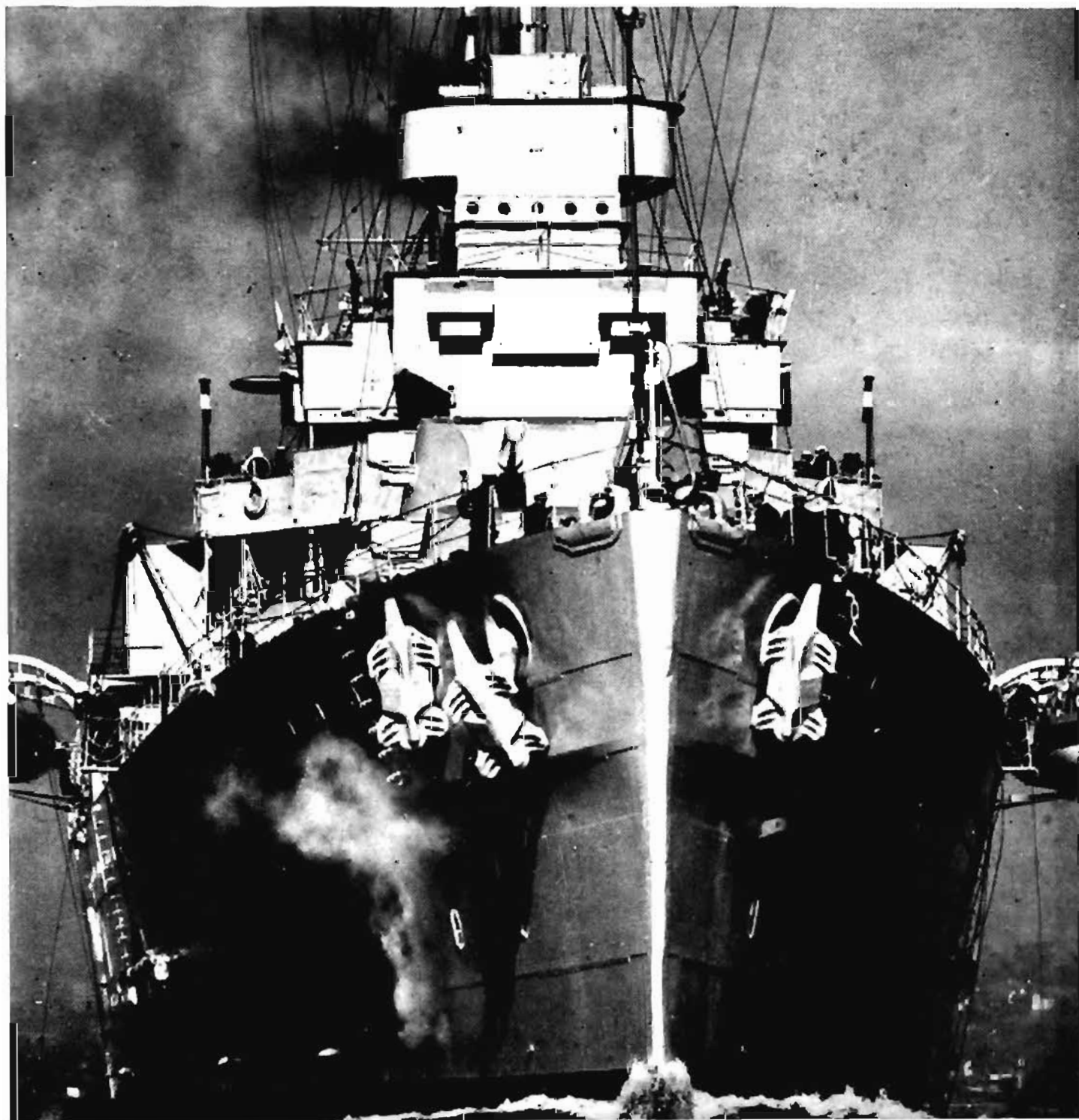




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# THE NAVY LEAGUE JOURNAL

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## 1940!

IT would be difficult to show that Democracy in the past has given the lead from the top in any crusade to better the conditions of the countless millions of poor people who subsist precariously to-day on the bountiful earth. No, it has been pressure from below which has been responsible in the main for any lightening of the poor man's burden, and for his realisation of the right to a more equitable share of the fruits of his own labour. It is a sign, therefore, to hear New Year speeches of representative public men prompted by War and the Unknown, that those at the top of Democracy have quickened to their responsibilities to the masses, without whose loyalty and help the war will not be won, and so they have definitely promised that the world is to be made a better place for ALL men, which includes the toiling masses and the countless unfortunates who for years have sought work in vain. It seems that hard fighting, hard thinking, greater sacrifices which will

be fairly distributed, and a great change in many a heart will be required before the good things are added to poor men's social needs.

Even in some of the cynics and sceptics born out of the unhonoured promises of the Great War hope is not yet in its grave, and so they, too, will join with the Younger Generation, even if less optimistically, in hoping that all will yet be well with the world, and with the pledges of our statesmen.

It may be that the year 1940 will see war abolished, that nations will reason together, and that mankind will be fitted to fraternise and not destroy, and collectively enjoy the bounteous fruits of a world filled to overflowing by nature and science, created by the unselfish love, goodness, understanding and vision of the Almighty God.

Here, then, is to 1940!

THE EDITOR.

January, 1940

# WINDJAMMER DAYS AND CHANTIES

By HENRY LANE

It is a night in Sydney's Centenary year, 1938. The purple-black water of the harbour is punctured with a myriad quivering silver daggers. Across the dark water, mingling with the lights from deck and porthole, ferries trail scarves of red and green from port and starboard lights as they ply from quay to wharves and from wharves to quay again. The Harbour Bridge, like a girdle of diamonds, links shore with shore. Along the foreshores pergola and arbour are festooned with light and colour. The facades of tall city buildings have dropped their mosaic mantles of the day, and dressed in more resplendent raiment, add glamour to the night and proclaim the city's gala mood. There is music and laughter in the air.

A liner, replete with every modern convenience, bedecked with a thousand flags, lies taut at her moorings. Her gangway, brilliantly lit—a silver stairway to romance—rocks gently under the ascending feet of fair ladies and their escorts. Soon there will be dancing. Hearts and feet will be surrendered to the rhythm of music and the cares of the day will be forgotten until the grey dawn gently quenches the effulgence of the night. Another day will commence with its clamour and stress in a world harried by the fear of impending disasters.

Lying quietly in Farm Cove, unnoticed, perhaps, but for her decorations, is the replica of the little 170 ton H.M.S. "Supply" of Captain Phillip, a link between 1788 and 1938. Dazzled by the magnificence of the floating palaces of luxury of to-day, we may fail to realise what we owe to that little ship and others like her, and the seamen who manned them. For had the "Supply" been a ship of another nation, manned by an alien crew, the history of this fair land would have been written in another language. We travel too fast nowadays to view in right perspective the glory and achievements of the past. Some of us, however, have not yet ceased to value the slower and more restful tempo of days that have gone.

Ever since Edward III of England first turned his vision seawards, the growth of Britain and her colonies has been dependent largely on the character of her seamen: intrepid adventurers of the calibre of John Cabot, who suffered

hardships and braved the storms of unknown seas in sailing ships. Conditions under which the sailor in windjammers lived at sea in the past improved very slowly. Shipowners, though living in extreme comfort themselves, stubbornly held to the belief that if a sailor was too comfortable he was not alert. It was not until the British Shipping Act of 1854 was amended in 1894 that any consideration, apart from seaworthiness of the ship, was given to his living conditions. Prior to the passing of this Act, in many cases sailors in windjammers lacked the common necessities of the poorest landmen. They lacked the essential foods to maintain them in reasonable health. No fires were allowed in the fore-cabin, and in frigid weather, with bitter howling wind, men would often sleep in their wet clothes when beating round the Horn. In fact, the ship's cat was better off, for he could find a warm spot in the cook's galley when the seas were outside.

To-day, many modern utilities enjoyed by the landmen have been pressed into service for the men at sea. Steam and electric power to lighten his labours; better sleeping conditions; better food! Voyages are of known duration, and radio keeps him in touch with the land. He is able to share many of the amusements available to the landman. He can, in the privacy of his own cabin, listen to a ball to ball description of a cricket test match. He can enjoy vicariously the thrill of hearing that his fancy has won the Melbourne Cup, or the Derby and, if his winnings promise sufficient provision for a life of ease on shore, when next he reaches his home port, he may say good-bye to the sea, to become a farmer or a publican. He is regaled with music, little of which has any relationship to the sea.

In the windjammer days, men at sea made their own amusements. Voyages were long and deprived of the comforts of home-life, the sailor often found his greatest solace in reading. Often the Bible was to a sailor a constant companion in calm and in storm. Men rough in main, compared with their church-going brothers on land, were in many ways often the greater scholars of the Bible. Out of the hardships of the sea have been born poets and authors of singular distinction. Such men as Joseph Conrad, John

Masefield, Frank T. Bullen, and many others. Hardships fostered a brotherhood among seamen of those days which we do not always find to-day. There was strict discipline at all times, but when faced with the common dangers of the sea, men forgot the gulf between fore and aft. Even the ship herself, to the shellback, was a living entity. He knew his ship from truck to keelson. Even to the steering of the ship, for it was a rule on some ships that every member of the crew should be able to take a trick at the wheel: thus he came to know the moods of his ship as she answered the helm.

The days of tramping round the capstan and heaving at the windlass have gone. We no longer hear the clank! clank! clank! of the pumps, the clatter of the windlass, and the creak of brace or halliard blocks as they take the strain of tautened ropes. We miss the stamp—and go of ten men on a rope, and the chanties they sang as they bent and hauled to the rhythm.

As many sailing ships carried mixed crews there was little of that sickening national jingoism in the chanties they sang. Russian, Finn, Portuguese, Swede, Italian, German and Brit-labour alike sang together. Chanties were the songs of collective action; in spirit and intention they had no particular country. Led by the chantyman, in those rude and virile verses men in song forgot the hardships and monotony of long voyages. A few survive to-day, and have been set to music in modern style. They are sung by trained singers on the concert platform. The following is the chorus of one of their hauling chanties:—

What shall we do with the drunken sailor—  
What shall we do with the drunken sailor—  
What shall we do with the drunken sailor—  
Early in the morning.  
Way, hay, there she rises—  
Way, hay, there she rises—  
Way, hay, there she rises—  
Early in the morning.

Other old favourites were "Rolling Home," "Rio Grande," "Blow the Man Down" and "Sally Brown."

To-day, no tall masts of stately clippers of yesterday prick the sky or ride at their moorings to the harbour's quiet swell—"The Cutty Sark," "Thermopylae," "Brilliant," "Illawarra" and "Neotoma," among others, familiar to old Sydney-siders. We miss their shining brasses winking in the sun, the figureheads of black and

golden-tressed maidens who have bent with the bowsprits to kiss the seas in many storms round Cape Horn and the Cape of Good Hope, and gazed across the ever-widening horizon of brighter and quieter seas. The desire for speedier communication between countries, and the feverish haste to grasp economic advantages, have been contributing factors in ousting the windjammer. Yet with all the improvements in our means of sea communication to-day, internationally, our sympathies remain imperfect. Nation is against nation and death creeps beneath the seas to destroy that which man has created for his greater good.

Men in steam to-day, who once were in sail, cannot easily forget the old ships and the shipmates of their youth. Others who have reached the winter of their lives, and for whom the articles are closed and sailing days now over, may again in fancy see their old ship threading its way past islands of enchantment in latitudes where no steamers ever go, or, with sails straining to the gale, running down their Easting, gum-boots full of sea and oilskins sticky and wet.

They may recall the faces of shipmates gone below and hear again lusty voices singing on the fore-cabin head as their ship, careened by a gentle murmuring sea, loiters on its course to some quiet anchorage. When the long trick's over, some may find an answer to their wish for rest in those lines of the poet Henry:—

The full sea rolls and thunders  
In glory and in glee;  
O! bury me not in the senseless earth  
But in the living sea.  
O! bury me where it surges  
A thousand miles from shore,  
And in its brotherly unrest  
I'll range for evermore.

## PLEASE NOTE

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

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

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# "PANDORA'S" LAST VOYAGE

A TORRES STRAIT TRAGEDY OF A CENTURY AND A HALF AGO

By A. H.

Compared with continental maritime countries, the marine history of Australia is comparatively short, the period covered—some three hundred odd years—contains no list of sea fights won and lost. On the other hand, the tally of shipwrecking disasters is a lengthy one when the relatively short span is taken into consideration.

In the past, Australia's coastline has proved a source of grave danger to the navigators. In the seventeenth century the west and north-west coasts took heavy toll of the lumbering Dutch East Indiamen venturing to investigate the possibilities of a newly-discovered land, and in many cases the crews paid for their curiosity with their lives. In the eighteenth and nineteenth centuries the Southern and Eastern shores claimed their share of wrecks and strandings, and do so to the present day, in spite of light-houses and modern aids to navigation.

The greatest dangers to shipping in Australian waters lie in the 1,000 mile chain of coral reefs, islands and sandbanks off the Queensland coast, collectively known as the Great Barrier Reef. The Barrier has been responsible for the loss of many vessels and lives, and it is the purpose of this article to tell of one particular vessel's voyage and of her untimely end on a reef near the Barrier's northern extremity in Torres Strait. This occurred three years after the founding at Port Jackson of the first settlement in Australia.

On April 28th, 1789, H.M.S. "Bounty" was seized by mutineers near the Friendly Islands. Captain Bligh and the loyal members of his crew were cast adrift in an open boat. I do not propose to deal with Bligh's epic journey and its attendant dangers and privations, or with the fortunes of the majority of the mutineers. Sufficient to state that "Bounty" made for Tahiti, and Bligh survived and reached England. The capture of "Bounty" was too serious a matter for the Admiralty to allow pass unchallenged, so steps were taken to ensure—if possible—the recovery of the ship and apprehension of the mutineers. For these purposes H.M.S. "Pandora" was commissioned, under the command of Captain Edward Edwards, R.N. He was assisted by Lieutenant Corner, R.N. Mr. George Ham-

ilton was appointed surgeon. He was a rather elderly gentleman of decidedly worldly tastes, who afterwards wrote a spicy account of his travels and adventures—so spicy, in fact, that the publication was for a long time suppressed.

After fitting and provisioning, the "Pandora" left England on November 7th, 1790, with a crew of 160, all ranks. On the whole, the sailors were of a poor standard, being mostly "pressed" men, most of the regular naval seamen were away with the Fleet under Lord Howe, fighting the French. From the commencement of the voyage bad luck dogged "Pandora." Soon after leaving port an epidemic broke out aboard—possibly "gaol fever," brought aboard the ship by some victim of the press gang. These "recruiters" were not above scouring the prisons in order to make up their quotas of seamen. Dr. Hamilton's medical skill was called into full play and he, very creditably, checked the outbreak with little loss of life. After a long run to the South Pacific, by way of the Horn, Edwards brought his ship safely to Tahiti.

Here, part of his mission was speedily attained. Soon after the warship's arrival fourteen of the "Bounty" mutineers were captured. These men had left the ship and their comrades and, with native wives, had settled in a state of "douce far niente" in the island paradise. After a feeble attempt at escape in a small schooner which they had built, the mutineers were overhauled and taken.

Edwards had been given a roving commission. It was his intention to scour the Pacific until the "Bounty" was found and the remainder of the mutinous crew brought to book. He, therefore, made the schooner a tender to "Pandora," and putting a prize crew aboard, under an officer named Oliver, sailed off early in April, 1791, to comb the adjacent island groups.

At this stage it is necessary to deal with the adventures of Oliver and the schooner. On April 22nd the schooner separated from her consort in a blinding rain squall, and from that day neither Oliver nor his men set eyes on the warship. With hardly any stores or water, Oliver and his crew started on a long voyage across the Pacific. They broke their passage at the

Flita, and went ashore—where they were probably the first Europeans to land—and then worked across the Coral Sea and through the Torres Strait, coasted along the islands of the Eastern Archipelago, and finally made the town of Samarang, on the island of Java. Here, for the time being, let us leave Oliver and his little command, and return to "Pandora."

Edwards cruised among the islands of the South Pacific Tropic in his search for the stolen ship, and ever keeping a good look-out for the missing schooner. Of Oliver and his ship nothing was seen, whilst a rotten spar on a beach of one of the Friendly group was the only trace found of the "Bounty." The spar was thought to be part of her top-hamper. After a search lasting nearly four months, Edwards abandoned the quest, and decided to return to England with his prisoners. The fourteen captives were confined in a roundhouse on deck, specially constructed for their reception. This accommodation was appropriately called "Pandora's Box." It measured about twelve feet in diameter. Access was through a hole in the roof. In this cramped space fourteen unfortunate wretches were imprisoned—leg-ironed and manacled. Edwards was taking no chances!

The course was set for Torres Strait. On 25th August, 1791, the ship arrived off the Eastern entrance of the passage, and on that same day Edwards sighted and named the Murray Islands. "Pandora" was then among the treacherous reefs and sandbanks of the Northern Barrier. Realizing the danger of his position, the commander sent Lieutenant Corner away in the yawl to find a clear way through. At 4.45 p.m. Corner signalled that he had found what appeared to be a good channel. Captain Edwards awaited the return of the yawl—and then made a blunder which, in a seaman of his calibre, is hard to understand. When the yawl was close-to, he made sail, in spite of the fact that nightfall was drawing in!

He paid a heavy penalty for his rashness. At 7.20 p.m. "Pandora" struck a submerged reef. The crew trimmed sail in order to back the vessel off the reef, but whilst the manoeuvre was in process of execution, "Pandora" struck a second time—and harder—and was carried by wind and tide over the reef into deep water, where she began to fill rapidly. Pumps were manned and, with the exception of four prisoners, all hands were turned-to in an effort to control the inrush of water. Soundings gave eighteen inches in the wells in the first five minutes; ten minutes later

an additional thirty inches were reported. For a while the pumps checked the rise, but already the position was hopeless. Boats were put over-side and made fast astern on a long line, and then an attempt made to fother the ship—that is, to pass a sail dressed with oakum around the outside of the hull and over the hole in the ship's bottom. Although this method—"fothering"—had been successfully used by Lieutenant James Cook when his ship "Endeavour" struck a reef off the Queensland coast in 1770, it was useless in "Pandora's" case.

In spite of all efforts the water made eight feet in ninety minutes from the time of stranding, and by half-past six the next morning the holds were full. Shortly after, the ship sank under the feet of the crew, taking down with her many of the seamen, and the four captives who had been left, still in chains, in "Pandora's Box." Luckily the boats still floated, and soon were manned. Two stood by at the scene of the foundering to pick up possible survivors, and the remainder rowed to a sandy cay some three or four miles distant.

Later, when a muster was taken, eighty-one members of the crew and ten prisoners were accounted for; thirty-one seamen and four of the "Bounty" mutineers had perished.

Edwards and most of the officers were saved. After a short consultation it was decided to make for the island of Timor. The boats were carefully overhauled in preparation for the long trip, stock taken of the scanty store of provisions, and each man immediately put on a daily allowance of food and drink. Edwards's journal gives the ration as follows:—2½ oz. of biscuit, ½ oz. of portable soup, 2 wineglasses of water and 1 of wine per man per day.

The crew was divided among the boats: 30 men in the launch, 25 in the pinnace, 23 in one yawl and 21 in the other. Four days were spent in preparation on the cay, and on 31st August, the officer in charge of each boat having been given the latitude and longitude of the south-east point of Timor, the tiny flotilla set off.

The boats put in at a beach near Cape York, a party landing to search for water. The sailors met a band of aboriginals who, after making friendly overtures to the castaways, attacked them. The natives were repulsed, with no loss of life on either side. With a little more water, and their stores augmented by some edible berries and shellfish, the "Pandora's" party continued on through Torres Strait. This was negotiated in safety, the boats crossed the mouth of the Gulf of Carpentaria, and entered the Ara-



Courtesy "S.M. Herald."

The Governor-General, Lord Gowrie, V.C., chah, with Lt.-General Sir Thomas Blamey, commanding the 2nd A.I.F. Later, at the march past, Lord Gowrie took the salute.

fura Sea. After rowing and sailing for thirteen days the worn-out survivors reached the south coast of Timor. Following the westerly and northerly trend of the land, they made their way to Koepang, where they were welcomed and hospitably entertained by the Dutch governor.

Here, still another story must be interposed. The break is justified, for without it the tale of Edwards and the "Pandora" would not be complete. The scene of our narrative moves to the infant colony at Port Jackson—the time, some two months before the wreck of the "Pandora."

William Bryant, a time-expired convict, held the post of fisherman to the governor of the colony. Some prisoner friends of his determined to escape, and enlisted his aid. He, being a free man, and by virtue of his occupation of fisherman, was able to secure a ship's gig. The convicts, numbering eight, escaped, and with Bryant, his wife and their two children, sailed away from Port Jackson in the gig, heading north.

They followed the coastline, sleeping ashore at night on the mainland, or on islands of the Barrier. Rounding Cape York they passed through Torres Strait, and, after ten weeks of suffering and semi-starvation, arrived at Koepang. There they gave out that they were supercargo, and some of the crew and passengers of an English brigantine which had foundered in the Timor Sea. For a fortnight they were well treated, and then their troubles started anew—the "Pandora" men arrived and completely upset matters.

The Dutch naturally concluded that Edwards and his men belonged to the same ship as their other guests, and Bryant was informed that his captain had arrived. Caught in an unguarded moment, Bryant inquired: "What captain?" This queer reply aroused the suspicions of his hearers, and word was passed on to Edwards who, after investigating the story, promptly arrested the Port Jackson party. One cannot help feeling sorry for Bryant and his companions. To be captured in such a manner after all they had endured in their bid for freedom, was decidedly hard luck.

After a short stay at Koepang, Edwards, the remainder of his crew, and the prisoners who, with the Port Jackson escapees now numbered twenty-one, sailed in an East Indiaman bound for Java, where they would tranship to an English vessel, bound home. The ship called at Samarang where, of all places, Edwards received news of the missing schooner! She had been seized by the port authorities and her entire crew imprisoned.

It transpired that Oliver, on making Samar-

ang, had been unable to produce ship's papers. The shore officials, therefore, assumed that the vessel had been stolen. The schooner was attached, and Oliver and his men gaoled pending the clearing up of the matter of ownership. Edwards soon put matters right. Oliver and his men were released, the schooner sold and all hands continued on their voyage. On the way to England Bryant, his two children, and three of the convicts died.

Shortly after his home-coming Edwards was court-martialled, and an enquiry held into the causes of the loss of H.M.S. "Pandora." The court completely exonerated Captain Edwards of all blame. Mrs. Bryant and the convict, Butcher, were pardoned. Butcher returned to Australia, where he ultimately became a prosperous settler. Mrs. Bryant married a marine who befriended her on the homeward passage. The four other convicts were returned to Port Jackson to complete their respective sentences. Of the ten surviving "Bounty" mutineers, four were executed and six pardoned.

Hard days, and hard-bitten men, those sailors of the "Pandora"—for in their wanderings, Edwards and his crew, or rather, what was left of it, had practically encircled the globe!

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# SEA CADET NOTES

## "VICTORY" DEPOT Notes from L. R. SMITH

The V.T.D. feel quite pleased with themselves when taking into account this year's activities. The Depot has had a number of improvements carried out, such as, a boats' ramp constructed in March, new light and power installation and sewerage laid on.

Further, our numerical strength remains constant, although a number of the old hands have enlisted, and there are quite a number who cannot make the grade required.

We attended two night church parades this month, the first at the Church of Christ, Naremburn, on Sunday, 17th December, and the other on Christmas Eve, Sunday, the 24th December, at St. Phillip's Church of England, Sydney. This was to have been a combined parade, but other companies seem to have mislaid their instructions.

We were given a splendid time by the Woolwich Division on their race day, Saturday, the 16th December. Naturally, we are very proud to have won three coveted Navy League trophies, viz.: The Cochrane Shield, the Davey Cup and the Lea-Wilson Shield.

Manly Division deserve every possible word of praise for their excellent rowing. They came second in both the Davey Cup and the Lea-Wilson Shield. This shows they are going to be a force to be reckoned with when they have their own boat for training.

"Best of luck in future races, Manly!"

Two ratings are receiving physical training instruction at Baxter's Gymnasium, in George

Street. Mr. W. Baxter is an expert P.T.I. and masseur, and gives all his pupils his personal attention, and they benefit from his many years of experience. He holds classes on Tuesday evenings from 8 to 9, Wednesday 5 to 7, and Thursday 8 to 9, and will be pleased to give any information to intending trainees if they ring him at B 1393. We are indebted to our Chief Officer, Mr. J. H. Hammond, for introducing our two trainees at Baxter's, and trust they will give him every assistance to train cadets at Victory.

A social was held at the Union Jack Club, North Sydney, on Tuesday, 19th December. A good time was had by all, and it was a financial success. We wish to thank Sir Thomas Gordon, Miss Susan and Captain Bell for their kind assistance.

A guard of thirty-two ratings and two officers attended the Children's Party at Romano's on Saturday, 16th December. They were given an excellent time after being inspected by the Prime Minister (Mr. R. G. Menzies) who expressed his approval of their smartness and efficiency.

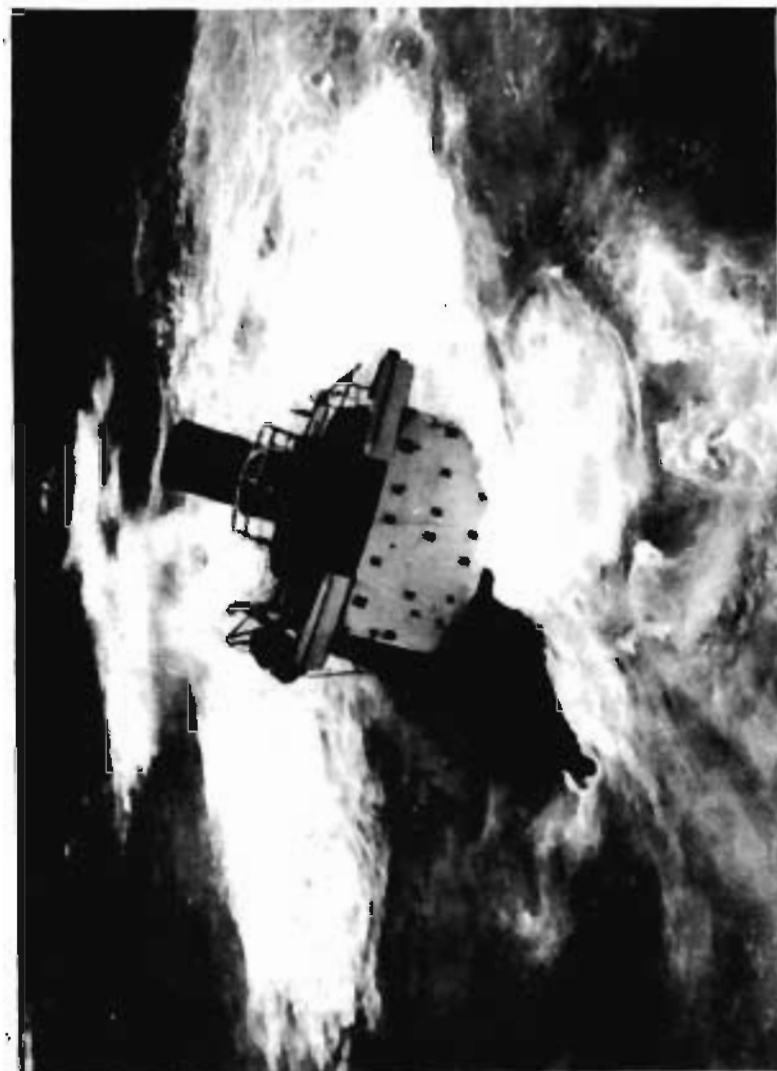
Mr. B. Murphy has resigned his duties with us and enlisted with the A.I.F. We wish him the best of luck and a safe return.

This issue will see the last Victory Journal notes sent in by me, as I have joined the R.A.A.F. for the duration. I would like to thank all those who have assisted me in my duties as O.C. "Victory" for the past four years, and express the hope that Victory will continue to flourish and grow stronger each year, always remembering that "Quality is better than quantity."

★ **THE NAVY LEAGUE IS . . . a WATCHDOG**  
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Courtesy "S.M. Herald."

Nonwegian 5,000 tons motorship being swept by seas after running on the rocks of the Orkney Islands. The crew was saved by the local lifeboat.

## CADET NOTES—(Continued)

Mr. Hammond had a difficult task ahead of him in taking over the duties of Acting O. in C., but we all know and trust in his ability to carry on. He is severely handicapped by a lack of Officers and Petty Officers.

I hope to return to League activities after the close of hostilities, as I have known many years of pleasure in a hobby which I consider the best in the world for boys of all ages.

Please note: a jokes column has been advertised in the Journal to which Cadets are asked to subscribe material. This is your Journal; see what you can do. There is a five shillings prize for the best joke sent in each month. This prize will continue in my absence, so send in your jokes and see if you can earn the prize.

It seems to me that if a country took social progress as seriously as it takes war, and in the same self-sacrificing spirit, it would find a similar means of paying for it.

Robert Lynd, in "John O'London's Weekly"

It is good occasionally to think in terms of justice rather than of economics; and I cannot think of anything juster at which a State could aim than the provision of every citizen with a fair day's work at a fair day's wage.

Robert Lynd, in "John O'London's Weekly"

To remould society so that every citizen will have a fair share in the coming age of plenty—that should be the chief object of everyone who desires, not only social justice, but social peace.

Robert Lynd, in "John O'London's Weekly"

If the phrase "No price is too high to pay," is a good phrase for war-time, it is an equally good phrase for peace-time.

Robert Lynd, in "John O'London's Weekly"

If anyone then had foretold that the land fit for heroes to live in would, in 1939, still contain so many filth-breeding houses, he would have seemed either a Jeremiah or a cold-blooded cynic.

Robert Lynd, in "John O'London's Weekly"

Captain M. B. R. Blackwood, D.S.O., R.N., a member of the Executive Committee of the Navy League, has informed the Chairman that the naval authorities have called him up for duty.

Members wish Captain Blackwood the best of good fortune and a safe return.

Mr. J. L. Hammond, Acting Chief Officer of "Victory" Sea Cadet Depot, North Sydney, has been appointed Acting Officer in Charge in place of Mr. L. V. R. Smith, who has joined the Royal Australian Air Force for the period of the war.

Everybody associated with the Sea Cadet Corps will wish Mr. Smith the best of luck and a safe return to the League when the war is over.

All the Cadets will gladly accord their fullest support and loyalty to Mr. Hammond and thus assist him in his task of directing the activities of the "Victory" Depot.

Petty Officer R. C. Thomas of "Victory" Depot is now serving as a signalman on H.M.A.S. "Penguin III."

It was a real pleasure to see Mr. S. J. Lea-Wilson at the Woolwich Sea Cadet gathering on December 16. For many years Mr. Lea-Wilson took an active and helpful interest in Woolwich Cadets and in the old Lane Cove unit.

Mr. and Miss Jefferies, and members of the Woolwich Ladies' Committee, were also present; and Mr. Holloway, the Honorary Secretary, was there too rendering valuable assistance in a variety of ways.

Mr. G. H. Smith, who is in charge of the Manly unit of Sea Cadets, reports that he has been called up by the naval authorities for training.

Mr. R. Darroch, the veteran Hon. Secretary of the Wellington (N.Z.) Branch of the Navy League, is one of the valued correspondents of the Navy League. Mr. Darroch is always cheerful and optimistic, and possesses a fund of interesting anecdotes. N.S.W. members, when visiting Wellington, are most hospitably received by Mr. Darroch.

Woolwich Sea Cadets Depot, on 16th December, was the scene of the largest gathering of uniformed Cadets for many years, when boys from North Sydney and Manly Units competed with the local cadets in a series of rowing races on the Lane Cove River.

Mr. Collison, the Officer-in-Charge of Woolwich Company, acted as Officer of the Day.

The races were restricted to whalers with double crews, and splendid contests resulted.

Woolwich lads unexpectedly failed to continue their remarkable sequence of wins in this class of race. In the race for the "Cochrane Shield," a trophy they have held for years, they had to

be content with second place to the "Victory" Depot crew, from North Sydney, with North Sydney (No. 2 crew) third and Manly in fourth place. Although the winning margin was two boats-lengths, the race was a ding dong struggle from the start, but over the concluding fifty yards or so of the half mile, the superior stamina of the North Sydney lads enabled them to achieve a well-merited victory.

The second race was for the "Lea-Wilson Shield." In this event, Manly crew surprised everybody by staging a bull-dog performance by hanging on to the winners—another North Sydney crew—and only suffering defeat by half a length.

Woolwich again had to be content with the minor placing. The feature of the race was Manly's sterling performance in finishing in front of the Woolwich crew.

The "Davey Cup" was the final event of the afternoon, when each company was again represented.

North Sydney also won this race, and thus recorded the hat trick.

The complete results were:—

COCHRANE SHIELD	
North Sydney .....	1
Woolwich .....	2
North Sydney .....	3
Manly .....	4
LEA-WILSON SHIELD	
North Sydney .....	1
Manly .....	2
Woolwich .....	3
DAVEY CUP	
North Sydney .....	1
Manly .....	2
Woolwich .....	3

Mr. Farr's help was of great value and greatly appreciated.

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# AUSTRALIA CALLS!

## HOW YOU CAN HELP

There are many people in the community who still have a confused impression about the real functions of the Department of Information set up by the Commonwealth Government under the Minister for Information, Sir Henry Gullett.

In the first place, it should be clearly understood that the new department is concerned only with the successful prosecution of the war, with particular reference to Australia's part.

As the Prime Minister, Mr. Menzies, and Sir Henry Gullett have emphasised, the department has not been established to serve any political party, but is to do service of a national character.

In this way the problems of the whole community and of Australia concerning the war become the problems of the Department of Information.

As Minister, Sir Henry Gullett has appealed for the support of all sections, irrespective of party or creed, to ensure that the same national unity displayed in Australia's entry into the war is maintained in the prosecution of the conflict.

At the meetings already held in the various States, the Minister was able briefly to explain the broad purpose of the Department of Information's plans.

Each and every organisation in Australia co-operates in a practical way not only with the department, but it can contribute substantially towards Australia's effort in the successful prosecution of the war.

By providing reliable information, the department is confident of being able to remove misunderstandings and thus avert confusion during the present critical period.

By maintaining the closest contact with the department, each organisation can assist in a notable way.

Because of their intimate association with members, organisations are in a position readily to advise on questions that require clarification.

It is information of this character which the department will promptly supply, either for publication in the newspapers or journals of organisations, or for use at meetings.

Any suggestions, either of a publicity or other

nature, or problems that require solution, will receive the careful attention of the department.

To facilitate approach and to ensure smooth working, the department seeks the co-operation of existing organisational machinery. It is not desired in any way to establish duplicate organisation.

In the setting up of committees, the Deputy-Directors in each State will pay close attention to community interest, so that groups of organisations may work in harmony with the department.

It is desired that in each group a committee will function to attend to the requirements of the group.

Central organisation in the form of a council representative of the various groups will be set up in each State to advise on matters of general interest and to deal with important questions as they arise.

The formation of group committees and State Councils is merely to provide a broad basis of organisation through which the department can operate with rapidity on matters of general interest and mutual concern.

In the successful prosecution of the war there is an important function for each individual and each organisation to perform.

No effort, no matter how small it may appear, to ensure victory, will be discouraged. That is the motto of the department.

### FLINDERS NAVAL DEPOT

By D. J. MOET, Yeoman of Signals  
Senior Training Officer, N.L. Sea Cadet Corps  
(N.S.W.) (Serving with R.A.N.)

Flinders Naval Depot may well serve as a pattern for Sea Cadets, and as an object lesson for the uniform system of training recently introduced by the Senior Training Officer, N.L.S.C.C.; there is no reason why this system should not be carried on in principle, although it has had to be somewhat modified owing to

the calling up for service in the Naval Forces of a number of Honorary Sea Cadet Officers.

On first visiting Flinders Naval Depot, one gathers the impression that it is a hive of activity: from the moment the recruit enters the big gates, until he is eventually drafted to sea, he is under strenuous training. When he is accepted as fit for service in the R.A.N., his career commences, and it is entirely up to him whether he becomes a success or a failure. The New Entry School takes him in hand as soon as he reports to the Depot, and sees that he is given a meal and a place to sleep. When watching new recruits marching to the blocks, one pauses a moment to wonder how they will eventually turn out. Some become quickly adapted to the life, others appear to have entered with the wrong impression of what is before them, and, in their disappointment, make very slow progress.

He is then kitted up and placed under the guidance of a New Entry School Petty Officer, who puts him through a vigorous training on the "Parade," which teaches him to march and drill. He soon becomes a smart and alert member of the service, ready for transfer to a specialist branch. New Entry training is essential to make the recruit Navy-minded and teach him that the service is built up on strict lines of tradition and discipline. All drills and knowledge gained during this preliminary training is the foundation of the higher standard of training he will receive when he specialises in a particular branch of the Service.

After his "Parade" period is completed, he is transferred from the New Entry School to the branch of the service he has chosen; and then begins a long period of intensive training under instructors of that branch, and he must be prepared to give every moment of study periods his full attention, especially in time of war, when it is necessary for him to complete his course in a much shorter time than allowed for in time of peace.

The various schools of the Depot, namely "New Entry," "Gunners," "Engineering," "Signal," and "Torpedo" Schools, etc., afford the youth every facility for advancement, professionally and educationally. An ambitious youth has every opportunity, under the care of highly efficient schoolmasters, of improving his education and, if he desires, passing Higher Educational Tests which will qualify him for Commissioned or Warrant rank.

Some youths join the service with the idea of "having a job," which is wrong, and, in most

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cases, very harmful to themselves for, when they find that discipline and tradition is the foundation of the Service, they become disappointed, with the result that they are unaided for the Service, and either just "jog along" through their career without promotion, or always in trouble, generally becoming a nuisance to themselves and to those in charge of them.

To promote efficiency and harmony within its bounds, the Navy must have its rules and regulations which must be strictly adhered to, and any infringement of these must be punished. If only recruits would realize that these rules and regulations are made for their own comfort and benefit, they would make an effort to comply with them and avoid punishment which, though it does not victimise them, must necessarily retard their progress, inasmuch as every one sooner or later is placed in a position of trust, built up by his ability and degree of efficiency shown during his training period.

The Depot is like a self-contained city, having a canteen where almost anything can be bought, barber's shop, bootmaker's shop, and not forgetting an up-to-date laundry. "Talkies" are shown three times a week. There is a very fine hospital where everyone can receive expert medical attention by fully qualified doctors and surgeons, and a highly efficient staff of sick berth attendants; also dental surgery, where no one need fear to go. Recreational facilities are second to none, and the trainee is encouraged to take part in all manner of sport. Football, tennis and cricket competitions take place between the various departments and schools, which promotes keen rivalry.

The Depot is situated fifty miles from Melbourne and the leave is given at week-ends, enabling the trainee, during the week, to put his mind on the day's instruction. "Natives," who are married men living near the Depot, are granted night leave when not required for duty.

Instructors are specially selected Chief and Petty Officers who must take a personal interest in the trainee to enable him to make good progress through his course. Each school is in charge of a Specialist Officer, assisted by Warrant Officers, thus promoting efficient and expert supervision on all matters relative to the particular profession that the school represents.

We must not forget the Administration of the Depot. When the recruit pays his first visit to the "Administration Block," he faces the

centre of control; a place where his pay is adjusted, where he may see the Captain or Commander if he (the trainee) has transgressed, or perhaps if he is to be promoted, when he will find the visit a pleasure. In this block "men may come, and men may go" according to the drafting requirements as ordered by the "Drafting Officer" and his staff.

Deserving of mention are the mess-decks, as, together with the sleeping quarters and recreation room, they become the home of the trainee. His arduous day's training over, he is allowed to relax. Some play games, others write letters, etc., and generally there is a scene of contentment all round. Each morning, and after all meals, mess-decks are thoroughly cleaned up and made spic and span for inspection by an Officer.

Chief and Petty Officers have quarters and clubs which give them every comfort and opportunity to relax. Commissioned Officers and Warrant Officers have messes and cabins, surrounded by well laid out gardens, which give them all the comforts of a home away from home.

Religious instruction is given in the form of "church" every Sunday. The Depot boasts a very fine Memorial Chapel, partitioned off from the Drill Hall, where a rating may go for quiet meditation out of working hours, if he so desires. There is an Evensong on Sundays and quite a number attend. Both Protestant and Roman Catholic denominations are catered for.

Entering the Depot grounds at night does not present a sight of great beauty, but on a clear day, one can look with pride on nineteen years' efforts and see beautiful lawns and playing fields and feel proud that he is going to belong to it and share it with many others who have passed through from a "green civvy" to a well-trained and useful member of an efficient fighting service.

So let the Depot be a guide to the lads of the Navy League Sea Cadet Corps; make your Depots a proud unit of the Corps, and at all times endeavour to keep clean and good the name of the uniform you are privileged to wear. By gracious permission and kindness of the naval authorities you are wearing it, and, whilst doing so, you should always bear in mind the traditions of the service which require you to be LOYAL, CLEAN, and to remember the motto of the Navy:

"FEAR GOD, HONOUR THE KING"

## RESOURCES OF NATIONS

Interesting statistics and other information relating to belligerent and neutral nations have appeared in recent numbers of the Journal. Here are some additions:—

### Italy

Population 43,578,000.

Area 119,714 sq. miles.

The extent of land frontiers is 1,185 miles, coast length being 5,328 miles.

Agriculture, including the growing of grapes and olives, forms the principal industry, agricultural land extending to 70,548,878 acres. Is practically self-supporting in foodstuffs, produce of cereals totalling 10,000,000 tons.

Textiles are the largest and most important manufacturing industry.

Italy is not rich in mineral deposits, and is especially lacking in coal. Production of iron and steel amounts to only about 3,000,000 tons.

The chemical industry has been greatly developed, the production of sulphuric acid being 15,317,273 tons. Oil output is almost negligible.

Mercantile marine totals 2,071,830 tons gross.

Italy's colonial empire is principally in Africa, and consists of Italian East Africa (Eritrea, Ethiopia and Italian Somaliland) and Libya. On Good Friday, April 7th, 1939, Italy invaded Albania, which is now part of the Italian Empire, and is administered by a Lieutenant-General. Population 1,000,000. Area 10,829 sq. miles.

### Belgium

Population 8,330,959.

Area 11,750 sq. miles.

Belgium has frontiers of 831 miles (240 miles adjoin Holland, 100 Germany, 90 Luxemburg, 390 France) and a seaboard of 42 miles.

It is inhabited by two distinct races—the Flemish and Walloons.

Essentially a manufacturing country and largely dependent on foreign supplies for its food. Crops total 11,801,560 tons. The country is rich in minerals; pig iron, 3,842,807 tons, steel 3,777,075 tons, and wrought steel 2,770,817 tons, coal 5,000,000 tons, and quarry industries.

Principal exports are iron, steel, zinc, and manufactures of wool, cotton, flax, and leather. Chief imports are wheat, machinery, foodstuffs and raw materials.

After the war Belgium acquired the former German territories of Eupen and Malmedy, with

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an area of some 370 sq. miles and 70,000 inhabitants, mainly employed in dairy farming. The Congo Independent State was founded in 1885 by Leopold II. The annexation of the State to Belgium was provided for by treaty of November, 1907.

### Bulgaria

Population 6,077,839

Area 39,825 sq. miles.

Bulgaria has a land frontier of 1,180 miles and a seaboard of 191 miles. 370 miles adjoin Rumania, 145 Turkey, 300 Greece, 325 Yugoslavia.

By the Treaty of Neuilly, signed on November 27th, 1919, Bulgaria ceded Thrace to the Allied Powers and the Strumnitza line and a strip of territory on the north-west frontier to Yugoslavia. Part of the Dobrudja was ceded to Rumania in 1913.

Agriculture is the chief occupation, 80 per cent. of the active population being engaged. Crop area under cultivation is 5,797,803 acres and total yield 3,159,234 tons.

The country is rich in coal, production being 1,678,379 tons. Aluminium production is 3,075 tons.

Principal imports are cotton, iron, machinery and wool. Exports—tobacco, eggs, prunes and wheat.

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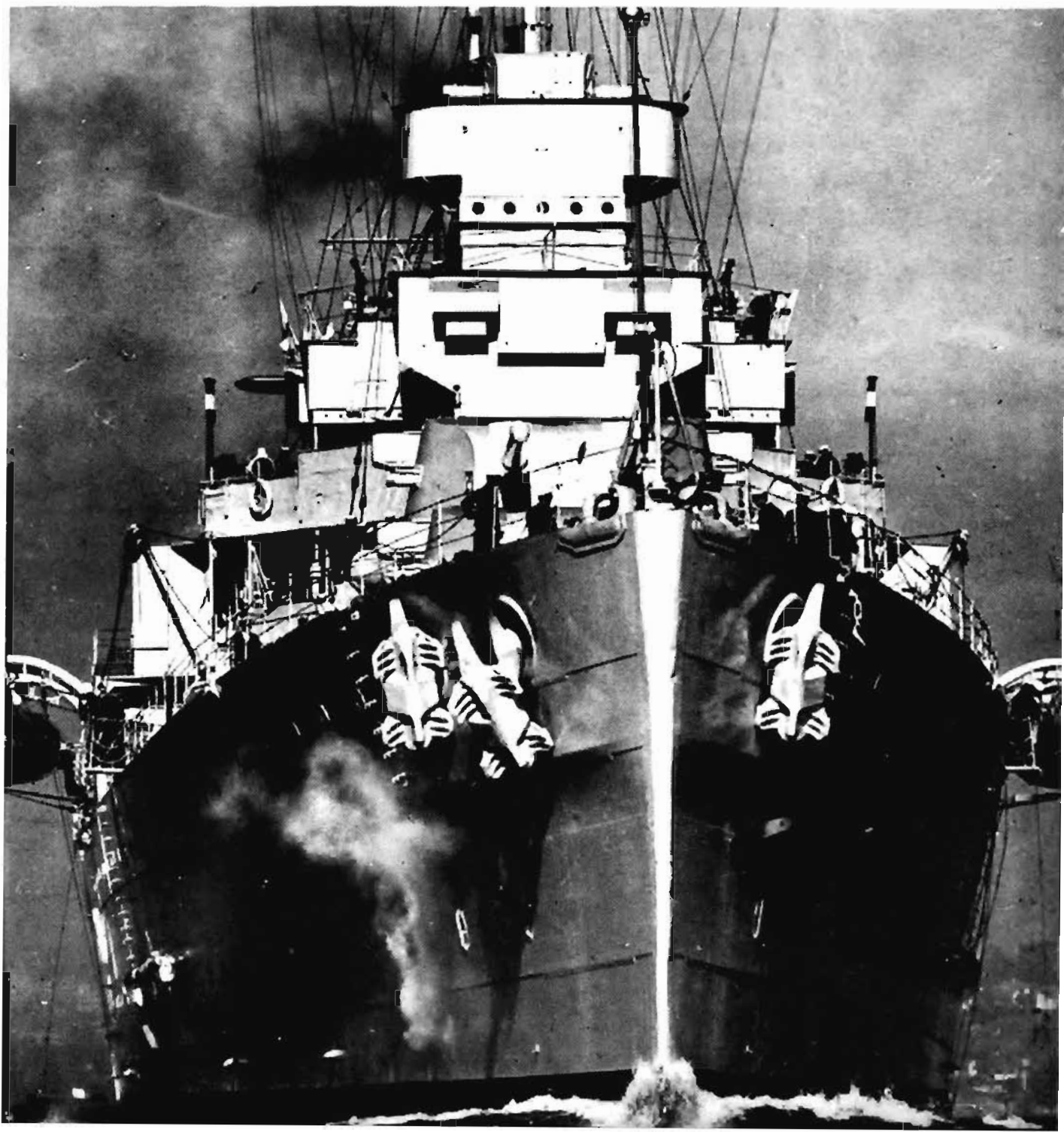
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### "THROUGH A GLASS"

Britain and France are fighting to preserve many things, and, incidentally, to destroy others, if the statements of a host of spokesmen are to be accepted.

Let us consider two or three to be preserved which radio and press leave half-told. By the spoken and written word we are informed that we are "fighting in the defence of Western Culture." Well, what precisely is this Western culture? Does the average Frenchman or Britisher confidently expect or honestly believe, for example, that Japan, Italy, China, Greece or even Judaism, would unsheath the sword solely to defend Western culture—a culture alien to their own?

We have heard, and read too, that the Allies are warring to "preserve Christian civilisation." If that were true, little help could be expected from non-Christian nations.

But above all we are apparently fighting with every material means in our power to preserve

**FREEDOM.** This blessed word has been repeatedly emphasised because, like the word "liberty," it is beloved of public men and of learned radio commentators and facile writers owing to its chameleon-like qualities and its positive and negative values. Freedom! Many a man and woman have sighed for freedom from a dungeon or from the bonds of matrimony, but they are not the brands of freedom for which the guns thunder and the explosives destroy. Neither can it be the freedom to preserve ideas and things spiritual, for these preserve themselves by their very indestructibility.

War can no more touch them than can the hand of man plug the mains of fresh air at their source or control the invisible and miraculous power that launches new stars on their appointed courses and keeps "dead" celestial bodies in motion. What, then, is the manner of this "freedom" which rejects wisdom and life itself and calls for death in battle to preserve it?

(Continued next page)

February, 1940



It is surely none other than freedom to preserve the material things we have acquired, the things which give us bodily comfort, the things of least permanence, power, dominion and, above all else, the tenacity to retain profitable markets for our surplus investments, and to deny to others, except on terms advantageous to ourselves. That, then, is the picture impressed on many inquiring minds, and, if it is a correct one, the way to peace, to universal justice and understanding, is not by way of travail through the insensate folly of bloody war and destruction, but in the federation of the nations of the earth, patterned on the best existing nations have to offer and

giving to individual men and women equal rights and opportunities everywhere, and to nations, distinct from Empires as a whole, according to their populations and their needs.

There must be give, equally with hold or take, if fear and the nightmare of war are to make place for social security, peace, religious and educational progression, and the high development of life within the compass of a federated whole. This might not be the final form of social evolution and material advancement, but it would surely be a new rung upward on the ladder of civilised achievement.

THE EDITOR.

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## ODDS AND ENDS

A man's perceptions frequently are too closely related to his material interests to be capable of impartiality.

The unity of purpose behind the majesty of the stars as they roll silently on their appointed courses should be an object-lesson to man.

One wonders if Herr Hitler is a student of Goethe. Perhaps, indeed, he took his cue from the poet-philosopher, as—

"Are you in earnest, seize this very minute:

What you can do, or dream you can, begin it. Genius has boldness, power, and magic in it.

Only engage and then the mind grows heated, Begin, and the work will be completed."

The story of England's "Bogey-men" and their imagined or real influence on the minds of the more or less ignorant of the English children for centuries past would, if written, make fascinating reading.

I recall an uncle, whose grandmother was a little girl in the days of "Boney," the Great Napoleon, telling me she remembered how her old nurse used to frighten her by calling out: "Boney is coming!" and how she (the child) used to scream, and hide in a cupboard till the coast was clear. No doubt since then certain Csars have been "bogey-men," as was the Kaiser, and as Herr Hitler is now.

The origin of England's "bogey-men" doubtless reaches back into the mists of antiquity—perhaps to Caesar himself, certainly to some of the whisky-fired Picts and Scots, Vikings and others.

It would be an illuminating tale from the pen of a master.

Some days ago we had a telephone call from a man who said he was a "Dinkum Aussie." He wished to know why Englishmen filled the key posts of Chief of the Naval Board, Chief of the Military Staff and Chief of the Air Staff.

When he was told that the appointees were chosen because of their great experience and qualifications, he said things which are better not printed.

Before any nation attempts to saddle another people with the causes of change, of trouble and tribulation, it should, in fairness, delve down into itself. Then might be engendered a deeper sympathy and tolerant understanding.

Passions of to-day may become follies on later reflection.

Adaptation, modification and compromise are the bases of all real progress.

"The tents have been struck and the great caravan of humanity is once more on the march." This celebrated quotation from the writings of General J. C. Smuts, South Africa's Prime Minister, makes one wish he had indicated the direction and the goal of the "caravan of humanity."

"I am frequently concerned," said Lord Chief Justice Hewart, "with a stationary motor-car coming into collision with another stationary motor-car, when each was on its proper side, well lighted, and keeping a good look-out."

Another sparkle from the same luminary:—

"The business of a judge is to hold his tongue until the last possible moment, and try and be as wise as he is paid to look.

Mr. B. S. B. Stevens, former Premier of New South Wales, asks in his book "Planning for War and Peace," "Why is there always so much money readily available for war and so little in peace time; so much for guns and so little for such things as housing, irrigation and social reform?" At least seventy times by men, women and youths almost the same question has been put to the present writer since the war began.

It takes a balanced mind to stand four-square after listening to broadcasts on the war from London, New York, Paris, Berlin, Rome and other centres. If Pilate in his day was impelled to ask "What is truth?" we, in all humility, can only ask "Where is truth?"

(Continued next page).

The only real wealth is—character.

Wisdom urges the making of employment and elimination of doles.

Only by repeated iteration can alien conceptions be forced upon reluctant minds.

—Herbert Spencer.

The trouble with most saints is that they will not mix with sinners. The trouble with most sinners is that they know nothing about the lives of saints.

Most of us live in tiny little rabbit-butched worlds circumscribed by our definitions of class or creed.

—Peter Fletcher.

Perhaps one day we shall realise the importance of teaching our children how to grow up before they reach physical maturity. When we do so we shall no longer boast that the playing-fields of our Etons are the nurseries of our wars, for we shall not count it a matter for congratulation that we train our children to remain childish, lusting only after power and seeming greatness only in their strength of arm.

—Peter Fletcher.



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## YOUR SON!

By A.H.

What does your son do in his spare time? Does he aimlessly squander valuable time in unproductive pursuits, or has he something definite in view—something that will stand him in good stead throughout the years that lie ahead of him?

When he calls out, "So long, Mum and Dad—back about half-past five," as he alms the side gate on Saturday afternoons, do you know where he is going? Maybe it is "just down the street with the fellows" or off to a football or cricket match, but—and there is a big "but" in this point—this question of how a boy spends his spare time.

The matter has been given a good deal of attention by the Navy League. It was one of the reasons for the founding of the Navy League Sea Cadet Corps. The Navy League maintains with confidence that it has solved this absorbing problem by providing for the boy in his spare time. By offering him instructors, depots, boats and gear, to fully occupy his body and mind in the exercising of manly pursuits and the carrying on of the glorious sea traditions of our race.

At various points around the foreshores of Port Jackson the Navy League has depots, at which its Sea Cadets are trained, along naval disciplinary lines, in the ethics of good and decent citizenship. Facilities are provided, under capable officers—usually ex-naval or merchant-service men—for boat work, both sailing and rowing, and for instruction in seamanship, first aid, signalling, general nautical work and healthy sport and recreation.

The Navy League is doing a twofold job for Australia and Australians. In the first place for Australian boys, and in the second place for their parents.

As far as parents are concerned, the work of character-building undoubtedly begins and is maintained in the home. But always there comes a time in the growing boy's life when parental control is of necessity either backed up or detracted from by outside influences. If those influences are good, splendid manhood and fine citizenship are the inevitable result. If bad, well—the records of our criminal courts tell sorry tales of lads who just "picked up" undesirable companions in their spare time, whose

pursuits away from the steading influences of home were such that their minds, characters and general outlook on life became warped and twisted.

The average Australian boy is clean in mind and habits, but it is an old saying that one cannot play with pitch and remain undefiled. Even a boy whose home training is of the finest runs a terrible danger in associating with what are usually known as "bad companions." Therefore, why not give the Navy League the privilege of looking after your boy in his spare time?

The Navy League is not a militaristic organisation, nor does it, in spite of its undoubtedly nautical training system, endeavour to force a boy into adopting the sea as a career. Its primary aim is good citizenship; then, should a boy desire to adopt the sea as a career, the League assists him to attain his ambition, and has already provided him with an adequate grounding in nautical work by his training in the Sea Cadet Corps.

Ship or shore, every employer looks with favor on a disciplined employee. When a boy can say "Sir" in the correct manner—and, mark this point, not necessarily with servility—when he can obey an order unquestioningly and with alacrity, it is merely a truism to state that the lad is marked for certain promotion. By enthusiastic reports from employers the Navy League knows that it has trained its cadets to do these very essential things.

In all sincerity we say it will be both to your son's advantage and to your own to let us have the handling of him during his most impressionable years. Men highly trained in the handling and teaching of youth will be his guides, and if at the end of two months a remarkable change in bearing and discipline is not observed in your son, then the Navy League has failed in its task.

But we are not frightened of this particular phase. We KNOW that we can do a good job with your son. Cadets are recruited in the Navy League Sea Cadet Corps between the ages of 10 and 18, and full particulars may be had from the Secretary, the Navy League, Royal Exchange Building, cnr. Pitt and Bridge Streets, Sydney.

## FLEET EXERCISES



Four-inch Gun Crews loading guns at action stations on board an Australian Cruiser.

# THE TRICKS OF THE TRADE

SOME OF THE TRIUMPHS OF OUR NAVAL INTELLIGENCE, 1914-1918

By CLAUDE WHITE, in "The Navy"

Napoleon I once said that the fate of empires and the results of battle could be foretold "if one side could only see what is happening on the other side of the hill." This is as true to-day as it was then, and considering the present interest in H.M. Navy it will be instructive to review some of the bygone successes, and, in part, the technique of the Naval Intelligence Division of the British Admiralty.

The whole truth, of course, can never be told; for this is filed away in the Admiralty archives and in our lifetime at least will never see the light of day; but the lines along which this remarkable service was built up can well be indicated if only to give confidence, if this be necessary, to those who look to the British Navy for protection in the present times of trial and anxiety.

During the war of 1914-1918 the Naval Intelligence Division under the directorship of Admiral Sir William Reginald Hall, was successful, to an extraordinary degree, in forecasting and consequently forestalling enemy naval movements.

The extreme accuracy with which it functioned during the last two years of the war proved it to be the most efficient and comprehensive intelligence service the world has ever known.

The popular assumption that "intelligence" is a synonym for "spying" or at least a polite euphemism for it, is not quite the truth, for the amazing accuracy of the knowledge which the Admiralty had of German naval matters was largely the result of a careful analysis of information given by the enemy themselves. The essence of this technique was simply that of "cause and effect," and its very simplicity guaranteed its success.

One of the earliest examples occurred as a preliminary to the Battle of Heligoland Bight on August 28, 1914. For some time previously our submarines had carefully tabulated the German system of defensive patrol in the vicinity. As a result the British Admiralty knew the approximate strength of the enemy forces in a given area at a given time. This was confirmed by intercepted radio messages from the German Naval Command, and these two sources of information enabled us to forecast the proposed German offensive and the probable form it would take. We were able to

estimate the position of their main fleet and the time they would take to reach the scene of action. This was done, and at dawn on August 4 we surprised a number of German patrol craft with a light force. Our timing was so perfect that our own ships were able to get clean away long before the first German battleship hove in sight.

Mr. Winston Churchill, who was then First Lord of the Admiralty, draws back the curtain slightly when he describes the Battle of the Dogger Bank, which took place in January, 1915. He tells of how certain information given by the Intelligence Division caused Admirals Sir Henry Oliver and Sir Arthur Wilson to rush into his office on the morning of January 23 with the remark:—

"First Lord, those fellows are coming out again."

"When?"

"To-night: we have just time to get Beatty there."

So it came about that the Admiralty actually "arranged" the Battle of the Dogger Bank, and when the unsuspecting German battle cruisers appeared on the sky-line they found Beatty already there, and with a heavier force. After Beatty had received his instructions, Mr. Churchill continues:—

"This done, Sir Arthur Wilson explained briefly the conclusions which he had formed from the intercepted German message, which our cryptographer had translated, and from other intelligence of which he was a master."

The German Naval Command had a bad habit of using the wireless as a means of communication. It is true they used a code, but they reckoned without the startling brilliancy of our cryptographers under the very able leadership of Professor Sir Alfred Ewing, of the famous "Room 40."

This astute body of men were capable of decoding intercepted messages in less than three hours, despite the fact that the Germans frequently changed their code at least once in every 24 hours.

During the early part of the War we had a stroke of luck. A Russian force sank the German cruiser Magdeburg in the Baltic and retrieved from her a secret code book. They

(Continued next page)

immediately forwarded a photostat copy of this to Whitehall, the result being that for months every message transmitted by the enemy fleet was no secret to the British Admiralty. It must be recorded, however, that on one occasion we were badly hoodwinked, and this, unfortunately, was over the biggest naval engagement of the War—the Battle of Jutland.

On May 30, 1916, the intelligence officers informed the Admiralty that a strong enemy force were putting to sea the next day and would make for an indicated position. We consequently ordered Admiral Jellicoe to leave his base at Scapa, in the Orkneys, and Admiral Beatty to leave Rosyth in the Firth of Forth. Their respective courses were calculated to intersect the following afternoon at the position it was estimated the German Fleet would be in at that time. However, at the last minute the German C-in-C, Admiral Scheer, interchanged his flagship's radio call sign with that of his staff office at Wilhelmshaven. Our Intelligence Service was unaware of this, and when a subsequent message was intercepted bearing a call sign which a few hours earlier had belonged to the German flagship, it was presumed that the flagship, and consequently the major part of the battle fleet, were still in harbour. Actually, however, they were well away in the North Sea. We were therefore justified in concluding that only the German battle cruisers would be encountered. Admirals Jellicoe and Beatty disposed their ships accordingly and were quite unaware that the enemy battle cruisers were supported by the main fleet.

When our Intelligence Service realised the frequency with which the Germans used radio as a means of communication the Admiralty built a series of direction-finding radio stations around the coast of the British Isles. As soon as a message was picked up it was transmitted with the direction from which it had come to the nearest Base Intelligence Office. As a given message would be received by many stations, it was possible to take cross bearings, and the position of the transmitting vessel was thus arrived at. All vessels in the vicinity would then be warned and destroyers ordered into the neighbourhood. In this way the approximate position of all enemy vessels and particularly U-boats was known within a zone extending from the Cape Verde Islands to the Arctic Circle. Millions of tons of shipping was saved by this extraordinary ingenuity on the part of our "Secret Service."

The foregoing examples are illustrative of definite and positive action; but the Intelligence Service has recourse to many other forms of activity. False plans of warships, fortifications and new weapons were drawn up in detail and foisted off upon enemy agents. These agents were, in other words, encouraged to "steal" them and much publicity was given to the "theft" to create an air of reality. There was also a famous system of the compilation of secret dossiers referring to all responsible officers in the German Naval Command.

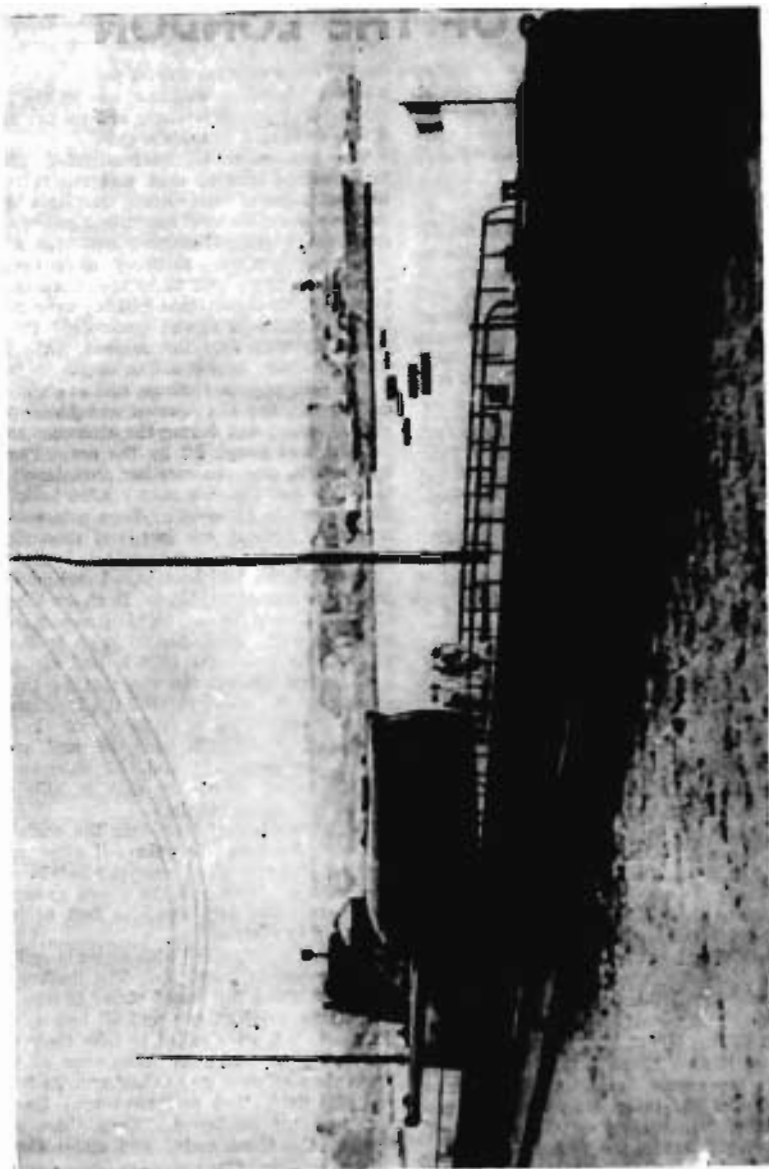
The idea of these "psychological documents" was to enable the actions and reactions of any officer to be predicted in a given set of circumstances. However, this was not a success, as it was found that some essential factors had either been omitted or overlooked; and when the given circumstance arose the man's reactions were diametrically opposed to those indicated in his dossier. It was always a matter for much amusement among the Allied Intelligence circles to refer to "Hindenburg's dossier," because this gentleman never had one, as he had retired from active service before the War began—yet history has shown . . .

The Englishman was always a sportsman, so it must be admitted, in conclusion, that the Germans also have an intelligence service—and a very good one. They had in 1917 a "Navy List" which included particulars of every ship launched by British dockyards from the outbreak of hostilities.

It is well known that the "German Spy Service" existed long before the War. References to its tricks, its agents and its mystery have appeared in the press from time to time, and in view of this it is all the more gratifying to realise that in the short space of four years, 1914-1918, the Naval Intelligence Division of the British Admiralty completely outclassed the almost legendary efficiency of this immense organisation.

At this juncture it will be as well to repeat the remark of a German commentator: "The British Admiralty seems to get wind of every plan we make as soon as it is made. We cannot move a ship from one port to another without their knowing of it almost as soon as the order is given. We, in short, are working in the dark; they in the full light of day."

HUGE FRENCH SUBMARINE



The 4,300-ton French submarine, Le Surcouf, which recently captured a German merchantman in mid-ocean. Designed as a corsair, it is the largest underwater craft in the world, and is fitted with two 8-inch guns. It carries a crew of 150, houses an aeroplane, and has a cruising range of 12,000 miles. It is 361 feet long.

# WRECK OF THE LONDON

The London foundered in the Bay of Biscay on the 11th of January, 1866. On the 16th of that month there landed at Falmouth from the Italian barque *Marianopolis* only eighteen survivors out of the two hundred and thirty-nine passengers and crew that had left Plymouth eleven days before.

The London was one of the old class of auxiliary screws, fully rigged and sparred as a clipper, though of the longer build of the steamers of to-day. She had been launched in 1864, and became quite a famous ship, having distinguished herself by a run to Melbourne in fifty-nine days. She was of 800 horse-power and 1,752 tons register, and was owned by Money Wigram and Co.

She left the docks on the 28th of December, 1865, and Gravesend on the 30th. The year ended in a storm, and the London started in the thick of it. She had to lay-to off the Nore. With difficulty she made her way down the Channel, and no threatening grew the weather that Captain Martin ran for shelter into St. Helen's Roads. The gale lulled a little, and the London left Spithead and steamed out to sea again past the Needles.

To take her into Plymouth Sound a pilot was signalled for. The pilot's boat capsized. The ship's boat was launched to the rescue, but though his two companions were picked up the pilot was drowned.

After this ominous commencement the ship anchored inside Plymouth breakwater and completed her passenger list. At midnight on the 5th of January she left for Melbourne. The storm had blown itself out. The sea was calm and there was a light wind ahead. On board of her, amongst others of lesser note, were the Rev. D. Woolley, the head of Sydney University; the Rev. Daniel Draper, a Wesleyan minister who had been sent home on a mission as representing the Methodist Conference of Australia and the Methodist Conference of Great Britain; his wife, the daughter of one of the first missionaries to Tahiti; Mr. G. H. Palmer, the editor of the "Law Review"; and last, though, as it proved by no means least, a Mr. George "Vaughan," who had taken his passage in that name in order to ensure a certain amount of quiet and privacy during the voyage.

Regardless of the sailors' superstition, it was

Friday when Captain Martin put to sea. Friday was fine; Saturday was fine; but on the Sunday the wind began to freshen, and on the Monday it had increased to quite a gale.

The London rolled tremendously. She had fifty tons of coal on deck and twelve hundred tons of railway iron below, and this did not improve her behavior. She would go over, down, down, as if going for good, and then whip up with such a sudden recovery as to throw the passengers nearly off their feet. As the wind increased, the seas came dashing over her, and as the hatches were not quite tight the water found its way into the saloons, until it was washing about nearly a foot deep.

The gale grew in violence, and at eight o'clock on Tuesday the foremast and jib-boom were carried away; and during the afternoon the port lifeboat was swept off by the sea. The night was rough, and the weather threatened worse to follow and the ship was headed back to run for shelter to Plymouth. Soon afterwards the starboard lifeboat was lost, and then the starboard cutter broke away.

The jib-boom had been saved and was lashed along the engine skylight. It shook loose, and about half-past ten at night a tremendous sea swept over the deck, dashed it on to the glass and poured down the hole it had made. The wind roared through the wire rigging, the lights shining up the masts showed the foretopmast the only sail set, blown to ribands, with the tatters streaming out straight from the yard, and only one corner standing; and the phosphorescent waves foamed round the ship in hills ten or fifteen feet above her deck.

The seas dashing down into the engine-room drowned the fires. In vain sail after sail was hurried along to place over the hatchway; the wind was so fierce and the waves so wild that the canvas was torn away as fast as it could be placed in position.

The hold slowly filled with water in spite of all that the pumps could do. The donkey-engine was kept going full speed under charge of Mr. Angel, the third officer; and all hands, passengers included, were called to take their turn at the manuals. The seas broke over so that at times the men were up to their armpits in water, and still they stuck to their work. Each time the pumping slackened, "Keep them going!" shouted the third mate; and again the speed

(Continued next page)

would quicken, though the effort was in vain. Cheering on the passengers as the mate did the men, stood Mr. "Vaughan," now recognised as G. V. Brooke, the tragedian, who, bareheaded and barefooted, in only his shirt and trousers, kept at the pumps for hours, and worked to the last like the giant that he was.

At four o'clock on the Thursday morning the sea drove in four of the stern ports and the water poured down in torrents into the saloon. The passengers, women and children, were gathered there, trying to follow Mr. Draper as he read snatches of the service and led them in prayer. But the rolling of the ship, the washing about of the water, the howling of the storm and the rattling of the pumps rendered the attention of his audience almost impossible.

When the ports drove in, the captain entered the cabin and confessed that there was no longer any hope of safety. The scene that followed was heart-rending. Families clustered together, some in hopeless despair, some cool and resigned to the last, some on their knees praying for deliverance, some nervously twitching over the leaves of their Bibles in search of some well-known text they hoped might comfort them in their final agony.

The ship, however, kept afloat. Angel and Brooke did not let the pumps rest for an instant; the water streamed overboard fast, but not fast enough.

At ten o'clock an attempt was made to launch the starboard pinnace, but the sea smashed her as she floated and five men were thrown into the water, struggling for their lives. At the news that a boat was being got ready one of the passengers appeared on deck with his carpet bag! "Fancy a man thinking of his goods at a moment like this!" said the captain, turning away in disgust.

At one o'clock the ship was down to her main chains, and was slowly settling. Still the pumps were going, and still the sea kept heaving in. Two small boats were all that were left. One of these, the port pinnace, was rated to Mr. Greenhill, the chief engineer, and the captain ordered the crew to launch her.

"There is not much chance for the boat," said he, "but there is none for the ship. Your duty is done; mine is to remain here. Get her out and take command of the few it will hold."

The other boat, a very small one, was provisioned by the boatswain, but she was never launched. The ship went down too quickly to allow of her being got off.

With difficulty the pinnace was lowered, and

then came the question of who were to go in her. "Fetch a lady," said one, and a man ran in search of a friend of his, but, not finding her, brought a strange girl to the side to give her a chance of her life. But as she saw the little boat towing in the raging sea she drew back and refused to move.

Another of the men dashed down into the saloon in search of his friend John Hickman, who was sitting with his wife and children. When asked to leave them: "No," he said, "I promised to stay with them to the last, and I will do so!"

On the side where they sat the bunks were covered with water. "Lend us a hand, Jack, to move them over," he said, and the two helped the wife and children across the saloon, and then, with a "Good-bye, old fellow," they were left to die.

"Well, we are going," said another who was left in the ship. "There is only one thing I regret. I had a draft of £500 on Ballarat, and only had £20 of it. I should like father to get the balance." And the wish was afterwards complied with.

The captain was asked to come. "No," he said. "I will go down with the passengers. But I wish you God speed and safe to land."

The wind was so fierce round the boat that the men in her could not hear their own voices. There were fifty people clustered on the poop, but none dare venture into the boat.

She pushed off. As soon as she left the ship a woman rushed to the rail and shrieked, "I will give you a thousand pounds if you will take me!"

The boat had not got eighty yards away before the end came. The London sank stern foremost. As she went down the keel was out of the water as far as the foot of the foremast.

The captain was on the poop; Brooke in his red shirt was leaning on one of the half-doors of the companion; Angel was still running the donkey-engine, and had his hand on the lever as the waves closed over him.

In the boat were three passengers, the three engineers, a midshipman, a fireman, and ten of the crew. They had not been afloat two hours before a full-rigged ship sailed past them. At three o'clock on Friday morning a brig saw them, but lost them as she tacked, and went on her way. At daybreak a cutter was sighted and a whistled on an oar to attract her attention—in vain. Then a barque came by, sighted them, picked them up, and, after a stormy voyage, brought them safe to Falmouth.



# SEA CADET NOTES

## MANLY DIVISION

The Officer in Charge (Mr. G. H. Smith) of Manly Sea Cadets reports considerable activity in the unit during the past month. A most enjoyable and instructive camp was held at Newport over the Christmas holidays. In this connection the Port Jackson & Manly Steamship Company are sincerely thanked for generously allowing the use of their premises for the camp.

Captain A. R. Bell's donation to our Boatshed Fund is greatly appreciated. It is encouraging to know that an interest in our progress is taken by friends living outside Manly's boundaries. The completion of a suitable boatshed and slipway is essential to the development and permanence of the Sea Cadets in this district.

To Mr. Barton, whose help and advice is invaluable, we take this opportunity to publicly offer our thanks.

We welcome Mr. Langbridge as our new Acting 2nd Officer, and P.O. Nivison on his promotion to Acting Chief Petty Officer.

Thanks to Mr. Perce for his gift to the depot. Officers and Cadets from North Sydney and Woolwich depots are cordially invited to visit Manly depot on Saturday afternoons or training nights.

On January 23rd a Social was held by the Committee and friends, and was most successful.

Congratulations to Mr. Chris. Tottman, Acting O.C., Woolwich Sea Cadets, on the superb appearance of his crew and whaler on January 29th (Anniversary Day).

Writing from "Victory" Depot, North Sydney, Mr. J. Hammond, Acting O.C., reports a steady attendance of Cadets on Wednesdays and Saturdays. Recruits have joined the unit from as far afield as Newcastle and Penrith.

In view of the depletion of officers and instructors due to the war, we have been fortunate to secure the honorary services of two new officers to assist us in carrying on the work at the depot. They are Mr. Wright and Mr. Stacey. Both are ex-naval men. Mr. Wright served in I.M.A.S. Melbourne in the Great War and, previously in ships of the Royal Navy.

Mr. Stacey has also served in the R.A.N. and is an ex-torpedo instructor. The cadets expect to be taught much by these practical men.

Chief Petty Officer Hager, of this unit, has been promoted to Acting 4th Officer, and Petty Officer Treers to Acting Chief Petty Officer.

North Sydney warmly congratulates Woolwich crew on its smart appearance and on its well merited victory in the whalers' race at the Anniversary Regatta.

We chartered a launch to follow the race and invited parents and friends of the Cadets to accompany us and witness the contest. Afterwards we took our departure in the launch to Clifton Gardens, where we had an enjoyable picnic in the afternoon.

We expect to have the cutter's engine in working order in a few days, when we hope to pay visits to Woolwich and Manly Sea Cadet Depots.

## USEFUL BOOKS FOR PRACTICAL STUDY

Below we list a few titles selected from our stock of nautical books. These and many others of a similar nature are on sale in our Technical Book Dept.

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## ANNIVERSARY DAY REGATTA

At the invitation of the Regatta Committee, Sea Cadets from North Sydney and Woolwich units of the Navy League competed in a rowing race for whalers. The two North Sydney crews were coxswained by Messrs. Murphy and Stacy respectively, while Woolwich crew had Mr. Chris. Tottman at the tiller. A strong westerly wind and the breakdown of a towing launch delayed the start for twenty minutes. Eventually the crews got away to a good start, right into the teeth of the fresh breeze and choppy sea. It was a strenuous pull of three-quarters of a mile to the flagship and the finishing line, but the crews stuck to their task most manfully, exhibiting grit and stamina of a high order. The

Woolwich crew, which had been efficiently trained by Mr. Tottman for the race, crossed the winning line six lengths ahead of North Sydney (Mr. Murphy) with North Sydney (Mr. Stacey) further astern.

Notwithstanding that the League has suffered many changes in personnel since the outbreak of war, owing to voluntary enlistments of Officers and Petty Officers, and the calling up of Reservists who also were identified with the Cadet Corps as Honorary Instructors, it was possible to enter crews for rowing and sailing, and so keep the Navy League flag flying, as formerly, on the occasion of the Anniversary Regatta.

## RESOURCES OF NATIONS

*Interesting statistics and other information relating to belligerent and neutral nations have appeared in recent numbers of the Journal. Here are some additions:—*

### Palestine and Transjordan

Population 1,383,320 (Moslems, 876,847; Jews, 506,084).

Area 10,100 sq. miles.

Palestine, lying between the Mediterranean and the River Jordan, had been under Turkish rule for exactly four centuries when it was conquered in 1917 by British troops under Field Marshal Viscount Allenby.

Since 1923 the country has been governed by Britain under a League of Nations Mandate. It is divided into three districts—Jaffa, Haifa and Jerusalem.

It is the eastern outpost against any threat to the Suez Canal, the outlet of the oil pipeline from Mosul, a halting place in the international air route to India and Australia, and a starting-point for the desert motor road to Asia. Principally an agricultural country. The main crops are olives, melons, grapes and figs, the citrus fruits chiefly being oranges and grapefruits. Nearly seven million cases of oranges are exported annually. Other exports are wines, melons and almonds. Chief imports are cotton, textiles, sugar and petroleum.

Palestine comes under Middle East Command of the R.A.F. and normally battalions of British infantry are located at Jerusalem and Haifa.

### Yugoslavia

Population 15,400,000.

Area 85,558 sq. miles.

The Kingdom of the Serbs, Croats and Slovenes contains many different nationalities. There are some 7 million Serbs and 4 million Croats, more than a million Slovenes, half a million Germans, as well as Bulgars, Magyars and Albanians.

The country is hilly and mainly agricultural, over 75 per cent. of the population being thus employed. The chief crops are cereals, of which 10,000,000 tons are produced. Cattle and sheep raising is extensive.

There are considerable mineral deposits, which have been much developed in the last 20 years. The following amounts are mined annually: coal, 5,000,000 tons; copper, 50,000 tons; lead, 75,000 tons; iron, 650,000 tons, as well as chrome, zinc, antimony and bauxite.

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## SONS OF THE SEA

Australia, being a daughter of the Motherland, it is only natural that a great number of her sons have inherited a love of the sea from their dauntless ancestors who sailed the seven seas under the White and Red Ensigns and have helped to make our Empire what it is to-day.

Manly is playing her part in keeping the sea spirit alive by having formed a division of that very fine association, the Navy League Sea Cadet Corps.

It is worth one's while to pay the Depot a visit (it is situated at the rear of the Municipal Baths) and watch these keen and stalwart lads at drill. They are taught the value of discipline which is the principal thing in moulding the character of youth. It is here they learn seamanship, signalling, life-saving, sailing, rowing and many other necessities that go towards the making of alert and efficient seamen who prove themselves capable of serving in the R.A.N. and Mercantile Marine.

It is also worthy of note that when Earl Beatty attended a large review at Victory Train-

ing Depot, North Sydney, he expressed great admiration for the boys of our Division and he also said that he would take back to England a very fine impression of the Manly Cadets who may be described as the smartest he had seen for some time. This compliment paid by such a distinguished visitor reflects great credit on the ability of the commanding officer, who devotes every Wednesday night and Saturday afternoon to training them.

So perhaps some day in the future years one of the lads who has received his very first training at the Manly Depot may have the honour of flying his flag aboard one of our warships as Rear-Admiral of the R.A.N. or as captain of such a magnificent liner as the Awatea.

We all realise that the Navy and Mercantile Marine are the main arteries that keep the great heart of the Motherland beating, for without them we could not exist.

So now then boys, here is your opportunity if you wish to serve your country either under the White or the Red Ensigns. There are still a few vacancies at the Manly Training Depot.

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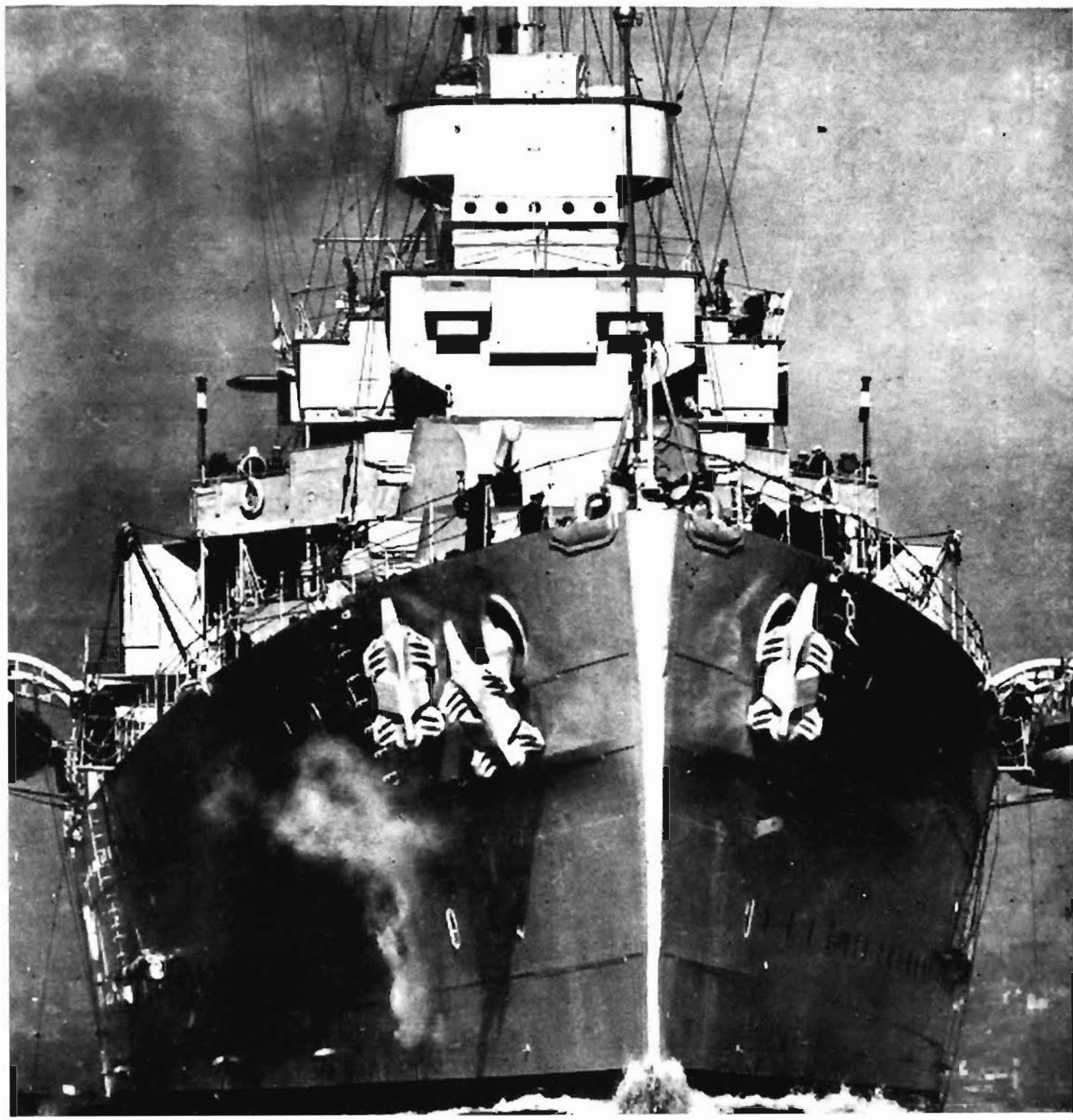
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# THE NAVY LEAGUE JOURNAL

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## WAR AND PEACE

Questions of employment, marketing, change-over from war production to peace-time requirements, with an added dozen and one inescapable items vital to the continued functioning of the body-politic, will not answer themselves. Win the war and let war's aftermath take care of itself is the counsel of fools. Wise men, especially wise statesmen, plan ahead as far as human limits to foresight and ingenuity permit, and so there should be a worked-out solution prepared for every conceivable immediate post-war problem. Solutions in their entirety would sometimes be inapplicable, but adapted and modified to meet new factors and rapid changes in conditions, man's initiative and inventiveness would fit them as worked out answers into any dimensional plan.

To ensure successful and enduring results, the immediate mobilization of the best constructive talent available is necessary for the purpose of refreshing and reinforcing any existing official planners in this sphere, and further examining ways and means of directing the course of post-war changes and needs. The best men (and women) for the job are not necessarily politicians, public servants, or elderly captains of industry. Special work, as indicated, calls for Youth to speak and plan for Youth, and virile

young men and women in our universities, in the professions, in business circles, and from the vast reservoir of intelligence, understanding, and common-sense which manual workers have richly contributed to in recent years, should abundantly provide the required constructive talent. This matter of recruiting for the peace should be treated as equal in importance to the mobilization of man-power for purposes of war and destruction. If, through failure to plan, chaos treads on the heels of war, peace itself may prove of graver danger to established institutions than war.

After the Great War most men failed to realise that men who had set or solved highly important war problems were, in many cases, pathetically and perilously unfitted in every way to tackle, let alone solve, the totally different problems of the peace. The preparation of a peace-problem plan would greatly minimise the dangers of drift, delays, and mistakes which followed the Great War, and in no sense could such a plan adversely affect our own war effort or touch the military or economic results of the war. And should any set of circumstances cause the plan to be jettisoned, the ship of State would in nowise suffer.

THE EDITOR.

March, 1940

# ODDS AND ENDS

If you wish to instruct or influence the unenlightened masses, don't appeal to reason.

"Let not justice go blind, nor truth be struck blind."

The common interests of mankind are more sacred and more valuable than the interests of any individual or class.

The mental confusion of a people is the most fertile field for the seeds of the liar and propagandist.

"Britain," Lord Chatfield declared in a recent speech, "is fighting for the good of the world."

"Germany," declare her spokesmen, "is fighting for the removal of an injustice," and that "The Allies are fighting for its preservation."

Mr. L. S. Amery, a former Dominion's Secretary, says Britain's war aim is "The complete defeat of Germany, followed by a dictated peace."

The Federal Cabinet is to be congratulated on placing the Press Censorship under Civil control.

Of the six mentioned world-figures — Herr Hitler, Senor Mussolini, M. Stalin, President Roosevelt, M. Daladier and Mr. Chamberlain, which, in your opinion, has achieved or attempted to achieve the greatest good for his country?

The character of the social order is never passive; the yeast of reform and progress is ever rising and expanding, and bettering human conditions.

A disturber of complacency is sometimes a blessing.

Party politics will never attract nor hold men who steadfastly believe that the interests of the whole people should come before the interests of individuals or parties.

Better wear out than rust out.

The indifference shown by masses of people to world affairs is understandable if such people have nothing they value to lose.

Freedom and liberty are war-time slogans and have no reality.

People in Australia are beginning to ask questions regarding the great private armament firms in Britain and their war-time profits. It is also asked if some of the directors and shareholders of these firms are members of the House of Lords and the House of Commons. There is no doubt that most Australians consider that the production of all armaments and munitions should be purely a Government concern or, at least, Government controlled with strict limitation of profits.

If we could think imaginatively in economics, reaping the full advantage of the daring and initiative of Capitalism, yet minimising its rank injustice and its many disadvantages, we might evolve a financial system which would dismiss poverty as our scientific system of production has removed waste. This would be an example of real, lasting, progressive inspiration.—Morley Davison.

Dr. S. J. Cantor, writing in "The Practical Patriot," says:—

"It has become urgently essential to create some form of world government to ensure peace. That government could be unitary, but unification is scarcely practicable to-day; or it could be federal, and that form is practicable. It is possible to create a federation of nations, as it was possible to create the confederation of the League of Nations; and as it was possible to create many lesser federations.

"Commonsense and experience indicate that the continuance of the present international anarchy will mean the continuance of war and of rumours of war—of war that is mechanised and industrialised, of war whose lethal weapons are mass produced; of war which settles nothing permanently; of war which means waste, misery, retrogression and death."

# CIVILIANS AT SEA

## Reserve Navy Strength

From office desk and factory, from farm and driving seat, a great army of British civilians has marched off to play its part at sea, in Britain's war.

It has marched with pride and heads held high. Each man has a deep love of the sea and an inherent feeling for the traditions that made Trafalgar possible; that gave us Drake and Fro-bisher, Raleigh, Nelson and Grenville; that wrote the brave pages of St. Vincent and Jutland into the histories of nations.

It is difficult for Australians, living a young life in a young country, to appreciate fully the deep-seated pride in the fighting services that is common in almost every British family. The Royal Navy, particularly, is looked upon in the homeland as an eternal symbol of Britain's might. When war comes, one of the first questions is: "What is the Navy doing?" The question is one of interest—never one of doubt! The people look with a feeling of pride and security to the Navy to control the seaways and to maintain vital channels of supply.

### Secret Movements

The question is usually unanswered. The movements of the "Silent Service" are veiled by secrecy. An air of mystery is present even in the great naval seaports. Great grey battleships slip away in the dead of night, bound for unknown destinations. Light cruisers and destroyers cleave the blue harbour waters with lean bows. And in the chartroom Naval officers guess at the contents of "Secret Orders."

Perhaps the gravity of the situation is realised only when the Admiralty announces that the Naval Reserves have been called up. The average Briton knows that in the time of gravest national emergency the Navy never fails to look to its great reserve of manpower.

It is this Reserve that is one of Britain's greatest assets in war. War must always mean expanded Naval services, and thousands of men are needed to fill gaps in personnel. Because Great Britain is still at heart a nation of seafarers, she has an incalculable advantage over all other nations—a huge volunteer Naval Reserve always ready for service at sea. She has, not one, but three distinct reserves of manpower for her mighty fleet.

Soon her Naval personnel will number 200,000.

She has the experienced Naval officers and men who have completed their terms of Naval service and have "swallowed the anchor," only to come back from retirement to help the nation in a time of national emergency.

She has the vast resources of the Royal Naval Reserve, or R.N.R. (the Australian equivalent is the R.A.N.R.) made up of skilled and hardy seamen from the merchant service and the fishing fleet. These men, whose lives are spent on the sea, undergo in peace time regular training in the art of Naval warfare, and when the time comes they can step into the blue-clad ranks that man the ships of the Royal Navy and the Royal Australian Navy.

### On Merchant Ships

Great numbers of these men are employed in the converted merchant ships which are taken over by the Navy for auxiliary duties. This reserve of expert seafarers is made up entirely of volunteers, whose work in peace fits them for the part they must play in war. How well they can play this part was shown by the heroic fight which the men of the merchant liner "Rawalpindi" (armed as a patrol cruiser) put up against the overwhelming odds of the pocket battleship "Deutschland's" guns.

Special qualifications and seafaring skill are not essential for the third of Britain's great reserves—the Royal Naval Volunteer Reserve. The R.N.V.R. is drawn from civilians in all walks of life—office-workers, factory hands, farmers, taxi drivers—whose only common basis is a love of the sea. They are trained in their spare time, at night after work, at week-ends, with, perhaps, an annual 14-day cruise on a destroyer, cruiser or sloop. In England there is always a waiting list for the R.N.V.R.

In a slightly modified form, the Royal Australian Naval Reserve is modelled on this Service. For the civilian reservist there are depots at every capital city, where classes are conducted at night and at week-ends. Once a year reservists are given special training afloat or at the Flinders Naval Depot.

Reservists who are professional seamen undergo a more extensive training programme, and are liable to be called up for war service at

(Continued next page)

the discretion of the Naval Board. In Australia, practically all have been mobilised for service "at home or abroad" since the outbreak of war.

So far, 500 officers and 4,150 men have been called up for Naval service in Australia, and are now serving at sea or in shore establishments. Many are members of gun crews on more than 100 armed merchant ships, which have been defensively equipped in this country since war began. Others are serving alongside permanent R.A.N. ratings on warships or on armed merchant cruisers. Many are employed on such auxiliary vessels as minesweepers, examination craft, and boom defence vessels.

#### Even For Youths

These men are becoming more and more absorbed into the Naval way of life, and are working in complete harmony with the permanent men on the big job that is to be done. They have the same conditions and the same rates of pay (an able seaman gets 7/- a day, plus 3/- a day for a wife, and 1/- a day for each child, in addition to deferred pay of 1/9 a day and uniform allowance).

Behind these valuable Naval Reserve forces there are such associations as the Navy League, the Royal Naval Volunteer Reserve Boys' Corps, and the Sea Cadet Corps, all of which are of great value in inculcating youth with the ideals and traditions of maritime service.

But there is more, much more, to be done in Australia. In Britain, all sections of national life are interested in a practical as well as an emotional way, in the history and traditions of the Royal Navy. Thousands of young men clamour to obtain entry into the R.N.V.R.

The grey ships of England mean everything to England. They should mean more to our own people in Australia. We have heard complaints

of Australian apathy. Our heritage is based on seapower. Our daily lives are dependent upon seapower. If every citizen in Australia could fully realise the value of the enthusiasm of Britain's great civilian army at sea, perhaps that apathy (if it exists) would disappear. Australia should—and must—become more naval-minded.

The Navy is more than a great tradition—it is an essential to living!



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Crowds lined the streets of Auckland to cheer the crew of the "Achilles" as they marched to the elite reception after their triumphal return to their home port.

Courtesy "S.M. Herald."

# How The Solomon Islands Got Their Name

By A.H.

In the history of the South Pacific, few pages are as full of romance as those which tell the story of the Solomon Islands.

Even nowadays, the name conjures up visions of head hunters and cannibals, secure in hidden jungle villages or mountain fastnesses. This is not hard to imagine, in spite of the regular steamer connections between Sydney and the Group, the well ordered plantations, the trim hungalows of Tulagi, and the efficient Administrative Service. Memories of "Bully" Hayes and the blackbirders, and the occasional outbreak of the natives on Malaita, make a trip to the Solomons seem rather in the way of an adventure to the average stay-ashore person.

The name of the island group itself is redolent of romance—King Solomon's mines in the land of Ophir! How many of us, though, ever wonder how the Solomons obtained their name?

At Lima, the Spanish capital of Peru, in the year 1567, a young nobleman, Alvaro de Mendana, was staying at the Court of his uncle, de Castro, the Viceroy. Mendana was a keen student of cosmography, and, although but 25 years old, had amassed quite a store of information in that particular subject. The Court had been startled out of its usual somnolence by the tales and theories of one Sarmiento—a knight, and a typical Conquistador. He had been studying old Peruvian manuscripts, and claimed to have discovered stories of islands lying far to the Westward of Peru and rich in gold and silver. It was his earnest desire to be sent on an expedition to seek these treasure houses of Nature. It is quite possible that Sarmiento had another reason for a long voyage—a personal one; Peru, at the time, was not a very comfortable place for him, as he had incurred, in some way, the displeasure of the dreaded Inquisition. However, his claims received a good hearing in high places, and with the aid of Mendana, the Viceroy's sanction to an expedition was obtained, and State aid promised. Apart from the islands of gold and silver, Mendana suggested a search for the great Southern continent which, although legendary, was depicted, in various sizes and shapes, on most maps of the times. This suggestion was adopted.

On November 19th, 1567, the expedition sailed from Callao. It was composed of two ships, of 250 and 107 tons respectively, manned by 150

sailors, soldiers, and miners. Four Franciscan friars were taken to attend to the spiritual welfare of the party. Command had been given to Mendana, and he was assisted by Gallego, as chief pilot and, of course, by Sarmiento, who was probably in charge of the soldiers.

Mendana's orders were to seek for the golden islands and also to try to find the Southern continent; settlements were to be established in lands discovered, and such territories added to the "Empire of Christ and Spain."

After clearing Callao a course was shaped to the south-west, and held until the latitude of 15½ deg. south was reached. Here Gallego prevailed on Mendana to turn west, against the advice of Sarmiento, who wished to continue farther south. Gallego had his way, and west it was. After sailing some 1,900 miles along the parallel, the course was altered to a little north of west. Now, if the westerly course had been held, or again, if Sarmiento's protests had been heeded, the discovery of the east coast of Australia would have been practically assured.

The little fleet held on, meeting with storms and calms, fair weather and foul, until on January 15th, 1568, fifty-seven days out from Callao, land was sighted. This was an island, in what is now known as the Ellice Group. Tired of the confined spaces of the ships, the sailors and soldiers desired to land; but Gallego, fearing the heavy surf and strong current, would not allow the boats to put off. Mendana gave the name of Island of Jesus to the discovery. The expedition sailed on and, after twenty-three days had elapsed, on February 7th, the cry of "Land Ho!" from the masthead lookout on the commander's ship turned the voyagers' eyes to the westward. Slowly, but surely, the land came up over the horizon; first, lofty peaks, then the ranges themselves, and lastly the green coastline. After cruising along the shore, the pilot selected an anchorage, and Mendana, his officers, the friars and a large party, landed on a sandy beach; the first known Europeans to set foot on the shores of what we now call the Solomon Islands. Prayers were offered up, a large Crucifix was erected, and the banner of Spain was unfurled. Little did that advance guard of civilization dream that the haughty red and gold standard would, in later years, be supplanted by the flag of a people who were, in those days, their deadly

enemies—that the Union Jack of Britain would replace the colours of Castille!

Mandana, as a tribute to the patron saint of the voyage on whose feast-day Callao had been left, called the land (he did not know as yet that it was an island) Santa Ysabel.

At the landing place, the nucleus of a settlement was formed. The miners commenced prospecting, and a small vessel—a brigantine—was built. Later, this craft explored the coastline of Ysabel, found it to be an island, and carried out a voyage of discovery throughout the major portion of the group with praiseworthy exactitude. As the late Professor G. Arnold Wood states, in his "Discovery of Australia":—"They brought back to Peru an account of their discoveries so accurate and detailed that it is possible, 333 years afterwards, to identify every islet, harbour and creek." The group of islands was proved to be such, and not a promontory of the Southern continent, as had first been assumed. Land lay all around; a huge archipelago of countless islands. South of the settlement stretched a long, apparently unbroken coast; that we nowadays call New Georgia. The ardour of the explorers was inflamed by the natives who demonstrated by unmistakable signs, the presence of great lands to the south and east. These, however, were destined to remain undiscovered by Mendana's men. A survey of the Guadalcanal coast, with its lengthy shore line, again gave rise to the hope (afterwards shattered) that the Southern continent was discovered at last.

At the settlement, matters did not run too smoothly; the Spaniards, with the peculiar admixture of piety and cruelty characteristic of the Dons of the period, had not endeared themselves to the natives, who, to be perfectly just, had not displayed many lovable features themselves. They were treacherous, barbarous, and addicted to cannibalism, and maintained a persistent hostility to the newcomers. Therefore, Spanish met barbarity with barbarity, and specialized in the particular type of inhumanity which the Conquistadors dispensed to subject races.

The miners, through the frequent attacks of the natives, were unable to prosecute the search for gold to any great extent. They had found traces of the precious metal in the soil, but, being continually harassed by the islanders, were unable to work it.

The expedition remained in the group for six months, and then discontent and incipient mutiny

arose. Influenced by the continual grumbings, and by the fact that both ships had suffered from the attacks of sea-worms and borers, and were in a very bad condition, Mendana decided to return to the Americas.

The homeward bound route was laid down well to the north of the track of the outward voyage; Mendana was under the impression that the winds would be adverse for a run direct to Callao. The settlement was abandoned, the shore party embarked, and the two ships left on August 11th, 1568, shaping a course for Mexico. No records are to hand of the fate of the brigantine which had been built at Ysabel Island.

On this return voyage, a short stay was made at a group of islands—the Marshalls of our time. Here a relic of some unknown shipwreck was found—a chisel, made from a large nail. Perhaps some long-forgotten European vessel had ended her voyaging in the near vicinity.

Mendana and his battered little fleet made the Californian coast on December 19th, 1568, and the voyagers rested. After a stay of some months they sailed again for Callao, where they arrived in July, 1569.

They had returned almost empty handed and, apart from the discoveries made and information obtained, the expedition was pronounced a failure. In spite of this, rumours arose concerning the fabulous wealth of the islands found by Mendana, and in twenty years, instead of having returned with practically nothing, the explorers were reported to have brought back 40,000 pesos of gold and vast quantities of cloves and ginger!

They were popularly supposed to have found a land rich in gold, silver and precious stones; a country comparable with the land of Ophir, from which King Solomon of old drew vast quantities of treasure—and so gradually the name came into being, and was given to that lonely Southern Pacific group—the "Solomon Islands."

## PLEASE NOTE

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

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

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# The Naval Contribution of the Dominions

By DONALD COWIE, in "The Navy"

The development of naval defence in the Dominions has always been retarded by realisation of the overwhelming strength of the Royal Navy itself. But there has been a local awakening in recent years. The Dominions, having accepted the principle that their best contribution to Imperial defence would be the effective defence of their own territories, began to pay increasing attention to naval protection. Some of them debated whether larger air forces would not be more useful for their particular defence problems, mainly the securing of coasts against raiders; and air forces were enlarged. But navies did receive increased attention.

It now becomes necessary to abandon generalisation, and to make it clear at once that each Dominion has a different kind of naval status, so that recent developments must be considered separately. The naval forces of Canada and Australia are linked directly to the Royal Navy, but are more specially the concern of the Dominion concerned than are those of South Africa and New Zealand. Canada and Australia, that is, are nearer naval independence than South Africa and New Zealand. Then each Dominion has its individual defensive problem, Australia and New Zealand must always plan naval strategy in terms of the Pacific hegemony of Japan. South Africa has a special responsibility for the Imperial trade route via the Cape of Good Hope to the East. Canada has two great seaboards, and the possibility of direct enemy raids on at least one of them.

Thus naval rearmament in the Dominions of recent years necessarily assumed rather different shape in each. The tale has been told elsewhere, and is already dated by events, but it is worth noting that the general tendency was to avoid great expenditure on capital ships, and to concentrate on light forces capable of co-operating with the Royal Navy in local waters. The wisdom of this policy has already been demonstrated by events. So far the Dominions have shown themselves to be perfectly capable of dealing with their local naval problems. Let us examine the exact course of events since the outbreak of war.

The Royal Canadian Navy, immediately on the outbreak of war, took comprehensive measures for the defence of Canadian ports and

coasts. The Royal Canadian Naval Reserve and certain naval voluntary reserves were called up. By the middle of September, nearly six thousand officers and men of the Canadian Navy and reserves, or four thousand more than peacetime strength, were either afloat or at their bases. Destroyers made record passages to move to their predetermined stations. Reserve merchant vessels, fishing boats and other small craft were requisitioned, and are now efficiently performing their allotted duties.

Nor did the Canadian Government content itself with such a brave measure of mobilisation. Plans were at once laid for increasing the strength of the naval forces to meet special needs. Measures were taken for progressive enlistment of naval personnel to number approximately double the initial strength, and for construction within the Dominion of anti-submarine and mine-sweeping craft. As a result existing dockyards and shipyards are working to capacity, while new shipyards are being established—the foundation of what may become a great industry.

To-day the Canadian naval forces, including 6 destroyers and 5 minesweepers, are on duty on both coasts; they are co-operating with British naval forces for protection of East Coast ports, and of Newfoundland and the West Indies; they are assisting in protection of departing convoys for a considerable distance from the Canadian coast, with a remarkable record of success; they are regularly engaged in mine-sweeping, and are all fully armed, regular and auxiliary fighting ships alike, with torpedoes, depth charges and ammunition. Active aerial co-operation is maintained by naval flying-boats, and also by twin-engined bombers and fast single-seater fighters of the Royal Canadian Air Force, which carries out a constant patrol on the North Atlantic shipping lanes. It was officially announced in Montreal recently that "the smooth co-operation of British and Canadian air squadrons and the Canadian Navy were making the British convoy system in our waters a complete success."

An authority has tabulated the naval programme of the Australian Government as follows:—

(Continued over)

CONQUERORS!

The First Lord of the Admiralty, Mr. Winston Churchill, addressing the ship's company from the quarter-deck of H.M.S. Exeter on the return of the victorious cruiser to Plymouth after the battle.



Courtesy "S.M. Herald"



1. To increase the number of ships which are mobile and are therefore available to act at the decisive point.

2. To make the principal harbours secure against surface and submarine attack in conjunction with the Army and the Air Force.

3. To build up reserves of war-like stores, to improve the repair and refitting establishments, to increase and establish schools for training the personnel, and to erect wireless stations.

Thus in pursuance of a policy of making the Australian Squadron an effective agent in the defence of the Commonwealth and the protection of its huge coastal and export trade, and at the same time ensuring that it constitutes a fair contribution to Imperial defence, every department of the force has recently been strengthened, or is undergoing overhaul. Soon after the outbreak of war all reserve ships were commissioned. Over thirty merchant vessels were taken over. Ships proceeding overseas were armed, supplied with ammunition, and manned for defence purposes. The naval personnel was actually increased from five thousand to ten thousand, whereas the authorised active service personnel in 1937-1938 had only been just over four thousand five hundred, including four hundred and sixty officers.

At the present time nearly one hundred merchant vessels have been defensively armed by the Australian Government, while thirteen minesweepers and two fast minesweepers, and five armed merchant cruisers, three for the Admiralty and two for Australia, have been put on service. While it is considered that there is now little chance of carrying out an earlier plan to buy a battleship, the Australian Navy will probably be increased before long by several minelayers and minesweepers, and the Admiralty may lend or sell another cruiser. Three destroyers of the Tribal class, two escort vessels and a number of motor torpedo boats are being constructed in local shipyards. The seaplane carrier "Albatross", built in Australia in 1926-1929, at a cost of £1,200,000, was recently taken-over by the Royal Navy in part payment of two modern cruisers.

It is not generally realised that New Zealand was actually the first British Dominion to acquire a local naval force—a small fleet of protected vessels was used on the Waikato River during the Maori campaign of 1863. This is possibly because New Zealand has not since

maintained a large Navy, having neither the immediate necessity nor the money. To-day the position is that New Zealand pays for and maintains a Naval Board and a Naval Base at Auckland, while she pays the cost of, and provides a proportion of trained ratings to man two cruisers and a trawler, augmented by two escort vessels of the Royal Navy stationed in South Pacific waters. On the outbreak of war the New Zealand Government, with a characteristic gesture, immediately transferred the Naval Division to complete Imperial control. But at the same time special measures were taken to man coastal defences, to equip merchant vessels for defensive purposes, and to co-operate both with the Royal Navy and with Australian forces in the patrol of shipping lanes, especially by air units. It is recorded merely as a curiosity that the first shot of the war in the southern hemisphere was fired by a gun at a fort in Port Lyttelton, New Zealand. A warning salvo over the bows of a trawler accidentally hit the ship and killed her master.

The actual naval forces of South Africa are even smaller than those of New Zealand. The Union Government of three years ago accepted the policy that naval protection should be left to the Royal Navy, while the Union should maintain adequate shore defences. The Union had agreed that the Royal Navy should use Simonstown Harbour as a base in 1922. Last year it was decided to instal strong coastal batteries at main ports, but coastal patrol, minesweeping and minelaying measures were not adopted, in the opinion of competent observers, as vigorously as they might have been. Fortunately the new Government of General Smuts takes a more serious view of defence responsibilities. The shore batteries are now completely equipped, and to demonstrate this a guardship, H.M.S. "Erebus", lent by the Admiralty to afford interim protection for Cape Town, has been retransferred to the Admiralty. Rear-Admiral G. W. Halifax's appointment to command of a South African Seaward Defence Force is another earnest of General Smuts' vigorous intentions, triumphantly vindicated by the rounding up of the German liner "Watusei" by coastal reconnaissance aeroplanes. This was the first "blood" of Dominion forces in the present war.

It is, indeed, characteristic of the topsy-turvy conflict in which the British Empire is now engaged that the onus of defence has so far fallen where least expected upon those quarters, if not least prepared, at all accounts most vul-

nerable. The chief naval concentration of the overseas Empire was at Singapore. Australia promised to take a prominent part in the general scheme of Imperial strategy. As it is, the least "naval-minded" Dominion has drawn first "blood." Canada has had immediate work in the north Atlantic, but the eyes of the world have been concentrated perhaps out of proportion to real importance, on South Africa. It can be seen, however, that this Dominion's dominating situation at the turning-point of a great trade route combined with her isolation from the larger bases and concentrations of the Royal Navy, make her peculiarly liable to the attention of the enemy's commerce raiders. South Africa has already shown, nevertheless, that she is fully capable of meeting her great responsibility; and very soon the other Dominions may have a similar chance. If the "Deutschland" or "Admiral Scheer" seek to emulate the "Emden" in the Indian Ocean and the Pacific, Australia's preparation will not have been wasted.

Postscript.—This prophecy has already been partly justified by the fine participation of the "Achilles" in the rounding up of the "Graf Spee". This cruiser was formerly on the New Zealand Station, and was largely manned by ratings from that Dominion.

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# SEA CADET NOTES

The Officers in Charge of North Sydney and Woolwich Companies of Navy League Sea Cadets verbally report that Cadet training activities are proceeding satisfactorily, and the O.C. Manly Depot (Mr. G. H. Smith) writes:—

This company continues to progress. Thanks to Mr. Barton and those Cadets who assisted him, our boat-shed has been completed. When it is opened for use we hope Officers and Cadets from North Sydney and Woolwich will be present. Perhaps it will be possible to arrange friendly boat races between crews representing the three units.

Our First Annual Meeting this year was a great success, and the good attendance of members and supporters augurs well for the advancement of the Manly Navy League Sea Cadets. Two pleasant and useful social gatherings have

been held at the Depot during the month.

Good Conduct Badges have been awarded to Leading Seamen E. Perse, R. Perse and S. Moselev, and chevrons to Cadets L. Cavendish, J. Barton, and Writer G. Grimes.

The Cadets are looking forward to receiving their whaler, when they will be able to compete on equal terms with their opposite numbers in the other Companies.

Officers and Cadets regret to hear that Captain Beale has been seriously ill, suffering from malaria, followed by pneumonia, and are glad to know that he is recovering, and expects to be on deck soon.

Officers and Cadets take this opportunity to offer their sincere sympathy to Mrs. Soars, our Sub-Branch Honorary Secretary, in her recent sad bereavement.

## RESOURCES OF NATIONS

(Continued)

Interesting statistics and other information relating to belligerent and neutral nations have appeared in recent numbers of the Journal. Here are some additions:—

### Syria

Population 3,830,000.  
Area 80,000 sq. miles.

The territory known as Syria comprises the Levantine republics of Syria and Lebanon, the Government of Latakia, the Government of Jebel Druze and the Sanjak of Alexandretta (Hatay), at present under the mandate of France. The republics signed treaties with that country in 1936 which provided for full independence in three years. These treaties have not yet come into force.

The Sanjak of Alexandretta, now known as Hatay, is under joint Franco-Turkish control. The Arabs form the majority of the population, but there are large numbers of other nationalities, including Turks, Turkomans, Kurds, Circassians, Armenians, Persians and Jews.

Syria is mainly agricultural and exports animal produce, fruit, textiles (silk) and tobacco.

The present mineral production is small.

There is a French Army in occupation of Syria.

### Iran

(Formerly known as Persia)

Population 15,000,000.  
Area 828,000 sq. miles.

A country of western Asia bounded by India, Afghanistan, U.S.S.R., Iraq and Turkey.

Being mostly arid tableland, agriculture is not of much importance, although some 2,000,000 tons of wheat is produced annually.

There are valuable mineral resources, including iron, coal, copper and nickel, which have not yet been extensively worked, but are being prepared for exploitation.

Oil has been developed with success, the Anglo-Iranian Oil Company, which holds a concession over a large area, producing 10,200,000 tons in 1937.

Manufactures are few, the most important being that of carpet-making, and cotton and textile goods.

The chief exports are mineral oils, carpets and rugs, and fruits, and the chief imports are iron and steel, cotton piece goods and machinery.

### Iraq

Population 3,500,000.  
Area 116,500 sq. miles.

This Arab State was under the mandate of Great Britain until 1932, but though now independent it still preserves close relations with us. Under the Treaty of 1927 Great Britain undertakes to defend Iraq in case of attack.

British R.A.F. units are stationed in Iraq, and a British Military Mission advises the Iraq defences, which are otherwise quite independent.

Agriculture is extensively carried out. Irrigation schemes such as the recently completed £2,000,000 Kut Barrage are assisting increased population. Wheat, barley, wool, rice and dates are exported in considerable quantities.

The principal export is oil, production of which amounts to over 4,000,000 tons a year, making Iraq the seventh most important producing country in the world. The oil is conveyed from Mosul to the Mediterranean across the desert by pipelines which total 1,150 miles.

### Dodecanese Islands

Population 141,000.  
Area 977 sq. miles.

The Dodecanese is the name given to Italy's possessions in the Aegean. Though the name means the twelve islands, there are fourteen in Italy's possession—Rhodes, Cos, Patmos, Lipsos, Kalymnos, Leros, Nisyros, Tilos, Karchi, Symi, Astypalea, Karpathos, Kasos, Castelrosso. Rhodes, Cos and Karpathos are of considerable size, and it is from these islands that most of the valuable production comes—fruit, tobacco, wine, olive oil are amongst the chief agricultural produce. The strategic importance of these islands is considerable, since Italy has fortified them. The principal naval-air base is at Leros, whilst Rhodes lies only some 400 miles from the mouth of the Suez Canal and some 250 miles from Cyprus.

### REMEMBER OUR ADVERTISERS!

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## LEAGUE OF ANCIENT MARINERS

The Annual Meeting of the League was held in Sydney recently, when the President (Captain S. G. Green, O.B.E., F.R.G.S.) did not seek re-election. Captain Green, who is one of the most respected of the old school of Master Mariners in Australia, had been President of the League since its inception thirty-four years ago. Captain Green is widely known in shipping circles, and for many years was Marine Superintendent of the E. & A. Company and, later, of Messrs. Burns, Philp & Co. Ltd., the well-known shipowners. Captain Green's activities in philanthropic pursuits were largely concentrated in the Royal Shipwreck Relief and Humane Society of New South Wales, of which he was Chairman for many years.

Captain A. W. Pearse, F.R.G.S., who follows Captain Green as President of the League of Ancient Mariners, is also widely known in Australia. Capt. Pearse represented the Port of London Authority in Australia for a number of years; he is a member of the Honorable Company of Master Mariners, London, also a member of the New South Wales Branch of the Navy League, which he joined as a Foundation Member.

The Honorary Secretary and Treasurer of the league (Captain J. R. Stringer), has been in office for ten years. Captain Stringer was formerly in command in the Union S.S. Company, and after four years' service aboard in the Great War, was appointed Harbour Master at Sydney, from which position he recently retired after eighteen years' service.

Captain Stringer was appointed to succeed the late Captain C. M. Menmuir in July last year as Secretary of the Royal Shipwreck Relief and Humane Society of New South Wales.

Captain A. R. Bell writes:—

"We hear so much about war aims nowadays that perhaps I may be pardoned for endeavouring to state the viewpoint of just a plain 'Son of the Sea':—

### "THE LONG VIEW"

"Out of a welter of bloodshed between the warring elements of the British Isles of a thousand years ago, in which Dane fought Saxon and Saxon fought Norman, before which period Roman had fought Briton and Celt and Gael—and goodness knows what other bloody surges had taken place down through history—a people evolved who decided it would be better to compose their racial hatreds and work in harmony and peace.

"This nation is now known world wide as the 'British.' Its influence has extended far over this huge globe until it embraces in one big brotherhood Canadian and French Canadian, Scotian and Nova Scotian, Maori and Melanesian, Britain and Boer, West Indian and East Indian, and many others, comprising a huge Commonwealth of Nations of all kinds of religions and race, colour and cult, living in reasonable harmony—a veritable 'SYZYGY'—a welding together of many peoples without loss of identity. Why, then, should not all the nations of the earth do likewise. We have already an offshoot in the United States of America, where again many races compose their differences and are in the process of making a harmonious whole. It takes time, but it is a big job, and national inherent prejudices are against it at the start. Having gone so far, there is no reason why France and her democratic Empire should not be fused on to the British, and the Low Countries and the Scandinavian nations, and even Italy and Germany, etc., until the dream of a world Commonwealth of Nations becomes a reality, in which all peoples do really share the commonwealth which the Creator has so generously provided. Meanwhile we are forced to defend that which has so laboriously been built up towards its accomplishment against those who would raze it down and trample all except the 'Aryans' into the dust."

"SONS OF THE SEA," which appeared in our February issue, was contributed by Miss Edna Cousins.

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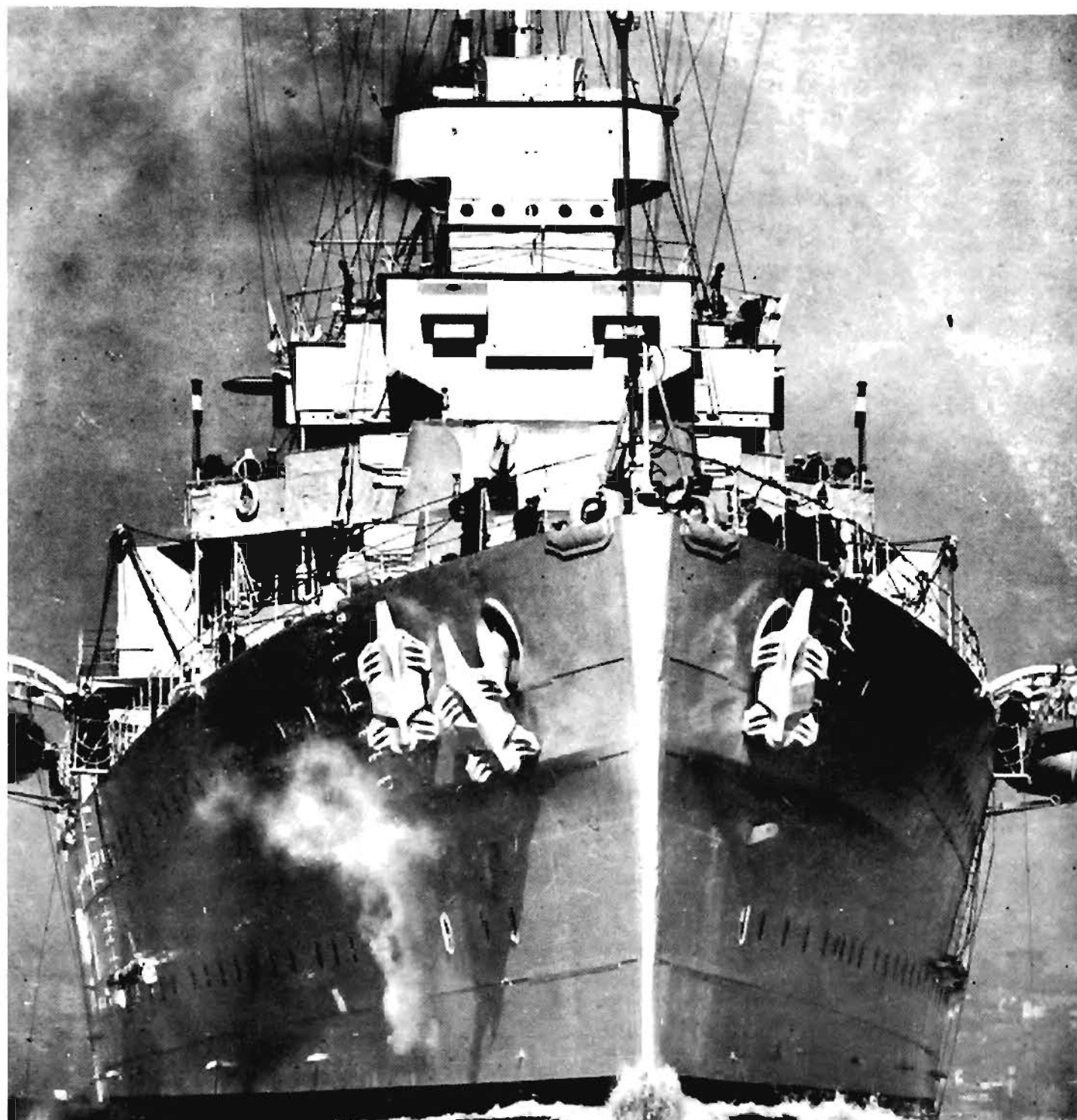




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Sydney, April, 1940

Price 6d.

### SHIPS

#### Australian Built and Owned

The proposal to build ships in Australia for the carriage of Australian products overseas is worthy of the most favourable consideration by the Federal Government.

It is, perhaps, only natural that shipping interests outside Australia would like to see the very thorough Townsend Report pigeon-holed.

It may well be asked by Australians whether it is in this country's best interests that its products should be carried overseas exclusively under flags other than Australia's Red Ensign. Australia is not less able to build, man and manage, ships than are the older European and

other nations. If the war is greatly protracted and ships continue to be destroyed faster than their replacement by new construction, Australia will find herself at the mercy of outside shipping interests, not necessarily on account of increased freight and passenger charges, but simply because of shortage of ships.

A real ship-building industry, sponsored by the Government and controlled by private enterprise, should be a sound national investment, providing new employment, and giving to Australia a maritime independence vital to her continued stability and progress after the war.

THE EDITOR.

April, 1940

# PROUD RECORD OF BRITISH SUBMARINES

## Heroism In the Grey Depths

Facing great danger and living under conditions that, at best, are cramped, 3,000 men of the British submarine service are proving daily that British Navy tradition cannot die.

These courageous men know what they are up against, the fate that may be theirs at any moment, the necessity for placing duty before life itself—yet they have remained true to their breed, a breed of unbreakable fibre.

It is a happy reflection that men of this character have not been despatched on missions of international lawlessness. Their objectives have been the belligerent forces of the enemy. Merchant ships, even those defensively armed, have been treated according to international law. British submarines have not been asked to attack and sink unarmed merchantmen without warning, even in retaliation to the most dastardly actions of Nazi U-boats. They have not upon their record the guilt of callous destruction of neutral life and property.

### "Bremen's" Escape

The giant German passenger liner "Bremen" was allowed to get home. A British submarine had her in torpedo range.

But there was no other ship near at hand to rescue its seamen and passengers. The captain, at the periscope, watched what the Germans would claim as fair game (had it been British or French or even Scandinavian) glide by.

Yet a few hours later, he gallantly and fearlessly launched his small underwater craft against a German naval squadron which, after losing a cruiser and having another damaged, turned tail and ran for home.

By such encounters has been built the bravery and brilliant reputation of "The Trade," as the British submarine service is known.

### Heavy Casualties

Even in peacetime no service has a higher proportion of casualties; in wartime the lives of the submarine men hang on a slender thread, threatened at any moment. They get a little extra pay for the risk.

Picked from a surprising surfeit of volunteers for their skill, high physical capacity and placid temperament, they live under a terrific

strain, in close confinement.

When they enter "The Trade" they know what they are up against. They accept with complacency the risks without hysterics or heroics: they know that in the hands of each rests the lives of all. A mistake in a submarine is worth three on a surface craft.

British submarines to-day are of the patrol, ocean-going mine laying, seagoing and coastal types. The biggest are the oceanic of 1,095 to 1,500 tons (unladen) displacement. Normally they carry crews of from 60 to 83 each, although in war the complements are frequently raised.

These types are really submersible cruisers, more than 260 ft. long. They can dive to 250 ft. and more.

Their surface speeds range from 15.25 to 22.25 knots from Diesel engines of about 3,000 brake-horsepower, and their underwater speeds from 1,600 h.p. electric motors is 8 to 10 knots.

They cost from £350,000 to £500,000 to build, pre-war. Their armament comprises a 4-inch gun, usually two small-calibre guns or machine guns, and six, eight or ten 21-inch torpedo tubes.

The small seagoing and coastal class submarines, however, are those which have appeared in the news in the last few months as having returned from lengthy and successful operations.

The seagoing submarines are between 600 and 760 tons, having cost £230,000 to £245,000 each to build. They have a 3 or 4-inch gun, a machine gun, and four or six 21-inch torpedo tubes. They cruise on the surface at 13.75 knots, and underwater at 10.

With crews, for normal service, of 40, they are regarded as the handiest submarines in the British Navy. They can "crash dive" in 30 seconds.

The coastal class are only 180 ft. long, of 540 tons, with one small gun and six 21-inch tubes, and a surface speed of 11.25 knots, 10 knots submerged. They, too, have had their share of success, although they are manned by as few as 30 men.

### Range of 5,000 Miles

As an offensive unit a submarine of 540 tons,

with four torpedo tubes, is as dangerous to a surface vessel as one of 1,500 tons with 10 tubes, once it is placed ready for attack.

The greatest advantages of the larger types are their bigger radius of action, and speed, which affords them more chances of easily reaching their positions for attack.

Submarines of average size have an operating radius of about 5,000 miles. The largest of these can travel 10,000 miles without refuelling. In 1916 a German U-boat travelled from Heli-goland to New York and back, 7,550 miles, in 41 days.

Germany to-day appears to be concentrating on a swarm of 250 to 500 and 700 tonners based on Wilhelmshaven, on the North Sea, and Kiel, on the Baltic, both within easy reach of each other. The smaller types are capable of operating in the Baltic and the North Sea and along the English coast.

The remainder, corsairs of 500 to 700 tons, have sufficient range to allow them to be despatched on lengthy blue water missions and to keep to sea for a long time, getting food, if possible, from captured merchantmen and supplied in ammunition and fuel from some form of auxiliary.

But it is doubtful if Germany, at the moment, has in commission as many submarines (71) as she had at the beginning of the war. She has lost at least 50 and it is not likely that she could replace that number in the time.

In the four years of the last war, Germany built 371 U-boats, of which 320 were used for attack. The Allies destroyed 203 of them—but not before some 5,408 ships of more than 11,000,000 tons had fallen victims.

The smashing of this campaign by the Allies, a campaign which almost brought their cause to ruin, was one of the most notable victories of the last war. And the U-boats are failing again, they are becoming the hunted rather than the hunters. In the first six months of this "total" war they have wrought only a fraction of the damage they did in the first six months of "unrestricted" submarine warfare in 1917.

At the outbreak of war the submarine strength of the main powers was: Britain, 57; Germany, 71; Russia, 150 (estimate); Italy, 104; France, 78; U.S.A., 87; Japan, 59—which does not give Germany a great initial advantage in this naval arm.

But the bulk of Germany's naval yards were then working on a submarine building pro-

gramme which could mean only that she was bent on a sea horror campaign again. In September she had at least 30 more submarines on the stocks, including 11 of the big ocean-going type.

Yet the past few months have shown us that, though submarines are more efficient than ever they were, still more so are the methods of countering them.

Britain has long regarded competitive submarine building as merely idiotic—since the submarine is about the least effective answer to the submarine.

To-day she has at her disposal many more weapons with which to limit the operations of U-boats.

The range, number and efficiency of aircraft as spotting mediums and as weapons of attack have increased tenfold since the last war. Submarines are visible from the air to a depth of more than 75 ft.

Apart from a direct hit, the concussion of an exploding bomb nearby will cause a submarine's plates to spring, bringing about serious leaks, or the delicate electrical mechanism may be upset, making it difficult for the craft to get back to her base.

Modern depth charges, dropped over the stern of a surface ship, will sink a submarine with 75 ft. radius, and when further away the concussion can set up terrific pressure which will cause leaks.

Metal cylinders, 2 ft. 4 ins. long and 1 ft. 6 ins. in diameter, the depth charges are loaded with about 400 lb. of T.N.T., and can be set to explode at varying depths.

In anti-submarine devices, the enormous progress that has been made in detection gear is outstanding. The British Navy holds many secrets in perfected hydrophone systems which can locate submarines over a great distance.

### PLEASE NOTE

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

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

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# THE IDEAL DICTATOR

By R. B. LARCOMBE, B.Ec.

To many of us this may sound like a contradiction in terms. But, putting aside our emotional reactions due to present events, it should be interesting to see what type of a man would be best fitted to exercise supreme power in a modern civilised state.

The ideal dictator should be the ideal man. He should rule because his personal qualities and actions commend him to intelligent and educated people. Trust in the dictator by the mass of the people should not be largely the product of ceaselessly reiterated propaganda, as in the case in Italy, Germany and Russia, to-day, but should come from an appreciation of quality in a leader, by people who willingly follow him.

He should be vigorous in mind and body, courageous and far-seeing, but, especially, he should be thoroughly normal and in his own life experience the common joys and sorrows of ordinary human life. It is disheartening to reflect on how much the world has suffered in the past from the lust for power of humourless fanatics and twisted neurotics. Inhumanity and a bleak indifference to human happiness, have marked the careers of the greatest despots. Who can associate, say, Napoleon, Lenin, Stalin and Hitler with the deep, normal stream of human life? How much in the lives of these men seems directly attributable to bitterness against life and to personal ambition? Here one remembers Anatole France's famous remark: "If Napoleon had been a wise man, he would have lived in an attic and written three books."

But with the ideal dictator, his acquisition and retention of power should be based on the ideal of unselfish and disinterested service to his people. He should regard himself as an instrument for bringing about social and economic conditions, long agreed upon as desirable by freedom-loving and intelligent men. He must possess the great virtue of detachment in administration and manifest freedom from "the human bondage" of passions and prejudices, of which Spinoza has written so memorably. Justice should be his god. Justice implies discrimination and hardness at times, but the ideal dictator must never shrink from doing unpopular, but necessary, actions.

Adequate publicity should be given concerning the facts of any situation, followed by the

reasons for following one course rather than another.

In his administration the ideal dictator should use the services of experts, wherever possible, but his own function should be one of co-ordination and final decision. The reconciliation of opposing policies would be another major function of the dictator. While he himself would have no fixed principles to be immediately put into action, he would appropriate whatever appeared to be desirable for the community, whether it came from the Democratic, Fascist or Communist way of looking at life. But as the dictator would have no preconceived creed to follow blindly, there is all the more reason why he should work towards some ideal end, no matter how adaptable his means may be. Perhaps he may posit some such desirable end as "The utmost personal freedom and economic well-being of every citizen, as are compatible with the optimum use of co-operative effort."

In realising the enormous waste of human potentialities involved in the conflict between, say, the Fascist and the Democratic way of looking at life, and in trying to use the best points of each, the dictator would be in tune with the great creative principle of the universe.

This appears to be the process whereby opposites are reconciled temporarily in an uneasy truce before the process of division and strife leads to a break up, to be followed by another, and different, synthesis of opposing forces. The ideal dictator must reject the idea of stabilising life and its organisation as life demands growth and change before all else.

The ideal dictator would not try to force men into any particular mould. Behind his every thought and action should be an appreciation of the profound spiritual need of every individual to be himself for better or worse. He will stand out sturdily for every man's right to his own life "to be mis-spent, if so desired." He should regard all legislation mainly from its effect on human personality. Here one thinks of Abraham Lincoln who, according to an associate "laid bare the moral aspect of every question."

Much would depend, of course, on the state of affairs existing when the ideal dictator takes charge. If he has control of a state formerly

under an iron dictatorship he will have a terrific task in combating the poisonous ideology instilled by the previous regime. He cannot expect to change at once mental attitudes which are the result of years of relentless propaganda.

He must use every possible means to bring back freedom of thought, criticism and discussion. From every avenue he should instil the need for seeking facts and avoiding wishful thinking and emotional solutions of problems primarily mental. In so doing he would have to use the propaganda methods perfected by his predecessors, but the desired end would be different. The ideal dictator's desire would not be to imprison minds but to free them. Naturally, the greatest attention must be given to the education of the young.

The Fascist conception of the state as a mystical unity must be vigorously attacked, as must also the strident nationalism implicit in that doctrine.

It should be stressed that a reasonable pride in the achievement of one's country does not necessitate enmity towards other states.

The ideal dictator should keep constantly in touch with his people by means of the radio, talking pictures, and the press, but not in the manner of a master commanding slaves, but as a freeman speaking to other freemen for the purpose of settling common problems.

Probably the most vital problem facing our dictator would be to what extent force should be used. A wise man would know that violence inevitably begets violence. The history of past dictatorships makes that abundantly clear.

The ideal dictator would have to use force here and there, but he should use it as an artist with fine and delicate discrimination, and an abiding sense of its futility as a permanent policy. He should constantly remember Lord Acton's famous dictum: "Power corrupts. Absolute power corrupts utterly," and guard himself against personal aggrandisement. He will be big enough to have powerful and popular lieutenants about him, and, if necessary, to use the services of able men whom he may personally dislike. He would train his successor without fear and jealousy. He will look beyond his own limited life span.

A profound knowledge of history should guide him. He must recognise that a people who do not know their history are bound to repeat it. In his own person he could emulate the organising capacity and administrative

genius of a Caesar or a Napoleon, the constructive zeal of a Lenin, the vital sense of mission of a Hitler; while avoiding their tragic mistakes.

Looking over the procession of the great leaders of humanity, to me, there is one man who appears to have had most of the qualities of an ideal dictator, although devoid of all showy qualities. That man is Abraham Lincoln. He was a man who could be trusted with supreme power. He was the ordinary decent man with all his best qualities intensified. His very name connotes honesty, practical idealism, tolerance, courage and humanity. But all this man's deepest instincts would oppose the idea of a dictatorship.

Further, it seems to me that great mental and spiritual powers were wasted when Lawrence, of Arabia, refused to use his amazing gifts in a wide sphere. If this exceptional man had only conquered his nihilism and sense of futility, there is no saying what he might have done as a great leader of men. But his lifelong celibacy and his indifference to most human affairs puts him outside the warm, human world.

The late President Masaryk, of Czechoslovakia, appears to have been a man fitted for supreme power. A profound scholar, a brilliant and far-seeing statesman, courageous and energetic, it is a pity that his great abilities were not given wider scope.

To sum up: it appears to me that an ideal dictator would recognise that his position is a temporary one; perhaps made necessary by a period of crisis when prompt and resolute action is required, but his main aim should be to delegate authority and responsibility so as to make a permanent dictatorship impossible.

As far as I know, so far no great dictator has ever shown any signs of such an altruistic attitude!

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EVER READY

Crew and gun from the Royal Australian Navy ship that took part recently in a great march through Sydney's main thoroughfares.

## A GREAT DUTCHMAN

By A.H.

Abel Jansen Tasman was born in the year 1603, at Luytjegast, province of Groningen, Holland. Most of his youth and early manhood was spent in shipping circles; he made several voyages, filling subordinate posts, and these trips gave him the opportunity of laying the foundation of a wide knowledge of navigation and practical seamanship which was later to prove of great use to his country and the rest of the world. At the age of 30 he was sent out to Batavia, then the capital of Java, as a servant of the Dutch East India Company; still, however, in a minor post. The East India Company kept a keen lookout for likely men, and in the year 1634, Tasman, then 31 years of age, was appointed to the command of a small trading vessel.

Tasman spent five years in trading voyages, and, in 1639, was given the post of second-in-command of an expedition, the object of which was to seek certain islands reported to lie to the eastward of Japan. No trace was found of the islands, but during the voyage Tasman realised the possibilities of the Japanese trade, and also—rumour has it—the chances of making money in rather questionable ways; accordingly, in 1641, he made trips to Japan itself.

The year 1642 marks Tasman's entry into Australian history. The Dutch East India Company's vessels used the west coast of Australia (discovered by Dirk Hartog in 1606) as a land-fall on their passages from the Cape of Good Hope to Java. These ships made the coast at many different spots; as a consequence, varied reports filtered in concerning the new territory. Most of these accounts agreed in at least one point; the land on the west coast appeared to be of a gold-bearing formation. Accordingly, the Company's interest was aroused to the point of sending out an expedition to explore and report on the Great South Land—or New Holland, as Australia was then known. Two ships—"Zeehan" and "Heemskerk"—were commissioned, with a personnel of 110 men, and the tiny fleet placed under the command of Tasman. Abel Tasman sailed on the "Heemskerk" with 60 men, and his second-in-command on the "Zeehan" with 50. The vessels—it is safe to assume that they were each less than 100 tons

burthen—left Batavia on the 14th August, 1642, bound for Mauritius, arriving at that island on September 5th. Nearly a month was spent in refitting and provisioning in preparation for the long voyage ahead; on 8th October, the ships left Mauritius and sailed south. This course was maintained for 27 days. On November 4th, the vessels arrived in latitude 49° 4' south, having experienced difficulty in keeping together on account of fogs and gales. Here Tasman turned his fleet to the north-east and sailed as far as the 44th parallel, where the course was altered to east. Forty-seven days out from Mauritius, on 24th November, 1642, land was sighted at 4 o'clock in the afternoon. On nearing the land, Tasman called it Anthony van Diemen's Land (after the Governor of Batavia), and that title held for centuries, until a more appropriate one was substituted; one which embodied the name of its discoverer—Tasman. Tasman had made the west coast of our island state.

He cruised along the coastline, south, east and the north, following the contour and looking for a suitable anchorage. On December 1st, the ships anchored a little to the north of a cape on the east coast of the island; this cape Tasman named Fredrick Hendrick, and sent a landing party ashore. The following day, Visscher, the Chief Pilot, took boats away to a bay four miles from the anchorage, and landed at what is now known as Blackman's Bay. On his return Visscher reported that he had seen high level ground covered with vegetation, but uncultivated. Large quantities of excellent timber had been seen, and a good freshwater stream found—unfortunately, owing to its shallowness, the latter was not suitable for the refilling of the ships' water-barrels. The explorers had heard human voices close at hand, but the owners thereof had kept well out of sight. Visscher, and his men, were probably glad that these people had remained hidden, for the Hollanders had arrived at the conclusion that the inhabitants were a race of giants! Their mistake can easily be forgiven them for evidence—although misleading—was not lacking. The Dutch had discovered notches cut in many of the tree trunks, obviously for climbing purposes; as

these notches were spaced fully five feet apart, the marines figured that any man who could put his toes into one foothold, and then step up to another, five feet higher, was, to say the least of it, a sizable personage, and not the type to entertain in an argument. An animal's footprints had been seen, the spoor not unlike that of the tigers. A quantity of tree-gum was brought back to the ships.

Tasman, having decided that the country was worth possessing, went ashore on 3rd December, 1842, landing at what is now known as Prince of Wales Bay. The Dutch flag was hoisted, a post with the Dutch East India Company's arms carved on it set up, and formal possession taken of the territory.

Tasman then headed up the coast looking for a suitable watering place. This, however, was not found, so the "Heemskerk" and "Zeehan" were turned east, away from the Tasmanian coast. Nine days passed, and, at noon, on 13th December, high land was sighted to the south-east. Tasman headed for it, and thus came upon the west coast of the South Island of New Zealand. When the land was close to the ships turned north and coasted along the seaboard, Tasman carefully charting as he went. On 16th December the northernmost point on the South Island's west coast was reached. Rounding this point (later called Cape Farewell by Cook) the "Heemskerk" and "Zeehan" anchored in a large bay. Soon after the anchors were down two canoesloads of natives paddled around the ships, but would not board. The canoes returned the next morning, but still held off, so the Dutchmen attempted to fraternize with the occupants. Their friendly overtures met with a rude shock; the captain of the "Zeehan" sent a boat away, and, as soon as it cleared the ship, it was attacked by the two canoes which were speedily reinforced by seven others. Neither the "Heemskerk's" or "Zeehan's" guns were of use, the chance of the sailors hitting their own comrades being too great. The attacked seamen jumped over the side of the boat, but three were killed and four mortally wounded by the savagely-wielded clubs and greenstone axes of the Maoris; the boat itself was captured and borne off in triumph by the natives. With their own men out of the line of fire, the Dutch opened up a brisk fusillade, but the canoes and their crews escaped. Tasman gave the anchorage the very fitting name of Murderers Bay.

After a short stay the two ships bore away east, following the coast. Tasman sailed 120 miles into the passage known nowadays as Cook

Strait, but, buffeted by storms, with the land apparently closing in ahead and on either side, he abouted ship and sailed back until he was clear of the south-west point of the North Island. Weathering this cape the ships coasted along the western seaboard to the North Island, keeping a lookout for a passage which would open the way to South America. On 4th January, 1843, a cape and an island were sighted. Tasman named the island the Three Kings, and the cape Maria van Diemen, after the daughter of the Governor of Batavia, with whom Tasman is reputed to have been in love. If he was, and his intentions were matrimonial, Tasman certainly showed great tact in naming his first discovery in honour of his prospective father-in-law, and the cape after his possible bride!

The little fleet anchored off the Three Kings, with the idea of obtaining fresh water. Tall natives were seen in the distance by the landing party and, the sailors said, these gentry walked with huge strides and were armed with large clubs. Possibly the boats' crews did not linger, remembering the fate of their comrades at Murderers Bay. The "giant strides" perhaps, were a memory of Tasmania!

Tasman did not know that his discoveries in this part of Australasia really comprised two large islands. He was under the impression that the land was a northern promontory of the great Magellanic or Antarctic continent. He named this so-called promontory Statenlandt.

Tasman sailed away from Statenlandt on 5th January, 1843, steering north and north-east, and on 19th January, reached the Friendly Islands (Tonga). Here the travel-worn mariners rested; they were more hospitably treated by the Tongans than by the Maoris; so, as Tasman says, they "entertained" the natives. After watering and provisioning, the two ships left the Friendly Islands, steering north and north-west until, on the night of February 5th, land was again sighted. This turned out to be part of a large group of islands—the Fijis of modern days—the records show no reports of landings, but state that a council of officers was called. After due deliberation the council arrived at a decision—a momentous one, as far as we in Australia are concerned. One section of the council was for sailing west from their position in the Fiji Group, the other—and larger party—for making more nothing before turning to the westward; so, accordingly, north it was. If the decision of the minority had been taken, Tas-

(Continued on next page)

man must have come on the Great Barrier Reef and the coast of Queensland.

The northerly course was held until the fleet reached latitude 4° south. The ships then altered course to west, and, passing wide of the Solomon Islands, rounded the east end of New Guinea. Tasman sailed along the north shore of that island, charting all the time, until he had cleared its western end. The "Heemskerk" and "Zeehan" then headed for Java and, ten months to the day from the date of departure, arrived back at Batavia, on June 14th, 1844. What a tale Tasman had to tell—of new discoveries, of strange lands and peoples, of hardship and adventure! As well, Tasman had charted his finds to the best of his abilities. Those abilities were of no low order, for his charts were used by navigators for many years.

In February, 1844, Tasman left Batavia again on another voyage of discovery to New Holland. This time he commanded a fleet of three ships—"Limmen," "Zeemeuw," and "Bracq." Unfortunately, the records of this voyage were lost, and we have to depend on contemporary reports compiled by Dutch officials. Tasman's second visit to Australia was again an epic of careful navigation and splendid seamanship. He sailed south-east from Java to the north-west coast of Australia, and carried out extensive surveys. He worked along the north coast and Arnhemland, down into the Gulf of Carpentaria and up the west shore of the Cape York Peninsula, across—not through—the Torres Strait, along the south and south-west coasts of New Guinea and back again to Batavia. Tasman brought back valuable information, and many splendid charts. Some of those were used by Mathew Flinders some 150 odd years later.

Tasman's reports on the territory surveyed were, on the whole, not very enthusiastic, and he had not been able to establish trade relations (the main point with the Dutch East India Company) with the natives he had come into contact with. This second expedition concluded Tasman's voyages to New Holland; the magnitude of his work can be gauged by a glance at the map of Australasia; in his two voyages he had sailed around and charted about three-quarters of the entire coastline. Tasman did not live to reap the just reward of his work. In 1845, in the prime of life, he died at the age of 42.

Although, in some ways, not a very lovable character, his abilities as a navigator and cartographer, his splendid seamanship, his great personal courage and determination, and his

qualities of leadership place him in the front rank, not only of his country's, but of the world's great seamen, of a peculiarly heroic age. He certainly stands as the greatest of the early navigators who preceded Cook on the coasts of Australasia.

Captain A. R. Bell writes that the new "Captain Cook" kept up the splendid reputation established by her predecessor by carrying out a very smart piece of rescue work on the night of the 3rd April. A small launch was in difficulties during a stiff N.E. breeze and choppy sea, and was almost on the rocks at the base of the steep headland under Macquarie Lighthouse, and in grave danger of being smashed up, when the "Captain Cook," by dint of superb seamanship, was manoeuvred right to the edge of the rocks, and saved the launch and its occupants.

"I was an eye-witness," the Captain continues, "and have seldom seen anything to equal the fine exhibition of coolness and judgment."

The Captain, officers and crew of the "Cook" deserve the highest commendation for the meritorious manner in which they effected a good deed.





# WAR PRECAUTIONS

By F. DANVERS POWER

Having recently returned from the Old Country, where I happened to be at the commencement of the war, a few notes may be of interest.

Many lessons have been learnt from the previous so-called Great War that Great Britain was prepared to take certain precautions and not trust to luck. On the declaration of war, children, blind, invalids and expectant mothers, were evacuated to the country; that is, provision was made for those who consented to go. The organisation was wonderful; when you come to think that about three million people, mostly young school children, were evacuated from the large cities in four days, without a single accident, some by busses, some by trains. Each child was labelled with his or her name and address, the school and class to which they belonged and where they were going. Each class was in charge of its teacher who knew each child individually. The younger children were warned not to chew their labels as, should they get lost by any chance, it would be difficult to place them.

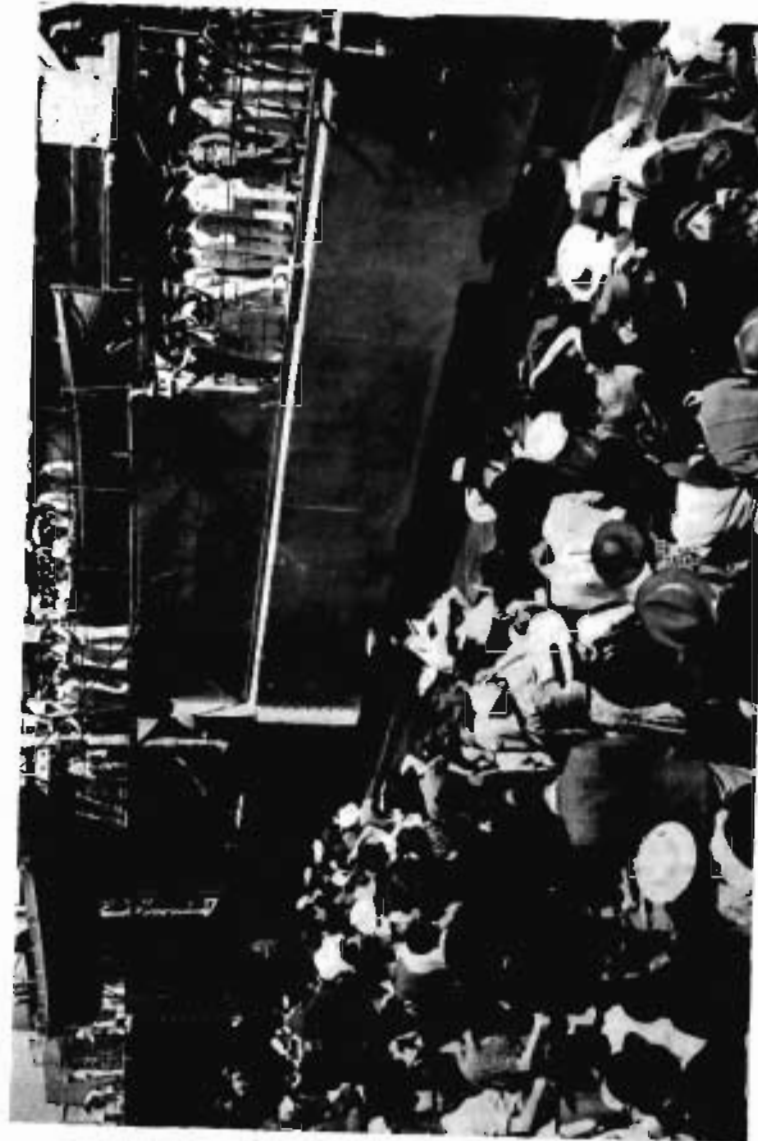
The placing of the children in their new temporary homes was a difficult matter and resulted in several misfits. Some children from the slums were sent to nice clean homes where it took the housewife a week to clean their heads from vermin. On the other hand, children of respectable parents were housed in stables. But this sort of thing was straightened out eventually. Many city children had never been in the country before—and did not like it; but most of them enjoyed the change, and, in some cases, they benefited so much by country life that when their mothers paid them a visit, they did not recognise their own children. A child from the slums, for his first meal, was given some roast mutton and green vegetables. He refused to eat it and asked for fish and chipped potatoes which was what he was accustomed to get in his own home where his mother bought ready-cooked food. Another boy was taken shopping with his hostess. On returning to the house, he emptied his pockets on the table. The lady said, "Surely you did not buy all those things?" "Oh, no," replied the youngster, "When I go shopping with mother, I always help her by

picking up what I can while she is buying something, and I thought you would like me to do the same for you."

Another lady had a pet canary and while she was out one day two little boys, who were put up at her house, plucked the poor little bird while alive, but, of course, it died from shock.

In cases of emergency there are always several people willing to help, but, in most cases, they do not know how to help because they have not taken the trouble to learn beforehand; there have been many cases where a person has had a simple fracture of the leg, and the would-be helper insists on picking him up and putting him on his legs, causing a compound fracture. The windows on the ground floor of many buildings in London have been protected with sandbags, but there are several cases where the bag fillers used misplaced energy and filled the bags too full. Such a bag is almost a cylinder, and, when one cylinder is placed on top of another, they only contact along a line. Such bags should only be three-quarters filled, they can then be patted down to make a close fit; the mouth of the bag should be placed inward, and their joints should be broken like the bricks of a wall. Bags will rot in time, but they can be preserved for a period if built up on a wooden platform so that any water has a chance to drain off, and if they are covered with some waterproof material. I have seen grass growing out of some bags that were filled with soil instead of sand. Of course, if the foundation gives way, the superstructure will fall, and people are advised not to build sandbags up higher than six or ten feet for fear they fall on passers-by. Two youngsters got into trouble in the children's court through being too patriotic, or rather misplacing their patriotism. It seems they attacked a pile of sandbags with sharp knives, and, as each made a stab, he would say: "I wish you was Hitler." "I wish you was Goering." "I wish you was Goebbels." But they let out sand instead of blood, so their well meant deeds did more harm than good.

If the Germans think they will upset the morale of the British by bombs, they make a



By country "S.M. Herald"

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great mistake. During the last war there was a day-raid over London; and, when the warning was given, my sister called the maids to come down to the cellar, for they were making the beds upstairs. They said they preferred to stay upstairs as they had a much better view there! On another occasion, during a night-raid warning, the maids were called down but they said they were afraid of the black beetles. Fancy being more afraid of a cockroach than of a German bomber!

There are balloon barrages over London, and other important places. It was such barrages that stopped the machine-gunning during the last war; as, if an aeroplane got tangled up in the mooring ropes, its life was ended. A friend of mine counted over 300 balloons from the roof of his house. The British balloons look like a gigantic flea, minus its legs. The German balloon is pear-shaped and, occasionally, a coupling becomes undone and the balloon drifts over to England. One such balloon had a note in German attached to it, warning one of danger, should it get entangled in electric wires, and requesting the flier to return it to a certain address in Germany. The balloons are hauled down every day by an oil winch, and any leakage made up from cylinders of compressed hydrogen. Of course, these balloons cannot prevent bombing from heights of two miles. What is most to be feared are incendiary bombs. These are small, and one aeroplane can carry many of them. Naturally, if several fires were started at the same time, the permanent fire brigades could not possibly cope with them, so auxiliary fire brigades have been formed all over London to handle small fires. A unit consists of a cab, which is constructed differently to ours, and has a strong roof for carrying luggage. On this is an extension ladder, and it pulls a trailer on which is an oil pump and hose. So as not to cause a drain on the main water supply, water tanks have been erected in various places, some of iron, others of canvas supported by sandbags. One morning the tank in the Guildhall yard was found to have three gold fish swimming about in it; and in another part of London, a swan had its morning bath in a tank.

At the street corners are large notices directing people to the air-raid shelters and first-aid depots. In the parks and squares, underground trenches have been constructed. You pass down a ramp to a passage which is concreted. This is ventilated, drained, and illuminated with elec-

tric lights. There are benches along the walls, sanitary conveniences, first-aid room, and the place is in charge of an official. Such shelters may hold a thousand people. They are, of course, not proof against a direct hit from a powerful bomb, but they are a protection from splinters and material thrown about by a bomb. The Government provides gas masks free to all, and people go about with little square boxes over their shoulders, which have a way of digging you in the ribs when you sit down, to let you know it is there; but people are very careless and leave their gas masks about in trains and trams.

It is reported that 137 ships have been defensively armed in Australia since the outbreak of war. The gun crews on these ships are trained Australian seamen provided from the naval forces.

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# SEA CADET NOTES

Present-day Navy League Sea Cadets will be interested to know that ex-Cadets Dillon and Addison, of the former Mosman Unit, are now lieutenants in the Royal Australian Naval Forces on active service. In private life ex-Cadet Dillon is by profession a barrister, and his father is well-known in Sydney shipping circles.

The Executive Committee of the League has ordered a third whaler from Messrs. Pritchards, Boatbuilders, North Sydney, for use by the Manly Company of Sea Cadets for training purposes. The boat is expected to be in commission in less than three months. She will be a sister whaler to those now used by North Sydney and Woolwich Cadets.

With regard to boats in use by the League, many people on Anniversary Day were most favourably impressed by the appearance of the Woolwich whaler and its crew. It is hoped that the crews and boats of other units will also

win praise from the public by smartness and efficiency, no less marked than that displayed by the Woolwich lads.

The cost of building boats is high, and money is hard to get, so Cadets everywhere should take a real pride in keeping their boats in first class condition. The appearance of a boat faithfully reflects the general character of a Company of Cadets, whose responsibility it is to maintain her in a trim and seaworthy condition. That is why public criticism of an organisation is so frequently merited; from seeing to believing is not a whole boat's length.

North Sydney, Manly, and Woolwich units of Sea Cadets, report "all well."

Mr. Hager, North Sydney, in charge of the motor cutter and accompanied by thirty Sea Cadets, met H.M.A.S. "Perth" on her arrival at Sydney and, with numerous other craft, gave her a rousing welcome on her way up the harbour to her berth.

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The attempt to muzzle, or completely suppress, ideas that are contrary to other ideas denotes fear.

War, strikes, revolutions, lock-outs, are the result of man's incompleteness.

It is recorded that when George II. of England was told General Wolfe was mad he remarked that it would have been a good thing for England if he had bitten some of the other Generals.

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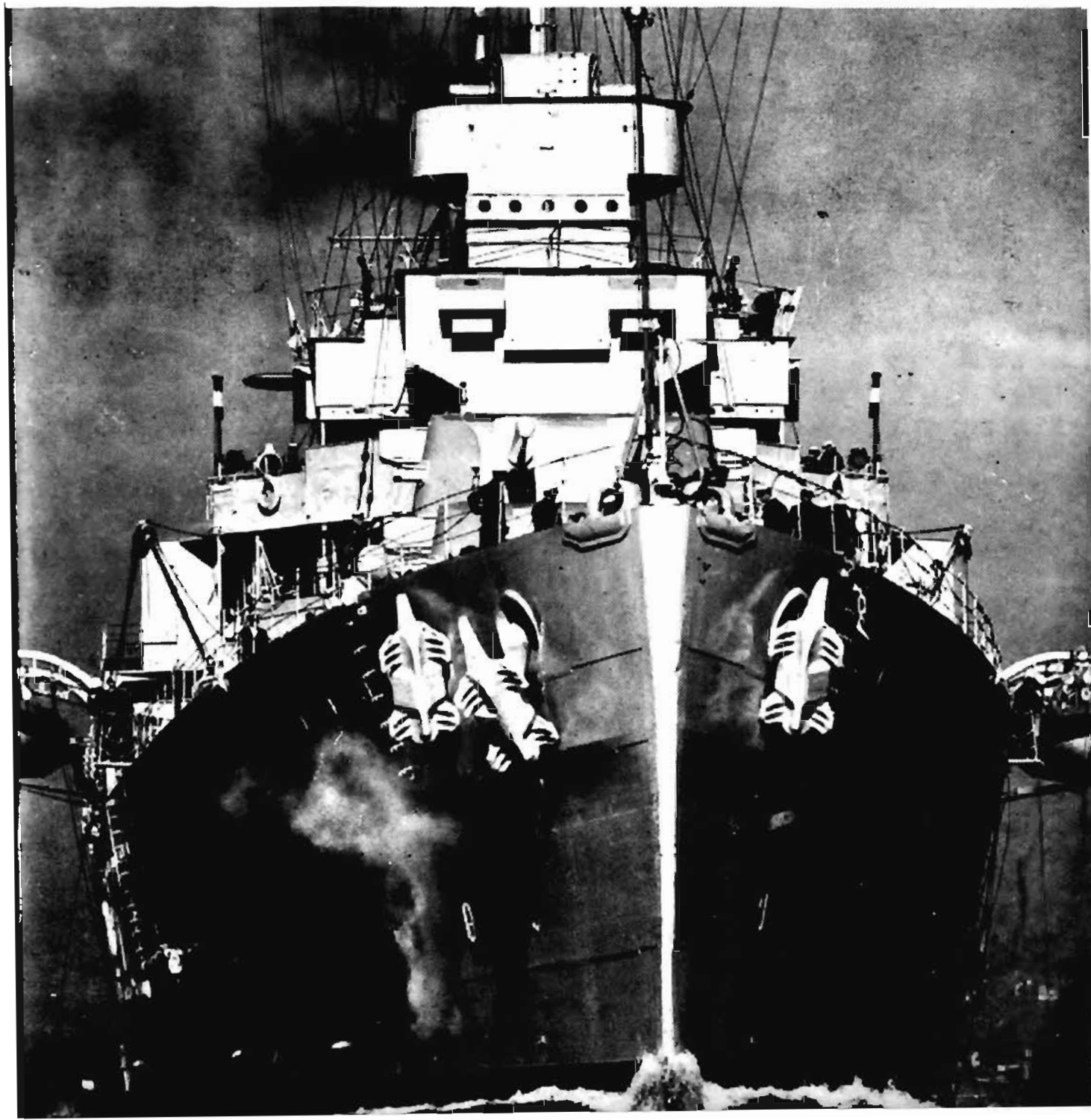
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## WHEN THE WAR IS WON

Stimulated by war, Mr. Anthony Eden in England continues to plant verbal fruit trees in the future Garden of Eden—the fruit of which is to be made available to ALL men after the war. This approach to the future, though belated, is much more heartening and sensible than the parrot-cry of other public men who insist that Britain is fighting to make the "world safe for democracy"—the cry many heard so often twenty odd years ago. Some champions of democracy don't seem to realise that half the world doesn't want democracy, safe or unsafe.

For example, the Germans as a nation, have long been considered highly intelligent; they tried democracy and rejected it. The Italians, with a background of culture second only to ancient Greece, decided not to adopt democracy. Likewise a very different people—the Russians—turned it down. These words are

not meant as a criticism of democracy, but merely to remind democrats that hundreds of millions of people under the dome of heaven believe they have something better than democracy.

Civilisation, except its plutocrats, is searching for a governmental system that will give employment to all capable of employment, and make it possible for every family to be its own house-owner, and the right to live under conditions of social security and comfort. The system, be it democratic, Fascist or Communist, achieving these social objectives is the system, and the only system, that will endure when this war is won and lost. Democracy must see to it that its unemployed are not its chosen pallbearers.

THE EDITOR.

May, 1940



# HOW SUBMARINE CREWS LIVE

## Crowded Existence

The full story of the heroism of British submarine crews will not be told until after the war, but the manner in which these thousands of men are spending weeks without respite in the steel underwater cocoons that give them no more than elbow room, provides one with a fair picture of their courage.

Even in heavy weather, doors of the conning tower may have to be closed for several days. There are no portholes. In the oppressive atmosphere, the men fight lassitude. They do not see either the sky or the ocean. They live in the crushing monotony of their own company in the most cramped space—yet they must be mentally alert at all times.

There is hardly room to move; the vessel is divided into watertight compartments: forward, amidships and aft. The crew can stand upright with an inch or two to spare. The living quarters are ridiculously inadequate.

Everywhere there are lines of pipes. Levers and taps and screws hang from the ceiling and walls as stalactites. Like a portrayal of the dream of a demented engineer, gadgets in polished brass or in red or white paint protrude in all places.

Maybe 60 men—engineers, artificers, stokers, greasers, seamen, officers—are squeezed together amid this nightmare of mechanism. They work almost shoulder to shoulder.

### Breathing Hard Work

The stifling atmosphere bathes them in perspiration; even breathing, during long periods underwater, is hard work in itself.

Every square foot of space not needed for the men's minimum living requirements is filled with steel in some form—a maze of pipes, taps, screws and other fittings.

Most of the crew sleep in the torpedo flat in hammocks, where they can be slung. Here is an electric horn to sound a warning when the submarine is going to dive.

Even the space for hammocks is limited, and with the roll of the vessel the hammock sleepers stand a chance of being thumped against the taps and pipe lines. Therefore, many prefer to doze on the floor, shoulder to shoulder.

Officers sleep in bunks in the tiny wardroom amidships, but because of the lack of space, two junior officers may use the same bunk alternately, changing with the watches.

The crew of a submarine wears regulation blue serge trousers with white woollen jerseys, and at sea sleep in this clothing, but one can well imagine that the crew would readily settle itself down to something more abbreviated if conditions became oppressive.

Faultless discipline is found in a submarine at all times, but the captain, a young man usually with the rank of Lieutenant-Commander, is the leader of a smooth-working team.

### Miniature Fittings

He would regard a pair of shorts on a gleaming torso as being sufficiently near regulation attire while on patrol—so long as the man was "comfortable" in his sweltering work and in such negligence could work more efficiently.

In a submarine, all appointments are on a Lilliputian scale. A small electric cooking range is installed in the "galley" corner of the motor room aft, with electric kettles and boilers for hot water. The range is mainly for hot meals when fresh food is available on the first couple of days of a cruise. After that it is mainly a warming point for tinned foods.

Tea is the principal beverage and appears at all meals. The tinned foods are usually first class delicacies, and rightly so, for the men have enough to endure without being served second-rate food, even if it is out of a tin. This food includes chicken, vegetables and fruit in quantity, and a tinned "roast" is not unusual.

Shaving and washing are "permitted" on a submarine. Fresh water is available from a condenser, which picks up the salt water and distills it into something as pure as we get.

A Tom Thumb bathroom, in which a man almost has to step outside to turn around, is provided. The men do the best they can with a couple of tin dishes. In the bigger submarines, there is sometimes a bath, one-third the size of a normal flat bath, and requiring great feats of gymnastics by the users.

The pictures we have seen of submarine

officers and men, most of them bearded, suggest that war gives them little time for such luxuries as regular shaving and washing.

### Danger of Spotting

There is a place for everything in these great steel underwater caves. Some queer corner or crevice is found to hold most of the things with which a seaman surrounds himself.

But all is on a diminutive scale. Tiny tables, smaller than those in a tea room, are flanked by benches that at night provide sleeping accommodation. Everywhere is economy of space practised with the utmost rigour.

Ventilation is helped by great draughts from many fans. Outside their range the air is heavy.

With the new danger in this war of being

spotted by the scores of patrolling aircraft, the vessels must spend long hours of the day-time submerged.

Humidity rises rapidly. Beads of water glisten on tables, walls and floor; any fresh food or bread not tightly sealed becomes sour. It is not until danger is past, or night time gives the vessel its greatest screen of safety, that the men get a real breath of fresh air again. And not until then, may they have a smoke.

For these men, who serve Britain in the most vulnerable naval craft ever designed, who are called upon to perform the most exacting technical duties under, necessarily, the worst conditions, there can be only one description—they are the salt of the sea.

## DEVOTION TO DUTY

By W. H. NICHOLSON

(Ex 1st A.I.F.)

Lord Nelson's glorious message to his sailors before Trafalgar, vibrant as it is with every British tradition of spirited attack, is again being quoted to-day as a battle-slogan well suited to the present time.

Between the historic impetuosity of Nelson leading his line of battleships, and the prompt aggressive action of British scouting craft at Narvik, in Norway, there is a deal of similarity. In searching for true bearings in any conflict where chicanery, false-swear, bluff, and treachery, are linked with intrepidity and skill, a study of Napoleonic times is bound to prove most interesting; and, in this regard, too much stress can not be laid on the fact that the miraculous Nelson spirit grew up out of the long years of the defensive war he saw around the sea coasts of England.

Psychologically this factor undoubtedly had a powerful effect on fostering the aggressive spirit in leadership that Nelson at all times inspired in the nation. By slow degrees the little and obscure British naval leader, by clever, courageous, and daringly confident tactics, came to epitomise the ideal English fighter in the mind of the British public, and in the minds of others who hated aggressive tyranny. This inspiration undoubtedly fired England's reso-

lution to defeat an enemy on ground where he appeared to have every tactical advantage, and to develop in the nation as a whole a spiritual devotion to this duty that has never lost its power even to this day.

Here, again, the modern science of psychology might help the history student. The more he seeks to trace this powerful strain of the bulldog breed that positively exists in every fighting Britisher, the greater is the pile of evidence that comes to his hand that this virtue, failing, mental kink, or what-you-will, called recklessness, which urges an Englishman to attack in any and every circumstance, has been observed and noted by every military writer since the days of Julius Caesar; and, as a corollary to this, again it follows that this very virtue is to-day a dangerous weakness in our national organisation.

Although it is usual for a British serviceman to enter his first battle well drilled and disciplined—his fondness for organised games makes him at home on the drill field, and, mostly, he possesses a high degree of curiosity for the profession of arms—every war veteran knows that his education for actual warfare properly begins when first he comes under the aimed fire of an enemy; an enemy who is armed,

trained, and equipped, with an ability and determination sufficient to make him an extremely dangerous adversary indeed; an enemy to whom war is a science and an art and a means of wealth and power.

Then it is that the optimistic novice who has neglected to train with all his heart and brain is useless as a fighter and dangerous to his own cause. The moment for reckless enthusiasm will come only when each fighter has proved by steadiness, work, and determination, that he is really the military master of his opponent in tactics, skill and vigour.

Every veteran knows and watches for that moment, and determinedly makes it his duty to bring it about!

The "King of British Air Fighters," Major Mick Mannock, V.C., with more than 50 victories, is a good example of this. Early on in his first arrival at the front, there were murmurings in his mess that the wings on Mannock's breast might well be blanked out with a bit of yellow rag. His constant efforts to perfect his flying and air-gunners were derided, and he was finally taxed by his commander for an explanation of his lack of the general recklessness which was the fashion at that time. Mannock replied that he was only trying to properly learn his job. His duty, he said, as he saw it, was to master his duty first, and then to willingly fight all comers. From then on Mannock was the veritable embodiment of the fighting spirit that was to sweep all the enemy aircraft from the skies. He was death on wings! His well thought out system of air-mastership was learned by scores of other pilots, and German mastery of the air was no more.

This inspiration should act as a torch to guide all future defenders of the Empire along the path of their duty. In modern war every man, woman, and child, has a task to perform and a "responsibility" to guard. The power of a nation depends more on the spirit of each individual than upon the superiority of equipment, or the initiative of leaders. The responsibility of an intelligent carrying out of national orders is a heavy one, and the learning of one's duty to the civilised world's hopes for advancement will call for endurance, courage, and every possible sacrifice.

Fighting in war is a really important facet of life that must be faced, not with inflated patriotism and empty boasts, but with careful study, active application, and keen attention to every instruction.

That is the most common essential for success in any walk of life. Devotion to duty, then, in the sense that Nelson's naval men understood it, can only be successfully followed to-day when the great majority of Britishers determine to apply their full mental and physical energies to the naval, military, or civil job they now fill, or may be called upon to fill in the near future.

Duty well learnt is a certain guard against any kind of fear or panic, and is a positive guarantee of success in any way of life.

#### PLEASE NOTE

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

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## WHAT'S HIS RANK? Badges Of Service

From Department of Information

Responding to the Empire's call to arms, more than 120,000 Australians have donned the khaki and blue of the three fighting services.

Appearance in the streets of increasing numbers of uniformed men has aroused interest in the badges of rank. Can you identify an Admiral and a wireless telegraphist? What is the difference between the uniform of an Air Chief Marshal and a Leading Aircraftman?

Army badges are familiar to the man in the street, but the distinguishing marks of the senior and junior services are less easy to recognise.

The Australian services follow closely the traditional badges of Britain and the history of many British army rankings, in common with those of some European armies, may be traced back to the legions of Rome and to the Middle Ages.

Captains, sergeants and corporals have marched with the armies that carried the pike and the battle axe down through the blunderbuss era to the days of mustard gas, of Bren guns and the chatter of the Lewis gun.

The sergeant now is a less exalted personage than his forbear. In the 12th Century, he was a mounted officer, ranking only below a knight. The French word "serviens," meaning to serve, was the origin of the title.

Corporals, too, were classed as superior staff officers in the 16th and 17th Centuries when they held much power. The petty officer of the Royal Navy was once called a "ship's corporal."

Following is a list of the main sleeve or shoulder strap badges of the armed forces and the rank they designate:—

#### Navy

Warrant Officer, one thin gold band; Sub-lieutenant or Commissioned Warrant Officer, one medium band; Lieutenant, two medium bands; Lieutenant-Commander, three bands, middle thin; Commander, three medium bands; Captain, four medium bands; Commodore (2nd class), one thick band with the curl; Rear-Admiral and Commodore (1st class), one thick

and one medium band; Vice-Admiral, one thick and two medium bands; Admiral, one thick and three medium bands; Admiral of the Fleet, one thick and four medium bands. The top band has in each case what is known as the curl.

In the naval service, the coloured cloth between the bands indicates the occupational branch of the service: purple, Engineers; scarlet, Medical; orange, Dental; white, Accountant; light blue, Instructors and schoolmasters; silver grey, Shipwrights; maroon, Wardmaster; dark green, Electrical; dark blue, Armourer and Ordnance.

The title "Admiral," incidentally, is the corrupted survival of a title used by the Moors in Spain centuries ago, when their craft at sea were commanded by Emirs Almar. Commodores were first introduced after the Dutch wars. Badges of the ratings graphically depict the calling of the wearer. For instance, a diver wears a badge showing a diver's helmet, and a wireless telegraphist first class wears a zig-zag emblem representing electricity supported by wings, with a crown and a star.

You can pick out the chief petty officer by his distinctive cap badge and three large gilt buttons on the sleeve.

When a man becomes a leading seaman he wears the badge of the anchor on his sleeve, which the navy describes as "shipping the kill-ick." The sign of the globe and laurel distinguishes the Royal Marines.

Although the uniform of the army has changed fairly considerably since the last war there have been remarkably few changes in the titles of rank. The rank of Brigadier-general has been dropped in favour of "Brigadier." A crown and three gold stars is the badge of this rank.

In the British army the overall-like battle dress has replaced the Tommy's uniform of the last war. Australian diggers have retained their familiar slouch hats and A.I.F. pattern tunics, but long slacks and short gaiters have been adopted instead of the puttees and

## NAVAL BADGES OF RANK


mounted pattern breeches to give the wearer greater comfort and freedom of movement.

As part of a campaign to remove irksome "spit and polish" from the army, officers of British and Australian armies no longer wear the leather Sam Browne belt, but have substituted a cloth waist belt.

Army officers do not now carry markings of their rank upon the sleeve, but only on the shoulder strap. This is to make it more difficult for the enemy to detect superior officers, whom they would naturally attempt to kill or capture first.

These are the badges:

### Army

Non-commissioned rank is indicated by number of stripes on sleeve: corporal, two; sergeant, three; sergeant-major, three and crown.

Commissioned ranks: second lieutenant, one star; lieutenant, two stars; captain, three stars; major, crown; lieutenant-colonel, crown and star; colonel, crown and two stars; brigadier, crown and three stars; major-general, baton, sword and one star; lieutenant-general, baton, sword and crown; general, baton, sword, crown and star; field marshal, baton, sword, wreath and crown.

A field marshal only comes into really full

operation during war. He is on half pay until "employed" or given a command.

A major-general, who is really a "sergeant-major-general," ranks below a lieutenant-general.

The armlets worn by certain officers and men each have a precise meaning. A red, black and red armlet denotes Army Headquarters; red, white and red, Command Headquarters; red, Divisional Headquarters; blue, Brigade Headquarters; green, District Base; white linen, embarkation and transport (only when actually on those duties); white over blue, signal services (worn on both arms by motor despatch riders).

The letters on these armlets are initials denoting the particular branch in which the officer is employed: I for Inspector-General's Staff; G, General Staff; A, Adjutant-General's Staff; Q, Quartermaster-General's Staff; M.G.O., Master-General of the Ordnance Staff; a field gun, Artillery Officer; E, Engineers; S, Signals; S.T., Supply and Transport; M, Medical Service; O, Ordnance; V, Veterinary; R, Remount; P.M., Provost Marshal; M.P., Military Police, and A.D.C., aides-de-camp.

### Air Force

In the Royal Australian Air Force there is one cardinal rule. Only a qualified pilot is entitled to wear "wings," worn over the left breast pocket. It is a privilege jealously guarded. Even royalty and other high persons who are granted honorary ranks in the Royal Air Force cannot wear wings unless they have earned them. The badge includes the letters "R.A.A.F." surmounted by a crown.

A single wing instead of a double wing denotes an air observer.

Stripes designate non-commissioned ranks, bands commissioned ranks.

Here are the rank markings:—

Air Chief Marshal, 1 row broad, 3 ordinary.

Air Marshal, 1 row broad, 2 ordinary.

Air Vice Marshal, 1 row broad, 1 ordinary.

Air Commodore, 1 row broad.

Group Captain, 4 rows ordinary.

Wing Commander, 3 rows ordinary.

Squadron Leader, 2 rows ordinary, 1 row narrow between.

Flight Lieutenant, 2 rows ordinary.

Flying Officer, 1 row ordinary.

Pilot Officer, 1 row narrow.

Warrant Officer, Royal Arms.

Flight Sergeant, 2 inverted stripes surmounted by metal crown.

Sergeant, 3 inverted stripes.

Corporal, 2 inverted stripes.

Leading Aircraftman, metal aircrew.

Wireless Operator and Wireless Mechanic, hand grasping a thunderbolt in brass.

Air Gunner, Winged bullet in brass.

Bandaman, Lyre in a wreath of brass.

Drum Major, 4 inverted stripes with brass drum above.

Medical Branch, Winged Caduceus of Mercury surmounted by brass crown.

Dental Branch, Laurel wreath with letters "DB" therein, flanked by brass wings.

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# SEA CADET NOTES

Contributed by Mr. J. STACEY, "Victory" Depot, North Sydney.

Mr. G. H. Smith, O.C., Manly, paid us a surprise visit a little while ago, and expressed a desire to co-operate his ideas with ours to maintain a similarity of system in field training, so as to avoid confusion in future combined parades. (We sincerely hope that this sense of co-operation will extend to our sister depot at Woolwich). On his initiative we, of North Sydney, were pleased to associate with Manly on the occasion of the Anzac Sunday March and Memorial Service, at Harbord, and again to be under his command on Anzac Day, together with Woolwich.

New Cadets are steadily rolling in, and the problem of training is becoming more acute. However, two of our new N.C.O.'s, P. O. Kelg. and L. S. Gibson, are proving very useful in this direction. It is very pleasing to note those very willing workers under Mr. Hager and C.P.O. Treer who bail out boats and do all the odd jobs about the Depot.

Our Chief Officer, Mr. Wright, has spent much time and thought on the cutter, and his efforts have been crowned with success. Once again we cruise around, gaining knowledge of boats under power and, we say, "trying to catch Mr. Murphy and his crew in a capsized." I'm afraid he's too good for us though.

Mr. Hammond, our O.C., walks around in his quiet way, mostly with Mr. Wright, to see that "all ropes are bearing an equal strain." The efforts of the Committee are appreciated very much. It was unfortunate that the weather on Anzac Day was so perverse for social activities, but, better luck next time.

At this juncture in world affairs our thoughts tend towards the sea. This, no doubt, is prompted by the glorious exploits of our navy and merchant service. Life at sea, even under peacetime conditions, has its hazardous moments which have to be sampled to be readily understood. The sea always has had an attraction for many boys, and, indeed, it is a great and clean life, but there are a few who are prompted to join a service for which they probably are not fitted.

Discipline as near as possible to that exercised in the service is exacted in the Navy League, and it cannot be said that discipline, properly carried out, has a harmful effect on a boy's character; rather to the contrary. After

a few months of boatwork, squad drill, general ship work, and an association with the sea itself, a boy must have a good idea whether he may like it or not. As far as I can see, in my short association with the League, the majority of the lads are standing up to it like Trojans, and, I am sure, their parents would be very proud could they see them at drill and under instruction.

J.S.

Mr. H. G. Collison reports that Woolwich unit of Sea Cadets is progressing satisfactorily notwithstanding that, owing to naval and military duties, officers have been unable to devote the usual amount of time and attention to Cadet matters.

On Anzac Sunday the local Cadets marched with the Gladesville branch of the R.S. & S.I.L. Our lads were led by Leading Seaman Grant and made an excellent showing.

It is with pleasure we report the return to the Company of C.P.O. Crosskill, who has been on leave of absence for three months. C.P.O. Crosskill has been in camp with the Royal Australian Engineers.

We are glad to hear that Manly Sea Cadets have completed their boatshed, and that Headquarters of the League is making two boats available to them for training purposes.

Mr. Holloway, Honorary Secretary of this Sub-branch, continues to take a live interest in the doings of this unit, in which his son is a Cadet.

Mr. G. H. Smith writes from Manly that his Company is progressing most satisfactorily. A parade was held at Harbord on Anzac Sunday, which has done a lot of good for the Division. We would like to take this opportunity to thank North Sydney for their co-operation, which we greatly appreciate.

We have started a Roll of Honour for our members who have gone to do their bit for Australia and the Empire, namely, Chief Officer R. Grant, Second Officer Langbridge, and Third Officer Frost. I might add that our thoughts are often with them.

Manly Division has made a few alterations to the depot by lining the ward-room and the drill hall.

This Company, together with North Sydney,

attended a Parade on Anzac Day at the Cenotaph, when 160 Officers and Cadets paraded.

Through the efforts of Mr. Barton we now have a qualified P.T.I. Instructor to teach the

boys boxing, wrestling, etc. Our first effort in this direction will be on our recreation night. Officers and Cadets hope that Miss E. Cousins, one of our supporters who has not been well, will soon be on the mend.

## RESOURCES OF THE NATIONS

(Continued)

### Pantellaria

An Italian-owned volcanic island standing in the narrow straits between Tunis and Sicily, and 160 miles north-east of Malta. Is 7½ miles in length and 45 square miles in area.

Is of great strategic importance, commanding the only deepwater channel between Western and Eastern Mediterranean, and was fortified recently by Italy.

Except at one small point, it is bound by cliffs rising sheer from the water and rising at the centre to an imposing peak 2,700 feet above the sea.

### Suez Canal

The Suez Canal is 103 miles long, and stretches from Port Said in the Mediterranean to Suez and Port Tewfik, in the Red Sea. It was completed in 1869, at a cost of £20,000,000, and is controlled by the Suez Canal Company, whose headquarters are in Paris.

The British Government own 176,602 of the 400,000 shares, the bulk of the remainder being in French hands.

An International Convention, signed in 1888, assures unmolested passage to merchant and war vessels of all nationalities, in peace and war. Egypt, through whose territories the canal passes, preserves the right of self-defence with the aid of Britain.

During 1914-1918 the Canal remained open, a Turkish attack on its borders being repulsed in 1915.

In 1938 traffic amounted to 34,418,187 tons, and 8,171 ships used the Canal. Total receipts were £9,720,900. Shipping of British registration accounted for one half of the total tonnage.

### Tunisia

Population, 2,608,313. Area, 49,300 sq. miles. Tunisia is under the protection of France and governed under the direction of the French Foreign Office.

Agriculture is important and grain, wine, fruit and animal products are exported.

Minerals exploited include lead, iron, zinc and, principally, phosphate.

Of the civil population 108,068 are French and 94,284 Italian, according to the official census, but Italy has recently claimed that Italian nationals preponderate.

### Malta

Population, 262,165. Area, Malta, 95 sq. miles; Gozo, 26 sq. miles; Comino, 1 sq. mile.

Group of islands in the Mediterranean, about half the area of the Isle of Man. Base for repair and refitment of the British Fleet in the Mediterranean, and one of world's most important ports. Annexed by Britain in 1864.

Chief town and capital is Valetta, with population of 51,988, a large number of whom are employed in connection with the trade of Valetta as a coaling station and port of call. The island is highly cultivated and exports vegetables and fruit.

### Morocco

Population: French Zone, 6,242,000; Spanish Zone, 795,000; Tangier Zone, 60,000; total, 7,097,000. Area: French Zone, 200,000 sq. miles; Spanish Zone, 13,125 sq. miles; Tangier Zone, 225 sq. miles; total 213,350.

The Empire of Morocco is in practice administered, and its policy directed by France and Spain as a result of the Protectorate Treaties of 1912. The majority of the population are Berbers or Arabs.

French Zone: Agriculture predominates; wheat, barley, animal produce, vegetables, fruits and wood are exported. The principal mineral exploited is phosphate, with a production of nearly 1,500,000 tons. A preponderant amount of trade is with France. The French Army has an active strength of more than 70,000 effectives, white and native. The principal port is Casablanca, on the Atlantic, which is capable of accommodating the largest vessels, and is also an important naval base and dockyard.

Spanish Zone: Has considerable economic potentialities, but agricultural production is still primitive. Iron and lead are mined, and parts of the country are reported to be rich in mineral resources. Details of the Spanish forces in

Morocco are not available, owing to the war, but large bodies of levies were taken to Spain for service with the Franco forces. It has been reported that Ceuta (opposite Gibraltar) and other centres, have been fortified.

Tangier Zone: Is permanently neutralised and demilitarised. It occupies a commanding position on the African side of the Straits of Gibraltar and is under international control. It is administered by officials of British, French, Italian, Moroccan and Spanish nationality. A Committee of Control, composed of the Consuls of the Powers, has a right of veto and other powers. The Zone is not self-supporting, though some agricultural activity is carried on.

### Algeria

Population, 7,234,684. Area, 847,500 sq. miles.

Algeria is a French territory. Its government is a compromise between autonomy and dependence. It has local representation and also representation in the French Parliament.

It exports wine, wheat, barley, oats, fruit, vegetables, wood, animal produce, iron, zinc, lead, mercury, copper and antimony, chiefly to France.

Its population includes 1,000,000 Europeans. All troops of Algeria and Tunis form part of the XIX Army of the French Metropolitan Army.

The principal ports are Algiers and Oran.

### Balearic Islands

An archipelago off the east coast of Spain consisting of four large and eleven small islets, the most important being Majorca and Minorca, with a total area of 1,935 sq. miles, and a population of 376,735.

They form a province of Spain, the capital of which is Palma, in Majorca.

Lying across Britain's Mediterranean route to the East, they are of enormous strategic value. Port Mahon, in Minorca, possesses a fine, safe harbour, which, in the hands of a Great Power, would be a key to naval control in the Western Mediterranean.

### Bizerta

France's Gibraltar, the great naval base on the coast of Tunisia, and one of the key points in the Mediterranean, offsets Italy's naval and air bases in Sardinia and in the Island of Pantellaria. One of the few Mediterranean harbours capable of accommodating large warships.

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# KING GEORGE'S FUND FOR SAILORS

## Appeal on Behalf of Seamen and their Dependents

By LORD BALDWIN (Ex Prime Minister)

Every penny received as a result of this Appeal will be administered by King George's Fund for Sailors in immediate grants to those Nautical Societies which most need it to help seamen of all ranks and ratings, in the Royal Navy, the Royal Naval Reserve, the Royal Naval Volunteer Reserve, the Mercantile Navy and the Fishing Fleets, and the widows of those killed in the war and their children.

The Fund is a central body, acting in respect of the Nautical Charities in the same way that King Edward's Hospital Fund does for the Metropolitan Hospitals. You may, therefore, rely upon it that your gifts will go straight to where the need is greatest.

The Duke of Kent, who is President of the Fund, has sent me a message:—

"The broadcast which Lord Baldwin is making to-night, has a very real and personal interest for me as President of King George's Fund for Sailors. Already there are many families who are suffering because of the war, the brunt of which has so far been borne by the Navy and the Merchant Fleets, and I would like, therefore, to commend this Appeal to the generosity of all listeners at home and in the Empire overseas."

Who are the men for whom, in this short few minutes I am asking this help?

Little is known at home of the details of the conditions of climate and weather, night and day, incessant. But now and again, by a lightning flash, as it were, the darkness is illuminated. Twice this has happened in the last few days and in the momentary blinding light, emerge two unforgettable pictures. One, of a battle in the summer of the Southern hemisphere, where the traditional courage, incredible mudacity and seamanship of our sailors decided on action that may well become historic. The other of a destroyer going down as in a moment in the stormy seas of the North, carrying with her nearly all her complement of officers and men.

"If Blood be the price of Admiralty  
Lord God we ha' paid in full."

Of the merchant ships, proceeding on their lawful occasions, in convoy, by strange routes over strange seas, little again is known by us. In Arctic latitudes the curtain is raised for a moment and we see the Rawalpindi, ablaze, plunging into the icy waters after a fight in which Sir Richard Greenville, himself, might have played his part. And, from time to time, we are told that this ship has struck a mine and that has been torpedoed and that so many men are missing. The rest is silence.

And the minesweepers! You cannot say that any one man's work is more important than another's; each individual plays his essential part in the one great whole which is the defence of our island, and the maintenance of our sea ways. But I confess that not a day goes by that my thoughts do not turn to those men who every time they go down to the sea perform their task at the very gates of death.

These are the men for whom I appeal. What is common to them all? Their work goes on without rest or pause for by far the greater number of them, in winter seas, with all that that means in constant peril from weapons only perfected in my life time, and in an age that prided itself, till recently, on its accumulated knowledge and civilisation. And these weapons themselves are used daily in contravention of international agreements ratified by our enemies no less than by ourselves. But unless these men had freely offered themselves for our service and reckoned their very lives as not a scruple in the balance when weighed against what they have seen as their duty, then our factories and mills would be slowly and surely closed down, and you and I would be on short rations which would get shorter and shorter. In fact, they hold our lives in their hands.

The Chairman of the Fund in Sydney is Sir Thomas Gordon, 4 Bridge Street, and the Hon. Organiser is Mr. A. M. Pooley at the same address.

# WEATHER FORECASTS

By F. DANVERS POWER

We cannot have rain without moisture in the atmosphere. There are many phenomena due to moisture which are looked on by the public as indication of rain, but, although an excessive amount of moisture may be present, something may occur to prevent its precipitation; such as a change in the direction of the wind, or an increase of temperature. Systems of long range weather forecasts depending on the influence of stars, planets, phases of the moon, cycles, and estimates based on days, months and seasons have no legitimate basis.

Animals and plants, by their actions may show the influence of present weather and the character of weather changes that may occur within a few hours. Such signs are generally the result of varying degrees of humidity and pressure which have become obvious through other sources, and are not given in sufficient time for man to make much use of them.

Birds and beasts become restless before bad weather, and sea-fowl are driven inland by stormy weather. Flies stick to one when the barometer is low, and insectivorous birds fly low, probably in search of insects that are unable to rise against the extra pressure. Ants that live in low lying land are said to migrate before heavy rain. In fine weather birds fly high, and spiders build new webs in out-of-door places. People who suffer from rheumatism, corns, or wounds, feel the pain more in damp weather.

Wood and cordage swell when damp, consequently tightly fitting parts, such as window sashes and doors are liable to swell and jam in wet weather. Salt and sugar become damp when the atmosphere is heavily charged with moisture. Tobacco is difficult to light. Seaweed when hung up in a house becomes damp on account of the salt in it. Walls, the mortar of which is made with sea-sand, also becomes damp for the same reason. Sensitive plants contract their leaves and blossoms in damp weather. Moisture brings out the perfume of plants.

A halo round the moon is due to ice particles in a cloud which sometimes precedes the advent of a disturbance: if the halo is broken, wind is likely to come from that direction. A rainbow

in the morning shows that there is a rain-cloud west of us, and we will probably get rain. A rainbow in the evening shows that the rain cloud is east of us, and is possibly passing off. Red sunsets and sunrises are both due to dust in the atmosphere brought by land winds: as the sun approaches the horizon, its rays have to pass through a greater number of dust particles than when overhead, consequently, only the stronger light rays (such as red) are seen. There is no foundation for the popular belief that a red sunrise indicates wet weather, and a red sunset indicates fine weather.

An interesting phenomenon is sometimes met with on coral islands in the Pacific. Rain clouds are to be seen all round them, and rain falls in the ocean, but not on the land, because the heated air rising from the land drives the clouds aside.

Smoke does not rise readily when the barometer is low. Several foggy or misty mornings indicate unsettled weather. The atmosphere is cleared by moisture which collects dust particles, thus increasing visibility.

For general information about the weather, it is better to study the published weather charts when available, as they are compiled from official knowledge obtained from various important points, which a private individual cannot expect to secure. It must, however, be noted that local disturbances may affect a district without interfering with the general principle. From this it would appear that although certain deductions may be drawn from local changes in atmospheric pressure, temperature and wind, as indicated by measuring instruments, or by observing natural phenomena, such deductions are not to be depended on for long distance forecasts. Also many of the signs of wet weather relied on by the public have no foundation on fact, such for instance as the moon lying on its back being a sign of wet weather. When that particular phase of the moon is to be seen, it is the same all over the world, and we know it is not raining everywhere at once, for there are certain places where it seldom or never rains.

Lightning is due to an electric discharge be-



tween two oppositely electrified clouds. Thunder is the sound produced by the shock of air

(To be continued)

## ODDS AND ENDS

Whatever withdraws us from the power of the senses, whatever makes the past the distant, or the future predominate over the present, advances us in the dignity of thinking beings.—Dr. Johnson.

The average man judges a government by its ability to give reasonable prosperity, contentment, and security during life.

Armchair warriors are invariably more warlike and more vindictive than the soldiers, sailors and airmen, who do the actual fighting—and dying.

Truth may be denied, distorted, concealed, or misleading, as in war propaganda, but it can never be destroyed.

Seven hundred years ago in England men were granted the right to legal process, and, "no man shall be imprisoned" without the liberty to exercise that right. Justice, even in England, since that far off time has not always been even-handed, but when we read of men in Australia 700 years later who would imprison their fellows without trial, who hold and express political views radically different from theirs, it can be stated that such men are not democrats.

So far German "blunders" have led to the occupation of Austria, Czechoslovakia, Poland (part), Denmark, and Southern Norway. Many people have not realised yet that the two last-named "blunders" have also put the key to lock the Skagerrak in Germany's hands (she already has sealed the Baltic), thus enabling her to make "suggestions" to Sweden regarding the movements of her trade ships.

The possibility of Germany "blundering" again and finding her legions fitting a back door on the Mediterranean coasts cannot be ruled out. From the days of the Romans (and before) accident, design, or common blunders have been responsible for new spheres of influence and new frontiers.

rushing back again into the space through which the lightning has just passed.

The Navy League thanks the Shiplover's Society Younger Set for its valued donation of £2/3/5.

We read and hear a lot about this or that nation grabbing territory, but there is no news of any nation willing to give anything away. Some of the wealthy nations might give the matter a little consideration.

The greatest men are they whose appeal uses the centuries as an hour-glass.

If the overwhelming majority of the British peoples are ready and willing to back their lives, and all else they value, in the belief that their democratic system is the best possible, and if Nazism in Germany, Fascism in Italy and Communism in Russia, are supported with similar fervour and determination by overwhelming majorities of their adherents, then, unless there is a great compromise, no man can foresee the end of the war, nor its effects on our civilisation.

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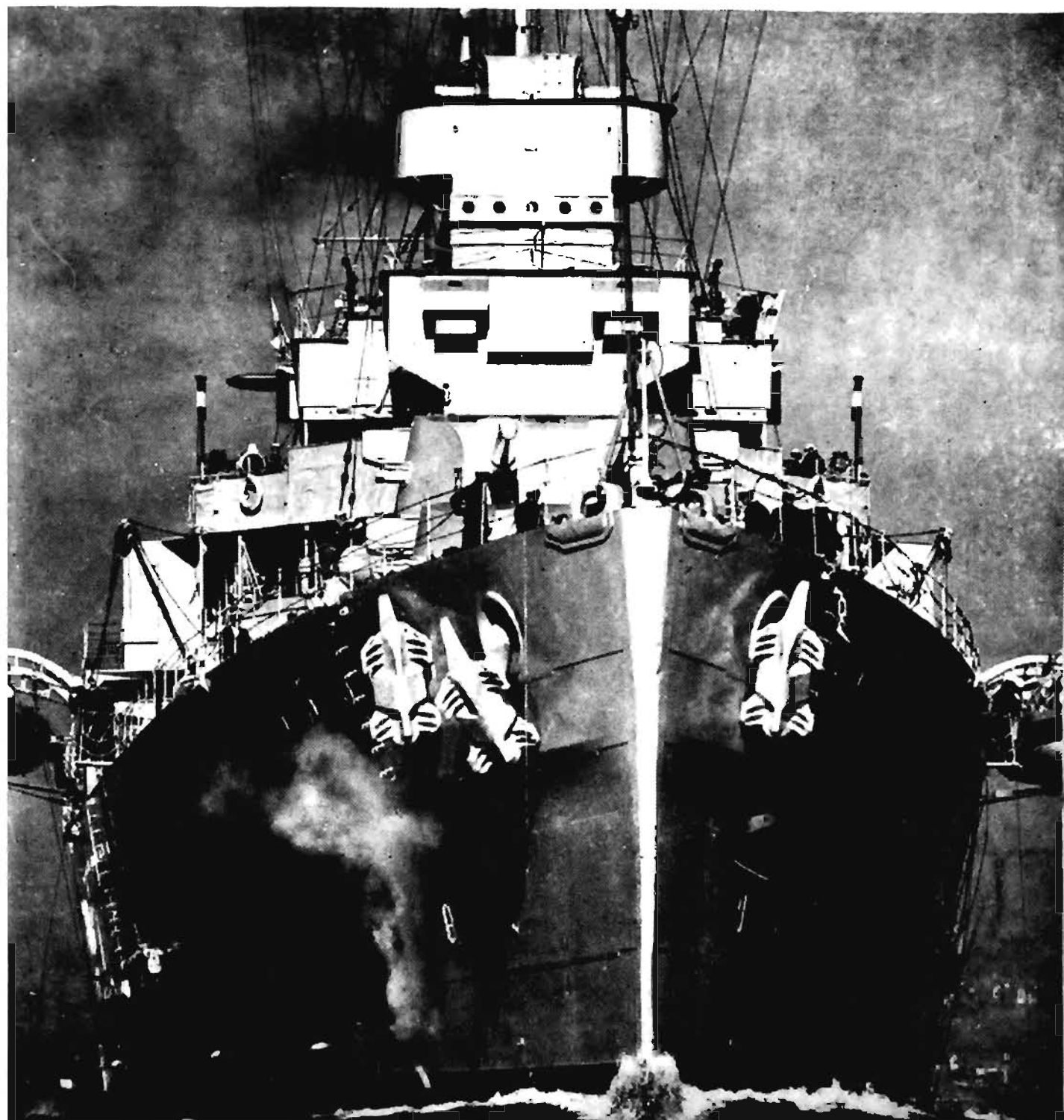
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Sydney, June, 1940

Price 6d.

### "ACTION STATIONS"! IN THE SKAGGERAK Nine Crowded Minutes (BY A NAVAL CORRESPONDENT)

#### The Prelude

Nine o'clock on a fine summer's morning. Through the telescope, the signalman on the bridge of the battle-cruiser could see the sun-light glittering on the grey paint of the flagship. He eased his position slightly, shifting his steadying grip on the stanchion, but keeping his eye to the eyepiece of his glass as he did so. It would be coming at any moment now.

He stiffened slightly at evidences of liveliness on the flagship's bridge, and concentrated all his faculties on the patch of colour that showed above her rail as some bright bunting began to climb upwards on her halliards. Almost before the hoist had left the deck he had it.

"Clear ship for Action."

#### "Clear Ship for Action"

Instantly the battle-cruiser was a scene of orderly rush and bustle. Rails were unshipped, tomlions removed from the guns, the hundred and one details that the evolution called for, performed as men doubled to stations, and each carried out the job that practice was making

automatic. Aloft, the answering pennant was in a ball, ready to be broken as soon as the evolution was completed. The crew was racing the clock, and the flagship was timing them. Three minutes fourteen seconds, and a tug on the halliard broke the answering pennant into a fluttering patch of colour. The evolution was carried out.

Over and over again, in its place among the other evolutions that constitute so large a part of naval life. Beating the unforgiving second, making perfect with constant practice, repeating until reflection became reflex; peacetime preparation for the sudden call of war.

#### The Reality

It is night in the North Sea, and a winter night at that. There is excitement in the elements, and in about the ship that is working up speed as she tears across the flying water. The wind is blowing in a gale from the north-east, and every now and again visibility is blotted out in a flurry of snow.

The ship herself is in blackness. Dim (Overleaf.)

smothers of white show up as she buries her bows in a sea. Plumes of smoke are torn from her funnels and shredded away to leeward. Sprays rattle on her superstructure, and the eyes of her lookouts smart as they strain to pierce the night around her.

Ever since, a few short hours ago, she received the order to proceed at full speed, the tempo of life in the ship has quickened, keeping pace with her own swift passage across to the eastward and the Norwegian coast. There will be action soon now. But until it comes, bringing with it calmness of spirit, nerves are strung at high pitch.

There is no need to clear the ship for action, for she is at war. But the finishing touches that precede an engagement have had to be made. The sea boats have been turned in, and frapped around with lines to prevent splinters flying. Parties have been busy securing cables, and all movable gear. Iron rations are served out, in case the engagement is a long one, and it is not possible to get food to the men. Or in case the galleys are wrecked.

### First Aid for Ship

The guns are loaded. And, in preparation for the enemy's guns, action repair parties are busy preparing their gear, axes, mauls, shores, shot plugs. Those are to dress the wounds of the ship herself.

For her men, the medical staff is busy, placing medical stores ready in the various quarters, instruments, bandages.

In the rising tempo, the voice of the ship increases in volume; above deck, the yell and hum of the wind and the patter of sprays, the hiss of seas. There is the whine of hydraulic gear in the turrets, and the clanging and thudding as the shells are rammed home in the guns.

Below in the boiler rooms the rush of the forced draught, and the roar of oil jets, speak for the force that is working up the speed with which the great ship is rushing onwards. In the engine rooms the noise is so great that voices can scarcely be heard except through the special telephones.

As signals come through, the ship's company are told as much as possible of what is toward. And tension increases as the moment for action approaches.

### Food for All Hands

A hot meal is served to all hands, for the Navy does not believe in fighting on an empty stomach. Day breaks slowly, almost imper-

ceptibly, in a greyness in which objects about the ship herself become visible. Gradually the horizon extends, notched by the racing seas, obliterated at intervals by the driving snow flurries.

Around the ship lookouts are posted, each with his particular watch to keep. Some search the sea for surface craft. Others for submarines. Others again, concentrate on the skies, for the first sight of aircraft.

All those in exposed positions have their gas masks handy. And those whose stations are such as to make them liable to flash, wear asbestos suits. Firefighting gear is prepared, and hoses ready.

Down below on the torpedo flats, some ten feet below the water line, the torpedoes lie in their tubes, awaiting the final adjustments before they are sent on their errand of death.

A sudden thrill runs through the ship. From the loud-speakers on the mess decks there comes the twitter of the boatswain's pipe, the shouted order —

"Action Stations!"

The tension produces a curious mental effect on most men. Those last preparations for action reflect that ceaseless training, those never-ending evolution drills of the peace-time years. The schooling of the Navy asserts itself, and actions are swift and machine-like, while the mental reactions are peculiarly blank. The brain goes temporarily dead, and the body works automatically.

### Force of Tradition

The enemy has been sighted, and the ship is following out the tradition of the British Navy, to close the enemy as quickly as possible, to engage him and prevent him from reaching his home port.

Up in the battle-cruisers "brain," every movement is being carefully plotted on the action table, and an accurate estimate of the course and speed of the enemy is being obtained. The main guns are brought to bear, and the range ascertained with the multiplicity of range finders.

Now that action is at hand, the tension relaxes. The brain reasserts itself. The enemy is regarded with a strange, impersonal feeling. He must, if possible, be destroyed. But there is no feeling of anger against him. To those up on deck, who can see what is going on, there is a peculiar sense of detachment and freedom.

The range is great, for the enemy has been sighted in a momentary break on the horizon,

and he is some 18,000 yards distant. The range is tested with a shot from a single gun. Another. And it is found, and . . .

"Action!"

### Clear Minds, Steady Hands

In the crash and roar of battle, minds work clearly, pulses slow down, excitement gives place to a cool calmness. All the senses are concentrated on the work in hand. The swift fighting of the ship calls for such concentration. After the first shock as a salvo from the enemy falls short, and columns of water shoot up alongside the ship, his following salvos are scarcely noticed.

He is but a grey smudge on a hazy horizon,

racing, as our battle-cruiser is racing, across the greyness of which he is a part. It is difficult to see whether he is hit or not. Difficult, until a sudden column of black smoke rises from his forward turret, and he turns away. And then, horizon, sea, sky, vanish in a blinding snow squall. A nine-minute North Sea action is over.

### Unending Story

Contact with the enemy cannot be re-established. But the great grey battle-cruiser holds the sea. The ceaseless training of the Navy, the age-old tradition of the Service, have borne fruit.

Supplied by the Department of Information.

## OUTLOOK AND INLOOK

If certain of our politicians imagine they are helping to win the war by their fatuous fulminations against the leaders of nations whose attitude of mind towards the necessity for world economic and social changes differs from their own, they would be better employed travelling the earth seeing, questioning, listening, and understanding the other fellow's point of view. Travel would help them better to appreciate the real reasons underlying the outbreak of this tragic war, and given them a clearer and

more realistic picture of that other side of civilisation's aspirations and needs. Seneca, ages ago, said, "Men believe more from seeing; the way is long by precepts, short and effective by examples." They may also hear of a Christian saying: "No one shall go hungry and no one shall feel cold." And, finally, let not your perceptions be too closely related to your material interests, else you will be incapable of impartiality.

## CONSCRIPTION ?

Conscription will most probably be necessary before this war terminates. But conscription of life can never be justified unless linked with it is the whole of the nation's resources, including property and money.

In the last resort the people of Australia will not tolerate anything less than the equality of sacrifice which is ensured by total conscription.

## WAR SERVICE BADGES

It is pleasing to note that the Commonwealth Government proposes to issue War Badges, and in this connection the Australian Mercantile Marine has not been overlooked. If the war should unhappily spread to Australian and adjacent waters, the men of the Merchant Service will be subjected to attacks from the air, the lurking submarine, mines, and surface craft. And of all branches engaged in essential services, the Merchant Service is the most vulnerable and the least able to effectively defend itself. Neither the Government nor the community can do too much for the men who keep our trade ships on the seas.



# JOHN BULL'S OTHER NAVY Some Exploits of our Merchant Seamen

By H. C. FERRABY  
IN "THE NAVY"

"This Happy Breed of Men . . .

"Feared by their Breed and famous by  
their Birth."

"His Majesty's Merchant Navy" was a phrase, nay more, an honour, devised by the late King George V in one of his messages to the nation during the last war, but for some reason that I have never been able to understand it was allowed to perish of inanition. No one took it up. Merchant Navy officers appeared to be quite indifferent to it. Merchant ship owners (most of them ennobled themselves for war services) appeared to see no reason why the service should be anything but "the mercantile marine." The official world remained blandly ignorant of the phrase because it had never appeared in the "London Gazette." And King George himself discouraged perhaps by the apparently concerted ignoring of the title he bestowed on the service, omitted the vital words "His Majesty's" when he later instituted the office of "Master of the Merchant Navy and the Fishing Fleets."

## A National Service

Yet the Merchant Navy, in war or in peace, is very much a national service, and in war its ships, as the casualty lists show only too clearly, are even more endangered than His Majesty's Ships. In 27 weeks of hostilities 168 ships of the Merchant Navy and Fishing Fleets have been sunk. Many score others have been attacked or damaged, though of them we have no accurate records made public, nor in most cases have we any knowledge of their adventures. Perhaps I may be allowed here to give a few glimpses of what they have suffered, of what they have dared and done in face of imminent danger.

Let us take a few cases of merchant ships that have defied U-boats and made good their escape.

There was the remarkable case of the Elders and Fyffes' boat "Mopan" on her way home from Jamaica when the war began. She was no ocean greyhound. Stolidly she knocked off her average run of 13 knots or so in the normal way, and no one on board expected her to do better. On the morning of September 6, however, Captain Hugh Roberts called down the

voice pipe from the bridge to Mr. Richard H. Smith, the Chief Engineer. There was a note of urgency in his voice as he asked for all the speed they could whack out of her. A U-boat had opened fire at a range of about 4,000 yards.

Now that U-boat could do about 16 knots on the surface, so most captains and chief engineers would have been quite justified in abandoning ship. Escape seemed quite hopeless. Mr. Smith, however, was a bit of a wizard with engines. How he did it, he will have to tell the Society of Marine Engineers one day. For he made that 13½ knot boat travel at 16 knots, not just for a few minutes, but hour after hour. The U-boat kept up the chase for four hours, slowly and methodically shelling the "Mopan" all the time. But on the bridge Captain Roberts conked the ship so as to dodge every shell, and down in the engine room Mr. Smith and his men kept up their extraordinary conjuring feat of producing non-existent knots out of the engines, and in the end the U-boat gave up the chase, having expended quite a lot of fuel and a number of shells without result.

## Daring Manoeuvre

In the early days of the war, too, before there had been a chance to fit merchantmen with defensive guns, the Strick Line steamer "Baharistan" eluded attack by a daring manoeuvre. The U-boat challenged her quite suddenly in the dead of night not far from Lands End. The enemy craft was close at hand, ahead of the ship on her starboard bow. Captain T. H. Farrar could see only one way of escape, but it was a desperate chance. He was close inshore, and that meant that there was little sea room to port. But Captain Farrar swung his ship towards that menacing coast, spun her round almost on her heel, though actually her turning circle was a big one, and brought the gunflashes from the submarine astern. The German switched on a searchlight to help his gunners, but the "Baharistan" swerved and dodged through the darkness so deftly that not once was she hit, and before long the pursuit was thrown off.

Those were two cases where the fighting Navy was not at hand to bring help. Here is a story with a rather a different ending.

## "Justified in the Event"

The Shaw Savill boat "Karama" was well out in the Atlantic when she almost rammed a U-boat that surfaced only a few yards ahead. This riled the German commander and he opened a galling fire, but Captain E. T. Grayston, who was a retired R.N.R. officer, managed to swing the ship round, again bringing the gunfire astern, and he got away a wireless call for help. The U-boat kept up a heavy fire. The crew counted at least thirty shells, but the zigzag threw out the German aim, and nothing more than a splinter ever touched the ship. Captain Grayston kept on grimly, hoping that at any minute either warships or aircraft would come up to help him. There is a certain grim reticence in the concluding phrase of the official record—"His act of faith was justified in the event."

A rather similar case was that of the Ropner ship "Rockpool." In her case the U-boat surfaced about a mile and a half away and opened fire at once, her gunlayer putting the first shell only a hundred yards short, and the second close on the quarter. But Captain W. H. Harland was alert. He had the "Rockpool" on the swing before the first shell was fired, to bring the U-boat astern—a primary point in self-defence against submarine attack—and to give his gunner, Colour-Sergeant Thomas Watkins, retired Royal Marine pensioner, a clear field of fire. The Colour-Sergeant was as alert as his Captain. He got off thirteen rounds in rapid succession, all of which landed so close to the U-boat that she was smothered in spray and drenched with the pillars of water thrown up by the explosion of the shells. The U-boat gunners put in some quick firing work, too. They got off twenty rounds to the "Rockpool's" thirteen, some of which straddled the target. But there was no direct hit.

Meantime the crew of the "Rockpool" had got ready their smoke floats for launching, and when these were dropped astern they put up a curtain or artificial fog which hid the steamer from the attacker and gave those on board a breather, after seventy-five minutes of pretty tense drama.

But it was not all over, though in the next act the men of the "Rockpool" were spectators. Warships swept up at high speed, and "the U-boat was in due course destroyed," as the official report has it.

Ropner ships were well to the fore in adventure in the early stages of the war. The "Stonepool's" gunner, A.B. F. G. Hayter, opened fire on a U-boat that attacked his ship within two minutes of the alarm, and he landed at least one shell right on the hull of the enemy at a spot where the damage done must have been definitely serious, for the U-boat broke off the fight and let the "Stonepool" go. The "Heronspool" had a much longer tussle with her assailant. It was about sunset when contact was first made, and when the steamer's gun had plumped a couple of shells close to the submarine, the German commander decided to stalk her by starlight under water. At about 1 p.m. he surfaced for a fresh attempt to overawe his prey, but once more Able Seaman J. G. Pearson, the pensioned gunner, got off a couple of rounds and the U-boat took cover under water again. He was not beaten off, however. He kept up the hunt for seven hours, and in the end he got her, though with a torpedo, for he evidently did not care for any more gun duels with Mr. Pearson.

The story of the mining of the tanker "San Delfino" tells of yet another instance of devotion to duty of the engineers. The explosion put out all the engineroom lights and damaged some of the plates, so that water seeped in. The ship, however, showed no real signs of sinking, and the captain came to the conclusion that there was a good chance of beaching her. With the aid of flash lamps the engineers toiled for five hours, keeping up a sufficient head of steam to give the ship a certain amount of steerage way, and at the same time keep the pumps at work, although at any moment there was the likelihood that the ship's boilers would go up. Their heroic work was rewarded, for the "San Delfino" struggled shorewards, to be met by tugs who towed her into safety.

Torpedoed without warning at daybreak. That is the opening of the drama which attended the sinking of the steamer "Goodwood." It is a tale of personal bravery and the gallant rescue of the master, Captain H. S. Hewson, who suffered two broken legs and collapsed on the bridge. He refused attention from his second officer, ordering him to carry on with his job—supervising the getting away of one of the ship's boats. The boat was launched safely, but the officer found that it was impossible to take her alongside the sinking ship. He dived over the side to swim back to the "Goodwood," and save the stricken captain. However, his life-

(Overleaf.)

belt was swept away and he had to return to the lifeboat.

The chief officer then asked for volunteers to help the second officer, Mr. R. A. Black, in a second attempt. Two men, T. Broderick and W. Gill, both able seamen, volunteered. This time they were successful and reached the captain, whom they carried to the ship's side and lowered him into the water. They swam with him to the lifeboat, which had put off was likely to founder at any moment and drag from the vicinity of the sinking ship as she them with her if they stayed too near.

### Sea and Air

Two ships of the Court Line figured in adventures which provided examples of fine seamanship and a brilliant rescue from the air. An 18 year old deck hand in the "Arlington Court," Malcolm Morrison, got away from the torpedoed vessel in heavy weather out in the Atlantic with five other men in one of the lifeboats. Born in the Isle of Lewis he knew something of the art of sailing—the only one of the men who did. He rigged up a sail and used the compass. Soon he was tacitly voted to the position of skipper. Rations and water allowance for each man were arranged by Malcolm to make certain that each of the men got his daily allowance of half a cup.

The launching of the boat had been done through dire necessity, in a great hurry, and the men had little clothing and four soaked blankets! Malcolm himself had a pair of trousers over his pyjamas and a lifebelt. Not much protection against the stinging wind and spray of an Atlantic gale.

For six whole days they battled along the course that he had set, hoping to fetch up on one of the busy traffic lanes. The cold was intense, some of the men suffered from frost bite, but even though he spent the whole of the time at the tiller and had practically no sleep, Malcolm steadied them and encouraged them not to lose hope. Nor were his heroic efforts in vain, for on the sixth day a Norwegian tanker found them.

The rescue of the crew of the "Kensington Court," sunk in the Atlantic by a U-boat after an unsuccessful attempt at escape, was the first rescue of merchant seamen by aircraft. As they were lowering the two lifeboats the U-boat attacked them with shell fire, destroying one of the boats. The other boat picked up the men and put off, carrying a total of 34 survivors.

The captain had sent out an S.O.S. as the "Kensington Court" was being attacked, but he had no idea of whether it had been heard or not. Time went by—and then suddenly the men knew that the call had been answered. Two flying boats mysteriously appeared out of the sky, landing on the water, close to the boat.

The pilot shouted to them: "How many are you?"

"Thirty-four, sir."

"I'll take twenty, the rest will have to go aboard the other boat."

With the choppy sea that was running the men wondered how they were going to transfer themselves. A rubber boat, capable of holding three, put out from the flying boat, and the series of journeys to and fro began. The last man stepped aboard the second flying boat as his stricken ship disappeared from view.

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## SYDNEY HARBOUR AND SOME SHIPPING REMINISCENCES

(By B. I. MILLIN)

Many people imagine that Sydney Harbour has been as it is from the days of the Creation, but this is far from being the case. It owes its origin to a most remarkable series of happy coincidences in the working of Nature. It is geologically known as a drowned valley, that is to say, that the bed of the harbour was a dry valley before it sank to its present position. If anyone is curious to know how it looked at that time, a visit to the Geological Museum in George Street North will supply the answer. There is there a very excellent plaster cast of the harbour showing, as it would, and did, look without water.

Although at the present day Australia is one of the most stable lands on the face of the globe, and not susceptible to earthquakes or volcanic action, except for very light tremors, many evidences are not wanting that Australia in the dim and distant past has had many internal disturbances which have been responsible for some of the features, structure and scenery in Sydney and its surroundings. At least twice Sydney and its environs have been under the sea and have risen again. In one of these submergences the margin of the sea was near Bundanoon, where marine rocks still contain fossil shells. It swept clear across the Blue Mountain area. Millions of years ago a level plateau extended from Mount Victoria to the coast, which was steep and rugged and towered some hundreds of feet above the sea. Streams traversing the plateau plunged into the ocean, carving valleys out of the cliffs, and thus produced the ancestors of Port Jackson, Broken Bay and other coastal harbours. Finally, a hinge line was formed near and parallel to the present coast, the eastern portion being bent beneath the ocean, while the western portion being called the Blue Mountains—was uplifted several thousands of feet, and so Port Jackson became what it is.

The abrupt eastern margin of the Blue Mountains at Lapstone Hill marks an extensive fault by which the country between it and the coast was thrown down at its present level.

Other factors, too, have helped to make our coastline. Long ago, about 100,000 years, and

for many thousands of years during the Glacial Period, a great part of the world's continental lands, including Australia, was covered by great sheets of ice that represented an enormous quantity of water, originally derived from the ocean, which was imprisoned on land. Consequently the level of the sea must have depressed to a notable degree. It has been estimated that the depression of the sea level, during the Ice Age, must have amounted to something like four hundred feet, and a large amount of land now covered by water was dry. Eventually milder conditions returned, the ice melted, sea level was once more restored, and the carved out valleys covered.

During our hot summer days it is hard to realise that much of Australia has been covered with ice, yet at three distinct geological periods there has been permanent ice, to a greater or lesser extent, within its geographical limits. Some scientists recently hazarded the opinion that the world is gradually becoming warmer, and in time to come the ice at the Poles will melt and make a corresponding further depth in the world's ocean. If this came to pass, Port Jackson would, of course, again alter its contour.

The foregoing is but a brief resume of the many and vast geological changes that have taken place on our coastline. There have been many others. We would be thankful that Nature, in her many up-and-down wanderings, left Port Jackson where it is. If it had been left twenty feet deeper, the Rose Bay valley, Manly, and many other places, would have been under water, and if twenty feet shallower, would have been comparatively useless.

In view of the magnificent heritage that Nature has presented to us, it seems churlish to suggest that it is a pity that Cook's River has not been linked up with the Duck River at the top of the Parramatta River, and that McGarr's Creek, at the head of Pittwater, is not connected with the head of Middle Harbour.

Port Jackson ranks as a natural harbour in the complete sense of the word. Its shoreline is over 188 miles in length. The entrance is

(Overleaf.)



Courtesy "S. H. Herald."

## ON DUTY

BRITISH AIRCRAFT CARRIER ESCAPES BARRAGE OF GERMAN BOMBS.

nearly a mile wide, and, with its magnificent bluff headlands, deserved a far better name than "The Heads," as it is generally spoken of. Such a name as the "Golden Gate," which has been applied to San Francisco should be thought out.

The greatest depth in Sydney Harbour is 160 feet, between Dawes and McMahon's Points. The general depth along the wharves is between thirty and forty feet, between the Heads eighty feet, and the eastern and western channels carry forty-four feet, and if at any time further depth is required, it can easily be attained by dredging through soft material.

The history of the establishment of the Sydney Harbour Trust is rather an interesting one. Prior to the year 1900 many of the Sydney wharves were privately owned, but in that year there was a severe outbreak of bubonic plague, and it was proved that this disease was due to the introduction of plague-stricken rats in vessels arriving from ports in which the disease had made its appearance. As a consequence, the whole of the foreshores of the harbour, including the privately-owned wharves, many of which were in a decrepit and insanitary condition, and which harboured plague rats, were resumed by the Government and vested in the Sydney Harbour Trust. Since that date the whole of these old wharves have been wiped out, and, by reason of extensive improvements, effected under a comprehensive scheme of reconstruction, the capital debt of the Trust now being about £12,000,000.

In the early days, when all shipping was concentrated in Sydney Cove, a peculiar method of constructing wharves was in vogue. It is recorded that on November 29, 1803, Governor King issued a General Order stating: "The framing, lengthening and planking of the eastern side of Sydney Cove is complete, and the inhabitants are expected to cart material to fill it up and make a way to it."

Looking around Circular Quay now, one cannot be struck with the changes that have taken place regarding the ferry services. Just before the Bridge was opened they had so increased in size and number that it was estimated they carried over 40,000,000 per annum. Thousands now travel over the bridge instead of ferry services have been very materially reduced, but we are proud possessors of the largest arch bridge in the world.

The period from 1870 to 1890 might aptly be termed the most interesting portion of the Quay's history. This was the peak of the days

of sail when Sydney Harbour was crowded with celebrated ships and barques. In those days, as I well remember, the three sides of the Quay were crowded with clipper ships loading wool in the season, with a stiffening of tallow or other heavy weight. It was a scene of bustling animation and liveliness quite different from the present day. Such familiar ship names as the Samuel Plimsoll, Sophocles, Brilliant, La Hogue, Sobraon, Parramatta, John Duthie and Ann Duthie, and those celebrated rivals, the Thermopylae and Cutty Sark, may be recalled, although there were many others. There was always a motley concourse of spectators every day, displaying a keen interest in the various jobs incidental to discharging and loading cargo. In those days the water at the Quay was not deep enough to allow the ships to come closer in, and huge spars, sixty feet in length, were used to keep the ships off shore, and, when planked over, to haul wool and other cargo on board. At Christmas-time the Quay was always full of ships, and presented a gay appearance, each ship trying to outpoint the other with displays of bunting, and, in many cases, with wreaths of greenery and messages such as "A Happy Christmas," etc.

It was quite the usual thing in those days for Snails Bay and Neutral Bay to be full of ships at anchor for three or four months waiting for cargoes of wool. And then followed frantic efforts on the part of agents to get their ship away first, and the inevitable race home so as to catch the first wool sales. Gradually sailing ships, with the exception of a few wheat ships, were pushed out, and the big cargo and passenger steamers supplanted them. These big vessels do not wait three or four months. The expense is too great; they are here to-day and gone to-morrow.

Many will remember the fleet of ketches and schooners which used to be engaged in the coastal trade. It was no unusual sight to see thirty or forty of these vessels waiting up to windward in Elizabeth Bay and Double Bay for the first breath of the southerly to carry them along the coast. Loaded as lightly as possible with stone ballast, to save expense, skippers took risks, and many of them put to sea never to be heard of again. But these picturesque vessels have disappeared, and steam and oil have taken up the running. I think the insurance companies must have been glad to see them outed, for they were decidedly risky risks, although premiums were high.

I have in my possession a Bill of Lading now over one hundred years old, its actual date being 12th July, 1832. Compared with the present day Bill of Lading, it is quite a prayerful document. It relates how, "by the Grace of God," there was shipped in the good ship Resource, "whereof is Master under God" Henry Shuttleworth, and "by God's Grace," bound to Sydney, twenty bales of canvas. After the usual conditions of those days, it concludes with: "And so God send the good ship to her desired port in safety. Amen."

#### PLEASE NOTE

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

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

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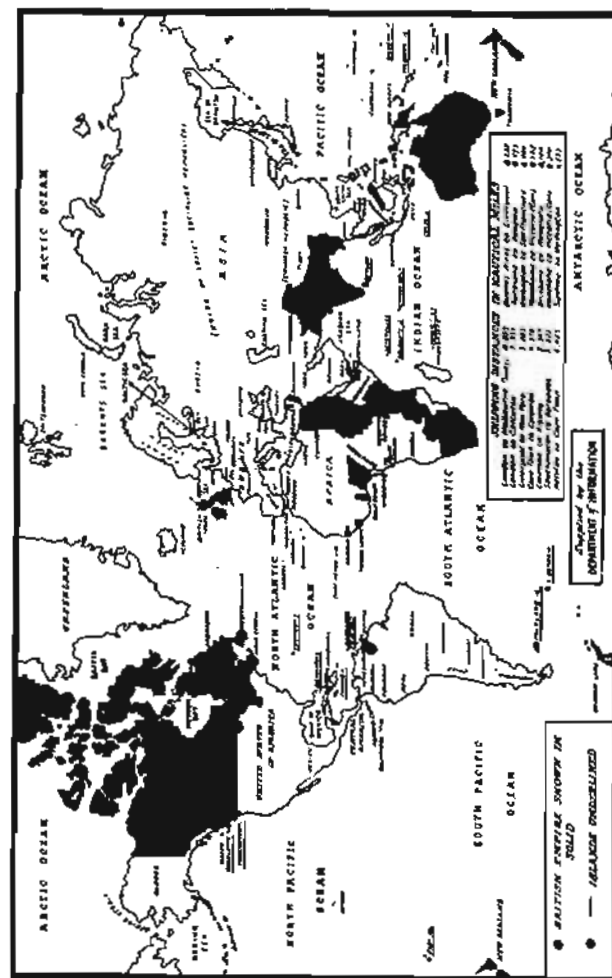
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(By Courtesy Minister of Information)

THE BRITISH EMPIRE TO-DAY

# SEA CADET NOTES

## "VICTORY" TRAINING DEPOT

Notes by J. Stacey

Here is North Sydney on deck once again. The roll-up of recruits is still persisting, and training them still constitutes our main problem. However, a census is being taken of all hands by Mr. Hammond, the O.C., and Mr. Wright, Chief Officer, and new classes are being formed for Ordinary Seamen and A.B.'s. Examinations are being held for Petty Officers and Leading Seamen.

We are indebted to Mr. Collins (Jumper to his shipmates) for his co-operation in teaching the boys splicing, knotting, etc.

Mr. Murphy, our Wireless Officer, conducted an examination for Telegraphists, and the results have been gratifying.

Our youthful flagwaggers, Leading Seamen Symonds and Smith, are making good headway, and always have a good roll-up.

A problem regarding the cutter's magneto has been solved by Mr. Wright and Mr. Hager. It can now be wholly removed to prevent flooding, a frequent annoyance in the past.

I should like to add a personal remark to these notes, which I think conducive to the well-being of the Corps. The League must maintain a spirit of Esprit de Corps between the Depots. Let us then acknowledge all Leaguers as shipmates. Our joint parades seem to stimulate this spirit. Let us have them more frequently.

Another matter is one concerning cap ribbons. Unfortunately, the stock has run out, and despite the efforts of Headquarters further supplies are, at the moment, unobtainable. We would urge everyone to retain the NAVY LEAGUE ribbon. There is only one Navy League recognised throughout the Empire, and we should be proud to wear the cap band denoting membership. Investigations regarding a supply will be carried out.

Leading Seaman Ellis and A.B. Roberts are organising a boxing team. Watch out, Manly and Woolwich. To the O.C.'s Officers and boys of the two Depots mentioned, we of "Victory" wish the very best of luck in all their endeavours.

## The Service of Youth

The great problem to-day is the efficient training of youth to fit them for the years to come;

for the new era. This problem is a vital one and should be constantly in the minds of those in authority and not put on one side during the turmoil of war. Every boy should be made conscious of his responsibility to the future and be taught to adapt himself by a system of thoroughness to render efficient service in any sphere to which he may be suited, that this country of ours may benefit, and that he himself may benefit.—J.S.

## "VENDETTA" TRAINING DEPOT

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

Officers and Cadets take this opportunity to thank the Executive Committee of the Navy League for the whalers being made available for training purposes.

We are now in a position to house the boats and to maintain them in a seaworthy condition. In the past the lack of such facilities has been mainly instrumental in impeding the progress of Manly Company.

In addition to the carrying on of the regular routine at the Depot, a certain amount of recreation is indulged in and, in this connection, we thank Mrs. Soars, who arranged an enjoyable party for the Cadets at her home.

The Company's new Chairman, Mr. H. N. Gordon, is taking a keen interest in the activities of the boys. He will be a welcomed visitor to the Depot at all times.

We would like the relatives of the Cadets to associate themselves with the work we are endeavouring to do. There are plenty of voluntary and honorary jobs going in a live organization, and every friend of the Cadets can help. Come to our meetings and see and meet our Cadets.

Officers and Cadets of Manly unit send their "Cheerio" to North Sydney and Woolwich Companies.

## WOOLWICH COMPANY

By H. Collison, O. in C.

We thank Mr. J. Best for so speedily reporting that our whaler had broken from its moorings in the recent hard westerly gale. To C.P.O. Crosskill, who plunged into the river in order to reach the boat and control her movements, we also record praise and thanks. On the arrival of reinforcements the whaler was safely

housed. An examination showed that only minor damage had resulted from the very severe buffeting she had received at the height of the gale. This will not affect the training of the Cadets.

Hunter's Hill Council workmen have finished the repairs to the sea wall in front of our Depot and to the slipway which had been damaged by the wash from ferry steamers.

Best of luck and good wishes to Mr. R. Whyte of this unit. Mr. Whyte has joined up with the 2nd A.I.F.

Cadets F. Barton and J. Edwards have passed the examination for Leading Seamen.

On Sunday, 26th May, Cadets representing Woolwich, North Sydney and Manly Companies joined together in the parade at St. John's Church, Woolwich. Archbishop Mowll and the

Rector, Rev. Stephen Taylor, conducting the Service, paid a tribute to the work of the Navy League Sea Cadets.

Many thanks to North Sydney and Manly for assisting in the parade.

Mr. Les Smith, former O.C., North Sydney Cadets, who is now serving in the R.A.A.F. at Archerfield, Brisbane, has written a cheery letter to the Secretary. Mr. Smith, who is doing his bit for Australia, says he is very happy in his changed surroundings. He sends his "Cheerio" to all his old friends in the Sea Cadet Corps.

We regret to report the death of Mr. Herriot, of Woolwich.

The late Mr. Herriot was a great worker for the local Sea Cadet Depot.

## The B.E.F.

Even a vivid imagination can give only an imperfect picture of the fearful ordeal through which the B.E.F., the French armies, and the Belgians have passed. That there have been acts of noble heroism, devotion and self-sacrifice is certain; the record of them will be imperishable. No less to the Germans' martial deeds matching those of their opponents will be emblazoned on the pages of their own history.

To many people the dread and ghastly tragedy is that enemy and friend are making world-shaking sacrifices in the belief that they are fighting to preserve Right and Justice for those that come after them.

## JAPAN (PROPER)

The area is about 179,000 square miles, and the population is estimated at 70,000,000. Nowhere in the world are there more industrious people than the Japanese. They are the greatest silk producers on earth, and are very little behind in cotton textile production. Agriculture is extensively carried on, especially in rice growing, wheat, other cereals, and tea. Coal, iron, steel, copper, gold and silver are mined.

There is a powerful and efficient Navy and Air Force, and the Army has proved itself of high quality. The Japanese Mercantile Marine extends its activities to almost every sea-girt country in the world.

# WEATHER FORECASTS

By F. DANVERS-POWER

(Continued from May issue)

## Clouds

The International Classification of Clouds is as follows:

- (a) Separate or globular masses (most frequently seen in dry weather).
  - (b) Forms which are widely extended or completely cover the sky (in wet weather).
- A.—Upper Clouds, height from 27,000 to 50,000 ft. above sea level:

- (a) 1. Cirrus.—Detached clouds, delicate and fibrous-looking, taking the form of feathers or distended locks of hair, generally of a white colour. Sometimes arranged in belts which cross a portion of the sky in great circles and by an effect of perspective converge toward one or two points of the horizon.



- (b) 2. Cirro-Stratus. — The average upper height 29,500-ft. A thin, whitish sheet at times completely covering the sky and only giving it a whitish appearance (it is then sometimes called cirro-nebula), or at others presenting, more or less distinctly, a formation like a tangled web. This sheet often produces halos round the sun and moon.

B.—Intermediate Clouds, between 10,000 and 25,000-ft:

- (a) 3. Cirro-Cumulus. — Small globular shadows, or having very slight masses of white flakes without shadows, arranged in groups and often in lines.

4. Alto-Cumulus. — Largish globular masses, white or greyish, partly shaded, arranged in groups or lines, and often so closely packed that their edges appear confused. The detached masses are generally larger and more compact (changing to strato-cumulus) at the centre of the group; at the margin they form into finer flakes (changing to cirro-cumulus). They often spread themselves out in lines in one or two directions.

- (b) 5. Alto-Stratus. — Middle height from 10,000 to 25,000-ft. Lower height 3,000 to 6,400-ft. A thick sheet of grey or bluish colour, showing a brilliant patch in the neighbourhood of the sun or moon, and without causing halos, but sometimes giving rise to coronae or luminous circle round the sun.

C.—Lower Clouds:

- (a) 6. Strato-Cumulus.—Height about 6,500-ft. Large globular masses or rolls of dark cloud, frequently covering the whole sky, especially in winter and occasionally giving it a wavy appearance. The layer is not, as a rule, very thick and patches of blue sky are often seen through intervening spaces. All sorts of transitions between this form and alto-cumulus are seen. It may be distinguished from nimbus by its globular or rolled appearance, and also because it does not bring rain.

- (b) 7. Nimbus (Rain Cloud).—Height 3,000 to 6,400-ft. A thick layer of dark clouds without shape and with ragged

edges, from which rain or snow generally fall. Through openings in these clouds an upper layer of cirro-stratus or alto-stratus may almost invariably be seen. If the layer of nimbus separates up into shreds, or if small loose clouds are visible floating at a low level underneath the nimbus, they may be described as fracto-nimbus (scud of sailors).

(To be Continued)

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## ODDS AND ENDS

### DID THE CENSOR SLEEP?

If schools in England are being converted into arms factories, as reported in the influential Press, we must not be surprised or shocked if buildings resembling schools are bombed.

Old ideas and old beliefs have often to be abandoned, and we look to the future and build for a higher and nobler civilisation. Whether that building will be done under the aegis of this or that social and economic order is of no great importance.

The British House of Commons, after two hours' deliberation, made its epoch making change-over from Democracy to National Socialism.

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A reader of this Journal refers to our allusions to truth. He asks the age-old question, "What is Truth?" We reply, "Truth means absolute reality."

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