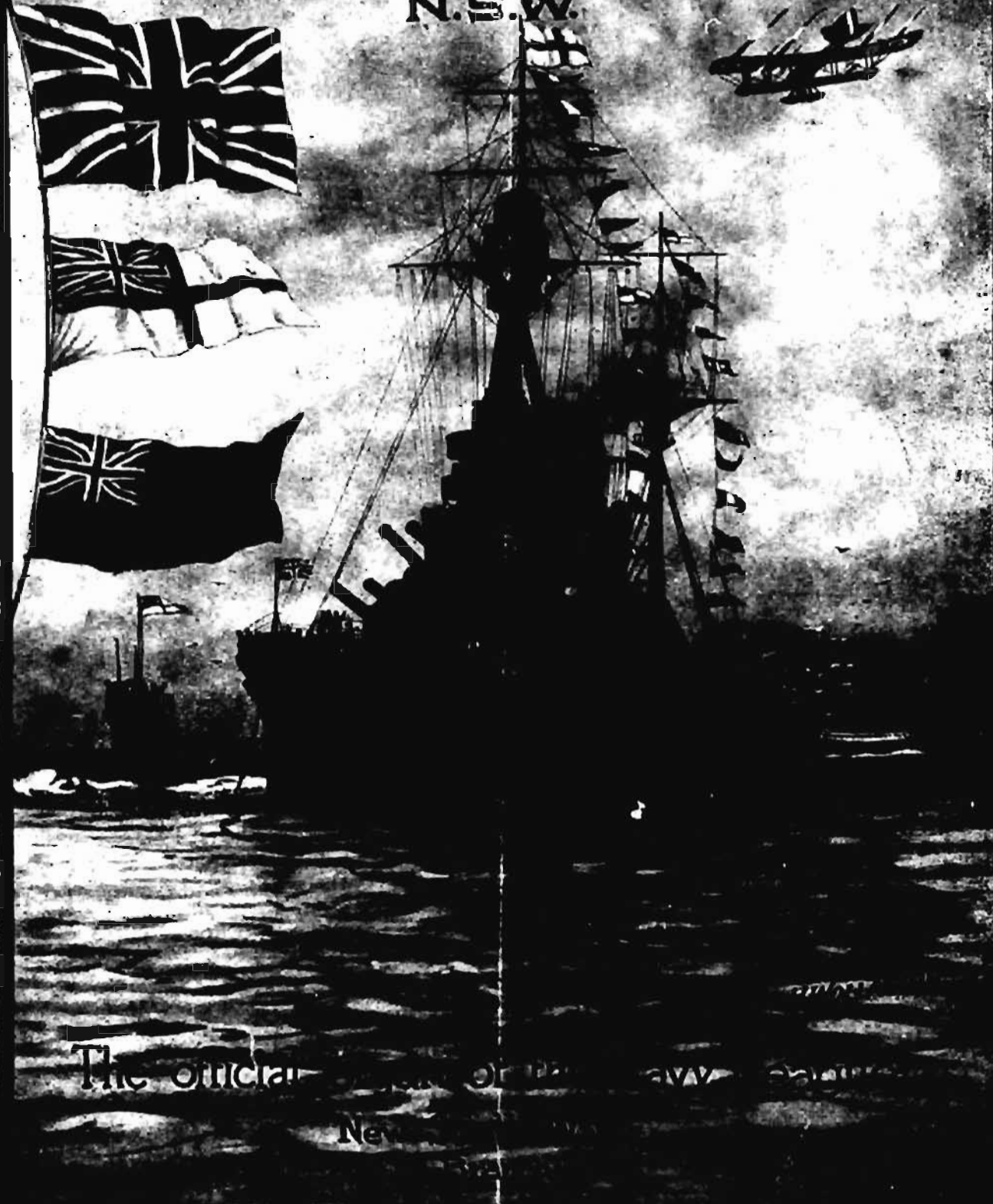


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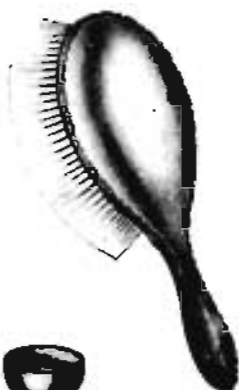
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CONTENTS.

	PAGE
Merchant Marine of the Empire	3
Poem: "Who Goes There?"	8
The Boy Scout	9
Letter to Members from Executive	10
Guarding The Coasts	12
Our Sea Cadet Movement	16
Speed Under Sail	17
Editorial Notes	20
The Navy League	20

ILLUSTRATIONS.

Berry's Bay	4
King George V.	8
A Famous Race	17

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

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

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VOL. I.

SYDNEY, JANUARY, 1921.

No. 10.

THE MERCHANT MARINE OF THE EMPIRE.

By Archibald Hurd.

Author of The Command of the Sea, Sea Power, etc.

Every man and woman, and every boy and girl, in Australia and New Zealand, as well as in other Dominions, is a co-heir either by birth or immigration with the people of the United Kingdom of the great sea traditions of the British Empire. The British Commonwealth of to-day, which embraces nearly one-quarter of the earth's surface, was raised on the foundations laid by the Elizabethan sailors and their predecessors. We have not exhausted the wealth of those traditions when we have studied in our histories the glorious record of the British Navy, for, before any State-supported fleet existed, British seamen, uncovenanted to the State, had sailed the Narrow Seas and had at last broken into the uncharted oceans of the world, becoming the pioneers of liberal civilisation.

From the time of Alfred the Great down to the reign of Henry VIII, the ship of commerce was also, almost without exception, the ship of war, and when we read of the Crusades to the Holy Land, the Battle of Sluys, and other early naval actions it is to merchant seamen that the story of those proud achievements refer. It was, again, merchant seamen who carried the successive armies across the Channel to fight at Cressy and Agincourt, as

it was merchant seamen who conveyed Henry VIII. and his numerous court and its followers to the Field of the Cloth of Gold. It was in the reign of this king that the Royal Navy was really founded, and even when Lord Howard of Effingham and Drake, in the succeeding days of Elizabeth, met and vanquished the Spanish Armada in the English Channel in 1588—over two hundred years before Canada, Nova Scotia, New Brunswick, Cape Breton Island, Newfoundland and Prince Edward Island, after many vicissitudes, were finally ceded under the Treaty of Paris—three-quarters of the vessels engaged were ordinary cargo-carrying ships armed for the violence of war.

The sea instinct of the British people has had a powerful influence on the political and social development of the world. A famous historian has remarked that "out of the infinite horizon there grows in the mind and character of a sea-faring people a strong tendency towards boldness, fortitude and long-sightedness. Sea-faring nations," he has added, "have materially contributed to the enlargement and heightening of the political standard. To them narrow territorial politics appear but shortsighted. The wide open sea

serves to enlarge the views of both merchants and statesmen." We may all be proud of the sea traditions which we share in common. Sometime before his death, Admiral Mahan, the great naval historian, wrote an eulogium on the influence which British seamen had exerted in all parts of the habitable globe. "Why," he asked, "do English innate political conceptions of popular representative government, of the balance of law and liberty, prevail in North America from the Arctic Circle

It is a mistake when we speak of "sea-power" to think only of battleships, cruisers and other men-of-war, and to associate the great sea traditions of the British people exclusively with the fine exploits of the Royal Navy. Down almost to the defeat of the Spanish Armada, merchant seamen were "the bearers of the burden" and it is a cardinal error to assume that the British mercantile marine, with its young branches in the Dominions, is merely a collection of cargo-



Courtesy SYDNEY MAIL

"BERRY'S BAY."—By WILL ASHTON.

Shyly the pure soft lights of morn awaken the rippled bay.

to the Gulf of Mexico, from the Atlantic to the Pacific?" He attributed this triumph of liberal civilisation to British seamen. If we look further afield, to Australia, discovered by Captain Cook—a merchant sailor before he wore his king's uniform—to New Zealand, to South Africa, and to India, where the East India Company, with its own fleet, brought order out of chaos, we discover further evidence of the part which British seamen have taken in moulding the destiny of the world.

carrying vessels, the officers and men of which possess no traditions. On the contrary, they uphold the dignity of a great past and are the guardians of the memories of splendid achievements which stand out conspicuously from the history of the world's progress during the past centuries of political, commercial and social evolution. It was only very gradually that fighting ships assumed distinctive types, with specially trained crews. With the development of a code of fighting tactics, the two

fleets—the war fleet and the merchant fleet—began to draw apart, and with the application of physical science to naval warfare—the introduction of the long-range gun, the advent of the torpedo, and the appearance of the armoured ship—the differentiation between the fighting navy and the commercial navy under the White Ensign and the Red Ensign, respectively, appeared on the eve of the Great War to be complete and final.

When the war clouds burst over Europe in the summer of 1914, the new theories as to the spheres of the fighting ship and the merchant ship had to be revised under the impelling influence of the great emergency. It became at once apparent to the dullest intellect that though the British Navy could, as it did, win command of the sea, that military advantage would be of little value unless full use could be made of that command of the sea to transport, and support with supplies, the British, Dominion, and other troops to the battlefields where the overwhelming issues would be decided. And thus it happened that merchant ships for the movement of troops, the supply of equipment and stores, and the provision of hospital accommodation were gradually drawn into the conflict. When the enemy developed the policy of mine-laying in the pathways of commerce and, later on, when he embarked upon his submarine campaign, the resources of the Royal Navy which, with the support of the Dominions had by that time become the Imperial Navy in fact, if not in name, proved inadequate. Additional vessels were required for guarding the focal points of the trade routes, for sweeping up mines, for hunting submarines, and for assisting in convoy work. Thus it came about that merchant ships, manned by merchant officers and men, as well as by fishermen—not forgetting the hardy fishermen of Newfoundland—were soon engaged with the enemy, performing hazardous tasks in which their splendid seamanship proved an asset of incalculable value. Before the war closed, the Auxiliary Navy consisted of about four thousand vessels of all sorts and descriptions and thousands of merchant seamen and the fishermen, not only of the British Isles but of the whole Empire, were standing manfully in the forefront of a conflict which in its demands on courage and resource, as well as in its ever present dangers, transcended every war of which history holds record.

If it had not been for the merchant ships and their officers and men the Allies could

not have won the war. No sooner was the issue joined than it became apparent that the vessels, built in private shipyards, paid for by private individuals, manned by seamen under no bond to the State, and managed by the private firms, would contribute essential factors to the success of the cause which was to consolidate further the British peoples, and at last to bring practically all the great neutral States of the world into line with them. On the eve of the outbreak, the British Empire owned 47.9 per cent. of the steam vessels of the world; approximately eleven-twelfths belonged to the United Kingdom, and the balance to the overseas parts of the Empire. Under the normal conditions of peace, British ships were carrying more than half the ocean-borne commerce of the world, including nine-tenths of the inter-Imperial trade, over three-fifths of the trade between the Empire and foreign countries, and nearly one-third of the trade between foreign countries, the last named ships proceeding from one foreign port to another with foreign goods. Gradually as the intensity of the war by sea grew from month to month, practically all these ships were pressed into the service of the Allies. Great as was the volume of tonnage, it soon became evident that there was not a ship too many to meet the needs of war.

How would the merchant seamen adapt themselves to the conditions which the enemy's policy forced upon them? In the last analysis, everything depended upon the manner in which they sustained the ordeal. They not only had to run the gauntlet of enemy cruisers and raiders in the early days of the war, but they had to face the peril of the mine. Subsequently, the enemy pressed submarines into his service, using them without regard to the law of nations or the code of humanity. Over and above the danger of being sunk by mines, merchant seamen were in peril of being torpedoed without warning and left in small boats at the mercy of the waves and far from land. In addition to the ordinary marine losses, 7,753,311 tons of British shipping were sunk, in addition to 169,710 tons belonging to the Dominions, and upwards of 13,000 merchant seamen were sent to their graves. The memories of the war are already becoming dim and landsmen to-day can form little conception of the character of the ordeal to which the officers and men of the merchant service, quite apart from those who were associated with the Auxiliary Patrol, were submitted. The marvel is that their courage and nerve

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were not broken as the enemy assumed that they would be broken. One of the outstanding glories of the victory which was at last to come to British arms, was that during this cumulative tragedy, when day after day fine ships were sent to their doom and officers and men were murdered, *not a single man refused to do his duty.*

The outstanding moral to be drawn from the war is that the British people must at all costs maintain their sea-power in sufficiency and efficiency. It will not be enough to provide ships of war, but merchant shipping must be provided. How that shall be done, how the great movement shall be fostered and encouraged, must depend upon the public opinion of the various sections of the Empire. If, in another great emergency, the British peoples are to possess an adequate volume of tonnage to support and supplement the activities of the men-of-war and to maintain, in face of all hazards, the sea communications of the Empire, conditions must be created favourable to the economic use of the ships in carrying cargoes under peace conditions. For sea power must be of natural growth, resting, first and last, on the sea instincts and commercial aptitudes of the people concerned. Parliaments may do much to expand fighting fleets, but merchant shipping is in quite another category; it is the province of the individual, although Parliaments may do useful service in insisting on equality of treatment in all the world's ports.

During the war a good deal was heard of the freedom of the seas, but the phrase has a significance under peace conditions as well as under war conditions. It means that the seas shall be free to all, and the people of the United Kingdom have given an even wider interpretation to it, throwing open their ports, without distinction of flag, as well as their coasting trade, to the shipping of the world. That represents the apotheosis of the doctrine of the freedom of the seas. It is not only attractive ethically, but the record of the expansion of the British mercantile marine suggests that it is the policy of profit. Free competition has been held by British statesmen to be the foundation of efficiency in sea carriage, and all that they have demanded, without seeking to interfere in the internal affairs of other countries, is that British shipping shall be accorded "favoured nation treatment."

While it is certain that a great volume of shipping is essential to the Empire, the means which shall be taken to insure an adequate volume of tonnage must be determined by each section of the Empire for itself. The United Kingdom being an island, dependent upon the sea for four out of five loaves, as well as for most of the raw materials required by its factories, stands in a position alone and apart. As a Board of Trade Committee, which sat during the war, remarked, "Its insular position tended to detach the United Kingdom from European economies and project its activities into the more distant markets: there were no land frontiers to drain away the traffic that might have gone by sea, while the cost of sea carriage does not vary with distance to the same extent as that of land traffic." It is apparent from a glance at the map and a study of the growth of population in the British Isles, now three times as large as it was a century ago, that the position of the people of the United Kingdom in relation to merchant shipping has no parallel either in that of any foreign country or any British Dominion. The British mercantile marine is an expression of the needs of a community of islanders. But in varying degree the Dominions are also dependent upon the sea. What the destiny of the nascent merchant navies of the Dominions may be will depend upon a variety of factors which are only slowly emerging from the fog of war; but, if the British Empire is to continue to exist and grow in strength, the development of its maritime communications must be among the first matters to engage the attention of its statesmen, and to attract the support of the peoples of a league of nations, which must be divorced from each other if they are unable to use the seas for the purposes of commerce as well as of social intercourse. *The seas of the world are, next to the British Crown, the most potent unifying influence in the British Empire.*

RENEW TO-DAY.

Fellows and Members whose Annual Subscription is overdue are respectfully requested to forward a cheque or postal note to the Hon. Treasurers.

The Navy League,
Royal Naval House,
SYDNEY.



Courtesy "Sydney Mail"

King George V. leaving the Crypt of the Unknown Warrior who now sleeps in the heart of the Empire.

WHO GOES THERE?

Stay—Who goes there?
A friend—
What friend—Whence come you?
From a dark cave beneath a ruined street.
Oh friend, where fare you?
Why would'st thou pass further?
To lay my heart down at our Mother's feet.

Who art thou, friend, then?
I was—and am No One—
No name is ours—An unknown host are we,
Pass on, brave spirit,
Oh, 'tis Christ that passes
In thee, poor soldier, who didst die for me.

—C.J.D., in the "Times,"—24-10-20.

Whom call you Mother?
England—Nelson's: thine;
Her whom we proudly serve, in life, in death—
Her do I guard, friend—
Can'st thou also serve her?
Aye, when they fail her who do yet draw breath.

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 signal honour of a Baronetcy which was recently conferred on Sir Robert Baden Powell of Mafeking fame, and the Chief of the Boy Scouts throughout the Empire, is a recognition of the Boy Scout Scheme as a National asset in the training of the future citizens of the community, and a compliment to the genius of the man who is the recognised leader of the greatest boys' organisation in vogue throughout the world.

In the handbook "Scouting for Boys" the Founder of the Movement says:—"The whole object of the scheme is to seize the boy's character in its red-hot stage of enthusiasm, and to weld it into the right shape, and to encourage and develop its individuality—so that the boy may become a good man and a valuable citizen for our Country in the immediate future, instead of being a waste of God's material."

Scouting then is simply character training. It aims at developing good citizenship amongst boys by forming their characters, training them in habits of observation, obedience, and self-reliance, inculcating loyalty and thoughtfulness for others, teaching them services useful to the public and handicrafts useful to themselves, and promoting their moral and physical development by true comradeship and by healthy open air pursuits and games.

From the boys' point of view, Scouting puts them into fraternity gangs, which is their natural organisation, whether for games, mischief or loafing. It gives them a smart dress and equipments: it appeals to their imagination and romance, and it engages them in an active, open-air life.

As great an authority as Lord Rosebery, speaking at a gathering in Scotland recently, has said of the Scout Movement:—"What they are is this—a high fellowship, embodied to preserve and observe great principles—self-help and help to others, patriotism and loyalty, honour, faith, and duty. These are the objects that the Boy Scouts have in view, and all I can say of them is, that if I were to form the highest ideal for my Country, it would be this: that it should be a Nation of which the manhood was exclusively composed of men who had been, or who were Boy Scouts, and who were trained in the Boy Scouts' theory. Such

a Nation would be the honour of mankind. It would be the greatest moral force that the world has ever known."

The Boy Scouts Association was organised in Great Britain in 1908, under the patronage of His Majesty the King, and under the leadership of Sir Robert Baden Powell spread throughout the Empire, as well as to most foreign countries.

Its principles appear to appeal to boys of every class and to be adaptable to every country, and this promises a closer bond of sympathy and comradeship between Great Britain and the Dominions, and also between the British Empire and other nations in the near future, such as cannot but be conducive to peace and international goodwill in the world.

The Movement has won for itself a membership of between half a million and a million lads throughout the world, commanding wherever it is known the support of all those interested in the welfare of the boys.

The Association was Incorporated by Royal Charter in 1912.

The necessity for Scout Training must be obvious to all. The safety of a nation depends not altogether on its fighting power, but also and chiefly on the character of its citizens, on purity of personal and home life, on commercial worth and integrity, and upon high standards in public service. At the same time no nation can be safe that is unprepared to defend itself should any danger threaten its liberty. High moral ideals, integrity and energetic industry, together with strong unselfish patriotism, must characterise a nation that will live and grow and serve.

For such high purposes all citizens must be trained.

Here then lies a glorious field for work on the part of men who have their country's interest at heart. The war has stirred up patriotism in many who were formerly unresponsive to its call, and who, once started in that direction, will be wishful to continue to do "their bit." Let them train the next generation to be men as good as themselves.



**THE NAVY LEAGUE,
NEW SOUTH WALES BRANCH,
ROYAL NAVAL HOUSE**

SYDNEY, January, 1921

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To
Fellows and Members of the Navy League,
New South Wales Branch.

The New South Wales Branch of the Navy League has undertaken to raise units of Sea Cadets in Sydney and District. The object is to provide a thorough preliminary training for boys who, with their parents' consent, are desirous of following the sea as a career—either in the Royal Australian Navy or on board vessels of our Mercantile Marine.

The average age of the boys is 12 years and the intention is to give them the advantage of free instruction twice weekly for a period of two years in each of the

subjects here specified, viz.:—Discipline, physical exercise, Morse and semaphore signalling, mariners' compass, rudiments of navigation, squad drill, seamanship, knotting and splicing, steering, swimming, and casting and reading of the hand lead. A course of illustrated lectures will also be given.

Three hundred boys have already passed the test of a medical examination for physical fitness, and enrolled in the Navy League Sea Cadet Corps. The services of the requisite number of qualified instructors have been obtained and we are now ready to launch an effective and simple scheme of training for the boys.

In order to equip a gymnasium and provide uniforms for the cadets, funds are urgently required. We therefore, venture to appeal to you to lend your generous support to a scheme which we think you will agree is of practical utility and national importance.

Contributions will be thankfully received by any of the undersigned and due acknowledgment will appear in the columns of the Navy League Journal.

James Burns
Robert King
Alfred G. Milson
W. W. Beale

Members of Executive Committee.

GUARDING THE COASTS OF BRITAIN. WORK OF THE SEA-SCOUTS.

The war brought the Sea-Scout into his own. Six years ago his instructors were telling him in the official *Headquarters Gazette*: "Coast-watching, if practised, should be done with some object." The objects of the coast-watching Scout are so multifarious that it would take a volume to describe them. Handy, resourceful, versed in the signs of the skies and the changing moods of wind and weather, he was on guard in his hundreds along the coasts of Britain during the war.

He fends for himself, cooks for himself, acts as his own housekeeper, housemaid and gardener, and is never at a loss when confronted with the knottiest problem. As recently as October, 1917, the Admiralty asked for 100 Sea-Scouts to be employed as signallers or cooks in the trawler section of the Royal Naval Volunteer Reserve, stating that more would be required at the rate of 50 a month. The authorities are, indeed, fully awake to the value of the Scout movement, and the Sea-Scout is an integral part of the machinery of national defence.

The first Sea-Scouts troop were organised in 1911, and by 1912 the Movement was well on its way, and local branches were springing up, not only in the coastal districts, but in most of the chief industrial cities, where the great waterways provided ample opportunity for the practice of its craft. In the organisation of the Sea-Scouts the chief characteristics of the Boy Scouts were retained, and the training in swimming, rescuing, signalling, and meteorological and astronomical observation were all specially valuable. Upon this foundation was built a super-structure of special lore. The boys were taught boat-handling, knots and splices, sail-making, engine-construction and other details of the sea-faring life. They learned how to use their eyes and fingers, and, still more important, how to use their wits. The Scout, moreover, is no individualist; he is part of a corporate and co-operative whole, and has taken to heart Mazzini's noble maxim: "You are free, therefore you are responsible." His whole training has impressed upon him his duty, not only to his comrades in the Movement, but to that larger Commonwealth which we call Great Britain. The Scout's code has

throughout insisted upon the double lesson of independence and inter-dependence. The boys are soldiers in a great army, sailors in a great navy, whose watchwords are obedience and mutual assistance.

In his coast-watching duties the most severe demands are made upon the individual responsibility and resourcefulness of the Sea-Scout. At many stations there are no coast-guards or local Naval Officers, and the boys, organised under their patrol leaders, are in sole charge, receiving only occasional visits of inspection from the coast-watching Commissioner or Coastguard Officer. When the Movement was initiated, it was regarded with amusement not unmixed with hostility by the regular coast-watching service. The boys have now established themselves firmly in the respect and affection of all who have come into contact with them, and they are recognised as being as essential a part of the national organisation as the fully-fledged soldier or sailor.

The Sea-Scouts, like the land Scouts, are organised in patrols, usually consisting of a leader and three scouts, under the command of the local coast-watching commissioner. Their training—if training is not too hard and formal a word—is carried out entirely by means of games and competitions. What boy is there with the love of adventure in his veins, whose heart does not beat faster when he hears of "pirates' raids," "whale-hunting," "slave dhows," and the other ingenious and thrilling pastimes which the organisers of the movement have provided for the Sea-Scout? And what boy is there with fingers apt for making "things" who does not itch to be up and doing when he reads the following typical description of the ingenuity of a Sea-Scout troop, taken at random from the pages of the *Headquarters Gazette*:—

"A member who has passed the handy-man's tests, made a model flagstaff having a vardarm, which can be lowered at will. All the tackle that is required for the mast is made of very thin twine and pieces of bone, cut and perforated. The flagstaff and vardarm are composed of two large wooden needles. He has also made small flags and painted them. With

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the flags and staff the International code of signals are taught. Having a model (made out of cigar-box) of the fixed coast semaphore, the distant signals can be practised. Another member (just turned eleven) made balls, cones, and drums out of lead, and the distant signals by these shapes are also learnt. For the balls, square flags and whistles, when we have not the proper gear handy, we use the Sea Scout sailor cap for the ball, neckerchief for the square flag, neckerchief knotted in the middle for the whistle. The Troop possesses models made out of odds and ends that would make a curiosity collector turn green with envy. They have a Morse lamp made out of a square jam tin, a bicycle lamp glass, a small spring, and spoon flattened out for a shutter. For reading signals by sound, they have a buzzer giving out the same sound as a wireless instrument, made from an old electric door bell, wire, and dry battery. The Morse tapper has been made out of a small piece of Tate's sugar-box, piece of copper wire, steel spring,

and two screws. Altogether it cost a little labour and ingenuity. I wonder how many Troops in the Kingdom have a table which can be used for the proper purposes or as a ship? By placing a revolving pedestal underneath, fixing a rudder, lines and steering-wheel, the whole thing is ready for instructions. The steering wheel is a wooden one, and turns a wooden block on which the rudder lines work, thus turning the table in any required direction. By this apparatus helm and compass are taught. The Troops' Headquarters is divided into different parts of a ship, and Patrols assemble in their allotted section. The compass is the only thing they have to purchase, as no member could make it correctly. Buoys, beacons, and logs are receiving due consideration. Lights carried by different vessels under all circumstances have been taught; a member whilst looking through an almanac came across them illustrated, so he cut the article out, pasted it on cardboard, and now everyone can read it at leisure."

The coast-watching Scouts live for the most part in two or three-roomed cottages, which they manage and control entirely by themselves. The leader keeps the ration account and the daily log. A selection of entries in these logs, recently published by the Chief Scout after a visit to the patrols on the East Coast, gives a vivid idea of the varied activities of the coast-watching Scouts.

"Warned a destroyer off the rocks in a fog." "Sighted and reported airship going S.S.E. five miles distant." "Provided night guard over damaged seaplane which was towed ashore by drifter." "Lights shown near — at 3.15 a.m. for seven minutes, and again from apparently the same spot at 4.35 a.m." "Trawler No. — came ashore. Permits all in order except J— M—, who had none. Took his name and address to Police Superintendent at —." "Floating mine reported by fishing boat No. —. Proceeded with the Patrol boat, which located and blew up the mine." "Provided guard over wreck and stores three days and nights in — bay."

When one details the duties which are being performed by these lads one is amazed by the pluck, endurance and readiness of mind which they show. The boys have to patrol the beach, three miles out and three miles back in all weathers. Rain and sun, hail, storm and snow are all alike to them, and clad in their sou'westers and overalls, they might challenge comparison with the most seasoned mariner. They have to watch out for fishing boats that work by unauthorised hours at night and to examine all boats coming in to the shore to see that the men have their permits in order. No easy task this for a lad of twelve or fourteen, who knows that he is likely to be received with disdain as a presumptuous and meddlesome whipper-snapper. The Scouts have to answer all Naval calls on the telephone, and report all vessels passing up and down; they have to patrol the beach or telephone lines, to save wreckage and to give assistance to any vessel in distress. A vivid word picture, painted by a Sea-Scout Commissioner after a recent visit to "somewhere on the South Coast" may here be quoted:—

"In the dark hours of the morning the station was awakened—not that all were asleep—by the booming of the rockets betokening a ship in distress in the bay in front. 'Turn out, the Scouts off to the Cliff.' There, while the wind and rain

howled over the storm-tossed seas, they waited; watching to see if they could be of assistance to their fellow men out on the helpless vessel which was being buffeted by the heavy seas as they roared up the beach. At last the day broke, and there could be seen the outline of a 3,000-ton steamer, driven high up on the shore, whose steering-gear had broken down, leaving her helpless and at the mercy of the seas. Knowing the shore as he did, the officer in charge on the cliff called to a Scout to signal out to the crew to wait until the tide fell, as by then they would be able to walk dryshod to the shore. Promptly the order was carried out, and the signal duly acknowledged. But in spite of this the crew, at the risk of their lives, leapt into the sea and, with the help of willing hands, struggled ashore. Such are the incidents which relieve the monotony of our brothers who are taking the place of the coastguards who have been called away to more dangerous and arduous duties."

Nor is this record of the Sea-Scout's duties yet complete. Despatch carrying is one of the most essential and arduous of his tasks. He has to pass on from hand to hand the daily log kept by his own patrol and by the patrol next to him, until it reaches the Base Commander. Every night since the War began have these lads carried their despatches along the coast, in foul weather as well as fair, through storm and snow-drift, until their duty was accomplished.

Such are some of the Sea-Scout's activities in war-time. Many more pages might be written, if space permitted, of his grit, his courage, his resourcefulness in emergency. But the story which has already been told is sufficient to prove that the work which these lads are carrying on is as heroic, in its own field, as that of the soldier or the sailor, and that it is no less essential to the defence of the country to whose call they have so readily responded. They have been entrusted with responsibilities beyond their years, and, in a favourite phrase of the Scout, they are "playing the game." They have learned to endure hardships gladly and have proved that "boys can be men." In the years to come it will be their proud joy to know that they stood by their country in her hour of direst peril and faithfully played their part to the utmost of their ability in the great battle for the liberation of the world.

OUR SEA CADET MOVEMENT.

THE response to the Executive Committee's appeal for funds for the express purpose of equipping the boys of the Navy League (N.S.W. Branch) Sea Cadet Unit is very encouraging.

We are hopeful that many more large minded citizens will generously assist the League in its whole-hearted desire to stimulate the public to take a deeper and more active interest in the development and maintenance of Sea Cadet Units, thereby keeping alive that "sea-sense" which is our birthright and without which we shall perish as perished the maritime nations of the past.

It is with thanks we acknowledge the under-mentioned contributions to our cause:—

The Walter and Eliza Half Trust	50	0	0
The Colonial Sugar Refining Co., Ltd.	50	0	0
Mort's Dock & Engineering Co., Ltd.	21	0	0
Sir Thomas A. Dibbs	10	10	0
Messrs. Burns, Philp & Co., Ltd.	10	10	0
Kelso King, Esq.	10	0	0
The Hon. Sir James Burns, K.C.M.G.	5	5	0
E. P. Simpson, Esq.	5	5	0
Messrs. Gilchrist, Watt & Sanderson, Ltd.	5	5	0
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Mrs. M. Mayne	1	4	0
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Mrs. Coldham	0	12	0

Received to 31/3/1921 - £187 - 2 - 0

A five-guinea flag, the gift of the family of Andrew Moffitt, Surgeon, Royal Navy, 1839 to 1861, has also been received for and on behalf of our Cadet Corps.

In sending along his cheque, Mr. Kelso King wrote:—"I trust there will be a generous response to the appeal on behalf of this most worthy movement," and with characteristic liberality "if necessary I shall be pleased to send a cheque for a further contribution."

A vast improvement is already noticeable in the bearing of the boys attending drill parades.

Inquiries are in hot pursuit of an economical market wherein simple and effective uniforms can be won for the boys.

A mariner's compass, dummy rifles and several other articles of a useful nature have been loaned or given to the Corps for instructional purposes.

Bugles, side drum, punch-ball, boxing gloves and a medicine ball have been purchased, and under able guidance the lads are making good use of them.

Arrangements are being made for the supply of flags for semaphore signalling and for other paraphernalia inseparable from progressive and systematic training.

Members who have contributed, or intend to contribute, to the Cadet movement, need have no thought that prodigal spending is our aim—the watchful eyes of the Honorary Treasurers will give the signal for the brake or the pruning knife. Neither money nor time will be utilised unless there is a reasonable return in sight in the shape of a unit or units of usefully trained and disciplined boys.

The youngsters are as keen as fox-hounds and there is no doubt whatever that as soon as they don uniform and get into their stride, the healthy rivalry between the representatives of the Schools interested, will more than compensate the promoters of the movement.

That the boys will be a credit to the Navy League and to Mr. W. L. Hammer and his associates is a foregone conclusion. The amount of careful thought bestowed on every detail in the syllabus of training will ensure that the trainees lose nothing of value, but will absorb inestimable wealth of character building influences, together with the more tangible adjunct—the acquisition of a sound working knowledge of the subjects specified in paragraph 2 of the letter appearing on pages 10 and 11 of this issue.

The Directors of Mort's Dock & Engineering Co., Ltd., expressed "best wishes (with a cheque for 20 guineas) for the success of the Cadet Movement."

SPEED UNDER SAIL.

By W.W.B.

Ask the average yachtsman the question: "What kind of craft holds the highest speed record under sail?" and he will almost certainly reply, "A racing yacht of the type seen in the America Cup contests."

Steamboat men and landsmen generally would agree with the yachtsman's verdict.

The subject is a most interesting one, and it will come as a surprise to many to learn that the graceful and racy looking challengers or defenders of the Blue Ribbon of the Yachting World are not the speediest craft under sail—not even for short spurts under the most favourable conditions.

will be able to produce authentic evidence of even greater yachting speeds than those mentioned.

Before turning to the speeds of famous sailing ships of the deep sea, those wonderful creations in wood, iron and sail of the three decades, 1850 to 1880, when skysails, stunsails, save-alls, water-sails, etc., were part and parcel of a clipper's suit of canvas, and big crews of real able-bodied seamen were the rule and not the exception (how different from the spoon-fed gentlemen in the steamship's fo'castle to-day!)—it will not be out of place to record that as recently as the year



Courtesy "SEA, LAND and AIR"

A FAMOUS RACE.

Thermopylae (leading) and Cutty Sark.

It is generally conceded that two of the fastest—if not the fastest—yachts that ever floated were the American three-masted fore and aft schooner yacht Atlantic and the racer Rainbow—a Britisher.

The former's best performances date back to May, 1905, when she attained her maximum speed, i.e., 16 knots in one hour and 341 knots in twenty-four hours.

As far as can be ascertained, this effort is only rivalled by that of the British schooner yacht Rainbow, which in the year 1898 covered 60 knots in four hours and registered 16½ knots in one hour. Perhaps a reader

1904, the present writer was in a four-masted barque of over 2,000 tons register, that logged 145 knots in ten hours. The vessel at the time was under main lower topgallant sail, six topsails, foresail and fore-topmast staysail, and was running before an easterly gale to the southward of the Cape of Good Hope.

Of all sailing ships two of the most celebrated in their day were the great rivals, Cutty Sark and Thermopylae, and each exceeded the highest speed recorded by the yacht Atlantic and Rainbow, over 17 knots an hour being registered for short periods by both vessels.

Continued on page 18, column 2

From the "LOG" of the Rawson Institute for Seamen, Sydney, January 1921:—

"Once again we are able to record splendid attendances, and the figures for the year ended 31st December (nearly 64,000) is very satisfactory indeed. Such attendances denote sincere appreciation and prove how popular the Institute really is. Looking back for 12 months one cannot help commenting on the splendid type of man visiting the Institute. "It has been a genuine pleasure to handle them." At 1 yet after all, one feels that these men of the sea are men whose service to the Empire should never be forgotten. And it should be our desire to give them "a good time" of the right kind as they come ashore, maybe after a long voyage. It is one way in which we could show our appreciation, and by supporting the Institute you can help, too, in this matter."

The Navy League is anxious to help lads who desire a sea career to become good seamen and worthy citizens. It believes by training boys to reverence God, and by imbuing them with genuine pride in their glorious Australia and the equal nationhood shared with other parts of the Empire, it is doing its simple duty.

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It is our privilege to announce that His Excellency The Right Hon. Lord Foster, P.C., G.C.M.G., Governor-General of the Commonwealth of Australia, has extended his distinguished patronage to the Navy League, N.S.W. Branch.

SPEED UNDER SAIL.

Continued from page 17.

I have no records of speeds attained by the greatest of American clippers, but of Britishers it is believed that the fastest was the James Baines. This wonderful ship is credited with the phenomenal (for sail) speed of 21 knots per hour. Whether she actually did cover a distance of 21 knots in one hour I cannot prove, nor disprove, but she certainly did 418 knots in 23 hours 23 minutes on the 18th June, 1856.

Close on the heels of the James Baines comes a vessel once well-known to Australians, the ship Lightning of the old Black Ball Line. The highest run ever recorded in the log-book of the Lightning was 420 knots in 24 hours. These two runs are greatly in excess of even those recorded by the world-famed rivals mentioned above.

Many of the British Tea Clippers frequently covered a distance of 330 to 340 knots in 24 hours, prominent among them being Sir Lancelot, Taeping, Fiery Cross, and Ariel.

Of course, in getting a high rate of speed under sail, many things claim consideration—the human element, strength and direction of wind, size of ship, age, cleanliness below the water line, quality of standing and running gear, and smooth or rough sea, etc.

Summing up, it seems clear from the few instances quoted, that given equally favourable conditions, the deep sea sailing ship has proved itself superior in speed to the fastest yacht ever launched.

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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.

AUSTRALIAN BOYS FOR AUSTRALIAN SHIPS.

On pages 10 and 11 of this issue the Navy League of New South Wales is making an appeal for funds for the purpose of providing equipment and training facilities for the Navy League Sea Cadets. If present indications count for anything the appeal will not fall on deaf ears.

Conditions obtaining on board Australian ships of both services compare more than favourably with the ships of any other nation in the world and such being the case we believe it is the plain duty of Australians to assist in establishing training centres ashore, wherein boys with a penchant for the water can have their sea-consciousness stimulated and developed and at the same time acquire a thorough preliminary knowledge of seamanship, without cost, through the medium of the League's qualified voluntary instructors, thereby fitting them for a career at sea on board Australian ships.

The League believes that a wide and generous response to its appeal will be instrumental in making it possible, as time goes on, to attract sufficient boys of good character and habits to man every ship of our mercantile marine and, equally important, provide the right stamp of recruits from its trainees for the naval training ship "Tingira" and thence to the units of the Royal Australian Navy.

And so with every confidence we ask Australians to support a scheme which is pure Australian in its every aspect—the manning of Australian ships by native born Australians.

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

THE NAVY LEAGUE.

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EDITOR NAVY LEAGUE JOURNAL—

W. W. Reale, D.M.C.

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

1. To advance the continued maintenance of an effective Navy, Mercantile Marine, and Air Force, as the factors essential for the security of the Empire.
2. To encourage the scientific study of Sea Power and its use, alike in peace and 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 Mercantile Marine.
3. To maintain and develop the N.L. Naval Units and Sea Cadet Corps, to establish Training Institutions, wherever possible to prepare boys for a sea career to the end that alien boys be eliminated from the British Mercantile Marine.
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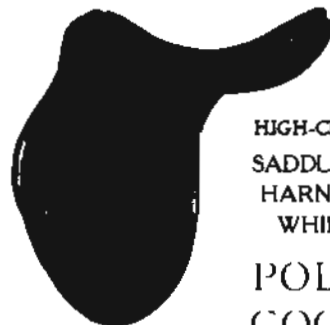
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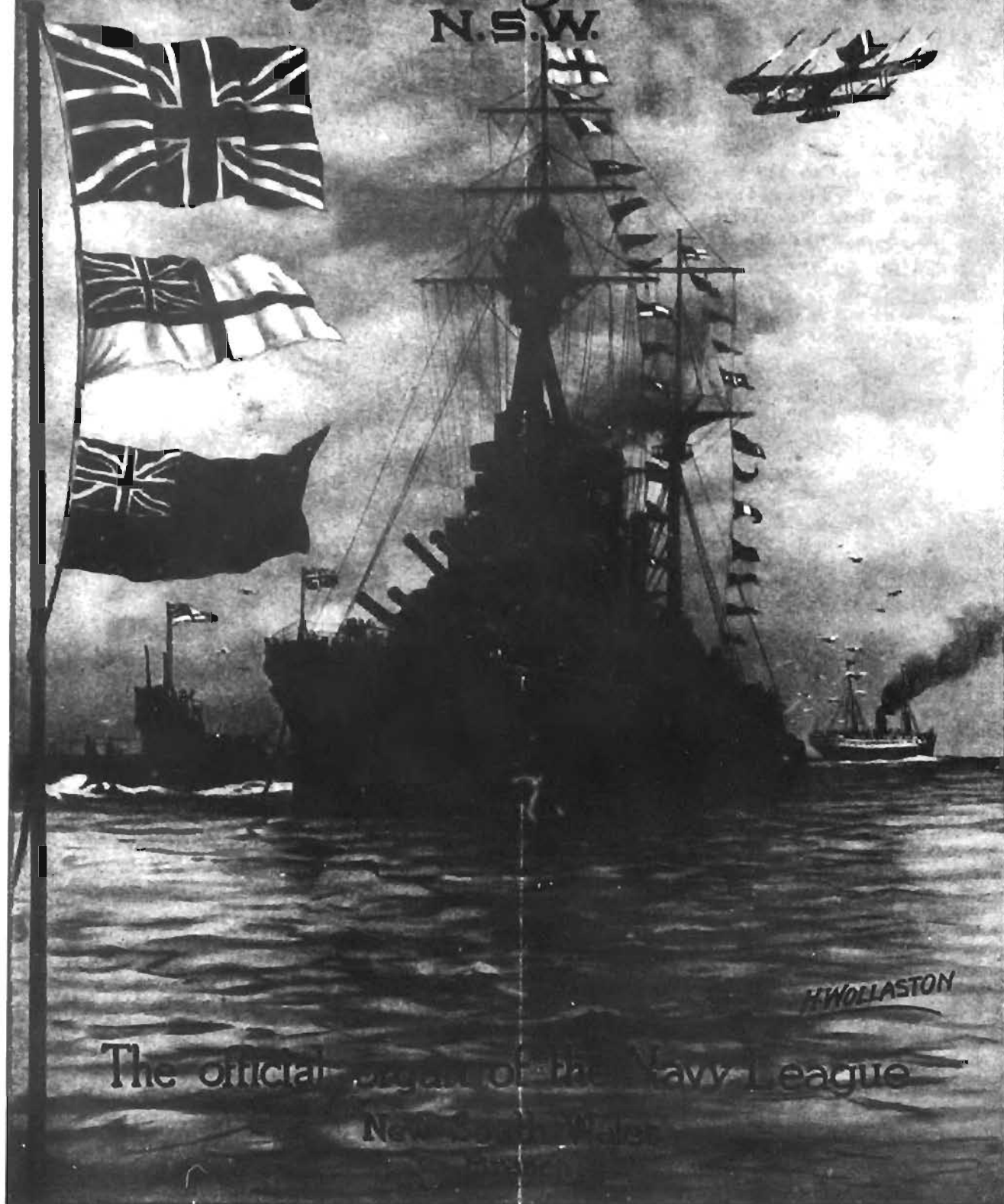
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The Navy League Journal

N.S.W.



The official organ of the Navy League

New South Wales

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CONTENTS.

	PAGE
What the League means to Canada	3
Boy Scout and Camp	8
Our Sea Cadet Movement	10
The Royal Colonial Institute	12
The Red Duster (Poem)	12
Sims—The Friend of Britain	14
Speed Under Sail and Steam	17
Navy League's Naval Policy	18
Editorial Notes	20

ILLUSTRATIONS.

Loading the Golden Grain	4
Sea Cadet Recruits	11
Flying Boat	17

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The Navy League Journal

NEW SOUTH WALES BRANCH.

VOL. I.

SYDNEY, FEBRUARY, 1921.

No. 11.

WHAT THE NAVY LEAGUE MEANS TO CANADA.

By VEN. ARCHDEACON H. J. COBY, D.D., LL.D.

[Much of what the Archdeacon has written about Canada and the Navy League applies with added force to Australia.—Editor, "N.L.J."]

Many thought that the work of the Navy League would come to an end when the war was over. This is not so. The war demonstrated and was the occasion for realising the value of the aims of the Navy League. These aims are still the aims of the Navy League, and await fuller achievement.

Nearly every advance in public policy under democratic government has been made on private initiative. One of the real disabilities that beset a democracy is that elected representatives have scarcely time enough to think out broad policies. We make great demands on our Cabinet representatives, and sometimes forget that they are human, and are generally overburdened with administrative detail. Therefore, it is part of the duty of private persons in a democracy to assist the Government to make decisions on points of policy on which it is unable to reach definite conclusions.

Germany, before the war, did not build up its Navy without a Navy League. The authorities realised the value of such an organisation and formed it. They were wise enough to see that their Government could not

adopt an aggressive naval policy unless it was supported by a substantial public opinion.

In determining a Naval Policy for Canada, the Government will necessarily have the deciding voice. But the Government will be able more wisely and easily to make this decision when the subject has been fully discussed by the public and when public opinion has been thoroughly informed.

In order that the public may know the aims of the Navy League, education is vital. If naval information cannot be given by the official heads of the country, then it may be given by a league such as this. Cabinet Ministers, for the most part, are overworked. Therefore, this League is not presuming on its rights when it takes up the work of naval education throughout the country.

(1) For years to come the one aim of this organisation will be to pay the debt we owe to the dependents of the seamen who died in the war. When we used to cross the ocean before the war, we felt how much our safety depended upon the captain and his men, and we willingly contributed to the collections which were taken up on board ship in aid of the Seamen's Orphanage Fund. We realised this debt to the Merchant Marine infinitely more fully during the war.



VIEW OF DARLING HARBOUR WHARVES, SYDNEY

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(2) A second aim of the Navy League is to provide for the moral and physical welfare of our seamen when ashore, through Seamen's Homes. We can never forget that life on the sea can never be as comfortable as life on land. Those who go to sea make certain sacrifices; and any country whose citizens will not make the necessary sacrifice to serve at sea need not hope to wield any great degree of power on the seas. We are doing a splendid work, therefore, in providing the comforts and moral supports of home for the gallant lads when they come ashore. We want to make Canadian ports safe for our Sailor Boys.

(3) A third aim of the League is the training of boys and men for the Merchant Marine and for the Navy. The training of men for the Merchant Marine in almost every country has been a matter of private enterprise, although in time of war the Merchant Marine becomes part of the Navy. The Navy League is thus virtually training the personnel for the Navy in time of war, whether the immediate destination of the boys is the Merchant Marine or the Naval Service.

When all is said and done, it is the personnel of the fleet that makes the fleet. Not the ships, but the men, are primary. Another nation is apparently trying to build a Navy greater than the British, by adding millions of tons of steel warships, but I think its most serious difficulty will be the finding of the personnel for this fleet. It is in personnel that the British fleet is so splendidly supreme. The call of the sea is in our blood. Our forefathers came from the Old Land, where life for a thousand years has been spent on or near the seas. The lure of the sea is still in the blood, and calls them and us back to the water. It is upon the training of the personnel that this organisation is concentrating its efforts. The work of the Naval Brigades is well known. I might add an illustration of the need of such training. It may not be generally known that the crews of most of the vessels doing business on the Pacific are made up of Chinese or Japanese. If there should be a war in which Japan or China was interested, very likely these men would be called home, and our Merchant Service on the Pacific Coast would be held up. From what source of supply could these

crews be replaced? We must look ahead. We cannot be sure that there will never be another war. Let us not make the mistake of believing too easily and without evidence such happy prophecies. There may be no European war for a long time; but if war springs up in any part of the world, other parts may be involved. In the event of war, the Naval Brigades would be a source of supply for all merchant ships in need of crews. This training of the boys is a wise precaution we may take in time of peace.

(4) In the educational work, which the Navy League is carrying on among the people of Canada, the importance of a strong Merchant Service should be emphasised. We know we are now in business competition with the world. All political economists hold that the development of a sound export trade is necessary to stabilise industry. Bad times are never dominant throughout the whole world at one time. The best way in which the industry of any country can be stabilised is by developing an export trade. We have vast stores of raw material in Canada, which, when manufactured, are more than enough for ourselves. We must, therefore, develop export trade, and to do this must develop our own shipping. We now rank eighth in the world in point of personnel and tonnage of ships.

The other department of the League's educational programme covers the development of a sound Naval Policy. Canada has been discussing this matter for the past eighteen years, since 1902. It is, of course, a good thing to discuss matters thoroughly, but at some time we must reach decisions. Surely the time has now come when Canada can determine its Naval Policy.

The war demonstrated that sea power is absolutely vital to victory. I do not mean that by sea power alone wars can be won, but sea power is vital, nevertheless. You cannot deliver your soldiers and their supplies and ammunition unless the ways of sea communication are open.

Long ago the seas were regarded as separating countries; now we have a different conception. Seas unite. It is the sea that binds together all the parts of the British Commonwealth. We Britons are in an unique

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position. Nearly all the other empires of the world are more or less compact, but the British Empire is essentially bound together by the sea. Therefore, no country has a right to demand that the British Empire dispense with the Navy. For sea power is the very breath and life of our Imperial Commonwealth.

No cry against "Navalism" as being as dangerous as "Militarism" must be allowed to alter our aims. Sea power has never been associated with autocracy or oppression, but always with democracy and freedom. In modern history we find that all the tyrants who tried to dominate Europe were beaten by sea power. There is no reason why we should forget the right, which we certainly have, to protect the lines of communication which link together our far-flung Empire.

Canada now takes a new position in the world. (a) Canada was represented on the Imperial War Cabinet during the war. Some permanent organ of common deliberation and action will have to take its place. I have no doubt that the political genius of our people will devise the necessary body, without interfering with the local freedom of the constituent members of the Empire. (b) Canada was recognised as possessing a national status, through our representatives signing the Treaty of Peace. The full significance of this, and its consequent responsibilities, our citizens scarcely yet realise. Equality of privilege involves equality of responsibility and sacrifice.

Even before the war Canadians felt that they were not bearing their fair share of the burden of maintaining the Navy, whose protectorate is enjoyed by every part of the Empire. Now the war has brought this fact before us with increased force. We cannot claim privileges as a nation without also accepting responsibilities. If we are going to accept the status that has been given us, we must be prepared to do our share of the general work in the Imperial family.

You, no doubt, remember what his Royal Highness the Prince of Wales said in Massey Hall: "The loyalty of the Dominions is a national loyalty. Their loyalty is not merely to Great Britain, but to the British system of living and of government. Their loyalty is to the British Empire as a whole, of which Great Britain is only one part." These words are true, but would, no doubt, have been considered radical if said by anyone else.

We are no longer "Daughters" in the mother's family, as Kipling has said, but "sisters in the one great family." That is absolutely consistent with our unity and loyalty. No body of Canadians would for one moment propose to go outside the Empire—which is the most glorious League of Nations that has ever been known. We are an Empire one and indissoluble. If so, we must pull our share of the load. We cannot maintain our self-respect unless we discharge our share of duty.

You cannot improvise a Navy in six months, as you may possibly improvise an army. We must start with the training of boys for our Merchant Marine, and thus become prepared to bear our burden of local and general defence.

I believe that the only one of Lord Jellicoe's plans that will appeal to the Canadian people is the one which provides not only for our own defence, but also for our part in the general scheme of Imperial naval strategy.

It fell to my lot to see the Grand Fleet in the month of October, 1918, about a month before "The Day," November 20th, when the German High Sea Fleet surrendered. In the Firth of Forth I went up and down those twenty miles of mighty steel ships—battleships of the Queen Elizabeth type, dreadnoughts, battle cruisers, swift cruisers, mother ships, torpedo boats, submarines and many others. It was the very embodiment of power. In that northern harbor was the force that was really throttling Germany. There was the power that made it possible to carry every man and every ton of supplies that went to the battle front. There I saw the "New Zealand," which had been paid for and contributed by the people of New Zealand. I saw the "Malaya," which had been contributed by the people of Malaya. I also saw the "Canada," but I felt sorry to think that it had not been donated by the Canadian people. In spite of the superb contribution we made on land in the Great War, I regretted that we were not represented by a contribution to the Grand Fleet of even one ship.

As the waters of the world are one, so must the naval strategy of the Empire be one. In that unity Canada will have its share. To help people to realise how essential the Navy is, and how honorable a part Canada must take in the Naval Defence of the Empire, and in the maintenance of world peace and world freedom, is the aim of the Navy League.



THE BOY SCOUT AND CAMP.

BY F. DANFORTH POWELL.

AUSTRALIAN PARENTS ALERT!

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

The average Australian Scout is an out-of-doors boy, and the event to which he looks forward with the greatest pleasure during the year is the Christmas Camp. He probably feels like the aboriginal who periodically craves for his "walk about bush." The restrictions of civilization become irksome to many of us, and who is not glad to discard his coat and starched collar in favour of old clothes of the scantiest description which will not matter however much they get torn or stained? It does one good to run wild occasionally. There is an unexpressed clamour in walking close to Nature. You may in ignorance sit down on a convenient bull-dog ant's nest to rest your weary limbs; but you do not stay there long, neither do you repeat the action, you have learnt better, even if a friend does show you how to relieve the pain by rubbing the juice from the root of the bracken fern on the injured spot. There are many other little things that a scout picks up from practical experience, such as it is not advisable to take food into his tent if he desires to keep out undesirable insects. But there is one thing he never seems to learn and in consequence he suffers much on account of his personal vanity, and that is to brown his skin gradually, thus avoiding blisters which too often spoils the continuity of his skin, his temper and the last few days in camp.

There are camps of all sorts: moving camps when the scouts are on the tramp; week-end camps: standing camps, etc., but nothing comes up to the Christmas camp which may take place just before, during, or after Christmas, according to circumstances, each Troop having to decide which is most suitable for its members. A Christmas camp is often the first camp a scout attends, and if well conducted leaves a favourable and lasting impression on his mind which, like a pipe, get more highly coloured with age. The camp is long enough for him to become accustomed to the unusual surroundings, but not so long for him to get tired of them, so when the camp comes to an end he feels like the fat boy in "Kilwick," that he would like more and looks forward to the next one as an old camper.

For the proper control of any community, the persons comprising it must be subject to rules and

regulations: the fewer the better, but they must be to the point and obeyed. Rules are made for the benefit of the whole, so that things shall run smoothly, not for the purpose of imposing harassing restrictions. It is well to have bounds, which need not be too narrow; not with the object of preventing a boy from enjoying himself or from visiting outside places, but so that the officer-in-charge, who is responsible for the well being of each boy entrusted to his care, shall know the direction a boy goes in if he travels a distance from the camp, then if the scout does not return within a given time, the Scoutmaster will know what direction to send in search of him in case the boy is lost or has met with an accident and requires assistance.

Boys seem to know by instinct who are their well wishers, and if they are looked on as intelligent beings who possess a quality known as "honour" and you take the trouble to explain matters to them, and give them places of responsibility, you will generally find they come out top. They may not perform an action exactly as you would wish, but after all they are learning, the effort has been made, and the result will be better next time. A man who undertakes to tackle boys must never forget that he was a boy himself once.

A camp of one or two weeks with scouts will provide conditions which enables a Scoutmaster to know the boys individually better than any other means: conversely, the boys have an excellent opportunity of sizing up their Scoutmaster. The knowledge the Scoutmaster gains is invaluable to him in running the Troop. He sees the strong and weak points in the character of each, and working on the information thus gained draws out the strong points and strengthens the weak.

Boys in camp learn an immense amount without knowing it. The boy who grumbles because his porridge is a little burnt at breakfast gets that feeling which makes one wondrous kind when his time comes round to be cook and he has a similar mishap. A boy new at camping, who keeps his tent mates awake the first night by talking after "lights out" has been sounded (a rather natural thing to do considering he is excited with the unusual surroundings and cannot sleep), generally wishes to retire before the proper time the following

Continued on next page, column 2.

THANKS.

ON behalf of the President, Executive and Members of the Navy League, opportunity is taken to thank the Proprietors of the *Sydney Morning Herald*, *The Sun*, *Daily Telegraph*, *Evening News*, *Sunday Times*, *Australasian* and *Sydney Mail* for the publicity they at various times have given to the aims and objects of the Navy League, New South Wales Branch. To the *Sydney Mail*, *Sea, Land and Air*, and to Captain A. W. Pearce, the League is particularly indebted for the loan and permission to use their blocks for the Navy League journal.

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THE BOY SCOUT AND CAMP.

Continued from page 8.

night. He probably has not noticed that the Scoutmaster purposely kept him busy all day in order to tire him out, and then laughs at the idea of a scout wanting to turn in before the usual time and miss the camp-fire yarns, mock trial, will-o-the-wisp or whatever happens to be the order of the evening. Camp is also a place where boys are taught cleanliness, not to be wasteful, to consider others and to keep their eyes open. Non swimmers learn to swim, for it is only half a camp if there is no bathing place near; how to select a suitable site for a camp; how to dispose of refuse; how to pitch a tent by different methods; how to select, provide and cook food suitable for active growing boys; all this and more, to say nothing of bushcraft do the scouts learn, and when camp is struck, with many regrets, the boys go home looking sun-burnt and well, having had a pleasant and instructive holiday.

DAUGHTER: "Mother, may I take this letter to post?"

MOTHER: "Certainly not! The weather is not fit for a dog to be out in it. Let your father take it."

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OUR SEA CADET MOVEMENT.

In response to the Executive Committee's invitation the undermentioned have invested in the soundest dividend producing proposition of the year—The Navy League Sea Cadet Corps.

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"The project is an excellent one and we trust the appeal meets with the support it deserves."

"Sincerely hope that your scheme will meet with unqualified success."

"Heartily wish the movement success."

"A most worthy project."

"Hope that the efforts of the League meet with the success they deserve."

"Best wishes for the success of this highly important movement."

"May your efforts be crowned with complete success."

And many more expressions of goodwill and encouragement.

The whole-hearted efforts of Mr. Kelso King and Mr. Alfred G. Milson, have very largely contributed to the success met with to date. These two gentlemen have given of their valuable time freely and without stint to further the interests of the Navy League in New South Wales.

To Sir James Burns, Sir J. Russell French and Mr. E. P. Simpson, for their invaluable assistance in connection with our appeal, much is also due.

"Parade, shun!" Sixty Navy League Sea Cadets flashed to attention.

"By the right, quick march." Sixty thirteen-year-old boys moved off the parade ground at Snail's Bay, Balmain, and marched to St. John's Hall with the rhythm of guardsmen.

At the hall one felt "one crowded hour of glorious life" as one watched the ordered array of agile limbs flash obedience to the will, and to the commands of the instructor.

It is truly remarkable that so much has been accomplished with raw material in a few weeks. But there is no secret. The material is pliable, it is willing, it is supremely cheerful. The instructors, without exception, are painstaking. They possess the human touch.

To all the officers and boys present on the evening of 24th February we would say, "well done!"

At the conclusion of the classes, Captain Beale, in the course of an address, explained to the boys the scope of the Cadet movement and what it was expected to achieve.

Bunting has been purchased at cost price and Mrs. Hammer has kindly offered to make it up into twenty sets of semaphore flags for signalling.

The offer of books to form a nucleus to a library for the Cadet Corps has been made by Mrs. Mayne. We gratefully accept.

More than anything else, we require boats for instructional purposes. To commence, rowing boats will do. Who will help?

It is hoped that the difficulty in obtaining suitable uniforms for the boys will be overcome within the next two or three weeks.

As soon as the boys are in uniform it is proposed to invite every member of the League to come and see them at drill.

SOME OF OUR RECRUITS.

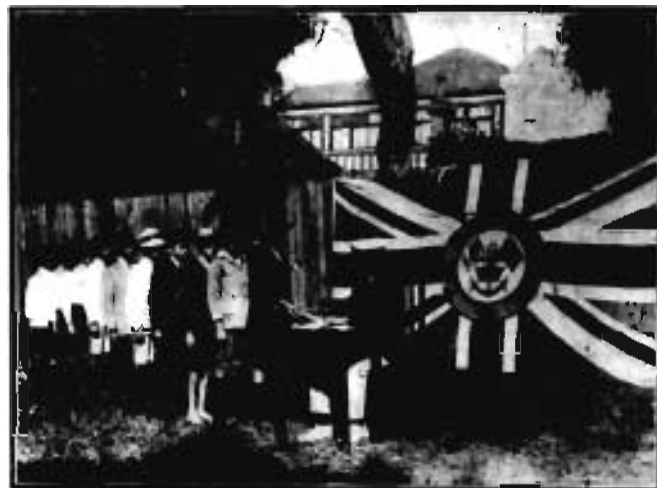


Plate sent by "Sydney Mail"

12 and 13 year old boys enrolling in Navy League Sea Cadets at Snail's Bay, Balmain.



Plate sent by "Sydney Mail."

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To encourage and facilitate the trade and industry of the Empire: especially by the collection and distribution of information and statistics regarding the openings for trade and the natural resources possessed by the various parts of the Empire.

To arrange meetings of men of affairs from any, or all parts of the Empire, with a view to improving and co-ordinating the conditions of Empire Trade and industry.

To keep emigration within the bounds of the Empire, by encouraging British people who wish to emigrate to settle in the British Dominions, instead of in other countries.

To provide and maintain a special library of books on all subjects connected with the Empire for the use of, and loan to, its members. To produce a first-class monthly magazine, "United Empire," for free circulation among all its Fellows and Associates, for the purpose of keeping them in touch with matters of Imperial concern.

To form a body of public opinion in favour of the recognition and adoption of the unifying principle that it is the duty of every British youth born under the British flag to train for the Defence of the Empire.

To encourage the study of the History, Geography and Resources of the Empire, especially in the Schools and Universities of the United Kingdom and Overseas, and to give lectures and addresses in furtherance of this object.

To hold meetings for the discussion and advancement of subject of Imperial interest.

To form Branches of the Institute in the United Kingdom, the British Dominions and British Communities in foreign countries.

And generally, as a non-sectarian, non-party organization, to work for the good of the Empire in every possible way.

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(By Herbert M. Ayres).

On all the seas of all the world there passes to and fro,
Where the ghostly iceberg travels or the spicy trade-winds blow,

A gaudy piece of bunting, a royal, ruddy rag—
The blossom of the ocean lanes, Great Britain's merchant flag.

The cargo tank from Bristol, the trawler out of Hull,

And a thousand craft of all degrees, from Sydney Heads to Mull.

They bear the old Red Duster, proud-flung, across the main,

And, whether war or whether peace, they wear it home again.

The cannon's roar the channel o'er is heard in Dover town,

And now and then with Englishmen a British craft goes down.

Safe hid at Kiel are ships of steel and underneath their nose,

With the old Red Duster at their sterns, a fleet of England goes.

A fleet, but not of battleships, though manned by men as brave

As they who guard their native shores upon the blood-stained wave:

A fleet that keeps its country's trade secure from warfare's wrong,

And brings great golden cargoes home from Capetown to Hongkong

They dare the North Sea's perils, the deadly drifting mine;

They risk the sneaking submarines, the shrapnel's fateful whine.

They round the last grim headland, to open sea they go

With the old Red Duster flaunting in the face of England's foe.

The Holland ships go sailing by, the vessels of Japan,

And flying the Tricolour plunges many a merchantman;

There's only one flag missing, which was flown so wide before—

You may search the seas in vain for it from Joluit to the North.

And so, their country battle-locked, the English ships go by,

Where the Arctic icepack tosses or the coral islands lie,

With the old Red Duster flying down the heaving ocean ways,

While to guard it men are dying as they died in Nelson's days.

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SIMS—THE FRIEND OF BRITAIN.

The Admiral's version of the happenings at Sea during the Great War.

There are few members of the British race who, knowing anything of him by repute or from personal acquaintance, have not got a warm corner in their hearts for Admiral Sims, of the United States Navy. Their interest in him may be said to date from a memorable occasion at the Guildhall four years before the war, when he made bold to state, without fear of diplomatic or other consequences, that "if the time should ever come when the British Empire is menaced by European coalition, Great Britain can rely upon the last ship, the last dollar, the last man, and the last drop of blood of her kinsmen beyond the sea." At this the political wisecracks shook their heads gloomily as they murmured, "C'est magnifique, mais ce n'est pas la politique," whilst their inmost hearts vibrated to the sympathetic chord touched to life by the words of a frank, generous-hearted and transparently honest sailor man.

And that Admiral Sims foresaw what German ambition had in view, and the response that would come from his own country, was demonstrated

clearly enough when on the morning of the 4th May, 1917, the British people learnt with a thrill of emotion that a squadron of American destroyers had been reported to the westward of Ireland and was due to reach Queenstown that morning. And reach it they did, and when on landing Commander Joseph K. Tausig, the American commander of the flotilla, was asked by Admiral Bayly, the British commander at Queenstown, "When will you be ready to go to sea?" the prompt reply came, "We are ready now, sir." Thus arose a comradeship that began and continued to the end in a spirit of loyal co-operation and with a feeling of respect and admiration each for the other.

But before this had happened Admiral Sims had gone privately to England and learned many things. Whilst in April, 1917, the man in the street was rubbing his hands and chuckling triumphantly at the impotence of U-boats to interfere in the slightest degree with his morning eggs and bacon, Admiral Sims was cased at the Admiralty with Admiral Jellicoe, who, "calm, smiling, and

imperturbable as usual," was quietly telling him that the sinkings of shipping, British and neutral, that had taken place that month indicated the destruction of nearly 900,000 tons; losses three and four times as large as those that were being published in the Press. A continuance of this state of affairs indicated, as Admiral Sims was informed, that the limit of endurance would be reached about the 1st November, 1917. Then we read how Admiral Sims, splendidly supported by Ambassador Walter H. Page, set themselves to bring home to the American authorities the magnitude of the situation.

"We are losing the war," he telegraphed to Washington, and a few days later sent a further grave message, "Allies do not now command the sea." How the United States answered this appeal and came to our assistance in the dreadful hour of need has been alluded to above.

And what was the primary factor in bringing about the defeat of the U-boats? The gallant destroyers, British and American, devotedly, untiringly, and splendidly as they did their part, were unable alone, owing to insufficiency in numbers, to accomplish it. It was the convoy system that eventually brought about the destruction of German hopes that had risen, not unnaturally, to the highest point of triumphant expectation—that wonderful convoy system that the skippers of merchant vessels had emphatically stated to be unworkable. "It is all right," they said, "for war vessels to manoeuvre in close formation, for they spend their time in practising these formations, and it is second nature to them. But we can't do it! When in formation to manoeuvre our ships in the fog, or at night, without lights, is impossible. We would lose more ships by collisions than the submarines would sink." When asked by Admiral Jellicoe whether they could sail in two and threes and keep station, the discouraging answer came that "two might do it, but three would be too many."

Despite this the Admiralty decided to send one experimental convoy from Gibraltar. Naval Officers were sent to Gibraltar to instruct the merchant masters in the details of assembling and conducting vessels. Eight-knot ships were selected for the experiment, and a number of destroyers were assigned for their protection. The merchant captains, as was to be expected, regarded the whole enterprise suspiciously, but entered into it with the proper spirit. What was the result? On the 20th May the first convoy arrived at its English destination in perfect condition! As Admiral Sims writes, "The merchant sailors found that they could do practically everything which, in their conferences with the Admiralty, they had declared they were unable to do! That critical voyage meant nothing less than that the Allies had found the way of defeating the German submarine."

Admiral Sims tells many good stories, and amongst them one perhaps unequalled in its grim

note of tragedy. It is the story of German submarine that was detected by some American anti-submarine units some 150 miles of Land's End. Depth charges were shot from the "Y" guns, and presently "listeners above clearly heard a scraping and straining, as though the boat was making terrific attempts to rise. There was a lumbering noise such as might be made by a heavy object trying to drag its bulk along the muddy bottom; this was followed by a silence, showing that the wounded vessel could advance only a few yards. A terrible tragedy was clearly beginning down there in the slime of the ocean floor; a boat with twenty-five or thirty human beings on board, was hopelessly caught, with nothing in sight except the most lingering death." The subchasers unhappily had no more depth charges, or they would promptly have put the poor wretches out of their misery; and so they listened for hours, until suddenly "a sharp, piercing noise came ringing over the wires. It was a sound that made the listeners' blood run cold. Only one thing in the world could make a sound like that. It was the crack of a revolver. The first report was hardly stifled when another shot was heard, and then more in rapid succession. The larger part of the officers and men, finding themselves tightly shut in their coffin of steel, had resorted to that escape which was not unconsciously availed of by German submarine crews in this hideous war. Nearly all of them had committed suicide."

Admiral Sims tells us of the wonderful mystery ships and the way in which German submarines were decoyed to destruction; of the great mine barrage in the North Sea; of fighting submarines from the air, and of the many other amazing activities in connection with the anti-submarine campaign. But one thing he makes clear—and it is a fact never to be forgotten—that, whilst the destroyer was the protecting arm of the convoy, the power that made possible their operations was the mighty force of the Grand Fleet cruising quietly in the North Sea. As Admiral Sims so graphically concludes his chapter on the adoption of the convoy, "The world was preserved because the destroyer and the convoy solved the problem of the submarine, and because lack of their agencies of victory lay Admiral Beatty's squadrons (afterward supplemented by a fine squadron of American ships), holding at arm's length the German surface ships while those comparatively fragile craft were saving the liberties of the world."

* This statement is rather remarkable in view of the fact that more than two years before Admiral Sims' interview with Admiral Jellicoe at the Admiralty, a great fleet of 38 troopships, convoyed by 4 or 5 warships, conveyed the Allies to Alexandria, Egypt. (Ed. N.L.J.)

The Victory at Sea. By Rear-Admiral W. S. Sims. (John Murray. Price 21s. net.)

FACTS OF VITAL IMPORTANCE
TO AUSTRALIA.

Recently the Labour Premier of Queensland (Hon. E. J. Theodore) in the course of an address at the Brisbane Trades Hall, indulged in some plain speaking.

In stressing some very obvious truths, he said:—"The Labour movement had recognised the necessity of filling up the spaces in Queensland and Australia. We could never hope to be a self-reliant nation unless we got more people in Australia. We would have to fill the empty spaces, for we were menaced at the present time by a danger which only too few recognised. That was the danger from the Asiatic."

This was no figment of imagination. Public men in France, to whom he had talked on this matter, ridiculed the idea of Australia being able to remain a white man's country with only a handful of people holding 3,000,000 square miles of territory. Australia would one day be called upon to defend herself from Asiatic invasion. Anyone who doubted this lived in a fool's paradise."

THE SINGAPORE OR PENANG
CONFERENCE.

It is understood that the Minister for the Navy (Mr. Laird Smith) stated that: "The visit of the cruiser Brisbane to Singapore will enable the Royal Australian Navy to be represented on an equal footing with the Imperial Navy."

The visit will afford an opportunity for carrying out the recognised official policy of arranging meetings with units of Imperial squadrons for the purpose of combined drills and exercises, to the great gain in efficiency of the units concerned.

In view of the necessity for co-operation in war, it is considered to be of the utmost importance that the units comprising neighbouring squadrons should meet and exercise together in peace time, and it is to be observed that the defence of Australia is closely associated with the problems which confront British fleets in the Pacific.

It was originally intended that the Brisbane should take part in a series of fleet exercises which are now being carried out off the coast of New South Wales, and in which it is hoped that a cruiser from New Zealand will participate but it is thought that the advantages of meeting and competing with the ships of the China and East Indies squadrons will outweigh those of carrying out the original programme.

Furthermore, by using the Brisbane for this service the Department of the Navy has adopted an economical course, and one which will further uphold the prestige of the Commonwealth and enhance the efficiency of the service."

The Minister is reported to have said further "The journey will be a great test to the Brisbane's value as a warship." "The acid test?"

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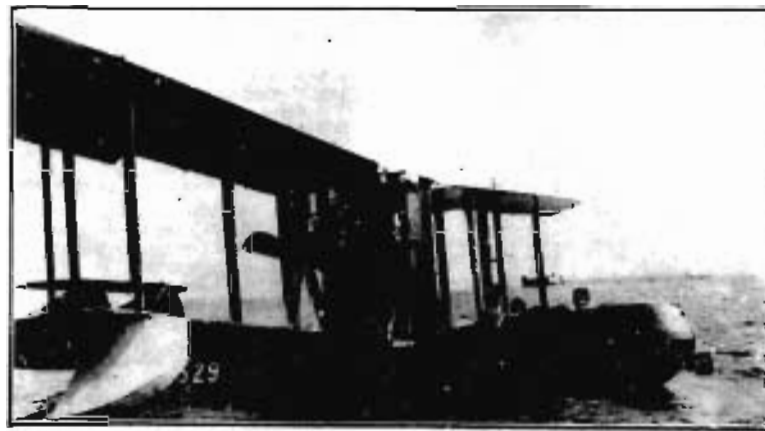
By W.W.B.

Several communications relative to the article "Speed Under Sail" which appeared in our January issue have come to hand. The writers, without exception, are satisfied that the fastest sailer the highways of the deep have ever known was the three-masted full-rigged ship Thermopylae of the Aberdeen White Star Line. Their satisfaction is based on the smart maiden voyage of that very celebrated clipper.

One of our correspondents stated that the Thermopylae's first passage from London to Melbourne occupied 60 days.

mining a very interesting article entitled "Ocean Greyhounds." The article deals with many famous wool and tea clippers of 50 to 60 years ago. According to the writer of the article referred to, the two speediest ships under canvas were the Aberdeen clipper mentioned above and the beautiful tea clipper Sir Lancelot.

I cannot find that either one of these wonderful ships ever equalled, let alone surpassed the astonishing performance of the American built British owned 2,000 ton sailing ship Red Jacket. This remarkable vessel covered 3,185 knots in ten days



Courtesy "Sea, Land and Air."

FOUR-SEATER FLYING BOAT.

To dispel any existing doubt and for the benefit of interested readers the following authentic record of the dates of departure and arrival is given:—Thermopylae sailed from London on the 7th November, 1868, and arrived at Melbourne on 9th January, 1869. She was thus 63 days out from port to port, and from pilot to pilot her time was 61 days.

A member of the League, Mr. H. A. Corkran, has sent a cutting taken from the "Sydney Morning Herald," of 12th March, 1910, con-

in July 1854, at an average of 31.85 knots a day. Such a record would stagger the skipper of a modern tramp steamer, and immortalise the "old man" of a present day wind-jammer.

Of course when we come down to the average speed of the average sailing ship we get into very low figures—possibly 5 to 6 knots an hour, whilst on the other hand the 26 knots an hour of the record breaking turbine driven leviathans of the Atlantic passenger service eclipse the best that wind and canvas ever accomplished.



THE NAVY LEAGUE'S NAVAL POLICY FOR THE FUTURE.

The Honorary Secretary of the New South Wales Branch of the League has received a Memorandum from London Headquarters outlining the League's Naval Policy.

With that policy we agree. But we go further and say: permanent peace between the nations of the earth never will and never can be assured unless the United States of America and the British Commonwealth of nations go hand in hand.

Any conference of nations from which America is absent would arrive nowhere.

For the sake of the human race, Britain and her associates dare not ignore the United States, and the United States for the same sacred reason cannot afford to pursue a policy of frigid aloofness and conspicuous isolation.

The salient features of the Navy League's Memorandum follow:—

1. There is no alternative to competitive building of ships of war except an international naval agreement, and this applies to whatever type of ship is considered to dominate the sea position for the moment, for there is increasing certainty that new inventions will render obsolete, at shorter notice, all existing or contemplated ships, but this will simply divert competition into new channels, as it always has done.
2. In the Spring of 1917, when the danger from the U-boats was at its highest, there was given to the English and American seamen especially, an opportunity of bearing remarkable witness to the influence of that sea-spirit of brotherhood which is their common birthright and heritage; this was undoubtedly one of the most significant lessons of the war.
3. The Navy League holds that the time is now specially favourable for taking advantage of this lesson, and that it is for these two nations to give the lead in proposing a Conference between all those powers whose geographical positions impose upon them guardianship of the seas, and to decide in what way this joint guardianship may best be carried out.

4. There is no doubt that the spirit which makes for co-operation is to be found in greater measure amongst seamen than among the members of any other calling, for their oldest traditions are built on it. For this reason it is held that the proposed Conference should be largely composed of seamen who have held high commands at sea.

5. Let it never be forgotten that peace must be paid for as well as war, but the sacrifices involved are generally avoided by describing them as "visionary," or "idealism" and beyond the range of those practical policies which have brought the world to its present position.

6. It would seem, however, that science, as applied to destructive agencies, is forcing us ever more rapidly to the conclusion that the highest idealism of all is the only practical alternative to world suicide.

7. The Navy League holds that the sea-story in the past of Britain and the United States imposes on them mutually the duty of attempting to render to the world a still greater service, and for this reason it urges that the invitation to the proposed Conference should come from the two great Anglo-Saxon Nations jointly.

A prominent American newspaper proprietor in the person of Mr. William D. Boyer, recently said:—"The real heart of America wants to work in close co-operation with Britain. We are nothing more than a British colony after all. We fought shoulder to shoulder in the world war, and for that, if for no other reason, it is up to us to stick close together. And that is what we, on our part, mean to do, and that too, is, I am sure, the will of Australia."

We agree. We go further and say that a war between America and the British Commonwealth of Nations would spell disaster, absolute and final, for the white races of the earth.

Captain F. G. Waley said he would get enough advertisements to fill a page in the Journal. He got them. Thanks, Captain Waley. Next please!

The poem entitled "The Red Duster," which appears elsewhere in this issue, was sent in by Mr. W. M. Garling, of Killara, and was published originally in "Sydney Morning Herald" of 20th November, 1915.

The Australian fleet, under the command of Commodore Dumaresq, C.B., C.V.O., R.N., has been engaged at Jervis Bay in an extensive series of exercises.

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ALPHONSE EVEN

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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.

NEW BLOOD.

INCREASED MEMBERSHIP.

The Navy League was formed in England nearly 30 years ago. With Headquarters in London, its branches extend to almost every part of the Empire. The leaves are falling away from some of the branches and the branches themselves are ripening to decay. Apathy is the disease responsible for this state of affairs and its influences are not entirely absent from New South Wales.

The remedy is simple—the infusion of new blood.

Hand the pink enrolment form to a friend and tell him to fill in the required particulars, attach cheque or postal note and post to Navy League, Royal Naval House, Grosvenor Street, Sydney. Let it be the aim of every member to add at least one new member to the League and so make the New South Wales Branch the strongest outside of Britain. You can do it on the train, tram, boat, road—in fact, anywhere where two or more are gathered together. Do it, do it now. The officers and instructors of our Cadet Corps are cheerfully and voluntarily giving much of their time to the strengthening of the League and the increasing of its pulling power. They do not count the cost or the personal sacrifice involved. Believing in the League's power for ultimate good, they work for it. The only reward they ask is "achievement." If you love Australia and Australians, you will support the League in the way indicated, for the Navy League stands for the permanent integrity of Australia and the Empire.

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

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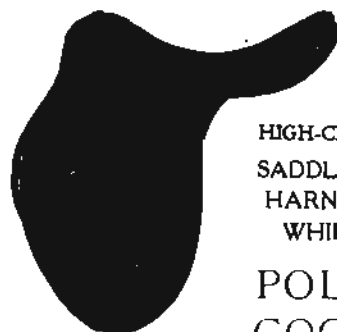
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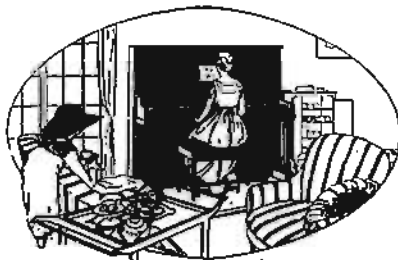
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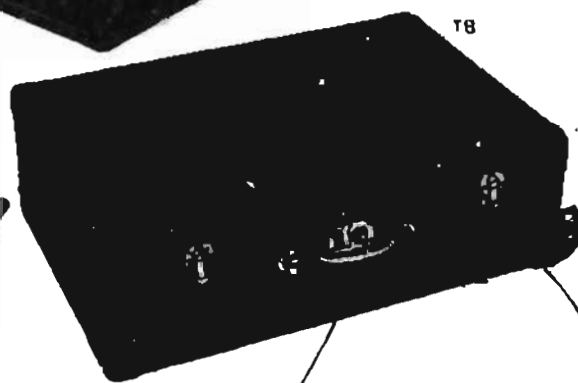
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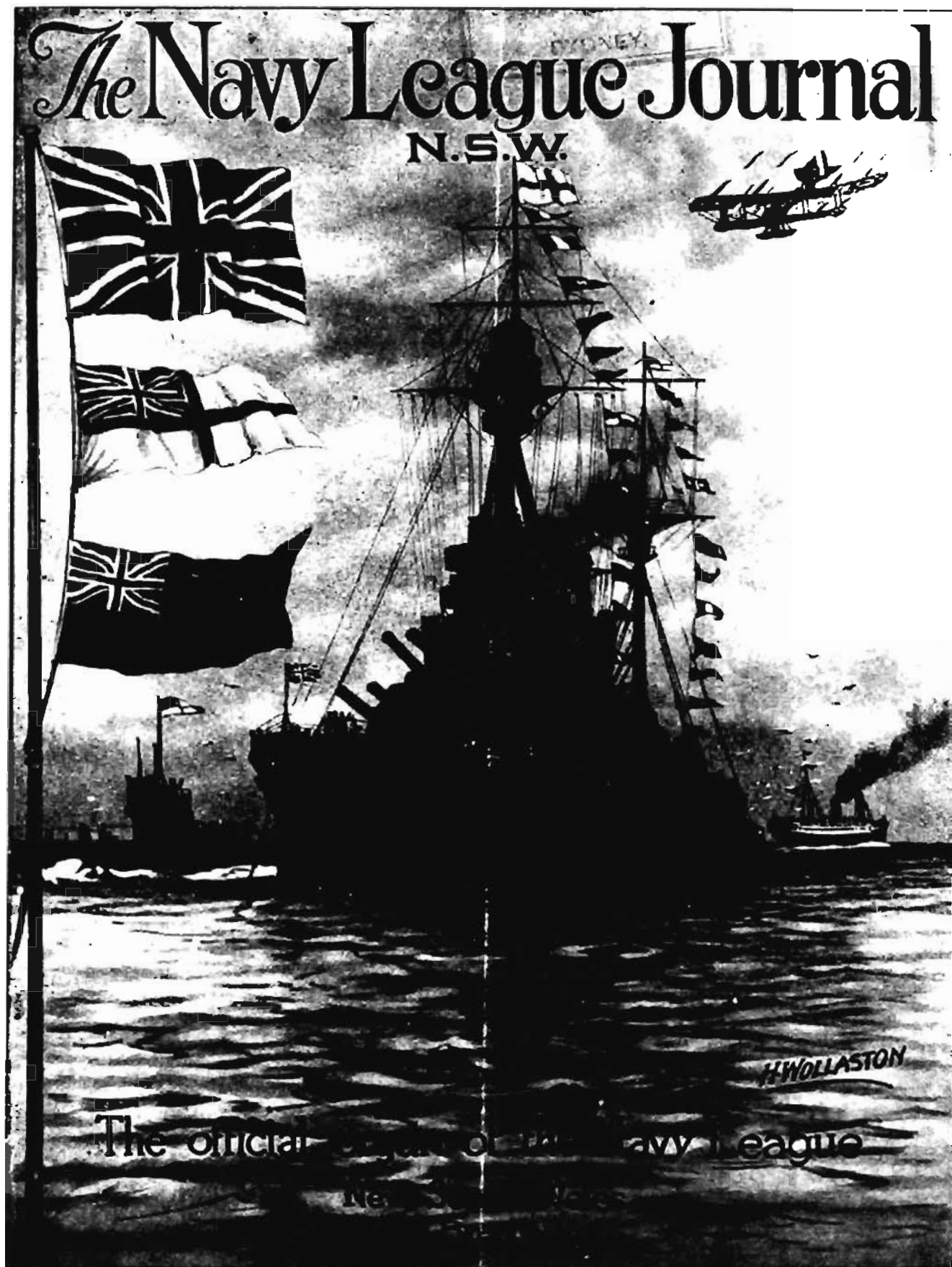
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CONTENTS.

"Our Heritage, The Sea"	-	3
Wreck of The Schomberg	-	5
Our Indebtedness to The British Navy	-	7
The Boy Scout	-	8
Navy League Sea Cadets	-	10
Presentation of Flag and Address	-	12
The June Conference	-	14
The Empire's Merchant Service (Poem)	-	16
Editorial	-	20

ILLUSTRATIONS.

Chart of Pacific	-	4
Ancient Mariners	-	11
A Sea Cradle	-	11
Captain Cook, R.N.	-	12
A Southerly	-	17

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The Navy League Journal

NEW SOUTH WALES BRANCH.

Vol. I.

SYDNEY, MARCH, 1921.

No. 12.

"OUR HERITAGE, THE SEA."

By courtesy of the "Sydney Morning Herald," we are allowed to reprint herewith the whole of the leader appearing in that Journal on the 24th March last. (Ed. N.L.J.)

The speakers at the luncheon of the Ancient Mariners' League in Sydney Harbour last Saturday drew attention to a matter which is of the highest importance to the future of Australia. The Federal Defence Act of 1909 and its administration are both far from perfect, and there have been inevitably a big crop of amendments since the principle of compulsory citizen service was first made the law of the land. The war indicated amendments on the military side; there are improvements on the naval side equally urgent. Under the Act the system is that the Royal Australian Navy has first selection for sea training of the yearly quota of cadet trainees (aged 14). The remainder must go on for military training. As many as the navy can train it takes; many others eager for naval rather than military training, it must perforce refuse, because training depots are utterly inadequate. The scheme thus works—certainly in this State, and probably in the other States, too—to prevent young Australians from going to sea. In New South Wales there is one naval cadets' depot at Newcastle, taking about 300 boys annually for sea, instead of land, defence training; and there is one in Sydney, which will take 800 trainee-cadets a year. This Sydney depot is in Rushcutter Bay, and has a few boats for elementary boat-training. The depot cannot by any means absorb all the boys even of Sydney—let alone the rest of the State—who

want to train for a sea career or the naval reserve; in fact, it is filled to the limits of its annual accommodation solely from an area within a small radius of the depot itself. All the remainder of the harbour and other shores of the metropolitan area have no chance whatever to send a single boy to the naval cadets' depot. Of the demand for increased facilities for this sea training there is no room for doubt. Even the Rushcutter Bay depot, severely limited in its recruiting range, was filled to its limits of 800 boys in the first two months of this year. These facts speak with telling force. If the military training irks many Sydney boys, may it not be because their personal choice is for naval training, and that is denied them?

Those who may question whether this is really so will be further enlightened by the record, even over a short period, of the movement to train sea cadets from the age of 12 by the New South Wales branch of the Navy League. For this purpose the Navy League has raised several hundred pounds and established a depot at Balmain. In a month it has had six hundred applications from boys of the surrounding district to enter its school; three hundred have passed the medical test and been enrolled; and one hundred (the limit of the scheme's present capacity) are being trained. The training is in discipline, physical exercise, boxing, signalling, the rudiments of naviga-

tion, seamanship, swimming, and so forth; the time taken is two hours each in two week evenings and every Saturday afternoon. The figures above cited show the keenness of the boys. It may be added that on the occasion of a local carnival on a recent Saturday, a great "draw" to the youth of the district, 89 of the 100 boys preferred to attend the Navy League school rather than go to the carnival. This training is not necessarily for the naval service, though the boys may, of course, elect for that if they wish; the merchant service,

WORLD'S NAVAL STRATEGIC CENTRE



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The Pacific Ocean, which has recently increased enormously in importance, from a naval point of view. It is rumored that America intends to concentrate nearly the whole of her naval strength in the Pacific.

too, offers a fine career to great numbers of them. The Navy League has ground for believing that if the Federal Government would interest itself in this development, shipping companies would contribute, too, towards the furnishing of sea-training sailing ships to improve the boys later on as sailors. Unfortunately, as matters are, the benefit of the Navy League sea-cadet scheme may be lost to the boys and to the country because the Federal Act requires them to abandon this training at 14—since facilities for naval cadet training are so limited—and undergo military training instead. It means that is a great

number of cases a promising young sailor is obliged, to his natural resentment, to attend an inferior sort of training which aims at making him pass as a soldier. The effect cannot be good from any point of view. This Commonwealth is still an island, though a large one; its people are congregated, on the whole, by the seaboard; our national life depends on our sea trade, and the sea power which protects it and everything else that is ours. There is a pronounced sea instinct in a large proportion of Australian youth—a fact

for which our statesmen should be profoundly thankful, since the breeding of a local race of sailors is a necessity if our authority is to endure in these seas. The eagerness for sea training reported by the Navy League looks like a signal of destiny; it demands proper response from the administration. Herein lies the beginning of an Australian merchant service, of Australian fisheries, vital reserves for the manning of our navy. Let the naval cadet depots be increased, and the surplus trainees, over and above those who elect for a naval career, enter the merchant service if they wish.

STORIES OF THE COAST

WRECK OF THE SCHOMBERG

By CAIT. J. H. WATSON, F.R.A.H.S.

The credit of being the first clipper to visit Port Jackson belongs to a barque named *Phœnician*, which sailed under the flag of George Thompson, of Aberdeen. The average passage of the best ships in this trade during the forties was 137 days, so when this new clipper came into port in 92 days it was something to talk about; her best passage, however, was in 1852, when she went home in 82 days, a feat very seldom done now by sailing ships. From the time she made her first trip, in 1849, may be dated the new era in shipping.

We are indebted to the United States for the birth of the clipper; the discovery of gold in California caused such a rush of people to the Pacific side that it became absolutely necessary to find a quicker mode of transit for both passengers and goods to supply the rapidly growing population of San Francisco and the goldfields. Besides, the competition with the British merchants in the carrying trade to China and the East was rapidly developing.

In 1851 the wonderful ships turned out in the American building yards placed the British builder on his mettle, and James, of Sunderland, Hood and Hall, of Aberdeen, produced vessels that eclipsed anything built in the States.

Among the most noted from the Western side of the Atlantic in the Australian trade in the early fifties were the Liverpool ships Marco Polo, Red Jacket and Lightning. The quickest passages made by the former up to 1853 was outward to Melbourne 75 days and homeward in 76 days. The Red Jacket was sent to beat this, and made the outward run in 69½ and homeward in 73½, thus beating anything ever accomplished by the Marco Polo. The owners of the latter (James Baines & Co.), not to be outdone, put on a ship, the Lightning, which the Boston *Atlas* termed a "nautical curiosity. Her bow is the sharpest and most concave that we ever saw, and astonishes every one that sees it. Nothing like it has been produced here. The general outline of the ship is beautiful."

The command of her was given to Captain J. N. Forbes, of the Marco Polo, who had made such quick runs out and home in that vessel for four years. She followed the Red Jacket through Port Phillip Heads afterwards, her time being 77½ days. But the disappointment caused by this

defeat was compensated for by her homeward run of 63 days, beating the Red Jacket by 10½ days to the Mersey.

The owners of the celebrated ships, which under the Black Ball flag, were competing for the Blue Ribbon of the Southern Seas, were, however, not satisfied with the ships or the time they occupied on the voyage. They, therefore, no doubt, inspired by Captain Forbes, himself an Aberdeen man, went to the granite city for a ship; and placed the order with Messrs. J. and W. Hall for a vessel of 2400 tons, which was completed and launched April 5th, 1855, having been built under the supervision of Captain Forbes. The *Morning Chronicle*, a London paper, speaks of her in the most enthusiastic terms, describing her most thoroughly. She was the largest vessel of her day, magnificently fitted up, built to last and make passages. She had accommodation for 1000 people.

She was named Schomberg, after Captain Schomberg, R.N., the chief Government Emigration Agent at Liverpool. On being taken round to that port she was most elaborately and sumptuously furnished, and sailed for her destination on 6th October, 1855, under the command of Captain James Nicol Forbes. The *Liverpool Journal* of September 22nd, 1855, winds up a long peroration with these words, "and we must congratulate Messrs. James Baines & Co. on having such a gentleman as Captain Forbes to command this clipper. If it possibly can be done Captain Forbes will, with his gallant crew, put an end to all croakings about the inability of clipper ships to compete with steamers to Australia."

It has been stated that at a banquet given to him at Liverpool before sailing, and in replying to the toast of "The Guest," he said he would be at Melbourne, or a place generally said to be hotter, in 10 days.

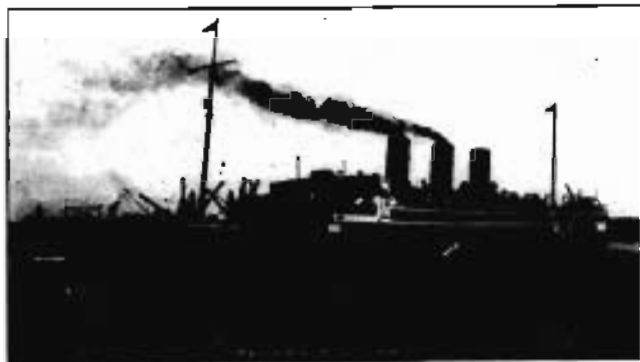
The Melbourne *Argus* on December 12th stated that "this magnificent clipper has now completed her contract time of sixty-five days."

The next thing heard of her was that she was a total wreck on the coast near Cape Bridgewater, having got there on the 26th December, eighty-one days after leaving the Mersey, or four days longer than the longest passage of any of the ships she was specially constructed to beat.

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OUR INDEBTEDNESS TO THE BRITISH NAVY.

(PORTION OF AN ADDRESS DELIVERED IN ADELAIDE BY
PROFESSOR G. C. HENDERSON, M.A. (Oxon.)

Great Britain and Australia are parts of one great Empire. They are both surrounded by sea, and between them and other parts of the Empire roll the great oceans of the world. It is because of this that the fleet has been able to render such great service in the past; and it is only reasonable to expect that the safety of the Empire in the future will depend in great measure upon an efficient Imperial Fleet.

This statement will be challenged by those who argue that the invention of the submarine and the aeroplane has rendered the fleet obsolete. It does not appear that that is the opinion of the responsible advisers of the British Government, and since they are the men who have technical knowledge and experience in the working of the great machine, their opinion is entitled to far more serious consideration than that of theorists. But, apart from that, we have experience extending over centuries to guide us in forming a judgment. Looking back over the past four centuries, we see that though there have been great and even fundamental changes in the art of warfare at sea, the history of the Navy has been continuous. The invention of gunpowder and the manufacture of efficient cannon necessitated important changes in the sixteenth century. Drake understood them and adapted himself to them. The Spanish admiral did not, and chiefly for that reason the Spanish Armada was defeated. In the nineteenth century there were great changes again, due to the invention of the steam engine and explosives, and the hundred and one improvements in the scientific apparatus used on the fighting ships. Once again British seamen adapted themselves to the changes, with the results that have been revealed to us in the last great war. The submarine and the aeroplane will necessitate great changes in naval construction in the future; but is it likely they will be so great as to render the fleet obsolete? Judging by the experience of the past, it is very unlikely indeed. The effect of a great convulsion such as that through which we have passed since 1914 is to make people think for the time that the continuity of history is broken. But very rarely indeed does that happen in human affairs. There are periods of growth and decline, and sometimes rapid growth and rapid decline; but gradual, not cataclysmic, change is the distinguishing characteristic of development in human affairs.

And the same argument may be used in answer to those who say that the establishment of a League of Nations has rendered the maintenance

of a great fleet not only useless, but positively pernicious. The great object for which the League of Nations was inaugurated was the maintenance of the world's peace. This is a great and noble ideal, which every good man and woman will cherish and work for. But the immediate question is: By what means is that ideal most likely to be attained? It has often happened in this world's history that schemes that look well upon paper have proved to be ineffective and even harmful in practice because they are out of harmony with prevailing conditions, or pre-suppose a degree of enlightenment and unselfishness in human nature which can only be attained after long years of education and spiritual discipline. We are not unfamiliar with such schemes for the administration of industrial and national affairs. Is it not possible that in the League of Nations, too, we have a scheme of international government for which the nations of the world are not yet ready?

No doubt there have been forces working through the previous centuries in the direction of a League of Nations; but the history of the Holy Alliance and the Concert of Europe has already proved that so long as trouble arises from a small nation, leagues of this kind may work well enough; but that when a great and powerful nation is the disturbing influence, they break down. Had all the great nations of the world joined this league wholeheartedly, after considering carefully all their commitments, much might have been expected from the league as at present constituted. But they have not. America is a great and powerful nation. She has so far refused to be bound to contribute military forces when called upon, and she will not give up the right to decide for herself what are domestic as distinct from international questions. So far has she departed from the policy of the League as at present constituted that the declaration has gone forth that in three years' time she will have the greatest navy in the world. In view of the past history of Great Britain, whose very existence has depended upon sea power, what must be her answer to that declaration? Only one—the one already referred to in the forecast of a great Imperial Fleet for the protection of the Empire as a whole. But if that is the only reply, what becomes of the limitation of armaments, which is the principal means by which the League of Nations hopes to preserve the peace of the world?

The League of Nations is a grand and noble ideal; but the British Fleet is a grand and great reality, and in such high matters as self-preservation,

THE BOY SCOUT.—THE BADGE SYSTEM.

BY F. DANVERS POWELL.

AUSTRALIAN PARENTS ALERT!

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



When a stranger meets a party of Scouts for the first time he generally wonders what the little badges sewn on different parts of the uniform indicate.

There are two kinds of badges: 1st Rank; and Merit. These badges are only hired out to the wearer, not sold to him; the object being that if a boy goes back on his scouts promise or does not keep up to the standard the badge indicates, the badge can be called in: again, not being the owner, a boy has no right to sell or give away the badges to another, otherwise boys who have no connection with the Association might pose as scouts and by their actions give the movement a bad name. If, on leaving, a scout wishes to retain his badges as souvenirs, he is given permission to do so, provided his behaviour has been satisfactory, and he gives his word he will not dispose of them to anybody else.

Until a newcomer has passed the required tests for the grade of Tenderfoot and has taken his promise, he is only a Recruit, not a Scout, and has no right to wear the scout's uniform; but when he has qualified he becomes a Tenderfoot and as such is entitled to wear the Tenderfoot badge. This consists of a fleur-de-lis with a star on the two outer leaves. The badge worn on the uniform is worked on cloth and worn above the left-hand pocket. When in civilian clothes the sign is worn as a metal button in the left-hand lapel of his coat. The ordinary scout wears a brass button, the Patrol Leader a white metal button.

When a Tenderfoot advances to the 2nd Class Grade, he has a right to wear the 2nd Class badge in addition to the Tenderfoot badge, which is worn by all grades of scouts. This badge is worn on the sleeve of the left arm between the shoulder and the elbow and consists of a scroll, worked on cloth, with the Scouts Motto "Be Prepared," and a small cord below it.

Each grade is more severe than the one before it, so to win the 1st Class badge a scout has to pass a greater number of tests which are also more difficult. The 1st Class badge is a large fleur-de-lis, worked on cloth, with a scroll under it similar to that forming the 2nd Class badge. This is worn on the sleeve of the right arm between the shoulder and the elbow.

On passing the 2nd Class grade a scout can, if he wishes, qualify for merit badges. A few boys with the true scout spirit prefer to win the 1st Class rank badge first, and then they select the more useful merit badges in preference to those of less value, which are easier to win, while other boys commence badge collecting as soon as they become 2nd Class scouts and then begin with those considered the easiest irrespective of their relative usefulness. The object of the Merit Badges is to encourage scouts to obtain a useful working knowledge of the selected subjects. The badge is only a sign that the wearer has obtained a certain knowledge and he should not only keep up but increase his knowledge by practice. If a scout ceases to be able to carry out what the badge he wears stands for, he is sailing under false colours and he can be told to hand in the badge until he rectifies matters. The examination for these badges are conducted by persons conversant with the subjects and may be oral, written, practical, or all three, dependent on their nature.

The activities in connection with scouting are so numerous that a boy must be very abnormal if he cannot find some that appeal to his tastes. Some of the badges have to do with trades and professions and by giving a boy an insight to them may influence him in the selection of a vocation: among these may be mentioned the following badges as examples: blacksmith, carpenter, gardener, leather worker, laundryman, surveyor and tailor. Some badges are connected with sport, such as: the horseman, marksman and swimmer's badges. Some deal with art and science, such as: the musician, naturalist and star-man. Then there are public utilities, such as: the ambulance, missionary, and pathfinder's badges.

Merit badges are worn on the left arm, between the shoulder and elbow, except those which have to be won in order to obtain the King's Scout badge which are worn on the right arm. The King's Scout badge is an oblong piece of cloth on which is worked a crown surrounded by an arched border. To win this a scout must be a 1st Class scout and have won the following Merit badges, the Pathfinder and three of the following: Ambulance, Cyclist, Rescuer, Fireman, Marksman.

Continued next page, column 2.

THE BOY SCOUT.—THE BAIXIE SYSTEM. CONTINUED.

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or Signaller. In order that a King's Scout shall remain efficient, he has to pass the tests every year to warrant him in retaining the badge.

For each year that a boy has been a scout, provided he has made satisfactory progress, he is entitled to wear a six pointed metal star on a green background above the left breast pocket of his uniform. After five years' service a larger "Five-year Star" may be substituted for five of the above.

A Patrol Leader who has charge of eight scouts, and a Troop Leader wear a white metal fleur-de-lis and scroll below it on the front of their hats. The Troop Leader also has three white pieces of tape sewn vertically on his left-hand breast pocket: the Patrol Leader two such pieces and his next in command called the "Second" one piece.

There are three kinds of all round cords which are worn over the right shoulder, the tassels being looped up in front. The green and yellow all round cord may be worn by a boy who is a 1st Class scout and has six merit badges. The red and white cord is worn by a King Scout with twelve merit badges, while the golden cord is worn by a King Scout who has won eighteen merit badges.

1.—WRECK OF THE SCHOMBERG. CONTINUED.

The passengers, 200 in number, were taken off by the steamer Queen, Captain Doran, her commander having seen the blue lights and rockets which Captain Forbes sent up. The sandbank on which she struck is on the Victorian coast, about five miles east of the Gellibrand River, and thirty-five west of Cape Otway.

The wreck was sold for £447 18s., and comparatively very little was ever recovered. Her remains still lie there, and some time ago an attempt was made to recover 400 tons of lead which formed part of her cargo. The most serious charges were brought against Captain Forbes, and were of such a nature as to cause him to be placed on his trial in Melbourne, but the jury acquitted him.

Captain Forbes, in letters to the press, both Australian and English, maintained his seamanship was not at fault, and his character as a sailor remained unaffected. But for all that we hear no more of him in Australian ports.

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The services of the abovenamed are entirely voluntary and are given to the Navy League in an honorary capacity.

It is well to explain that when allusion to the depot is made in these columns, it is equivalent to referring to a depot ship. The land depot in this case is looked upon as a ship and it will be usual to employ nautical terms when describing the nature of the work performed there.

The whole of the actual work involved in the equipping of the Depot is being performed by the Cadets under the immediate supervision of their Officers and Instructors. The work is of such a nature as to be of immense practical value to the boys later on.

Stepping a 40 foot mainmast, sending aloft a 30 foot top mast, crossing a yard and securing the whole with an excellent set of stays, etc., is an achievement that the boys may well be proud of. The critical eye of a rigger or an experienced sailing ship seaman could not find legitimate fault with the rigging and the "set" of the mast.

Members of the starboard and port watches are being sent aloft in a bosun's chair in turns for the purpose of giving the mast a coat of paint.

In addition to the teaching of seamanship the spars will be utilised for signalling and gymnastics.

Squad drill and physical exercises have taken up the bulk of the time set apart for instructional purposes, owing to the lack of equipment: this, however, will not be the case hereafter.

With the acquisition of mariner's compasses, rope for knotting and splicing, flags and morse lamps for signalling, a hand lead for sounding and sundry other things that make up everyday life on board ship, the Officer-in-Charge has been able to divide the watches into Classes and so a routine curriculum is now in operation thus ensuring ever increasing efficiency.

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late Hon. Secretary.



A CRADLE IN THE NURSERY WHERE MEN ARE MADE

NAVY LEAGUE SEA CADETS—Continued.

Under an experienced instructor the four buglers and two side drummers are making excellent progress.

The keenness and the aptitude displayed by the whole unit is amazing and there is no shadow of doubt that from this small beginning Australia can, if she so wills, build up a breed of seamen second to none. The spirit of the sea, and the desire for the sea, is here. Let the Federal Government foster and extend the means whereby

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NOTICE.

At the Royal Naval House, Grosvenor Street, Sydney, at 8 p.m., on Thursday, 28th April next, Mrs. Mayne will present a flag to the Navy League Sea Cadets.



CAPTAIN JAMES COOK, R.N.

the movement can develop in the interests of our island nation.

In order to provide the necessary amount of equipment for our Sea Cadet Corps Depot at Snail's Bay, Balmain, and to enable the League to purchase sufficient uniforms to clothe the Cadets we earnestly hope that a few more generous responses will be made to our appeal for funds.

Our thanks are due to the undermentioned:—

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As Thursday, the 28th April, is the 151st Anniversary of the coming of Capt. James Cook, R.N., an address, illustrated by lantern slides, dealing with the historic landing, will be given by Capt. J. H. Watson, of the Royal Australian Historical Society.

Members of the Navy League, the Royal Australian Historical Society and the Ancient Mariners' League are cordially invited to be present.

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THE JUNE CONFERENCE.

TO mould the EMPIRE'S FUTURE NAVAL POLICY.

The Empire Conference in June will give a welcome opportunity of discussing fully with the Empire's representatives the problem of naval policy in relation to the family as a whole, and for the consideration of suggestions for mutual co-operation. The lines on which it is proposed to proceed are towards the development of the sister navies under an administrative executive and under the command of their own officers, each separate navy being the responsibility of its own Government, and imbued with the particular characteristics and spirit of its own people. All, however, will work in close co-operation under the guidance of a common doctrine. If a war occurred in which the Empire as a whole participated the various component navies would work in harmony on a general strategic policy previously decided.

To ensure such an intelligent co-operation common principles of command and staff work are required. This can only be developed by a uniform system of staff training. It is proposed to gradually progress in this direction by the appointment of Empire officers to the naval staff,

the Admiralty arranging for a certain proportion of such officers yearly to undergo a naval staff course at the staff college.

It is finally hoped to reach a position where the sister nations themselves are able to establish their own staff colleges, working on the same lines and system as the home staff college.

The machinery required to apply these tentative proposals of the navy policy cannot be indicated until considered in conjunction with the Empire representatives.

AMERICA AND AUSTRALIA.

There is no doubt about the heartiness of the welcome that will be extended to the officers and men of the American Pacific Fleet by the people of Australia should the ships of the great Republic visit these shores in the near future.

Members of the Navy League can render further direct personal service to Australia by doing everything in their power to assist the Commonwealth Government in its efforts to make the Immigration Scheme popular and successful.

OUR INDEBTEDNESS TO THE BRITISH NAVY—CONTINUED.

nations and empires have to look to realities. At some time in the future something like a League of Nations may, and probably will, come. That way the progress of civilisation lies. But statesmen have to keep a watchful eye on the present and the immediate future. In their hearts they may cherish grand and noble ideals, but in their policies they must hold on to realities that will work, especially those realities that have been and still are preparing the world for a better time, when a League of Nations, or something like it, will work.

And such a reality is the British Fleet. For over one hundred years it has secured one quarter of the human race against invasion and in conditions of comparative peace. The *Pax Britannica* is a reality, but mainly because the British Fleet has held command of the sea since Nelson triumphed at Trafalgar. Nor has that peace been maintained at the expense of other nations in the world. The policy of Britain is not one of aggression. She does not want more territory. She has enough. Her chief interest lies in preserving the world's peace. Thus far the work of the British Fleet is in harmony with the objects of the League of Nations. But that is not all.

Within the British Empire itself, and under theegis of the British Fleet, there has grown up a League of Nations, and that league is one of the great realities of the world to-day. It has stood the test of the greatest war in history. It represents at least a beginning in the progress of the world toward a wider league, which may one day include all the great nations. But until that day comes, until we are sure that the wider League of Nations will work, it would be the height of impolicy to abandon the means already at our disposal not only of preserving the *Pax Britannica*, but also of gradually attaining to this wider and more comprehensive league to which the peace of the world may one day be entrusted.

AUSTRALIA AND ST. HELENA

A LINK IN THE HISTORY OF THE BANISHMENT OF
THE WORLD'S GREATEST MILITARY GENIUS.

There is residing in Sydney to-day the eldest son, now in his 87th year, of the late Lieut. Frederick Bedwell, who, as the nominee of his grandfather Lord Valencia, joined the Royal Navy in 1810, serving as midshipman in the "Woolwich"—then, December 1811 till May 1815 in the "Grampus" 50 guns, and the "Marlborough," "Scutcheon," and "Albion," all 74 guns. He was next in the "Northumberland," 74, as master's mate, escorting Buonaparte to St. Helena. In 1816 he was in the "Weymouth," storeship. He

then sailed on a surveying expedition to New South Wales, and while there was promoted into the sloop "Bathurst," Captain Phillip Parker King. He went back to England, taking with him a kangaroo, which he gave to Lord Valencia. Returning to New South Wales he retired from the Navy on half pay in 1833. On 7th February, 1833, he married at St. James' Church, Sydney, and with his wife settled in the Paterson River district. Lieut. Bedwell died on the 1st May, 1853, and rests in the churchyard of St. Paul's at Paterson, N.S.W.

It is extremely doubtful whether there lives another man in the world at the present time whose father was in the Northumberland when she sailed on her memorable voyage to the lonely island in the South Atlantic Ocean.

The vessels arrived at their destination on the 15th October, 1815. Buonaparte landed the following evening.

THE NAVY LEAGUE.

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To be continued in next issue.

THE EMPIRES MERCHANT SERVICE, 1914—1918.

Oh, down Ly Millwall Basin as I went the other day,
I met a skipper that I knew, and to him I did say:
"Now, what's the cargo, Captain, that brings you
up this way?"

"Oh, I've been up and down (said he) and round
about also.

From Sydney to the Skagerack, and Kiel to
Callao.

With a leaking steam-pipe all the way to Californ-i-o.
With pots and pans and ivory fans and every kind
of thing,

Rails and nails, and cotton bales, and sewer pipes
and string.

But now I'm through with cargoes, and I'm here
to serve the King!

And if it's sweeping mines (to which my fancy
somewhat leans),

Or hanging out with hobby-traps for the skulking
submarines,

I'm here to do my blooming best, and give the
beggars beans!

A rough job and a tough job is the best job for me,
And what or where I don't much care, I'll take
what it may be,
For a tight place is the right place when it's foul
weather at sea!"

There's not a port he doesn't know from Melbourne
to New York;

He's as hard as a lump of harness beef, and as salt
as pickled pork.

And he'll stand by a wreck in a murdering gale and
count it part of his work!

He's the terror of the fo'c's'le when he heals his
various ills.

With turpentine and mustard leaves, and poultices
and pills.

But he knows the sea like the palm of his hand, as
a shepherd knows the hills.

He'll spin you yarns from dawn to dark—and half
of 'em are true!

He swears in a score of languages, and maybe talks
in two!

And . . . he'll lower a boat in a hurricane to
save a drowning crew.

A rough job or a tough job—he's handled two or
three—

And what or where he won't much care, nor ask
what the risk maybe.

For a tight place is the right place when it's wild
weather at sea!

C. FOX SMITH ("Spectator.")

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SEA CAREERS.

At the meeting of the Ancient Mariners' League on the 19th inst. Mr. A. G. Milson, hon. secretary of the New South Wales branch of the Navy League, said that under the Defence Act a boy was compelled to train either in the navy or the army. The facilities provided for naval training were confined to 800 boys a year, whereas the military provided for from 20,000 to 30,000. At the present time Captain Brownlow could enlist boys in the naval cadets only within a small radius of Rushcutter Bay, and the whole of the boys along the rest of the harbour waterfront were debarr'd from naval training. The boys in Australia could earn more money ashore than afloat. Special attractions should therefore be provided, and boys should be shown the dignity and pleasure of the life they might lead upon the sea. They should be shown that scrubbing the deck or reefing a topsail was just as honourable a task as walking the quarterdeck. He asked Mr. Walter Marks if he could not get some amendment of the Defence Act to enable a boy to select either the navy or the army in which to perform his training. He thought the proposal contained in the resolution was an admirable one. They had recently started a Navy League Sea Cadets' movement in Bolmain, and they had already passed about 350 boys in that place alone. These boys were accepted at 12 years of age, but, as they had to be handed over to the authorities at 14 years, their two years of training might be lost if they had to go into the army.

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

RENEW TO-DAY.

Fellows and Members whose Annual Subscription is overdue are respectfully requested to forward a cheque or postal note to the Hon. Treasurers.
The Navy League,
Royal Naval House,
SYDNEY.

A WARNING NOTE.

Speaking at a Navy League function at Christchurch, Lord Jellicoe remarked that one subject which would shortly come before the Imperial Conference was that of the Empire's naval strength.

Proceeding, he said: "All I hope is that the Empire will realise in the future that unless its sea communications are secure in war it might as well shut up shop. The Navy Leagues of the British Empire must endeavour to get it into the heads of the young people that the whole safety of the Empire lies in its sea communications. It is quite impossible for the Empire to exist without that safety."

"You see arguments in the press whether the capital ship is dead, and whether submarines and aircraft are going to knock out surface ships. Whatever happens, your sea communications have got to be secure, and your sea communications, it is just as well to remember, for a great many years to come are bound to be carried on by ships that float upon the sea."

"The method by which these ships have to be defended is one for consideration by experts. I have my own ideas on the subject, but it is not for me to state them in the position I now occupy. But whatever the method of defence it is has to be one which will combat any menace with which it is likely to be brought into contact."

"If you see any nation building big capital ships or big capital cruisers, I think it will occur to you that it is difficult to combat a menace of that sort unless you have vessels of the same class to tackle it with."

THE DIFFERENCE.

Before Nelson began his action in Aboukir Bay (1798), the different effect of oratory and temperament on the minds of the men on one of his ships was well shown. A Chaplain, rather a lugubrious person, desired to speak to them and they were formed up to listen to his usual dismal style of exhortation. With the result of a complete silence and not a pistol quivered with enthusiasm—it appeared as though a slump had fallen on the prowess of the British Navy—then a young Lieut. of Marines was told to give an address. Making his personality felt, he said: "My men—do you see that long low line of coast yonder, 'Aye, Aye, Sir,' came the roaring response. Very well, said the Lieut. 'that is the land of Egypt and if you don't fight like the very devil you'll soon be in the house of bondage.'" The cheers of his listeners told the speaker how his words had reached their hearts and the finish of the battle of "The Nile" told of the valour of the British Tar which has never dimmed from that day to this.

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ALPHONSE EVEN

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

Anonymous communications will not be entertained.

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

PHONES: CITY 7786 and CITY 6817.

"ON THE SEA OUR DESTINY LIES."

The Prime Minister of the Commonwealth made the above statement some time ago. It is an obvious truth. A truth that has since been emphasised by many other prominent men. Still, all the word painting imaginable will not materially affect Australia's destiny. Actions will.

This Commonwealth's destiny will not lie on the sea unless its statesmen see the wisdom and value of training more of its sons for a career at sea. Every right thinking citizen knows that, too.

The limited facilities granted by the Defence authorities for the recruitment and training of boys for the sea services is totally inadequate. As a matter of fact, no provision has been made what ever for the training of a percentage of the youth of the land for service in the merchant marine.

If Australians wish to exist as a nation they must see to it that the country does not discount the value of the Red Ensign and all that it stands for. The late war taught us that. It taught us that the great British Navy was only equal with the great British mercantile marine. Each was absolutely essential to the other. Our legislators, when framing schemes for naval and military recruitment and training will do well not to overlook the cradle from which our greatness springs—the Merchant Service.

Real Australians desire to see their Navy manned by the youth of their country, they desire likewise for the Merchant Service. They believe that the provision of sea-going merchant training ships is the real way to build up a reserve of efficient seamen against every possible emergency from without.

Three or four months ago this Journal pointed out the need and the practical utility of training ships under sail, and suggested that the Commonwealth Government should look into the matter. The League of Master Mariners, also recognising the vital need for sea going training vessels, resolved at its meeting on the 19th inst. to request the Government to give its earnest consideration to this very important question. "On the Sea our Destiny lies." Mr. Hughes will remember. We believe he will act.

THE NAVY LEAGUE.

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

1. To advocate the continued maintenance of an effective Navy, Monmouth 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 achievement of the Royal Navy and Mercantile Marine.
3. To maintain and develop the N.L. Naval Unit and Sea Cadet Corps, to establish Training Institutions, wherever possible to prepare boys for a sea career, so the end that alien may be eliminated from the British Mercantile Marine.
4. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who have been injured or who have lost their lives in the War, and to educate their children.

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