NEWS

H.R.H. THE PRINCE OF WALES
chatting with an INVALID SOLDIER at NARROW NECK MILITARY HOSPITAL
the day after his arrival in Auckland.



H.M.S. RENOWN STEAMING UP AUCKLAND HARBOUR, 24th APRIL, 1920.

eight million tons of shipping and in addition to that in one year of the war 8,000 British merchant ships had to be repaired after attack by the German submarines. These figures will give you some idea of what the Mercantile Marine did for the Empire during the



ADMIRAL VISCOUNT JELICOE
Commander-in-Chief Grand Fleet, 1914-1916.

war, and, although I am not a member of that splendid service, although my father was, I, in common with every other officer and man in the Royal Navy, recognized to the full what we owed to them.

Our First Line of Defence—The Navy

Here I would like to touch briefly on the work that the navy itself had to tackle during

the war. I am confining my remarks more to the protection of sea communications,—to the use as well as protection,—because I hope that everybody in the Empire will realize, if they have not already realized it, what sea communications mean for the prosperity and life of the Empire. At the back of all, back of the whole allied naval effort, and indeed at the back of the whole allied military effort, lay the Grand Fleet.

The Grand Fleet had a task to perform similar to that performed by the Navy of Great Britain in almost every war in which Britain has been engaged—the task of watching and waiting. There is no task which imposes a greater strain upon the morale of the Navy than that task. For as in the past, so in the late war! Officers and men arose to the occasion and bore that strain of watching and waiting, always hoping to get at grips with the enemy, and without the slightest loss of morale.

The Grand Fleet in its task of guarding the whole sea communications of the Empire expended during the war 11,000,000 tons of fuel in steaming mostly about the North Sea. That may give some idea of the amount of steaming necessary to carry out the fleet's task.

There were many other portions of the naval service upon which the whole fabric depended. I shall take first the case of the Dover patrol, and the work of the Harwich force. These two forces between them, the Dover patrol being perhaps the essence of the business, but the covering force being the Harwich force, had for their duty the guarding of the eastern approach to the Channel, which included the guarding of the line of communications across the Channel upon which depended the safety both of the transport and the maintenance of our armies in France. And I think one of the most glorious feathers in the cap of the Dover patrol, putting aside such matters as the Zeebrugge affair, was the fact, and I am sure it is one which the Dover patrol themselves would insist upon, that not one single life belonging to our gallant armies was lost through enemy action in the Channel, except those due to brutal attacks upon hospital ships in defiance of all tradition and law.

Gallant Work of Our Patrols.

The Dover Patrol and the Harwich force were within some three hundred miles of the

German High Seas Fleet. They were in a position in which they were open to attack by overwhelming forces at any moment of the day or night, and had the Germans chosen to come out there was nothing to prevent the annihilation of both except the Grand Fleet, which was some 500 miles away. If you ponder upon these two distances you will see how great risks were run in the maintenance of the guard at the eastern end of the Channel. In addition to the High Seas fleet there was a force at Zeebrugge, a German force which in itself, if concentrated, could have wiped the Dover patrol out of existence. I can only say that one imagines that the prestige of the British seamen was what prevented the Germans from taking that action.

Another force to which eternal gratitude is due is the patrol force. The patrol force, like the convoying forces at the western end of the Channel, brought as far as it was possible our merchant ships into the channel ports in defiance of the German submarine attacks. There were heavy losses involved, but those losses were due largely to the insufficiency of the force which was safeguarding the merchant ships.

How the Submarine Menace was Fought.

Of the offensive operations against submarines or against the enemy, I may say there was very little enemy to be seen, except submarines, and they were under water. Of the offensive work just one or two figures might give you some idea of its magnitude during the war. We laid 120,000 mines, and we laid them as fast as we could get them. There were frequent excursions on the part of the different units of the Grand Fleet and on the part of the Harwich force into the Heligoland Bight, always with the same object in view, to find that enemy. If one believes what he says he was always out in the North Sea looking for us; but I can say from experience that it was very rarely we got a trace of him.

Imagine for yourselves the feelings of pleasure which animated every officer and man of His Majesty's ships when they began to realize that we were bound on any occasion for the Heligoland Bight. They usually came back, I regret to say, disappointed.

No brief record of the naval operations even such as these, would be complete without mentioning that magnificent mine-sweeping service. During the war the British mine sweepers swept up more than 10,000 German mines, and in the operations they lost 150 vessels, usually with all hands. Those vessels were manned very largely by our fishermen and I tell you gratitude is due to the seafaring population of Great Britain for the work which it achieved in that particular direction.

I have now given a short review of the sea work entailed in the late war, but before I conclude I should like to impress upon every Australian the magnitude of the work of protecting the sea communications of the Empire in such a war as that which has been victoriously concluded.

The fleet at the commencement of the war was comprised of 650 vessels of all sorts. At the end of the war it comprised 5,000 vessels of all sorts. The personnel, active and reserve, at the commencement of the war totalled about 220,000. At the end of the war it had totalled over 400,000. The number of aircraft belonging to the navy rose from 90 to 3,000 during the war. Now that force is gradually, I might even say, rapidly disappearing; in fact, the greater part of it has already disappeared. It is, of course, quite obvious that the auxiliary craft, the travelers, the fishing craft which were brought into the war for a certain purpose, are no longer required, but even so, I am inclined to think that Great Britain—in fact I know that Great Britain is going to have a very difficult task in the keeping of what is essential to the protection of sea communications.

MOVEMENTS OF FLEET.

The Australian Fleet under the command of Commodore Dumaresq, C.B., M.V.O., R.N., sailed from Sydney for Melbourne via Jervis Bay on the 17th inst. The vessels to go South were the battle cruiser Australia (flagship); the light cruisers Melbourne, Sydney and Brisbane; the flotilla leader Anzac, ten destroyers and two mine sweepers. These vessels were followed by the cruiser Encounter on the succeeding day. Submarines and their parent ship, Platypus, are already in Victorian waters. Units of the Royal Australian Navy will meet H.M.S. Renown and will accompany her to Melbourne and Sydney.

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(Late Adjutant in French Army, Active Service, March, 1918 to November, 1919.)

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THE EMPIRE'S DEBT TO THE MERCHANT SERVICE.

BY THE REV. H. C. LEPLAETRE.

When an impartial history of the Great War comes to be written, there will be no more glorious records in its sacred pages, than those which refer to the gallant and heroic service rendered to the Empire in her time of trial, by the Officers and Men of the British Empire's Mercantile Marine. The record of devotion to duty, of unparalleled heroism in the face of danger, and of magnificent fortitude in time of stress; eye and of wonderful calmness in the face of death; will go down to posterity written on the scroll of fame by the blood of our martyred kinsmen.

These men manned our transports, which carried our soldiers to the various fields of action, our ammunition and provisions to the gallant men across the seas. They navigated the minesweepers and trawlers through the mine-studded seas. In short they cheerfully fulfilled all tasks allotted to them in that glorious spirit of British bull-dog tenacity, which sent a thrill of pride throughout the whole realm of Empire, and proved an inspiration to the whole of the civilised world. We, who are justly proud of our tradition; we, too, who are proud of our record upon the sea, a record, which, thank God, is unsullied by any act of cowardice, of shame, or of violence, unspoiled by any deed against the law of God or man; we are proud of our seamen and we realise just what we owe to the heroes of the Mercantile Marine, who carried on our trade and commerce over the ocean highways in a spirit of sublime heroism and in the face of all the devilish devices of the enemy. We realise something of our indebtedness to these men who, in conjunction with the "Watchdogs of the Navy," helped to bring about the downfall of the enemy to which we were opposed. We reverence the memories of those who died victims of the unspeakable methods adopted by an unscrupulous foe. All honor to these men then, and may a realisation of our indebtedness bring with it a determination that we

shall not let their sacrifices be in vain, but rather shall we determine that in so far as it lies in our power we shall endeavour to show our gratitude in the most practical way, as a small return for all they have done for us. And how can we do it? The answer is by making the life of the sailor aloft as congenial and as happy as possible. When we consider what these men have gone through during the long years of war, from the captain on the bridge, nerve racked with a sense of his responsibility, to the fireman, stripped to the waist in a living hell in the stokehole, the contemplation of their sufferings and sacrifice should awaken within us the desire to do all we can for them as grateful citizens of a glorious Empire, which owes so much to these Heroes of the Sea!

So let us plead for better conditions for all ratings aloft. Then let us not forget that the Merchant Jack comes ashore, and, with his proverbial good nature, he so often falls a victim to the undesirables that exist in every seaport town. Here then is our opportunity to once again show our appreciation. The various organisations which exist for this purpose should be adequately supported. Foremost amongst these is the Mission to Seamen, which carries on its work unobtrusively in over 130 of the world's seaports. With its headquarters in London the extent of its influence is both vast and comprehensive.

Here in Sydney it is represented. The Rawson Institute in George Street North provides a home away from home for our Sailors, and last year over 40,000 seamen availed themselves of the facilities it offers for the spiritual, moral, intellectual, and physical well-being of the men who go down to the sea in ships. A visit to this up-to-date Institute, with its chapel, reading rooms, library, gymnasium, skating rink and recreation rooms, with its post office too, would be an inspiration to many of our readers.

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Anonymous communications will not be entertained.

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Correspondence of a business nature should be addressed to the Hon. Secretaries, Royal Naval House, Sydney.

PHONES: CITY 7786 and CITY 6817.

The Executive Committee desires to take this opportunity of thanking the Authors of the articles appearing in these pages, and also the Authors whose contributions have been held over for insertion in the June number of the Journal.

At the monthly meeting of the Executive Committee of the N.S.W. Branch of the Navy League, held at Royal Naval House on the 10th instant, it was resolved to send a message to H.R.H. the Prince of Wales on his arrival at Melbourne, welcoming him to Australia.

There are in our midst to-day men who assert that "posterity will take care of itself." For good or ill the future has its foundations in the past, and from the past it can never wholly dissociate itself. If we take the trouble to make a careful and intelligent study of the former history of mankind we shall clearly discern much of the future.

It seems substantially certain that the natural feelings and passions of human beings have made hardly any appreciable advance towards the lofty plane of altruism during the past few centuries.

In the crisis of an individual life, or in the life of a nation, it is noticeable that with possibly extremely rare exceptions, it is the natural law of self preservation which counts, for when man's sensitive physical make-up is in imminent danger of violent disintegration, the action

which has its origin in this law of self preservation temporarily overwhelms and obscures the noblest and most cherished ideals of the soul.

Let us face facts squarely; we are animals first, and saints afterwards, occasionally this order of things is reversed.

Until every human being in this world recognises his selfless and sacred duty to his fellows, no matter what their creed or colour, there will be assuredly a clashing of interests and when the interests of nations clash, human nature being what it is and not what idealism paints it, we begin to examine our insurances, or in other words, our best means of protection; if these are up to date we may still discuss ideals for we are prepared to resort to force.

The ideals (if any) of a mouse do not influence the decision of a cat, but were the mouse armed like the porcupine it would be as Kipling says "another story."

The arbitrament of force has been resorted to since the first dawn of life, and unless a radical change in the *instinct* of man accomplishes the mighty task of crystallising the noble ideal of "Universal Brotherhood," it behoves Australians to look to the locks of the national coat—which is about 10,000 miles wide—and hand the keys down to posterity. It will be a sad day for our posterity if the door is open and the keys lost!

Make no mistake, Universal Brotherhood, as ordinarily understood, can be consummated only by adopting a generous policy of implicit trust and understanding and sympathy in man for man, class for class, religion for religion, nation for nation and race for race.

The question then, is, are individuals and nations of every creed and colour, beyond the merest suspicion of doubt, actually wishful and ready to-day to accept and concrete this perfect ideal with its immeasurable possibilities? The continued building of engines of destruction by more than one powerful government, with the apparent consent of the peoples, is not exactly a hopeful sign for an early Utopia.

This being so, let us not be so foolish as to place all our faith in the kindness and generosity of our competitors of other languages and climes. The mighty struggle of the survival of the "fittest" which will yet shake the foundations of the world, will leave the survivors of the most "fitted" to found the real brotherhood of man. The day is not yet.

EDITORIAL.—Continued.

The policy of *The Navy League* is to urge upon the government of the day the paramount importance of employing the best brains of the nation in making our defences secure against aggression, even at a distant date, from without.

On the evening of the 7th instant, members of the Navy League attended Royal Naval House and listened to a vivid account of the assault of Zeelbrugge.

Commodore Dumaresq, C.B., M.V.O., R.N., in introducing the lecturer, R. Bourke, Esq., V.C., D.S.O., late Lieut. Commander R.N.V.R., said that the spirit in which Nelson stormed Tencriffe more than a hundred years ago was still strong in the Navy.

The lecture was admirably illustrated with slides made from official photographs and drawings.

On an invitation from H.M.A.S. "Tingira," Lt. Commander Bourke visited the ship on the evening of the 13th instant and gave an illustrated lecture to the boys. The subject was the story of the world-famed attacks on Zeelbrugge and Ostend and the muzzling of the entrances to these submarine nests. The lecturer met with a hearty reception and he, together with Mr. W. L. Hammer, who kindly manipulated the lantern, was accorded a hearty vote of thanks by the Chairman at the conclusion of the lecture.

It is proposed to devote monthly, at least one full page of *The Navy League Journal* to the interests of women members of the League. To conduct this page a volunteer is required. Any applicants:

If Australia expects to compete with British and foreign shipbuilders, she will need to considerably reduce the length of time taken to complete the construction of a vessel and get it ready for sea.

Members of the Executive Committee are reminded that the meetings in connection with the Royal Naval House and the N.S.W. Branch of the Navy League are held at 3 p.m. and 3.30 p.m. respectively on the *second Monday* of each month. Committeemen are requested to make an effort to be present.

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EDITOR NAVY LEAGUE JOURNAL—

W. W. Reale, O.B.E.

THE League is a strictly non-party organization whose primary object is to urge upon the Government and the Electorate the paramount importance of an adequate Navy as the best guarantee of peace. Its agencies are employed in educating the Nation, especially the children, in the knowledge of the principles and uses of Sea Power, as a means whereby the food, the fuel, the fibre, and the floating commerce of the country are safeguarded, and as the necessary bond and protector of the Empire.

1. To advocate the continued maintenance of an effective Navy, Mercantile Marine, and Air Force, as the factors essential for the security of the Empire.
2. To encourage the scientific study of Sea Power and its use, alike in peace and war, and to stimulate interest among teachers and scholars in all Universities, Colleges and Schools of the Empire in the achievements of the Royal Navy and Mercantile Marine.
3. To maintain and develop the N.S. Naval Cadet and Sea Cadet Corps, to establish Training Institutions, wherever possible to prepare boys for a sea career to the end that aliens may be eliminated from the British Mercantile Marine.
4. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marine and Mercantile Marine who have been injured or who have lost their lives in the War, and to educate their children.

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DENISON MILLER,
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The Navy League Journal

NEW SOUTH WALES BRANCH.

VOL. I. No. 3.

SYDNEY, JUNE, 1920.

PRICE 6d.

"SEA COMMUNICATIONS: THEIR VALUE AND PROTECTION."

Under this title Evan Mander Jones of the Church of England Grammar School, North Sydney, submitted the best essay complying with the requirements of the Navy League Prize Essay Competition.

The essay is printed hereunder and will be awarded First Prize by the Executive Committee.

Before proceeding with an intelligent study of the value and protection of sea communications, it is necessary to have a clear and definite perception of the meaning of the term.

The primary meaning of "sea communications" is the "intercourse of nation with nation by means of the sea," that is, the sea acts as the vehicle by which separate countries meet and carry on their business. The difference from "land communications" is that, in the former case the only necessities are a ship to sail in and men to man her, in the latter there must be either paths across open country like the caravan routes of Arabia or prepared roads and railways with the various accessories required. Also, just as land communications depend on railway waggons, wheeled conveyances or any other of the various modes of journeying and transportation, so do sea communications depend on ships.*

* For this reason the protection of sea communications will necessarily include the protection of individual ships.

From the very beginning of the world from the first dawn of civilised existence, men have realised the value of the sea for transporting themselves and their goods from one country to another. It has been found that sea transportation is at once the easiest, the surest and the most economical method of carrying goods from land to land. The earliest example of the use of the sea to any great extent for the conveyance of goods is that of the Egyptian system of oversea corn supply by which vast quantities of grain were brought from foreign lands for the consumption of the dense population around the Nile Delta. From that time to this the ocean has always been recognised as the highway of the nations. From that day the nation, that held the control of the sea, controlled the trade and the food supplies of the world and therefore the world itself.

But besides the use of the seas for food supplies and trade, they also provide a convenient way of carrying men for invasion. This was especially noticeable in the South African

War, where, without sea communications, Great Britain could never have placed an army in the field in time to have any effect on the course of the campaign. Again in the war between the United States and Spain and that between Russia and Japan, sea communications proved the deciding factor. They enabled both the United States and Japan to defeat their opponents, although their respective military strength was far smaller.

The advantages of the sea over the land as means of communication obviously vary with different countries. It is clear that, to a na-

tion without any land frontier, sea communications are of far more importance than to one which has a small sea-board compared with its land border. For instance, a nation entirely surrounded by water like Great Britain depends much more on her sea-borne trade than a country like Germany whose coast is only about one-fifth of her total boundaries. In the former case Great Britain looks almost entirely to overseas commerce for the maintenance of her national life and even her existence. Without the free use of the sea for importing food and raw materials, the United Kingdom would perish. In the latter case, however, Germany can, as the war proved, live on a very limited supply of food from other lands, and can carry on almost all her industries without importing a ton of raw material. Not only does Great Britain depend on the seas for food, but most of the wealth of the nation comes from sea-borne trade. It would be a physical impossibility for her forty or fifty millions of inhabitants to find work of any sort, if manufactures from imported raw materials were to cease; whereas Germany can actually carry on her regular industrial occupa-

by the great seas."† By the gaining of sea communications the "British Empire came into being and with their loss it will pass away."‡ It is literally true to say that the British Empire floats on the two British Navies—the Royal Navy and the Merchant Navy.§ The British Empire is scattered over the length and breadth of the globe. In all the six continents there are colonies or dominions, dependencies or protectorates. These must be connected by overseas communication. Besides these there are thousands of islands varying in size from a million square miles to as many square feet, all of which would be absolutely isolated and cut off from the rest of the Empire should sea communication be severed. For this reason the British Empire depends on the sea for its very life. For this reason the "coasts of her enemies are her own real frontiers."|| Should the sea communications be severed, that is, should the command of the sea be lost (for the latter necessitates the former), it would be possible for any part of the British Empire to be torn from the rest and attached to some other nation. In this way a country like Australia could be occupied by hostile troops and the very nationality altered by a system of organised emigration. This is a possibility which can only be prevented by the command of the sea ensuring safe maritime communications.

But besides sea communications being indispensable for the perpetuance of the Empire, they are necessary for its life. Great Britain is almost completely dependent on overseas supplies of food. To feed the swarming inhabitants of the great cities of England, Scotland and Wales requires a miracle of transportation; to occupy them a miracle of organisation. For both of these Great Britain must draw from other lands. Again, national wealth depends on trade. In the great war Britain was, perhaps, the only European belligerent that was not bankrupt. To be in such a state requires an enormous quantity of wealth, and wealth can only be obtained by trade and trade depends on sea communications. The wealth, which trade pours annually into Britain, is estimated at fifteen hundred million pounds sterling. Although the British Empire as a whole is an "economic unity," no part can exist by itself. The dominions all draw from some other part of the British Em-

pire some portion of the wherewithal of their daily life. They all produce raw material, the greater part of which must be sent to Britain for manufacture, and the only means of transportation are by sea communications.

These lines of communication must belong to the British Empire. Probably, as modern conditions are now, foreign control would not mean utter annihilation, but it would mean that the life blood of the Empire would be limited to suit the convenience of a foreign power. It would mean that the British Empire would be in virtual subjection as a connected whole, and would only exist on sufferance.

The pre-eminent value of sea communications for any nation with a coast line, and all great nations to be great must have one, is thus clearly established. What has been said of Great Britain and the British Empire applies equally to any nation that aspires to world-wide position. It was in recognition of this principle that "a master on sea is a master on land,"* that the German Fleet came into being; it was through lack of these vital veins that Napoleon failed to conquer the world; it was the failure of the fleet of Philip II, of Spain to protect his empire that caused its destruction and, finally, it was the presence of this mastery that was the mainstay of Roman power and the loss of it which was the ruin of her dominion.

After thus considering the value of sea communications, it is natural to turn to their defence, to examine the means by which these "strongest nerves" of a nation's existence can be protected from the depredations of pirates and the fury of the elements in peace, and from the assaults of the enemy in war.

The problem of adequate protection from piracy is as old as sea transportation itself. The moment ships carried goods from land to land, pirates began to make their appearance. It was as natural, in fact, more natural, to rob by sea than by land, for it is harder to catch offenders on the ocean plains than in the most difficult places of any country. The Mediterranean, which was practically the only place in the ancient world where there were any ships to plunder, offers peculiarly good opportunities for freebooters. Its shores are thickly crowded with natural harbours, and it is studded with islands, many of which offer excellent bases for sea robbers. Here piracy grew rapidly, until, at the end of the Roman Republic, pirates were so powerful that even high

* "Our Sea Power," page 79.

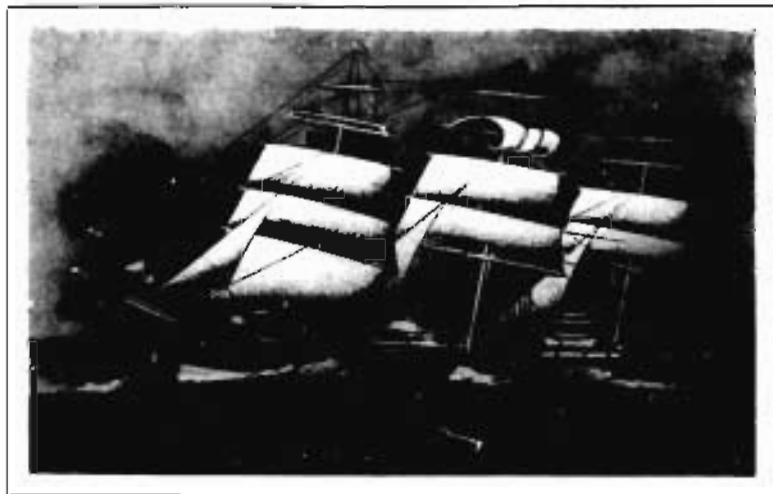


Photo by courtesy Capt. A. W. Pearce, F.R.G.S.

Riding the "White Horses" of the Sea.

Ship "PATRIARCH" running her "East" down.

Germany's overseas commerce has perished and with it her ordinary manufactures. Nothing to the contrary has been stated. It is merely maintained that, had she been able to trade with her land neighbours, her industries could have thrived without the assistance of her merchant fleet.

tions without any of her goods going near the coast.*

The best example of the value of sea communications is the present state of the British Empire. It is literally true to say that the British Empire is "either divided or united

† "Harmsworth Popular Science," page 4355.
‡ "Sea Power," page 91.
§ "Sea Power," page 91.
|| "Our Sea Power," page 48.

Roman officials were captured. At length the authorities at Rome determined to suppress the practice. In the characteristic thorough Roman way, they annihilated the pirate fleets, destroyed their strongholds, and crucified their leaders. Only by these extreme measures could have been effected that suppression of piracy which was maintained till the downfall of Rome, and never till recent times have the seas been so free from marauders. When Britain took up the same question eighteen hundred years later, she found that the same steps were necessary. The Royal Navy, in the "Navy" way, freed the oceans for ever from freebooters, and gave protection to peaceful travellers in every part of the globe.

It is impossible to record here in full all the modern inventions of science which have helped mariners in their endless struggle with the forces of nature: it is, however, necessary from the nature of the essay to mention the chief ones. With the introduction of iron and steam in vessels of all sizes, the ratio of safety to danger was immediately trebled. There is now no need to depend on the constantly varying winds as a means of propulsion, nor to place a few inches of wood between the sailor and the deep sea. The steam engine drives a liner into the teeth of the strongest tempest, and half an inch of steel is worth more than nine inches of the stoutest oak. At the same time, science has provided ships at sea with many appliances for the location and avoidance of danger. Sound transmitters under water can detect the approach of any floating icebergs or unknown reefs in ample time for them to be avoided, and the enormously increased power of lighthouses has dispelled the former dread of the dangers of darkness. None of these instruments, however, are to be compared to wireless telegraphy, by which ships hundreds of miles from land can communicate with stations on shore or with equally distant ships. Lastly, it is necessary to mention the work of the Royal Navy in the preparation of charts of every sea. Formerly, ships sailing in home waters had no reliable maps. Now, thanks to the Navy, there are accurate charts of almost every portion of every ocean, even of the most unfrequented parts; thus, the Navy has saved untold thousands of lives.

Complete protection of merchantmen in time of war can only be obtained by the complete destruction of every sea-going enemy warship, surface or otherwise, or by absolutely confining the enemy fleets to their harbours. Needless to say, it is practically impossible to achieve

either of these in a modern war. Present day weapons of offence are so varied and so powerful that, as was fully demonstrated in the Great War, it is out of the question to prevent all enemy ships from leaving their bases. To obtain this, or, indeed, to secure any safety, the command of the sea must be gained. The country which would have the command of the sea must have the strongest fleet. Thus the British Empire gained control of the ocean highways in the Great War solely because she had the best fleet on the face of the waters. There was in this case no need to fight a great naval battle. The Germans realised their own inferiority and stayed at home. The result was that "the merchant flag of Germany vanished from the seas, while British transports and merchantmen . . . passed to and fro as freely as they did before the war."

The command of the sea is, however, not the only requirement for the protection of merchantmen. These latter are always open to attack by enemy cruisers, armed liners, and submarines, besides the incessant danger of mines. A single enemy light cruiser can do millions of pounds worth of damage in a comparatively short space of time. It is therefore the duty of the navy which has gained the control of the sea to sweep up these marauders. Only in the Great War has any such systematic search for hostile warships been attempted, and the thoroughness with which it was carried out is one of the surest proofs of the mastery of the seas by the British Navy. In other wars other methods of protection had to be taken against this menace. Perhaps the most effective of these is the arming of merchantment with small guns, so that they can defend themselves against anything but a regular warship. The system of convoying was largely used by the Allies during the Great War, by which individual or groups of liners or merchantmen were allotted to one or more light cruisers to be convoyed through a danger zone.

The use of the submarine against the mercantile marine brought into being another system of protection. The arming of vessels was usually confined to one gun in the stern, and superior speed was relied on more than ability to fight. Destroyers took the place of light cruisers for convoying, and another fleet of vessels specially adapted for chasing and destroying submarines was created.

*"Our Sea Power," page 15.

The most insidious foe of any ship afloat is the mine, which can at one blow destroy the largest liner. To free the seas from hostile mines, many thousands of trawlers were taken over by the Admiralty in this war, and by constant sweeping, the main routes were kept safe. Floating mines, which were used to a great extent at the Dardanelles, are perhaps the most dangerous of the two kinds, as there is no satisfactory way of insuring protection against them.

Another mode of defending sea communications came into being in the Great War. The line of communication between England and France was protected by wire nets, in addition to minechells and patrol vessels, thus ensuring a maximum amount of safety from floating mine or submarine.

Such, briefly, are sea communications, such their value and protection. To a world power the latter necessitates an expenditure of millions sterling every year; the former is worth an annual revenue of hundreds of millions. To obtain sea communications requires the mastery of the seas; to possess them means the mastery of the land.

The war has shown that the race has retained its former sea instinct which, if kept alive as hitherto, will be the basis of the maintenance of our Sea Power. The greater the number of individuals who are imbued with this sea instinct the more able and ready the Empire will be to meet danger in the future. Sea Power has saved the Empire in this war as it has always done in similar crises. This fact cannot be too widely disseminated.

ADMIRAL SIR F. C. D. STURDEE.

Without the British Navy the free development of Anglo-Saxon institutions in both hemispheres would have been imperilled and the homes and unity of the British Empire destroyed; the Prussian ideal of the State would have been triumphant throughout the continent of Europe and the Pan-German dream of universal dominion become a dismal, a terrible, but an assured reality throughout the world.

HON. BENJAMIN RUSSELL, M.A., LL.D.

Who does the best his circumstances allows,
Does well, acts nobly, angels could no more.

YOUNG.

EDITORIAL NOTES AND NOTICES.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor.

Anonymous communications will not be entertained.

All alterations of standing advertisements must reach the Hon. Secretaries NOT LATER than the 7th of the month of issue.

Correspondence of a business nature should be addressed to the Hon. Secretaries, Royal Naval House, Sydney.

Phones: CITY 7786 and CITY 6817.

The Navy League Journal is the official organ of the Navy League of N.S.W. It is non-sectarian and non-political. It urges the necessity of unity and the vital importance of maintaining intact the Empire's sea power.

The Journal is the property of the Navy League, and any profits that may ultimately accrue from its publication will be devoted to the furtherance of the League's aims and objects as outlined on page 16.

With the keenest feelings of regret we learn that the Federated Seamen's Union has decided that all its members shall withdraw from all naval and military activities.

If, as stated by the Union's Secretary, the Commonwealth Government has definitely decided not to make the war gratuity available to the men of Australia's Merchant Marine who manned our transports and traders through the war zones from the commencement of hostilities to their cessation, surely the Government will tell the nation in unambiguous language why these men are ineligible for the benefits vouchsafed to their brethren of the fighting forces afloat and ashore.

Why official recognition of a substantial nature has been denied the Merchant Service is a mystery to Australians who above all else, love fair play.

We are assured that there is a large number of seamen involved.

Whether the official argument against the granting of the gratuity is the same as one of local origin we have heard, viz. "the merchant seaman's pay was so much higher than the naval man's that

Continued on page 13, column 2.



Photos by courtesy SYDNEY MAIL.

The MAN.
The SHIP.

The Sheet Anchors of the British Empire symbolising its UNITY and STRENGTH.

THE BOY SCOUT!

By "H.Q."

AUSTRALIAN PARENTS ALERT!

Have you ever realised what a Boy Scout is? Then, if not, read the Boy Scout's page in this Journal each issue.

THE SCOUT'S OATH!

I promise on my honour to do my best,
To do my duty to God and the King,
To help other people at all times,
And to obey the Scout Law,
which is:—

- (1) A Scout's honour is to be trusted.
- (2) A Scout is loyal to the King, his country, his officers, his parents, his employers, and those under him.
- (3) A Scout's duty is to be useful and to help others.
- (4) A Scout is a friend to all and a brother to every other Scout, no matter to what social class the other belongs.
- (5) A Scout is courteous.
- (6) A Scout is a friend to animals.
- (7) A Scout obeys orders of his parents, Patrol Leader, or Scoutmaster without question.
- (8) A Scout smiles and whistles under all difficulties.
- (9) A Scout is thrifty.
- (10) A Scout is clean in thought, word and deed.

In placing before subscribers to this journal some particulars concerning the Boy Scout Movement, my main idea is to try and explain to every reader our aims. They will then appreciate their worth as a Character Building Institution. With that idea, I will start at the commencement of a Scout's career, and take the reader, step by step, through the various degrees, until he reaches the highest non-commissioned rank of Troop Leader; and thus from time to time I hope to extend the knowledge of our aims to those who have not been previously conversant with them.

It is universally admitted that no one can make much progress unless they develop Character and evolve; therefore, the existence of an Association which has this idea for its basis is a necessity!

When a boy joins a Troop of Scouts he must have reached the age of eleven years, and is

trained by a Patrol Leader for a short period until he is able to pass the initiation examination, which is called the "Tenderfoot Test."

For this he must know completely, the Scout Law and Oath, Signs and Salutes, Composition of the Union Jack, and the correct way to fly it, and be able to tie eight simple knots.

He is then sworn in as a member of the Great World-wide Brotherhood of Scouts. This ceremony is most impressive and is usually performed by the Senior Officers of the Movement (in the event of the various Chaplains' absence), and is conducted as follows:—

The whole Troop is formed into a horse shoe formation with the Scout Master and Assistant Scout Masters in the gap. The recruit, with his Patrol Leader, stands opposite them at the "toe" of the horseshoe. The Troop is called to the Alert. The Scout Master then explains clearly the Scout Law and Oath, and says to the recruit:

"You have given careful attention to the reading of the Scout Law and Oath, and having passed the necessary tests, you have become eligible for the rank of Tenderfoot Scout. Is there anything about this Oath and Law which you do not understand?"

"There is not, sir!"

"Is there any reason why you should not take the promise of the Scout Oath?"

"There is not, sir!"

The Scout Master then proceeds to administer the Scout Oath. All present come to the half salute (hand held shoulder high, with palm to the front, fingers in position of secret sign).

The recruit now repeats the Scout Oath after the Scout Master, after which the latter says:

"I trust you on your honour to keep this promise. You are now one of the Great Brotherhood!" The Scout Master then shakes hands (with the left hand) with the recruit, and says: "On your honour, did you fairly win this distinction?"

"I did, sir!"

(To be continued.)

THE MERCHANT SERVICE AND THE WAR.

By J. HAVLOCK WILSON, C.B.E., M.P.

(In "The Navy," London.)

I do not propose to write a panegyric on the work of the *Merchant Service in the War*. I would prefer to set out a few facts from the official records of those days, because those facts are infinitely finer testimony to, and laudation of, the Merchant Service, Officers and Men, than any phrases can possibly be.

You often hear people say that the Merchant Seamen fed Britain during the War. We all accept it as true, without realising what it means. Board of Trade statistics may seem dull things to most people, but there is a great deal of romance hidden behind the tables of imports into England, in each of the half-years of the War. It needs a little imagination perhaps to see the romance, but it is there.

Here are a few tables of foodstuffs imported, selected at random from those tables, covering a period August, 1914, to August, 1918:—

Wheat	351,000,000 cwt.
Beef and Mutton	42,000,000 "
Butter and Margarine ..	17,000,000 "
Sugar	118,000,000 "

Without wearying my readers with a complete list of imports, I would mention merely such of the foodstuffs as fish, cheese, oats, bacon, eggs, tea, coffee, raisins and so on, and add that the total weight of foodstuffs imported exceeded 916,000,000 cwt.

Nor was food the only thing imperatively necessary for the national life during the War. Copper, cotton, wool, silk, tallow, hides, timber—run over in your mind all the articles in daily use, recall all the expenditure of raw material on War purposes. These things had to come to us from Overseas, brought here by the labour of men's hands and at the peril of men's lives.

What that peril was we realise too little even now.

Facts again tell the story most vividly.

The total number of Merchant Ships sunk was 2,475. The total number of Officers and Men of the Mercantile Marine who lost their lives through enemy action was 14,700.

There were times when the peril of the sea seemed almost more than men could be expected to face. There was that black period of April, 1917, for example. In seven days the weekly return of merchant ship sinkings showed fifty-six British ships sent to the bottom. The record of the following week was nearly as high.

What was the other side of the picture?

The number of ships that entered and left British ports in those weeks was approximately 5,300. The British Merchant Seamen refused to be terrorised.

Landsmen have very little appreciation of what that German attempt at terrorising really meant to the men who suffered. How should they, since they know nothing of the tortures that can be inflicted by the everyday marine risks of seafaring? It is well that the records of what some seafarers suffered at the hands of the enemy have been preserved for us. In the archives of the Admiralty are to be found some of the most appalling stories ever recorded. Out of the hundreds of them I will pick just two, to illustrate my point.

The little steamship *Coquet* was sunk in the Mediterranean by a submarine whose officers wore caps bearing the Austrian Crown. Perhaps they were Austrians, perhaps they were Germans, neither nation has any reason to be proud of them.

A great sea was running and the two boats in which the thirty-one who formed the complement of the *Coquet* were set adrift were both damaged. They were overloaded and they were 300 miles from land.

Six days and nights they tossed and suffered, and on the morning of the seventh day they made a landing on the desert shore of Africa. There they were set upon by a band of savage Bedouins and massacred. It was almost a merciful release after their previous sufferings, inflicted on them, not by savages but by men who were nominally Christians and civilised. Those six days and nights in the open boats are a nightmare of horror to anyone with a spark of imagination.

Continued on page 13, column 1.

FRENCH CLEANER AND DYER.

ALPHONSE EVEN

(Late Adjutant in French Army. Active Service, March, 1915 to November, 1918.)

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As a pendant to that story I will tell one of a child-hero of the sea, a boy who in almost any other walk of life but seafaring, would have been still at school. He was the fourth officer of the steamship *Thracia*, and he was only 15 1/4 years old. The ship was torpedoed by a German submarine, and the U-boat Captain, in his cruising round among the wreckage (for no humane purpose naturally) found the boy clinging to a fragment of a lifeboat in the sea and in the dark.

"Are you an Englishman?" asked the German officer.

"I am," was the boy's proud reply.

"Then," said the German, "I shall shoot you."

"Shoot away," said the young fourth officer.

So disrespectful a reply naturally hurt the very sensitive feelings of the German.

"I shall not waste powder on a pig of an Englishman," was his majestic retort. "Drown, you swine, drown."

And the submarine sheered off into the darkness. But the boy did not drown. He was picked up after being thirteen hours in the water, and lived to put on record this true story of German humanity.

Those incidents are not unique in the record of the doings of the Mercantile Marine during the War. They can be matched again and again. Is it any wonder that those of us who are in close touch with the Merchant Service, who know at first hand all that it has done and suffered for the sake of the Country, desire passionately to see that Service take its rightful place in the nation's esteem, to see it an honoured and respected profession, in which men can gain a competence under conditions of life fit for human beings, to see it, in short, adequately rewarded for its heroism, its devotion, and its unfailing readiness to serve others.

By courtesy of Messrs. W. H. PALING, the fine pen drawing of H.M.S. *Renown* (presented by Mr. W. L. Hammer to the Navy League) was exhibited in their window for the period of the Prince of Wales' visit to Sydney

EDITORIAL.—Continued.

it would be unfair to give the former the same amount of gratitude as the latter? we know not, but we do know that this argument is built on sand, as witness the 1900 year old story of the laborers who were engaged by a certain husbandman for specified sums of money to work in his vineyard.

We do not know that the men of the mercantile marine were often beset by greater perils than the men of the Navy. Poor old merchant ships could not kick back when attacked by murderous submarines with the same force or accuracy as the well armed men of war.

If there is nothing more than meets the eye behind the Government's refusal to recognise the services of the merchant seaman during the war, we believe that the people of Australia will insist on payment being made to these men, just as it is being made to members of the "pukket" fighting services. A verbose vote of thanks is cold comfort to the average seaman, he wants something more tangible.

In the May issue of the Journal Admiral Viscount Jellicoe told us what we owed to the merchant seamen, and in the pages of the current issue another writer adds his testimony of services rendered by the unfailing and undaunted men of the Empire's Merchant Marine.

According to present arrangements the battle cruiser "*Renown*" leaves Sydney for Western Australia on Friday the 25th instant. She is due to return to Sydney on or about July 25th.

H.M.A.S. "*Australia*" accompanied by several units of the Australian Fleet is expected to leave Sydney for the West on the 28th inst.

The flight of the famous Vickers-Vimy from London to Adelaide, via Darwin, under the command of Captain Sir Ross Smith, demonstrated the accessibility of Australia to the countries to the north of us. And the science of aeronautics still in its infancy!

The Commonwealth authorities will need to give earnest consideration to the question of adequate control of our invaluable outpost lands, or else the continuation of Moore Street to Macquarie Street, together with the development of lesser things such as immigration, water conservation, irrigation and defence, will be left for a more energetic and fited race to accomplish.

From New Zealand comes the news that it is proposed to commission the old light cruiser "*Philomel*" as a training ship for boys who wish to enter the R.A.N. as ratings.

Continued on page 15.

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EDITORIAL — Continued.

It appears that the value of the "smoke screen" was appreciated long before the attacks on Zeebrugge and Ostend by the British.

It is on record that Sir Francis Drake, in the year 1589, caused "four smoke ships to drift down upon the fort" in order to "spoil the aim of the gunners" prior to his attack on the Spaniards at Lishon.

Perhaps an interested reader will be able to quote examples of the use of smoke screens by the warriors of antiquity.

When found possible the N.S.W. branch of the Navy League (preferably in conjunction with the other branches of the League throughout the Commonwealth and the Dominion of New Zealand) hopes to be able to embark on a scheme of patrol service for boys on similar lines to the organisations in England and Canada which are known as the "Navy League Sea Cadet Corps."

When the time comes to concrete the proposal we hope the Department of the Navy will render the League material assistance in the shape of a suitable training launch or launches. The League should be able to produce the required number and type of boys, together with qualified voluntary instructors.

Suggestions from our readers in respect to the formation of such a Corps as mentioned above will be appreciated.

The keel of the second liner under construction by Messrs. Beardmore & Co. for the Commonwealth Government has been laid down. It is to be hoped that it will not take as many moons to complete the vessel as it takes the responsible authorities to get the funnels and masts and sundry other things into a cruiser now building at Sydney — perhaps if the cruiser is not disturbed too much she will develop into a flying ship — because the H.C.L. will ultimately dispense with the necessity for cargo carriers.

It is rumoured that Minister Poynton has received definite quotations from the N.S.W. Ministry for the construction at Walsh Island of two or three large cargo vessels, fitted with refrigerating machinery. We want machinery to speed things up a bit as well as to freeze things, or else the "peaceful penetration" of the Germans will be here before we, in the worldly commercial sense, are awake. As a race we place more credence on the *bona fides* of foreigners than we do on those of our own flesh and blood and thus allow them to steal a march on us.

Messrs. Perdriau are to be complimented on taking the lead in commercial aviation. May other enterprising firms take a leaf from the rubber firm's book.

The famous blockships which were sunk at Zeebrugge and Ostend have been presented by Britain to Belgium. They are the *Iphigenia*, *Vindictive*, *Theis* and *Intrepid*. And by the way, Lieut. Billard-Leake, R.N., D.S.O., who at present is serving on the "Renown," was in command of the first named vessel on that memorable and stirring occasion.

Every right thinking citizen should approve of the Navy League's doctrine, and all but the mentally shortsighted will see beyond Macquarie Street from Martin Place or Moore Street, or beyond the mirage of Canberra from Melbourne: they will visualise the only boundary that will concern our posterity washed by the changeful seas of Southern Asia.

No less authority than Admiral Earl Beatty has paid tribute to the sterling qualities displayed by our seamen in the late war.

By courtesy of Mr. Hugh J. Ward, the Theatre Royal, Sydney, was placed at the disposal of the Navy League on Tuesday, the 22nd inst., when Lieutenant Billyard-Leake, R.N., D.S.O., Legion d'Honneur and Croix de Guerre, delivered a most successful and interesting lecture to a crowded audience of about 1500 attentive and enthusiastic boys from the Great Public Schools.

The lecturer, who was introduced by the Minister for the Navy, the Rt. Hon. Sir Joseph Cook P.C., G.C.M.G., dealt with the historic attack on Zeebrugge.

The lecture was given exclusively to the boys under the auspices of the New South Wales branch of the League and no charge for admission was made.

The League hopes to be able to arrange a lecture for the girls at an early date: also one for Members of the League.

Members of the Executive Committee are reminded that the meetings in connection with the Royal Naval House and the N.S.W. Branch of The Navy League are held at 3 p.m. and 3.30 p.m. respectively on the *second Monday* of each month. Committeemen are requested to make an effort to be present.

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