

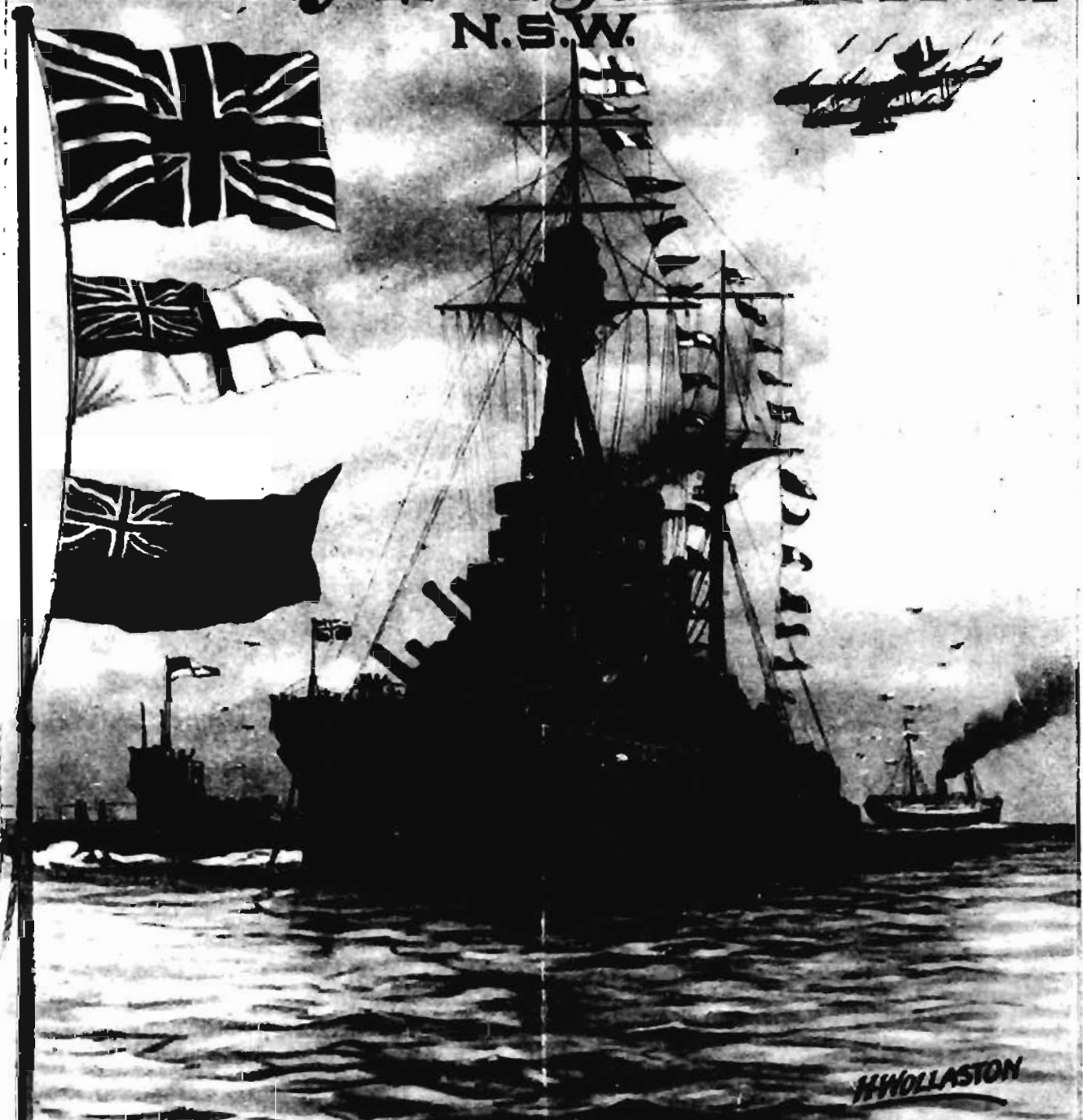
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# The Navy League Journal

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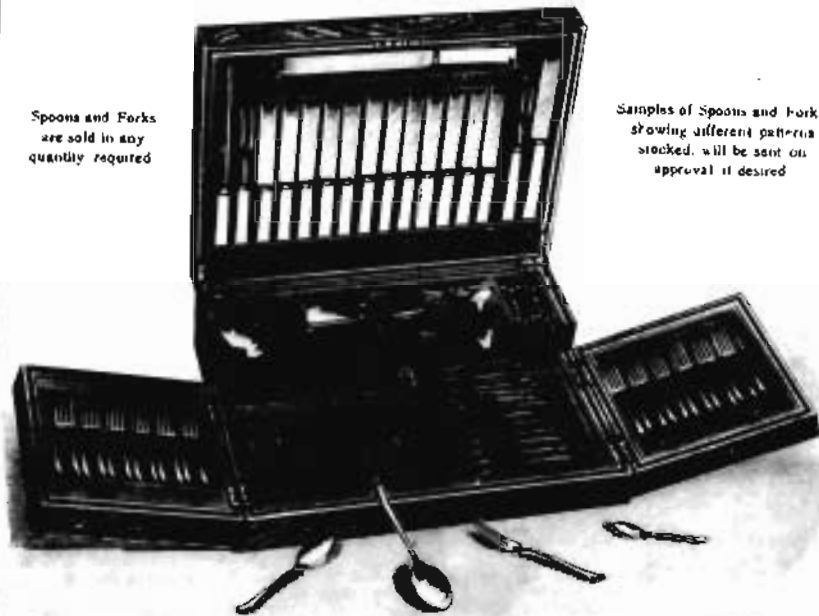
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# The Navy League Journal

NEW SOUTH WALES BRANCH.

VOL. I. No. 6.

SYDNEY, SEPTEMBER, 1920.

PRICE, 6s.

## THE WORLD'S LEADING FLEETS.

If the strength of a fleet may be determined by the number of capital ships of the first class which it possesses, writes Mr. Archibald Hurd, in the *Illustrated London News*, the United States Navy will hold premier place among the navies of the world as soon as the large and costly programme of ship construction now being carried out has been completed. The late Sir William White, Director of Naval Construction at the Admiralty, held that displacement, in association with age, constituted a fairly reliable basis for judging the relative fighting values of ships. If that conclusion be applied to the naval situation which is now developing, we are confronted with changes in the standing of the great navies of the world, the wide-sweeping consequences of which have not yet been appreciated in this country, for it must become apparent that "on paper" the United States will, in the next few years, have supplanted this country as the first Naval Power.

What has happened? In the first place, the fleets of Germany, Austria-Hungary, and Russia have ceased to exist; they have been, to all intents and purposes, swept out of existence, leaving only three navies of any consequence in European waters—the French, the

Italian, and, greatest of all, the British. Neither France nor Italy has laid down a capital ship for six or seven years, and none of their existing vessels of this type is consequently fully effective. No similar unit has been begun for the British Fleet since the spring of 1916, when the great battle-cruiser battle ship, H.M.S. "Hood," of 41,200 tons displacement, was ordered from Messrs. John Brown and Co., being of nearly twice the displacement of the "Queen Elizabeth" and her sister ships. About the same time three other ships of similar design were laid down, but when the Armistice came, the Admiralty, urged to a course of economy, decided to break up the incomplete hulls and destroy all the material which had already been prepared for them. There is little doubt that the Naval authorities would have been better advised if they had not taken this decision, since these ships would have afforded employment for a large number of skilled men during industry's transition from the conditions of war to those of peace, and would have resulted in the Royal Navy obtaining in due course valuable accessions of strength. As it is, the labour and material which had been put into these vessels must have represented a complete loss of several million pounds. There is nothing

to show for that money, whereas if the construction of the ships had continued we should not have been face to face in a few years' time with a naval situation which will certainly not conduce to the maintenance of the prestige of the British people by sea, and will deal a blow at our national pride, which is more concerned with the strength of the British Fleet than with anything else. The Admiralty acted with the best possible intention, wishing to give a lead in the reduction of naval armaments, and at the same time to convince British taxpayers that it was doing all in its power to cut down the Navy Votes.

The action of the Navy Department of the



The "GREAT BRITAIN" (Sail and Steam).

United States provides a remarkable contrast to the steps taken by the British Naval authorities. When the Armistice was concluded, there were 18 capital ships nominally under construction in the United States, besides many other units, including 10 scout-cruisers. Very little progress had been made on the scout-cruisers, and of the 12 battleships, four had not then been laid down, though Congress had authorized their construction. Similarly, not one of the six battle-cruisers had been begun. In spite of the Armistice, and in spite of President Wilson's formulation of the ideal of a League of Nations, it was determined to continue the construction of all these ships, as

well as the destroyers, submarines, and auxiliary vessels contemplated; and Mr. Josephus Daniels, the Secretary of the Navy, even proposed that a large additional programme, providing for 16 more capital ships, should be immediately taken in hand, in order that the American Fleet might be placed in a position "second to none." This ambitious project was abandoned; but, in opposition to the policy adopted by the British Admiralty, it was decided to carry to completion all the vessels to which Congress had already assented.

There is a general agreement among the Naval authorities of the world that, in spite of

the development of the submarine, and the advent of aircraft—not forgetting the torpedo-carrying aeroplane of high speed—the capital ship is not dead. In that conclusion, the Japanese and Americans are in agreement with the British Board of Admiralty. "In our opinion," the Admiralty has announced, "the capital ship remains the unit on which seapower is built up. So far from the late war having shown that the capital ship is doomed, it has, on the contrary, proved," it is definitely asserted, "the necessity for the type. . . . The past history of this question must be taken into account; many times has the doom of the battleship been pronounced. History has

shown that the introduction of a type to destroy the capital ship has been quickly followed by the evolution of counter-measures which sustain its power."

There is also a consensus of opinion that capital ships carrying 12-inch guns, or guns of lower calibre, can no longer be regarded as effective fighting units. That explains the recent action of the Admiralty in striking off the effective list the four battleships, "Agincourt," "Hellerophon," "Dreadnought," and "Superb," as well as the two battle-cruisers, "Inflexible" and "Indomitable." The British Fleet of the post-war period consists exclusively of ships mounting 13.5-inch guns, or guns of even greater power, such as the 15-inch guns carried in the five "Queen Elizabeths" and five "Royal Sovereigns," and in the "Renown" and "Repulse" and the recently completed "Hood." As a result of this policy, the British Fleet has already been reduced to an effective strength of 23 battleships. Twelve of these are armed with the 13.5 gun, and one—the "Canada"—with the 14-inch gun, and it requires no gift of prophecy to foretell that within three or four years these vessels will be regarded as obsolescent, although not obsolete. Many of them have, indeed, already been placed in reserve, and the active forces which are now being maintained—the Atlantic and the Mediterranean Fleets—are composed, in the main, of ships mounting the 15-inch gun, which may be regarded as the standard weapon of the British service in the immediate future. A similar process of elimination will reduce the number of our effective battle-cruisers to three—the "Hood," the "Renown," and the "Repulse," with the "Tiger," "Princess Royal" and "Lion," all armed with the 13.5-inch gun, in reserve. In these circumstances, the first line of the British Fleet will consist in a few years of 10 battleships and three battle-cruisers, and no new vessels are being constructed to replace those which must inevitably be written off the effective list.

Naval progress in the great Republic, which we in this country watch with interest, but without anxiety, provides a remarkable contrast to the policy of severe economy in naval armaments which has been adopted by the British Board of Admiralty. According to the latest return of the Bureau of Construction and Repair of the United States Navy Department, the following capital ships, in addition to 10 scout-cruisers, 109 destroyers

52 submarines, and a large number of auxiliary vessels, are being pressed to completion.

BATTLESHIPS.

	Tons.	Nodes.	Armament.
Indiana . . . . .	43,500	23	12 16-in., 10 6-in.
Iowa . . . . .			
Massachusetts . . . . .			
Montana . . . . .			
North Carolina . . . . .			
South Dakota . . . . .	32,000	21	8 16-in., 14 5-in.
West Virginia . . . . .			
Washington . . . . .			
Maryland . . . . .			
Colorado . . . . .			
California . . . . .	32,000	21	12 14-in., 14 5-in.
Tennessee . . . . .			

BATTLE-CRUISERS.

Lexington . . . . .	40,000	35	8 16-in., 14 5-in.
Constellation . . . . .			
Saratoga . . . . .			
Ranger . . . . .			
Constitution . . . . .			
United States . . . . .			

When these capital ships have been completed, in vessels of the first class the United States Navy will take rank above the British Navy.

It would, however, be a mistake to rush to the conclusion that the activity which is being exhibited by the United States at this juncture is well advised. It is probable that three or four years hence, when all the American capital ships are completed, the naval authorities of the world, having thoroughly digested the lessons of the war, will have reached the conclusion that ships like those now being built in American yards are no longer fully effective. The Admiralty has let it be known that while it is convinced that the battleship must remain the principal unit, and that Fleet tactics and tactical training must be carried out with the battle squadron as the main unit, "it must be emphasised that, although the battleship remains, its type may require to be altered." Rear-Admiral Sir Alfred Chatfield confessed the other day that, if the Admiralty were to lay down a new capital ship in the immediate future, she would not resemble the "Hood." There is good reason to anticipate that, if the necessity arises for strengthening the British Fleet, the Board of Admiralty will introduce several revolutionary features of design, setting new fashions in naval armaments and thus depreciating the value of all the ships constructed before the varied lessons of the naval war, in which, for the first time, mines, submarines, and aircraft had a part, had been thoroughly assimilated, and the new

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theories given practical form. And, lastly, greater than the ships are the men and the traditions they have inherited; the United States Navy is desperately short of men, and that shortage will probably increase rather than diminish.

#### RELATIVE NAVAL STRENGTH—1924.

BRITISH.		AMERICAN.	
<b>First-class Battleships—</b>			
Class.	(15-in. guns.)	Class.	(16-in. guns.)
Queen Elizabeth..	5	Indiana .....	6
Royal Sovereign..	5	Washington .....	4
	10		10
<b>Second-class Battleships—</b>			
	(13.5-in. guns.)		(14-in. guns.)
Iron Duke .....	4	California .....	2
King George V..	3	New Mexico .....	3
Orion .....	4	Pennsylvania .....	2
Erin .....	1	Oklahoma .....	2
Canada* .....	1	New York .....	2
	13		11
*The "Canada" mounts 11 in., and not 13.5-in. guns.			
<b>First-class Battle-Cruisers—</b>			
	(15-in. guns.)		(16-in. guns.)
Hood .....	3	Lexington .....	6
Renown .....	2		—
	3		6
<b>Second-class Battle-Cruisers—</b>			
	(12.5-in. guns.)		
Tiger .....	1		
Lion .....	2		
	3		
<b>BRITISH. AMERICAN.</b>			
First-class Capital Ships .....	13	16	
Second-class Capital Ships .....	10	11	

In 1924: France will have 30 battleships of the first class (15-in. or 16-in. guns), but may have 8 of the second class (14-in. guns). She will possess no battle-cruisers.

In 1924: Italy will have no battleships of the first class, since it is unlikely that she will complete the four vessels laid down in 1914, work on which was arrested by the war. She will have none of the second class and no battle-cruisers.

In 1924: Japan will possess 2 battleships of the first class, and 4 of the second class, as well as 4 second-class battle-cruisers (14-in. guns).

#### RENEW TO-DAY.

Fellows and Members, whose Annual Subscription is overdue, are invited to forward a cheque or postal note to the Hon. Treasurer.

#### ADMIRAL BEATTY ON SEA POWER.

Sea supremacy is a heritage for which our fathers have fought for hundreds of years, and its preservation is as vital to the security of our scattered Empire to-day as it was to the island kingdom in the days of Drake. Any interference with the flow of shipping by the sea through the sea routes which cut us from the outlying portions of the Empire would be fatal. We have to ensure that these arteries are afforded right and proper protection and not leave them temptingly exposed to severance by anyone who, in time of stress, excitement, or with malice aforethought, desires to destroy them. There is nothing of a military character in such a precaution. It is the common instinct of self-preservation. It is our insurance that the Empire exists as an Empire, and is not dismembered limb by limb from the body and heart of the Empire, which is in this island. In our loathing of armaments and our vivid recollection of all the misery that was wrought in the last years, we must not be beguiled into the belief that if we live in peace we must leave our vitals unguarded and at the mercy of any enemy that may arise. The history of the British Navy acquits it of all taint of aggression, and is sufficient guarantee that its power will be exercised in the future as in the past, for the benefit and security of all those who use the sea. The war has made such a great strain upon the Empire as to leave us in a condition of financial distress, and our expenditure must of necessity be confined to only what is absolutely necessary. The Navy has been reduced to the lowest limits that prudence demands. There has been no new construction, but ships are subject not only to decay but to a virulent type of the disease of obsolescence. Progress in science, technique, and ingenuity combine to threaten the life of a man-of-war. In the spheres of science and experimental work the Navy is better equipped to-day than it has ever been. With our efforts extended in that direction we can afford to delay construction by assimilating and co-ordinating all the lessons of the war, so that when the time does come such efforts and money as should be expended should be expended in the wisest direction. With the disappearance of the German Fleet we are released from that intolerable burden of competitive building, but we have to bear in mind that the day will come when our veteran ships must be replaced, and that under our present financial conditions a very little is going to cost a great deal. *Without sea power we are fast to exist.* I would that those words would sink deep into the heart of every man and woman in the British Empire. We came into being by the sea, we exist by the sea, and during the late war it was the sea and the gallant merchant seamen who enabled this country to be fed.

## SEA COMMUNICATIONS: THEIR VALUE AND PROTECTION.

THIS ESSAY, WRITTEN BY KEITH DUNCAN, OF THE TECHNICAL HIGH SCHOOL, SYDNEY, GAINED SECOND PRIZE IN THE LEAGUE'S RECENT COMPETITION.

Sea Communications! What vistas of beauty the word itself immediately calls to mind! Across "that inward eye" visions of the great rolling oceans, which, in the language of Cornford, "may be compared with a wide common or desert, upon which everyone may wander at will," immediately flit. Ships of all kinds and sizes, flying the flags of the various nations of this, our wonderful world, or churning their way through the ice-laden seas of the far North, the treacherous and stormy seas of the Bay of Biscay, or the calm, semi-pellucid waters of the tropics, may readily be conceived by our imagination. In although so benighted in themselves, these ships represent the less idealistic side of our lives—the busy, hustling, money-making side—the one which, alas! claims so much of our attention in this, the twentieth century; but it is this side which we must now consider. From, and towards what lands are all these ships coming and going? Why the great preponderance of British ships in all corners of the globe? Let us look into the beginning of this great commercial activity, and perhaps we shall discover at least some of the causes which brought about this state of affairs.

Perhaps in all history no phase is more interesting than that of the fifteenth and sixteenth centuries—"the greatest era of geographical discovery"—during which Europe learned of the existence of two great continents—America and Australia—and became much more familiar with Asia. What caused this great activity in exploration? Simply an account of the desire for "spices"—a purely commercial reason. Spices meant a great deal to the people of that time, since it was the only preservative for food then known, and so a constant and profitable trade had been carried on for centuries between the East—the home of these spices—and the West—the ever-eager purchaser of them. These supplies were brought overland from the Moluccas, along caravan routes to the Levant, where such maritime States as Venice, purchased, and afterwards distributed them over Western Europe.

But when the Turks overran this caravan route, Europeans were forced to seek others. Vasco da Gama, in 1498, successfully rounded the Cape of Good Hope. Columbus endeavoured to reach the East by sailing westwards, and on his discovery that America lay in his path, numerous endeavours were made by his countrymen to sail, first round the South, and later round the North of it; and, finally, attempts were even made to reach the Indies by sailing round Europe to the North. And so, even as early as the fifteenth century, it was very advantageous to have a sea-board—for the European countries, so as to be able to share in the lucrative spice trade; and for the undiscovered lands, to render very probable their discovery by Europeans, in whom they would learn the multifarious arts of civilization.

We shall now see how England took a leading role in this newly-born, world-wide trade, and how, as a result, she built up the greatest colonial empire of all times. As Mahan points out, "England, unlike France, received little from Nature, and until her manufactures were established, she had little to export. Her many wants favoured maritime enterprise, and led her people abroad." At first, however, she had a very uphill fight, for Spain and Portugal were already firmly established in the New World, and both jealously guarded all trade between this New and the Old Worlds; but the wealth which for years poured into these two countries from over the seas was so fabulous in amount that England persevered, and through her favourable situation, and the indomitable doggedness of her sailors, she managed to build up a greater trade with her dominions than Spain and Portugal combined enjoyed from theirs.

To assist in the development of this trade, England took possession of many ports and harbours in distant countries, and although she never, at any time, set out with the deliberate intention of building up an Empire, yet these trading stations developed into colonies. They were the result of a steady expansion in trade, and the peculiar genius the



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English possess for colonizing. Of course, England was quite conscious of this growth, and was, on the whole, not averse to it. "Men of the past three centuries have keenly felt the value to the Motherland of colonies, as an outlet for the home products, and as a nursery for commerce and shipping." Bacon, with his great store of worldly wisdom, recognised the value of these newly-discovered sea-routes, for he pointedly remarks, "Commercial enterprise doubtless facilitates colonization, by furnishing a ready means for transferring all super-abundant population to foreign countries.

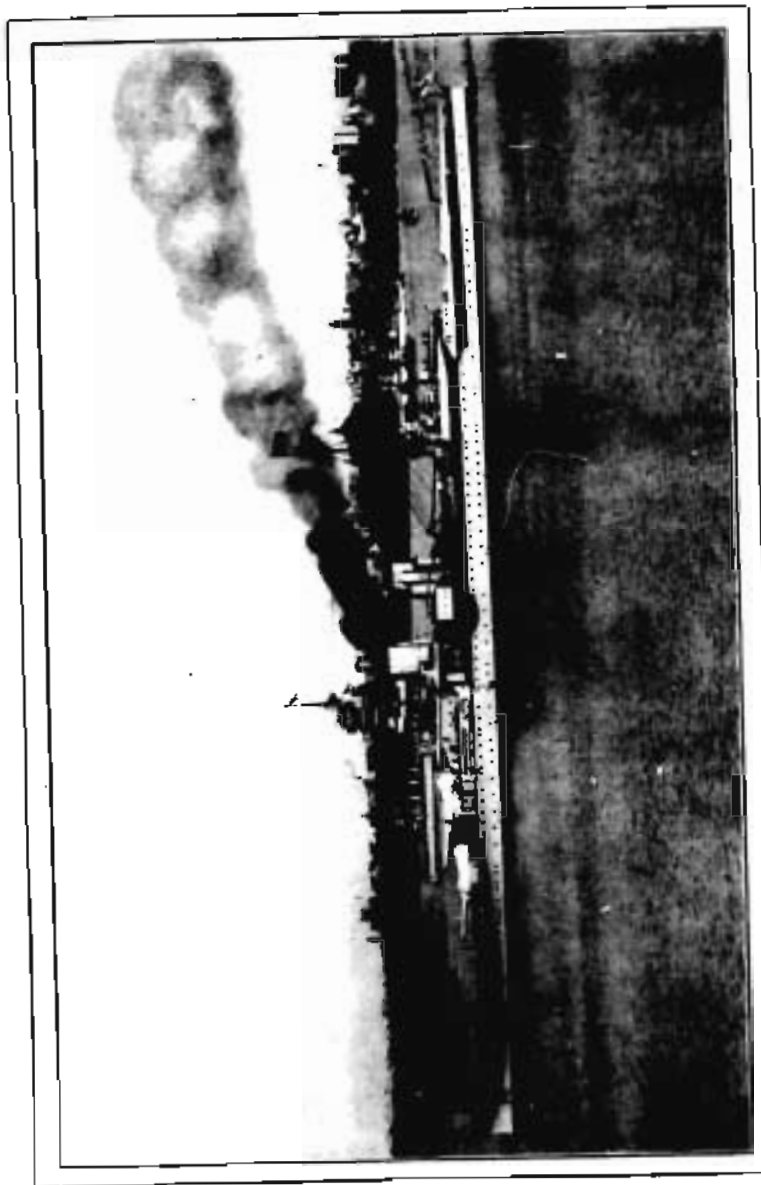
This leads us to another important question—the protection of these ships as they sail the various seas. It is most significant to note that the Spanish Empire never produced a Spanish Mercantile Marine, and this is undoubtedly one of the chief reasons of her downfall. England, on the other hand, has always recognised how absolutely essential it is to expand her Navy with every expansion in her merchant fleet. Right through the Stuart period the Navy was carefully fostered, and when Parliament took charge of it, "the Houses vied with each other in extending the sea-power of England, and in keeping it efficient." Where not possible or inadvisable to found colonies, England has established at least ports of call, and the wisdom of this policy is demonstrated by the envy with which other nations look upon England's possession of such stations as Gibraltar, Malta, and Port Said.

But the possession of such colonies, the great majority of which are islands or peninsulas, and being thus scattered throughout the length and breadth of the world, is not without its disadvantages. It entails the maintenance of a huge fleet, for which England has been obliged to spend millions of pounds every year. This was recently brought home to us by the Home Government in its realisation that the strategic centre of the world has shifted from the Atlantic to the Pacific Ocean, sending one of her most experienced naval officers (Admiral Lord Jellicoe) to examine the conditions prevalent in the colonies bordering on this most wonderful ocean. The sacrifices of Australia in the great war so recently terminated entitles her to nationhood, and she is now looked upon by England, not as a daughter colony, as of yore, but as a sister nation. This privilege and honour naturally entails many responsibilities, one of which is the defence of its huge coast-line. Lord

Jellicoe, having diligently studied the prevailing conditions and facilities of the various ports, issued a detailed report of his investigation, and gave numerous suggestions as to the various functions to be carried out by the different ports, and of the number of ships he considers it behoves us to maintain, so as to take our full share in the preservation of the greatest and most glorious of all Empires—the huge and exemplary British Empire.

In passing, it may be advisable to see how our modern Navy originated. Cornford tells us how formerly "the merchant seaman and Navy man were very often the same, serving indiscriminately in either service," for all merchantmen at that time mounted guns, and knew full well how to use them. But experience taught us that it was better to have a Navy, and mere traders, than armed merchantmen, so from this mercantile marine our modern Navy slowly evolved, until to-day the two are quite distinct. But the Navy has never ceased to draw, in time of need, from this supply of men, "shrewd of eye, sure of hand, and as tough-bodied as our famous English oak." Sea communications, because of the inevitable result—commerce—are thus most valuable in training such a class of men, upon whom a country may rely in all crises, and who make the crushing of their nation at a single blow impossible.

Let us now turn to the realms of history, and see what value has been placed upon the possession of a sea board. Take Peter the Great of Russia. One of the greatest ambitions of his life was to obtain for Russia sea ports, which, unlike Archangel, would be perennially free from ice. He sacrificed thousands of his subjects' lives, and thousands of pounds, to wrest, after great reverses, the Baltic Provinces from the illustrious Charles XII. of Sweden. Take a more recent example: What unrest, strained relations, and anxious moments has the clashing of Austria's "Drang nach Osten," and Serbia's "greater Serbian idea" occasioned! We look upon our sea ports as more or less a matter of fact, but it is when a country finds herself, as Serbia did, shut off from all seas, that she realises the value of a coastline, no matter how poor its ports may be. And just as Austria enacted unjust privileges from Serbia, for shipping that country's pigs, so Frederick the Great of Prussia and his successors did from Poland, for allowing its traffic to flow through the mouth of the river Vistula, which they had



FAREWELL TO AUSTRALIA.  
"Renown" Steaming down Sydney Harbour on her Homeward Journey.

stolen from the Poles themselves. Fortunately, the delegates of the late Peace Conference at Versailles remedied "these long-standing disorders," by materialising the long-cherished hope of the Serbians, and placing a new state—Jugo-Slavia—on the map of Europe, and giving it an admirable coastline; and by internationalising the great trade centre Danzig, in East Prussia, thus freeing Polish trade from the numerous hindrances and impediments which Prussia had placed in its way.

Another most striking instance of the value of sea communication can be found on studying the Franco-Prussian War. Had Paris, instead of being an inland capital, been a seaport, it could have been relieved during the great siege of 1871, because of France's superior navy. This would have given France an opportunity of collecting and reorganising her shattered forces, and rendering the victory of the Germans more doubtful—at all events less decisive.

We now come to the chief reason why these oft-mentioned sea communications are so valuable, and, strange to say, it can be summed up in a few words: It is because each country has grown, and is still growing, more and more dependent on the goods it imports from other countries for its livelihood. If a country is comparatively young in civilisation, raw materials are generally ready to hand, whereas in such countries as England, manufactures are firmly established, and so it is profitable to both old and young to export their own products and import those of another country. Thus countries are growing more and more dependent on each other as time goes on; for example, what an awful dislocation in the affairs of the whole world the late war created! Cornford sums up the situation by saying, "Everything that the earth produces is sent in ships from one point of the world to another. In the course of time the peoples separated from one another by sea have become so dependent upon one another for obtaining food, manufactures, and materials for manufactures that if the sea were shut to their ships, millions of people would starve and die," while a remark equally significant can be gathered from Mahan: "Formerly only the luxuries, but now also the necessities of life, whether the fruits of the earth or the products of men's hands, come from other countries."

In concluding, we might touch lightly on

the rivals of water-carriage—the overland, carried out by means of the locomotive, and the aerial, by means of aeroplanes and airships. Although both of these are more rapid than water transit, both are, as a whole, inferior. The overland is much more expensive, while the aeroplane, driven by petrol, is even more so. Until petrol can be purchased for a far cheaper sum, or until we discover a means of propelling airships, other than by petrol, the air will never seriously rival the water as a means of transit.

"On the sea our destiny lies"—for a brief period only. The not far distant future will provide huge fleets of mammoth airships and the 16 inch gun warships of today will indeed be obsolete.

Sea battles and land battles as known to us will be no more. When war comes, the weakly defended nation will be intimidated *from the air* and will suffer a morale eclipse owing to persistent attacks on the civil population by a remorseless and more highly equipped opponent.

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## THE WORK OF THE ROYAL AUSTRALIAN NAVY.

AS RECORDED IN THE "SYDNEY MORNING HERALD."

The flagship Australia, though she served throughout the war, did not take part in any action with the enemy. This was not for want of looking for the chance; the same sort of luck followed many other ships in the Royal Navy. The Australia was engaged in the New Guinea operations in 1914 escorting both Australian and New Zealand troops to the northern islands, and later in the year was searching the Pacific with British and Japanese ships for the German squadron under von Spee. After the battle of the Falkland Islands had wiped out the German Pacific fleet the Australia was ordered home to join the Grand Fleet, and from January, 1915, till the end of the war, she served in the North Sea. She missed the battle of Jutland through being in dock after an accidental collision with the New Zealand. She was present at the surrender of the German Fleet in November, 1918. Her role in the Grand Fleet was flagship of the Second Battle Cruiser Squadron.

The light cruisers Melbourne and Sydney both escorted the first Australian Expeditionary Force across the Indian Ocean in 1914, and it was while on this duty that the Sydney picked up news of the German cruiser Emden's proximity, and went off and found her near Cocos Island, where after a running fight, the Emden was crippled, driven ashore and destroyed. At the end of the year both the Melbourne and Sydney were ordered to Gibraltar, and thence to the West Indies to look for the German light cruiser Karlsruhe (a sister ship of the Emden). Bermuda was their headquarters. They were on the Havana (Cuba) patrol for three months blockading German ships (February-April, 1915). They also laid in wait outside Hampton Roads for the Appam to come out, a British ship which had been captured by the Germans, and off New York for German liners. Then the Friedrich der Grosse got loose, and first the Melbourne and then the Sydney went off to the coast of Brazil hunting for her. She was, however, caught by somebody else. After a further spell of patrolling in the West Indies and off New York, the Melbourne and Sydney left for the North Sea within a fortnight of each other. At Scapa Flow they were employed with the Second Light Cruiser Squadron, on North Sea sweeps and the Norwegian convoy. An interesting episode, which broke the monotony of this work for the Sydney, was a duel with a Zeppelin in March, 1917. The cruiser sighted the airship during a patrol, and immediately attacked, but the Zeppelin, once well overhead, had all the advantage and began dropping bombs uncomfortably close.

At the German Fleet surrender the Sydney took over the (new) Emden, and the Melbourne, the Nuremberg.

The light cruiser Brisbane was completed in 1916 at Cockatoo Island, and left Sydney in December of that year on her first commission. She was ordered at once to the Mediterranean, to Malta Dockyard, to receive certain gun fittings, and in May, 1917, passed the Suez Canal, again, with orders for the East Indies. Here she did some interesting patrol work with a seaplane, searching many hundreds of square miles of ocean each day for the German raider Wolf. She spent a couple of months on this work, with her headquarters at Colombo. For the remainder of the year, and for most of 1918 the Brisbane patrolled first the western coast of Australia (trade routes) and then the islands of the Western Pacific. At the end of September, 1918, she was ordered to England, but, being in the Mediterranean at the time of the armistice, was stopped, and sent up to Constantinople. Thus the Australian Fleet represented Australia at last in the opening of the Dardanelles. The Brisbane cruised around the Black Sea and was back at Smyrna for Christmas, 1918. She went to England to refit before returning to Australian Waters.

The old cruiser Encounter began the war with the fleet in the Bismarck Archipelago in September, 1914, and captured the first prize of war (the Zambesi) for the Australian navy. She was employed at Singapore, and on the China station, and in January, 1916, was patrolling the Manila coast. Later that year she was doing the same work on the Western Australian coast. She no longer has any guns in her, and is used mainly as a sea-going training ship for cadets.

The old light cruiser Pioneer also played a useful part in the war in the outer seas of the Empire. At the beginning of hostilities she was placed on the Fremantle-Colombo trade route, and while patrolling off the Western Australian coast at the end of August she captured two German merchant ships, the Neumunster and Thuringen. She was one of the convoying ships which left Australia with the first Australian Expeditionary Force for Egypt, but when she was 300 miles away from Fremantle her port condenser "fitted" and she steamed back to Fremantle on one engine. In December, 1914, she was sent to German East Africa with a collier, and joined the Cape Squadron at Mombasa. The Pioneer took part in the blockading of the German cruiser Konigsberg in the Rufiji River, and in the attack on that ship from sea and air on July 6 and 11, 1915. She

Continued on page 18.

## THE BOY SCOUT!

BY "H. Q."

## AUSTRALIAN PARENTS ALERT!

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

The practical utility of signalling was recently demonstrated by some boys of the 1st Chatswood Troop when going on a boating excursion. It had been previously arranged that owing to a couple of the boys not being able to meet at the scheduled time for starting, they should follow the party in a certain direction (no one knew what the day's programme was, as it was not mapped out until just by the water's edge), and hail them by a series of Morse signals blown on Scout whistles. This was done over a distance of just under 2 miles. Had the late members of the party not been able to send and receive these messages they would have been unable to communicate with the main body of picnickers. With regard to the cooking, I recollect taking a young lady friend (from the country, who was an excellent cook, too!) to watch the 1st Cammarav (Neutral Bay-North Sydney) Troop at work one Saturday afternoon. It so happened on this day that several scouts were doing their cooking test for 2nd class badge, and my friend on being invited, tasted about 6 different stews. She was exceedingly pleased with the result and commended the boys on their efforts.

The next step he takes in his Scout career is to pass his 1st class test. This consists of ability to swim 50 yards (should be prohibited from doing this, by doctor's orders—he must pass one of the following badges:—Ambulance, Fireman, Marksman, Pathfinder, Signaller or Stalker).

He must also have not less than one shilling in the bank, and must be able to send and receive messages in either Semaphore 20 letters a minute or Morse at the rate of 16 letters per minute. The test is not confined to these numbers of words only, but a number of words, say, about 50 odd, should be selected by the examiner, preferably in a sentence.

He must go on foot, or row a boat alone, or with another Scout to a point 7 miles away and return again, or if conveyed by any vehicle (railway not allowed), or animal, go to a distance of 15 miles and back and write a short report on it. It is preferable that he should take 2 days over it. Describe or show

the proper means for saving life in case of 2 of the following accidents (allotted by examiners). Fire, Drowning, Runaway Carriage, Sewer-gas, Ice-breaking, Electric Shock, or bandage an injured patient, or revive an apparently drowned person. The chief point in this test is that the Scout after knowing thoroughly all the points, should be able "to keep his head" and act promptly.

He must cook satisfactorily two out of the following dishes, as may be directed:—Porridge; bacon, or hunter's stew; skin and cook a rabbit; pluck and cook a bird. Also make a "damper" of a half pound of flour, or a "twist" baked on a thick stick. This test must be done in the open air.

(To be continued)

## THE NAVY LEAGUE SEA CADETS

Writing from Balmain, Mr. W. L. Hammer says:—"We are now in a position to launch the first unit of Navy League Cadets. In its initial stages the unit will be made up of seven voluntary instructors, together with an Honorary Chaplain, Medical Officer and Surgeon Dentist, and fifty-two Cadets.

A systematic scheme of training has been formulated, and the boys will have the advantage of a fully qualified physical instructor.

In addition to the regular course of week-end training, one evening per week will be devoted to illustrated lectures dealing with the history of the British Navy, the Empire's Mercantile Marine and other appropriate subjects. It is anticipated that the lectures will create a lively interest among the Cadets, and enthuse them with the spirit and romance of the sea.

Every encouragement will be given to the trainees, not only in their duties, but also in sport—such as football, swimming, boxing, cricket and hockey.

Should the boys desire to go to sea when attaining a suitable age, every effort will be made to encourage and assist them to fulfil their ambitions and prepare a way for them to become part of the sinews of a great maritime race."

was one of the fleet which captured Tange, Dar-es-Salaam, Bagamoyo, and other coastal ports of German East Africa. In October, 1916, she returned home to Australia and paid off.

The Marguerite and the Geranium, mine-sweeping sloops, were built in England during the war. They were presented to the Commonwealth in 1919 by the British Government.

### EDITORIAL NOTES AND NOTICES.

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

Anonymous communications will not be entertained.

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

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

PHONES: CITY 7786 and CITY 6817.

To criticise the Commonwealth Government's Naval Policy when not in possession of the actual facts which have brought about the decision to make reductions, which on paper look rather alarming, would be futile. At the same time the Navy League believes it is the duty of the Prime Minister to take the public into his confidence and give a plain statement on the naval position.

A man does not need to be a naval expert to realise that the retention in commission of obsolete ships is worse than useless, and what is more to the point, we believe that with the exception of the gift destroyers and submarines all our Royal Australian ships have outlived their usefulness as fighting machines. If this is true and the authorities are agreed that such is the case, what are they going to do about it? In plain language is Australia going to have useful fighting ships of its own, or does the Government believe that the more effective and economic arrangement is to pay an equitable subsidy to Britain and in return be guaranteed adequate protection against possible naval aggression by any foreign powers.

Until Australia's population is considerably augmented, and the country in a financial position to provide docking facilities for every type of fighting ship, Australia is not capable of maintaining a fleet worthy of the name.

Many clear thinking and loyal citizens are of the opinion that this country's best course, at least temporarily, is to trust to the British Navy entirely and concentrate our own attention on the construction of an adequate naval base in Australian waters. That such a course has much to commend it is unquestionable, but in any case it is the Government's duty to tell the people the unbridged truth about our position in the naval scheme of things.

In order to popularise the Navy League in N.S.W., proposals to form a Cadet Corps have been put forward from time to time, but owing to a variety of circumstances have been shelved.

In Great Britain and Canada the League has established a considerable number of highly efficient units, and from these a large number of youths volunteered for service in the Royal Navy and Mercantile Marine during the late war.

Apart from the practical utility of such a corps in a time of national stress there are other advantages.

Senior boys at school and lads who had just left (if outside the scope of the Commonwealth Compulsory Training Act) would be invited to join as volunteers. Selection would be made from boys with a penchant for the water. They would be trained in habits of obedience and self reliance, and taught to be of service to less favoured fellows.

The excellent system of training which it is proposed to give effect to locally is based on the works of acknowledged authorities in England.

We heartily commend Mr. Hamner and those associated with him in making such great efforts to organise the nucleus of what we believe will be the first unit of Navy League Sea Cadets to have its origin in Australia.

If the Federal Government has already decided the fate of the Naval College at Jervis Bay, the public has a right to know without undue delay what that fate is.

Surely our gallant airmen, Lieutenants Parer and McIntosh, are deserving of a greater measure of recognition at the hands of the Commonwealth Government for their magnificent triumph over obstacles which would have been insuperable to the average man.

## Rounding the Buoy on Plume

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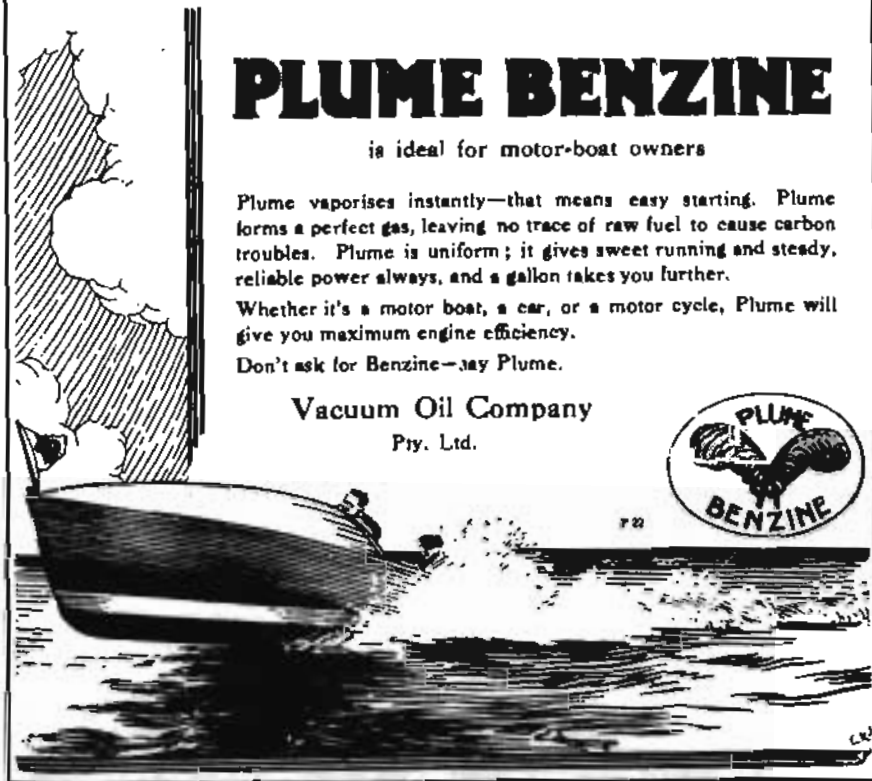
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## EDITORIAL.—Continued.

It is stated on good authority that the British destroyed 186 German submarines during the war. Depth charges accounted for 35, mines for 35, submarines for 19, destroyers and patrol craft for 20, decoy ships for 12, aerial craft for 7, cruisers and battleships for 4, merchant vessels for 4, nets for 10, and towed sweeps and other devices for the remainder.

The Navy League was founded by the late Mr. Robert Verburgh, of Blackburn, England.

For the first time in the long history of the British Navy a deputation, representing the lower deck ratings, was received at the Admiralty by Admiral Earl Beatty one day in July last. On the invitation of the Admiralty—healthy sign—the deputation stated its case. Some of the disabilities of service were said to be of 400 years' standing. It is to be hoped they will be satisfactorily settled within the next 400 years or so.

Greater understanding and less inhumanity in man for man has slowly, very slowly, permeated even the high places in one of the most exclusive and conservative institutions extant.

The sooner it is widely realised that conditions afloat must, as far as practicable, keep pace with improving conditions ashore the better it will be for all concerned.

On the evening of the 20th inst. the battle cruiser, "Australia" ceased to be flagship of the Royal Australian Navy.

The morning of the 21st inst. saw the broad pennant of Commodore J. S. Dumaresq, C.B., C.V.O., R.N., hoisted on the light cruiser "Melbourne," which vessel now is doing duty as flagship.

At the monthly meeting of the Executive Committee of the N.S.W. branch of the Navy League, held at the Royal Naval House on the 20th inst., the advisability of forming a unit to be known as "The Navy League Sea Cadets" was considered. After discussion it was decided to give the scheme a trial on a purely voluntary basis.

The first unit will have its base at Snail's Bay, Balmain.

In an honorary capacity there will be associated with Mr. W. L. Hammer, who is in charge, the undermentioned members of the Navy League:—Dr Stewart Shidlow, Rev. George Manning, Surgeon-Dentist John Speers, Messrs. W. E. Turnley, H. H. McDonald, D. J. Crawford, T. B. Whyte, J. McKernan, H. W. Stapleton and A. MacDougal.

Any kindly disposed person who wishes to assist the work of the Navy League can do so in the most practical way of all by sending along a cheque to the Hon. Treasurers.

About Xmas next the New Zealand Government will take over the British light cruiser "Chatham."

The mine-sweeper "Veronica" has been presented to the Dominion by the Imperial Government for use as a training ship.

The "WHITE ENIGMA" originated in the time of Richard I. The flag of St. George (Red Cross on White Ground) flew on Richard I.'s ship when his Great Fleet set forth to fight the "Infidels" and free the Holy City.

With the chivalry of England's Patron Saint in mind, the Flag was a reminder of the high motive which had sent them forth from Dartmouth and England.

It is thought that the idea of the Flag Ship originated with Richard I., when he caused a lantern to be hung on the masthead of his ship at night time, so that the remainder of his great fleet could follow the King's ship.

Gifts of books, fountain pens, photograph albums, in fact anything suitable for presentation as prizes to school girls and boys, will be much appreciated from members who are anxious to see the League expand.

Suitable acknowledgment of the receipt of articles enumerated above will appear in these columns as occasion arises.

It is interesting to note that the C. of E. Girls' Grammar School, Darlinghurst, and the C. of E. Girls' Grammar School, North Sydney, are first and second respectively of the schools of N.S.W. in the number of scholars associated with the Navy League as juvenile members.

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Her seeds, by careless winds conveyed,  
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With forests from her scatterings made,  
New nations fostered in her shade,  
And linking land with land.

O ye by wandering tempest sown  
'Neath every alien star,  
Forget not whence the breath was blown,  
That wafted you afar!  
For ye are still her ancient seed  
On younger soil let fall;  
Children of Britain's island-breed,  
To whom the mother in her need  
Perchance may one day call

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EDITOR NAVY LEAGUE JOURNAL  
W. W. Besic, O.B.E.

THE League is a strictly non-party organization whose primary object is to urge upon the Government and the electorate the paramount importance of an adequate Navy as the best guarantee of peace. Its objects are confined in educating the Nation, especially the children, in the knowledge of the principles and uses of Sea Power, as a means whereby the food, the industries, and the trading commerce of the country are safeguarded, and as the necessary land and protector of the Empire.

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

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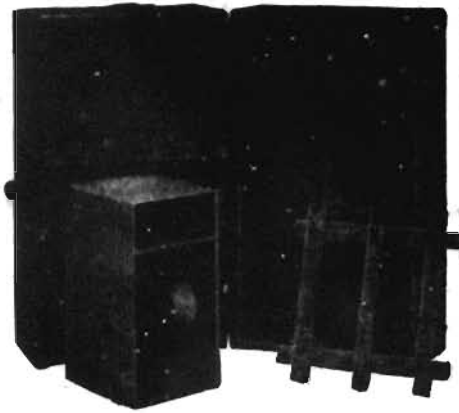
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