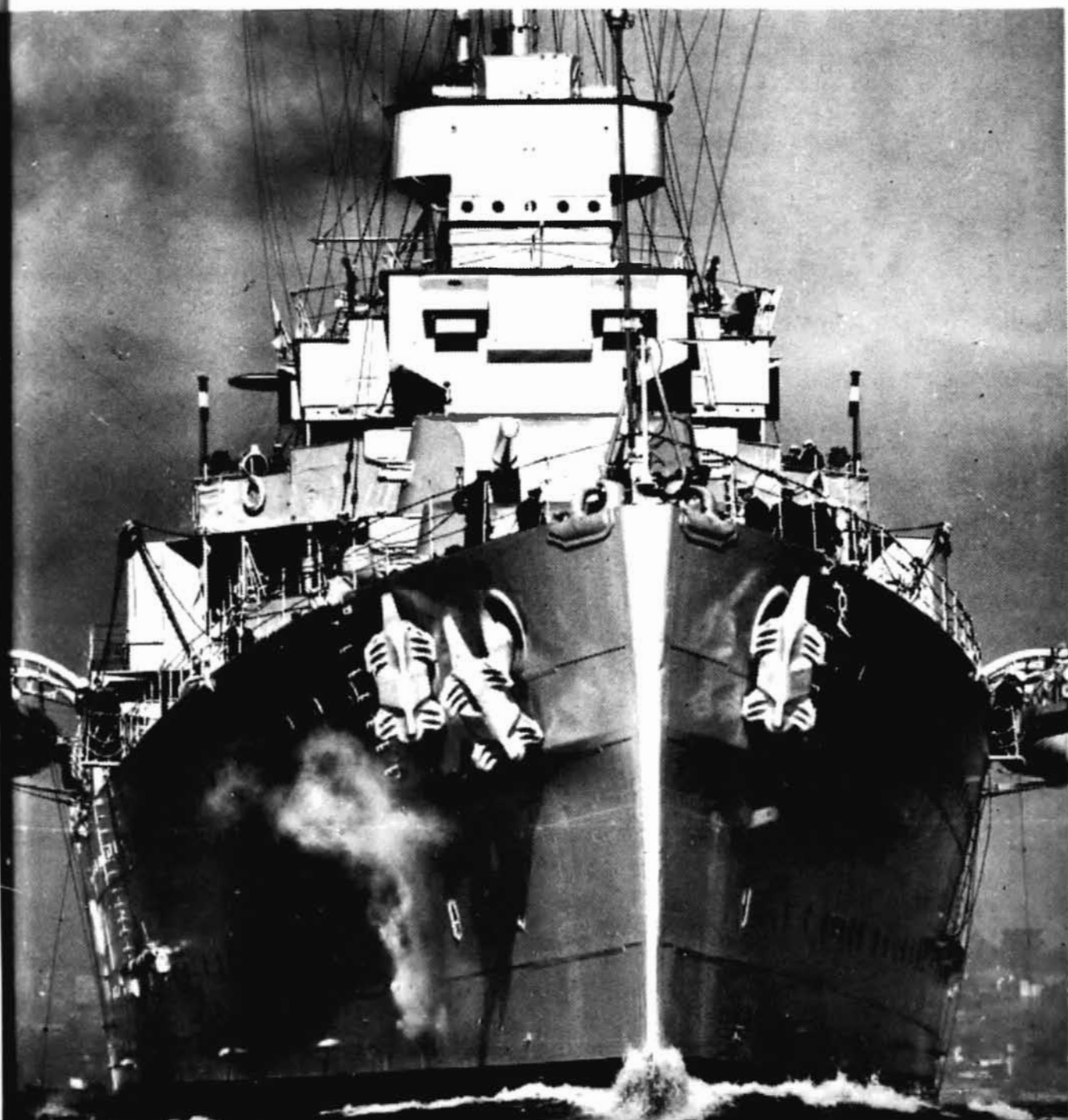




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THE LESSON OF JUTLAND

The day this editorial goes to press (31st May, 1939) marks the passing of twenty-three years since the naval engagement off Jutland between the British Grand Fleet and the German High Seas Fleet, an action which decided once and for all that Britain was indeed Mistress of the Seas.

This battle has been fought over and over again in a controversial manner. Comparisons of the actions of two British Admirals concerned, Jellicoe and Beatty, have been made. Arguments have been advanced for and against the tactics employed. The question has often been raised as to whether Britain actually won or lost the Battle of Jutland. It has been pointed out that British tonnage sunk in the action was 115,025 as against the German loss of 61,180 tons. British casualties were 9,049 killed and 510 wounded. Germany's, 2,545 killed and 494 wounded. This alone indicates, say critics, that Britain actually did lose.

But one factor emerges from the welter of controversy that surrounds Jutland. At the conclusion of the action the British fleet still rode the high seas, and the German fleet had scuttled for home. Again, on the shoulders of those officers controlling the fight rested an enormous responsibility. If the steel ring of battle craft cutting off Germany's supplies had been broken, and her High Seas Fleet had dispersed the British, control of the seas would have been lost to the Allies. With the loss of that control would have come the loss of the whole war. Therefore the point to be kept in mind by British commanders was:—"We must keep the seas at all cost. And in spite of the high cost of the disproportionate losses in men and ships, the seas were kept."

So, in spite of the apparent inequality of the result, measured in terms of men and ships, Britain, from technical and strategical standards, decisively did win the Battle of Jutland.

(Continued overleaf)

June, 1939

"LESSON OF JUTLAND"—Cont'd.

Nowadays there are many decriers of our Empire. People who demand to know why Britain does not take this or that line of action, as indicated by the current trend of international events. It were well for those critics if they paused in their criticizing and pondered over the lesson of Jutland. Britain's apparent losses in prestige, in trade, and in international standing are, on the surface at least, apparently great. So were the Jutland losses, but when all is said and done, the British Empire is still the mainstay of world peace. As with Jutland, surface and initial losses do not count when the final result is declared.

Remembering Jutland, let us have confidence in what that final result will be. The Navy League maintains that the Empire is still great, that it will continue and endure, holding its position at the head of the nations of the world. And remembering Jutland, bear in mind that the greatest factor in retaining this position of supremacy, and the greatest force for peace is, beyond shadow of doubt, the Royal Navy, and the navies of the Dominions.

THE EDITOR.



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"U" - BOAT AND "Q" - SHIP

By CAPTAIN M. B. R. BLACKWOOD, D.S.O., R.N.

I suppose that during the Great War the words "stunt" and "hush" were used as often as any in the English language. The soldiers were always doing "stunts," and after a time the sailors developed the "hush ship." "Hush ship," "mystery ship," or "Q-ship," they all meant the same thing. They were traps.

Traps of all shapes and sizes. They ranged from a 3000-ton steamer to a fishing smack, but, no matter how different they were in outside appearance, their duty was the same—and that was to deceive the enemy. They were taken up by the Admiralty and fitted with hidden guns, depth charges, and, in 1917, even torpedoes.

Whatever we thought about the German sailors in the war, we were sure that they were neither blind nor fools—and, bearing this in mind, it will be understood that the conversion of these merchant ships into men-of-war had to be carried out in a most thorough manner. Not only had the armament to be adequately concealed, but provision had to be made for concealing the crew, which in many cases would be three or four times the number the vessel would carry on her lawful occasions.

One ship I have in mind had a peace-time crew of 18 all told. Pressed into naval service, her complement jumped to 80—and all except 4 or 5 of these 80 had to be shut down below during daylight hours. They had to be kept employed—"amused"—is perhaps a better word—so that, if their ship had the luck to get into action, they would back up their captain to the limit.

So that, although it sounds easy enough to stick a couple of guns into a steamer, there were a lot of problems which had to be overcome.

As I have said, these ships were traps. But sometimes a trap doesn't work, and in 1915, after an unsuccessful engagement with a Q-ship, a German submarine got home with the news that the English were using these traps. This, of

course, made it much more difficult for the trap, and during the latter half of the war it was a certainty that the trap had to be torpedoed before she could hope to get the enemy to the surface—in fact, the party didn't start for the Q-ship people till the submarine had won the first round. The result of the fight therefore depended on the individuality of the submarine commander. After torpedoing the apparently harmless merchant ship, would he come to the surface, or would he just make off under water and leave his victim to her fate? It was one huge gamble, and the winner was the man who didn't make a mistake.

Let us now follow the career of a typical Q-ship. The Admiralty, having selected a suitable ship, she is sent to a naval dockyard to be converted. Her captain is appointed and told to select his officers and crew from the naval depot. In close touch with the dockyard officers, he decides what guns the ship will stand, and where they are to be put, the accommodation for the crew, and a thousand-and-one details that are constantly cropping up.

The fitting-out period comes to an end at last and the ship's company comes on board, and with the least possible fuss the ship slips out of harbour, everybody glad to be up and doing at last. But, before the "doing" begins, there is one little matter that has to be attended to, and that is—drill.

Drill for days—and nights. The ship's company must be perfect, super-perfect, in fact—they must be ready for anything to happen. No disaster or combination of disasters must catch them napping. The men who are to form the supposed crew of the vessel must be taught to drop their navy smartness, as they have discarded their naval uniforms, and generally to behave as merchant seamen—a triumph of training over training. These are the men who form the "abandon ship party," or "panic party" as it was called. The object of the "panic party,"

I might mention, was to give the enemy the impression that the ship had been abandoned, when really the fighting complement remained on board, ready to let fly when the time came. The guns' crews had to be drilled till they could maintain the maximum rate of fire automatically.

The routes the ship was to take had to be worked out, her very name and changes of it had to be decided on. It was no good picking any name out of the thousands on the shipping register. It had to be the name of a vessel she resembled in build, and which the enemy submarine commander might expect to meet in that particular locality. The "panic party" had to be taught this fictitious name and primed with details concerning the cargo, the captain's name, last port of call, etc., in case they were examined by the submarine commander. Nothing must be left to chance.

At last the captain thinks that his crew is as perfect as he can make it—so in the dead of night the ship slips away to sea.

One writer on naval subjects states that "Probably no phase of naval warfare is so exciting as that of the Q-boat." He may be right, but what of the weeks and months of patrolling the seas without even a glimpse of the enemy? Luck—it was all luck. The luck that took the Q-ship into an area where a submarine was working, or the luck that kept her clear of it.

I know of one Q-ship which steamed up and down the Mediterranean for nearly two years without even sighting a periscope. It's a hard job for the officers and men to maintain their keenness and efficiency under such circumstances, but these must be maintained if the Q-ship contest is going to come out on top in the trial of wits which a meeting with the enemy involves.

Well, we shan't inflict the fate of my Mediterranean friend on the Q-ship whose fortunes we are following. Let us suppose that after a week or two's cruising with no luck, her captain, who has been following the enemy submarine reports received by wireless, thinks he has a chance of locating a U-boat and so steers a course that he hopes will bring about the desired meeting. The trap is set, baited with an innocent looking steamer.

We'll let our man win this time, but our man didn't win on many occasions. Often the only record left that he had even existed was a patch of oil on the water, and perhaps a couple of floating bodies.

The ship commanded by our friend steams along at the usual speed for a vessel of her type. On deck a couple of men loaf about in nondescript get-up. On the bridge the officer of the watch and the helmsman only are visible. But if you could probe into her secrets you would be surprised to find that many pairs of eyes are anxiously watching their own particular sector of the horizon. The men to whom the eyes belong are concealed in coils of rope, ventilators, boats—anything that will hide a man.

There is a large hawser reel on the fore-castle—at least it looks like a hawser reel, but inside it a man is speaking down a voice-pipe. A funny place to find a voice-pipe.

"I can see something green 20," he says.

That is, two points on the starboard bow. The officer of the watch swings his glasses on to this bearing and, after a good look, says to the helmsman, "Sound the alarm."

The helmsman presses a button on the wheel-house bulkhead and a subdued buzzing is heard all over the ship. But nothing happens—outwardly, that is. After an order like that, one would expect to see some excitement displayed by the crew. Men coming on deck and what not. But there isn't. Not a trace of a change in the outward appearance of this ship—except that the officer of the watch on the bridge is joined by an individual as nondescript as himself.

"No mistake this time, Sir," says the first.

"Right you are, No. 1. I'll take her. Good luck," answers the newcomer.

The first speaker loafs aft and vanishes into the poop. The other walks to a voice-pipe hidden behind the weather cloth, and listens. A muffled voice up the pipe—"Four-inch gun ready, Sir." Then—"12-pounders ready, Sir."

How often has he rehearsed all this. Now he'll see how his ship's company will respond to his training.

On board the enemy submarine the captain has been warned that the British are using decoy vessels, and he decides to attack with a torpedo so as to be on the safe side. He dives and proceeds to attack. The anxious watchers on board the Q-ship note this, and the warning goes down the voice-pipes to all guns—"Enemy has dived."

(Continued on page 15)

AMERICA'S NEW NAVY

A Survey of U.S. Warship Construction

By WALTON L. ROBINSON

(An American Correspondent)

The determination of the United States to keep pace with the current international re-armament competition at sea is evidenced by the vast amount of naval tonnage now under construction or soon to be laid down in American shipyards. At the present time no fewer than sixty-three combatant vessels of some 365,000 tons are either building or provided for, while eighty-seven additional warships, representing over 330,000 tons, are authorized and will be commenced within the next several years.

Save for three cruisers—the "Wichita," "St. Louis," and "Helena"—all American warships at present under construction or appropriated for were authorized by the Vinson-Trammell Act, passed in 1934 by the Seventy-third Congress. This Act authorized the construction and replacement of vessels within the limits established by the Washington and London treaties. Some 63,000 tons—thirty-two destroyers and nine submarines—have still to be appropriated for and laid down under the provisions of this Act. The remaining authorized tonnage belongs to the 1938 Naval Expansion Act, which sanctions an approximate twenty per cent. increase over and above the strength established by the Vinson-Trammell Act. The Expansion Act calls specifically for the construction of three battleships, two aircraft carriers, nine cruisers, twenty-three destroyers, and nine submarines.

Perhaps the best method of reviewing America's present naval construction and future building plans is to consider separately each combatant warship type and ascertain the existing situation with regard to ships under construction, provided for, and authorized. Only in this manner may a comprehensive and yet completely accurate idea be gained of the tre-

mendous effort which America is at last making to acquire an adequate navy.

Battleships

At the present time the U.S. Navy possesses fifteen battleships, of a total displacement of 464,300 tons. One of these ships, however, became over-age this year, while by 1942 six others will have reached the age-limit. To replace these seven battleships, the necessary funds have been voted within the past several years for six new capital ships. The first two, the "North Carolina" and "Washington," were provided for by the Naval Appropriation Act for 1937 and were laid down October 27, 1937, and June 14, 1938, respectively. They are due to enter service late in 1941. The remaining four ships, the "Alabama," "South Dakota," "Indiana," and "Massachusetts," were appropriated for by the Acts for 1938 and 1939 and will be commenced within a few months for completion in 1942-43. These six battleships will displace 35,000 tons each and give promise of being the most heavily armed and stoutly protected in the world. Their designed speed of twenty-eight knots compares rather poorly, however, with that of foreign battleships now building.

(Continued on page 17)



"If the Japs try to get aboard MY ship,
it'll mean your pretty dam' quick!"



DON'T PUT IT IN WRITING

THE BOATSWAIN, THE MATE, AND THE KICKINGS

H.M.S. "Incredible,"
15th August.

III

Sir,

I have the honour to submit that I may be granted extra pay as follows.

On arrival at the Summer Training Camp, I was sent for by the Commander and informed me that me being a Boatswain was in command of transport, and that this being so horses 6 in No. and mules 1 in No. was on my stop chit.

Now, what I feels sir is this. I am perfectly pleased to do whatever is required of me as per regulations, but I wish to respectfully draw attention to the fact that I am a Boatswain, and that being the case the circumstances is such as to justify payment of allowance under K.R. 2927, para. 2, for extraneous duties.

I'm not complaining, but it might interest you, Sir, to know that I sustained considerable injuries from the mule, not mentioning the horses who was enough trouble as it was.

I have the honour to be,

Sir,

Your obedient Servant,
Wilberforce Seaweed,
Boatswain, Royal Navy.

CAPTAIN'S OFFICE, "INTOLERABLE."
MINUTE SHEET.

Comdr.
Paymr. Comdr.

For remarks please. Mr. Seaweed incorrectly quotes K.R. 2927, which refers to the reporting of High Tide in Scottish Waters. Suppose he means K.R. 2977.

II

He was in charge of the horses. If a Boatswain on board is in charge of boats, then ashore he's transport officer. But let him get extra pay if he can. The mule did kick him once or twice.

U. Scrubb-Dowse,
Commander. 15/8.

Captain's Secretary is in error quoting K.R. 2977, which deals with precautions to be taken to prevent undue evaporation of rum. Correct article is 3977. Propose to forward Mr. Seaweed's application.

Chas. Marrowfat,
Paymr. Comdr. 16/8.

From—The Commanding Officer,
H.M.S. "Incredible."

No. 92.

Date, 17th August.

To—Rear-Admiral, Battle Squadron.

Submitted.

With reference to K.R. 3977, authority is requested to credit Mr. Seaweed, Boatswain, with Command Pay at a special rate of 4d. per day for the period 1st-14th August, when he was in command of the transport column of the detachment landed for training at the Summer Camp in accordance with your Memorandum B.S. 9 of 23rd July.

2. The duties were of an arduous and unusual nature, accompanied by an element of personal risk, and Mr. Seaweed carried them out to my entire satisfaction.

C. Dogge,
Captain.

II

B.S. 54.
"Incredible."

It is presumed that reference to K.R. 3987 was intended. K.R. 3977 would appear to refer to the disposal of surplus bollards on Icelandic fishery patrol.

2. This should be confirmed.

G. B. Shore,
Rear-Admiral.

23rd August.

No. 92.
R.A. B.S.

Submitted this is confirmed and error regretted.

24th August. C. Dogge,
Captain.

B.S. 54.
C-in-C. S.F.
Submitted.

Payment would not appear justified in the circumstances disclosed, but the request is submitted for decision as a special case.

G. B. Shore,
Rear-Admiral.

From—Commander-in-Chief, Southern Fleet,
No. SF 273/34. Date, 12th September.

To—Secretary of the Admiralty.

The attached request is submitted for Their Lordships' favourable consideration.

2. I am strongly of the opinion that payment should be allowed.

David Jones,
Admiral.

"Incredible,"
1st October.

Sir,
Has my extra pay come through yet, please?

Wilberforce Seaweed,
Boatswain, Royal Navy.

"Incredible,"
18th November.

Sir,
What about my extra pay, please?

Wilberforce Seaweed,
Boatswain, Royal Navy.

21st December.

In reply, please quote:
C.W. 7725/37.

Commander-in-Chief, Southern Fleet,
Rear-Admiral, Battle Squadron,
Commanding Officer,
H.M.S. "Incredible."

With reference to your submission No. 237/34 of 12th September, I am directed by Their Lordships to refer you to the provisions of A.L. P.M. 2936/87, of 23rd July, 1888, whereby it was laid down that transport trains are to be considered as store articles. The question of the payment of Command Pay does not therefore arise.

I am further to request that the items composing the transport train may be mustered and surveyed, and that in the event of loss or damage having been sustained, to direct that the necessary sum may be recovered from the officer responsible.

BY COMMAND OF THEIR LORDSHIPS.

H. Westwood.

From—Commanding Officer,
H.M.S. "Incredible."
No. 92.

Date, 4th January.

To—Rear-Admiral, Battle Squadron.

Submitted.

With reference to A.L. C.W. 7725/37 on 21st December, Dockyard Officers reported that on survey the hoof of the mule was found to have been slightly damaged. The cost of repairs was estimated to be one shilling and fivepence.

2. This sum will be recovered from Mr. Seaweed, Boatswain, the officer responsible.

C. Dogge,
Captain.

—"Navy."

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"THE NAVY LEAGUE JOURNAL"

THE NAVY LEAGUE JOURNAL

JUTLAND!

By E. COUSENS

The 31st of May, 1916, will always be honoured throughout the British Empire, for on that historic day was fought the Battle of Jutland. It must have been a thrilling sight to see the flagship, H.M.S. "Lion," with Vice-Admiral Sir David Beatty aboard, leading the First Battle Cruiser Squadron into the fight in the same fearless fashion as did "Victory" with Lord Nelson at Trafalgar.

Shortly after the commencement of the engagement, the Germans concentrated their guns on the "Lion" and her sister ships. Beatty signalled for the Third Squadron, commanded by Rear-Admiral Horace Hood, to come up and take station in the battle line. Seeing that Vice-Admiral Beatty's flagship was in great danger of being sunk, the courageous Rear-Admiral, forgetting danger, placed H.M.S. "Invincible" in front of the "Lion" and bore the brunt of the fight. But, unfortunately, an enemy shell tore a great hole in her below the water line, and within a few minutes this battle cruiser, with the White Ensign flying still, disappeared, and with her, gallant Rear-Admiral Hood, officers, and men who gave their lives for King and Empire. Although Hood died, his name still lives, perpetuated in the battleship H.M.S. "Hood."

On came the battle cruisers, tearing through the water like live things. Every few minutes their guns sent great shells hurtling through the air to find, thanks to accurate British gunnery, the enemy's ships. A little later on the light cruisers joined in the fight. After playing a prominent part, Admiral Sir Robert Arbuthnot and his men of H.M.S. "Defence" went from war to peace on that memorable day.

The destroyers played a noble part in the action, the daring little sea hornets stinging the German ships every time they came within range.

There is one destroyer that must not be forgotten—H.M.S. "Shark." At dusk, this plucky little craft, which had been doing splendid work, was suddenly attacked by a German battleship, which trained every available gun on her. "Shark" held her own until a salvo was fired at her. When the smoke cleared there was only one gun left intact, and her Commander, Captain

Jones, was badly wounded. But he would not leave his post. So, with only a few heroic lads working the last gun, and her dauntless Captain giving orders from his wrecked bridge, the White Ensign streaming defiantly before the enemy, H.M.S. "Shark" fought until the end.

At last the British battleships, led by Admiral Jellicoe, arrived on the scene, and the German fleet decided that it was time to head for home, leaving the Grand Fleet in charge of the North Sea.

Those heroes who made the supreme sacrifice so that Britain and her allies could continue to exist, gave us an object lesson of honour, courage, unselfishness and work truly done.

It is the duty of the present and future generations to see that the tradition of Jutland will always be upheld throughout the Empire.

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June, 1939

SEA CADET NOTES

WOOLWICH DIVISION

By H. O. C. FARR, Chief Officer (Acting)

Woolwich Division, N.L.S.C.C., is carrying on with the good work. We were indeed unfortunate to lose the services of Mr. Tottman, late Officer in Charge, whose work on behalf of the Division has been as untiring as it was unselfish. Mr. Hilton Collison, late Second Officer of the Division, has stepped into Mr. Tottman's place. He will certainly find his old O. in C.'s example a hard target to shoot at, but being trained from a lad in the N.L.S.C.C., we have no doubt that he will come out on top. At this stage it is in order for us to extend our congratulations to Mr. Collison on his being awarded the Navy League's Long Service and Good Conduct Medal.

On Saturday, 27th May, Mr. Mort, Senior Training Officer from Headquarters Staff, visited the depot. It is hoped that by the time he makes his next visit all hands will be in uniform, and the general efficiency of the Division increased thereby.

Instead of the usual cups, purchased by trophy orders, the Division put to good use the prize money won in the Anniversary Regatta, 1939, by purchasing training gear, etc., for the depot. So now a handsome barometer and a thermometer grace our walls, and a brand new bell sounds off the hours of the watch as a result of Woolwich's aquatic powers. With the scientific instruments mentioned above, our log should certainly look more impressing, and ratings should be spurred on to a greater interest in things nautical by the sight of these useful adjuncts to our depot.

The Division's strength is gradually increasing, and great hope is felt that our numbers will reach the 40 mark in the next two months. Woolwich, like the well-known English gentleman, is therefore "Still Going Strong."

Navy League Sea Cadet Guard of Honour to Rear-Admiral Stevenson, C.M.G.

OUR PRESIDENT GOES ABROAD

The President of the New South Wales Branch of the Navy League, Rear-Admiral J. B. Stevenson, C.M.G., accompanied by Mrs. and Miss Stevenson, left by the R.M.S. "Ormonde" for England on May 20th.

The Corps turned out a guard of honour, comprised of ratings from North Sydney and Manly Divisions, N.L.S.C.C., and paraded at the wharf entrance, marching along the jetty, and taking post at the ship's side. The guard of honour was in the capable charge of Mr. Mort, Senior Training Officer, N.L.S.C.C., assisted by Mr. Grant, Chief Officer, Manly Division, and Mr. Turley, Second Officer, North Sydney Division.

Without fear of contradiction, it may be stated that this guard was the best the League has ever turned out, and was the cause of comment, bordering on the enthusiastic, from many people who witnessed it. Rear-Admiral Stevenson himself was more than pleased at the honour paid him by the Corps, and a letter from him received at Headquarters seems to indicate his appreciation. Here is the letter:—

"The Secretary,

"The Navy League, N.S.W. Branch.

"Dear Sir,

"Will you please convey to the Officers, Petty Officers, and Cadets of the guard of honour, my grateful thanks and appreciation for the fine send-off they gave to the President of the Navy League (N.S.W.).

"I was greatly impressed by their smart appearance and bearing, and am sure they will compare more than favourably with any detachments I may see on the other side.

"With all good wishes for the continued prosperity of the Navy League, and the Sea Cadet Corps,

"Yours faithfully,

"J. B. STEVENSON,

"President, Navy League (N.S.W.)."

Praise from a Naval Officer of Rear-Admiral Stevenson's high standing is praise indeed!

Whilst in England, Rear-Admiral Stevenson will take the opportunity of visiting Navy League Headquarters, and of getting in touch with various units of the Navy League, and its Sea Cadet Corps, throughout the United Kingdom.

The Corps wishes Rear-Admiral Stevenson and his family a pleasant voyage, and a happy and profitable sojourn in the Old Country, together with a speedy return to Australia.

(Continued overleaf)

THE NAVY LEAGUE JOURNAL



Shot by courtesy "B.M. Herald."

THE FINAL STAGE...

M.A.S. "Parramatta," escort vessel, was launched on 10th June. Of 1,400 tons displacement, she is armed with three 4-inch guns, four 3-pounders and a number of anti-aircraft guns. She will carry 110 officers and men. The photo shows "Parramatta" five days before her launching.

June, 1939

MANLY DIVISION

By G. H. SMITH, O. in C.

Manly continues to show progress. On the night of 17th May, a squad from the Division gave a signalling display at the monthly meeting and concert of the Shipowners' Society, which was held at the Rawson Institute for Seamen, Sydney. From reports received from onlookers, the display was a great success, and several comments were passed, congratulating the Cadets on their general smartness and efficiency.

Unfortunately we have to report a few set backs in the building of our new boathed. This is very upsetting to all concerned, but we hope to make a start with the building in the very near future.

The new routine drawn up and issued by the Headquarters' Staff is being put into operation at Manly, and should prove very beneficial to all hands. Undoubtedly it will take some time to master the routine—which is by no means easy—and it will be a few weeks yet before everything is running smoothly. However, there is no doubt that once it is under way properly it should increase the unit's efficiency to no small degree.

In this issue of the Journal we welcome Mr. R. Grant, our new Chief Officer, who has had considerable service with the Navy League, at both the old and the new "Fairlight" depots, and as Second Officer at North Sydney Division, from which he recently transferred to Manly.

The Younger Set of the Manly Navy League Sub-Branch Committee organised a party for the Cadets at the home of Mrs. Walsham last week, and a very enjoyable evening was spent.

On 20th May the Senior Training Officer, N.L.S.C.C., visited the depot and gave a very comprehensive lecture on the new routine and its application. His report to Headquarters on the state of the Division was (it is whispered) couched in quite complimentary terms. As the S.T.O. is a devotee of EFFICIENCY (spelt in capitals) we can, if our whisperer be accurate, throw our chests out a little, and report in conclusion—

"VERY WELL ON THE MANLY SIDE OF THE HARBOUR."

MERITORIOUS SERVICE

It is with pleasure that Headquarters announces a decision of the Executive Committee of the New South Wales Branch of the Navy League to award the League's Long Service and Good Conduct Medal to Mr. Hilton Collison, Officer in Charge, Woolwich Division, Navy League Sea Cadet Corps.
Good work, Mr. Collison!

APPOINTMENTS, PROMOTIONS AND TRANSFERS

APPOINTMENTS

Mr. D. J. Mort, Senior Training Officer, N.L.S.C.C., attached to Headquarters.
Mr. H. O. C. Farr, General Officer Assisting, attached to Headquarters.

These Officers carry the rank of Officer in Charge and Chief Officer respectively.

PROMOTIONS

Mr. Hilton Collison from Second Officer, Woolwich Division, to Officer in Charge, Woolwich Division.

TRANSFERS

Mr. R. Grant from Second Officer, "Victory" Training Depot, to Chief Officer, Manly Division.
Mr. H. O. C. Farr from Headquarters' Staff on loan to Woolwich Division as Acting Chief Officer.

"VICTORY" TRAINING DEPOT

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

The strength at "V.T.D." is improving gradually; we are getting a steady flow of new recruits each parade—rather a record for this time of the year.

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The Division attended Church Parade on Mothers' Day, 14th May, at St. Augustine's, Neutral Bay. The parade was inspected by Commander Spain, of the Navy League Executive, who congratulated those present on their attendance and appearance. The Rector, Rev. Mr. Kenderdine, gave an excellent service, and we hope to attend St. Augustine's again in the future.

A new Officer has been added to our strength to take the vacancy made by the transfer of Mr. Grant to Manly Division. Mr. Appleton, who is an engineer, will take over the Mechanics' Course from Mr. Chamberlain, who has his hands full with the records side of the Depot.

We are working every week-end, making alterations to the Depot, but hope to have everything shipshape early next month.

A cup is being presented to the Division for inter-divisional competition. In consequence, there should be some keen study carried out to gain the honour of being first to hold the trophy.

Again we can report—ALL WELL AT "V.T.D."



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NAVAL NOTES from OTHER LANDS

Czechoslovakia

What will become of the Czechoslovak Navy? Probably it will share the fate of that other river force, the former Austrian Navy, and be incorporated in the German flotillas. It includes one 200-ton turbine-driven gunboat, the "President Masaryk," with a speed of over 16 knots and a main armament of four 3-inch high angle guns; 16 Diesel-driven minelayers of 240 tons, mounting two 3.5-inch howitzers and four 3-inch guns; and nearly 30 patrol boats of from 7 to 48 tons, besides several tugs.

Egypt

The services of Captain G. T. Philip, D.S.C., R.N., have been lent to the Egyptian Government as Naval Adviser in connection with the programme of expansion which was recently approved.

France

Progress is being made with the oil tankers of the 1938 programme. The "Sanone" and "Seine" have been begun by the Ateliers et Chantiers de France, at Dunkerque, and the "Charente" and "Mayenne" by the Chantiers de la Seine Maritime (Worms et Cie.), Le Trait. Orders have been placed for four destroyers of the 1938 programme. Three 630-ton minesweepers, the "Commandant Bory," "Commandant Delage" and "Commandant Riviere," have been launched; and a new sailing tender has been laid down to replace the "Zelee." Otherwise there is little fresh news of the French Navy.

Greece

Two motor torpedo boats have been ordered from Messrs. Vosper, Ltd., of Portsmouth. Though no particulars have been released, it is surmised that they will be similar to the British "M.T.B. 102," which attained a speed of 43.7 knots fully loaded.

Japan

Two more destroyers of the big new 2,000-ton type, the "Hatsukaze" and "Natsuno," have been launched. The submarine "I-63," of 1,835 tons, which was sunk by collision in Bungo Channel on February 3, has been abandoned as a total loss.

Netherlands

Contracts have been definitely placed for the two new cruisers of 8,350 tons which are to replace the "Java" and "Sumatra" of 6,670 tons, laid down in 1918. One of the new ships will be built by the Wilton-Fijenoord yard at Rotterdam, the other by the Rotterdam Dry Dock Company. Boilers and machinery for both will be supplied by the Schelde Company, Flushing.

Poland

Two submarines have been ordered from the Chantiers et Ateliers Augustin Normand, Le Havre. They will be engaged with Sutter Diesels of 5,400 B.H.P.

Spain

The Republican Fleet has ceased to exist. The cruisers "Libertad," "Miguel de Cervantes" and "Mendez Nunez," together with the destroyers "Ulloa," "Jorge Juan," "Escano," "Almirante Miranda," "Almirante Antequera," "Almirante Valdes," "Gravina," and "Lepanto," arrived at Bizerta last month in a very dirty and neglected condition. After the crews had landed, the breech-blocks were removed from the guns and the vessels were berthed in the inner harbour. The old battleship, "Jaime Primo," last reported to be lying in a wrecked condition at Cartagena, has proceeded to Oran; and submarine "C2" has surrendered to the Nationalist forces at Palma, Majorca. This leaves, unaccounted for, the destroyers "Sanchez Barcaltégui," "Alcala Galiano," "Churrua," "Alsedo" and "Lazaga." Probably they are still at Cartagena. It has been stated that several destroyers were seriously damaged during recent air attacks on that port.

Turkey

An order has been placed with Messrs. Vickers-Armstrongs, Ltd., for four submarines, which are presumably part of the 1938 programme.

U.S.A.

Delivery of 18 new destroyers of the 1935 and 1936 programmes is being delayed as a result of defects disclosed in the turbines of the U.S.S. "Benham," when these were inspected after com-

pletion of her trials recently. The "Benham" and 17 sister ships are equipped with high pressure boilers, with a considerable degree of superheat. It is suggested in the American Press that the high temperatures involved have had a detrimental effect on the turbine blading. Probably modifications will require to be made in the machinery of all the destroyers concerned.

It is reported that the new aircraft carrier "Hornet," to be laid down shortly, will have machinery of the same type as the "Yorktown" and "Enterprise," instead of being given installations of a new design, with higher pressures and temperatures.

The river gunboat "Monocacy," which has served on the Yangtze for nearly a quarter of a century, has been scuttled after all her equipment and fittings had been removed. Apparently she had reached the stage when further repair would have been money wasted.

Yugoslavia

The oil tanker "Perun" was launched for the Royal Yugoslav Navy by the John Cockerill Company, Antwerp, last month. She is a 10-knot motorship, with a gross tonnage of 3,000.

"U" BOAT & "Q" SHIP—Cont'd.

His glasses glued to his eyes, the other chief actor in this drama watches the sea on the starboard beam. There it is! A feather of foam on the surface—a periscope.

He walks to the voice-pipe: "Stand by to be torpedoed!"

I expect the guns' crews and the men in the engine room look at each other apprehensively, and wonder who is going to be killed in the next couple of minutes.

Crash! the torpedo has hit square amidships, and that is the end of the first round.

No sign of the submarine. After a little the periscope appears again, and a careful inspection of the ship is made. The crew have left her—the boats' falls swing from the empty davits. No sign of life about her. But the submarine captain isn't satisfied. Still submerged he steams round the ship, the eye of the periscope searching for some sign that his victim is what she makes herself out to be.

(Continued overleaf)

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"U" BOAT & "Q" SHIP—Cont'd.

Satisfied at last, he comes to the surface. As he steps out of his conning tower he hears a crash, and has just time, before a 4-inch shell finishes him, to note that the side plating of the poop, which he inspected so carefully, has dropped, and on it is painted a large white ensign.

But it wasn't always like that.

One fine summer's day in the Mediterranean a German submarine and a Q-ship met. The German carried a 4-inch gun, the Q-ship only a couple of 12-pounders. A torpedo in the engine room had completely disabled the Q-ship, and, unfortunately, the explosion had caused the screen hiding the guns to drop, giving away the whole show.

The submarine came to the surface, well out of range of the Q-ship's 12-pounders, and proceeded methodically to batter her to bits. In half-an-hour she was a wreck; the few men left alive put the wounded into their one boat and dropped clear of the ship—only to be sunk by the next shell. Hours afterwards the one and only survivor was picked up by a merchant ship, and lived long enough to tell the story.

I should like to tell about a good trick played on the enemy by our own submarine service. Our trawlers, working in the North Sea, close to our own coast, had been having a bad time from an enemy submarine who specialised in sinking these unarmed fishing vessels. He would suddenly pop up in the middle of a bunch of trawlers, sink three or four, and clear off, leaving their crews to the tender mercy of the North Sea.

This couldn't go on. But how to stop it was a question. It was no good giving the trawlers the protection of a surface vessel, as the enemy would have torpedoed her first and then proceeded to sink the trawlers as usual. It was going to be a hard job to catch this chap—but it was done, and I'll tell you how.

One of the many trawlers taken up by the Admiralty was manned by naval ratings, suitably disguised, of course, and proceeded to the fishing grounds. Steaming slowly along, with the wires towing the trawl plainly visible, she looked exactly like hundreds of other trawlers. Only—instead of towing a trawl at the end of her wire ropes, she was towing one of our own submarines, which was connected to her by telephone. The rest was easy.

After a certain period of monotonous cruising, our submarine received the alarm signal by telephone. Slipping her tow, she rose to periscope depth, her captain being delighted at seeing Fritz a few hundred yards off on the surface, engaged at his comparatively safe sport of sinking unarmed ships.

A careful stalk, and that was the end of Fritz.

Here is another trick we played on the enemy. I was in a North Coast port, in charge of the auxiliary patrol, when I was surprised to receive a telephone message from the captain of a submarine depot ship a few miles south of us, asking me to send him six sailors' suits. We carried a large stock of these for fitting out newly joined ratings.

I, of course, asked "Why?"

I was told it was very "hush."

Naturally I wanted to be in the party, so to speak, and therefore made it my business to visit my neighbour as soon as possible. And this is what I found. In a secluded corner of Blyth Harbour, the submarine depot ship had concealed a barge, or hopper, borrowed from the harbour authorities. And on this barge they had built an excellent imitation of a submarine in surface trim. It was really life-like—and the suits of clothes I had sent over were to clothe some dummies hung on a jackstay, which were to represent the crew. It was really life-like. I would have defied anybody to tell that she was not the real thing. The idea was to anchor this craft at night in an area in which it was known that an enemy submarine was working. She was to be watched by one of our own submarines.

It was a good idea, but I don't think it ever had a success, as the Armistice came along just as it was being tried out—"Reveille."

"AMERICA'S NEW NAVY"—Cont'd.

It is impossible to say at this time when the construction of the three capital ships authorised this year will be undertaken, although funds for two of them will likely be asked for at the next session of Congress, when the Naval Appropriation Bill for 1940 comes up for consideration and action. No definite decision regarding their size has as yet even been made. Whether they will be of 35,000 tons or will dis-

place up to the recently established 45,000-ton limit will depend largely on what Japan is doing. If the Navy Department is convinced that Nippon is actually building battleships of over 35,000 tons, then the displacement of these new American ships will assuredly be in the neighbourhood of 45,000 tons, in which case an armament of twelve 16-inch guns would be quite feasible.

Aircraft Carriers

Only one aircraft carrier is under construction for the U.S. Navy. This ship, the "Wasp," was laid down in April, 1936, to replace the antiquated "Langley," converted a year or two ago into an aircraft tender. She is of 14,700 tons and thus will be of about the same size as the "Ranger," completed in 1934, but her design is expected to approximate more closely to that of the larger and newer "Yorktown" and "Enterprise," both of which recently entered service. Her completion is due next year and she will increase America's carrier strength to six ships of 135,000 tons. The two carriers authorised by the Expansion Act will be of 20,000 tons, but it is impossible to say when their construction will be undertaken.

Cruisers

Actual construction in this important category is at the moment limited to three ships. One of these is the heavy cruiser "Wichita," laid down in 1935 under the 1929 Cruiser Act. The "Wichita" is due to be completed within a few months and her entrance into service will give the U.S. Navy a heavy cruiser force of eighteen ships of 172,420 tons. The other cruisers now building are the "St. Louis" and "Helena," commenced in 1936 under the same Act as the "Wichita." They will be generally similar to the seven units of the new "Brooklyn" class and should be ready the second half of next year. Their completion will bring America's light cruiser strength to nineteen ships of 160,500 tons.

Four additional cruisers—the "Atlanta," "San Juan," "Juneau," and "San Diego"—are provided for (Appropriation Acts for 1938 and 1939) and will be laid down in the near future. By London Treaty restrictions they cannot exceed 8,000 tons, on which displacement an armament of twelve 6-inch guns could be carried. Of the nine cruisers authorised this year, it is understood that four will be included in the Navy's requests

(Continued overleaf)

"AMERICA'S NEW NAVY"—Cont'd.

for 1940. Their displacement will also be limited to 8,000 tons.

Destroyers

A total of thirty-six of these "jacks-of-all-trades" are under construction. Eight are of the "Maury" class, of which the first four units were recently placed in commission. They are of 1,500 tons displacement, and follow closely the design of their immediate predecessors—the ten boats of the "Craven" class. The "Maury" class were begun in 1936-37 and the eight units still under construction will all enter service during the coming year. The next destroyers to be laid down are the twelve of the "Sims" class, commenced in 1937-38 and scheduled for completion in 1939. It is generally expected that they will be somewhat larger than the earlier destroyers and will displace between 1,600 and 1,700 tons, in which case five or even six 5-inch guns, in addition to a torpedo armament of sixteen tubes, could be mounted. The destroyers most recently begun are the eight units of the "Benson" class. They were provided for by the Appropriation Act for 1938, were laid down during the current year, and are due for completion in 1940-41. Their design will undoubtedly follow that of the "Sims" class. Eight additional destroyers, "Eberle" class, are appropriated for (1939 Act) and will soon be commenced. They should be in service by 1941 at the very latest.

Of the thirty-two destroyers which remain to be built under the Vinson-Trammell authorizations, eight are to be included in the Navy's Appropriation Bill for 1940. Construction of the twenty-three boats authorized this year will not be commenced until the earlier authorizations are taken care of. At the present construction rate of eight boats annually, four or five years more must elapse before any appropriations for these destroyers can be made.

Submarines

An even half-score of undersea boats are being built, while six others are appropriated for and will be laid down shortly. Those under construction are of two groups—the "Sargo" class of six units and the "Seadragon" class of four. The former were begun in 1937 and the latter this year. Their completion is respectively due in 1939 and 1940. They are expected to be of very similar design to the 1,450 ton boats of the recently commissioned "Salmon" class, which are

simply enlarged editions of the earlier "Perch" and "Pike" classes. The six boats ("Tambor" class) to be laid down under the 1939 Appropriation Act will also be of about 1,450 tons displacement. Of the eighteen submarines authorized—nine by the Vinson-Trammell Act and nine by the Naval Expansion Act—six and possibly eight will form part of the Navy Department's proposals for 1940.

It is hoped that the above survey has given the reader a clear picture of American naval construction now proceeding and that likely to be undertaken during the next few years. Should all the ships authorized by the Vinson-Trammell Act of 1934 and the Naval Expansion Act of 1938 be appropriated for, laid down, and completed within a reasonable length of time, the United States will possess at long last an adequate, truly first-class navy. The composition of this armada, counting under-age combatant vessels only, will be as follows:—Eighteen battleships of around 330,000 tons; eight aircraft carriers of 185,000 tons; forty-six heavy and light cruisers of 12,000 tons; one hundred and forty-four destroyers of 228,000 tons; and fifty-six submarines of 82,000 tons—a grand total of two hundred and seventy-two fighting ships with an aggregate displacement of 1,517,000 tons. To this mighty array of warships will be added three thousand aircraft—by far the largest naval flying force in the world.

It would be most reprehensible should the acquisition of this powerful naval force by the United States make for uneasiness in other countries. There is not the slightest reason, however, why a strong U.S. Navy should excite a feeling of insecurity on the part of any nation, for America arms solely for defence. The natural desire to be safe from aggression is scarcely a threat to world peace.—"Navy."

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Overheard in a Chinese Cafe in Sydney: "Yes; the barbarous Japanese were bombing very close to my home, according to my last news from China. These unmannerly persons came over with a flight of bombers, showering missiles from the sky in great numbers. The death roll was terrific... one dog, foully slaughtered!"

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

Its Objects are:—

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

perial Security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in Conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

THE NAVY LEAGUE JOURNAL

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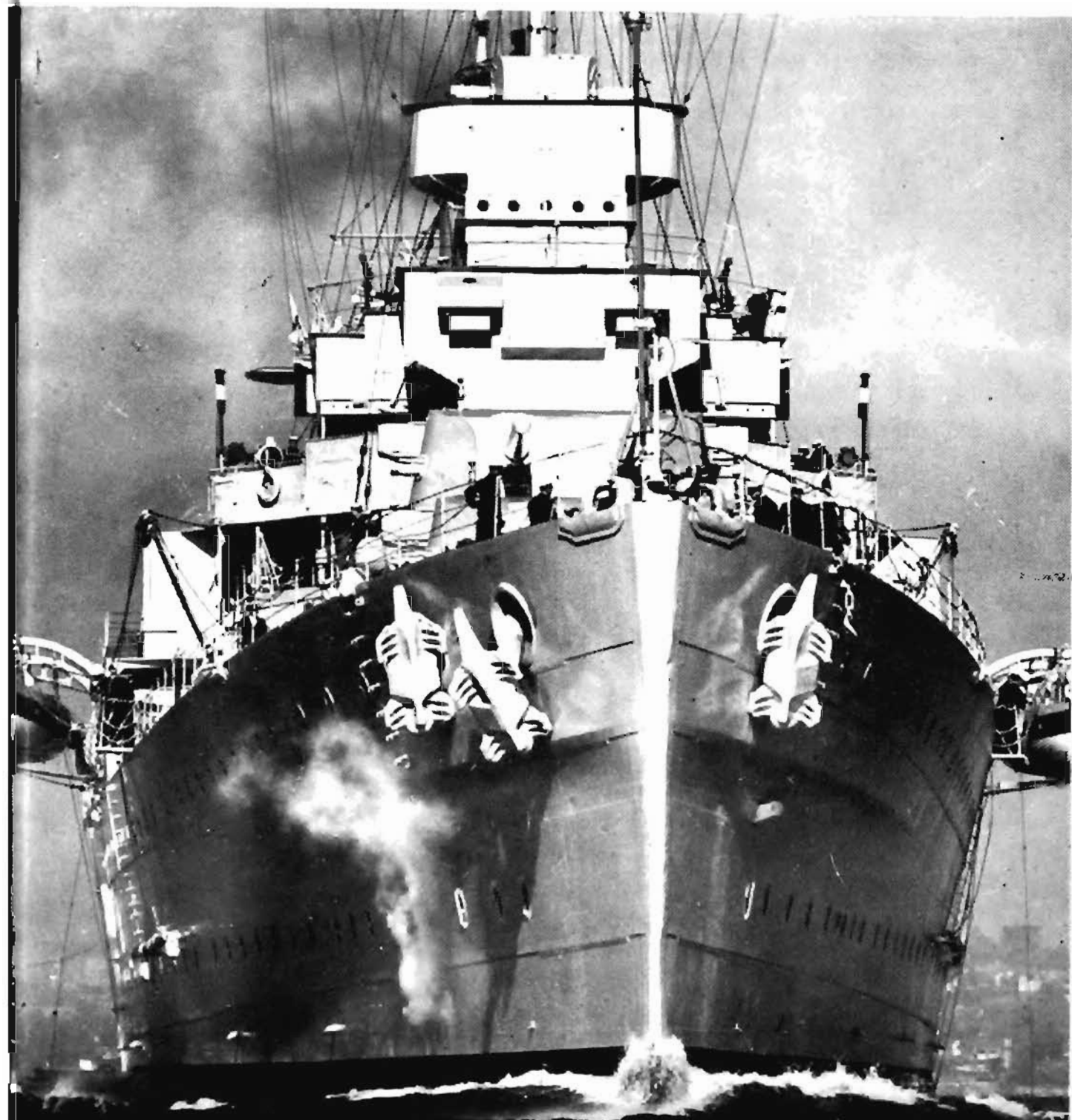
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REPLACEMENTS

During the last war the value of a seagoing Royal Naval Reserve was amply demonstrated to the British Empire. Unfortunately the experience gained in 1914-1918 has not been utilised here in Australia, for there is no seagoing Naval Reserve which could, in any way or in system—quite apart from numbers—compare with that of the Mother Country. But it is definite that at a time of international crisis and unrest like the present, every nerve should be strained to effect the fullest functioning of our Navy, which is undoubtedly Australia's first line of defence.

The value of the Merchant Service as an adjunct to the Navy proper, quite apart from its duties as a carrier of goods, needs no stressing, and to-day that value is fully recognised. But the importance of what might be termed its lower deck ratings is certainly not appreciated in the Island Continent.

The Merchant Service seaman, cook, steward, fireman or trimmer is a trained man, well used

to the sea, and versed in the varying degrees of technical knowledge required to carry on in his trade. Statistics show that there are some 10,000 men on the Australian coast, and it is obvious that a large percentage of them are young fellows, of an ideal age for recruiting purposes.

To the young men working ashore opportunities for serving his country are offered by entry into the militia. But to his opposite number serving on the coast no such avenue for service is available. Through the very nature of his work an Australian merchant seaman is debarred from joining any fighting unit in time of peace. It is certain that, if it were possible for these men to offer their services in some capacity which would be of use to their country, a good percentage of them would do so. Why, then, are they not given the chance offered in a Royal Australian Naval Reserve (Seagoing)? The answer is patent. Because at present there

(Continued Overleaf)

"REPLACEMENTS" — Cont'd.

is not, nor has there even been, a Royal Australian Naval Reserve (Seagoing) for Merchant Service ratings. At present the Royal Australian Naval Reserve (Seagoing) establishment consists of some forty-five officers and seventeen midshipmen, drawn from the certificated ranks, and from apprentices serving aboard Australian owned ships. But it does seem rather farcical to have to state that there are no Merchant Service men to take orders from their own officers, who are being trained in Naval affairs. The analogy in this case seems to be that we in Australia are in the same category as the famous, though unnamed South American Republic—"All Swords and no Bayonets"—in other words, "All Officers and no Men."

It has been stated that any gaps in the Service proper in time of war would be filled by members of the present Royal Australian Naval Reserve. But these men are not trained seamen. They are men engaged in shore occupations. In most cases their work is totally disassociated with the sea, and they have but fourteen days' sea service per annum to give them the technical application of all they have learned in theory, serving at the various naval depots ashore. Anyone who has ever been to sea must realise the utter futility of expecting them, in times of national emergency, to fulfil duties involving the use of experience that can only be gained in years of sea training, quite apart from the military side of the Naval curriculum.

Nothing but the greatest admiration can be expressed for those young men who are doing their level best to carry on in the Empire's great sea traditions, serving as Reservists. But the sea engenders in its servants a valuable factor of quick thinking in times of emergency, and however estimable the present ratings of the Royal Australian Naval Reserve may be, it is certain that the "sixth nautical sense" inculcated by years of service afloat is not present in their case.

The solution seems perfectly clear: a vital phase in the defence of this country is the establishment, as soon as possible, of a Royal Australian Naval Reserve (Seagoing) to absorb ratings at present serving on the Australian coast. Following the standard set by the Royal Naval Reserve (Seagoing), let every man receive a yearly retainer, and regulation pay for

the time he gives his country in training, and preparing himself for a state of national emergency. Let his employer (as do the majority of employers in the case of employees enlisting in the militia forces) make up his pay to his ordinary standard of wage. Let them be encouraged by preferential treatment, as far as employment is concerned, to join the Royal Australian Naval Reserve (Seagoing). If the scheme was carried out properly it should not affect the trainee's employment in the slightest degree. A man could carry out naval training whilst in that period of doldrums known to the maritime fraternity as "waiting for a ship."

The present Royal Australian Naval Reserve establishment is a little over four thousand men. Can it be reasonably asserted that this number is sufficient to effect replacements of casualties in the Fleet proper, to man coastal defences, to engage in Port examinations, mine sweeping, mine laying, anti-submarine duties and the other tasks carried out by Reservists in time of war?

—The Editor.



OFF THE TRADE ROUTES

A Review of Empire and World Merchant Shipping

By ALAN HILL

So much has been written and said of the serious decline in British Merchant shipping that it would seem there was little more that could be added. Britain has at least realised the alarming state of her Navy of Supply, and has introduced a form of subsidy to assist her shipowners to compete with undercutting foreign opponents who have, for years, been heavily subsidised by their respective Governments.

The cost of full subsidisation to Britain is stated to be £21,000,000. But subsidies are only a palliative; more is needed to strengthen the vital lifeline of Empire that is now in a dangerously weak condition. Only by a strategic use of purchasing power, and trade agreements and adjustments, can our Merchant Service be placed on a safe basis. As that famous exponent of an efficient Mercantile Marine, Lord Lloyd, of Dolobran, said recently: "What we buy, we should carry!"

Australia's and the Empire's future safety is bound up with that of Britain. With a depleted and ineffective Merchant Navy the Empire would surely be the loser in any future war. The sea is our life. For our security we depend on sea power. With that sea power reduced by unequal foreign competition to a point where we now have some 2,000 merchant ships, and three-and-a-half million tons of shipping less than in 1914, it would seem that Britannia's ruling of the waves, as far as merchantmen are concerned, is open to question.

Figures Tell a Story

The total of world shipping has increased by 5,000 vessels since 1914, and it is a significant factor that the signatory powers to the Anti-Comintern pact own 2,000 of these, while British fleets have shrunk by a corresponding amount. A further analysis of the Rome-Berlin-Tokyo axis' marine position is even more illuminating. To-day Germany has 231 more merchant ships than in 1914. Italy, between 1914 and 1938 augmented her trading Navy by 519 vessels, and has recently increased her subsidies for ship-building.

As far as Japan is concerned, the position is even more alarming. In 1914 Japan owned 1,103 merchant ships. By 1938 her fleet had grown by no less than 1,084 ships, so that with 2,187 vessels she ranks third in the list of the world's shipowners, being surpassed only by Great Britain and the United States of America. It must also be borne in mind that new ships built and building by the Totalitarian powers and Japan are, practically without exception, equipped for swift conversion into armed merchantmen.

Germany, as part of Goering's four year plan, has completely rebuilt her deep-sea fishing fleet. The motor trawlers to be put into service are, it is stated, far superior in seaworthiness, engine power and cruising radius to any vessels of their type now afloat. These small craft are initially a means of bringing prosperity to the fishing industries of the Third Reich, but as well they are also intended for mine-sweeping, laying and trawling duties in time of war. And the British fishing fleet and fishing industry has so declined that nowadays it is classed among "the depressed trades".

Equally important as the decline in shipping is the fall in personnel. Nowadays the number of men capable of manning ships has dropped to 55,000 below pre-war level. During the Great War the Royal Navy was able to draw from the Merchant Service over 13,000 men. To-day, it is reasonable to assume that it could not count on the services of a single seaman.

The reduction in British and Empire shipping must ultimately affect Australia to a considerable degree, unless the decline is arrested. Here, we can say with a certain amount of pride, that our shipping is at least on the up-grade, but we cannot close our eyes to the fact that, in the event of a war, we will ultimately have to rely on the protection of England—when she can spare the time and the ships to come to our aid.

Australia's Merchant Navy, though small, would be an invaluable adjunct to the defence of these shores, and it is gratifying to note that some 55 units of our coastal fleet are to be

equipped for conversion to armed merchantmen in the event of hostilities.

Australian Merchantmen in Defence

A blockade of the whole of Australia would be an impossibility, and our Mercantile Marine would be used, as in the last war, for carrying on the essential cargo and passenger services between Australia and non-aggressor countries, returning with those stores and supplies of war which could not be manufactured locally. As well, interstate services, carrying cargo and foodstuffs, would still need to be kept in operation.

Troop transports and hospital ships would ply to points on the coast inaccessible by rail or road; this would be quite a big factor, for there are many such inviting landing places for an invader.

The Merchant Service—or rather that portion of it necessary for the work—would also act as auxiliary to the squadrons, conveying stores, munitions and fuel. Faster vessels, of the interstate and trans-Tasman express passenger services, could be transformed into auxiliary cruisers, guarding ports and danger points, carrying out anti-submarine measures, and the duties of guard, inspection and examination ships. They would thus serve the dual purpose of assisting the Navy in its task of patrolling 12,000 miles of coastline and of freeing cruisers and destroyers for the vital work of keeping an invader from the coast.

Larger cargo vessels, especially those with engines aft, and a long sweep of foredeck could, with very little trouble, be converted into air-craft carriers and mother ships for seaplanes. Smaller coastal craft—trawlers and the like—would make ideal mine-layers and sweepers. The Great Barrier Reef, running practically the full length of the Queensland coast, is a splendid natural defence from sea attack. Passages through the Reef are comparatively few, and should they be mined, it would be quite a task for an invader to reach the Queensland coast proper. The work of maintaining those mine-fields, sweeping where necessary, and providing replacements, would naturally fall to the lot of our "mosquito fleet."

In preparation for a "next war," Australian Merchant Service officers are attending courses of lectures provided by the Naval authorities. These lectures, given in the principal Australian ports, embody the general principles of trade protection, convoy, anti-submarine work, gas-control and defence, and methods of combating

dangers of mines and enemy aircraft, the control of anti-aircraft fire, and the means of coping with aerial explosive or incendiary bombs.

It seems a rather short-sighted policy however, that such training is provided for officers only, and not for what might be termed the "lower deck" ratings. It would seem to be indicated that training for merchant service A.B's, stokers, etc., as well as their officers was a necessity. Steps have been taken by the Returned Sailors and Soldiers' Imperial League of Australia to press for the recognition of the Australian Merchant Service as an auxiliary to the Royal Australian Navy. This would, in effect, bring it under the aegis of the Senior Service, and so greatly facilitate the training of officers and men.

But will our Australian Merchant Navy be capable of functioning, as has been indicated, if the falling-off in British shipping is not checked? It is axiomatic to say that it could not. Therefore, it is in Australia's own interest that she assist Great Britain, with all the means at her disposal, to rehabilitate the British Merchant Service, and to replace the Red Duster on those trade routes from which it has been driven.

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A SUCCESSFUL Q-SHIP ACTION

By CAPTAIN MAURICE BLACKWOOD, D.S.O., R.N.

In May, 1915, the giant liner "Lusitania" was torpedoed by the German submarine, "U.20," commanded by von Schwieger, and sank off the Irish coast with the loss of over 1000 men, women and children.

In September, 1917, the German submarine "U.88," also commanded by von Schwieger, was sunk with all hands not far from the scene of the "Lusitania" disaster.

Towards the end of June, 1917, an observer on Southsea beach, at the entrance to the huge naval port of Portsmouth, might have noticed a dingy-looking merchant ship slowly making her way down the channel towards the sea. To all outward appearance this coaster seemed much the same as the thousands of her class who earn profits for their owners, carrying cargoes round the British Isles and, in many cases, as far afield as France and Spain. She was a little vessel—about 300 feet long—flush decked, with the bridge well forward and the funnel right aft. Originally designed for the Canadian lake trade, dirty, undermanned, and about as uncomfortable a craft as any poor sailor could wish to go to sea in.

Had anybody told our observer that this dirty little ship, slowly nosing her way towards Spithead, was one of the latest additions to His Majesty's Navy (and as such had the right to fly the White Ensign), he would have thought his informant mad. And yet it was the truth.

The year 1917 was a bad one for England at sea. The writer, who commanded the little ship just described had been sent for by that great sailor Lord Jellicoe, before sailing. Pacing up and down his rooms at the Admiralty, Lord Jellicoe had said: "They (meaning the Germans) are launching new submarines as fast as we are sinking them, and that is nine per month. Go where you like—but you must get results."

The decoy ship, or mystery ship, or Q-ship—as it has been variously called—was one phase of the anti-submarine campaign by which we were endeavouring to reduce the number of our ships sunk and destroyed by the enemy U-boats. The Q-ships had been operating since

1915, and by 1917 the enemy was well aware that any merchant ship they might approach on the surface was possibly a trap. So any vessel they were not quite sure of was torpedoed, this being their safest method of attack, the submarine not coming to the surface until her victim had sunk, or was in such a bad way as to be incapable of any retaliation. Thus it came about that the Q-ship advanced in design and improved in armament until the latest one, the "Stonecrop," was supposed to be unsinkable, and was literally crammed with men and weapons.

It was realised by Q-ship commanders and also by the Anti-Submarine Department at the Admiralty that a successful Q-ship action against a submarine necessitated the former's being torpedoed before the latter would come to the surface. So a concrete box was built inside the "Stonecrop," protecting about two-thirds of the hull. Unfortunately, the engine room and No. 1 forward hold were not included in this protection.

Having, as they thought, made the ship unsinkable, the officials proceeded to arm her with a 4-inch gun aft, of the very latest design; a 12-pounder gun forward; two torpedo tubes in No. 1 hold, and four Stokes bomb-throwers. The Stokes bombs were fitted with fuses which exploded them after they had sunk a certain depth. She was also provided with a most efficient wireless installation and range-finders—in fact, the ship was armed regardless of expense. Had the Anti-Submarine Department been as lavish with concrete as they were with guns, the "Stonecrop" might still be ploughing her weary way round the British Isles.

To man this collection of weapons a crew of nearly 90 officers and men was required. The peace-time complement of the ship was 18. The problem of their accommodation was overcome, and at last we left Portsmouth.

Our first cruise was uneventful, except for a gale in the Atlantic which blew us up the English Channel as far as St. Catherine's Point (Isle of Wight). After a re-fit we sailed again.

(Continued on Page 10)

CAVALRY OF THE SEA

The Story of the British Destroyer Service

By HERBERT W. DAWSON

The 1939 British Navy Estimates, introduced in such dramatic circumstances, have drawn attention to the destroyer strength of the Fleet. Two new destroyer flotillas and 20 fast "escort vessels" certainly provide a prompt answer to increased submarine construction abroad; but whether these vessels will be sufficient for our needs is still open to question.

Ever since the invention of the torpedo in 1871 the Navy has been faced with the problem of finding an effective counter to this underwater weapon. The early "torpedo boats" were matched by the "torpedo boat destroyers"—the two types soon merging into a single class known as "destroyers." The submarine, nothing but a submerged torpedo boat, made this problem more pressing, but war experience showed that British destroyers were the finest anti-submarine vessels in the world—and defences against this danger have improved a hundredfold since 1918. Aerial torpedoes have yet to be tested in war, but the threat of the small motor torpedo boat can still be checked by accurate gunfire from fast destroyers. Indeed, the wheel has gone almost full circle; the M.T.B.'s re-introducing the original "torpedo boat," while the small destroyer and escort vessels take the place of the early "torpedo boat destroyers."

The ancestor of all British destroyers was the torpedo boat "Lightning," a little ship of only 27 tons, launched in 1877, the first T.B.D. following her in 1892. These early destroyers were vessels of from 300-400 tons, armed with 1 12-pounder, 5 6-pounders, and 2 18-in. torpedo tubes. They were seaworthy little ships, capable of 30 knots, but their accommodation for officers and men was deplorable. Not until the "River" class was commissioned in 1902 did destroyer captains obtain their own cabin, a concession to luxury which cost those hard worked officers 1/6 per day in "hard-lying money," a bonus paid by the Admiralty to offset the lack of ordinary comforts.

In August, 1914, the finest destroyers in service were the British "I" class, which distinguished themselves in Heligoland Bight, and

which will be commemorated by new vessels coming into service next year. It is impossible to trace the full story of destroyer construction during the war, but at the close of hostilities the newest destroyers were ships of some 1,000 tons, armed with 4.7's, 21-in. tubes and capable of 31 knots at full load.

During the four years that the Royal Navy was at war, destroyers were the hardest worked vessels in the Fleet. They screened the Battle Squadrons on their periodical "sweeps" into German waters; they acted as mine-layers and sweepers, convoyed troopships and merchantmen, hunted submarines with relentless fury, and took every opportunity of attacking hostile surface craft. Destroyers took part in the siege of Tsingtau, and it was from destroyers that the first troops landed on Gallipoli. Steaming over the treacherous sandbanks off the Belgian coast, destroyers boldly engaged shore batteries, and one audacious craft even entered Ostende Harbour to pour salvos of H.E. shell into an hotel serving as German Divisional Headquarters. Considering their war service it is not surprising that 67 destroyers were lost; 17 in action, 29 by mines or torpedoes, and 21 through wreck or collision. In their turn, British destroyers sank at least 33 enemy submarines—almost 25 per cent. of the total number destroyed—1 large minelayer, 1 battleship, 1 heavy cruiser, 6 destroyers and 6 torpedo boats; a list which excludes hostile ships destroyed in combined operations or the numerous drifters and mine-sweepers which fell victim to the "Destroyer War." Of the 17 British destroyers sunk in action, no less than 12 were engaged with heavy ships, cruisers or battleships, when destroyed.

To pick out single incidents from those crowded years is a difficult task—the saga of the Destroyer Service is better material for a book than for an article. At Jutland, two destroyer captains gained well-deserved Victoria Crosses, and one little ship, H.M.S. "Petard," succeeded in sinking one destroyer and disabling the battle cruiser "Seydlitz," before the action was broken off. During the confused night fighting that marked the close of the battle, "Spitfire,"



"You know, there's days I get a great kick out of being in the navy."

935 tons, rammed the great battleship "Nassau" of over 20,000 tons, and lived to tell the tale. On that day the destroyers "Shark," "Acasta," "Nomad," "Nestor" and "Onslow" all won imperishable fame. "Swift" and "Broke" added to the destroyer traditions in the Straits of Dover, and the loss of H.M.S. "Mary Rose," while defending the Scandinavian Convoy against overwhelming odds, is one of the proudest memories of a Service which judges such actions by a critical standard.

On the outbreak of war in 1914 there were 243 destroyers in the Royal Navy. During hostilities we built 337 destroyers and flotilla leaders and tremendous number of patrol ships, including the P and PC boats, were commissioned. Most of these vessels were engaged in anti-submarine work, and in 1918 there were 3,810 vessels of all types occupied on the trade routes and on coast defence duties. No Admiral ever seemed to have enough destroyers. To-day there are 199 destroyers and leaders, 38 escort vessels and sloops, and 11 patrol boats built or building for the Fleet. Of these almost 80 destroyers and 3 sloops saw service during the war. This force will soon be reinforced by the new vessels contained in the 1939 estimates.

Since 1918 destroyer development has gone on unchecked, and modern British destroyers are the acknowledged model for most European shipyards. It is, however, still possible to bring out fresh types, and the "Tribal" flotillas which recently came into service set a new standard in destroyer design. These splendid vessels carry the amazing armament of 8 4.7 in. guns, 4 21 in. tubes, and a very heavy anti-aircraft battery. Capable of over 36 knots they are the largest and finest destroyers ever to fly the White Ensign. This year will see another new type, the "Javelin" class, come into service. These will be the first single-funnelled destroyers in the Navy, and will be armed with 6 4.7's and 8 21-in. tubes; stressing the attacking power of the torpedo, while the "Tribals," with their greater emphasis on gun power, seem designed to hunt down and destroy hostile torpedo craft in a fleet action.

Writing as far back as 1889, Rudyard Kipling epitomised the Destroyer Service in splendid verse. Except that the 6,000 h.p. of his day have risen to 44,000 h.p., his words still hold good. The powerful flotillas of the Royal Navy can well be described as—

"The Brides of Death that wait the groom;
The Choosers of the Slain!"

—"Navy."



SUNSHINE CRUISES

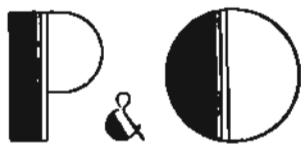
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PLIMSOLL AND THE LOAD LINE

How Merchant Ships were made Safe for Sea

By A.H.

The passenger seated next to me on the ferry waved a pipe stem at a large, obviously-loaded tramp steamer.

"She's pretty well down to her marks," he said.

Down to her marks! Of course, most of us are familiar with the disc and horizontal line painted on a ship's side, yet not all know of the struggle by an English social reformer in mid-Victorian years to gain that symbol of safe loading.

The Plimsoll mark, as the white disc and horizontal line is termed, is, by the Merchant Shipping Act of 1876, compulsorily exhibited on the side of every British vessel, and any foreign vessel leaving a British port. In fact, British load line standards are, in actual practice, adopted by all maritime nations. This emblem of ship security takes its name from, and is closely associated with Samuel Plimsoll, "The Sailor's Friend." However, the symbol itself goes back long before his time. Loading regulations similar to those actually brought about by Samuel Plimsoll were well known to the Italian Republics prior to 1000 A.D. The "Sardinian Mark" (as it was called) of those days was almost identical with our Board of Trade loading sign. But to Samuel Plimsoll must be given the credit for the humanity, and tenacity of purpose, that forced unscrupulous shipowners to limit the loading of their craft before the danger point was reached.

Plimsoll was born in Bristol in 1824. At the age of 29 he moved to London, starting in business as a coal merchant. Whilst engaged in this trade he noted the shocking manner in which coastal colliers, and even overseas traders were laden. For the sake of a few paltry pounds gained in excess freight carried, many grasping owners would over-burden their ships, well down past a safety limit, to a depth where freeboard was literally a matter of imagination. These ghouls cared little whether their death-traps arrived safely at their destinations. In those days

insurance covered a multitude of sins, as well as ships and cargo!

Spurred by a desire for reform, Plimsoll stood and was returned M.P. for Derby, in 1868. Practically his first move on entering the House of Commons was to attack the vicious system whereby seamen's lives were endangered for the sake of pecuniary gain. Certain members of the very House in which he sat were themselves "deep loading" shipowners, some of them on the Government benches, and Plimsoll's charges directly affected them. Their opposition made the fight for reform harder, longer, and more bitter. But Plimsoll kept on, and published, in 1872, a pamphlet entitled "Our Seamen," denouncing the "coffin ships."

Distributed among the people of Britain, especially those in seaports and maritime trades, the pamphlet stirred public opinion and forced Disraeli, the Prime Minister, to bring down regulations for shipping and ship loading, which were incorporated in the Merchant Shipping Act of 1876, and which earned for Samuel Plimsoll the undying title of "The Sailor's Friend."

By this legislation the Board of Trade was empowered to detain unseaworthy vessels. A safe loading and freeboard mark had to be scribed and painted on every ship, beyond which mark it could not be laden.

In 1880 Plimsoll resigned his Parliamentary seat—but not his interest in the seafarer. His remarkable pamphlet, "Cattle Ships," published in 1890, brought that trade under public notice, and contributed greatly to the betterment of those concerned with the sea-carriage of live animals.

Samuel Plimsoll died in 1898, leaving behind him a sign for sea safety, and a name that will never be forgotten by those whose livelihood takes them upon deep waters.

The mark which perpetuates Plimsoll's name is a disc, twelve inches in diameter, painted on a vessel's side amidships. Through the disc's centre runs a horizontal white line one inch thick

and eighteen inches long. The top edge of this line indicates the maximum load to which a vessel's draught may be brought.

As well as the disc, an additional vertical white line with others ruled at right angles from it is placed near the Plimsoll mark. Since a loaded ship sinks deeper in fresh water and in warm sea water than in sea water of ordinary temperature, and less deep in very cold sea water, the horizontal line through the disc maintains the draught in average summer temperatures. The horizontal marks on the vertical line indicate the depth to which, under varying seasonal conditions, a ship may be loaded in different parts of the world.

And so, rising from the knowledge of the Mediterranean seamen of the Middle Ages, and Samuel Plimsoll's work for seafarers of Victoria, times, came the white symbol of safety that prompted the remark of my ferry boat friend:

To which one could have replied:—

"Down to her marks? Yes; but not past them, thanks to Plimsoll!"

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A SUCCESSFUL Q-SHIP ACTION (Contd.)

A fortnight's loafing round the Bay of Biscay having brought no luck, in desperation, we decided to try the transport route south of the Scillies.

And at 4 p.m. on September 17, we sighted the enemy. Dead ahead of us on the surface was a large submarine. She had a wind sail up, and might have been mistaken for a small sailing craft; but, even as we looked at her through our glasses, down came the wind sail, and two bright flashes told us we were under fire.

Our guns' crews had gone to action stations, the helm was put hard over, and away went the "Stonecrop," heading for home at her best speed—six knots. The wireless operator played his part to perfection. Commencing with a dignified appeal for help, in code, as the action progressed he lapsed into frenzied calls for assistance in plain English. But never did he give a position to which that help could have been sent. The last thing we wanted to see was a destroyer coming over the horizon.

So the chase went on, the submarine closing us rapidly right astern and keeping up a steady fire from one of her 4-inch guns. We had not been hit—though the rattle of shell splinters on the iron deck was continuous. After forty minutes of this we thought we had tempted providence enough—a lucky shot might have knocked a gun-port in and given the show away.

The orders were therefore given to set fire to the ship. It sounds alarming, but it wasn't really. We had tins of phosphorus or some such composition in No. 4 hatch, and these, when lit, produced volumes of smoke and gave a realistic imitation of the real thing.

"Abandon ship." The engines were stopped and the "panic party" got away—their drill was very good.

The stage was set. A beautiful calm afternoon, a little ship rolling in the swell, abandoned and on fire. With the boats' falls banging against the ship's side with every roll, the "Stonecrop" looked the picture of desolation. Her crew pulling slowly away in two boats—who was to tell that on board her were concealed 60 men and a modern armament?

The submarine ceased fire and dived. Now was the critical time—we were going to be inspected. Anxiously the writer, lying flat on

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the bridge, wondered if he had overlooked any detail which might warn the enemy that the trap was set.

After what seemed a long period of waiting, a periscope was seen slowly closing the ship from astern. Closer and closer it came. Too close. Then, as if one periscope wasn't enough, another appeared just abaft it. He was taking no chances in this inspection.

As the periscopes moved slowly along down the ship's side, the hull of the submarine was plainly visible in the clear Atlantic water. So close were they that it seemed as if the two ships must bump. There was a chance at this moment to use one of our torpedoes, but the danger of a miss was too great—the torpedo might have either jumped the target, or dived under it.

Crawling round the bridge and cutting little slits in the canvas screen, the watcher on the bridge once looked right into the periscope's eye, and got a most unpleasant shock. The periscope moved slowly ahead, and the watcher's heart resumed its normal beat.

Passing ahead of the ship, the raider turned slowly to port and came to the surface. It all seemed unreal—this long grey hull, the rusty conning tower, the canvas screen hiding the U-boat's number. The two wicked looking 4-inch guns which had been firing on us for forty minutes, the little ship abandoned by her "cowardly" crew rolling in the swell, the settling sun casting a pleasant warmth over all.

That good old sun—shining straight into the enemy's eyes and giving us the best possible light for shooting and hitting.

The submarine seemed sure of her "kill"—they blew their tanks in a leisurely fashion, and in about three minutes were surface trim. What next? Whose move? There was a certain reluctance at the Admiralty in recognizing claims of ships having sunk submarines. The best way to establish a claim for sinking one was to produce evidence in the shape of a German—in other words, a "souvenir." Would U.88 be so obliging as to provide us with one?

We waited anxiously for them to open the conning tower hatch and come on deck, and so, as we sank her, to float off and provide us with one or more "souvenirs." I say we waited anxiously—one minute—two minutes—three minutes—every second adding to the risk of discovery. One of the 60 men on board, becoming impatient, might be tempted to poke his nose out of a porthole and be spotted. We couldn't afford to wait for "souvenirs."

"Pass to all guns—range 650 yards—stand by."

The watcher on the bridge gave these orders—heard them pass down the various voice-pipes. Then, with a sigh of relief, he got to his feet, adjusted his glasses on the enemy, and—blew his whistle.

Clang!! Crash!!

The noise of the gun-ports falling was drowned in the crash of the 4-inch gun firing its first round. The tension was over—the watcher had nothing more to do—there was nothing he could do. That had all been done weeks before—drill—drill—till the men who formed the guns' crews had been made as perfect as machines at their own particular job.

No—he could do nothing now. One of the best light-gun layers lent from the Grand Fleet was laying and firing that gun—it all depended on him.

Was the range correct? That was the only thing. It wasn't by thirty yards. His glasses glued to his eyes, the watcher waited for the bright flash which would tell him of a hit.

No—a fountain of water almost hid the target.

Twenty-five yards short—

Another fountain—

Ten yards short—

Horror of horrors! Was Frank Lee going to fall us? Was the best light-gun layer in the Grand Fleet going to miss a stationary target at 700 yards?

A satisfactory "whang," and a flash on the target with the third round showed that Frank Lee would certainly not let us down.

His orders were to move up and down the water-line with his shots, and he certainly did. The first hit was just under the conning tower—the second just under the foremost gun—and so on.

Fourteen rounds were fired, and all except the first two were hits.

Bravo, Frank Lee.

Not a sign of life came from the enemy. From first to last we had not seen a soul. What were we going to do for "souvenirs"? With the thirteenth round the bows of the raider went up in the air. The fourteenth round hit well below the waterline forward. She sank out of sight. Twenty seconds later she broke surface, only to disappear for good a moment later.

There I must leave Commander von Schwiager, of the Imperial German Navy. And with him sleeps, a thousand fathoms deep, a brave man—Leading Seaman Frank Lee, Royal Navy. But that is another story. —"Reveille."

JAPAN'S SPOON-FED MERCHANT NAVY

By DAVID Le ROI

With the object of making a bid for the Blue Riband of the Pacific, the Nippon Yusen Kaisha, Japan's leading shipping company, is planning the construction of two fast passenger liners for the Yokohama-San Francisco service.

Each ship will displace 27,700 tons, have a speed of 24 knots, and accommodate 220 first-class, 120 second-class and 550 third-class passengers. The ships will be built in Japan, entirely of Japanese materials, and it is anticipated that they will make their maiden voyages early in 1940.

Like all Japanese merchant ships the new liners will be built and operated with the aid of lavish Government subsidies; a policy that has enabled Japan to build up within the short span of seventy years a merchant navy which to-day ranks as the third largest in the world.

Until 1854, when she made her first treaty with a Western Power, Japan had of her own desire been for nearly three centuries completely isolated from the comity of nations, and was governed on the lines of the feudal states existing in Europe's dark ages. Consequently, such shipping as she possessed consisted of a few small junks which seldom voyaged out of sight of land.

Indeed, so determined were Japanese rulers to have no intercourse with foreigners that the law compelled all junks to be built with wide open sterns, so that the vessels would be bound to founder if their crews disobeyed orders and attempted to take them overseas.

When American intervention, and, later, that of other nations, rudely shattered her isolation, Japan realised that if she was to maintain her independence she must Westernise herself. And she soon reached the conclusion that her geographical position had cast her for the role of a sea power.

Accordingly, Japan realised her need of a merchant navy, but for a number of years she was content to build sailing ships which

were too small and ill-found to attempt any serious competition with foreign vessels.

One reason for this inauspicious beginning was that Japan's shipping was in the hands of the "daimio," or petty local princes, who ruled the country in feudal days, and the majority of these noblemen looked upon the running of a ship more in the light of a hobby than as a commercial proposition.

Ultimately, a few of the more venturesome amongst the "daimio" decided to run steamers, but, the actual construction of the vessels being beyond the country's capacity, they were compelled to buy them abroad. In 1870 the first Japanese steamer service was inaugurated, and was soon followed by others.

Somewhat to the surprise of the sponsors, the ventures showed a profit; and thereby arose fresh complications. For, according to the cumbersome Japanese etiquette, it was impossible to combine princely dignity with the mundane calling of shipping, which was the province of the then despised mercantile community.

So the "daimio" preserved their dignity by handing over their ships to companies of merchants. In many cases the noble owners were too proud to ask any payment for the vessels, with the result that a number of Japanese shipping companies began business with the initial advantage of having their fleets provided for them.

As Japan grew to nationhood she embarked upon various military adventures overseas, and the demand for transport caused the Government to purchase a number of steamers from America and Europe. At the conclusion of hostilities, the tonnage acquired on Government account was, for the same reasons that had inspired transfer by the "daimio," handed over to the shipping companies. The expedition to Formosa in 1875, the war with China in 1894 and with Russia in 1904-5 all resulted in large additions to the Japanese mercantile marine.

At the same time, a number of shipping concerns, having obtained substantial Government grants entered the shipping business by purchasing old steamers and manning them with crews satisfied to work for a few shillings a month. With their patched-up ships and cheap crews, Japanese owners were able to run amazingly economical services, and by the 'eighties of last century had secured for themselves a prosperous niche in certain classes of the Pacific trade.

Although the majority of the steamers were undermanned and had long since forfeited Lloyd's classification, their owners quoted such low rates that there were always shippers in China and the South Sea Islands willing to give them a charter.

Encouraged by the success of these tramps, the Japanese Government subsidised several companies to acquire more up-to-date ships to run on regular services. In 1885, for instance, the Nippon Yusen Kaisha, to-day the largest shipping concern in Japan, was formed and not only did the State provide most of the steamers, but it guaranteed the company's shareholders eight per cent. on their capital for ten years.

Ten years later, a further subsidy scheme was inaugurated whereby shipping companies received a bounty of so much per ton for every 1,000 miles steamed by vessels displacing more than 1,000 tons, and having a speed in excess of 10 knots, the rate of subsidy increasing in proportion to the speed and tonnage of the ships.

As was intended, the new subsidy encouraged the acquisition and building of larger ships by Japanese companies, and within a couple of years the Nippon Yusen Kaisha was running regular services to America and Europe. For its European service alone, the company had built in British yards twelve 6,000 ton twin-screw steamers.

Nevertheless the Japanese Government was still far from satisfied with its merchant navy, as the majority of ships were built abroad. This dependence upon foreign yards was due not so much to lack of Japanese enterprise, as to the shortage of domestic ores and plants for making steel.

During the first decade of the present century, however, Japan had at enormous expense established yards for the building of warships, and it was not long before these were being used for the construction of merchantmen.

In order to encourage owners to build tonnage at home, the subsidies were doubled on all steamers launched in Japan, while the shortage

of domestic steel supplies was partially overcome by large purchases of obsolete American and European ships. For a few years these second-hand vessels would be engaged in tramp- ing, after which they were sent to the scrap- pers and their metal worked into plates for new ships.

Further impetus was given to Japan's ship- ping industry during the Great War, when the ravages of the German submarine campaign were over-taxing the capacity of even the vast shipbuilding organisations of Great Britain and the United States. Japan's great distance from the chief theatres of hostilities restricted her naval and military participation in the Allied cause, and much of her aid consisted in the transport of stores.

Not surprising, therefore, Japanese shipping enjoyed a tremendous boom in the years 1911-1918. Besides launching ships for her own use, Japan actually had yards constructing a large number of cargo vessels for the United States Shipping Board.

Since then, Japan has been careful not to lose the ground gained. Subsidies have been progressively increased, while low wages and post-war currency depreciation have enabled Japanese ships, particularly in the tramp category, to quote rates against which the private enterprise of the British merchant navy finds it increasingly difficult to compete.

That the Japanese mercantile marine is to all intents and purposes a State enterprise is indicated by the Government exercising a super- vision over shipping companies as autocratic in control as that over the navy. Japan has fore- seen the economic and strategical value of her merchant service, and its close alliance with the Imperial Navy is exemplified by the fact that every Japanese merchant seaman is by law a naval reservist.

Finally, and as indicative of what can be achieved by unlimited Government monetary and legislative support of an industry, it is not without interest to note the phenomenal increase of Japanese shipping every decade since 1867, when Japan had about 10,000 tons of sailing ships afloat. In 1877, Japanese tonnage was 63,000; in 1887, 197,000; in 1897, 848,000; in 1907, 1,150,000; in 1917, 2,235,000; and in 1937, 4,140,000.

To-day there are over 4,475,000 tons of mer- chant shipping under the Japanese flag, a figure exceeded only by Great Britain and the United States.

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SEA CADET NOTES

OUR BEST TURNOUT

What could be justly described as the best display to date of the Corps' smartness and efficiency was provided by members representing North Sydney, Manly and Woolwich Divisions, at a Church parade on Garden Island on Sunday, 25th June. The occasion was the annual service for Naval Veterans. Seventy-five ratings and five officers paraded at the Chapel, and were inspected by Captain H. C. Phillips, R.N., Captain in Charge, Naval Establishments, Sydney. Mr. L. R. V. Smith, Officer in Charge, North Sydney Division, N.L.S.C.C., was Officer of the Day.

The Executive Committee of the New South Wales Branch of the Navy League was represented by Commander F. W. Hixson, R.A.N.R., Captain M. B. R. Blackwood, D.S.O. R.N. (Ret.), Officer Commanding, N.L.S.C.C., and Captain Alan Hill, Secretary of the Navy League, New South Wales Branch.

Captain Phillips expressed his pleasure at inspecting such a smart and efficient body of lads, and it is no breach of confidence to say that he was more than surprised at the spectacle provided by seventy-five smart, well trained Cadets. It was Captain Phillips' first real inspection of the Corps, and it is hoped that we can surprise him even more on the next occasion he looks over the Cadets.

The C.C.S.'s sentiments were echoed by many Naval Officers present, and those responsible for the training and maintenance of the Navy League Sea Cadet Corps were more than proud to see the effect of the new system of standardisation of training. Officers, Petty Officers and ratings are to be congratulated, and thanked for their splendid co-operation and willingness to give of their best to the Corps.

Thanks are also due to the Officer Commanding, H.M.A.S. "Penguin" who, in true naval style came to the Corps' assistance when it was found that "Victory" Training Depot's motor cutter had broken down, and who very graciously despatched "Penguin's" barge to pick up "Victory's" complement from Man-o-War Steps.

Rev. Mr. Stubbs, "Penguin's" padre, preached an inspiring sermon, applicable both to the naval veterans present and to the lads.

We hope that once again in the near future, the C.C.S. and the Rev. Mr. Stubbs will extend

us the privilege of attending a Church parade on "The Island."

WELL DONE, AIR LEAGUE!

On Saturday, 1st July, the first of what is hoped to be a series of inter-organisation competitions was held at Mosman. The opponents were representative flights comprising a squadron from Warringah Division, Australian Air League Cadets, and a squad from "Victory" Training Depot, North Sydney Division, Navy League Sea Cadets.

Competition points were awarded for marching, squad drill (as taught by the respective organisations), general bearing and smartness. The judges were a warrant officer and two sergeants of the Anti-Aircraft Brigade.

Air League secured the trophy, a fine cup generously presented by Mr. Olsen, of North Sydney. The margin of six points indicates the keenness and closeness of the contest, which was carried on in a sporting spirit worthy of the best traditions of both movements.

Though defeated, "Victory" was certainly not disgraced. They did their best—and a very good best at that, but Warringah managed to notch eighty of the possible one hundred points, against V.T.D.'s seventy-six. Not much, but sufficient to make all the difference between a win and a loss for Navy League lads.

Right from its very commencement, Air League H.Q. has maintained very happy associations with Navy League H.Q. It is to be hoped that this excellent spirit, plus a healthy rivalry as well, will extend throughout all branches of both movements. Epitomised, the final aims of both can be translated as Patriotism and Good Citizenship, together with a love of the clean and decent things of life. It seems obvious that there should be more of the "get together" principle so aptly demonstrated by this competition.

So, though we stoutly maintain that we'll "pip" you the next time, Australian Air Leaguers,
CONGRATULATIONS AND "HAPPY LANDINGS!"

CRACK HARDY!

I like that curt and crisp Australian phrase. Familiar from Cronulla to Coolgardie

As either "Stone the crows!" or "Spare me days!"

(Continued Overleaf)

For all the much-in-little it conveys,
"Crack hardy!"

When in disgrace with Fortune and men's eyes
Always remember that there's still a card he
Should never fail to play who aims to rise
Again. Away with vain regrets and sighs,
Crack hardy!

What though the bread upon your board be
stale,

The steak like leather and the butter lardy,
Sustain yourself with thoughts of cakes and
ale;

They'll yet be yours with gusto to assail.
Crack hardy!

What use, when milk's been spilled, the cat to
whip?

Wiser, however, buffeted and jarred, he
Who stiffens steadfastly his upper lip,
Keeps up his tail, and takes the good old tip.
"Crack hardy!"

Though failure dog you ever and again,
And luck in knocking at your door be tardy,
"There is a tide in the affairs of men"—
You know the rest. And so, my son, till then,
Crack hardy!

N.S.W.

MIDFORD.
—"Bulletin"

STANDARDISATION OF TRAINING

By D. J. MORT, Senior Training Officer,
N.L.S.C.C.

The definite adoption of standardisation in training within the Sea Cadet Corps should meet with the co-operation of all officers, as it will give them a set method in which to carry out the regulations governing this part of their charge.

Where a principle of disciplinary training is introduced into a youth movement there must be a certain way of enforcing that discipline, and of still maintaining interest. The difference between a disciplinary organisation and a social club is the presence of an atmosphere of reality in one, and a mixture of amusement and no definite routine in the other, and we must regard the Navy League Sea Cadet Corps as a disciplinary body. Indeed, it is the only one that may be so called in the Empire.

The paramount work of the movement is the fitting of Cadets for the harder knocks of life, for the instilling into them the right ways of winning respect from fellow citizens, and of

teaching them their duty to Australia and the Empire.

This is best done by teaching them to be subordinate to others, and so eventually to gain sufficient experience and power of initiative to enable them to control confidently other Cadets who come after them in the ranks. To some lay minds the training has a militaristic slant—of preparation for battle. This is not correct, as far as war, but is definitely true as far as the battle of life is concerned, wherein it is mostly a case of the "survival of the fittest." Of course, on the other hand, it gives Cadets an insight into the Naval and Mercantile Marine Services, into which they may feel inclined to enter later. If no such inclination exists the training has still not been in vain; they should leave the Sea Cadets Corps better and fitter young men to face the world.

Officers of the Sea Cadet Corps play a most important part in the training of the Cadet, and it is obvious that should each officer have different ideas of training methods, non-uniformity would result, and Cadets could not combine efficiently for displays, manoeuvres, parades, etc. It should therefore be recognised that the introduction of standard methods of training is essential, and they should fully co-operate with Headquarters Staff in carrying out regulations.

Much has been said about discipline for the Cadets; but the basis of training is laid by the Officers themselves who, by rigidly observing regulations governing training and the division in which they serve, promote that desirable sense of obedience in the Cadets' minds. Laxity in dress in attending parades, insufficient interest outside their titles, casualness in salutes and the return of same, disregard for "Records and Returns"—all go to destroy discipline in the Corps, and it is for senior Officers to show by example what is expected of junior Officers and ratings.

The progress through training eventually entitles an Officer or Cadet to certain privileges. Taking charge of various Departments of the Division, responsibility for certain subjects of the syllabus, and numerous other duties entrusted to an Officer or Cadet can be regarded as a privilege. Officers are also entrusted with the recommendations for advancement of Cadets, and must exercise great care in doing so for the sake of the new recruit who must necessarily pass through the hands of Petty Officers and Leading Seamen. It is therefore imperative that Cadets are able to look up to

(Continued overleaf)

"STANDARDISATION OF TRAINING"

(Contd.)

the efficiency and appearance of their Officers.

In a nautical movement it is essential that terms, phrases and methods of giving orders used within the Naval and Mercantile services are strictly adhered to. A sound knowledge of such is necessary.

These are clearly defined in the Seamanship Manual, and Officers should first teach the ratings to use them, and immediately check any errors in this field. Orders should be given in a very definite manner, and as long as they are practicable and reasonable, should be carried out without consultation as to the whys and wherefores.

Once the respect and obedience of Cadets is gained most of the battle is over. Given the proper instruction, the example of an efficient and interested Officer, and a strict adherence to the training instructions issued from Headquarters, there is no reason why the Sea Cadet Corps should not be the finest and best disciplined youth movement in Australia.

"VICTORY" TRAINING DEPOT

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

A few notes on the activities of "Victory."

The depot has been out of routine to a certain extent, nevertheless we have kept our new entries and junior ratings hard at it. On Sunday, the 10th June, two Officers and forty ratings attended a Memorial Service at All Saints' Church, Cammeray. After the Service we marched back to depot, quite a long distance, but, I may say, the lads stood up to it well, and the parade was an added advertisement for us.

On Sunday, the 25th June, forty-six ratings and three Officers attended a Church Service at Garden Island, together with other units of the Corps. We are indebted to the Service for their kindness in providing transport to and from the Island and for an excellent Church Service.

We have three Church Parades booked up for July, also two Special Parades. We are therefore looking forward to another busy month.

A Social was held by the Welfare Committee at the Depot on Saturday, the 24th June. It was very well attended, and everyone appeared to enjoy themselves; so we feel assured of good attendances at regular socials which I understand the Committee are arranging. As funds were almost completely expended in carrying out necessary work, the Committee are now

faced with the arduous task of filling the money bags again, a job which no one envies them. However, we know that they have seen much harder times, and have always come through smiling with the finance required for the upkeep of the unit.

As this month marks the close of another year for the Committee, I would like to take this opportunity to thank them for their untiring efforts on our behalf.

Our strength remains at a steady level, those who do not make the grade being replaced by a continual influx of new recruits.

We take this opportunity of congratulating ratings A. Smith and Simmonds on their success in the Signals examination, and Petty Officer Brennan on his success in the P.T.I. test. May they continue to keep up the good work, forging ahead in the interests of the unit.

Once more we close with our signal, "All's well at 'V.T.D.'"

APPOINTMENTS AND PROMOTIONS

"Victory" Training Division

Name	Rating	Advanced to
D. Brennan	P.O.	P.T.I. 2nd Class
G. Smith	O.Sig.	Signalman
—, Simmonds	O.Sig.	Signalman

Manly Training Division

N. Grimes	A.B.	P.T.I.
—, Nivison	L.Sea.	P.T.I.

Woolwich Training Division

R. Crookill	A/P.O.	A/P.O. Writer
B. Edwards	A.B.	A/Leading Shipwright
I. White	A.B.	A/Leading Shipwright
K. Fry	Ord.Sea.	A/Officers' Steward
B. Almeida	A.B.	A/Officers' Steward

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3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in Conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

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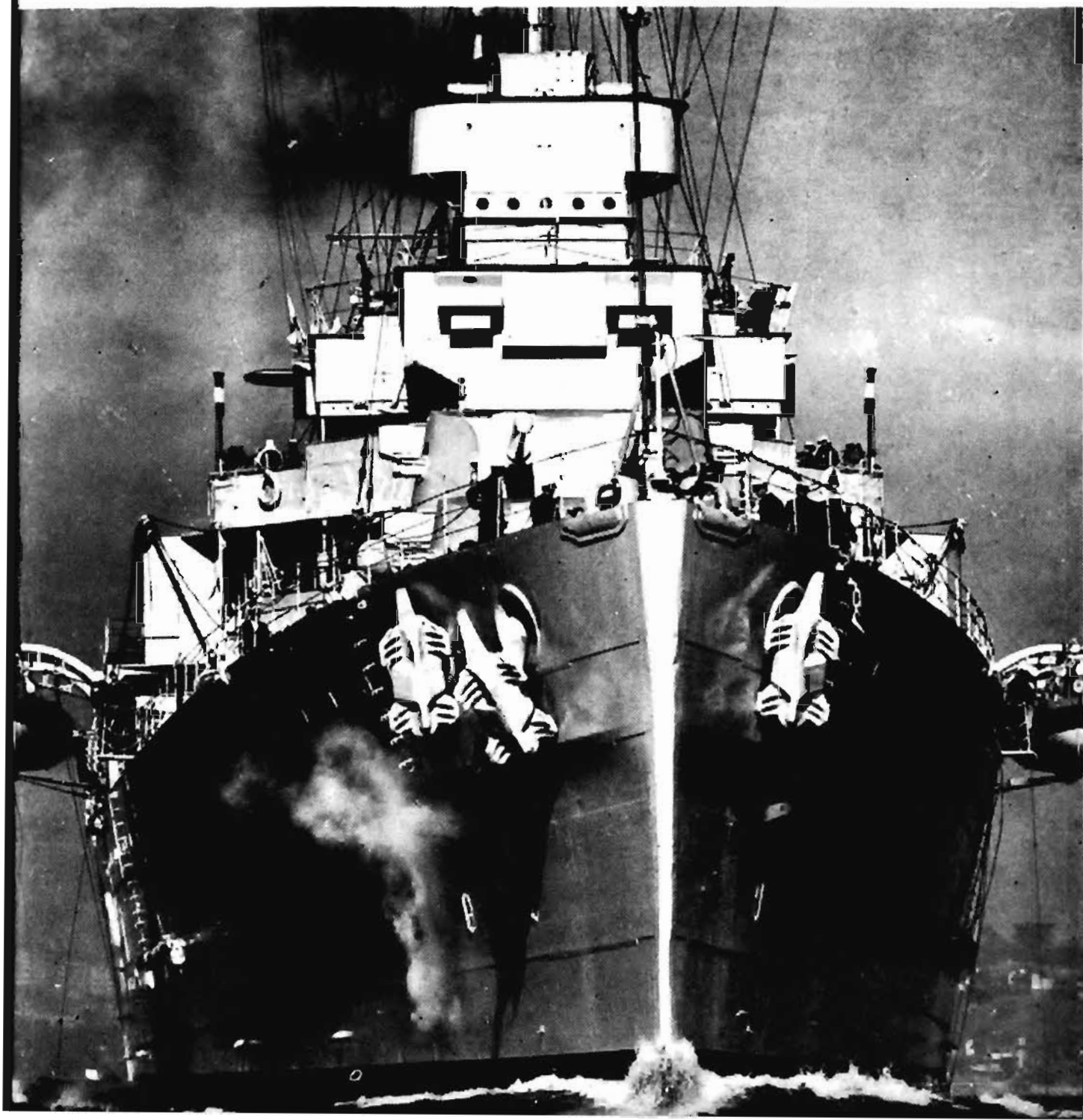
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AUGUST!

Down through the centuries August has ever transpired since the Peace of Versailles, the been a dangerous month on the continent of practical side of the quotation seems to be open Europe.

In modern days this fateful period marks mobilization time on the Continent. With the harvest reaped and gathered from the fields, with granaries and storehouses full of provender and supplies, Continental armies are, as the popular phrase has it, "fighting fit" and ready to move on the Autumn manoeuvres. For the Gods of War, August in Europe is an auspicious period; a time liable to give them opportunities of carrying on their blood-stained trade.

Twenty-five years ago, Germany took advantage of the month of August and the extremely convenient military period it embraced to toss a match onto a powder train that set the world ablaze, commencing the greatest era of carnage ever known. A little over four years later Germany and her allies, beaten to their knees, armies shattered, and fleets either sunk or rendered harmless, sued for peace.

Benjamin Franklin, American patriot, scientist, and statesman, after experiencing the horrors of the American Revolution, stated that "There never was a good war or a bad peace." In the ethical sense one must agree with Franklin; but judging by the events which have

practical side of the quotation seems to be open to doubt. We can by no means reassure ourselves that the peace which has followed the signing of the treaty ratified in Paris on January 13th, 1920, has been a "good peace" as far as world stability is concerned.

August 31st, 1921, marked the official end of the Great War and the commencement of real efforts at rehabilitation, to beat swords into ploughshares, and to render Democracy safe for all time. Now, twenty-five years after the commencement of the Great War, Europe stands once again on the brink of the precipice of world conflict. Undeniably this sorry state of affairs has been brought about by those powers belonging to what is termed the Rome-Berlin Axis.

Significantly, August again comes into the sorry picture, for twelve months ago Germany was prepared to again bring the temples of civilization crashing about the ears of peace-hungry peoples. That action was prevented by the signing of yet another pact. Many claim that we of Britain, together with our allies, lost face by that agreement, yet one cannot deny its good intentions. That arrangement was to end

(Continued Overleaf)

August, 1939

war by aggression, and to settle international differences by peaceful arbitration and conference. But faith in the word of the Axis powers has been rudely shaken by their attitude since the signing of the Munich Appeasement Plan. Czechoslovakia and Albania have fallen beneath the heel of ruthless aggressors. Poland, Yugoslavia and Rumania have for months past been wondering when it will be their turn to face a land-grasping attacker. And so we arrive at August, 1939; what will it hold for us?

One thing is certain in an uncertain world—one fact encourages Britain and her allies to take heart: Twelve months ago the Empire was in a state of unpreparedness. To-day it is not!

And what is perhaps the most comforting thought that can come to us at this present critical stage is the news that, even as this Journal goes to Press, the British Home Fleet is steaming north for Invergordon and Rosyth, just as the Grand Fleet steamed for Scottish waters twenty-five years ago. Truly the Navy is ready and

KEEPING WATCH!

THE EDITOR.



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SEAS, SAILORS AND SHIPS

By ALAN HILL

From the gigantic "Queen Elizabeth," now nearing completion, it is a far cry back to the fire-hollowed logs which our prehistoric ancestors used in their hazardous off-shore trips. Through the ages inquisitive man has always been tempted to seek that which lay below the farthest horizon. And so, like other forms of transport, marine travel evolved in gradual stages from the raft and coracle to the point where the ship first took shape.

In the pre-Christian era the craft most favoured, both for war and commerce, was the galley. This vessel was propelled by oars, sails or a combining of both. It was a wonderful ship, handy and fast even for those days; and from the early galley two types developed: The war galley, long and narrow, utilizing both sails and oars, the latter for that extra burst of speed required when pursuing—or fleeing from—an adversary, and for the greater manoeuvrability when engaged at close quarters. The trading galley was of beamier construction to carry cargo, and relied almost solely on her sails, oars being only used in calm.

For a thousand years the merchant nation of Phœnicia led the world in trade and seafaring—and the Phœnicians kept their sea-secrets to themselves! At first they found themselves blocked at the western end of the Mediterranean by the Pillars of Hercules, by which title the ancients knew the Atlantic entrance to the Middle Sea. It took courage to venture past Calpe—our modern Gibraltar—for beyond it lay the unknown River Ocean.

At last Phœnicians forced their courage—and their ships—past the Pillars of Hercules, ever seeking new markets for their wares. They sailed to Gaul, across to Cornwall, to the Tin Islands, and the Baltic. Incidentally, the Tin Islands have been identified by some modern historians as the Selly Isles.

Phœnicians passed on their nautical knowledge to the Carthaginians, and so Carthage made a bid for world supremacy by sea power. Unfortunately for those African aspirants, a Carthaginian war galley stranded on a Roman beach. She was little damaged. The Romans, having bitter experience of Carthage's sea might, copied that ship. So war galleys, used by Roman seamen, helped to bring about Carthage's

downfall. Later Gades (or Cadiz, as we now know it), Alexandria, and even Carthage itself fell to the Roman conqueror.

When Julius Caesar invaded England in 55 B.C. he transported twelve thousand men across the Channel in eighty galleys. But eighteen shiploads of cavalry lagged behind the main fleet, and when at last they arrived off that famous landing place near Sandwich, a gale drove them back to the French shores. Unaware of the dangerous tides in the Straits of Dover, many of Caesar's galleys, drawn up on the beaches, were swamped by high spring tides. On the second invasion of Britain, Caesar once again had to fight the tides, and his fleet of eight hundred galleys gave his legionaries enough work to keep them busy for ten days and nights pulling the heavy craft clear of the swirling tides. One hundred years later Romans were back again, this time to stay, and the Emperor Agricola sent galleys from the Firth of Forth to sail around the northern Scottish shore, to prove that Britain was an island.

The next phase in this saga of the sea was the discovery by the Arabs that steady winds—the monsoons—could be relied on to blow ships from Arabia to India and return. It was even reported that men had come by sea from China to Arabia.

Then savants commenced mapping the known, and often the unknown, world. At this stage the leading cartographer was undoubtedly Claudius Ptolemaeus—or Ptolemy, a Greek mathematician of Alexandria, who charted not only earth and ocean, but the heavens as well. Ptolemy's world map indicated that it was possible to sail far west beyond the Pillars of Hercules, straight across the terrible River Ocean to Asia.

After the Roman conquest of Britain, tidings of a strange Baltic people reached the Eternal City. So Roman galleys worked into the Baltic to investigate tribes of barbarians dwelling on its shores. But these Scandinavian and Teutonic tribes soon became alive to the value of Roman weapons, and to the superiority of the galleys over their flimsy wooden craft, covered with wicker-work and hides.

The Baltic seamen copied the Roman galleys

(Continued Overleaf)

in different forms, building long boats which they called "Keels." They manufactured iron weapons, and started on the ruthless raids which, in England, forced King Alfred to lay down the first ships of the British Navy.

Tremendous impetus was given to navigation by the Arabs, again in the forefront of nautical science, by their use of the compass. It was not long before western navigators were also utilizing it in their efforts to solve the sea's riddles. Again, the invention of the cannon led to great ship changes; as a consequence vessels became much larger. Indeed, jumping ahead to Tudor times, the "Great Harry," a super-dreadnought built for Henry VIII, was over one thousand tons burthen.

Still in the forefront of marine science, the Arabs used the astrolabe, an instrument for determining positions of the sun, moon and stars. Once again Europeans followed in the wake of sons of the Prophet, and adopted the astrolabe, and Henry the Navigator, of Portugal, founded his famous school of navigation and an observatory at Sagres, near Cape St. Vincent.

Columbus, the Genoese, was convinced that Ptolemy's maps held more than a modicum of truth, and that men could sail west from Europe without falling over the edge of the world. So, under Spanish patronage, he sailed into the unknown to find the route to Asia. But the Americas blocked him; in 1492, with his three tiny ships, Columbus made land at what is now known as Watling Island, in the Bahamas. Other navigators followed in his wake until, by Papal decree, the New World was divided between Spain and Portugal. But still the great riddle, the westabout route to the Orient, remained unsolved. Vasco de Gama reached India via the Cape of Good Hope but not by a westerly route.

Less than thirty years after Columbus' discoveries, a Portuguese navigator, Ferdinand Magellan, serving a foreign master, was killed in the Philippines; but his fleet — or, rather, what was left of it — the "Victoria," completed the first circumnavigation of the globe. Meanwhile, Balboa, the Spaniard, sighted a huge expanse of sea from a hill on the isthmus of Panama. He called that stretch of ocean the South Sea, but Magellan, sailing across it in fine tropical weather, named it the Pacific Ocean.

Then came the crushing of the so-called "Invincible" Spanish Armada by the English fleet, under Howard of Effingham, in 1588. But prior to that year Francis Drake, from 1577 to 1581, had sailed round the world with the "Golden

Hinde." Drake's ship was some seventy-five feet long, with a beam of nineteen feet, and a nine foot draft, and weighed in the vicinity of one hundred tons.

The secrets of the Pacific were safely kept until well into the eighteenth century. But with the advent of better charts and instruments, those secrets were bound to be revealed. The astrolabe had long given way to the backstaff, and this in turn was superseded by Hadley's reflecting quadrant of 1730, which in itself was the forerunner of the modern sextant. Even more important than this invention was the reliable chronometer, evolved by John Harrison, between 1725 and 1761. Until the advent of a reliable machine for measuring time, ship-masters' longitudes and distances were, in the main, a matter of guesswork. Latitudes were obtainable with a fair degree of accuracy, but longitudes — and thereby distances — were often out by many degrees, and hundreds of miles. Now this source of error, a lack of accurate time, was checked by the chronometer. Navigation began to reach the status of an exact science.

The supreme navigator of the eighteenth century in the Pacific was undoubtedly Captain James Cook, who, in addition to his Australasian discoveries, re-discovered many islands found, and then "mistaken" by earlier Spanish and Dutch navigators.

For long the power of armed sailing ships was a settling factor in world affairs. Horatio Nelson thwarted the ambition of Napoleon decisively at Trafalgar, and so upset the plans of one who could justly be claimed as the greatest European conqueror since Julius Caesar.

Early in the nineteenth century, both in Scotland and the United States of America, an apparatus was being perfected which would still farther blind ocean in the chains of man's ingenuity. This development also sounded the death-knell of what could justly be called one of the most beautiful of man's creations — the sailing ship; for it was the advancement of steam marine propulsion in Scotland and the States that brought about the service which finally drove the racing white wings from the seven seas.

The first steamer to cross the Atlantic was the "Savanna," three hundred tons, which took thirty-one days on the passage. That was in 1819. The next long run of note was the splendid trip of the little "mail and steamer," "Sophia Jane," from England to Australia in 1830.

(Continued on Page 12)

A SON OF AUSTRALIA

By E. COUSINS

Sydney can claim with a great deal of pride that it is the birthplace of a man who has made not only Australian, but Empire, Naval history.

In the harbour-side Sydney suburb of Rose Bay, in a beautiful old home that has since been converted into a college, John Saumarez Dumaresq was born on 26th October, 1873. At an early age his parents took him home to England. Following a strong inclination he entered the Royal Navy at the age of 12, thus starting a great, but what was, unfortunately, to be too brief, a career.

Passing through various grades of the Service, his aptitude brought him under the notice of Authority, and at an early age he was created Lieutenant, and commenced the specialization in torpedo work and gunnery, which was to make him famous.

John Dumaresq's special abilities seemed to lie along the lines of inventing gear to improve the current system of gunnery, and he devised several instruments, one in particular — the Dumaresq Range Finder — calculated to improve gun fire control, and for determining the rate of movement of enemy ships. His inventions proved invaluable during the war.

On 31st May, 1916, then a Captain, he took part in the famous action of Jutland, aboard his ship H.M.S. "Shannon." For his part in the battle he was created a C.B.

In February, 1917, he took command of H.M.A.S. "Sydney," thus becoming associated for the first time with the young Navy of his native land. Whilst aboard "Sydney," Captain Dumaresq brought into being the first revolving platform for carrying aircraft aboard light cruisers. It seems fitting that H.M.A.S. "Sydney" had the honour of being the first to be equipped with this modern adjunct to Naval warfare.

When "Sydney" went up for refit Captain Dumaresq was transferred to the battle cruiser "Repulse." Whilst in command he again earned distinction with his ship on November 17th, 1917, at the Second Battle of Heligoland.

After the signing of the Armistice in 1918,

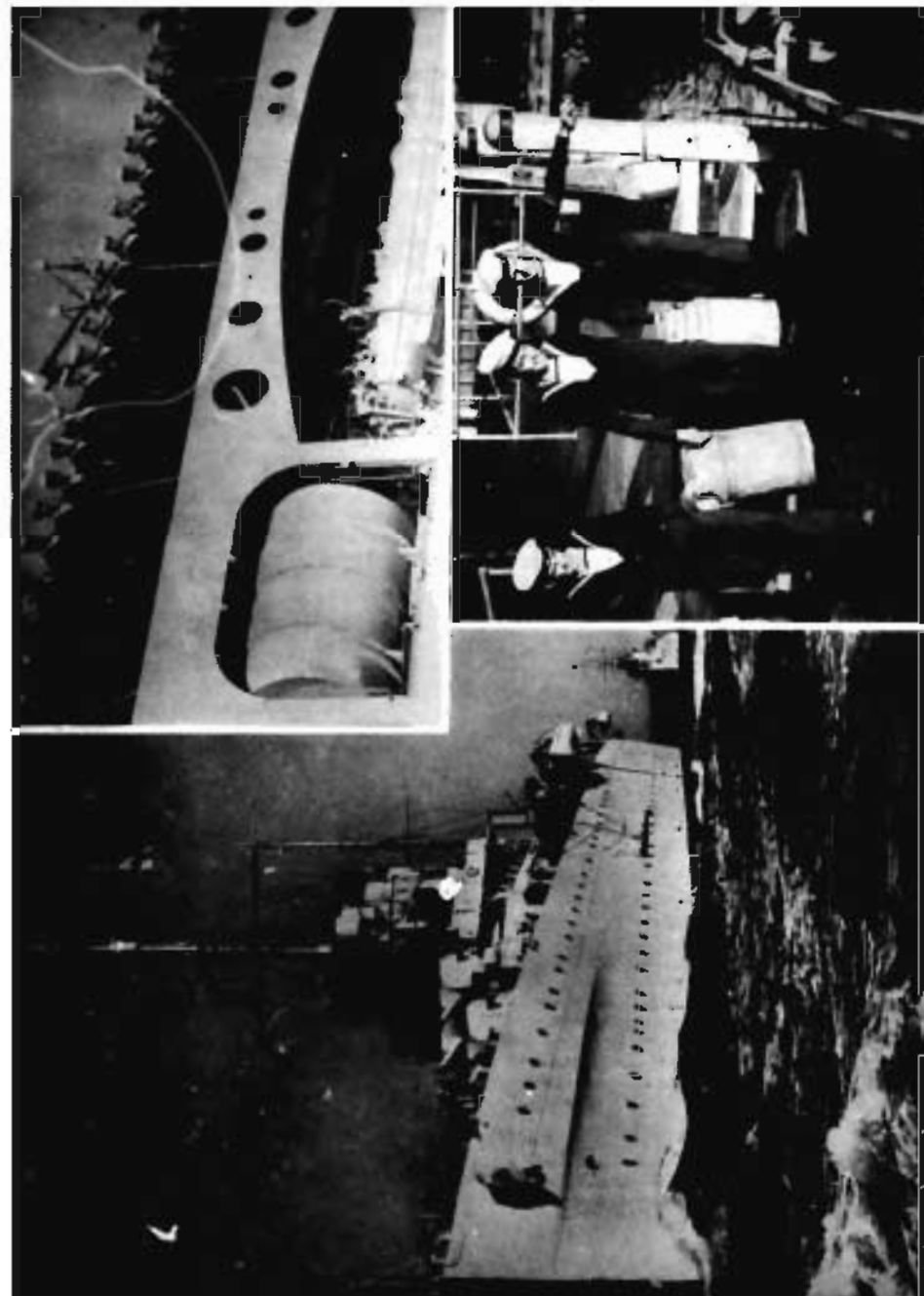
young Captain Dumaresq was promoted to the rank of Commodore 1st Class, flying his broad pennant from H.M.A.S. "Australia." It must have been a proud day for Commodore Dumaresq when, on Sunday, 15th June, 1919, Australia's own flagship and her first Australian-born Commodore arrived in Sydney. Two years later Australia had her own Rear-Admiral, for Commodore Dumaresq was raised to that rank, thus becoming the first Australian to command the Royal Australian Navy. This post he held from 1919 to 1922.

Although Rear-Admiral Dumaresq was a strict disciplinarian, he was very popular with his subordinates, and indeed, loved by all who knew him, for his kind and cheerful disposition. He took a keen interest in sailing, and entered in many of the 18ft. skiff races on Sydney Harbour on Saturday afternoon.

His last notable exploit took place when he was proceeding to New Zealand aboard his flagship, H.M.A.S. "Melbourne," when, in a terrible storm in the Tasman, "Melbourne" picked up an S.O.S. from the sinking American schooner, "Helen B. Stirling," and proceeded to effect a spectacular and gallant rescue. That exploit has been written up in detail in an earlier issue of the Journal.

After commanding the Royal Australian Navy for three years, during which time he brought the Fleet to a high standard of efficiency, the young Rear-Admiral left for England by way of Japan, aboard T.S.S. "Tango Maru." Near the Philippine Islands Rear-Admiral Dumaresq took seriously ill. He was taken ashore at Manila to the American Military Hospital. After a valiant fight for life, Rear-Admiral John Saumarez Dumaresq passed away on 22nd July, 1922. He was buried at Manila.

Paraphrasing the poet, we can say that Rear-Admiral Dumaresq's resting place will be, not only to his native land, but to the British Empire, a place "forever Australia."



R.A.N. ON MANOEUVRES

(Block by courtesy "S.M. Herald")

THE DOMINIONS AND NAVAL DEFENCE

By TAFFRAIL

Is Japan desirous of expanding to the southward at the expense of Britain, the United States and Holland? That is the question so far as the Pacific and the Far East are concerned.

An answer is difficult. It may be, and probably is, the fact that Japan is too heavily embroiled in, and financially exhausted by, her war in China to encourage adventures further afield. It may be that the simple presence of an overwhelming United States fleet in the Pacific, and the lack of knowledge of America's intentions, is sufficient to act as a deterrent to any attack upon Hong Kong, the Philippines, Borneo, the Dutch East Indies, the various island groups north of Australia and New Zealand, and those two Dominions themselves.

Nevertheless, Japan is a member of the so-called Anti-Comintern Pact, which is not so much aimed by its originators at Russia as against the British Empire. In the event of a war in which Germany and Italy are both implicated, Japan might be tempted to consolidate her position in South China by attempting the seizure of Hong Kong. That would make her our enemy.

Apart from any local naval forces, the best guarantee against aggression for Australia, New Zealand and India, as well as for Hong Kong, the Dutch East Indies and the islands in the Pacific, is undoubtedly a squadron of capital ships, with their attendant cruisers, aircraft carriers, destroyers and submarines, based upon Singapore. It was for this very purpose that the Singapore Naval Base was created. The site was chosen because it lies on the flank of the important trade route to Australia and New Zealand. It covers the Indian Ocean, as well as the Dominions and islands further north and east. Isolated raids are always possible; but no enemy could launch an invasion involving long lines of communication with an undefeated British fleet based upon Singapore, though actually operating from a temporary base further north and east.

Thanks to treaty limitations and battleship holidays we may not be able for some years to station a fleet in the Far East capable of engaging the Japanese on approximately equal

terms. In the meanwhile, however, Singapore and Hong Kong both have their powerful defenses, and there are cruisers, an aircraft carrier, destroyers and fifteen submarines on the China Station. Australia has her five cruisers and five destroyers, apart from smaller craft. Two Tribal class destroyers are to be built in replacement of older vessels, while twelve motor torpedo-boats are to be provided. Darwin is being developed as a base, and naval personnel is being increased.

New Zealand, with her two cruisers, is also taking every possible means to co-operate in the naval defence of the Empire. Her population is small and money very tight; but she is doing all she can.

What needs to be emphasized, however, is that a dispersed force totalling a dozen cruisers, an aircraft carrier, eighteen destroyers and fifteen submarines, some of them minelayers, unlocated and undefeated, would greatly influence a stronger enemy's freedom of movement, and exercise a considerable deterrent effect upon any Japanese adventures far to the southward. Japan's trade and her lines of communication to the north would be under constant threat of interruption. One remembers the naval effort required to deal with Admiral Graf Spee's squadron, and isolated raiders like the "Emden" and "Königsberg." Indeed, one can imagine the Japanese having to dissipate their naval effort by running most of their trade in strongly escorted convoys. A single group of mines laid off a Japanese port would also result in an extensive minesweeping service, while an aid raid on one of her crowded cities would reverberate through the country.

More aircraft are being provided, and anti-submarine bases erected. Apart from all this, military measures have been taken, munition factories erected, and a large-scale organisation developed, whereby the whole industrial resources of the nation can be used for purposes of defence. A total programme of £70,000,000 spread over three years is a truly magnificent effort for a population of fewer than 7,000,000 people scattered over a huge and largely water-

(Continued Overleaf)

less continent. Australia is proceeding energetically, though her final security against aggression must depend chiefly upon that British Fleet based upon Singapore.

If the Far East may at present be considered something of a danger spot from the point of view of the naval defence of the British Empire, Japan, influenced by her poverty and exhaustion, and by the attitude of the United States on the one side and of Russia on the other, is undoubtedly the Achilles' heel of the Anti-Comintern Pact. With so much against her, it seems more than probable that she would not come in on the side of Germany and Italy.

India has undertaken to maintain a sea-going fleet of six modern escort vessels, though many more would be required if a convoy system had to be established in the Indian Ocean. Beyond improving the coast defences of Cape Town and Durban by the mounting of 15-inch for the existing guns; establishing gun defences for Port Elizabeth and East London; and forming a Royal Naval Volunteer Reserve with bases at the four ports mentioned, the Union of South Africa, however, undertakes little in the way of direct naval defence. This naval apathy is to be regretted. It is hardly conceivable to visualise a war in which South Africa could stand aloof from Britain. As said General Smuts in December last, nobody in South Africa can do a more serious disservice than to make it possible for the country to be deprived of the protection of the Royal Navy in the event of war.

In view of the fact that the route round the Cape of Good Hope would attain vital importance in the event of the Mediterranean becoming impossible for merchant shipping; because, also, South Africa is within reach of submarines from Europe, the Union, which depends in no small measure on its overseas trade, would do well to consider the provision of anti-submarine defences and vessels, together with escort vessels and minesweepers. As the Great War most clearly proved, no really efficient services of this nature can be improvised at short notice.

I have recently returned from Canada, where the reports of a submarine sighted off Halifax, Nova Scotia, in April occasioned some perturbation. The reports, like many of those during the war, were devoid of truth. Nevertheless, if hostilities came, it is perfectly possible for enemy submarines to cross the Atlantic and return without refuelling, and to attack shipping off the east coast of Canada and America with gun-fire, torpedoes and mines. The same applies to Japanese submarines crossing the Pacific to

the coast of British Columbia.

The Royal Canadian Navy consists of six destroyers, three on each coast, with some minesweepers of the trawler type. Roughly 50 per cent. of Canada's total trade is sea-borne, this percentage including some of the trade with the United States. All of this would require protection in war. Esquimaux, in the west, and Halifax, in the east, are 8,000 miles apart by way of the Panama Canal, which means over fourteen days steaming at twenty knots without allowing for delays. Naval forces cannot be moved from one ocean to the other by a stroke of the pen, which means that defence systems may have to be provided both in the Atlantic and Pacific.

It would seem that Canada's naval requirements can best be summed up by saying she requires harbours immune against submarines and protected against attack by surface raiders, together with a considerable number of fast escort, anti-submarine and patrol craft with a backing of heavier ships for the protection of trade. Her potential reserves of naval man power would also be of the greatest utility in the event of war if they were earmarked beforehand in some sort of national register.

Newfoundland, a separate Dominion, formerly had its own Royal Naval Reserve. With its large proportion of fishermen, many of whom are now unemployed, it seems wasteful and unimaginative that some form of R.N.R. cannot be re-established.

—"NAVY"

OBITUARY

It is with deep regret that the Journal announces the passing of the Chairman of the N.S.W. Branch of the Navy League, His Honour Judge A. P. Backhouse, M.A.

He was associated with the Navy League from its inception in Sydney in 1917, and occupied the Chair of the Executive Committee of the Navy League, New South Wales Branch, from 1924 to the date of his death.

In the passing of Judge Backhouse the Navy League loses more than a friend.

SERVICE IN AN ARMED MERCHANT CRUISER

By COMMANDER E. F. McLEOD, R.N.R.

At the beginning of 1915 the Tenth Cruiser Squadron, consisting wholly of armed merchant steamers under Royal Navy captains, was formed for the purpose of taking over from the Grand Fleet cruisers the task of patrolling the trade routes north of Scotland. It eventually numbered twenty-four ships, and was for long commanded by Rear-Admiral (later Sir Dudley) de Chair, well-known after the war as Governor of New South Wales. One of the ships of the squadron was the 4,000-ton "Digby," of the Furness Withy line, and it is with her later service, during 1916-18, that this article is chiefly concerned.

In a eulogy of the Tenth Cruiser Squadron, the late Sir Julian Corbett wrote (in his third volume of the British Official Naval History): "Undeterred by incessant gales, in all but continuous darkness as the (winter) season advanced, and blinded with snow and fog, they held their ground. Uncomplaining and vigilant, the merchant seamen and officers who manned the ships kept their grip on the enemy's throat with no less spirit and resource than their comrades in the fleet."

At the end of 1915 the squadron was ostensibly at least "no longer a purely British force." On November 5 the American Government had delivered a protest against our blockade in stronger terms than they had hitherto used. As a counter-move it was thought desirable to demonstrate that the doctrine of legitimate restriction of neutral trade upon which we were acting was not confined to ourselves. France was ready to endorse it openly by showing her flag in the blockading forces, and as she had no ship available for the purpose, it was arranged that one of the squadron should be transferred. The "Digby" was accordingly sent down to Brest, and after receiving a French crew and commission, rejoined the squadron as the "Artois."

Some months later the "Artois" was taken over from the French and recommissioned with a British crew, still retaining, however, her French name. A tremendous amount of work has to be done in commissioning a ship. The station bill has to be made—a lengthy bill detailing all the members of the ship's company to different posts, such as fire stations, gun positions, etc. In due course, the "Artois" was

complete with stores, ammunition, and everything else necessary for a man-of-war, and the ship's company had more or less "shaken down" to routine. Our sailing orders were received, and off we went on our first patrol.

The writer was appointed senior watch-keeper and intelligence and boarding officer. As senior watch-keeper he had to arrange the watches on the bridge; at times changes had to be made in the roster when an officer was detailed to take a suspected ship into base in charge of an armed guard. As intelligence officer he had charge of the cyphers and codes and the secret and confidential books. The signal and wireless departments were also under him, and he was the chief censor on board. For the work of coding and decoding messages and of censoring letters he had the assistance of two R.N.V.R. officers and two ratings, and when a press of work was on, the captain's clerk also assisted.

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SEA CADET NOTES

WOOLWICH TRAINING DIVISION

By H. COLLISON, O. IN C.

"Warrego" depot has an apology to make for omitting to forward notes for last month's Journal. However, the Division was so busy with its various activities that the truth must be confessed. We forgot them! However, we hope to combine a little of last month's notes with our doings for the current month.

During the King's Birthday week-end the Division camped at Manly Training Division's depot, and a splendid time was had by all hands. The only thing that marred what was an otherwise perfect week-end was the noise of the waves striking the rocks outside the building. However, we can excuse our lack of rest on this account, as it is a poor sailor who likes to hear the noise of the sea on stones near his ship. One point arose concerning the identity of a Petty Officer who used approximately ten blankets. It is assumed that he must have been afraid of "Frost."

On 1st July a review was held at "Warrego," and Manly paid us a return visit, putting on a splendid display for the benefit of our visitors. The parade was inspected by the Reverend Stephen Taylor and Mr. Martin, and the cadets were very highly praised for their smartness.

The local scouts also attended, and beat us in two pulls out of three in a tug-of-war. As a further demonstration of their sportsmanship they challenged the Division to a rowing race. Needless to say, we accepted.

On Sunday, 2nd July, Woolwich attended its initial Church Parade at St. John's Church, Woolwich. An impressive sermon was given by the Reverend Stephen Taylor.

The present strength of the Division is two Officers and twenty-seven ratings. The main thing that concerns us just now is that our depot is sadly in need of a coat of paint. But we hope to remedy that as soon as a small financial breeze is raised. We have rigged up a quarter-deck, that we flatter ourselves is extremely neat, and it certainly makes all the difference to the appearance of the depot.

Mr. Martin, well-known naval outfitter of Sydney, has donated a silver cup for first prize,

with 10/- second, and 5/- third, for the best dressed rating in the month of September, and all hands are looking to their kits in the hope of pulling off one of the prizes.

The Division is training hard for the Fairfax Banner, so with all due respect we must say, "Watch your step, North Sydney and Manly!"

Mr. Farr, our very capable Chief Officer, has inculcated a splendid spirit of discipline and co-operation into the Division, with the result that we have got into the swing of our new routine, and are forging steadily ahead, making up past leeway. It is unfortunate that Mr. Farr is only on loan to this Division. When the day comes for him to leave us there will be all-round regret.

Woolwich sadly feels the lack of a Second Officer, and would appreciate offers from any gentlemen with the requisite capabilities and enthusiasm, to assist in training the Division. It must be impressed that the latter qualification, enthusiasm, is vital.

On July 22nd the Senior Officer, and Inspecting Officer, visited the depot, and reported conditions satisfactory. This does not fill the bill as far as Woolwich is concerned, and we will take extra care to see that, on the occasion of the next inspection, the report will be "excellent".

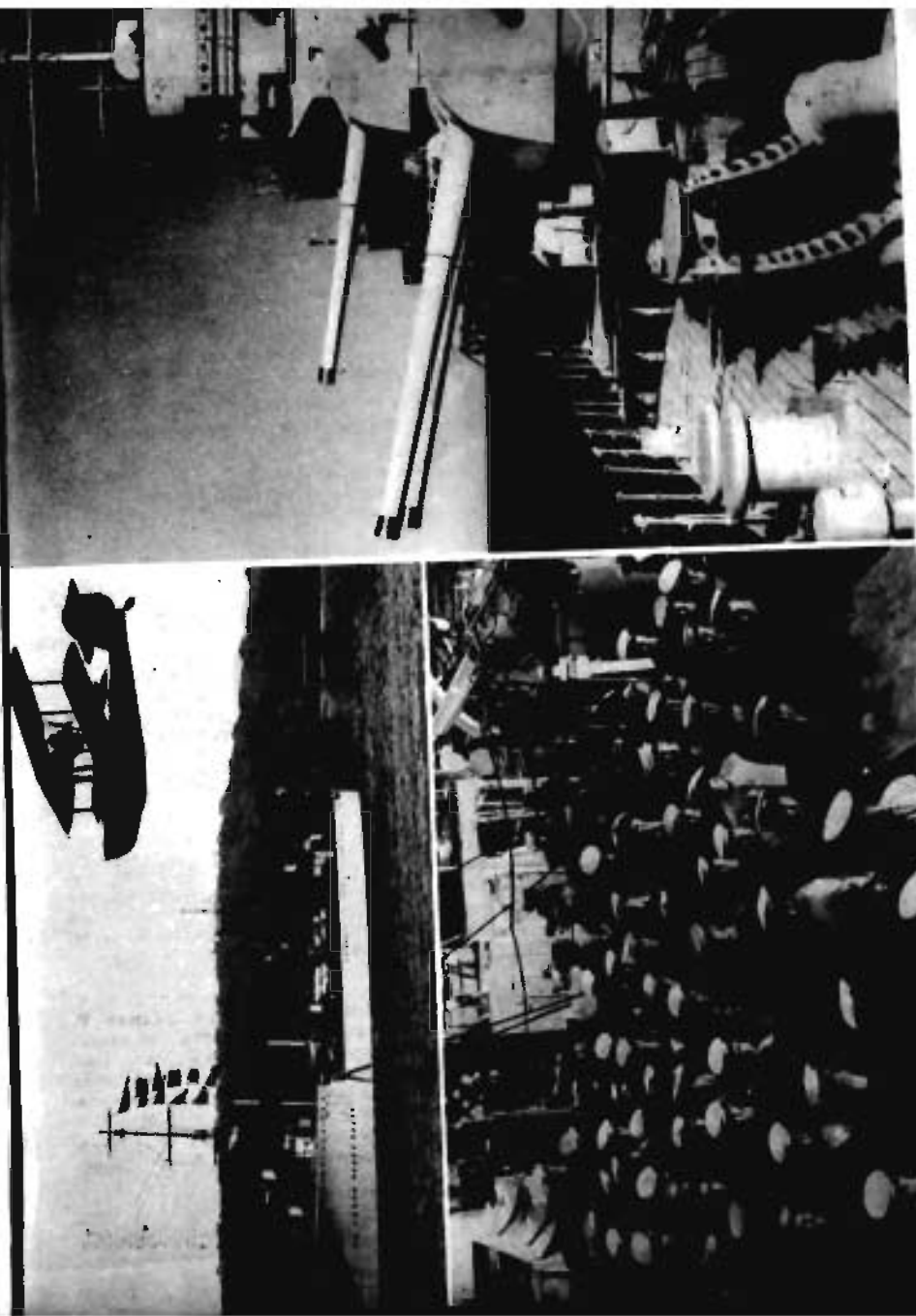
The Division's thanks are due to the keen interest taken in its progress by Mr. Holloway, a new Committeeman. On parade Saturday afternoons Mr. Holloway is to be found somewhere in the background, noting everything with a critical, but kindly eye. It is evident that his mind is running on the question of improving the general standing of the Division, and we appreciate his helpful criticism and sound advice.

Now for our final, but by no means least important piece of news. We state with a great deal of pride that late Leading Seaman P. Phillipe has succeeded in entering the Royal Australian Navy. Good luck Paul, and congratulations. We hope that in the years to come you will be sporting the broad gold band and curl on the sleeve of your uniform jacket.

Therefore, in conclusion we report: "Both engines full ahead aboard 'Warrego'."

(Continued on Page 12)

THE NAVY LEAGUE JOURNAL



(Block by courtesy "S.M. Herald")

R.A.N. ON MANOEUVRES

MANLY TRAINING DIVISION

By G. H. SMITH, O. IN C.

The Division is in the happy position of being able to state that it should have its new whaler for the summer season. We have now made a start on our boats and extensions to the depot, and would like to take this opportunity of thanking Mr. Barton for the assistance he has given the Division in this respect.

The Committee's and the Younger Set's efforts are also greatly appreciated, for they have put in some really splendid work.

On 29th July the Inspecting Officer, N.L.S.C.C., paid us a surprise visit, and mentioned the fact that we had improved a great deal since his last visit. The Inspecting Officer took Leading Seaman Nivison and Acting Petty Officer Kent for examination for Petty Officer, and both passed well.

A social was held at the depot recently, and a splendid time was enjoyed by everybody, and prizes, kindly donated by Chief Constable Grimes and Mrs. Soars, were distributed.

Our squad in the Royal Life Saving Society's Resuscitation Class have very nearly completed the course, and will be examined very shortly. We hope (and are confident) that all hands will pass.

In conclusion, we report: "All shipshape aboard."

"VICTORY" TRAINING DEPOT

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

On Sunday, 8th July, three officers and thirty ratings from V.T.D. attended a Church Parade at the Presbyterian Church, Glebe, at the invitation of Glebe Division of the St. John's Ambulance Brigade. Considering that it was a wet day, the muster was quite satisfactory and the parade was very successful.

"Victory's" cutter is running quite smoothly since minor defects in her engine have been repaired. The Division is still receiving a number of new recruits, due, in all probability, to publicity received by the number of appearances before the public eye in the past few months.

We would like to thank Mrs. Stewart for her generous donation of an electric jug for the benefit of the unit. We would also like to wish her son "Bon Voyage" on his first trip in his chosen career as a Merchant Service Officer. It is pleasing to note that Petty Officer Stewart has expressed a wish to remain on the strength

of the unit and intends to report to the depot when his ship returns to Sydney in about six months.

The unit will be attending a Service at St. John's Church of England, Milson's Point, on Sunday, 29th August, at which we hope to renew our acquaintance with members of the Australian Air League, whom we have invited to be present with us.

We were inspected by the Senior Officer, Captain Blackwood, on Saturday, the 8th, and were happy to be able to show him the cutter under way. A complimentary report on the result of his visit came through, and we hope that we can do even better the next time.

Once again we can report "All well at V.T.D."

"SEAS, SAILORS AND SHIPS"

In 1838 the Cunard Company secured a government mail contract, and entered the Atlantic trade with four wooden paddle steamers. A few years later came the famous "Great Eastern." In these days of huge luxury ships it is worthy of note that even in the 'fifties of last century a ship was built which, for size and tonnage, is surpassed by comparatively few modern ships. The "Great Eastern" was a failure. She was six hundred and ninety-two feet long, with a beam of eighty-three feet, and her tonnage was 22,500. She was equipped with four funnels, six masts, paddlewheels, and a screw propeller. Brunel, the great engineer, and John Scott Russell, a noted naval architect, were jointly responsible for this maritime freak.

The launching of "Great Eastern" was a fiasco; she stuck on the ways, and did not shift to the water until three months later. After spending £600,000 on the ship, it cost another £120,000 to float her, and the original company, under financial stress, sold her for £160,000. In 1840 she made her first Atlantic crossing with thirty-six passengers! Proving an utter failure in the Atlantic trade, she was converted into a cable ship, in which capacity she did good service. Later she was sold as a coal hulk at Gibraltar, and finally was broken up on the Mersey in 1888.

And so, down through the years, man has striven to conquer the sea. To a great extent, in the light of modern marine achievements, he seems to have done so. Still, there lies that element of chance in dealing with the sea; and while man is man, ships are ships, and ocean is ocean, the endless conflict will go on, providing interesting, thrilling, and often sorrowful stories of ships, sailors and the sea.

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NAVAL NOTES *from* OTHER LANDS

Argentina

The British-built cruiser "La Argentina," which was delivered to the Argentine Navy early this year, was specially designed for service as a training cruiser, and has replaced the auxiliary sailing training ship "Presidente Sarmiento," built in 1898.

France

Contracts have been placed for several ships of the 1938 naval construction programme. The 18,000 ton aircraft carrier "Painleve" is to be built at the Penhoet yard, St. Nazaire, where her sister ship "Joffre" is already in hand. The 1,772 ton destroyers "Intrepide" and "Téméraire" are to be constructed at the Gironde Yard, Bordeaux, and the "Aventurier" and "Opinlatre," of the same tonnage, will be built by the Forges et Chantiers de la Méditerranée at La Seyne.

The 1,000 ton torpedo boats "L'Alsacien," "Le Breton," "Le Corse" and "Le Tunisien" have been ordered, the first pair from the Chantiers de Bretagne, Nantes, and the second from the Chantiers de la Loire, St. Nazaire.

Progress is being made with the construction of the 630 ton minesweepers of the "Elan" class, of which twenty-two are known to have been provided for under various programmes from 1934 to 1938. The first three were launched last year, and so far five appear to have gone afloat in 1939.

Germany

Depot ships continue to be added to the German Fleet. Following the launching of the "Wilhelm Bauer" last December, a sister ship, the "Valdemar Kophamel," took the water recently. Both are to be parent ships to submarine flotillas, as will the purchased vessel "Erwin Wassner." The "Tanga," completed recently, will be a depot ship for motor torpedo boats.

The "Samoa," which was acquired and added to the fleet last year, has been renamed "Mara" on being assigned for duty as a tender to the Gunnery School. The "Johann Wittenborg," originally a minesweeper, has been modified for use as a surveying vessel and renamed "Sundewall," while a sister ship, the "Hela," has been renamed "Gazelle." Another minesweeper of this type, M.107, is now named "Von der Groben" and is doing duty as a tender. A trawler

recently purchased has been named "Spree" and attached to the Submarine Training Establishment.

The ex-Austrian motor launches of the "Enns" type, on the Danube, have been re-rated as river minesweepers and numbered F.H.R. 1 to 6.

Italy

The first of the fast light cruisers of the "Regolo" class, the "Giulio Germanico," has been laid down at the Navalmeccanica yard, Castellammare. One of the submarines of the 1938 programme, the "Alfredo Cappellini," was launched from the Muggiano yard of the Odero-Terni-Orlando combine near Spezia recently.

Netherlands

Both the two new 8,350 ton cruisers are being built by the Wilton-Fijenoord firm; they will be named "De Zeven Provinciën," and "Kijiluin." "Heemskerk" is the name that will be given to the second ship of the "Tromp" type, building by the Nederlandsche Scheepbouw Maatschappij, at Amsterdam. The four new destroyers of 1,628 tons are to be called "Gerard Challenburg," "Isaac Sweers," "Philips van Almonde" and "Tjerk Hiddes."

Of the seven new armoured gunboats of 1,268 tons, two are being built by P. Smit Jr. and one by Werf Gusto. A small minelayer, of 555 tons, has been ordered from N. V. Boele's Scheepswerven, Bolnes.

Poland

Two submarines of 1,175 tons have been ordered from Chantiers et Ateliers Augustin Normand, Le Havre. The Polish Navy already includes three submarines of Normand design; the "Wilki," "Rys" and "Zbik" (names which mean wolf, lynx and wild cat, respectively), as well as two built recently in the Netherlands, the "Orzel" and "Sep" (eagle and vulture).

Russia

It is stated officially that the total tonnage of new warships completed this year would be four times the average of the past five years. But since practically no big ships have been commissioned for the Russian Navy in recent years except the cruisers "Krasni Kavkas" in 1934 and "Kirov" in 1937, this announcement may not amount to as much as may be imagined.

U.S.A.

It is stated that in the two 45,000-ton battleships of the 1939 programme, the increased displacement will be largely absorbed by increased engine and boiler power, to give the ships considerably greater speed than the 28 knots for which the six 35,000 ton ships of the "Washington" class are understood to have been designed.

Other warships to be begun under this programme comprise two cruisers, eight destroyers, eight submarines, two seaplane carriers and a repair ship.

A GREAT AUSTRALIAN --- Sir Hubert Wilkins

By C. E. W. BEAN

Of all Australians who have done great things in other countries, Sir Hubert Wilkins is, perhaps the one who has most consistently associated the name of our country with his achievements overseas. He has led six expeditions in the Arctic or Antarctic, and has been a member of another seven; and in the records of every one of them that I have seen his Australian loyalty is emphasised. His principle, as I remember from a discussion with him during the war, is something like this: Australia, necessarily behind the more crowded parts of the world in some branches of progress, is outstanding as a democratic factory of men; and, by consistently making known the fact that they are Australians, those of her sons who distinguish themselves elsewhere can help not only to adorn their country's name but to win recognition for the value of her free institutions.

Sir Hubert Wilkins' most cherished project has, ever since the war, been that of securing the establishment of a chain of meteorological stations on the Antarctic continent, maintained by Australia and New Zealand, South Africa and South America; but he could secure little support for the scheme here. Some years ago,

(Continued on Page 18)

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SERVICE IN AN ARMED MERCHANTMAN—Continued

As boarding officer he had to board all ships intercepted, and examine them and their papers to see that all was in order. If he harboured any doubts about a ship, an armed guard in charge of an officer would be put on board, and she would be sent into some specified port so that a more thorough examination could be made. For example, a certain ship was stopped and boarded and her papers, which showed her to be loaded with cotton, were apparently all in order; but the boarding officer, who had had some experience in the cotton trade, told the captain that the steamer should not be down to her marks with such a cargo. He felt there was something else besides cotton in her. An armed guard was therefore placed on board the ship and she was sent into port, where an X-ray examination disclosed the fact that each bale of cotton contained a slab of copper. Instances like this, however, were uncommon, and as the blockade was so successful, few ships tried to elude the vigilance of the patrol.

It was a humdrum existence, this continual patrolling and boarding every vessel seen, often in mountainous seas. The only break in the monotony was when we began to run short of coal and had to return to a base to replenish our supply. Occasionally this had to be done with no outside help in some rugged inlet, the slopes of which were devoid of habitation. Then, after cleaning the ship, we would leave immediately to continue the patrol. Now and again, when a slight refit was necessary, we would put into a base where there happened to be a town, and it was only then that a welcome change came in the form of a run on shore and perhaps a visit to a theatre or two. Nevertheless, the crowd were very happy on board. A concert party was formed, with an orchestra of no mean talent; boxing tournaments, etc., also helped to while away the long periods spent on sea over which no steam roller had ever been.

One morning just about daylight, shortly after the "Artois" had left Glasgow, where it had undergone a slight refit, the writer was on the bridge relieving when the midshipman of the watch said: "What would you do sir, if you saw a torpedo making for the ship?" My reply was quite off-hand—"Oh, do what is laid down in the regulations. If it is before the beam, turn towards it, if abaft the beam, turn away from it." Quite simple!

About half-an-hour later the writer saw two trails of bubbles making for the ship.

"Good God, look at that!"

"What, sir, porpoises?"

"Porpoises, you adjectival fool! No—torpedoes! Hard a-port!"

Fortunately, the "Artois" just got enough swing on her to avoid these deadly missiles. The writer hung on to the bridge, catching his breath, while awaiting the explosion. By a miracle one of the torpedoes passed a few feet ahead of the ship, the other missing her stern by a like distance. By this time the alarm had been sounded and all hands were at the guns, and it was with a feeling of thankfulness that we realized these terrible engines of war had missed us. Had one of them hit the ship, the magazines would have exploded, and this tale would not have been written.

The ship was still on the swing, but the writer, seeing the wake of the submarine, steamed towards it. A depth charge was dropped, with what result is not known, for there were no signs that the U-boat had been destroyed.

This patrol went on for some months without much diversion until, in 1917, America came in on our side, when we suddenly received orders to proceed to Sydney (Nova Scotia) to escort a convoy of ships across the Atlantic. Off we went, and in due time reached Sydney, where our convoy was gathering. We all had a well-merited run on shore, and shall never forget the hospitality and kindness of the residents, who vied with each other to make our visit a pleasant one. By this time our concert party and orchestra had attained a great degree of efficiency, and some of the talent was excellent, so we gave the Sydney residents a concert in a theatre on shore, and it went down with great approval.

In due course the convoy—twenty-seven ships in all—was ready to put to sea. The 1st lieutenant of the "Artois" ("No. 1" as he was generally called, or, on the lower deck, "Jimmy the One") having been detailed as "Commodore of the Convoy" on a selected ship, the writer temporarily slipped into his shoes on the cruiser until the end of the trip. The dazzle-painted (camouflaged) ships presented a weird sight as they zig-zagged like a flock of ducks, keeping station marvellously well. On arriving in English waters we handed over our charge to a destroyer flotilla, the ships being divided up to proceed to the several ports where they were required.

After coaling at a base the "Artois" resumed its patrol work. Before very long, however, she

received orders to proceed to Halifax to pick up another convoy. Off she went and commenced to punch into a head-on gale. Two days later the heavy buffeting started some rivets on her bow plating, causing her to make water. The pumps had to be put on, but it got so bad that when the ship was going full speed into the teeth of the gale it was only possible to keep the water under. Realising that it was not much use to go over to Halifax as a lame duck, and, furthermore, that the damage might increase, the authorities were communicated with, and we received instructions to return to Belfast. The damage being temporarily repaired there, we were ordered to proceed to Glasgow for a refit.

On arrival at Glasgow, we found we were in for a big refit. In fact, it took four months to carry out the repairs and alterations and to fit new guns. And, lo and behold! the ship was fitted with awnings. Many were the conjectures as to where we were going and what we should have to do, so much so that a sweepstake was got up, but I forget who was the winner.

In due course the "Artois" was again like a new ship, ready to go out and do battle with all and sundry. On opening our sealed orders after departure we found we were off to act as ocean escort for convoys formed in ports on the West African coast. We engaged in this work until the Armistice, but, apart from several submarine attacks on the ship or the convoys, nothing of much note occurred. It is pleasing to record that we escorted over 2,000 ships and that not a single one was lost.

To refer again to our concert party. Among the crew was discovered a scenic artist, who painted scenery for our recreation room; and two of the officers collaborated and wrote some excellent little sketches, which were given at our concerts. Generally, these took the form of a sketch during the first half of the programme, and variety during the second half. By this time we had collected quite a good wardrobe, and had erected a stage with footlights, spotlights, etc. And, with the orchestra augmented, many otherwise tedious hours were whiled away with concerts and music. When time permitted, the entire company gave concerts on shore.

After the Armistice the "Artois" was ordered home to pay off, and the whole ship's company, most of whom had been together for over two years, were demobilised. Without doubt, she had been one of the happiest ships in the British Navy.—("REVELLEE.")

SIR HUBERT WILKINS—Continued

however, when he visited Australia, he was at lunch with Sir Edgeworth David when a message was brought in from some newspaper representatives asking Sir Hubert for an interview. Professor David put his hand on Wilkins' arm: "No, I'll see them," he said, and he gave the reporters a brilliant summary of Wilkins' plans, which he endorsed with enthusiasm. Since then, in association with the other great Australian Antarctic leader, Sir Douglas Mawson, Wilkins has succeeded in convincing the Australian Government of the need for action, and has offered to start the work. In accordance with his life-long principle, he has promised to Canberra the personal relics of his explorations.

His Outstanding Characteristic

Not many Australians have any notion of Sir Hubert Wilkins' explorations, and it would be impossible even to outline them here. But what marks them all is his outstanding capacity for overcoming difficulties and avoiding any disaster. In his very first expedition he succeeded in finding his leader, Stefansson, when all the world, even including Wilkins himself, had long given up that great explorer for lost. Undoubtedly this capacity in Wilkins is due to Stefansson's own careful training of him. The young Australian had joined Stefansson's Canadian Arctic Expedition in 1913. That was in the age of polar exploration by means of dog-teams and sledges, and Wilkins and the younger members of the party were impressed by the immense waste of effort in driving a few perilous miles daily over almost impassable ice. At every camp they argued with their leader that the sledge was out of date—polar exploration must take to the air. Nevertheless, they learnt from a master the painful craft of sledge work, and also that of living on the country. Neither Stefansson nor any of the men whom he trained would think of killing and eating a sledge-dog, any more than of turning cannibal; but by association with the Esquimaux Wilkins, in particular, trained himself to live in the Arctic, if necessary, almost without help from civilisation in any form. He managed to acquire knowledge of navigation, and his capacity for leadership was so obvious that Stefansson promoted him to second-in-command of the expedition, which ended—so far as Wilkins was concerned—when, late in 1915, news reached them of the outbreak of the Great War. In 1917 he arrived in England by way of Australia,

as an officer of the Australian Flying Corps. His seconding, much against his will, as official photographer for the A.I.F., is a story too long to be told here.

As soon as the war was over he pursued his old ambition—to start Arctic exploration by aeroplane. When with Stefansson he had discovered, to his delight, that between the rough ice areas there were spaces as level as the prepared field of an aerodrome and large enough for 'planes to land on with skis at any speed. In the next ten years, generally with his colleague, Eielson, he had broken the back of the supposed impossibilities of Arctic flying by aeroplane, just as his colleague, Lincoln Ellsworth, with Amundsen and Nobile, did by airship. Wilkins and Eielson were the first men to land an aeroplane on deep-sea ice, far from shore, and take off again safely; they were the first to take a sounding from an aeroplane landed on ice, when they tested the greatest depth (16,000 feet) ever found in the polar sea; they were the first to fly an aeroplane across the Arctic from Point Barrow in America to Spitzbergen in Europe. Of the difficult navigation of that journey his generous rival, Amundsen, said that "no flight has been made anywhere, at any time, which could be compared with it."

An Extraordinary Achievement

Here again Wilkins proved his remarkable capacity for exploration on foot without special resources. On one flight, when 500 miles out over the Arctic Ocean, the engine of his aeroplane behaved badly, and he and Eielson had to land the machine on the ice by means of skis, a feat which Amundsen had thought impossible. After landing, Eielson attended to the engine, and Wilkins arranged for a sounding of the ocean depth by detonation and echo. As the first echo was difficult to catch with the engine running, he took the risk of telling Eielson to switch off, and made the sounding again. They were 550 miles from shore. For two hours afterwards they worked on the engine, and then, after five attempts, rose from the ice.

The engine was still kicking badly, and a little later they landed again, and Eielson worked for an hour, getting his fingers badly frost-bitten. This time the overhaul was successful. With the engine working perfectly they flew till dark, but at 9.2 p.m., 100 miles from shore, what they feared happened: their petrol gave out, and they had to come down in a snowstorm in the dark. By a miracle they landed alive.

Knowing that their wireless would probably be unheard, they decided to walk to land. After several days spent in making sledges from the material of the aeroplane, and packing them with necessities, they set off. Wilkins taught his companion to make Esquimaux snow huts, and kept their footgear wearable, and, when they slipped through thin ice, dried their clothes according to the arts of the Esquimaux. In eighteen days they reached the Alaska shore.

His Great Arctic Search

Wilkins' air survey in the Antarctic in November and December, 1928, is fairly well-known in Australia, as are those of Lincoln Ellsworth, whose ship he several times managed. But little has been heard here of the great flights that he undertook in 1937-8 over the Arctic in his search for the six Russian fliers who disappeared there on 12th August, 1937. Though he had often to fly through bad weather, he always assured himself first that the weather in the actual area of the search would be good and clear. The forecasts were only once wrong. His flights totalled over 44,000 miles—the equivalent of fifteen flights from land to land across the

North Pole. Like those who were searching from the European side, he failed to find any trace in the 170,000 square miles searched, but at the end of it he, a proclaimed Australian, was accorded a reception such as has been given perhaps, to no other Britisher in post-war Russia.

Future Schemes

The submarine exploration of the Arctic Ocean, which Sir Hubert intends to undertake in the near future, was not his conception, but originally Stefansson's. That explorer pointed out that all the knowledge that was still to be obtained about the Arctic—as to the depth of the ocean, the life in it, the currents and so forth—could be obtained far better from below the ice than from above it. Wilkins, after failing to secure backing in England, obtained a submarine from the American Navy, and supported by Lincoln Ellsworth, though against immense difficulties, reached the Arctic with his submarine and was long enough beneath the ice to assure himself that the plan was practicable.

(REVEILLE)



(Block by courtesy "Bulletin")

"What'll you have, Sir? There's Corny-Crunchies an' Weety-Eaties an' Toasty-Bixies!"



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5. To encourage and develop the Navy League Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

THE NAVY LEAGUE JOURNAL

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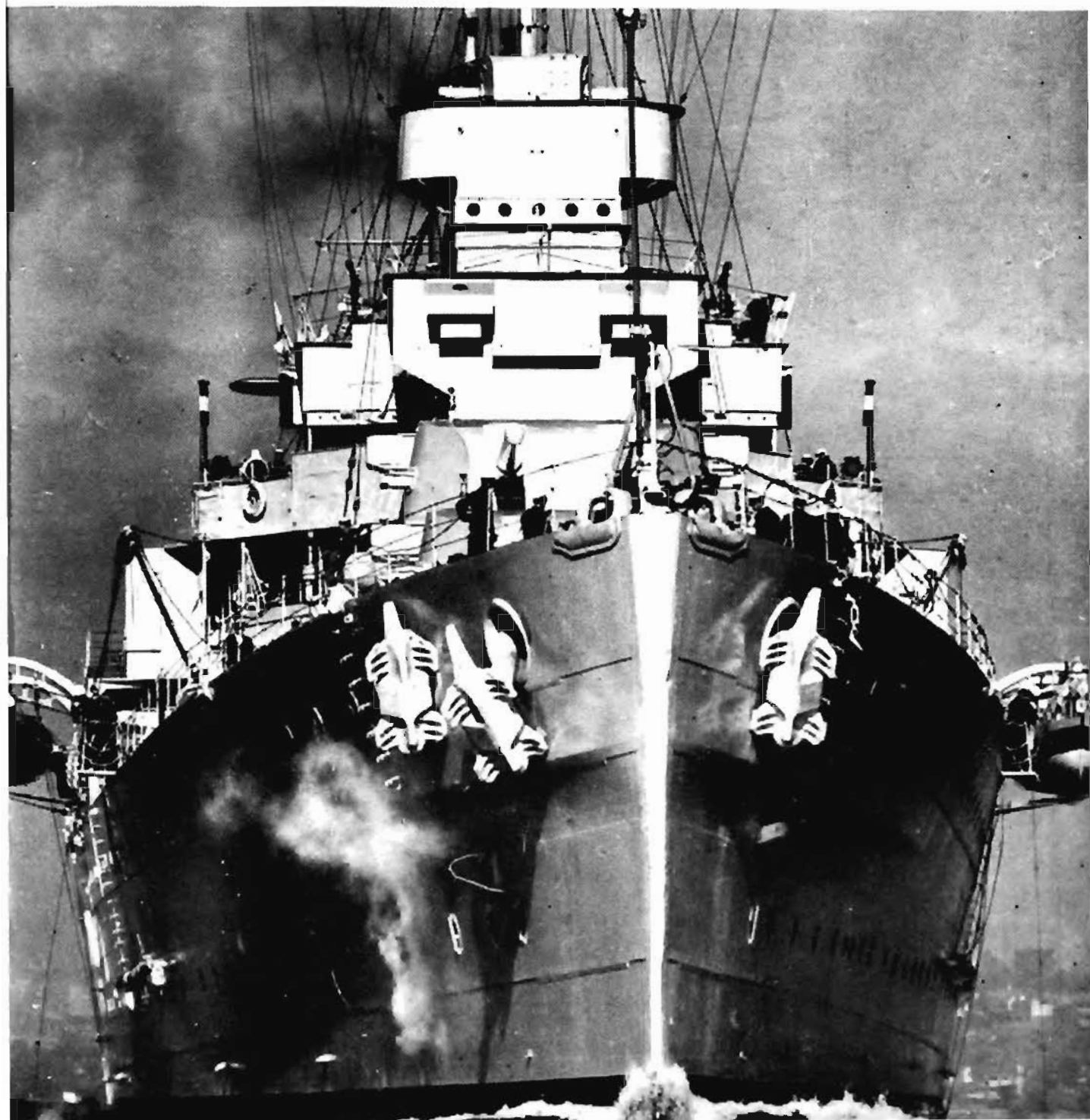
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THE NAVY LEAGUE JOURNAL

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WAR AIMS

LIBERTY :: OPPORTUNITY :: HOPE

Mr. Anthony Eden, the recently appointed Dominions' Secretary, has broadcast that, "The decision of Hitler means that a new civilization must emerge and be developed through the war. In the new civilization will be liberty, opportunity and hope." Brave words! But what exactly had Mr. Eden in mind when he gave utterance to them? They read uncommonly like some of the noble wordy promises given by statesmen, politicians and elder patriots in the Great War to "end war" in 1914-18. It was said then that the war was being fought to "make the world safe for democracy;" countries fit for "heroes to live in," and that civilization's nightmare of war would be eliminated. Those who lived and suffered in the last dreadful war may well ask which of these promises was fulfilled.

The intelligent young men of to-day, along with the unquestioning, will be expected, if need

be, to shed their blood. Before it is too late they should be given a clear and unmistakable indication of the real war-aims of Britain and France on the one hand, and of Germany on the other. If they can be satisfied that out of the defeat of Nazism Mr. Eden's new civilization will arise—a civilization in which liberty, that is, the right to criticise and change, opportunity which will be shared equally by all who seek it, and hoped for employment which will not forever be deferred, then the young men and their womenfolk will see to it that for such a future no sacrifice—even life itself—is too high a price to pay. Truly, Mr. Eden's words will be echoed by millions of voices in the world to-day. But let them mean more than pious and threadbare platitudes do, let them be fully attested by the downfall of Hitlerism if Hitlerism it be that is the obstacle to their perfect realization.

—THE EDITOR.

September, 1939.

COURAGE

The unarmed man who knelt to comfort a dying comrade amidst bursting shells and whining bullets in the 1914-18 war.

Time will measure all men's real worth by their constructive, not destructive capacity.

The right application of thought is surely one of the highest qualities in man.

Ideas are the realities on which civilization is built.

The birth of an ideal is next in importance to the birth of a child—and often of greater value to humanity.

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GERMAN SUBMARINES

How Their Increase Affects British Security

By VICE-ADMIRAL C. V. USBORNE, C.B., C.M.G. IN "THE NAVY"

In the last week of the year 1938 Germany notified Britain of her intention to exercise certain rights conferred on her by the Naval Agreement of June 18, 1935 and July 17, 1937. These rights concern two very different matters, the one submarines, and vitally important, the other 8-inch cruisers, also important, though less far-reaching in its effect on Britain. In this article there will only be space to deal with the submarines.

In the Anglo-German Agreement of 1935, in which we liberated Germany from the naval restrictions of Versailles, substituting a limit of 35 per cent. of British tonnage, both for the Fleet as a whole and category by category, there occurred a clause concerning submarines which must be quoted if this article is to be understood. It runs:—

"(f) In the matter of submarines, however, Germany, while not exceeding the ratio of 35:100 in respect of total tonnage, shall have the right to possess a submarine tonnage equal to the total submarine tonnage possessed by the Members of the British Commonwealth of Nations. The German Government, however, undertake that, except in the circumstances indicated in the immediately following sentence, Germany's submarine tonnage shall not exceed 45 per cent. of the total of that possessed by the Members of the British Commonwealth of Nations. The German Government reserve the right, in the event of a situation arising which, in their opinion, makes it necessary for Germany to avail herself of her right to a percentage of submarine tonnage exceeding the 45 per cent. above mentioned, to give notice to this effect to His Majesty's Government in the United Kingdom, and agree that the matter shall be the subject of friendly discussion before the German Government exercise that right."

To me it has always been both a puzzle and a matter for regret that we agreed to this clause, for it exposes Britain to the danger of a submarine campaign against her merchant fleet similar to that of the last war, but on a much greater scale. To make a treaty, however, one generally has to concede something, and it may be that Germany refused to sign without it,

pointing out that Britain's submarine tonnage was low compared with that of other nations, and that as the weaker power, Germany would need submarines for reasonable self-defence.

Confronted with these arguments and believing in Germany's sincere intention to maintain an agreed treaty, although she had, by already constructing submarines, thrown off the imposed restrictions of Versailles, it would seem that the British Admiralty preferred to accept the clause together with the prospect of appeasement and general limitation foreshadowed by the treaty as a whole rather than have no treaty at all. For in that case she would have had to deal with secret unlimited building by Germany.

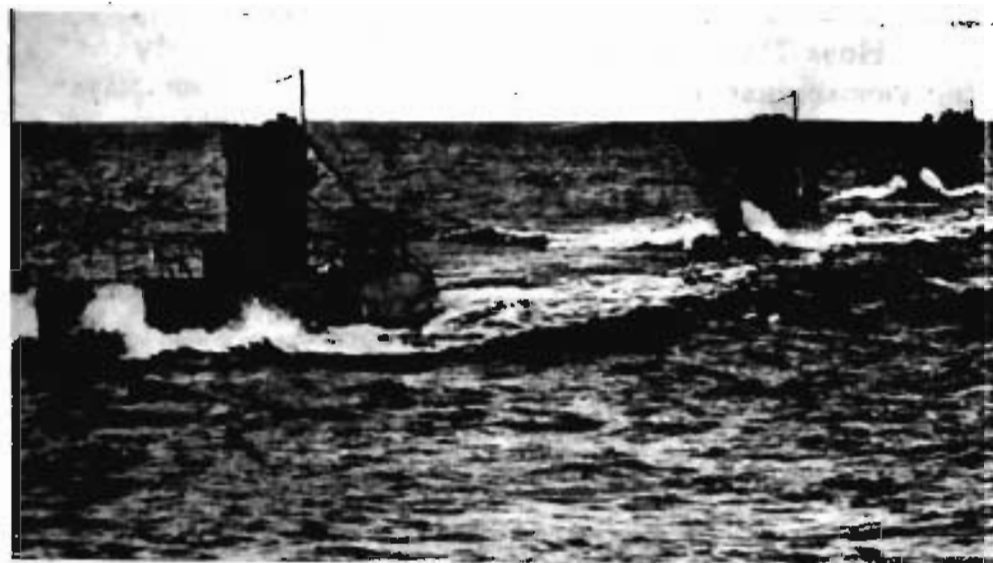
However this may be, we have to face the results to-day, and we know now, after the occupation of the Rhine provinces, the Austrian Anschluss and the method adopted to annex the Sudeten provinces after official statements to the contrary had in each case been given, that German assurances can only be relied on so long as they suit her national policy, her diplomatic code being apparently different from our own.

To-day it would be folly to rely on Germany's undertaking made on November 23, 1938, not to sink merchant vessels without visit and search, just as it has proved folly to rely on the solemn undertakings of the signatories of the Kellogg Pact, that force would never again be used as an instrument of policy.

Having made our bed, we cannot complain of having to lie on it, and must agree that Germany is within her rights in notifying her intention to build up to 100 per cent. of British submarine tonnage. At the same time it is a disappointment, for while, navally speaking, Germany has not hitherto challenged us, now we have the normal challenge of a weaker to a stronger naval power, in the construction of a numerous submarine fleet.

Unfortunately, we start at a disadvantage, for whereas Britain possesses 89 submarines mostly large ocean-going craft of a total approximate tonnage of 72,500, Germany already has 71 submarines of a total tonnage of only about 31,300 and her submarines though much smaller than ours are still mostly large

GERMAN SUBMARINES AT EXERCISE



Courtesy "Daily Telegraph"

Due to the Royal Navy, the German Mercantile Marine has practically ceased to function. Submarines, however, continue to sink British ships, but not without suffering severe losses themselves.

enough to operate effectively in the waters surrounding Britain. These figures include vessels under construction. And now Germany, already ahead of us numerically, has 40,000 tons to dispose of in adding to her submarine flotilla, enabling her to build 80 more submarines of 500 tons or 54 of her largest existing type of 740 tons.

It is worth while to speculate on the reasons which induced Germany to claim her 100 per cent. rights. The official reason is stated in the German Press to be "in the interests of defence and maintenance of Germany's sea communications. The increase is not directed against Britain or any other Power, but is to safeguard the requirements of Germany's own security."

This statement of the case leaves us just as free as before to speculate on the real underlying reasons. There are several to choose from. Firstly, we have the recent growth of the

Russian Navy, which now includes at least 180 submarines built and building. Although we do not regard submarines as the best counter to submarines, we did use them very effectively as submarine hunters in the late war, and it may perhaps be the German intention to do the same in the next. No one can deny the possibility.

Then again, the recent crisis has, temporarily at any rate, clouded the relations between our two countries. War between us came unpleasantly near, and the German Admiralty must have been greatly concerned, for some time past, as to their plans for conducting their naval campaign should the necessity arise. Faced by the fact that they had already built up to their 45 per cent., so that submarine building must virtually cease unless they exercised their right in clause (f), and that such exercise would immensely improve their naval potentialities, it is conceivable that they have been pressing the

Fuhrer in this matter for many months.

Then again we have the deterioration of relations between the Reich and the United States of America, recent Presidential declarations having even gone so far as to threaten sanctions in certain events. Generally speaking, these two countries are like the whale and the elephant, they cannot get at one another. Yet this is not altogether true, for in the last war, as we know, great consternation was aroused in America by the appearance of German submarines off their Atlantic seaboard. What more natural than that Germany should want to create a weapon which could provide some small measure of offensive threat against the United States, as a deterrent against war?

The true value to be set on these various speculations will become clearer as Germany's submarine building programme is revealed. The size chosen for her new U-boats will indicate their intended use, but in all probability they will be a mixed selection giving Germany increased offensive power against all possible enemies.

It remains to consider what our answer must be to Germany's new "démarche," for unless the future submarines prove to be all of the coastal type of 250 tons or under, they will be capable of effective use against us, and will constitute a very serious danger, and, whatever the cost and whatever the sacrifices entailed, Britain must take all the measures necessary to preserve her sea-power and must do so without delay.

Let us examine the position. Were war to break out in the next six months we should be much worse off in numbers of destroyers than we were in 1914 and Germany would be much better off in submarines. We must expect, then, a much more intensive submarine campaign, all the more so if we should have to deal also with Italian submarines in the Mediterranean. On the other side of the balance sheet we have developed the system of convoy, and have proved in the late war, that convoys, if adequately protected, are not an easy prey to submarines, for these in the act of attacking have to bring themselves within close range of their deadly enemies, destroyers armed with depth charges. Moreover, it is common knowledge that our vessels are now fitted with means for detecting submerged submarines, out of all comparison more effective than those we had developed even by the end of the war.

On the other hand we do not know what technical improvements Germany may have made. The trackless torpedo is thought to be one of them and, if so, it is a distinct gain for the submarine. Previously she had to betray her position when she fired at a convoy, inviting an instant attack with depth charges, but this would no longer be so, and a careful search would be needed to locate the enemy who had signalled his presence by sinking one of the convoy.

With the great numbers involved, we must expect constant attacks both on warships and on convoys, and every such attack ought to be dealt with by a hunting flotilla, capable of running the attacker to earth.

The destroyers we have been building recently are all large ocean-going craft intended to keep the sea with the battle fleet or with a convoy in any conditions, and we have none too many for this purpose. What we need now is a number of small destroyers or special craft, whose primary function is the hunting and destruction of submarines. They could be graded, small craft such as motor torpedo boats for work in the Channel and North Sea, small seaworthy destroyers for the open sea. These vessels, if there were enough of them, organised in hunting units of four and based on the ports of the English Channel, North Sea, Irish coast and Gibraltar, gilded by reports from convoys and from patrolling aircraft, could make the seas so hot for submarines that no enemy U-boat raider ought to survive to make a second journey.

It is to be hoped and expected, then, that this year's naval programme will include a batch of small destroyers and special submarine hunters. But what the Navy League needs to make clear to the nation, so that the nation can in turn press it upon the Government, is that there is no time to trifle with this vital matter. Every Englishman should understand and accept the fact that several hunting craft are needed to hunt one submarine and be prepared to foot the bill. The best way to settle the matter and lay this war bogey which is hovering over us, would be to place orders now to the utmost capacity of our building yards, and create in one intensive programme a great flotilla of submarine hunters which would put our security beyond doubt. For all Europe recognises that in the long run it is sea-power which will decide the Empire's fate.

THE CAREER OF THE FIRST H.M.A.S. "AUSTRALIA"

By Edna Cousins

On the historic Saturday morning of 4th October, 1913, thousands of people crowded the North and South Heads and along the foreshores to witness the arrival of our own Fleet.

Punctually at 10 o'clock came the Squadron, led by H.M.A.S. "Australia," flying the flag of Rear-Admiral Sir George Patey, followed by the "Melbourne," "Sydney," "Encounter," and the destroyers "Parramatta" and "Yarra."

They were received with great enthusiasm, for men were overwhelmed with pride as the warships steamed majestically up the harbour, for that was the birthday of our Royal Australian Navy. Little did we think that these ships were to write their names on the Empire's scroll of fame. Then in the following year came the dreaded talk of war, and on August 4th, 1914, the war cloud burst.

A few nights afterwards the battle-cruiser and her consorts left their moorings in Farm Cove and proceeded to Palm Island, where they waited for the "Berrima" with our soldiers aboard. Nothing was heard of the expedition till September 11th, when the news came through saying that we had captured German New Guinea, with the help of the Infant Navy.

After leaving there the "Australia" made a raid on Rabaul, and she also took part in the capturing of Bismark Archipelago, Samoa and Kaiser-Wilhelm's Land. From there the battle-cruiser patrolled the Pacific between her Homeland and America.

We can always thank her for saving our coastal towns from being shelled by Admiral Von Spee's ships. While crossing the Atlantic Ocean on her way to England the H.M.A.S. "Australia" sunk a German supply ship and took her crew prisoners.

In January of 1915 she arrived at Devonport, only two days after the Battle of Dogger Bank.

A little later on the "Australia" joined up with the Grand Fleet, and became the flagship of 2nd battle-cruiser squadron, and she also had the honour of flying the flags of distinguished naval officers, being Rear-Admiral Pakenham, Vice-Admiral Leveison and Rear-Admiral Sir Lionel Halsey.

Our battle-cruiser had the misfortune of missing the Battle of Jutland, through being rammed by her sister-ship H.M.S. "New Zea-

land," but she took part in the German Naval Surrender which took place on the 21st of November, 1918.

On Sunday, June 15th, 1919, H.M.A.S. "Australia" returned to her home port, this time being commanded by the late Commodore Dumaresq, who was an Australian by birth.

At sunset on 21st September, 1920, she ceased to be the Flagship of the Royal Australian Navy.

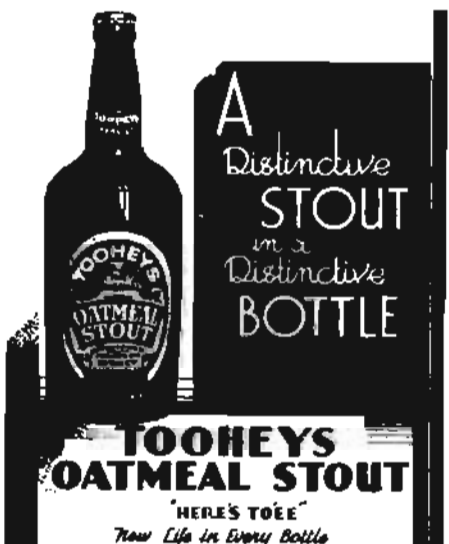
After being a training-cruiser for almost two years she returned from Melbourne, and was put out of commission.

It was a sad sight on 12th April to see the famous "Australia" being towed out to be sunk.

She was accompanied by the Melbourne, "Brisbane" and "Adelaide," and the destroyers "Anzac" and "Stalwart."

The Australian flag and White Ensign that went down with her were the ones she carried during her war career, and the deck was a mass of floral tributes, sent by people who were so proud of their first Australian flagship, which helped to protect them from the enemy in the early part of the Great War.

Thus ended the career of our fine battle-cruiser which rendered invaluable service to Australia.



NEUTRALS

—WHERE DO THEY STAND?

It is fair to ask the question. Many neutrals remain so in order to profit from the ideals or misfortunes of nations engaged in war.

"He that is not with me is against me" is of especial significance to-day. But in world power—politics, as in other spheres of influence, it is not always expedient to get "off the fence" till prudence or self-interest dictates. That, no doubt, is the policy of neutrals in relation to the present conflict.

CENSORSHIP

The function of censorship should be to see that no information is published that in any possible way can be of value to the enemy.

The censorship of news the public is clamouring for is extremely harmful to morale, undermining the confidence of the people in the "powers that be." The black-out of such news gives rise to whispering, to distortion and exaggeration.

The Royal Navy can be trusted to see that abnormal supplies of foodstuffs, raw materials and other goods do not reach neutral European countries.

"Democracy," writes Philip Gibbs in "Across the Frontiers," "will not win a victory over Dictatorships unless it can prove its capability of producing happiness, and the general welfare of those who enjoy its blessings."

We think that Democracy has room for all spiritual and material blessings sought by an evolving civilization. Under the guidance of the right men and women the full attainment of these blessings is possible in our own time. This is not to deny to other schools of thought the hope of achieving the same results by using other names and applying other methods.

If German submarines, mines, etc. should succeed in destroying British Merchant vessels at an average rate of one daily, there is bound to be a great shortage of ships if the war lasts. New construction in British yards will not make good the losses, as most of the shipbuilding plant will be required for Admiralty work. Australian yards should not lack opportunities to do their part in the preservation of the Empire's maritime supremacy.

Crowd psychology has a levelling influence—downward.

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Or contributions may be made for the express purpose of aiding the development of the League's Sea Cadet Corps. Additional support during the continuance of the war is most urgent and necessary.

PLEASE NOTE

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

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

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SEA CADET NOTES

Victory Training Depot, near High Street Wharf, Neutral Bay
L. R. V. SMITH, O. in C.

A Committee Meeting, which was attended by Captain Beale, was held at the depot on September 13th, when it was unanimously determined, in view of the war, to redouble efforts to carry on Cadet activities in the League. Members of the Committee have lost none of their keenness, and after listening to Captain Beale's account of his impressions during his recent visit to Europe, they agreed that now is the time for the Navy League to justify itself.

There were four officers, and nearly fifty uniformed cadets on parade. Captain Beale, after inspecting and watching them for some time, paid a warm tribute to their keenness, smartness and efficiency. The hope was expressed that cadets would be allowed to assist in the general defence of Australia by serving Government departments and local authorities charged with administering measures for the protection of the civilian population.

The Manly and Woolwich Committees and units of cadets have also decided to carry on, notwithstanding the calling up for naval or military service of most of their honorary instructors.

Cadet units will welcome efforts of help as honorary instructors from ex-Naval men, whose services are not likely to be required by the Naval authorities or the Government. Inquiries should be addressed to the Secretary, the Navy League, Royal Exchange Building, Bridge St., Sydney. Tel. B 7808.

The main objects of the Corps are to teach boys, between the ages of ten and eighteen, habits of discipline, duty and self-respect, that the boys may become, by their knowledge and training, as useful to their country in time of war as in peace.

It is not sought by this scheme of training to compel the boys to join the Naval forces or the Mercantile Marine, but, we repeat, to give such preliminary training as will fit the boys to be of value to their country if and when the urgent need arises.

Those members of the public who subscribe to these objects are invited to give their practical support. Ring B 7808.

A number of the senior Navy League Sea Cadets have joined up with the Royal Australian Naval Reserve for the duration of the war.

We report with pride—and with regret—that several of the honorary instructors of our Sea Cadet Corps have reported for duty with the Royal Australian Navy for the duration of the war.

The splendid gift to League Headquarters, Sydney, made recently by Mr. and Mrs. Cooper and members of the old Birchgrove Sea Cadet Committee was a testimony to the outstanding success this tireless body of voluntary workers enjoyed for so many years. Their cordial and valuable support has given extreme gratification to the Chairman and Executive Committee of the Navy League. It is most heartening to the controlling body of the League to have the continued support of Sea Cadet Committees and officers, especially at this time when Australia, with the Mother Country and Empire, is at war with Germany. Never was the Navy League motto "KEEP WATCH" of greater significance than it is to-day.

THE SEA AND SEAMEN

Our merchant seamen in this war, as in the last, are upholding the best traditions of the sea. They are indispensable to the well-being of ocean borne trade. In war, both by day and night, they are subject to the perils of the lurking submarine with its deadly torpedoes, and its high explosive shells for full measure. Only men who have actually experienced the destruction of their ship, and subsequent shocks and privations before rescue, have a full understanding of the risks and hardships faced.

Seamen who sign on a second, third and even more times after their vessels have been sunk under their feet by enemy action, are very brave men. They deserve not only appreciation and distinctions, but also special provision for their future social security after their task is finished. Governments and peoples must not shirk their obligations to our gallant Merchant Service officers and seamen at the proper time.

The late Admiral Lord Jellicoe's words remain true: "By the use of the sea the Empire was formed. If we fail to appreciate its value, the Empire will perish."

FALL-IN



By courtesy "S.M. Herald"

Hundreds of sea cadets from all parts of Britain are now undergoing intensified training for service in merchant ships. The scheme, which is conducted by the Navy League, affords opportunities for boys to be trained for positions in the Mercantile Marine.

NAVAL NOTES from OTHER LANDS

France

Contracts have been placed as below for the construction of the following submarines of the 1938 programme: "Artemis," "Gorgone," "Hermione," with Chantiers et Ateliers Augustin Normand, Le Havre; "Andromède," "Astree," "Clorinde," "Cornelie," with Chantiers Dubigeon, Nantes; "Andromaque," "Armide," with Chantiers de la Seine Maritime (Worms et Cie.), Le Trait. All of these are believed to be vessels of 890 tons. Apparently another of this class, the "Antigone," has still to be ordered.

Germany

As foreshadowed in these columns, Germany's fifth 10,000-ton cruiser was launched at Bremen on July 1 and named "Lutzow." She is to be armed with eight 8-inch and twelve 4.1-inch (anti-aircraft) guns and twelve torpedo tubes. Three aircraft are to be included in the equipment.

This ship is named after Baron Lutzow, a Prussian patriot who took a leading part in raising volunteers to fight against Napoleon in 1813. A battle cruiser of this name was sunk at Jutland in 1916.

It is also reported that two 35,000 ton battleships are expected to be completed before the end of 1940. Other ships of war on the stocks are said to include two aircraft carriers, five cruisers, together with a number of destroyers and submarines.

Japan

It is reported that the two cruisers, "Kako" and "Harutaka," of 7,100 tons, launched in 1925, have been completely refitted at Kure. They are now understood to mount their six 8-inch guns in three twin turrets instead of in single ones as formerly, thus becoming more or less identical with the otherwise similar ships "Aoba" and "Kinugasa," launched in 1926. Evidently the object of this expensive reconstruction was to reduce upper deck weight, a superfluity of which is known to have caused trouble in several Japanese warships.

Spain

The coastguard gunboat, "Xauen," sunk during the Civil War, has been salvaged, and is now under refit. Originally one of the many trawlers built for the Admiralty during the Great War, she was acquired by the Spanish Navy in 1922.

U.S.A.

Names have been assigned to 23 ships of the 1939 building programme, as follows:

45,000-ton battleships "Iowa" (to be built at New York Navy Yard), "New Jersey" (at Philadelphia Navy Yard), 8,000-ton cruisers "Cleveland," "Columbia" (contracts still to be allotted), 1,630-ton destroyers "Woolsey," "Ludlow" (both Bath Iron Works, Bath, Me.); "Edison," "Ericsson" (both Federal Shipbuilding & Dry Dock Co., Kearny, N.J.); "Wilkes," "Nicholson" (both Boston Navy Yard); "Swanson," "Ingraham" (both Charleston Navy Yard), 700-ton submarines "Mackerel" (Electric Boat Co., Groton, Conn.), "Marlin" (Portsmouth Navy Yard), 1,475-ton submarines "Gar," "Grampus," "Grayback" (all Electric Boat Co.), "Grayling," "Grenadier" (both Portsmouth Navy Yard), "Gudgeon" (Mare Island Navy Yard), 1,650-ton seaplane tenders "Casco," "Mackinac" (both Puget Sound Navy Yard).

It will be observed that one of the new destroyers has been named after the late Secretary of the Navy, Claude A. Swanson, who died last month.

Quite a number of foreign men-of-war have paid official visits to New York since the World's Fair exhibition opened. So far, apart from several British and Canadian warships, New Yorkers have seen the French cruisers "Georges Leygues," "Gloire" and "Montcalm," which were accompanied by the oiler "Le Mekong"; the Argentine training cruiser "La Argentina"; the Portuguese destroyer "Tejo"; and the Dominican Presidential yacht "Ramón." Another Portuguese ship and one from Poland are expected.

Yugoslavia

Two submarines have been ordered from the Germania Yard, Kiel. It is understood that they will be of the 250-ton coastal type so well represented in the German Navy.

Egypt

Tenders are being invited from British shipyards for the construction, to be completed in two years, of a cruiser, four minesweepers, and six motor torpedo boats, the total sum to be expended during this period on the new Egyptian Navy being £3,500,000.

Chile

The coast defence ship "Capitan Prat," built at La Seyne in 1890 and reconstructed and re-boilered in 1908, has been scrapped. In her day she was a famous ship, being the first to have her gun turrets manoeuvred by electricity instead of the hydraulic gear then in more or less general use. On a displacement of 6,900 tons the "Prat" mounted the heavy armament, for those days, of four 9.4-inch, eight 4.7-inch and a number of small guns, with two 18-inch torpedo tubes. Her side armour amidships was 12 inches in thickness, with a 3-inch protective deck. On trials she exceeded her contract speed of 18 knots. Her highly original design inspired Sir William Laird Clowes to write his celebrated "future war" romance, "The Captain of the 'Mary Rose,'" in 1891. This book, which was lavishly illustrated by Fred T. Jane and the Chevalier Edouard de Martino, ran through eight editions, and is now a naval classic.

Dominican Republic

A Presidential yacht has been acquired by this Republic, and named "Ramón." She formerly belonged to Julius Fleischmann, the yeast millionaire, and was then named "Camargo."

DON'T "SQUEAL"—

PASS THE SALT!

By A. R. Bell

We were fairly "fed up" after a lengthy voyage during which we had "wallowed" much in the "trough" of the sea, and not a little "bored" with each other's company, when we fell in with a vessel completely "hogged."

It happened this way—the pilot being on board, we were nearing the wharf, when a fussy bustling tug came steaming towards us to assist in berthing.

Focussing her name in the binoculars I couldn't help repeating it aloud—"DMA HOGG." The Yankee pilot standing nearby laconically grunted "I'm a hog and you're a hog," which took me aback. I had inside knowledge of the salted variety of pork, but no knowledge of the local brand.

However, during our "stay" in the port I rooted around and found out that a certain American millionaire named Hogg had two daughters, the first he named "Ura" and the next one "Ima"—well, I guess and calculate he was in a position to know, but introductions would be mighty awkward. Still, we have our "Sow and Pigs" in Sydney Harbour, so can't squeal.

SECRETARIAT CHANGES

Lieutenant Alan Hill, Secretary of the Navy League since February, 1938, and Editor of the Journal, has been mobilized to do duty as an officer in the Royal Australian Naval Volunteer Reserve for the period of the war with Germany. All Navy Leaguers will wish Lieutenant Hill the best of good fortune, and a safe return to the League at the conclusion of hostilities.

* * *

The breach in the Navy League caused by the mobilization of Lieutenant Hill has been filled by Captain Beale, the League's first Secretary, after his return from the Great War in 1919.

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THE FORMER GERMAN COLONIES

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DUTY TO THE STATE

The valuable lessons to be learnt from the Navy and their application to present-day affairs were commended by Sir Harry Batterbee, High Commissioner for the United Kingdom Government in New Zealand, when speaking at the annual meeting of the Navy League, Wellington, N.Z.

Sir Harry said that he had spent almost a year on the staff of Admiral Field, Commander of the Special Service Squadron which visited New Zealand in 1924. He had learnt the meaning and value of a sense of duty, the value of esprit de corps, and had appreciated the spirit pervading the Navy.

The lessons taught by the Navy were valuable to-day. If liberty were to survive there was need of discipline, too. Democracy in the British sense of it meant not liberty, but ordered liberty, a combination of liberty and discipline. The citizen of a democracy who had no regard for duty was not a free man, but a slave.

"If this conception of democracy as ordered liberty is to be preserved, it is necessary that discipline should be preserved in family and national life, and that every boy and girl should be taught their duty to the State," he said. "A sense of patriotism and devotion to duty is an essential part of democracy."

"Our British Commonwealth of Nations is this twin principle writ large—the principle of the liberty and independence of each of its members, combined with the principle of devotion of all the members to the same ideal, symbolised by loyalty to the same King, and of readiness to co-operate in defence of these ideals. It combines the principles of independence and interdependence. Just as in a democracy the individual citizens cherish their individual freedom yet realise that that ideal cannot be obtained for all citizens unless all equally devote themselves to the common good and to service to the State, so in the British Commonwealth, while the various members cherish their individual freedom, the very essence of the Commonwealth is that they should be ready to co-operate for the common good—should be ready to combine for a common cause."

Freedom and Service

"It seems to me that two of the desires most deeply embedded in the heart of man are the desire for freedom and the desire to serve others, which underlies all true comradeship, and it is because British democracy and the British Commonwealth give effect to those desires that I venture to think that they are destined to endure."

"Comradeship presupposes that the comrades are devoted to the same ideal, otherwise the comradeship cannot last. And so we of the British Commonwealth of Nations, if we wish to endure, we have got to show, in season and out of season, our devotion to the ideals in which we believe. And if our lives are to be devoted to those ideals, it means discipline and hard work—a life of pleasure and easy going will never lead us anywhere."

"Discipline, hard work and service are principles which we all must practise if we wish those things which we hold most dear to endure, and in inculcating them you are performing duty of the utmost value to the State."

QUESTIONS

The war has aroused a multitude of questions. Here are some of them.

What is the difference between Nazism and Communism?

What is liberty?

What is loyalty?

What is Hitlerism?

What is treason?

Is not the remedy of war worse than the malady it would cure?

Can unbiased history show that revolutionary ideas have, or have not been the mainspring of all progress?

Can democracy survive in the world if it is unable to eliminate unemployment, poverty and need?

Can a nation be at war with another nation's Government and not with its people, if a majority of the people have elected that Government to power?

Can a German citizen be loyal to Germany if he denounces Nazism?

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MANOEUVRING BY FLAG SIGNALS

(WITH ACKNOWLEDGMENTS TO "WAYS OF THE NAVY")

Nearly everyone is more or less familiar with the method of morse signalling by flag wagging or flashing lamp, and signalling by semaphore is also fairly well known on shore. But only those who go to sea become acquainted with the method used between ships of signalling by code flags, a method by which any message or order may be quickly transmitted to all ships in sight by hoisting signal flags singly or in groups.

Signals for manoeuvring fleets at sea have been in use in some form or other for over two thousand years, those for passing ordinary messages being of later origin. The earliest recorded manoeuvring signal is that made by an Athenian admiral, who, when he wanted the ships of his fleet to turn together, hoisted his purple cloak. It is not known what other manoeuvring signals he used, but naturally the scope of a code used on the extent of the admiral's wardrobe must have been strictly limited.

As the art of naval warfare developed through the ages, so the signals required by the admirals to control the ships of their fleets called for the use of more and more symbols. Codes were devised in which all the ensigns and standards supplied to men-of-war were used, the numbers of significations being amplified by varying the positions in which the signals were displayed.

The existing naval code still includes a square flag divided horizontally into three equal divisions of blue, white and red, which is actually the Dutch national flag upside down, and which was first used in this way for signalling during the Dutch wars.

About 1780 a numerical system of signals was introduced into the Navy in which small numeral flags representing figures were used. For very long distances the numerals could be denoted also by different combinations of large balls, large flags, and long narrow pendants displayed at the mast head; there was also a system of making the numerals by loosing or furling four of the square upper sails in various ways. Later, in addition to the small numerical flags, which were all square, other series were evolved; small numeral pendants; square and

triangular flags representing the letters of the alphabet; and other small square and triangular flags; swallow-tailed burgees, and pendants, all bearing special names and meanings.

Using these symbols, homogeneous letter and figure cipher codes were arranged in various signal books to be used by men-of-war to pass messages at sea by groups of flags. Other signals outside these cipher books grew up for manoeuvring purposes; signals were short, distinctive and interpreted at sight. The purpose of these signals is to convey executive orders and reports relating to movements and positions of ships, fleets, squadrons and flotillas. Some of them are simple signals for everyday use whenever ships are in company at sea, others control every possible manoeuvre that naval practice of the day may demand, either in ordinary cruising or in battle. Most of them call for immediate action of some kind on the part of officers actually in charge of ships at the moment. So not only the signalmen, but every keen officer who may be in charge on the bridge of a ship, keeps himself up-to-date in their use and meanings.

It might be supposed that the most difficult part of such a code to master would be in learning the shapes, colours and names of the flags used in the system. But the love of bits of coloured bunting probably lies deep in human nature; actually most people find little difficulty in learning the flags, and very soon the symbols become as familiar as letters on the printed page.

Merchant ships and yachts of all nations hoist a red and white barred pendant when they wish to communicate by signal. They carry twenty-six international signal flags representing the alphabetical letters, numerals and substitutes; and by using the International Code Book, which is printed in all languages, they can, by hoisting groups of flags, communicate with merchant ships of their own or other countries with men-of-war, or with shore signal stations. Men-of-war carry the international signal flags and code book, but also have the special naval signal flags and elaborate code books for their own use.

Some seventy flags of distinctive colours and design comprise each set of naval signal flags now supplied to a man-of-war. They include squares, triangles, burgees and pendants. Every flag has a name, letter, or number, and each one has some special signification. They are neatly made up into small tight rolls and stowed separately in the flag lockers on the signal bridge, from round which many pairs of rope halyards lead up to the mast heads and signal yards aloft.

By hoisting a few groups of flags the whole or part of the largest fleet can be ordered to perform any manoeuvre. It can also be manoeuvred by wireless, searchlight or flashing lamps; but when together in daylight the old method of flag signals is generally preferred. Up on the signal bridge the yeoman of signals calls out the groups to be used, signalmen snatch the flags from the lockers and bend them to the halyards, and at the order "Hoist," three or four groups are smartly run up simultaneously. When all ships have hoisted the "answering pendant" to show that they understand, the order, "Haul down" is given, and the manoeuvre is carried out by the ships concerned.

There is a great glamour about flag signalling. When a signalman hauls down his hoist and immediately sees the lines of heavy ships swinging round, a cruiser squadron taking station, or perhaps a flotilla of destroyers dashing off ahead at express speed to form a screen, he almost feels as though he has done it all himself!

Some years ago there was a big fleet where it was customary for the flagship, when nearing an anchorage, to hoist the two separate signals "Stop engines" and "Anchor instantly" at the same time. These signals are obeyed when hauled down, so the "Stop engines" signal had to be hauled down some minutes before the other one to allow ships to lose their way before anchoring.

On one unforgettable occasion, owing to the mistake of a signalman, both signals came down together. The result was hair-raising! Anchors were let go with a great deal of way still on the ships, cables ran out with an appalling din, and in spite of going full speed astern every ship's cables ran out to the "bitter end," and a good many were parted. Since then these signals have always been hoisted and hauled down separately.

Signalmen are among the smartest and most active men in every man-of-war, and a periodical shake up that is carried out in harbour, called "flag signal exercise," keeps them so, and soon makes quick accurate flag-reading become second nature to them. The flagship hoists three or four groups of flags at a time, the other ships repeat the hoists, flag for flag, as quickly as possible; then all haul down together just as the flagship hoists a complete new set to be repeated.

Each group of fluttering full-sized flags requires two men to handle it, so with lofty masts with a long hoist, especially if there is any wind, twenty minutes or so of this exercise is fairly strenuous. Under the yeoman's eagle eye the signal boys, making up and stowing away the flags ready to be handed out again, must fly round and look nippy to keep up with the general hustle caused by the tremendous rivalry between the signal staffs of the different ships.

Every ship in the Navy is allotted a pair of distinguishing pendants which are used to address her or speak to her by signal. If any ship is slack about answering a signal or makes a mistake in repeating one, the flagship shows the culprit's distinguishing pendants half-way up, and if these are not quickly acknowledged every ship in the fleet repeats them.

Showing a ship's pendants in this way happens but rarely; when it does it gives a thrill of unholy joy to the signalmen of all rival ships, but makes the signalmen of the ships whose pendants are shown wonder when his next run ashore will be.

TO ADVERTISERS

The Executive Committee of the Navy League, New South Wales Branch, takes this opportunity of thanking the advertisers in this Journal for their valued support in the past, and trusts that they will continue their aid to the Journal, and thus to the League and to its Boy Training Corps—the Navy League Sea Cadets.

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AIMS AND OBJECTS OF THE NAVY LEAGUE

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

Its Objects are:—

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

perial Security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

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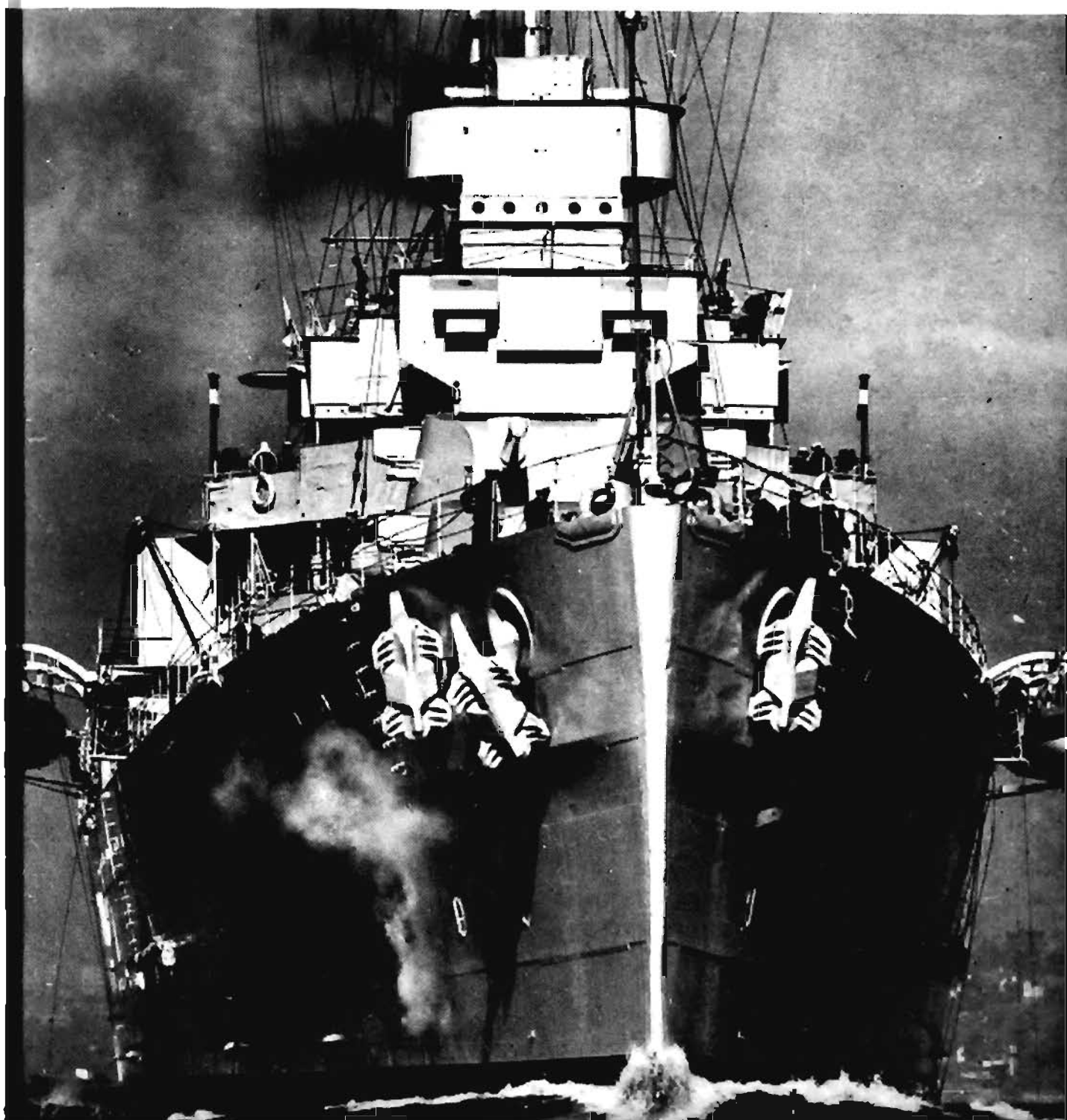
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THE NAVY LEAGUE JOURNAL

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

Vol. 2—No. 10 (New Series)

Sydney October, 1939

Price 6d.

TRUTH IS FREEDOM

MEN who have lived and worked in foreign countries usually have a better and fairer estimate of the people than those of us who have not had such advantages. Here in Australia, as in some other countries, one finds a dark and abysmal ignorance of foreign affairs, except amongst the comparatively few well-informed citizens.

Those least qualified rarely hesitate to express opinions underrating foreigners or their governments. Such criticisms are almost invariably gross distortions of problems, customs and habits, or of forms of Government of people whose ways of life differ from our own.

There is sometimes much wisdom in withholding judgment, there is also much tolerance in an understanding mind, unless self-interest or privilege enter in. And in Australia, we somehow expect to find people blessed with those attributes. But, unfortunately, here, as elsewhere, ignorance is fortified by the obvious dislike of hearing the truth, if that truth is

contrary to preconceived beliefs.

Seekers after truth are invariably open-minded, ready at all times to affirm what is just, good, clean and useful, even when self-interests are apparently affected thereby. Truth seekers put the interests of mankind first. Considerations of race, creed or politics are not allowed to cloud their judgments. When evaluating what seems sound or unsound, no matter what origins or objects are involved, truth alone counts.

To know the truth is to make men free, and neither blood-relationships, friendships, or political and economic faiths can change truth, nor enchain freedom born of truth. Let us all in Australia strive for a fuller understanding of humanity's needs, and of nations whose unbringing and outlook differ from our own. Only by acquiring such understanding shall we walk the broad lighted road which leads to peace and to a richer life.

—THE EDITOR.

October, 1939

ROWING

The Executive Committee of the Navy League thanks the Royal Sydney Yacht Squadron for including in its Opening Day programme a race for Navy League Sea Cadets. The Committee also thanks the Officers and Cadets of the North Sydney, Woolwich, and Manly units, and compliments them on the smartness of their boats-crews.

The race was won by Woolwich, with North Sydney in second and third places, and Manly a good fourth.

Readers are invited to forward to the League books and magazines that may be of interest to men serving in the Royal Australian Navy. Literature received will be duly acknowledged in these columns, and will be sent to the proper authorities.

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THE MODERN CONVOY SYSTEM AND THE HIGH IMPORTANCE OF NUMBERS

By Lt-Commander KENNETH EDWARDS, R.N., in "The Navy"

Writing five years ago of the possibility of introducing a convoy system for the defence of maritime trade, the late Lord Jellicoe said:—

"Our difficulties in 1917 were very great. Those that would face a future Board would be indeed formidable unless it is realised that our naval forces are inadequate for the work that may be required of them, and steps are taken to make up our deficiencies. The fast vessels needed for escort against submarine attack cannot be improvised; cruisers take two years to construct and even sloops cannot be built, I think, in less than some eight months."

Fortunately, a great deal has been done to-ward making good our naval deficiencies since those words were written. Some weeks ago the Admiralty was able to state that it was prepared to introduce a convoy system for the protection of trade in any area in which it might be required. Yet it is difficult to exaggerate the difficulties which would face the Admiralty if occasion demanded that its pledge should be fulfilled, for the danger to maritime trade has been increasing as the means of defence of that trade has been increased.

Experience has shown us that the conveying of merchant vessels is the best reply to submarine attack upon seaborne trade. If, however, the enemy is attacking maritime trade with strong surface raiders, the problem of trade defence is at once increased, for if surface raiders are likely to be met with the escort of every convoy must be stronger than any surface raider operating. If this is not so the tragedy of the Scandinavian convoy of October 17, 1917, is likely to be repeated. On that occasion nine ships of the convoy and both the escorting destroyers were sunk by the two German raiders "Brummer" and "Bremse." The fact that foreign Powers possess strong surface warships which would be particularly suited to commerce raiding cannot be lost sight of.

Air power has also complicated the problems of the defence of trade. A German admiral has stated recently that, in his view, the best use of air power would not be the indiscriminate bombing of civilians, but the attack of maritime trade on the high seas and in the ports. The protection of the port is a responsibility of the anti-aircraft forces, but the protection of

the convoys from air attack while they are on their way to those ports is a matter for the convoy escorts.

There has thus arisen a three-fold threat to maritime trade, and while the grouping of ships in convoy may be the answer to the submarine menace, it may be playing into the hands of surface raiders or air raiders unless all convoys can be provided with escorts capable of driving off surface raiders and raiding aircraft. If sufficiently strong escorts are not available, it would probably be better to effect the widest possible dispersion of merchant ship traffic rather than the massing of ships in convoys. Dispersion will mean that a raider has to spend far more of his time and fuel in searching for prey. The raider might not be able to do as much damage in several weeks as he would in an hour if he fell in with a rich convoy inadequately protected. A situation might arise, moreover, in which the provision of sufficiently strong convoy escorts in several different areas might entail the dispersion of the naval forces to such a degree as seriously to weaken the main fleet concentration. How far this could be accepted, and, in fact, almost every question relating to the institution of a convoy system for trade defence, must depend upon the conditions obtaining at the time.

While some of the difficulties of trade defence have increased, others have decreased. On the right side of the scale must be set the development in communications. To-day, nearly every ship is fitted with wireless. Moreover, practically every warship larger than a destroyer now carries aircraft to assist in searching for a raider. These facts are likely to make the careers of future surface raiders far more precarious. At the same time, anti-submarine developments have reached a stage at which the submarine menace is much less serious than it was twenty-two years ago. Anti-aircraft gunnery has also increased in efficiency to a great degree.

In the last resort, however, the continuance of the vital maritime trade in the event of war comes down to a question of numbers—numbers of merchant vessels, and numbers of warships available for the defence of trade and for the provision of convoy escorts.

The average speed of merchant vessels has

GERMAN "POCKET" BATTLESHIP



—By courtesy "Sun."

The "Deutschland" (above) is one of three vessels of 10,000 tons with a speed of 27 knots, and mounting a main armament of six 11 inch guns.

increased since the Great War, and this tends to simplify the problem of trade defence. The speed of a convoy is the speed of the slowest ship in that convoy, and one of the great disadvantages of a convoy system is that it delays the arrival of the vital cargoes. Merchant ships have also increased in size. This means a bigger carrying capacity—but it also means a more serious loss in the event of a ship being sunk.

That there is serious shortage of cargo carriers is well known, and it is admitted in the Government's efforts to build up, somewhat tardily, a reserve of tramp shipping. There is also a shortage of the types of warships required for the protection of trade. The cruiser is the most important type for ocean escort work. To-day we have 60 cruisers, 21 of which are over age, whereas in 1918 we provided 50 ships for ocean escort work, and the United States of America supplied a great many more. Some of our old cruisers are being converted into special anti-aircraft ships which will form

good escorts through areas in which air attack may be expected.

Admiral Sims has recorded that there was, in April, 1917, "still one serious impediment to adopting this convoy system, and that was that the number of destroyers available was insufficient." In November, 1917, the total number of destroyers and "P" boats was 449. To-day we have a total of 230 such craft. Of the 182 destroyers available, 72 are over age and are being gradually converted into escort vessels. Here again matters are getting better, although again one wonders at the tardiness of certain decisions. The naval building programme for this year, for instance, includes two flotillas of destroyers and twenty escort vessels of a new type. Yet, in spite of protests, the naval building programme for the previous year did not provide for the building of any destroyers or escort vessels. Had such ships been laid down a year ago, we would be better placed to-day with regard to the defence of trade.

In one aspect, Great Britain is better prepared than it was when the German unrestricted warfare against seaborne trade was declared in 1917. Arrangements have already been made for the arming of a great many of our merchant ships, and some 10,000 officers and men of the Merchant Navy have already undergone the Defence Courses instituted by the Admiralty.

ENEMY MENACE TO SHIPS

There is much speculation as to the nature of the German vessel responsible for the sinking of the British steamer "Clement" off the Brazilian coast. Reports of the sinking are conflicting. One account has it that the "Clement" was sunk by a submarine; a second stating that a cruiser carrying aircraft was responsible.

There seems little doubt that Germany will make the fullest use of her limited naval resources, including surface craft, for the purpose of harassing British commerce on the high seas.

It is highly probable that she will attempt to use her "pocket" battleships against convoys, in addition to submarines. Should she decide on such a gamble, convoys will require the protection of ships sufficiently powerful to cope with such a menace. There are bound to be further merchant ship losses if the war continues, but the people can be fully assured that the British and French navies will find means of successfully overcoming every enemy move on the seas. But it will require time and patience.

October 21.—One hundred and thirty-four years ago, Admiral Lord Nelson, England's greatest seaman, fell in the hour of his greatest victory—TRAFALGAR.

SHIPLOVERS' SOCIETY

The Younger Set wish it to be known that an ALL-DAY Hike will take place on 12th November.

Inquiries should be addressed to Miss S. M. Smith, Honorary Secretary, The Shiplovers' Society of N.S.W. Younger Set, C/o. Captain Wade, 16 Bridge Street, Sydney.

PLEASE ASK A FRIEND TO JOIN THE
NAVY LEAGUE

October, 1939

THE WAR

Herr Hitler's "Peace" Speech

The Prime Minister of Australia, commenting on Herr Hitler's speech, said:

"It was a blustering attempt to justify war. 'I have done my best to understand it,' the Prime Minister commented, 'but find it very difficult.'"

"Plain questions require plain answers, and the plain questions to Herr Hitler to-day are:—

'Is the independence of Poland to be restored?

'Is the national integrity of the Czechs and the Slovaks to be restored,

'Is aggression to cease?

'Is there to be effective machinery for peace and a real measure of disarmament?'

"In no part of this extraordinary outpouring of words will the world find any real answer to these questions.

"The speech is not a peace offer; it is a blustering attempt to justify war."

* * *

The League records its appreciation of the generosity of Mrs. F. M. Officer, for her gift in aid of its work.

* * *

During the month the Secretary of the League has paid visits to the Sea Cadets units at North Sydney, Manly, and Woolwich. The Committees, Officers and Cadets are carrying on and, in the circumstances, are doing excellent work.

* * *

In the war of 1914-18, and in the present "civilised" conflict, leaders of both sides called on God to assist and to bear witness that their Cause was and is just. It is true to say that in minor wars, when powerful nations were engaged in teaching "lesser breeds" at gun-point how to behave themselves for their own good, no record can be seen where white statesmen invoked God's aid. The reason for this omission, it is surmised, is that the Almighty's help was unnecessary, modern lethal weapons in the hands of the whites, apparently without the intervention of Divine Power or mercy, could and did annihilate the "lesser breeds," together with their primitive fighting equipment.

These things are all very distressing and bewildering to some folks, very thought-provoking to others, and to the uninitiated, thought-paralysing.

RESOURCES OF BELLIGERENTS

At this unhappy time, when powerful nations are at war, some facts regarding their resources are not without interest.

Great Britain

Population 47,289,000. Area 89,041 sq. miles.

Endowed with vast natural resources of coal, iron and steel, with well-organised and equipped industrial system. A Royal Commission estimated some years ago that the coal resources, with the rate of output of over 250 million tons a year, could last for five centuries. Output for 1938 was 219,760,285 tons. Annual production of iron and steel is valued at £278,000,000. Steel output, 11,000,000 tons.

Of nearly 9,000,000 acres of arable land, 1,800,000 acres are under wheat and nearly 450,000 under potatoes. 75% of total food supplies, which amount to £400,000,000 per annum, are imported. Under the Essential Commodities Reserves Act, large stores of wheat, oil, food, fertilisers, petroleum and forage are stored in various parts of the country.

Oil output is negligible; present consumption, practically all imported, is 11,600,000 tons.

Britain's shipping is estimated at 14,000,000 tons gross.

With an area of 13,909,782 square miles and a population of 500,870,000 in every continent of the globe, the British Empire represents more than a quarter of the known land surface and the population of the world.

France

Population 41,950,000. Area 212,659 sq. miles.

France is largely an agricultural country. There are some 125,000 square miles under cultivation and it produces over 80% of its food requirements. There are 42,000 square miles of forest, which form an important part of the national wealth.

Iron and steel production amounts to 16,000,000 tons. Coal mined 46,000,000 tons, whilst some 66,000,000 tons are required for consumption. The production of oil is at present small, the great majority of 7,210,000 tons required being imported.

France has an extensive colonial empire with an area of almost 5,000,000 square miles and a population of some 65,000,000.

The mercantile marine has a tonnage of something over 3,000,000 tons gross.

Germany

Population 91,687,694. Area 257,926 sq. miles.

(Including Austria, Bohemia, Moravia)

Arable land of Germany and Austria totals 49,521,317 acres, and total area under cultivation 71,810,256 acres. Grain harvest in 1938, 25,900,000 tons. Bohemia and Moravia, recently annexed, provide new sources of food supply. Forest area is estimated at 31,000,000 acres.

Iron and steel industry is extensive, 18,655,000 tons of iron and 22,991,000 tons of steel (to which may be added 2,000,000 tons Czechoslovak output in 1938, 700,000 tons Austria 1937) being produced in 1938. Germany consumes 7,000,000 tons of oil a year; about 33% is produced from coal.

Pilish resources are not included.

Russia

(Union of Soviet-Socialist Republics)

Population 170,126,000. Area 8,144,228 sq. m.

Stretches 4,000 miles across Europe and Asia, from the German frontier to the Pacific Ocean, and occupies rather more than one seventh of the land on the earth's surface.

Its vast natural resources include all those required for modern civilisation, and both agri-

cultural and industrial methods are being developed rapidly. Agriculture accounts for 21.6% of production, and industry 78.4%.

Self-supporting as far as essential foodstuffs are concerned; considerable amounts of wheat and other products are exported.

Iron mined now exceeds 30,000,000 tons. Oil production is also in the neighbourhood of this figure. Russia is, after the United States, the second largest oil-producing country in the world. Steel production is 18,000,000 tons.

Gold deposits are now being extensively worked. Production is in the neighbourhood of 7,000,000 fine ounces, giving a value in excess of £50,000,000 last year.

European Russia includes the Ukraine, one of Europe's largest granaries, now producing more than 125,000,000 tons of cereals, as well as iron and coal in the Donetz basin.

Several Baltic countries and Poland are now in the orbit of Russia's influence.

Russia's influence has extended to her Baltic neighbours, Latvia, Lithuania, Estonia and Finland, and, apart from the commercial aspect, these countries represent great strategic value to their powerful neighbour.

The following facts are of interest.

Finland

Population 3,667,067. Area 134,557 sq. miles.

No European country is as wealthy in forestry (62,429,000 acres) except Russia, and saw-mills, wood pulp, cellulose, and paper manufacture provide the chief industries.

Entirely self-supporting in foodstuffs. Cereal crops total 1,506,277 tons, and potatoes 1,432,900 tons. Butter production is over 27,000 tons per annum.

Exports are chiefly timber, pulp, paper and matches. Imports are metals, machinery, and minerals.

Lithuania

Population 2,374,000. Area 20,400 sq. miles.

Lithuania recently lost the Memel territory to Germany with an area of 1,099 square miles and a population of 151,960.

The country is mainly agricultural, 76.7% of the population being thus employed.

The principal exports are meat, butter, flax, eggs and timber, of which Great Britain took half, amounting to over £3,000,000.

The transfer of Memel to Germany has removed practically the whole of Lithuania's 56 miles of seaboard.

It has frontiers of 847 miles; 170 miles adjoin Germany, 353 miles Latvia, 320 miles to what was Poland.

Estonia

Population 1,131,125. Area 18,632 sq. miles.

Most northerly of the Baltic States, Agriculture and dairy farming are the chief industries, engaging 60% of population, and 10,789,959 acres in area.

Principal imports are raw cotton, woollen yarns, iron and steel, and sugar. Chief exports are butter, timber, cellulose and flax.

The oil shale industry is also considerable, output reaching 765,500 tons. The output of crude oil is 63,440 tons.

Latvia

Population 1,971,000. Area 25,395 sq. miles.

Latvia is predominantly agricultural. Its chief exports are timber, butter and flax, to the value of £5,000,000 annually.

The harbours of Riga, Liepaja and Ventspils provide natural outlets for the trade of Russia with Western Europe. The harbour of Riga is kept free from ice throughout the year.

Latvia has 870 miles of land frontier, of which 232 miles adjoin Estonia, 282 miles U.S.S.R., 353 miles Lithuania.

USE OF WHITE AND BLUE ENSIGNS

The White and Blue Ensigns of His Majesty's Fleet are purely maritime flags, and in general their use on shore is incorrect. There has, however, been a customary extension of the use of the White Ensign from the harbour ship used as a fleet establishment, to barracks and other buildings on shore, serving the same purpose. There has been a parallel extension of the use of special ensigns from yachts, customs vessels and the like to their headquarters on the coast—the club house or customs office.

It is common also for the White and Blue Ensigns to be used on cenotaphs and other memorials to naval personnel.

With these exceptions, the use of these Ensigns on shore is improper. Special ensigns worn by yachts are worn under the authority of an Admiralty warrant issued to the yacht, not to the yacht owner; they are the national colours of the yacht, not the personal flag of the owner, and the owner has no shadow of right to fly the yacht's flag elsewhere than on board the yacht. Similarly, the White Ensign is nothing else than the national colours of a ship of war in commission, and no past service in the Navy or other connection with the Navy can make it correct to hoist it on private buildings on shore. It is equally incorrect for either ensign to be carried in processions or marches on shore.



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SEA CADET NOTES

"VICTORY" TRAINING DEPOT, NORTH SYDNEY

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

Due to the general call up of Fleet Reserve, Naval Reserve and Militia, we have had to undergo drastic re-organisation in maintaining this unit as an active body, but we have replaced all those called up, and the unit is once more running on normal routine.

We have taken into our strength new officers in Mr. J. Hammond, Chief Officer, and Mr. B. Murphy, Fourth Officer. We wish them every success in their jobs, and can assure them of the complete co-operation of the officers and ratings who are at present attached to the Depot. These officers have already settled down to hard work and are helping to keep the unit up to scratch.

Mr. D. Smith (Chief Officer) has been granted Leave of Absence for the duration of the war; his son, our mascot, still remains with us, and we hope to see the Chief with us again later on.

The Sub-Branch Committee are still holding regular socials at which there is always a good roll up, but there is still room for more. We are anxious in these times that the parents of all the cadets should, if possible, join up the Committee, and so help to build the Company into a still stronger body in order that there may be a disciplined group of young citizens ready to carry out any duty for which they may be required now or in the future.

Thirty ratings and three officers attended a Memorial Service in honour of the men who paid the supreme sacrifice in the loss of the H.M.S. "Courageous," at All Saints' Church, Cammeray, on Sunday, 1st October.

Rear-Admiral Feakes, R.A.N. (Rtd.), inspected the Church Party, and expressed his appreciation of their appearance and efficiency.

We are still hoping to raise enough money by November to carry out the necessary repairs to No. 1 and No. 2 Whalers, which were damaged during the year. The support of all interested in the training of Navy League Cadets will be very much welcomed by both the Committee and Officers of the Unit.

The Company is very pleased to welcome Captain Beale back as Secretary of the Navy League, and Editor of the Journal. We assure him that the Sea Cadet Corps are still forging ahead as in the old days of his association with us.

We are looking forward to seeing the Manly Division with their boat, as they have been striving lustily for twelve months to build a shed in order to take over the whaler held on their behalf by Woolwich Division, and it seems quite likely that early summer will see their efforts repaid.

On a visit to Manly Division recently, it was pleasing to see that the cadets drilled in a manner which reflects a great deal of credit on their O.C. The Company was taken over by an officer from "Victory" for the day, and the Manly ratings co-operated with him in every possible manner, showing that their interest is in the Corps as a whole, and not merely an individual interest.

It is hoped to form a class of ratings to qualify for their Bronze Medallion within the next month, but that will, of course, depend on future events.

This unit is receiving an increasing number of new entries and, if the present flow continues, we will have to expand our training nights to allow for training schedules to be carried out efficiently; the older ratings are finding their hands full endeavouring to handle the large classes now found necessary.

We can, therefore, again report, "All's well at 'Victory' Depot."

Complement of Officers

L. Smith, O.C.; J. Hammond, Chief Officer; J. Turley, Second Officer; R. Chamberlain, Third Officer; B. Murphy, Fourth Officer.

Instructors

J. Treers, Petty Officer; T. Murphy, Leading Seaman; R. Goodhew, Leading Seaman; J. Madgwick, A/Leading Seaman; R. Smith, A/Leading Seaman.

Members of Sub-Branch Committee

Patron: Sir Thomas Gordon, Kt.; Vice-Patron: H. M. Barker, Esq.; Honorary Members: J. M. Prentice, Cyril James, Clifford Arnold; President: Capt. W. Bell; Godmother: Miss Susan Bell; Chairman: W. Ellis, Esq.; Hon. Secretary: Miss B. Madgwick; Hon. Treasurer: Mrs. R. Brennan; Mr. W. M. Smith; Messdames Smith, Bayley, Wirth, Turner and Dunn; Misses Fewkes, Bayley, Bonnelly, Naylor, Moore, Bracken.

THANKS

We take this opportunity of thanking Mr. R. A. Lee for his kindly and useful gift of six books on the Royal Navy.

AUSTRALIAN RESERVISTS



By courtesy, "S.M. Herald"

At the double. A squad in gas masks during a course of intensive training.

WARREGO TRAINING DEPOT

By H. G. Collison, O.L.C.

During the past month, Woolwich has been doing some splendid work. Repairs to both the gig and skiff have been completed, and some hard work has been done on the sea wall, which should be completed in the near future.

The competition for the best dressed rating, sponsored by Martin's Naval Outfitters, was won by:—

- R. Holloway (Writer), 1st, silver cup.
- F. Barton (A.B.), 2nd, cash prize.
- R. Hamill (A.B.), 3rd, cash prize.

The judging was very keen, only two points being between first and second, and four points between second and third. We extend our hearty congratulations to the winners.

We are now training hard for the rowing competitions to be held in the near future, and feel quite confident that we shall be able to carry off the prizes.

On Sunday, 1st October, the senior Cadets took their O.L.C. out sailing for the day, and a very happy time was enjoyed by all.

We are wondering who "Gummy" is. Could any rating in the League tell us.

"Warrego" would like to welcome Captain Beale back as Secretary to the League. Any of the League's Old Boys will remember Captain Beale, and the good work he has done for the movement in the past.

The following shows the strength of "Warrego" to date:—

Mr. H. G. Collison, R.A.E., Officer in Charge; Mr. H. O. C. Farr, Chief Officer (on extended leave); R. Crookill, R.A.E., Chief Petty Officer.

Ratings:—C. Brownlow, S. Neely, D. Grant, R. Holloway, R. Almeida, K. Fry, F. Barton, B. Edwards, J. Whyte, P. Whyte, H. Whyte, E. Lind, P. Fry, J. Scharkie, J. Barker, J. Hermon, R. Naylor, F. Carpenter, P. Barker, R. Hamill, B. Finch, J. Edwards, R. Whyte, J. Griffin, J. Williams.

The members of our Committee, to whom our sincere thanks are due for the good work they are doing, are:—Mr. C. A. Fairland, President; Mr. T. D. Ousby, Vice-President, Mr. Holloway, Hon. Secretary, Mrs. E. Williams, Hon. Treasurer. Committeemen:—Messrs. Lee, R. C. Collison, R.A.E., V. C. Collison, R.A.E.; Mesdames Brownlow, Holloway, E. Collison; Misses L. Fox, V. Ford.

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Or contributions may be made for the express purpose of aiding the development of the League's Sea Cadet Corps. Additional support during the continuance of the war is most urgent and necessary.

PLEASE NOTE

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

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

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PITCAIRN ISLAND

(W.W.R.)

There are few Australians who are not familiar with the story of the mutiny on H.M.S. "Bounty," but few have seen Pitcairn Island, where some of the mutineers and their Tahitian womenfolk were to find sanctuary.

This almost inaccessible island is situated in Latitude 25° 7' south and Longitude 130° 20' west, and was discovered by Captain Carteret, of H.M.S. "Swallow," on July 2nd, 1767.

It was in October, 1788, that the "Bounty," commanded by Captain Bligh, reached Tahiti. The stay in this enchanting island did not terminate till April, 1789, but long before that many of the crew had succumbed to the glamorous charms of the native women, and had become demoralised under their ravishments.

The climate, too, with its sunshine, softness and ease, added to the reluctance of the born-handed, but sentimental, seamen to leave such a paradise for another long passage across the seas. For warships, in those days, were not homes of rest, with chicken broth and custard for the crew. And so it was that Captain Bligh set sail with a disaffected company whose hearts were hardly in their shipboard work. Three weeks later the "Bounty" was off Tofua, in the Friendly Isles, when the lid blew off the pent-up emotions of the men, and the mutiny took place. Captain Bligh and his 18 loyal companions were cast adrift in a 23 ft. open boat, and their epic voyage of 3,600 miles across the Pacific Ocean was begun. As all the world knows, Bligh and his castaways, after 48 days of incredible hardships, reached Coupang, in the Dutch East Indies.

The "Bounty," with the remaining members of the crew on board, and under the command of Lieutenant Christian, passed through many vicissitudes before Tahiti was again reached. After many more difficulties among the crew had been settled, and a number of the sailors had elected to stay at Tahiti, the "Bounty" finally sailed for Pitcairn, which was reached on July 23rd, 1790. The company comprised nine mutineers, their nine wives, six native men and three wives, and one native child. After stripping the ship of everything of value, she was scuttled, and set on fire, and no trace of her remained.

The killing of five of the whites by the natives in a brawl, and the subsequent killing of all

the native men by the surviving mutineers, is also history.

On seeing this quiet, lonely island for the first time it is hard to believe that it was the scene of hatreds, bloodshed and death. Ten years after landing, only one white man—John Adams—and twenty-three children remained.

The island rises steeply from the sea, and attains a height of one thousand feet. When approaching it from seaward on a clear morning it is plainly visible at a distance of fifty or sixty miles. The climate is almost perfect, and the 130 (about) descendants of the mutineers living there to-day take life easily. In the small valleys between the rocky ridges, a little cultivation is carried on, fruit being the staple product. Fishing is also a necessary job in order to enjoy a change of diet, and the men are splendid boatmen, handling their fine, home-built whalers with great skill.

There are no beaches, and the landing place at Bounty Bay is a natural shelving of flat rock, suitable for small boats only in calm weather.

PITHY SAYINGS

War propaganda is truth and falsehood cunningly mixed together till both lose their identity.

The more truly civilised a man becomes, the more he is willing to consider his fellow-men.

Nothing is more irritating than truth, when that truth is unpalatable.

We are but dust, the thought should make us humble.

When men cease to be slaves to self-interest—the world will be safe for mankind.

Deprive men of their grievances and all will be well.

Scholarship is not necessarily synonymous with wisdom.

"No one shall go hungry, and no one shall feel cold."

THE SUBMARINE IN WARFARE

Admiral J. E. Sommerville, when Commander-in-Chief of the Mediterranean Fleet, expressed himself at the Naval Conference of 1936 thus: "No branch of the science of warfare has made such astounding strides in the course of the last ten years as the construction of submarines. The war of the future will be in the air and beneath the sea."

A glance at the naval dockyards of Spithead, Brest, La Spezia, San Francisco or Kiel confirms the prediction of the British admiral. As a fact, during the last few years submarines have become transformed into submersible cruisers, and what inventive brains in the service of Mars have done in this sphere is truly astonishing to the layman, who has been led to believe that the submarine is losing its potency as a weapon.

Immediately after the Great War, the naval experts of the victorious Powers considered the development of submarine science with the object of using submersible boats for transporting troops and war material. In this race for perfecting the submarine Britain at first took the lead. It is impossible to say whether she still occupies this position. The secrets of no branch of war industries are more jealously guarded than those of submarine construction.

In any case, the transport of material is no longer the only object. The British Navy has some submarines of the H.67 type, which are proper submarine transport ships. Sheffield steelworks supply the special steel indispensable for building these enormous submarines, which have a far larger displacement than the older types. Submarines of the H.67 type can carry, besides the crew, 200 men with a large amount of ammunition. There is ample space in which the men may move about. In addition, the vessels can carry ten months' provisions for these 200 men. This type of vessel requires only 15 seconds to plunge out of sight, and 20 seconds to come to the surface again.

Improvements in torpedoes have also occupied the attention of submarine engineers, and the whole of this form of artillery peculiar to the submarine is now mechanised. Torpedoes, those queer fish of death, weighing sometimes over seven hundredweight, are placed automatically in the torpedo-discharge tube. By using a light metal, the explosive charge may be increased from two to four hundredweight

without increasing the total weight of the torpedo.

The speed of these death-fish, their range and their reliability, have been considerably improved. Faster than an express train, at the uniform speed of 150 feet per second, the torpedo speeds towards its target, although the latter may be at a distance of nine miles. Aiming and range-finding are naturally effected with the help of special instruments, and calculations in which mathematics figure prominently and the human eye not at all.

It was about 1927 that the strange association of the submarine with the aeroplane was first contemplated. A combination of the two was considered. Imaginative novelists had already anticipated the aeroplane-submarine, but modern science has not quite achieved that, although the goal has been nearly reached. The Americans are far ahead in developing this new arm, combining the aerial and submarine elements. At present the United States Pacific Fleet possesses two submarines built specially for working in conjunction with aeroplanes. Each of these submersible boats contains 10 aeroplanes, which are carried with it beneath the waves. The submarine is equipped with catapults for releasing the aircraft. Barely 30 seconds elapse between the moment the submarine appears on the surface and the take-off of the aeroplane.

Although from the beginning the builders have endeavoured to strengthen the attacking power of the submarine, it has always been regarded, particularly by the smaller naval powers, as one of the most powerful means of defence. The Italians, who have made a speciality of deep-sea diving and refloating work, have now created an infantry brigade destined to work in the submarines or in conjunction with them. Quite recently, at La Spezia, manoeuvres involving this "submarine infantry" were carried out. The principal weapon in use is an extremely efficient saw to cut through the chains and anchors of mines and to destroy the anti-submarine nets.

At the same time, German engineers have perfected an apparatus which indicates the presence of floating mines within a radius of over 600 yards.

Of all the countries whose fleets cruise in the Mediterranean to-day, France has by far the

most powerful submarines. The "Surcouf," of 4,300 tons, is so well equipped that it could, in theory, torpedo four battleships at once. It can attain a speed of 20 knots, and can go 1,500 miles without touching at a port. It holds the world record for submarines, cruising for 96 days without putting into port.

Although it is not an aeroplane-carrying submarine like the two American submersible vessels mentioned above, the "Surcouf," nevertheless, contains a powerful bombing plane. The Italian fleet has nothing to be compared with this underwater battleship. But as far as numbers and tonnage are concerned, the Italian submarine fleet has probably equalled, if not exceeded, the French fleet.

—"S.M.H."

WAR AIMS? A.D. 1939

The Prime Minister of Britain:—

"We will go on fighting till Hitlerism is exterminated."

The Prime Minister of Australia:—

"We are not fighting in order to dictate to the German people what form of Government they shall have."

Leader of British Liberal Opposition:—

"War must go on till Hitler is broken."

First Lord of the British Admiralty:—

"There can be no peace till Nazism is overthrown."

Others affirm that we are fighting for the preservation of liberty and freedom. If that is so, why shoot all our arrows at Germany?

Germany declares that she is fighting for the "reparation of an injustice," and that the Allies are fighting for "its preservation."

The bewildered man-in-the-street (eventually in his burrow) asks:—

"Who is right?" "Is the war to make the world safe for National Socialism, for Communism, or for Capitalism? Or are we fighting to destroy white civilisation?"

There is little said about Mr. Stalin, although he seems to be picking up rich plums and, if appearances are any guide, would not refuse the whole pie.

But many independent thinkers keep their bearings correctly, even in the fog of words, and have no illusions about the real aims of the war.

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PORTUGUESE REMAINS IN AFRICA

By LAWRENCE G. GREEN

For centuries an impressive line of stone pillars stood untouched on the lonely capes of Southern Africa, marking the discoveries of Portuguese explorers who had sailed off the charts of their day in search of new land.

These "padraes," or commemorative pillars, are the most ancient relics left by Europeans in South Africa. Most of them have been traced but it is possible that one or two of the lost pillars still stand, as the Portuguese navigators left them on coasts so remote that no other white man has seen them from that day to this.

It is fairly certain that one such pillar lies buried beneath the sand and rocks of the Cape of Good Hope; for Bartholomew Diaz is known to have placed one there, and it has never been found.

The stories of the rediscovery of pillars and fragments of pillars set up by Diogo Cam and Diaz form a dramatic sequel to a daring chapter of African exploration. Even after four centuries the stone monuments—called after the Saints, and engraved with the Royal Arms of Portugal and the names of the navigators—could be identified beyond doubt.

The first "padrao" to be erected in Africa south of the equator was the Pillar of St. George which Diogo Cam left at Shark's Point on the south bank of the Congo in 1482. According to a local legend, this precious relic was used as a target by a ship in the slave days. Some of the fragments were collected by the natives, were recovered by the Portuguese, and are now to be seen in the Geographical Museum at Lisbon. The main pieces were taken on board a vessel for shipment to Europe and were lost when the vessel sank.

During his first voyage in 1482, Diogo Cam set up the Pillar of St. Augustine just south of Mossamedes in Angola. This, too, is preserved in the Lisbon Museum; and a reproduction of the pillar stands on the cape to remind sailors to-day of the great navigators of the past. Three years later, Cam made a second voyage of discovery, reaching the place now known as Cape Cross, to the north of Swakopmund. The "padrao" he set up there was not found until 1893, when the Captain of the German cruiser "Falke" landed a party there. The Emperor of Germany ordered the removal of the pillar to the Marine Academy at Kiel, and a wooden

replica was erected at Cape Cross.

Mystery and strange legends surround the Pillar of Sao Thiago which Diaz set up at Pedestal Point, near Luderitzbucht (formerly Angra Pequena) in 1487. This harbour gave shelter, in the early part of the nineteenth century, to whalers, sealers and vessels in search of guano; and many a wild, reckless crew wandered over the coast that is now a forbidden area rich in diamonds. These seafarers knew of the existence of the cross; but the first report of it came from Captain Owen, R.N., in 1833. By that time the pillar had been cast down and shattered, and the iron cross surmounting it had vanished.

Such an act of vandalism might be easy to explain when drunken crews were on shore in a lawless harbour with nothing to do. But there is a queer tale which I have heard in half-a-dozen different forms connected with this Pillar of Sao Thiago. It is said that the tough sailormen of the whalers overturned the pillar to search for coins buried beneath it.

Then there was the report of Captain Parker of the brig "Kirkwood," who dug beneath the broken pillar, through a layer of bird guano, and excavated a deal box. "Upon opening the box a man with his arms across his heart and looking up full in the face was presented to our view," wrote Captain Parker. "The features betrayed an expression of terror. His garments were light, and his hands had not been used to hard work. We brought him and a portion of the cross to St. Helena."

The preservation of the body of this unknown man is explained by a peculiar property of the soil of the South-West African coast, which has an embalming effect. Probably the chemical constituents of the guano (phosphates) are responsible for it.

Two interesting riddles are suggested by Captain Parker's report. Was the body that of an officer who sailed with Diaz, and had remained there mummified through the centuries? And why did Captain Parker explore the site of the Diaz cross? It seems plain that he was influenced by one of the many treasure legends that one still hears in Luderitzbucht; but the true details will never be known.

There were ghouls in those days, for a mummified body—possibly that which Captain Parker found—was shipped from South-West Africa to

Liverpool, where it was exhibited as an "African relic."

The fragments of the Diaz cross found by Captain Owen consisted of a marble base, round on one side, and square (for the inscription) on the other; a block of hard, shelly limestone such as is found in Portugal; and a shaft six feet high. Apparently there were two crosses—the iron one which was never found, and a stone cross of the same breadth and thickness as the shaft, with an inscription almost obliterated. The latter cross was seen by one of Captain Owen's officers.

Portions of the Pillar of Sao Thiago were brought to Cape Town in a guano schooner about the middle of last century, and were set up in the shape of a cross at the entrance to the South African Museum.

Portugal made vigorous efforts to recover these relics of her famous men. Chevalier du Prat, Consul for Portugal in Cape Town in 1885, made a successful claim for the upper part of the Diaz cross, which was taken from the South African Museum to Lisbon. One of the original pieces remains in Cape Town. Another fragment was taken to New Zealand by Sir George Grey, a former Governor of the Cape.

It is not known how many pedestals Diaz carried on the great voyage of discovery which took him round the Cape of Storms and past Algoa Bay. Records in the Lisbon archives, however, make it clear that besides the Angra Pequena pillar, Diaz erected at least four more. After leaving Angra Pequena, Diaz next visited a bay which he called Angra das Voltas, near the mouth of the Orange River. Here again the cross stood like a beacon marking a treasure chest of diamonds worth millions. How different the history of South Africa would have been if Diaz had carried the first gems back to Europe!

A third pillar, the Padrao da Cruz, was left on a small island in Algoa Bay, possibly St. Croix Island; a fourth, Padrao San Gregario, to the east of Algoa Bay; and the last, already mentioned, at the Cape of Good Hope.

There is reason to believe that some small fragments of the Padrao San Gregario were found many years ago and thrown away in ignorance of their historical value. But of the others, not a sign—not a broken pillar or shattered cross—has been found. This is remarkable in view of the fact that most of the pillars were set up in lonely places, some of them places which became known within living memory. The natives would not touch these pillars—they regarded them with awe.

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2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National and Im-

perial Security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in Conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

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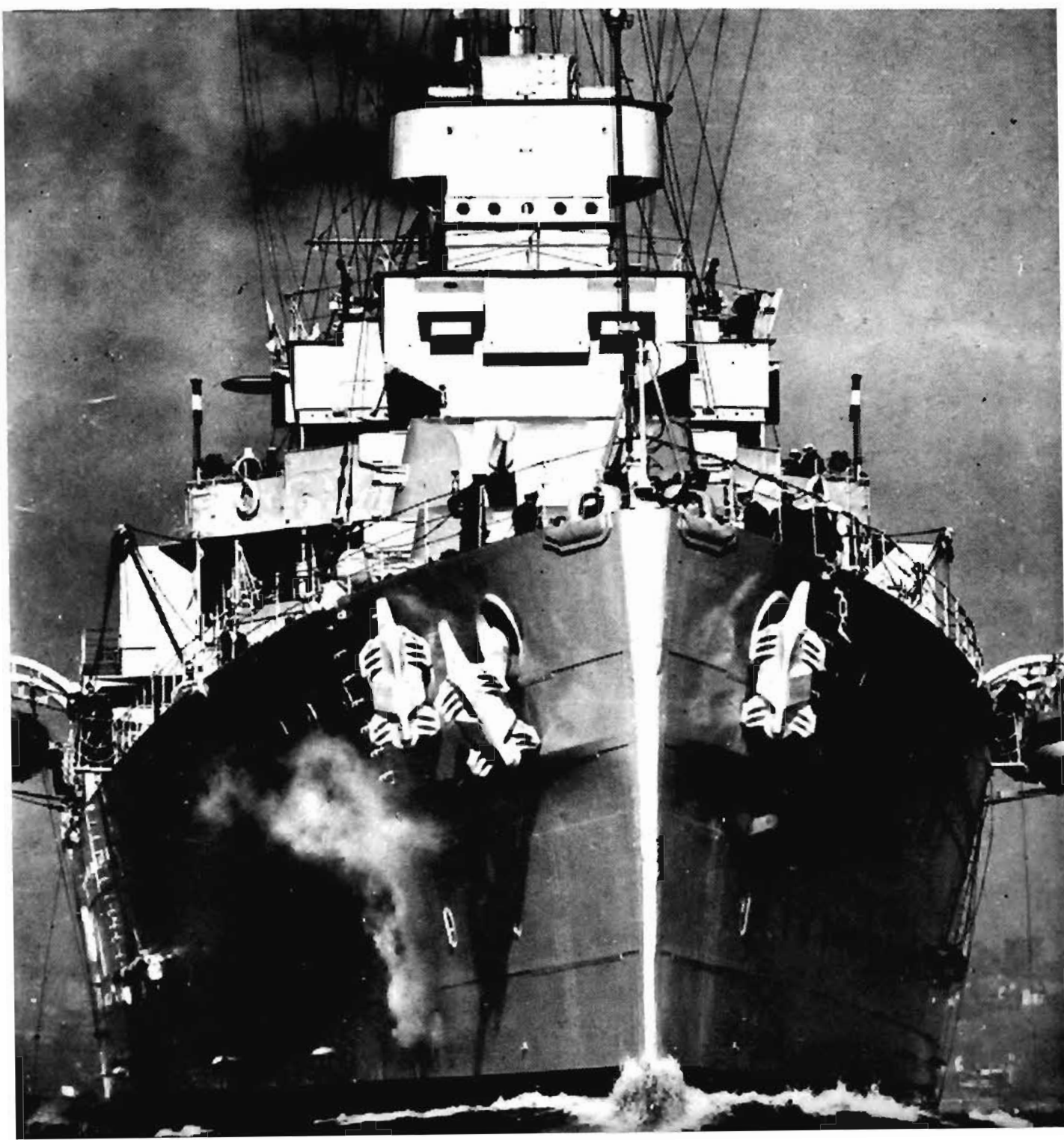
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TESTED FRIENDSHIP Japan and Australia

THE general interests of Australia will well be served by maintaining friendly relations with Japan.

German raiders, in addition to aiding Britain in other spheres.

Japan's friendship for Australia still lives, untarnished by time, and tempered in the testing fires of war. This quality of goodwill has lost none of its influence on Australian statesmanship, and our people may confidently invest in Japan a reciprocal approbation, esteem and goodwill.

Australians remember, with feelings of pride and gratitude, Japan's valued aid in the Great War. Thousands of "Diggers" will recall the picture of the powerful Japanese cruiser "Ibuki," together with H.M.S. "Minotaur" and H.M.A.S.'s "Sydney," "Melbourne" and "Philomel" conveying the forty-eight troopships conveying the first Australian and New Zealand troops from Australia to Egypt in October, 1914. From that time to the end of the war Japan voluntarily assisted in protecting Australian commerce from

The wide stretches of the north and south Pacific provide ample room and opportunity for Japan and Australia to achieve their respective destinies in an atmosphere of amity and generous co-operation.

—THE EDITOR.

November, 1939

WAR AIMS

Is it not one of the creations of England's greatest son—or is he prophet—who is made to say something about "Conscience makes cowards of us all?"

Even so, there is a wide and insistent demand for a more precise statement of Allied war aims. Doubtless these will be forthcoming. A crusade in a just cause clearly understood engenders a confident and more enthusiastic response in the minds of thoughtful men, and hardens the resolve to go forward unanimously to victory, whatever the cost.

A clarification of war aims should include the vitally important economic and territorial adjustments and reciprocal sacrifices necessary to effect an enduring peace settlement—a settlement having no place for injustice, repressions, bitterness, trade restrictions, reprisals, balance of power politics and the like.

"Let live, and live" should be the motto of all responsible statesmen. Unless a more Christ-like spirit permeates the Councils of Nations, one sees little hope for civilization or of real peace.

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WAR AND HUMAN NATURE

By S. J. CANTOR

The British Empire is at war because no adequate form of international political organisation exists to guarantee and maintain permanent peace. Speaking to all his subjects on the day which brought the Empire into that war against Germany, His Majesty the King used these momentous words: "We have tried to find a peaceful way out of the differences between ourselves and those who are now our enemies, but it has been in vain." But national efforts necessarily are destined to fail where international organisation, such as it is, also fails. The war, in the existing global circumstances, was inevitable enough; but is war really inevitable?

It is said very frequently by many otherwise well informed people that there will always be war, because (they allege) it is in human nature that men must fight. Let it be granted that it is natural to fight; does it not inevitably follow that war will remain. Nor indeed do men always fight when there are international disputes; for many disputes have been settled by peaceful means. All the full resources of international political organisation have been utilised in the pacific settlement of controversies between national states. Arbitration, mediation, conciliation, negotiation and diplomacy have been employed in this way; treaties and international law have played their part; the League of Nations and the Kellogg Pact are specifically means to the same end.

It is precisely because it is human nature to fight—that is, because men frequently use force instead of reason—that some form of adequate organisation is essential; and that within the boundaries of the nation it is imperative to have government as a means of making, administering and enforcing law, of establishing order and of maintaining domestic peace.

To-day there is internal peace in England; that peace has endured for many centuries. Yet a little more than a thousand years ago there were seven kingdoms in England; and at times those kingdoms were at war one with another. Why is there domestic peace in England to-day? There is only one answer—there is government. Those seven kingdoms united as a heptarchy; complete unification came under the strong rule of William, the Conqueror. The King's peace was broken only once; in those stirring times when Cavalier fought Roundhead, a struggle

which determined for all time the sovereign rights of the people; and as a consequence men can say with truth that the King reigns but Parliament governs.

Not many centuries ago clans in Scotland fought one against the other; but government brought peace where there was war, despite the fact that it is human nature for men to fight. England and Scotland were once wont to go to war with each other; but the act of union finalised the end of the rule of force, all disputes between the two peoples are now resolved by rule of law.

Apologists for war carefully stress that—as they allege—it brings many benefits to mankind; but to whom does it bring advantages to-day? Certainly not to the soldier, wearily slogging along the muddy road and later tossing on the bed of pain. Surely not to aged parents somewhere in Poland or France or Canada, grieving for them they loved; nor to the anxious mother in some shell-swept city, forced to shut the doors of the gas-proof shelter against her child returning from school while enemy warplanes drop their freight of bombs and poison-gas. Perhaps to the maker of armaments there may be gains; and to the warmonger seeking higher honours and the bubble reputation many miles distant from the cannon's mouth.

But war has very definite evils to bring to the human race. Nations which are constantly distracted by the scourge of war—China is an example—do not produce the best men; on the other hand nations like Norway or Sweden which have kept themselves relatively free from strife have produced a noble breed. The evil effects of the Napoleonic wars still remain in France; while the still earlier Thirty Years' War in Germany led to consequences which affect the people of that country even at this day.

The thirteen original states of the North American republic, after they gained their independence, were more than once on the verge of war, but they wisely changed their confederation into a federation and lived at peace. That great federation has provided valuable lessons for the people of the world; chief among those lessons being the necessity of giving the Federal Government adequate power. The constitution of that great union profoundly influenced that of Canada when the Dominion was in the making; and that of the Australian Commonwealth.

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Human nature has not changed—or it has changed very little—since man first trod upon the surface of this planet; but there is no war between, say, Pennsylvania and Massachusetts despite economic and other rivalries, because a superior power, the federal government, has been created with means and authority to keep the peace. It is much the same in other federations. The British Commonwealth of Nations can be regarded as a form of personal union, or as an elementary federation. Canada is a federation, one in which all the power was given by the states to the union and in which some of the powers were delegated by the union back to the states. Other federations include Switzerland, with its medley of races and languages; Russia and Brazil. All these federations have been successful.

Apart from federal union there is unification. In the unified state all powers have been given to the union by the original states concerned. The Union of South Africa is an instance of unification, all powers being surrendered to the union, the uniting provinces being granted each an administration. It is to such a union that H. G. Wells and others look forward as a means of lasting peace; but it is far more probable that some powers only would be granted to the union, which therefore would be federal in form. It must be remembered, however, that such a federation may eventually become a unity when nations finally grant it all their remaining powers.

It is often alleged that economic and political difficulties stand in the way of world federal union; but they never did stand in the way of other federal unions. Political difficulties themselves are only economic difficulties in uniform. Certainly war has never been able to overcome those economic rivalries. They exist to-day in greater degree than they did before the Great War; and war itself destroys men's markets. Men in England did not profit after the Treaty of Versailles gave them ships and engines from Germany; shipwrights and engine-makers in England were put out of work as a result. Merchants who traded freely with Germany before 1914 found themselves unable to do business as freely in 1920 and onwards; while the great economic depression certainly wiped out any profits (if any) that had been made by the war. Tariff barriers do not add to wealth; nor are customs duties necessarily the best means of raising revenue; for they bear more heavily on the poorer classes than on the wealthier; and

certainly no small amount of the revenue of nations to-day is required because of the continuance of the system of war. Economic difficulties can in any case be smoothed out more easily by law than by war, by reason than by force of arms; for war remedies nothing and injures everyone.

The pugnacious instinct—like all instincts—serves a useful purpose in man. Righteous anger displayed on behalf of the weak and the oppressed is a good thing, and the fighting instinct serves a noble purpose often in righting wrongs. But it is not good that each nation should be a judge in its own cause and an avenger in what it considers to be its wrongs.

Within the nation before justice and law were fully established the blood feud existed, with revenge and retaliation taking toll of many lives through many years. In the world of nations the blood feud lives on—trial by combat remains. War must go as the blood feud system has gone, as piracy and privateering have gone—always and forever. War has become too deadly an evil, corrupting the whole lives of nations, deteriorating the race and breaking down that civilisation which has been built up with difficulty through many centuries. The cost of war—the greatest of all national industries—has become also too burdensome; its results are seen in poverty, unemployment, malnutrition and disease. War itself has become more than a festering sore; to-day it is a cancer sapping at the vitals of human kind.

Human nature remains unchanged; but the instinct of pugnacity can be sublimated and turned into useful channels. That instinct can be manifested in healthy rivalry, in international games, in joust and tournament; but war must go. At the next Peace Conference all nations—victors, vanquished and neutrals—must be present. It is for their governments to heed the desire of the people of the world—the desire for perennial peace. It is for the representatives of all the nations to put forward plans for a constitution that will be a supreme improvement upon the Covenant of the League of Nations. The experience of twenty years has indicated the strength and the weaknesses of that League, and the stark necessity for world federation.

Human nature does not change; and human beings still desire romance, happiness, security, peace and life. The world can surely supply all needs; it is international organisation, or the lack of organisation, which prevents a more

equitable distribution of all its treasures. But the pugnacious instinct does remain. Therefore, must there be created the Parliament of Man and the Federation of the World; therefore, must there imperatively needs be the means of making, administering and enforcing world law; therefore, too, must there surely be that grand union to guarantee, preserve and maintain the peace that will endure. So will the old world pass, and wars will be no more.

—“The Practical Patriot.”

Human behaviour is influenced in the main, not by religion, but by poverty or wealth.

A reader asks “What is Nazism?”

Nazism is said to be the moving force within a State, representing the undivided will of the nation.

Under Nazism “The State is required to make it possible for all citizens to carry out their appointed tasks and to become part-owners of the means of production.” And, further, “the needs of the State take priority of those of the individual.”

The removal of Hitler, Mussolini, Stalin, Chamberlain, Roosevelt, Deladier, or any other political figure would still leave unsolved the world's basic problems—problems of production, disposal, economic availability of raw materials, national living standards, unemployment, migration, and other important matters vital to a warless world.

Poland's rule over her Ukrainian territories is a daily conquest, an incessant aggression.

—H. N. Brailsford, in the year 1934.

A wise and courageous speech can lift a man in the estimation of his fellows in a quarter of an hour—it takes many years of silence to make men recognise your work.

—S. F. Wicks.

The only impartiality possible to the human mind is that which arises from understanding neither side of the case.

—Lord Chief Justice Hewart.

Dim as the borrowed beams of moon and stars
To lonely, weary, wandering travellers
Is reason to the soul: and as on high,
These rolling fires discover but the sky,
Nor light us here, so Reason's glimmering ray
Was lent, not to assure our doubtful way,
But guide us upward to a better day.

—Dryden.

EXISTING CONDITIONS

Speakers and writers frequently emphasise that “existing conditions,” i.e., the economic conditions of the masses, are vastly superior to conditions existing in the past. That is not denied. It implies that conditions are not static. There is nothing dangerous or unnatural in the lawful desire of men to improve their lot. The grave danger lies in the selfish and unnatural desire of other men to prevent or retard by various means large scale fulfilment of that legitimate desire.

“Existing conditions” may suit in large measure certain classes of men to-day; it all depends on how their interests are affected.

“Existing conditions” are no new thing. They form the rungs of the ladder of recorded history. Present “existing conditions” are the topmost rung to-day, but a hundred years hence to-day's conditions will be many rungs from the top. In other words, “existing conditions” are merely the stepping off point to higher achievements. But since the dawn of democracy the rate of progress has accelerated. Democracy, with its franchise and its inherent power of equitable taxation, points the way to millions of its adherents to the enjoyment of a fuller life. It is for the people to use aright their servant democracy, and the day will come when there will be no empty bellies in the framework of “existing conditions.” Mechanics will help to hasten this happy day the more they are controlled for the service of the common weal.

Notwithstanding “Man does not live by bread alone,” a wider sharing of the “profits of the earth” will strengthen the foundations of human society, and build new roads to the haven of permanent peace and laughter on earth.

If Christianity, lived aright, is not the yeast of social evolution, what then is it? “To each according to his needs,” and man's material needs change in time and place, and are satisfied by a more equitable distribution of the fruits of progress on the ladder of “existing conditions.”

—W.W.B.

ROWING

Mosman Rowing Club's Annual Regatta was held on the Lane Cove River on October 28th, when the Navy League entered Sea Cadet crews from North Sydney, Woolwich and Manly Companies.

North Sydney and Woolwich whalers' crews put up a splendid struggle over a half mile course, victory going to Woolwich by a length and a half.

WILLIAM DAMPIER

A Great Adventurer

By A.H.

William Dampier was an Englishman, and, as far as we know, the first member of our nation to visit the shores of New Holland, as Australia was then known. In all, this voyager made two visits to the great Southland, and we are indebted to him for a splendid collection of descriptive data, and sketches of flora and fauna seen by him on the occasions of his trips to New Holland.

William Dampier was born in Somerset, in the year 1652. His parents were honest farming folk, of good yeoman stock, and they saw to it that young William had as good an education as the times and their circumstances would permit. The good people did not live to hear of their son's adventures, for they died whilst William was in his early teens. Although keenly interested in agricultural and botanical subjects, young Dampier must have been badly affected by the wanderlust, for, according to his requests, his guardians allowed him to go to sea. He made his first voyage when he was eighteen years old, in the year 1670. He crossed the Atlantic to Newfoundland in a tiny little craft, and the hazards and the discomforts of the passage nearly cured Dampier of his love for the sea. However, he decided to carry on, with the proviso that future voyages would be confined to warmer seas and latitudes. Accordingly, his next voyage was to Java, where he stayed two months. Whilst there, the lure of the Tropics and the mysterious East must have taken hold of him—however, more of that later.

He returned to England and enlisted in the Navy, where he had his share of hard knocks and dangers, fighting against the Dutch in 1673. Leaving the Service in 1674, Dampier obtained the post of sub-manager of a Jamaica plantation. The life of a sugar planter did not suit him; it must have been monotonous to one who had seen the wonders of the sea in ships, and, tiring of his easy shore life, he returned to his former calling. Dampier made several coasting voyages around the West Indies, and whilst engaged in these, scraped acquaintance with many of the freebooting fraternity—the buc-

cancers—who literally infested those waters—the famous—or rather infamous—Spanish Main. Dampier's doubtful friends may have pointed out that larger profits could be made by robbing merchant ships than by sailing in them as a member of their crews, for our hero's next move was to give up peaceful sailorizing, and to join an expedition to Campeachy Bay, for the dual purpose of log cutting and piracy. Apparently the labour entailed in felling trees soon palled on Dampier's companions, for the buccaneers gave up log cutting, and turned their attention to the town of Portobello, which they attacked, captured, and sacked. Dampier's share of the loot was £30.

At this stage I must remark on a strange feature of Dampier's character; he was a singularly poor pirate; the leaves of his diary show page after page of botanical observations, and little or nothing of his piratical doings. The fact is that he was more or less uninterested in piracy as a career, and devoted most of his spare time to the study of birds, plants and insects. He would go into rhapsodies over a flower, or gaily hued butterfly, whilst the sacking and looting of a city, or capture of a ship, would leave him unimpressed. One does not often hear of a naturalist among the blood-thirsty “Brethren of the Coast.”

Dampier and his freebooting companions landed on Darien—the Isthmus of Panama—whilst they crossed, to seek loot on the Pacific side. A cruise along the coast in either canoes or a captured ship proved fruitless, and, at the island of Juan Fernandez—the storied desert isle of “Robinson Crusoe”—the pirate band barely escaped capture by three Spanish ships which were on the lookout for them. In the hurry to get away from Juan Fernandez, the buccaneers left behind them an Indian member of the party, of whom more anon.

After their escape from the Spaniards, the pirates began to disagree among themselves; arguments cropped up, and the result was that the party split up; one section remaining on the Pacific coast, the other recrossing the Isthmus

(Continued on page 11.)

SEA CADET NOTES

"VICTORY" TRAINING DEPOT North Sydney

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

On Sunday, 15th October, the Navy League Sea Cadets attended the Annual Service for Seafarers at St. Andrew's Cathedral. This service is attended by the Cadets each year, and serves to remind them of the sacrifices made by our fathers and forefathers in keeping the Merchant Service at the high standard at which we know it. The parade was attended by thirty ratings and one officer from "Victory," and seven ratings from "Manly."

We feel a certain amount of disappointment in not winning the Royal Sydney Yacht Squadron's rowing race this year, as it is our third successive second, but the best crew won, and we heartily congratulate Woolwich Division on their two fine victories this month. Without depreciating the credit due to Woolwich, I think that Manly Division deserve the prizes for their excellent spirit.

It must be remembered Manly have no boat in which to train their crew, yet they entered both races, pulling like veterans, after little or no training, finishing the course in each case. It is this spirit, finishing last in a race, but still smiling, which must be encouraged. Anyone can smile with a cup in their hands, but it takes some spirit to smile and cheer after receiving nothing after such splendid efforts.

Well, on with the show; our cutter is slipped for overhaul, but we hope to be using her again in a few weeks. The unit is still receiving a considerable number of new entries and enquiries, but unfortunately very little money is coming in to buy the necessary equipment to keep this increased number busy.

A slight injury occurred to one of our cadets some weeks ago, necessitating two stitches in his hand. We are glad to report he is now well, and wish to acknowledge his mother's (Mrs. Stewart, of Hornsby) generous donation of ten shillings to the Depot's funds.

I would also like to wish ratings Healy and McKeown a speedy recovery from their appendicitis operations. We hope to see them both on duty quite soon.

Miss Bonnelly, mentioned in the October Journal, should read Miss Donnelly.

(See Race Notes, page 18.)

"WARREGO" TRAINING DEPOT By H. G. COLLISON, O. in C.

It is pleasing to report that the Cadets of this unit are entering into their boat training activities with the greatest enthusiasm. Although they have won two hard-fought rowing races recently, the lads realise that they have their work cut out to beat North Sydney again, and they are not resting on their oars or taking any chances.

The next meeting between the three Companies should produce a first class tussle, and we don't make any rash prophecies as to the likely victors. We know that all the crews will give of their best, and may the hardest triers triumph!

C.P.O. Crosskill and the O.C. will be doing a month's training with the Colours at Dapto, but expect to be on duty again at this depot on December 13th.

P. Phillipe, formerly Leading Seaman in this unit, has been transferred to H.M.A.S. "Vendetta" for duty.

"Warrego" lads have started to train for the sailing races later in the season, when we hope to meet opponents from North Sydney and Manly Cadets.

Mr. R. C. Collison, who was associated with this Company for many years, will shortly marry Miss L. Fox, of Hunter's Hill. They will have the very best wishes of all the members of Woolwich Old and New boys.

Mr. Collison, "Ray," as he was known to all, rowed stroke for our champion crew from 1927 to 1935. He took part in 104 races altogether, and stroked 80 to victory. Some record for an old Sea Cadet!

This Company warmly welcomes the interest and support of Mr. W. Jeffries, of Hunter's Hill. We hope that Mr. Jeffries' interest will long continue, and we sincerely thank him for his very generous donation to our funds.

Mr. Jeffries is invited to our depot on the afternoon of Saturday, December 16th, to meet the Cadets, and to witness the rowing races. We hope he will be present.

Officers in Charge of Companies are requested to note that the final rowing races of the year will be held on the Lane Cove River on Saturday, December 16th. The first race for No. 1 crews (whalers) will be a contest for the Cochrane

COMMANDING AUSTRALIA'S NAVY



By courtesy "S.M. Herald."

Rear-Admiral J. G. Crace (left), who has taken command of the Royal Australian Naval Squadron, conferring with Vice-Admiral Sir Ragnar Colvin, First Naval Member of the Naval Board.

Shield. This well-known trophy was won by Woolwich three years running, and they were entitled to claim the shield permanently. The Company, however, as a sporting gesture, decided that it would be in the best interests of the Sea Cadet Corps if they allowed a continuance of the competitions for the Shield. The League is very glad indeed that the race will be held again this year, and it is hoped that there will be a good roll up of Cadets, and that good crews will compete.

A second race in whalers for No. 2 crews will also be held over a shorter course the same afternoon, and Commanding Officers are invited to make the necessary arrangements for their entry.

These races will give more Cadets an

opportunity to take their places in the boats. Every effort should therefore be made to try out as many Cadets as possible before the final choice of crews is made by their respective Companies.

After the races (the first will start at 3.30 p.m., and the second about half an hour later) the Cadets from all Companies will be entertained at Woolwich Depot.

All Navy League Sea Cadets are invited to be present, even if they are not members of the boats' crews.

Cadets are invited to submit to the Editor jokes suitable for the Journal. The O.C., North Sydney, has promised a prize of 5/- for the joke selected as the best.

REQUIEM

"Courageous" "Royal Oak"

By A. R. BELL

Their grave the sea! the grey North Sea.
The sky their shield; the stars their crest.
No sculptured stone shall mark their rest,
But wind and rain in requiem,
Perpetuate the worth of them
Who die for Liberty.

Until eternal dawn shall break:
Unfettered still and free,
Known but to God, at peace with all;
Their sanctuary—a grave at sea!

"VENDETTA" TRAINING DEPOT

By G. H. SMITH, O. in C.

Two of this unit's late officers are now serving in the Armed Forces for the duration of the war. They are Messrs. Grant and Frost. We wish them the best of luck and a safe return after the war.

The co-operation of the "Victory" Depot, O.C. and Company, enabled our Manly Cadets to take part in the recent boat races at Neutral Bay and the Lane Cove River. Their assistance and sportsmanship have been greatly valued by all hands.

Congratulations to P.O. Gidley on winning the "Palmer" prize; also to Woolwich crews on gaining handsome victories in the recent rowing races for Navy League Sea Cadets.

Parents of Cadets and other friends of Manly Company are cordially invited to attend our meetings at the Depot, East Esplanade, Manly, the first Monday in the month. The O.C. will supply, on request, any information required.

Cadets who wish to associate themselves with the Volunteer Coastal Patrol should notify their O.C., and also obtain the written consent of their parents, as the Navy League accepts no responsibility for their actions outside its jurisdiction.

The Åland Islands have been in the public eye recently. They form an archipelago of some three hundred islands lying in the Gulf of Bothnia, and they are of the greatest strategical importance.

The area is some 572 square miles, and the population is approximately 27,000, speaking the Swedish language, although the islands form part of Finland.

Dairying, cattle raising and fishing are the chief sources of income to the inhabitants.

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"WILLIAM DAMPIER"—

Continued from page 7.

of Panama to the Atlantic seaboard; friend Dampier was a member of the latter band. This portion of the original party again split up, the members joining various freebooting companies, and after a period of further wandering, fighting and naturalizing, Dampier retired to Virginia with his accumulated share of plunder, to lead for a time a peaceful and possibly lawful life. However, his restless spirit only permitted him to remain thirteen months in apparent respectability; after that time had elapsed the old urge to be up and doing possessed Dampier, and he joined a privateer—polite term for licensed pirate—bound for the South Sea. Cape Horn rounded, the ship made for Juan Fernandez. Here the marooned Indian who had been left ashore by his companions on the occasion of Dampier's former visit to the island, was rescued. The man's joy at being saved after isolation for a period of three years can readily be imagined. After a cruise along the coasts of Peru and Chile, Dampier left the privateer, and joined another vessel which had, for a time, been sailing in company with her. This vessel, the "Cygnets," of London, was commanded by a Captain Swan, whose crew had forced him to turn pirate. The connection between Swan and "Cygnets" seems an apt one.

Swan's sole idea was to escape from his ruffianly companions, and with this object in view he proposed a trip to the Philippines, where he hoped to leave the "Cygnets" and to return to London. The crew, Dampier included, agreed to the suggestion, and although poorly provisioned and equipped for the long voyage across the Pacific, the vessel was headed northwest for Manila. A call was made at Guam, in the Ladrone group, where a quantity of fresh provisions was obtained, and finally, after a hazardous and lengthy voyage, the "Cygnets" arrived at Mindanao, in the Philippines. Here the crew of the "Cygnets" hoped to obtain letters of marque, or a privateering licence, from the native Prince, thus enabling them to plunder ships around Manila, without violating their consciences. One is inclined to think that even if the letters of marque had not been forthcoming, the plundering would have gone on just the same!

Whilst at Mindanao, Dampier was struck with the idea that the English East India Company should establish a factory, or trading station on

that island. This would permit the British to enter the trade in the Spice Islands, and it would also, by reason of Mindanao's proximity to New Holland, give England a chance to prosecute some enquiries concerning the mysterious new land.

The pirate crew soon tired of Captain Swan, and, one fine day, sailed off, leaving him ashore at Mindanao—most probably to that nervous gentleman's great relief. After capturing a few ships in the neighbourhood of Manila, the pirates left the Philippines and visited Tonkin, Cochinchina, Formosa and the Basu Islands. They then determined to sail around the East Coast of the Philippines to Cape Cormorin, and to enter the Indian Ocean in the vicinity of Timor. This plan was carried out, and from Timor the "Cygnets" was headed south. On 4th January, 1688, a point of land was sighted in latitude 17 degrees south, and the pirates made a bay in a broad sound, where they anchored. The point is now known as Cape Leveque, the sound King Sound, the bay, Cygnets Bay. These lie in the Buccaneer Archipelago, and Dampier and his companions had come upon the northwest coast of Australia. The origin of the name of the Archipelago is apparent, and what we know as the Kimberley district, and the towns of Broome and Derby, lie in its vicinity. Thus we have our first record of Englishmen on the Australian coast.

Dampier's impression of Australia and its inhabitants does not seem to have been a very good one. Listen to portion of his description, taken from his journal:—

"A dry and dusty soil . . . destitute of water unless you make wells . . . no fruit or berries . . . the people are the most miserable in the world . . . the Hodmadods of Monomatapa, though a nasty people, are as gentlemen to these, who have no houses or skin garments, sheep, poultry, or fruits of the earth, ostrich eggs, etc., as the Hodmadods have, and, setting aside their human shape, they differ but little from brutes. They are tall, strait-bodied and thin, with small, long limbs. They have great heads, round foreheads, and great brows. Their eyelids are always half-closed to keep the flies out of their eyes, they being so troublesome here that no fanning will keep them from coming to one's face, and without the assistance of both hands to keep them off, they will creep into one's nostrils, and mouth, too, if the lips are not shut very close. They have great bottle noses, pretty full lips and wide mouths. The two fore teeth in their upper

jaws are wanting in all of them . . . neither have they any beards. They are of long visaged and very unpleasant aspect, having not one graceful feature in their faces. Their hair is black, short and curled, like that of the Negroes, and not long and lank like that of the common Indians. The colour of their skins, both of their faces and of the rest of their bodies, is coal black, like that of the Negroes of Guinea. Their costumes consist of a piece of the rind of a tree, and a handful of grass or bough." Dampier was certainly caustic in his description of the Australian aboriginal!

After a stay of nine weeks, the "Cygnus" left Buccaneer Archipelago and New Holland, on March 12th, 1688, and sailed for the Nicobar Islands. After their arrival at the islands, the crew rested and commenced to refit the ship, and whilst they were engaged in this task, our friend Dampier again executed one of his remarkable about faces—he, with two companions, gave their comrades the slip, and, purchasing a canoe for an axe, sailed for Achin, in Sumatra. Four Malays and a half-caste Portuguese accompanied them. Achin was made after an arduous trip of twenty days, days of hunger, thirst and battling with the elements in the crazy craft. The party were thoroughly worn out, and broken down in health on arrival, and, to recuperate, Dampier took a trip to Tonkin. At that town he picked up a Tonkinese guide, and, with a capital of two dollars, started out on a walking tour of Cochinchina!

After wandering around India and the seas of the Middle East for a further eighteen months, the irrepressible Dampier turned up in England in 1691, as a partner with a half share in a tattooed prince. This noble gentleman was apparently to be exhibited at fairs and such like entertainments. However, Dampier fell among swindlers, who, as he tritely puts it, "rooked" him of his share in the royal sideshow. The poor dusky prince did not bring much profit to his new owners, for, shortly after changing hands, he took the smallpox, and died at Oxford.

In 1697 Dampier succeeded in getting the journal of his adventures and natural history observations published, and this proved such a mine of scientific information that it came under the notice of the Royal Society, who took up the author. The president of the Society introduced Dampier to the First Lord of the Admiralty. An interest in New Holland was very keen at the time, the upshot was that Dampier, who by this

time was a skilled navigator, cartographer, seaman and pilot, was given command of a man-of-war, for the purpose of making a voyage of exploration to the Southland. Dampier was well qualified for the post in all points save one; he lacked the quality of leadership so necessary for the successful handling of his hard-case crew. The crew, as Dampier remarked, were incompetent, dirty, smelly, rebellious, murderous, and heartless enough to the voyage at best. Quite a select company to share the discomforts of a small ship on a cruise which was bound to occupy at least two years. Dampier's command was H.M.S. "Roebuck," an old and cranky ship of 290 tons burthen.

The "Roebuck" left England on 14th January, 1699, and made for Brazil. Here Dampier placed one of his officers, a Lieutenant Fisher, in prison for insubordination. After a stay of a month, Dampier sailed, leaving Fisher behind in the Brazilian jail. Heading to the Eastward, the "Roebuck" crossed the South Atlantic, rounded the Cape of Good Hope, traversed the Indian Ocean, and, on 31st July, 1699, made the West Australian coast in the vicinity of where Geraldton now stands. Coasting northward, seeking a safe anchorage, Dampier visited the bay discovered by the Dutch navigator Dirk Hartog, in 1616. Here he caught several racoons and turtles, and found many pleasing varieties of bush flowers. No fresh water streams were discovered, and wells had to be sunk. This anchorage Dampier called Shark's Bay, for obvious reasons. His next discovery was the chain of islands now called after him—Dampier's Archipelago. Working north along the coast, navigating on the chart—or rather, a copy of it—constructed by the famous Dutch seaman Abel Jansen Tasman during his voyages on the Australian coast in 1642 and 1643, Dampier landed at the inlet now known as Roebuck Bay, looking for fresh water, and encountered a band of hostile natives. Five weeks were spent on the west and northwest coasts, surveying and charting, and then the "Roebuck" was headed for Timor, leaving New Holland behind. At Timor the crew rested, and reprovisioned the ship.

Dampier then sailed for New Guinea, leaving Timor on December 12th, 1699. The New Guinea coast was sighted on New Year's Day, 1700. Rounding the west end of the island, Dampier cruised along the north coast, keeping well offshore, until he made the island of New Hanover. He then coasted along the island of New Britain, which he named as such, and passed through the

passage between it and New Guinea which now bears his name—Dampier Strait. The condition of the "Roebuck" now forbade any further exploring, and she was headed about, and returned west along the north New Guinea coast to Timor. On the way from Timor to the Cape of Good Hope Dampier fell ill, and the ship returned to Batavia, where she was reprovisioned, and refitted after a fashion. Leaving Batavia, Dampier worked his ship across the Indian Ocean, around the Cape of Good Hope, and into the South Atlantic, as far north as Ascension Island, where disaster overtook the crazy old "Roebuck." The rotten vessel literally fell to pieces, and foundered under the feet of her hapless crew. Indeed, it is a constant source of wonder why she held together for so long. Luckily, no lives were lost; the entire crew reaching Ascension Island in safety. After a long and dreary wait on the island, Dampier and his men were rescued by H.M.S. "Bristol," and taken home to England, where they arrived in June, 1702.

Dampier's welcome home was a court-martial. His chief accuser was Lieutenant Fisher, who, as you will remember, was the officer of the "Roebuck" who had been left behind in prison at Brazil, on the outward voyage to New Holland. The court, presided over by officers high in the Service, amongst whom were Admirals Sir Cloudesley Shovell and Rooke, found that William Dampier had been guilty of cruelty to Lieutenant Fisher, and also decided that the said William Dampier was not a fit person to command one of Her Gracious Majesty Queen Anne's vessels of war. In addition, a fine was imposed equalling Dampier's pay for the entire voyage, and Dampier quitted the Navy for the second and last time, a broken and penniless man. After all his sufferings and privations, and taking into consideration the very valuable information he had obtained during the cruise of the ill-fated "Roebuck," the sentence certainly seems unduly harsh.

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

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ARMISTICE DAY

Countless millions who suffered in the 1914-18 war hoped that the 11th hour of the 11th day of the 11th month of 1918 was the birth-hour of enduring peace. But human hopes are unsubstantial as dreams.

In the present war of conflicting interests, may the sacrifices be of self rather than of the lives of others—then, at least, there may be hope for Hope.

"We are fighting," Mr. Fraser, Deputy Prime Minister of New Zealand radioed from London. "To make the good things of life available to all men."

A pilot who does not know where he is going is no good on the bridge of a ship; neither is the pilot of a nation any good if he does not know where he is heading the ship of State.

Instead of devising means for mutual destruction, statesmanship would be better employed seeking means to harmonise and adjust rival claims of Democracy, Communism and Fascism.

No nation has a monopoly of truth, nor of the best or final form of Government. Truth is universal, eternal; Governments are evanescent, sometimes evolutionary.

The total tonnage of the British Empire's Merchant Service in 1914 was nearly 20,000,000 tons. At the end of 1938 the approximate tonnage was 21,000,000; but there were 1,744 fewer vessels.

British Merchant ships sunk in the war of 1914-18 totalled 9,031,628 tons—but notwithstanding this colossal loss Britain won through.

The Commonwealth Defence Department has thanked the Navy League, New South Wales Branch, for its offer of service in connection with the successful prosecution of the war.

Democracy will not be preserved by guns, bombs, torpedoes nor gas. Democracy is an attitude of mind, is intangible, and its duration will be determined by right or wrong MIND processes.

Collective security is much featured to-day. But surely collective security is the cart, and collective co-operation the horse.

THE NAVIES OF THE POWERS

As known in December, 1938

Denmark—

2 coast defence ships, 17 torpedo boats (building 2 more), 12 submarines.

Finland—

2 coast defence ships, 5 submarines.

France—

7 battleships (3 more being built and 1 projected), 1 aircraft carrier (2 more being built), 19 cruisers (1 more being built and 2 projected), 58 destroyers (12 more being built and 12 projected), 12 torpedo boats, 2 motor torpedo boats (4 more being built), 79 submarines (15 more being built or projected).

Germany—

2 battleships (4 more being built), 3 "armoured ships" ("pocket battleships" of 10,000 tons), (2 aircraft carriers being built), 6 cruisers (9 more being built), 22 destroyers (8 more being built), 24 torpedo boats (18 more being built), 57 submarines (16 more being built), 20 motor torpedo boats (12 more being built).

Great Britain—

15 capital ships (battle ships and battle cruisers) (5 more being built and 4 projected), 7 air craft carriers (5 more being built and 1 projected), 64 cruisers (19 more being built and 4 projected), 174 destroyers (24 more being built and 16 projected), 55 submarines (14 more being built and 4 projected), 20 motor torpedo boats (7 more being built), 1 mine layer (4 more being built).

Greece—

2 old cruisers, 10 destroyers, 6 submarines.

Holland—

4 cruisers (3 more being built), 1 coast defence ship, 8 destroyers (4 more being built), 19 submarines (9 more being built), 4 motor torpedo boats (32 more being built or projected).

Italy—

4 battleships (4 more being built), 21 cruisers (12 more being built), 1 coast defence ship, 64 destroyers (7 more being built), 58 torpedo boats, 60 motor torpedo boats (more being built—number doubtful), 103 submarines (20 more being built).

Norway—

4 coast defence ships, 9 torpedo boats (2 destroyers being built), 9 submarines (2 more being built).

Poland—

4 destroyers, 5 submarines, (2 motor torpedo boats being built), 1 minelayer.

Portugal—

6 destroyers, 3 submarines.

Romania—

4 destroyers, 1 submarine.

Russia—

3 old battleships, 5 cruisers (2 more being built, 3 projected), (3 aircraft carriers being built or projected), 25 destroyers (5 more being built), 134 submarines (30 more being built), 130 (about) motor torpedo boats.

Spain—

6 cruisers, 1 coast defence ship, 20 destroyers (2 more being built), 13 submarines (3 more being built).

Sweden—

6 coast defence ships (2 more being built), 2 cruisers, 6 destroyers (2 more being built), 8 torpedo boats, 14 submarines (2 more being built), 2 motor torpedo boats (4 more being built).

Turkey—

1 battle cruiser (pre-War), 2 old cruisers, 4 destroyers (4 more being built in England), 5 submarines (4 being built in England), (2 being built in Germany), (2 being built in Turkey), (4 minelayers being built).

Yugoslavia—

2 destroyers (3 more being built), 4 submarines, 10 motor torpedo boats.

United States—

15 battleships (2 more being built, 4 projected), 5 aircraft carriers (1 being built, 1 more projected), 34 cruisers (3 more being built and 4 projected), 208 destroyers (88 more being built or projected), 86 submarines (20 more being built).

Japan—

9 battleships (2 more being built, believed), 5 aircraft carriers (2 more being built), 36 cruisers (6 more being built), 111 destroyers (10 more being built), 59 submarines (8 more being built), 6 minelayers.

PLEASE NOTE

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

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

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SEA CADETS

The first race on December 16th will be for the "Cochrane Shield." The course is half a mile, and No. 1 crews will compete. The second event will be the Davis Cup for No. 2 crews, and the distance will be slightly more than quarter mile.

The third race is the "Lea Wilson Shield," over half mile. For this event the O.C.'s will pick their respective crews on the spot just before the start.

Whalers will be used in each race.

A race for Petty Officers and Cadets over 18 years of age will be arranged if possible.

Boats should assemble at Woolwich Depot at 3 p.m.

"What shall it profit a man if he gain the whole world and lose his own soul?"

Shareholders in the great American armament firms, without undue risk, look like reaping a blood-money harvest out of the fields of death. One wonders whether all the reapers are Americans.

In the book of Post-War Life, the first chapter closed the day before the outbreak of the present war. It was a chapter of hope, of struggle, of fear. The second chapter had its beginning on the German-Polish frontier, and closed with the fall of Warsaw. Chapter three is in the making—Latvia, Estonia, Lithuania, Finland, Russia, Turkey, Western front, blockade, etc., etc. The destined end of the book is not known, but it is suspected that it will reveal changes in the world-order that will be of enduring significance to civilization.

Australians need to take care that they do not become "merely the instruments of authority."

Truth must prevail if it is fully complete; no known truths must be withheld if confidence is to be maintained.

Without a clear detailed picture of the war-aims before their eyes, the people of Australia are not unlike a navigator without chart, sextant, chronometer and compass.

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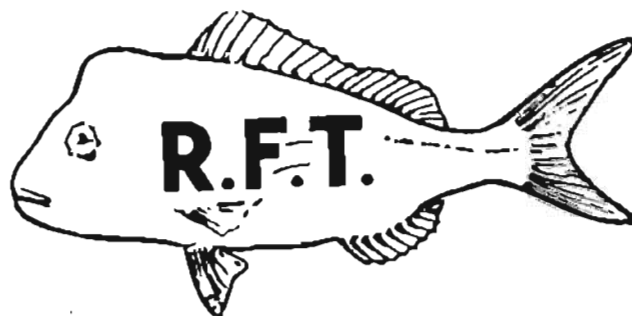
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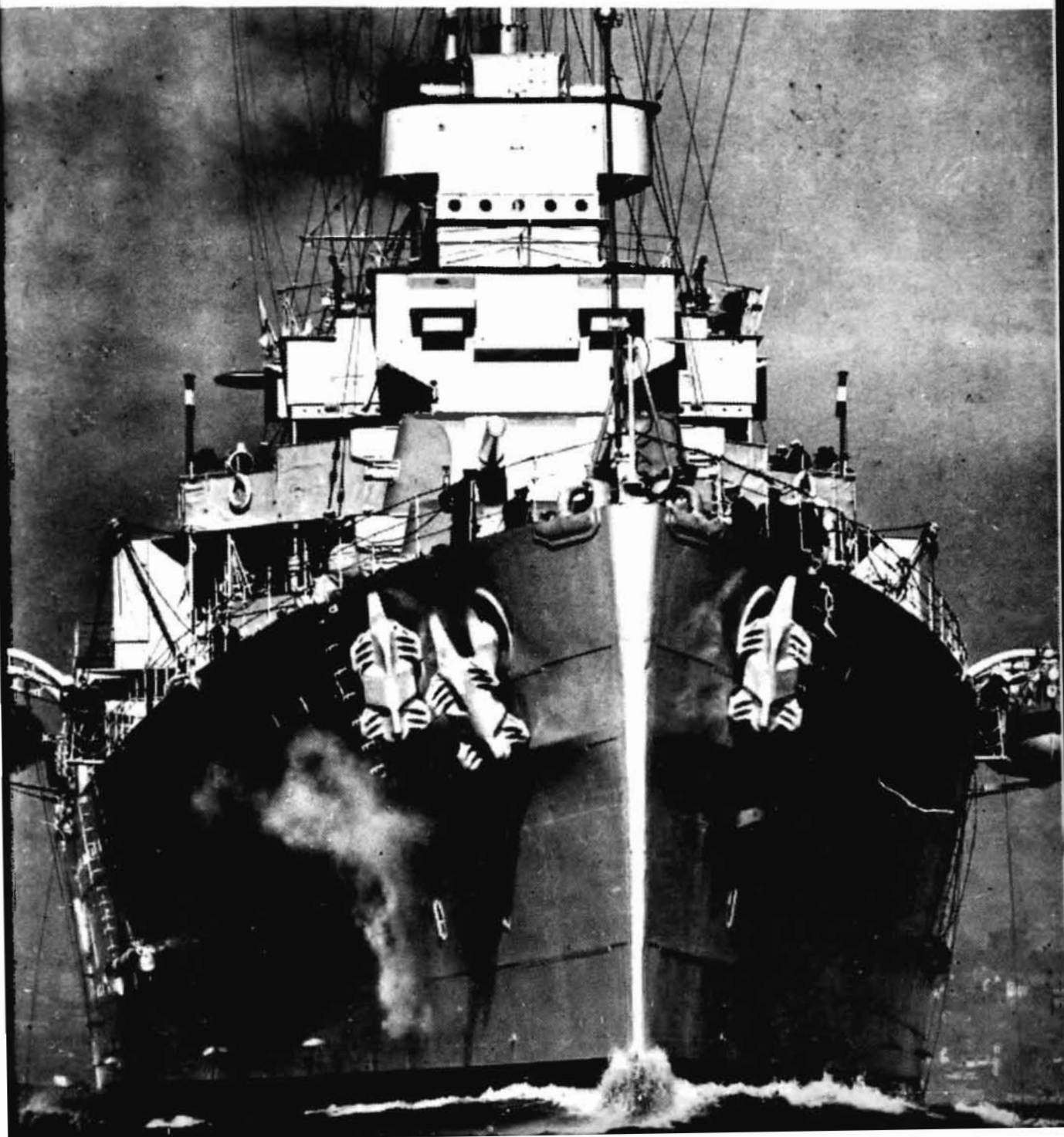
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THE NAVY LEAGUE JOURNAL

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SHIPOWNERS AND SHIPS

SINCE the Great War the British Empire's Mercantile Marine has not increased its total tonnage by more than one per cent. or thereabouts. This state of things is explained by the great increases of many foreign merchant fleets assisted by substantial subsidies from their respective Governments.

It is true that German merchant ships have ceased their customary avocation since the outbreak of the present war, and the sea-borne trade of many neutrals—notably Norway, Sweden and Holland—is being seriously interfered with owing to the British blockade of Germany, and to Germany's counter measures.

With regard to the Empire itself. The British and Dominion Governments have found it necessary to requisition for war purposes many of our fastest and best-equipped vessels. This has unavoidably further depleted the amount of Empire tonnage available for the carriage of cargo. But one of the chief difficulties many shipowners have to overcome is the matter of two-way freights. It frequently happens that vessels proceed outward bound in ballast or half-empty of cargo, while there is no certainty that they will be fully laden on the return pas-

sage. When the various port charges are added to upkeep, insurance, wages, fuel and victualling bills it will be readily understood that part-empty ships are not a very good paying proposition.

Another concrete example of a shipowner's trials and tribulations is the case of a large passenger liner carrying, say, 1,000 passengers outward and not more than one hundred on the return, and vice versa. The personnel of the victualling department has to be numerically equal to ministering to a thousand souls outward and homeward, as the whole crew, with rare exceptions, sign on and are paid for the completed round voyage.

To those who know something of ships, commerce, tariff restrictions, and the multifarious costs interwoven with the business of ship-owning, ship-manning, freight-getting and passenger-carrying, to which are now added the incalculable risks and uncertainties of war, the bed of the shipowner is not always one of rose petals. There are plenty of thorns, too. Again, it is an industry requiring vast capital, great skill, experience and foresight, and it is indispensable to the life of sea-girt nations.

—THE EDITOR.

SURVEY SHIPS IN THE 'FIFTIES

Captain Hixson's Log

By "LOOK-OUT"

Commander F. W. Hixson, O.B.E., the honorary secretary of the New South Wales Branch of the Navy League, presented the Mitchell Library with the log book of his late father, Captain Francis Hixson, R.N., of H.M.S. Torch and H.M.S. Herald, when those vessels were engaged in survey work in the 'fifties and early 'sixties. Captain Hixson (who was afterwards harbour-master at Sydney) sailed the Pacific searching for the dangers that others had avoided. He explored the ocean in the vicinity of the "Feejees" (as it was then spelt), sounding, scouting and sounding, ever sounding the depths. He sailed up the coast along the Barrier Reef until the dim, mysterious mountain peaks of New Guinea were in sight. He sailed the stormy southern seas around to Western Australia and nosed his vessel into Sharks Bay, sounding and charting. He dropped his sounding line in Port Stephens and about Moreton Bay. He visited Norfolk Island and other places out to the eastward, looking for mythical islands that had been reported by passing ships. Unknown islets and coral reefs were his quarry. The navy received word of these hidden perils and went out to look for them. It was hazardous work, but someone had to do it. And the navy did it. Islands that had appeared before the uncertain navigators were often found to have disappeared utterly or to be nowhere within many miles of the reported positions. Reefs of rock or coral that had been the doom of many vessels were fixed and put on the charts.

Rovers of the Sea

There is a fascination in reading the records of the lives of these sea rovers. Brief though most of the entries are in the log, those with a knowledge of shipping can easily read between the lines and find a picturesque scene here and there. Thus when one reads, "Under weigh at daylight. A fine morning. Running out between the reefs on which seas break heavily. Set studding sails to starboard"; or "Fresh southerly breeze. Washed down decks. Split jib while clawing off the reef"; and so on, there arises a picture of blue water, coral reefs to

windward, the spotless decks of a man-o'-war of the old type, with old-fashioned guns, hammocks in the bulwarks, and ropes coiled down man-o'-war fashion. This wandering about the Pacific is something that arrests the attention in these days of highly developed scientific instruments and accurate charts. An entry in the log such as "On the reef found the remains of five wrecks" speaks its story, but unfortunately leaving too much to the imagination of readers of the naval man's log. Who were they? What terrible scenes were there when in the darkness they crashed on the rocks or coral? What became of the crews? The wrecks would probably take place at night, because the log indicates that a good lookout at the mast-head meant safety, the change in the colour of the water being the warning.

Lost Islands

The following are typical of the character of a number of entries in 1856:—

"January 17. We next cruised in search of an island said to have been discovered by Captain Burrows, without any indication of its existence.

"January 18. Running to the SW in search of a reef said to exist in this vicinity. After crossing and recrossing in several places we gave up without any indication of its existence."

A frequently recurring entry was: "Read articles of war. Performed Divine service."

The Torch was a sailing vessel with auxiliary paddle-wheels. Entries appear at times such as the following:—"Daylight. Up funnel, shipped boats, made preparations for steaming."

On that occasion it is recorded that on sighting Huon Island, to the north-west of New Caledonia, a British Ensign was seen, union down, and the shipwrecked crew of a vessel named the Ningpo, consisting of seven Europeans and eleven Chinese, was rescued. They had found a great number of turtle, and had plenty of rice and water, and were about to commence building a boat from the wreckage when the Torch arrived. How long they had been on the island is not stated.



Captain Francis Hixson, R.N.

On arrival at New Caledonia, early in November, 1854, Captain Hixson wrote in his log:—

"Anchored off the French port. We were disappointed in our expectation of finding a flourishing French colony, there being nothing in the shape of colonisation but the fort, with a lieutenant and a party of seamen from one of the ships on the station."

Mention is made of the auxiliary on the Torch in an entry in August, 1854, which says:—

"Blowing very hard from the S, with a boisterous sea. Daylight, found with but few exceptions all the port paddle sides and floor gone. Lower studdingsail boom broken in two. Galley was also stove in and portion of bulwarks. The paddle-wheels took charge, and lashings carried away, but were soon after secured."

A day or two later, under sail, the Torch dressed ship in honour of Prince Albert's birthday.

The Pitcairn Islanders

In a trip to Norfolk Island in the Herald in May and June, 1855, a search was made for an island said to exist 74 miles from Lord Howe Island, but the log states that they "failed to find any symptoms" of it. On arrival at Nor-

folk Island the penal settlement was found to have been broken up, and the place held in readiness for the arrival of the Pitcairn Islanders, "to whom the property had been transferred by the Government." For the rest of the year the Herald was cruising in search of reported reefs, charting and sounding, and on arrival at Sydney on February 3, 1856, the ship's company "received news of the fall of Sebastopol."

The Herald was back at Norfolk Island in the following June, and while there the English ship Morayshire arrived, bringing the whole of the Pitcairn Islanders, 184 in number, "their own island being too small for their large and quickly increasing population. The bluejackets assisted in the disembarkation of the islanders, and the transfer of the convicts to the Morayshire, which sailed with them for Hobartown."

Thackambau's Wives

Returning to Sydney in November, the Herald again put to sea in the following month, and sailed for "Feejee," and Captain Hixson wrote as follows on the occasion of the vessel's stay at the islands:—

"The only news of importance appeared to be the marriage and baptism of Thacam Bau, who formerly indulged in 105 wives, but after due consideration called as many as could then be found residing about him, made them an appropriate speech, with leave to marry whom they thought proper, and set them a good example by choosing one of their number, a very fat and jolly old lady who had previously boasted of his favours to a large extent, and is now Queen Lydia the 1st, whilst the chief himself has adopted the somewhat unmartial cognomen of Ebenezer."

In December, 1857, the Herald left Sydney for Western Australia, dropping anchor off Dirk Hartog Island on March 6, 1858. The vessel stayed a considerable time in Sharks Bay, carrying out a survey. One line in the log reads: "Turned rabbits adrift on the shore." Also a few days later some pigeons were set at liberty and some fruit trees were planted. Arriving back in Sydney at the end of June, the Herald remained in port two months, and then set out up the coast. An interesting item on the way was the examination of Bird Island, at the extremity of Wreck Reef, off the Queensland coast, in latitude 22deg. 10m., longitude 155deg.

5m., where the American whalers, then fishing in the Pacific, had established a kind of post-office, visitors collecting letters left there in a letter-box, while a book and pencil were installed for reports. The tiny islet was the last resting-place of a woman. She was the wife of a Captain Lucas, of the schooner Highlander. He had buried her there (and fenced the grave) in preference to the customary committal to the depths of the ocean.

On November 8 the Herald dressed ship in honour of the birthday of the Prince of Wales. During 1859, and in the early part of 1860, the vessel was busily employed exploring the reefs outside the Barrier, and in tracing the Barrier, and in April she was in the vicinity of Torres Straits, with the mountains of New Guinea in sight, experiencing all kinds of weather and on one or two occasions running aground. On reaching Sydney on May 23 the Captain wrote: "Found Farm Cove quite deserted, the whole of the squadron being at the seat of war in New Zealand. Heard the welcome news of our benig ordered home at last."



PAST AND PRESENT

Primitive man starved simply because no food was available. "Civilised" men, women and children starve in the midst of plenty. Is comment necessary?

Men may be killed singly or in the mass, but the qualities which were theirs alone cannot be used by anybody else. Pause, and reflect.

Many people see and think in blinkers because they are incapable of anything else, owing to defects in character.

Roses continue to diffuse their fragrance free — "man's inhumanity to man" notwithstanding.

Democracy has been defined as: "Government of the people by the people for the people." But no intelligent man without an axe to grind accepts such a definition to-day.

People of any nation who deliberately exaggerate war atrocities for the purpose of inflaming their fellows to slaughter are real enemies of mankind.

The nauseating repetition of war news will have the opposite effect on average intelligent minds from that which its sponsors intended. But doubtless our propagandists recognise that the human mind in the mass is not intelligent and is hard put to it to distinguish truth from fiction, fact from fable, repetition from originality; and so the air is full of "news" which has lost its sparkle and its interest. One recalls an ancient exhortation not to "use vain repetitions"; perhaps it is applicable to-day.

The deliberate and indiscriminate sowing of loose mines in waters such as the North Sea by a belligerent is highly improbable. The danger of self-destruction would be likely, owing to the unknown drift of such mines caused by variable winds, waves and currents. Experienced seamen have no doubts about that.

It is hoped that the creation of fat jobs with fat salaries attached will be kept to a minimum during the war. Highly paid "crisis" posts are not looked on with favour by members of the fighting forces who have patriotically volunteered to risk their skins without thought of profit.

BRITISH MINESWEEPERS



—By courtesy "Sydney Morning Herald."

A flotilla of mine-sweepers at work along one of the sea approaches to Britain.

THE EXPLOITS OF THE H.M.A.S. "SYDNEY"

By EDNA COUSINS

Little did those who had the privilege of seeing the launching of the H.M.A.S. "Sydney," which took place in one of the dock-yards on the famous River Clyde, on the 29th August, 1912, that she would have the honour of being the first warship of the Royal Australian Navy, to have her name written not only on the Nation's Scroll of Fame, but that of the Empire's.

After being commissioned at Devonport, in the following June, the cruiser steamed out of that historic naval port, a month later on her maiden voyage to her homeland, under the command of Captain John C. T. Glossop, R.N., who became one of the most popular officers that ever served under the White Ensign.

A few days later the "Sydney" met the battle-cruiser "Australia" at an appointed rendezvous, in the latitude south of Gibraltar, and became her consort.

After calling at Capetown and Durban, where the officers and men received a warm welcome, the two warships made their way across the Indian Ocean, and in due course, arrived at Fremantle, where more festivities were given in their honour.

Then came the Red Letter Day for the people of New South Wales, the 4th October, 1913. On that day crowds flocked to North and South Heads, the foreshores and other headlands to greet our ships. The battle-cruiser, "Australia," flying the flag of Rear-Admiral Sir George Patey, and the H.M.A.S. "Sydney" received a rousing welcome as they steamed through the Heads, and up the Harbour to Farm Cove, followed by the "Melbourne," "Encounter," and the destroyers "Parramatta," "Yarra" and "Warrego."

Early in the following year H.M.A.S. "Sydney" left Port Jackson, bound for Singapore, where she met the two submarines A.E. 1 and A.E. 2, and escorted them back to Sydney, where they arrived on 24th May, 1914.

Then, like a bolt from the blue, war clouds appeared on the horizon, and so they gathered until the storm burst on the memorable 4th August, 1914.

At that time our squadron was occupied on its winter cruise off the coast of Queensland, but when the news was received that England

had declared war, Rear-Admiral Patey was ordered to proceed to Sydney immediately. So, in the early hours of one August morning, the "Australia," "Melbourne," "Encounter" and the "Parramatta," "Yarra" and the "Warrego" returned to port, where they prepared for active service.

In the meantime, the "Sydney" had made her way to Thursday Island. A short while afterwards the battle-cruiser "Australia" and her consorts left Sydney, and, under cover of the night, and without lights showing, they steamed out to sea, and made their way up the north coast to Palm Island, where they awaited the arrival of the transports.

Nothing was heard of the expedition, until word came through saying "that the soldiers had captured Rabaul with the help of the Navy."

The next exploit that the "Sydney" took part in was the capture of Bismarck Archipelago, followed by the raid on Angaur.

While on patrol duty in these waters, those aboard the "Sydney" had the sad experience of searching for the A. E. 1, which was reported to be over-due. Although the warship cruised all around the vicinity the submarine was last heard in, they never found the slightest trace of the ill-fated craft. So in the course of a few days the Empire learnt with deep regret that the A. E. 1, with her gallant officers and men, had gone down while patrolling off the coast of New Britain.

Shortly after this tragic episode the "Sydney" was ordered to her homeport once more. She left again on the morning of the 25th of October, under sealed orders.

H.M.A.S. "Sydney" comes into the picture again at King George's Sound, where she joined up with the H.M.A.S. "Melbourne" and other cruisers, to convoy the thirty-six transports across the Indian Ocean, as far as Colombo. Nothing out of the ordinary occurred until early on the morning of the 9th November, when out of the ether came the following message: "Foreign four-funneled warship lying off Cocos Island." As the "Melbourne" was leading the line of transports, she could not leave her post, so the "Sydney" was despatched with all speed.

The enemy proved to be the German raider "Emden," and the details of the epic fight between the cruisers are too well known to need repeating.

After leaving Colombo the H.M.A.S. "Sydney" proceeded to Gibraltar for a refit, and from there she was ordered to join the North Atlantic patrol. While carrying out this duty the cruiser called at Nova Scotia, Nassau, Cuba, Jamaica, British Honduras, Martinique, St. Lucia, Barbadoes, Trinidad and Bermuda. She remained on this station until the middle of 1916, then left for England.

On arriving at Portsmouth, the "Sydney" had the honour of being inspected by the late King George. After leaving Portsmouth the H.M.A.S. "Sydney" became a unit of the 2nd Light-Cruiser Squadron.

One of the most exciting episodes in the cruiser's career occurred on the 21st December, 1916, when she encountered a severe gale. Just a little after midnight an enormous wave crashed down on the "Sydney," which washed Captain Glossop off his feet as he stood on the bridge, but fortunately he was able to prevent himself from being washed overboard. At another period of the storm one of the ship's boats was washed overboard and a smaller one smashed to pieces, while a number of her crew were injured. It was only Captain Glossop's skilful seamanship that brought the "Sydney" through to safety.

Perhaps the most thrilling experience in our cruiser's career took place on the 4th March, 1917. At the time the H.M.A.S. "Sydney" was flagship of her squadron, composed of H.M.A.S. "Dublin" and four destroyers, doing patrol duties in the vicinity of the Dogger Bank, when a zeppelin was sighted. The command was given to separate, so they scattered in all directions, thus offering a smaller target for the enemy to bomb. At first the Germans did not attack the patrol, but signalled to several U-boats who had arrived on the scene.

Once again the T.B.D.'s proved their value, for these sea hornets dashed forward and succeeded in sinking two of the submarines by gunfire. Seeing that the U-boats had been destroyed, the zep. turned her attention to the "Sydney," and although the enemy dropped bombs in quick succession, they missed the cruiser. Captain Dumaresq's cleverness in manoeuvring the "Sydney" saved her from destruc-

tion. This trying ordeal lasted for five hours without a break, when another zeppelin was seen approaching, but to the relief of all aboard the cruiser, it did not come near them, but signalled to the first one to follow her. After the zeppelins had disappeared from sight, the warships reorganised their position of line ahead once more, and continued their duties without any further interruption.

The "Sydney's" war service terminated on the 21st November, 1918, when she took part in the surrender of the German Navy to Britain, and it fell to her lot to escort "Emden II" to the Firth of Forth. And it is noteworthy to mention that the late Earl Beatty thought so highly of this illustrious warship who helped to uphold the proud traditions of the Royal Navy, that as a reward, he presented her with a silver plate from Lord Nelson's dinner service.

On the 19th July, 1919, our famous cruiser, who proved herself worthy, not only being a unit of the R.A.N., but also of the Royal Navy, returned to her homeport once again.

BY THE COURTESY

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SEA CADET NOTES

VICTORY TRAINING DEPOT

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

Recruits are still coming in. From Penrith and from Newcastle, besides from the suburbs of Sydney, applications are received from lads wishing to join the Cadet Corps. It shows a fine spirit, and is worthy of every encouragement.

A detachment of eight cadets from "Victory" were on duty at the Royal Sydney Yacht Squadron on Saturday, 18th November, and from reports received we understand they were a credit to the Corps. We congratulate them for keeping the Sea Cadets' record unblemished.

A guard of about 26 young ratings for the Susan Bell, 2UW and Romano's Children's Christmas Party at Romano's Restaurant on 16th December has been arranged. We are very proud to be associated with such a worthy appeal as that launched over Station 2UW to give children of ex-service men a Christmas party, and sincerely hope that the response to the appeal will be successful.

Petty Officer Stewart, on leave from the Merchant Service, is unselfishly devoting his spare time in the work of the Cadets at the Depot.

T. Murphy has been promoted and now holds the acting rank of warrant officer. Promotion should be the aim of every P.O. Cadet, but this aim can only be realised by keen application to duty at all times.

Our new Chief Officer, Mr. Hammond, is a great asset to the Company, his naval experience proving of the greatest value in the training of the Cadets.

About a dozen ratings from "Victory" attended the Voluntary Coastal Patrol camp at the Basin at Pittwater from the 18th to 22nd November for special training. The boys have all returned looking well, and we hope they have learned something useful.

Our Social Committee members are working to make a success of the party which is being organised for Christmas.

VENDETTA TRAINING DEPOT, MANLY

G. H. SMITH, O. in C.

Our first thought in this December Journal is to wish all Navy League Officers and Cadets and helpers the compliments of the season.

Miss E. Cousins, of Manly, is thanked for her gifts of pictures of warships, including the Queen Elizabeth and the Sydney.

Manly Cadets expect to hold their Christmas camp at Newport this year. Cadets from other units who would wish to join us should communicate with us at once.

It is also intended to hold a Christmas party for Cadets and their parents at the Depot. This unit is anxious to enlist as much voluntary help as possible to assist in the construction of our boatshed. Any friends willing to render help are asked to get into touch with us. A boat for training purposes will be made available immediately on completion of the shed in which to house it.

Any man possessing the qualifications entitling him to instruct our Cadets in seamanship, signalling or physical drill is invited to help in a voluntary capacity, and should call and see us at our depot at East Esplanade, Manly.

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matters naval and maritime, a TRAINER of the
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WHY NOT JOIN NOW!

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THE NAVY LEAGUE JOURNAL

VULTEE BOMBERS



—By courtesy "Sydney Morning Herald."

Vultee attack bombers are manufactured in the U.S.A. and have a speed of 300 miles an hour.

December, 1939

RECORD EXPENDITURE

Dealing with Commonwealth finance, Mr. Menzies has announced that the record expenditure of £59,500,000 in this financial year would be distributed as follows:—

Navy: £14,500,000, of which £5,333,000 will be spent on special war measures.

Army: £28,200,000, of which special war measures will absorb £17,770,000.

The principal items in army expenditure will be:—

Militia camp training (£5,000,000 for pay and rations), £8,355,000.

Second A.I.F. (£3,000,000 for pay and rations), £6,477,000.

Additional mobilisation equipment (£1,000,000 for Second A.I.F.), £4,077,000.

Air Force: Present plans involve an expenditure of £11,900,000, including £2,442,000 for special war expenditure; but these figures may be adjusted when the Empire air conference has made its decisions.

"The fact that only 13 per cent. of the total will be spent abroad is an indication of the extent to which Australia has become self-sufficient in the supply of defence requirements," Mr. Menzies added.

OBJECTIVE

Germany is doing its best to apply the economic stranglehold on Britain and to physically starve her to her knees. Britain is attempting to do exactly the same thing to Germany. Methods differ because of difference in geographical positions and in naval strengths. The one and only objective in each case is precisely the same.—"Victory."

THEN AND NOW

When David saw Goliath he very likely said: "I must not let that giant get within striking distance or he will annihilate me." Thereupon David bethought himself of the sling and stone which, as results proved, more than compensated for differences in stature and strength, the great spear and mighty sword availing the giant not at all. Nor, thousands of years later, did the spears or clubs of natives ensure victory against the deadly machine-guns and automatic rifles of the whites.

Our behaviour is largely influenced by changing or changed circumstances, and this truth is again clearly demonstrated by the methods used in the war to-day.

TO READERS

Conscious of limitations and imperfections, we are the more encouraged by the number of messages of appreciation of our efforts to keep this little publication afloat. Words of approval have come from readers in New Zealand, Victoria and New South Wales, and to one and all we send our acknowledgments and thanks.

We have, however, a critic—a lady without a family who advises us to put "more blood and iron" into our writings. She adds: "Questions of territorial adjustments, trade, justice, etc., referred to in the (November) Journal are matters for us to determine when we have won the war."

In other words, the victors must impose their will on the vanquished. Versailles repeated would mean repeated wars.

Those people who knew no anguish and no sorrow in the Great War, heard no broken human cry from father or mother of "O my son, my son!" Those people, we venture to say, have no knowledge of war.

To all our readers and members everywhere we send Christmas greetings, linked with the hope of a just and lasting peace.

"D's"

By A. E. Bell

Sturdy seamen steering small, staunch ships should stow strong, sound stomachs. Disturbing displays during dizzy distressing dives on destroyers diving, dipping and delving down deep into depressions, demand daring, disinterested devotion to duty by discomfited detachments decoyed into "D's."

Don't despair or dilly-dally; disordinate desire to disgorge daintily devoured dinners (or drunken debauch) denotes determination to deliberately delay delivery of distasteful details; a dejected despondent disposition, or distinguished deportment, diversely dominated by disgust at dislodging from delicate digestive departments disagreeable deposits dispassionately disowned.

Dope doctors diagnose debility, differ as to degree of disablement, direct discreet dieting with daily dosage of dispensed decoctions duly diluted, dispersing disorder.

"Do or die" demeanour desirable. Desist.

THE NAVY LEAGUE JOURNAL

A member of the League who served thirty years afloat, including the whole of the period of the Great War, says he was never shipmates with a Jew, and only very rarely with brown-eyed Britishers. He asks if his observations are those of other British and Australian seamen.

A half-truth can be more misleading, damaging and dangerous than an undiluted lie.

Has any calculation been made of the probable date the oil combines will feel the effects of the wider distillation of alcohol for power purposes?

In Sweden, it is said, more than a third of the retail trade of the nation is carried on without profit for the benefit of the consumers. This sounds like a fairy tale to profit-ridden peoples, where Profit is god and goddess, defying challenge. But with many nationalities the "pound of flesh nearest the (consumer's) heart" is hard to forego.

"Peace, commerce and honest friendship with all nations—entangling alliances with none."—Thomas Jefferson, President of U.S.A. (1801-9).

A "sovereign" State in effect is a State in which the people recognise no law higher than their own.

The effective value of a thing is measured by the use that can be made of it to promote human welfare and happiness. This is true of wealth, of service, of art, of nature, and of religion.

Most responsible men in the British armed forces, afloat or on land, who do the actual fighting or man our merchant ships, will dissociate themselves from Mr. Churchill's references to the "Huns." There are chivalrous Germans, of course, just as there are chivalrous Britishers and other nationalities. The present writer has experienced German chivalry at sea, and has also read and heard reports testifying to other chivalrous acts.

If the destructive agencies, human and scientific, of this war are eventually transformed to construct a peace broadly acceptable to the moral conscience of mankind, the war may not be won or lost in vain. But if a peace is constructed satisfying to one ideology at the expense of another, then will be sown the fresh seeds to a harvest of death in due season.

"To live in the hearts we leave behind is not to die."—President Lincoln.

December, 1939

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THE WORLD-WAR OF IDEAS

By LANCE FALLAW, M.A., B.Litt.
(In "The Practical Patriot")

It is to-day a commonplace that the world is witnessing a war of rival ideologies—to use one of the horrible new words that have been coined to fit old conceptions. This much is by general consent accepted. But on the question of identifying these mutually antagonistic forces, a widespread popular fallacy exists. For it is assumed by the vast majority that the fight is between Fascism and Bolshevism, whereas the real truth is that both these systems are as one in opposition to any and every form of free Democracy. This has long been clear to independent thinkers, and will soon become increasingly clear to all.

The heads of the totalitarian States have been aware of this fact from the first. Far from apologising for their attacks upon liberty, they have plainly declared (Mussolini most plainly of them all) that liberty is an evil thing which ought to be destroyed. One may note in this a certain measure of subtle nationalistic propaganda, a tactical move in the game of discrediting Britain, the "inventor," say the dictators, of popular freedom. These "ideologies" seem quite as much designed to achieve material gains (at other people's expense) as to promote the professed principles. But on those principles let us keep our eye.

The more they are examined, the more they are all the same. The suppression of all political opposition, the forbidding of the right to differ, the complete control of the press and the monopoly of wireless, the white-anting of a whole community by espionage and the secret police, the persecution of minorities, the tragic farce of "elections" with only one party in the field—all these things prove Bolshevism and its supposed opposites to be branches of the same tree. What little differences exist between them are trifling compared to the gulf which marks them both off from any system which permits personal liberty.

Admittedly, the Bolsheviks were the first to begin all this and reveal its tremendous possibilities. The others have copied and improved upon their model. That fact accounts for much that it does not justify. But at least it deprives of all real value a great deal of the anti-Nazi and anti-Fascist clamour. The democrat, the believer in constitutional government, has every right to criticise Hitler or Mussolini. But those who never complained of Lenin or Stalin have

no such right at all. People who made (and often still make) Moscow their mecca have no logical claim to charge Berlin and Rome with tyranny. It is not the tyranny to which they take exception, but the fact that their friends are not the tyrants. The true devotee or freedom alone carries conviction when he denounces either, because he alone denounces both. Nor is such a one overwhelmingly impressed by the material gain of the dictatorships, in the matter, for example of employment. For, apart from the spiritual cost of such gains, it is surely obvious that, given supreme authority and a supine people, anybody—literally anybody—can cure unemployment by prescribing the entire terms and conditions of work. Therein we see the slave State in operation.

The fact is, numbers of our milder "Pinks," with the methods of authoritarianism in Germany and Italy much more visible to the world than ever they have been in Russia, now see Socialism as it really is, and they shrink from the sight. They "behold their natural face in a glass," and do not recognise it. Yet Socialism is and must be authoritarianism, the effects of which will be the same no matter who gains the power to impose them. When Mr. Shaw bluntly declared, to the horror of certain simple souls, that Socialism meant forced labour backed by capital punishment, he was simply saying what other thinkers had long perceived. The points laid down in my third paragraph as being common to all totalitarian States, whether styled Left or Right, are nearly all inseparable features of Socialism in practice.

Of course we are all aware of the terrible faults and weaknesses of Democracy on the political side—its slowness, its apathy, its frequent corruption, its suicidal party divisions. Earl Baldwin's confession that he shrank from sounding the call to re-arm because he feared defeat at the polls as a consequence, expressed a shocking truth, and one which others had uttered before him, time and again. But the chief value of Democracy lies on the social side; it encourages personal liberty, which all other systems detest—and are right, from their own point of view, in detesting. This liberty is dear not only to Conservatives and Liberals, but also to many of those who profess to be Socialists or Communists without realising that the kind of regime

they vaguely advocate must of necessity continually destroy personal liberty or itself perish. In a consistently Socialist State, for example, there would not and could not be room for the purely capitalistic and individual pastime of gambling. Yet how many of the thousands who vote for Socialism and also frequent the race-course could be brought to realise so obvious a truth? Why, there is no more thorough-going individualist at heart, though he knows it not, than your "parlour Bolshevik," member of the Pink intelligentsia. For long he has fancied that the all-powerful Bureaucracy of his dreams would be made up of himself and his friends, for this type can never visualise the Mob. To-day in many lands he sees the Mob in charge, driven by adroit leadership to forbid men the right to differ from the herd, and he is not attracted by the picture. Perhaps old Liberalism was better after all, even if mankind has proved not altogether worthy of the large assumptions on its behalf which Liberalism has made.

Why, one wonders, cannot the Dictator States combine the best of both systems, and allow their political servitors a fair measure of social freedom? Partly, no doubt, because of the inherent viciousness of human nature and the intoxicating effect of unlimited power. It more behoves ourselves to ask why Democracy cannot insist on greater discipline, and thus combine the better of two in a better guise. This may prove less difficult than persuading the Dictatorships to relax a little. It may, indeed, be the one thing needful to prevent the Dictatorships from putting an end to relaxation everywhere.

The greatest of all challenges to Democracy will come if the Dictatorships, Left and Right, compose their differences and present to the rest of the world a really united front. This has been already foreseen as being by no means impossible. Their differences are not fundamental. They arise mainly from personal jealousy.

THE SHIPLOVERS' SOCIETY OF N.S.W. YOUNGER SET

On Saturday evening, 28th October, the Ship-lovers' Society of New South Wales Younger Set held a moonlight excursion to Rodd Island.

Although the attendance was not as large as anticipated, the evening was an all-round success and returned a small profit which was donated to the Navy League (N.S.W. Branch).

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RESOURCES OF NATIONS

Interesting statistics and other information relating to belligerent and neutral nations have appeared in previous numbers of the Journal. This month we add to the list.

TURKEY

Population, 16,158,000 (in Europe, 1,268,000). Area, 294,416 sq. miles (in Europe, 9,257 sq. miles).

The largest part of Turkey lies in Asia Minor, but its European territory gives it complete control of the Dardanelles, the Sea of Marmora and the Bosphorus, the only outlet of the Black Sea. By the Montreux Conference Turkey was permitted to fortify this important strategic area.

The country is principally agricultural and is self-sufficient in essential foodstuffs. Primitive methods of production are being displaced and agricultural output is increasing. Tobacco, raisins and nuts are at present the principal exports.

The country has mineral wealth and produces a small quantity of petroleum. 2,300,000 tons of coal are mined, and chrome, emery, borax, manganese, etc., are exploited.

Turkey is in process of industrialisation, and production is increasing.

Turkey has 1,480 miles of land frontiers, of which 116 miles adjoin Bulgaria, 106 miles Greece, 373 miles U.S.S.R., 229 miles Iran, 241 miles Iraq, 412 miles Syria.

RUMANIA

Population, 19,646,000 (German-speaking minority, 800,000). Area, 113,884 sq. miles.

Rumania is a predominantly agricultural country and is self-supporting as far as essential foodstuffs are concerned, cereal exports being worth some £5,000,000. It is one of the largest oil-producing countries in Europe: production is, however, steadily falling and does not much exceed 8,000,000 tons.

It has 1,800 miles of land frontiers, of which some 500 miles adjoin Russia, 200 miles Poland, 390 miles Hungary (including recent conquest), 340 miles Yugoslavia, 370 miles Bulgaria.

HOLLAND

Population, 8,556,920. Area, 12,698 sq. miles. The land is generally flat and low, intersected by numerous canals, of which there are 4,500

miles. The highest point is only 858ft. above mean sea-level. Of the 5,583,960 acres given over to agriculture, 90 per cent. are in holdings of less than 50 acres. Dairy produce is an important industry. Holland has 560 miles of land frontiers. Mercantile marine totals 2,634,321 tons.

The colonial possessions in East Indies and West Indies embrace an area of 790,000 square miles, with a population of nearly 81,000,000.

HUNGARY

(With Slovakian territories added, 1938.)

Population, 10,049,000. Area, 40,500 sq. miles. Hungary was incorporated from some of the Magyar territories of the former Austro-Hungarian Empire by the Treaty of Trianon. The Danube traverses its territory and forms the only direct outlet to the sea, as the country is otherwise landlocked. The central Great Plain is among the most fertile areas of the world, and more than 2,000,000 tons of wheat are produced annually and largely exported, whilst livestock and other agricultural products are important. Germany is the country's principal customer.

Coal and lignite (8,000,000 tons), bauxite (500,000 tons), amongst the largest deposits in the world, and iron ore are exploited. An oil-field was recently discovered at Lipse, and production, though small, is increasing.

The recent acquisitions have added considerably to the coal and iron deposits, also some textile and agricultural wealth. Carpatho-Ukraine, acquired in March, 1939, has added rather less than 4,000 square miles of hill country and a population of less than half a million.

SWEDEN

Population, 6,285,000. Area, 173,347 sq. miles.

About half the population is engaged in agriculture, and the country is largely self-supporting in essential foodstuffs, over 3,000,000 tons of cereals being cropped.

Timber and paper-making are extremely important, the value of output being £50,000,000 a year.

Iron is extensively mined; 11,000,000 tons are raised annually, and much exported.

Mechanical industry produces £33,000,000 and textiles £30,000,000.

The fisheries are important, and the mercantile marine has a gross tonnage of 1,600,000.

NORWAY

Population, 2,908,000. Area, 124,556 sq. miles. Less than 4 per cent. of the land is cultivable, yet agriculture and forestry support 33 per cent. of the population. Considerable amounts of cereals and potatoes are cropped and livestock products are exported, though foodstuffs are also imported. Forestry exports amount to £8,500,000 annually.

The country is rich in minerals, especially pyrites and iron ore. Unwrought exports amount to £10,000,000 annually.

Manufactures are aided by the vast resources of water power. The paper-making, canning, electro-chemical and electro-metallurgic are the principal industries, with a gross output worth £75,000,000 a year.

The sea fisheries are extensive, the catch being worth some £3,500,000.

The mercantile marine has a gross tonnage of 4,539,200.

LUXEMBURG

Population, 298,000. Area, 999 sq. miles. Luxembourg is a Grand Duchy with frontiers to France, Belgium and Germany. It has an economic union with Belgium. The main language of the population is German. The principal crops are potatoes, oats, wheat and rye. Metallurgical industries are, however, the most important, production being 2,350,000 tons iron ore, 2,513,000 tons pig iron, and 2,511,000 tons steel.

HELGOLAND

Population, 2,588. Lies off the mouths of the Elbe and the Weser, 28 miles from the mainland. Commands entrance to Kiel Canal as well as Hamburg and Bremen. Was ceded by England to Germany in 1890 in exchange for Zanzibar. Its powerful fortifications were razed under Treaty of Versailles, but during the last few years it has been heavily re-fortified and, together with Borkum, Wangeroog and Sylt, declared a forbidden area.

KIEL CANAL

Connects North Sea and the Baltic, 61.9 miles long, 144 feet wide, 37.07 feet deep. Under the Treaty of Versailles warships and commercial vessels of all nations at peace with Germany could use the Canal, but Herr Hitler announced two years ago that in future it would be closed to foreign warships. During European War

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German High Seas Fleet was based on Kiel. Built in 1785, reconstructed on three occasions since.

The destruction of the auxiliary cruiser *Rawalpindi* by German naval forces off the coast of Iceland with the attendance of heavy loss of gallant lives is one of the tragedies of war. The British ship had no chance against her more heavily armed opponents, but it was the fortune of war, and it may be her destroyers' turn next.

Following the unequal combat came newspaper reports of alleged inhuman conduct of the German seamen towards their helpless foes, but such reports, unless supported by the most reliable evidence, should be received with the greatest caution and reserve. German seamen generally are no less gallant than their adversaries, and no less ready, circumstances permitting, to uphold the best traditions of the sea.

Men fear thought as they fear nothing else on earth—more than ruin, more even than death.

Thought is subversive and revolutionary, destructive and terrible; thought is merciless to privilege, established institutions and comfortable habits; thought is anarchic and lawless, indifferent to authority, careless of the well-tried wisdom of the ages. Thought looks into the pit of hell and is not afraid. It sees man, a feeble speck, surrounded by unfathomable depths of silence; yet it bears itself proudly, as unmoved as if it were lord of the universe. Thought is great and swift and free, the light of the world, and the chief glory of man.—Bertrand Russell.

PLEASE NOTE

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

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