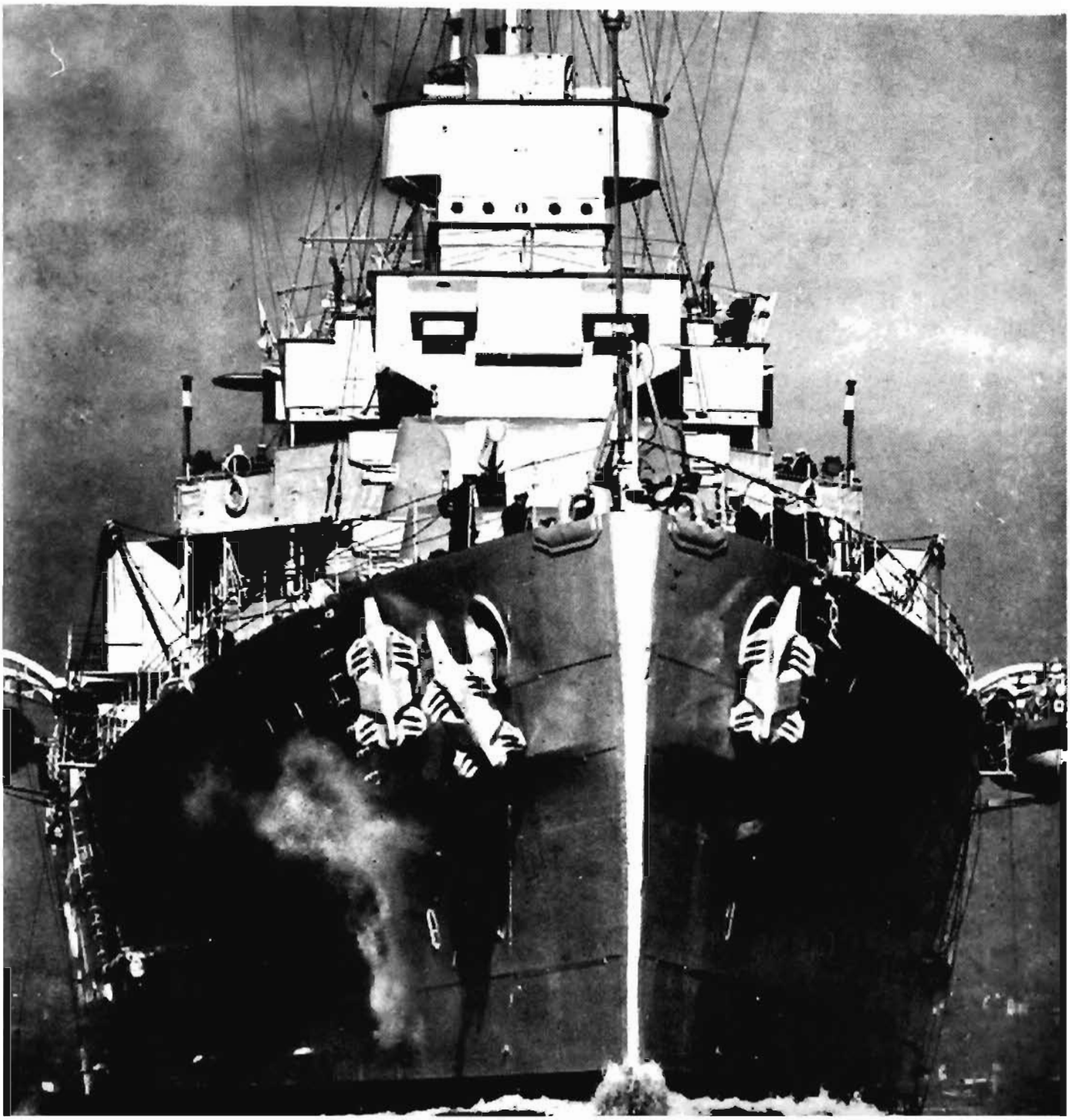
JULY N.S.W. 1940



THE NAVY LEAGUE JOURNAL

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"WITH THE DESTROYERS"

England's Guardians in the Narrow Seas

(DEPARTMENT OF INFORMATION)

It is the privilege of our race that every noble action has a precedent in its annals. Those of our blood who to-day face death on land, on sea, and in the air, call not alone on their own courage and endurance, but also on that of the thousands who have blazed our nation's trail, and whose deeds have moulded the character of the British people.

Nelson, watching the Royal Sovereign glide into the smoke as she broke the Allied line at Trafalgar, turned to Hardy, captain of the Victory, to remark, "See how that noble fellow Collingwood carries his ship into action." So one could have remarked on April 10 last, when a ship bearing Hardy's name fought her way into Narvik Fiord, "See how that noble fellow Lee carries his ship into action."

Torchbearers of Nation's History

The torch of Britain's greatness is handed on. Warburton Lee, like Nelson, died in battle. Like Nelson, his last thoughts were of the task he was leaving. "Anchor, Hardy, anchor," said Nelson; and the dying Warburton Lee was glad "that No. 4 gun had kept firing." It was a task that he had taken on his own initiative, for the Admiralty had told him by signal that he must decide his own actions, and he had replied, "I am going in."

Itself inspired by examples of the past, the destroyer action led by the Hardy in Narvik Fiord will become an epic in the British story, to inspire generations of our race yet unborn.

(*Continued overleaf*)

The brunt of battle has fallen heavily on the destroyers. In the ice-bound Norwegian fiords, harrying the Hun in the Skaggerak, hanging on until the last in the Lowland ports, they have spangled the pages of our history with the brightness of their names.

Honored Names

Hardy, Hunter, Hostile, Hotspur, Hero, Foxhound, Forester, Cossack, Eskimo, Punjabi, Somali, Westminster, Whitley, Venomous, Valentine, Versatile—gallant little craft, and worthy representatives of the class of ship that is first in the line of attack, first in the line of defence, of Britain's navy.

Picture them! Long, lean, of a line betokening their speedy strength, of a grace to delight the eye of an artist. Shell plating of but a quarter-inch thickness. Yet they can take, as well as give punishment, and are built—those of Britain—for hard service in rough seas.

Salt-rimmed, ice-hung, spray-whipped; diving and rolling to the savage run of wind-driven water; they are always on the job, the hard-worked handmaids of the Fleet. On patrol, meeting and guarding the convoys, dreaded foe of the submarine, dashing and smashing their way into the hornet nests of the enemy, they have but little rest.

Restless Ships

A few hours in port to refuel and store and away again. And, in any but the smoothest seas—and the seas are not often smooth up north there in the winter—leaping, bucking, throbbing, so that there is as little rest for those on board as the ships themselves enjoy.

Theirs is an onerous task indeed to-day. For the foe is at the door of England. They have been doing magnificent work. Much of the plunder of victory they have snatched from the advancing Hun. They have made him pay dearly, in ships and men, for his Norwegian gains. They took their toll of him in the Lowlands. Their demolition parties sent his hopes of Dutch oil stocks away with the wind in sheets of flame that could be seen 60 miles at sea. They wrecked his harbours, and blocked within them much of the Dutch shipping that he had thought to secure.

Errands of Mercy

Nor has all their work been that of destruction. They have brought weary refugees from Holland, and safely transported much of Holland's treasure to Britain.

As in the last war, they have been Britain's first line of defence in guarding the merchantmen in the narrow seas. Many of us here will remember them in the past, meeting the convoys in the Bay of Biscay, now showing their forefoot to the keel as they swung dizzily up on a giant sea, now hidden to their mastheads as they sank in the trough.

Racing ahead, quartering the convoy's track, shepherding the ships up Channel to the safety of their ports.

They are Britain's first line of defence in very truth now. For the watcher from the South Foreland looking across to the blue haze of Cape Gris Nez over the Straits of Dover, sees what England has not seen for over a century, the portent of a foe at the gate, and the threat of invasion.

Grey Protectors

The Channel coasts are dark these nights, save where the flashes of bombs and guns stab the blackness of the French shore. The coastwise lights of England are out, or show but the barest pinprick gleam. But still the stretch of water lies between Britain and her foe, and the sea is Britain's heritage.

And the destroyers are there on patrol. Smoke-grey in the daytime, scarce-seen shadows at night. It was here, in the last war, that one of their number, the Broke, made history in an epic fight. It is here, in this war, that the destroyers will safeguard England from attack by sea. And they will hand the torch of Britain's greatness on undimmed.

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.

Telephone - - - - - - B 7808

THE BAROMETER AND ITS USES

By B. MILLIN

The mercurial barometer was invented in 1643 by Toricelli, and, as its name indicates, is actuated by the pressure of the atmosphere acting on a cistern of mercury causing the mercury to rise or fall in the tube. The mercury, which must be very high-class to give the best results, is contained in an airtight glass tube from which the air has been extracted.

The aneroid barometer was invented by Vidi in 1884 and is the most popular barometer on account of it being much cheaper and more portable. It is not so reliable as the mercurial barometer and should be compared and adjusted periodically. It is actuated by the pressure of the atmosphere reacting upon a circular airtight nickel silver corrugated vacuum chamber, from which all air is exhausted. The contraction and expansion of this chamber in accordance with atmospheric pressure actuates various springs and arms the movement being transmitted to the indicator hand on the face of the instrument. Many aneroids have lettering on the face showing "Change," "Fair," "Rain," etc. These indications are very misleading and are probably put on for sale purposes. The only indication of any use is that marked "Stormy," this being placed where the barometer reads 29.000 down to 28.000, and when the reading is that low stormy weather may certainly be expected. The most useful form of aneroid is the Barograph. This is actuated by the method described previously, but in addition it has a clock inside a revolving barrel which is wound up weekly. On the outside of the barrel is placed a record sheet once a week on which an ink-filled pen marks the various gradations day and night. All barometers should be adjusted lower according to altitude, the adjustment being one-tenth of an inch to every 100 feet of height.

Altimeters are specially made barometers used by aviators for telling the height they are flying at.

The highest reading of the barometer at Sydney ever recorded was 30.702 on the 12th June, 1930; the highest Australian record was 30.935 at Hobart in July, 1846. The lowest record at Sydney was 29.003 in December, 1863. The lowest Australian record happened at Mackay on the 21st January, 1918, and was 27.550.

These very low readings are always accompanied by cyclonic conditions, particularly in Queensland and Western Australia. The study of those interesting weather maps published in the daily papers is well worth while. Each day at 9 a.m. the Weather Bureau receives from a number of stations throughout Australia, as well as radios from steamers off the coast, reports of barometer readings, wind direction, force of same, and the state of the weather. Lines are then drawn on the chart of Australia connecting the places having similar barometric values and are called isobars. When equal barometer readings by the lines (or isobars) are drawn the distinctive feature of high and low pressures become quite clear. The weather associated with the high is of the opposite character to the low, being, generally speaking, fine and unsettled respectively. The centre of the high is almost invariably a fine weather area, with clear skies, and calms. The low pressure centre being the destination of the inflowing winds from surrounding regions becomes an area of cloudy and unsettled conditions very often with rain.

These pressure areas travel very fast at times and frequently a rate of 1000 miles per day is attained, although about 400 or 500 miles is the average. At other times they decrease to stagnation. Following are some barometrical indications:

The barometer is low with westing in the wind and lowest with a north-west wind. High with easting in the wind. When the barometer falls with a freshening southerly wind a cyclone is moving down the coast from the north, with gales, rough seas, and rain. Barometer rapidly rising with squally southerly wind indicates moderating weather within 24 hours. When the wind has been in a northerly direction and the barometer falls steadily a southerly may be expected as soon as it commences to rise. Rain cannot be forecasted locally by means of a barometer; it is useful locally only for indicating a change of wind.

THE EVOLUTION OF THE BATTLESHIP

(DEPARTMENT OF INFORMATION)

The evolution of the battleship down the ages makes a fascinating story which appeals intensely to all freedom loving people.

King Alfred is credited with having been "The Father" of the Navy historically, but we find Henry VII. did much to weld warships into an organised force, and the development of the battleship has been a gradual process up to the end of the 19th century, from which period it has developed in an astounding manner.

The people of the British Isles were familiar with naval warfare as early as 56 B.C., when coracles, small wicker work baskets mounted on wooden frames, covered with hide to make them water tight, were the "sure shield" against foreign aggression. The armament of these ships comprised "slings" capable of hurling stones a ship's length. One hundred years later, the Romans introduced galleys built of oak, the hull timbers being one foot thick, and these cumbersome ships were propelled by from 20 to 60 rowers on each side, and their means of offence were catapults, javelins and scorpions, and in later types a kind of hurling engine, designed to throw stones at an enemy who ventured too close. One of these craft was recently recovered from the sea bed off the South coast of Jutland, and it measured 75ft. long, 10½ft. wide and had provision for 20 rowers, and was fitted with a stout mast capable of spreading one main sail. This ship was in an extraordinary state of preservation, and her timbers were the admiration of naval constructors at Greenwich.

During the Crusades, larger galleons were used, capable of stowing 1,000 soldiers, and the ships and their complements were coloured blue-grey to render them inconspicuous at a distance, and it is clear that our early navigator-ancestors could not have been strangers to the word "camouflage," which is used with such good effect nowadays. Defence "castles" were built at the bow and stern of these ships, a large wooden frame, behind which the archers and cross bowmen were screened in action. Grappling irons and boarding pikes were fitted with an underwater solid oak ram. Fleet tactics of that era seem to have been Cheer, Ram and Board, and cleave the foeman with battle axes, short swords and perhaps with fists.

Merchant vessels trading within the Mediterranean ran grave risks of annihilation when they had rich cargoes, so the crews of all merchantment were skilled in the art of the use of lethal weapons.

Rowers did not take part in the fighting until opposing vessels were secured alongside, the soldiery attended to the fighting, and, from this fact, is derived a famous regiment—"The Royal Marines," who form part of the complement of modern super Dreadnought battleships.

"Round ships" (Merchantmen), were pressed into Naval service in time of war, or when piracy was prevalent, and thus a fleet was vastly supplemented. This practice is the root origin of the Royal Naval Reserve to-day. Some of the finest ships in the British Mercantile Marine are acting as Armed Merchantment on the Empire Trade routes in the present hostilities. When Lord Howard led the British Fleet against the Armada, only 37 ships of the fleet were "Queen's ships," the remainder being armed merchantmen.

From the time of the Armada down to Trafalgar, while there were vast improvements in the building of battleships, heavier types, two- and three-deckers, four-masted ships, the hulls greatly strengthened, and, by use of the various decks, provision of cannon became possible in all battleships which were designated as being "Fit to lie in the Line."

(*Continued on page 9*)

A BRITISH MINESWEEPER AT WORK IN THE NORTH SEA
Top: Destroying a mine with shell fire
Bottom: The crew putting out a sinker and floats of a magnetic mine sweeper

THE EVOLUTION OF THE BATTLESHIP

(Continued from page 7)

Ships were at first built high out of the water, then Henry VII. ordered battleships to be "lower, full nigh twice as long, swifter, and steadier," and the evolution of the battleship remained a very slow process for many centuries.

There was no real advance in Naval Ordnance for nearly a thousand years, smooth bore cannon, muzzle loaders, varying from 2- to 68-pounders met all requirements, the larger battleships of Tudor times carrying as many as 126 guns of different calibres, but, since the material to which the guns were opposed remained very much the same, there was no incentive to change the old, smooth bore weapon, as it was capable of holing a hull and smashing rigging at point blank range, and "might do some damage when fired at a target in random shooting," but a gun which carried "full 150 paces" met all Naval needs. It may be said then that Naval architecture underwent no radical changes until the discovery of the possibilities of iron. Iron, indeed, did more to revolutionise Naval construction and development than has been achieved by the change over from sail to steam.

The battleship "Warrior" was Britain's first ironclad. Her appearance from Woolwich Dockyard signalled amazing evolution in the development of the battleship both in regard to size, tonnage, offensive and defensive powers.

The eternal battle between the "big gun" and armour plate began, and has continued without abatement to the prescent period.

Fabulous sums have been expended in experiment in both sides of Naval weapons and defensive construction. The "Warrior" mounted weapons only two pounds heavier than those used at the Armada, but her ugly slabs of armour dangling from her sides set Naval artillerists a problem which has not been solved in this enlightened period.

The underwater ram fitted at the fore foot of all battleships now built of iron, proved a gruesome weapon, and its effectiveness was demonstrated when the great battleship "Victoria" was rammed by her opposite number, the "Camperdown" and sank in a few minutes, with terrific loss of life. The ram did not become obsolete until the early part of the present century.

Wrought iron, brass cannon and carronades had held Britain secure against aggression for a thousand years, and Naval Captains of the

(Continued on page 21)

Led by its "mascot" Navy League Sea Cadets on the march at a recruiting rally in North Sydney

British mine sweeper clattering its sweep into the sea. These sweeps are towed between two vessels.

Black courtesy "S M Herald"

THE CUNARD-WHITE STAR LINER "QUEEN MARY"

Length, 1018 feet; between perpendiculars, 975 feet; beam, 118 feet; gross tonnage, 81,235.

(Captain Cook's barque "Endeavour" was 105 feet long and her gross tonnage was 366.)

Twenty-four water tube boilers, driven by 16 steam turbines.

Turbo generators develop 20,000 watts. 4,000 miles electric cables used. Carries 6,500 tons oil fuel in 50 bunkers along the sides so that below the waterline for the greater part she has a double skin, the inner some 20 feet from the outer. Uses 1,050 tons fuel per day at a speed of 28 knots. 1,500 tons at 32 knots.

Eighteen watertight bulkheads, 160 watertight compartments.

Ship contains 40,000 tons of steel. Rivets number 11,000 000.

Propellers: Each of the four weigh 35 tons.

Rudder weighs 130 tons and has decks and a staircase inside.

To paint the outside of the hull 70,000 gallons of paint are required.

Anchors, three in number, weigh 16 tons each.

Nine hundred and ninety-five feet of anchor cable weighs 145 tons. Each link is two feet long and weighs three cwt.

Top of fore funnel from hull is 200 feet. Three full-size locomotives could be driven through any funnel if placed on its side.

Crew numbers 1,100. Passengers: 2,140 can be carried.

Twenty thousand tons of air are pumped down to the boiler rooms daily to ensure proper combustion in the furnaces.

Lifeboats: 24 are carried, each 36 feet long, all power driven.

To keep the fresh meat, vegetables, etc., in good condition, there is cold storage space of 60,000 cubic feet.

The main lounge is 96 feet long, 70 feet wide, and 22 feet high, and is fitted with a fully-equipped stage.

Following are some of the furnishings, etc., carried: Six miles of carpets, 200,000 pieces of china and earthenware, 160,000 pieces of cutlery, 210,000 towels, 92,000 serviettes, 5,000 blankets, 21,000 tablecloths.

IN THE PUBLIC EYE

NETHERLANDS EAST INDIES

Area

Java	132,274	Sq. K.M.
Sumatra	471,550	" "
Borneo	533,838	" "
Celebes	189,536	" "
Other Islands	572,553	" "
Total	1,899,751	Sq. K.M.

Total Population

	Europeans	Natives	Chinese, etc.	Total
Java	193,257	40,889,497	634,478	41,717,524
Sumatra	28,707	7,733,620	476,243	8,238,570
Borneo	5,765	2,041,845	146,923	2,194,533
Celebes	7,921	4,168,186	50,479	4,226,586
Moluccas	4,844	875,769	12,417	893,030
Other Islands	1,517	3,434,111	23,154	3,458,782
	212,011	59,143,028	1,343,878	60,731,025

Principal Exports

		1938
Sugar	Metric Tons	1,085,640
Rubber	" "	320,358
Coffee	" "	70,168
Tea	" "	81,876
Palm Oil	" "	220,989
Kapok	" "	16,342
Copra	" "	562,106
Copra Cake	" "	93,155
Sizal Hemp Fibre	" "	90,140
Pepper	" "	55,540
Cassava Products	" "	249,871
Coconut Oil	" "	20,361
Citronella Oil	" "	2,328

Exports of Minerals

		1938
Tin and Tin Ore	Metric Tons	26,618
Coal	" "	39,250
Petroleum and Products	" "	6,061,677

Railways Open to Public Traffic

4,613 miles

Principal Shipping Companies

Koninklijke Paketvaart Mij.	325,871 gr. reg. tons
Stoomvaart Mij. Nederland	277,354 " " "
Rotterdamsche Lloyd	334,499 " " "
Deutsch-Australische Dampfschiffs-Gesellschaft A.G.	206,465 " " "
Java-China-Japan Line	89,792 " " "

Population of the Principal Towns

Place	Europeans	Natives	Chinese	Other Orientals	Total
JAVA					
Batavia	47,906	325,978	71,688	6,388	435,184
Soumbaya	25,900	271,275	38,871	5,629	341,675
Bandoeng	25,200	158,964	24,838	—	209,002
Semarang	12,587	175,457	27,423	2,329	217,796
Malang	7,463	70,662	7,831	690	86,646
Meester Cornelis	5,946	83,677	7,127	1,081	97,831
Djokjakarta	5,593	121,979	8,913	164	136,649
Buitenzorg	5,233	51,935	7,179	1,084	65,431
Magelang	4,169	43,948	4,633	194	52,944
Sourakarta	3,225	149,583	11,286	1,388	165,484
Soekaboemi	2,259	27,183	4,587	162	34,191
Salatiga	1,977	20,361	1,822	114	24,274
Madioen	1,681	36,903	3,174	114	41,872
Cheribon	1,653	42,667	8,191	1,568	54,079
Tegal	1,296	37,182	3,277	1,260	43,015
Kediri	1,028	43,733	3,698	108	48,567
SUMATRA—					
Medan	4,293	41,270	27,287	3,734	76,584
Padang	2,592	40,744	7,263	1,455	52,054
Palembang	1,895	86,882	15,492	3,876	108,145
BORNEO—					
Bandjermasin	947	57,822	5,014	1,915	65,698
CELEBES—					
Macassar	3,477	65,445	15,363	600	84,885
Menado	1,392	20,047	5,519	586	27,544
MOLUCCAS—					
Amboina	1,878	13,587	1,126	743	17,334

SEA CADET NOTES

"VICTORY" TRAINING DEPOT
Contributed by J. STACEY

Since our last report went to Press, North Sydney has seen a few changes. Our Honor Roll still grows: The O.C., L. R. V. Smith, C.O. Don Smith, C.P.O. Frost, P.O.'s Brennan and Hayes, P.O. Sigs. Thomas, O.C. Fostar, Ldg. Shipwright Fitzhenry, and last but not least, C.P.O. Treer. We wish them, through these columns, the very best of luck.

At the instigation of Mr. Wright a very active Committee has been formed amongst the boys themselves. Those elected are Mr. Murphy, C.P.O. Keig, P.O. Goodhew, P.O. Ellis, and L.S. Gibson.

On Saturday evening, June 15th, a very enjoyable social was arranged, being a success financially as well as socially. The principal guests were Mr. and Mrs. Wright, Mrs. D. Smith and party, and Mrs. Goodhew and party. Mrs. Wright is raffling a supper set to help swell the funds. To the very good friends who so ably assisted by donating cakes, etc., the committee wish to convey sincere thanks.

On Sunday, 16th, we paraded with the St. John's Ambulance Brigade and its auxiliaries, and marched from Customs House to the Garrison Church, Miller's Point. On that occasion we mustered sixty-nine strong. In the unavoidable absence of Mr. Hammond, Mr. Wright took command, with myself as second in command. Our Paymaster, Mr. G. Smith, as usual, attended the parade.

Mr. Collins has built two small models to demonstrate steering and navigation lights. The boys, in their interest, forget to take "stand easy." We are also very fortunate to have with us "Sticks" Williams, ex-R.A.N. He has a bugle class under way. Colors are now lowered on Saturdays to the strains of "Sunset."

In conclusion, to any old ship who may read these lines we send greetings and the best of luck. Many boys here are chips off the old block, and we require all the backing we possibly can get.

Navy League Sea Cadets took part in a recruiting rally on 30th June under the auspices of the North Sydney Council and other local bodies. The Sea Cadet Corps was well represented, and worthily upheld its past record on public occasions.

"VENDETTA" TRAINING DEPOT
NOTES BY G. H. SMITH, O.C.

The donation of paint made by Mr. Gorfin will enable the painting of the depot to be completed. Such gifts are greatly appreciated and encourage the Cadets in their efforts to keep their training quarters in ship-shape condition.

The lads are proud and pleased to know that two smart boats have been made available by the Executive Committee of the League to be used for instructional purposes. We now feel we shall be able to meet our friends at North Sydney and Woolwich Depots on more equal terms. In the past it has been necessary for us to journey to North Sydney for boat instruction and rowing, and owing to the expense of travel and the time occupied we have been at a disadvantage. We hope to have a visit from the Officers and Cadets of North Sydney and Woolwich in the near future. We can promise them a hearty welcome.

Miss E. Cousins continues to send a record of our activities to the local Press, which is most helpful.

"WARREGO" TRAINING DEPOT

Mr. H. Collison, who has been associated with Woolwich Company as O.C., Petty Officer and Cadet for a number of years, has notified Headquarters that he has joined up with the A.I.F. for the duration of the war. Navy Leaguers wish him the best of luck.

Mr. Crosskill, recently C.P.O. of the unit, has been appointed Acting Officer in Charge. As Mr. Crosskill is popular with the lads we feel he will carry on the good work of his predecessor.

RESOURCES OF THE NATIONS

Corfu

The most important of the Ionian Islands, Corfu, 40 miles long and 20 miles wide, lies just off the coast where the frontier between Albania and Greece meets the Adriatic, and facing the heel of Italy.

Various countries have held it from time to time, and it was annexed by Greece in 1864. Since then, it has been the practice of the Mediterranean Powers, to preserve its "neutrality." During the last war France occupied it to serve as a base for the Serbian Army, and it was used later by the Allies as a base for attacking submarines coming out of the Adriatic.

Cyprus

Population, 369,091. Area, 3,572 sq. miles.

The only British territory, other than Malta, in the Mediterranean.

About 40 miles from the coast of Turkey, its greatest length is 140 miles and greatest breadth, 40 miles.

After a period of Turkish administration, lasting for 200 years, a treaty was concluded with Great Britain whereby the administration was taken over.

In 1914 it was annexed to the British Crown, and, in 1925, declared a Crown Colony.

Mining exports include pyrites, copper ore and asbestos.

Libya

Population, 839,000. Area (approximately), 677,044 sq. miles.

Libya is an Italian colony of which only the coastal strip, some 17,000 square miles, is properly suited to agriculture, though parts of the sub-desert area are fertile. The greater part of the country, however, is desert.

Olives, nuts and fruit are cultivated, and the sponge and tunny fisheries are important.

The normal Italian garrison consists of about 10,000 men; this, however, has been considerably increased recently.

The principal port and town is Tripoli. It is a naval and air base, and other bases are situated along the coast, principally at Bengazi, Derna and Tobruk.

In 1937 a military motor road was constructed joining the Egyptian frontier with the Tunisian frontier. It is approximately 1,185 miles long.

Gibraltar

A narrow peninsula running southwards from the south-west coast of Spain, and dominating the 14-mile-wide straits that separate Europe from Africa.

Consisting of a long, high mountain called "The Rock," it is 2¾ miles in length, and, at its widest, is ¾ of a mile, with an area of nearly 2 square miles.

A Crown Colony, it remained under the domination of the Moors until the 15th Century, when it was joined to the Kingdom of Granada. It was captured by British troops in 1704, and was ceded by the Treaty of Utrecht, in 1713.

The naval harbour is on the west side of the Rock, and is formed by three separate moles, the "North," "Detached" and "South" Moles.

The civil population totals 18,000 and in the southern part of the town is confined to the east and south-east of the South Mole, the remainder of the southern portions of the Rock being taken up with barracks for the Army and Navy.

In addition, there are three large graving docks for naval purposes, and a smaller dock for light merchant vessels.

* * *

PRESIDENT AWAY

The President of the Navy League, New South Wales Branch (Rear-Admiral J. B. Stevenson), with Mrs. Stevenson, is at present in England. Admiral and Mrs. Stevenson's two sons and daughter are serving the Empire in the war. One son is in the Royal Navy and the other is serving in the Royal Air Force. Miss Stevenson is doing war work in England.

ODDS AND ENDS

"Modern philosophy of government definitely inclines to the republican type of government, and such will doubtless be the form of the future world federal union."

"There is a more or less widespread discontent with that system (Capitalist) which many men believe, rightly or wrongly, to be intimately associated with the causes of war."—Dr. S. J. Cantor in the "Practical Patriot."

* * *

Readers are advised to give some study and reflection not only to Democracy, but to Nazism, Fascism and Communism, and the light of revelation will illumine their minds.

* * *

A reader, pickled in the raw mists and flying spume of Arctic seas, makes a suggestion. "Politicians," he says, "who recommend 'dying for freedom,' etc., should form a Politicians' battalion or mine-sweepers' section for action overseas. Example is more convincing than precept."

* * *

When the Jews were conquered and Jerusalem fell to Titus in A.D. 70, the historian Josephus reckoned that 1,337,490 Jews lost their lives, while 101,700 were taken prisoner.

* * *

A thing is not necessarily true because a man dies for it.—Oscar Wilde.

* * *

Fit men of military age during the 1914-18 war who were not prepared to serve overseas have no moral right to expect others to do in 1940 what they failed to do in 1914.

* * *

It has been said of the moneylenders in U.S.A. that where their money is there also are their hearts.

To those people in every land whose horizon only extends to interest and profit the charge applies with no less sting.

* * *

Captain A. R. Bell, a veteran of the last war, writes:

"Thanks for the definition of 'Truth' in the Odds and Ends of the June issue. One 'reality' is that we are at war and that the League is doing good work in training boys to help to win the war for the British Empire. Germany (which is so often held up as an example by many and excused on many pretexts for all she does) also believes in training her young manhood to be able to fight for a place in the sun, so the pro-Nazis cannot very well vilify us for emulating such a 'virile' nation. Whatever the outcome the truth is that the British nations stand to lose a good deal. Germany has not merely upset the balance of power in Europe and over-run and devastated countries which were doing well under their own particular form of Government (Denmark, Norway, Holland), but she seems likely to lose for the white man Empires and resources out East and in the Middle East, which have laboriously been built up over generations.

"The eastern shore of Great Britain having been outflanked no consideration of Mr. De Valera should deter Great Britain from occupying Eire for the duration of the war; such is the technique of the Dictators towards whom he leans after having almost severed all ties with the British Crown which surely (putting aside ancient history) has been tolerant to the highest degree, and would prove a true friend to the Irish under his jurisdiction.

"To those brave young lads and men who are nobly sacrificing their lives every day in order that we may continue here in comparative safety, I take off my hat, and hope that their sacrifice will not be in vain."

* * *

It does not appear to be a difficult job for political heads of Governments to keep well ahead of the German invaders. If reports are reliable it would seem that most of the principal politicians, comprising the Governments of Poland, Norway, Holland and Belgium, sought refuge across their own frontiers. From these lands, safer for their own persons than their own countries, they exhorted their countrymen to resist the invader to the very end. It is reminiscent of a stockyard fence-sitter shouting to the sorely tried rider of an outlaw buck-jumper to "Stick it."

THE EVOLUTION OF THE BATTLESHIP

(*Continued from page 9*)

Ironclad era reluctantly turned their attention to a new device, the rifle-bored gun. These were very crude at first, but their effectiveness at long ranges quickly became apparent. Shells were now cylindrical in shape, with pointed noses, and they remained steady in flight, and the spin set up by the rifled bore, caused them to penetrate amazing thicknesses of armour at close ranges.

The "Great Harry" battleship of Tudor times cost £16,000. She was 240ft. long and 36ft. beam, and carried 8 cannon on each side, her broadside was 280lbs., range 150 yards. "Warrior," 6,000 tons, £31,000 and mounted much the same armament, with the same range, although armoured to resist cannon ball. King Charles' "Sovereign of the Seas," the first three-decker, "built to the Great Glory of the English Nation, and not to be paralleled in the entire Christian world, mounted 126 guns, some on lower deck, which could not be used in blowy weather; this led to the heavier ordnance being mounted on the Fo'csle and Poop, a practice which stands to-day in Dreadnought and intervening types of battleships.

The cost of a battleship in Lord Nelson's time is worth comparison with cost of a battleship used in the Great War, 1914. A "ship of line," such as Nelson's famous flagship, "Victory," which mounted 100 guns of all calibres, cost £67,000, less armament, but coppered, masted and rigged; and Nelson's total battle fleet cost £2¼ million sterling, while any single battleship in the Grand Fleet during the war cost not less than £2,250,000, and, to show still more clearly how Naval architecture has developed in last centuries, the battleship, "Sovereign of the Seas," the first three-decker, cost £41,000, less her armament and rigging. Any battleship in commission when the Great War broke out, could have destroyed every ship present at Trafalgar without being hit by opposing fire.

Guns had not made much progress until 1860—let us look at the improvement in just 90 years.

By 1865 every smooth bore gun had been replaced by the rifled bore weapon. The rifled bore gun has produced ships clad with armour 12 inch and 14 inch thick of hardened steel, and guns were produced which took longer to build than the ships for which they were intended. Hardened steel plating was invented, and this resulted in a hardening process in the nose of shells, which enabled them to penetrate the heaviest armour.

(To be Continued)

ON THE JOB

Work of the R.A.N.

The First Member of the Australian Naval Board, Vice-Admiral Sir Ragnar Colvin, in a Department of Information broadcast, praised the work being done by the Royal Australian Navy, which, he said, was playing a full part alongside the Royal Navy.

Sir Ragnar Colvin said that Australia was building warships not only for herself, but for Britain also. She had fitted out many armed merchantmen, and had defensively armed more than 150 merchant ships. She was sending over a steady stream of officers and men to join ships of the Royal Navy.

The ships of the Royal Australian Navy had ploughed, and were ploughing, every ocean and every sea, and they had played their full part alongside their sister ships of the Royal Navy. The personnel of the R.A.N. was nearly as numerous as an Army division, and was increasing daily. The Navy was splendidly performing a great duty.

"Our Australian ships are not given publicity," he said, "but they are patrolling and mine-sweeping day and night, fair weather and foul. They are bearing a very heavy burden with gallant courage. Nobody should belittle the magnitude of this fact.

"It was necessary to keep remembering that the old breed of British seamen would not die out. Drake's drum was still beating. The glorious achievements of the River Plate, the capture of the Altmark, the Battle of Narvik, and the evacuation from Dunkirk should still be borne in mind."

Politicians are privileged to free travel over Government-controlled transport systems in Australia. Sailors, soldiers and airmen on leave have no such privileges. This state of affairs is a national scandal and demands the immediate attention of the Government of Australia.

WEATHER FORECASTS

CONTINUED FROM JUNE ISSUE

By F. DANVERS POWER, F.G.S.

D.—Clouds of Diurnal Ascending Currents:

(a) 8. Cumulus (Woolpack Clouds).—From 4,500-ft. to 6,000-ft. Thick clouds of which the upper surfaces is dome-shaped and exhibits protuberances while the base is horizontal. These clouds appear to be formed by a diurnal ascensional movement which is almost always observable. When the cloud is opposite the sun the surface usually presented to the observer has a greater brilliance than the margin of the protuberances. When the light falls aslant, these clouds give deep shadows, but if they are on the same side as the sun they appear dark with bright edges. The true cumulus has clear superior and inferior limits. It is often broken up by strong winds and the detached portions undergo continual changes. These altered forms may be described by the name Fracto-cumulus.

(b) 9. Cumulo-Nimbus (the Thunder Cloud, Shower Cloud).—Height 4,500-ft. and upward. Heavy masses of clouds rising in the form of mountains or turrets, generally having a sheet or screen or fibrous appearance above (false cirrus) and underneath a mass of cloud similar to nimbus. From the base there generally fall local showers of rain or snow (occasionally hail or soft hail). Sometimes the upper edges have the compact form of cumulus rising into massive peaks round which the delicate false cirrus float and sometimes the edges themselves separate into a fringe of filaments similar to that of cirrus. The last form is particularly common in spring showers. The front of thunder clouds of wide extent frequently presents the form of a large bow spread over a portion of the sky which is uniformly brighter in coolur.

E.—High Fogs from 0 to 3,500-ft.:

10. Stratus.—A horizontal sheet of lifted fog. When this sheet is broken up into irregular shreads by the wind, or by the summits of mountains, it may be distinguished by the name Fracto-Stratus.

The scheme also provides that when a stratus or nimbus takes a lumpy form, this fact shall be described by the adjective cumuliformis, and if its base shows downward projections the word mammato is prefixed.

Telegrams are received by the Government Meteorologist every day from a number of recording stations, as well as from ships, giving information about the weather at 9 a.m., also the atmospheric pressure and temperature. The more reporting stations there are at important points the more reliable the forecasts. The information so received is plotted on a chart with symbols to denote the direction and force of the wind, figures to show the reading of the barometer to one-tenth of an inch, also the degrees of temperature.

The direction toward which the wind is blowing is shown by arrows, and the strength of the wind is shown by the number of barbs and feathers on the arrow. One barb means a light breeze, two barbs fresh to strong, two barbs and one feather indicate a gale, while two barbs and two feathers represents a heavy gale. On the sea "S" indicates smooth, "M" moderate, "R" rough, and "V" very rough.

The barometer readings are corrected to sea level so as to make them uniform. When plotted on the chart, lines are drawn through those stations reporting equal barometric pressures. In this way various shapes are obtained. These lines are known as isobars. When isobars become high towards the centre they indicate a High. When they become low towards the centre they

(*Continued on page 23*)

indicate a Low. These changes take place in the neighbourhood of 30-in. (1016 millibars) of the barometer. The distance apart of the isobars is also a measure of the strength of the wind. If far apart the wind is light, but if close together they indicate that the wind is strong. If we ascend with a barometer, such as when climbing a mountain, the mercury falls, the pressure decreasing one inch for every 930 feet. In a high pressure group the wind blows outward in an anti-clockwise direction, and the High is known as an anti-cyclone. With a low pressure group the wind circulates clockwise and curves more or less inward; the Low is known as a cyclone. In high pressure areas the weather is generally fine; in low pressure areas it is unsettled. The Highs occupy a larger area than the Lows. A series of Highs following closely on one another means a spell of fine weather. If the temperature falls continuously and steadily for a couple of days it may result in good rain. There are two main types of low pressure: tropical and southern. The former is more in evidence in the summer and is the cause of tropical rains. The latter is more common in the winter and brings rain to the southern areas. The normal speed for a pressure system is 500 to 600 miles a day. If it moves faster rain very rarely occurs.

Weather is shown on charts by a circle when clear, a circle with a vertical line through it when cloudy, and shading over the part affected when raining.

A big High centred over the ocean can transfer moisture from the ocean inland where interaction with a Low may cause rain along the rear isobars. If the rear isobars are straight north and south, heat may be expected from northerly winds. If they tend to turn towards the coast north-west winds can be expected to bring heat nearer to the coast also.

We cannot have rain without moisture in the atmosphere, but though 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 increase of temperature.

The high pressures or anti-cyclones, as they are sometimes termed, enter Australia on the western coast line at about Geraldton in winter, and on the average at about Albany in the south-west in summer; they then travel from west to east and take about five days to traverse the continent. All anti-cyclone measures anything from one to three million square miles. The reason for the fine weather that generally accompanies high pressures is probably due to the fact that the relatively high barometer readings of the centre are dependent on the descent from above of cold, dry, heavy air, which is transferred over a considerable extent of country by the outward tendency of the wind. Under favourable conditions, however, as when the high pressure centres are travelling along the southern coastline, the advance isobars, owing to the influence they exert on the direction of the winds, favour the importation inland of moisture from the ocean. The moisture on reaching the slopes of the Great Dividing Range, is forced to ascend, and in so doing condenses into cloud and rain falls between the mountain and the coastline.

The centre of low pressures is close, hot and muggy. These sultry conditions favour strong ascensional currents into the higher regions of the atmosphere, and upon cooling down with altitude, condenses into cloud, which is precipitated as rainfall. From September to April some of the best rainfalls experienced in New South Wales are the products of the depressions, chiefly of monsoonal origin, which first put in an appearance in the northern part of Central Australia and extend gradually southward.

The low pressures peculiar to the Australian mainland may be divided into three classes: (1) Monsoonal, (2) V reversed shaped, and (3) close curve.

The V reversed is an intrusive low pressure peculiar to the southern portion of the continent between two high pressures. This type is not essentially a rain developer owing to its shape, which is open on the southern part. The winds from the eastern or advance side are from the north-west; in summer the hot, dusty, dry north-westers so often experienced in New South Wales. On the western side of the depression is the cool, welcome southerly buster. This explains the reason why a hot northerly

(*Continued overleaf*)

The Navy League

N.S.W. Branch

wind is so quickly followed by a cool southerly, for as soon as the centre of the V reversed passes a certain point the wind from an opposite direction is experienced.

The close curve depression is of a cyclonic nature. Its shape is annular or rounded, the winds, as a rule, being very violent, and when passing over the sea lashes it up with its hurricane-like easterly squalls. Very heavy rain is, as a rule, experienced with this class of disturbance.

A great length of north and south isobars favours great transference of cold air from Antarctic seas in October, probably bringing about heavy hailstones accompanied with thunderstorms.

East coast cyclones of tropical oceanic origin may occur at any season and are mostly felt between Sydney and Brisbane. Tropical cyclones in North Queensland are confined almost entirely to the summer months, December to April inclusive.

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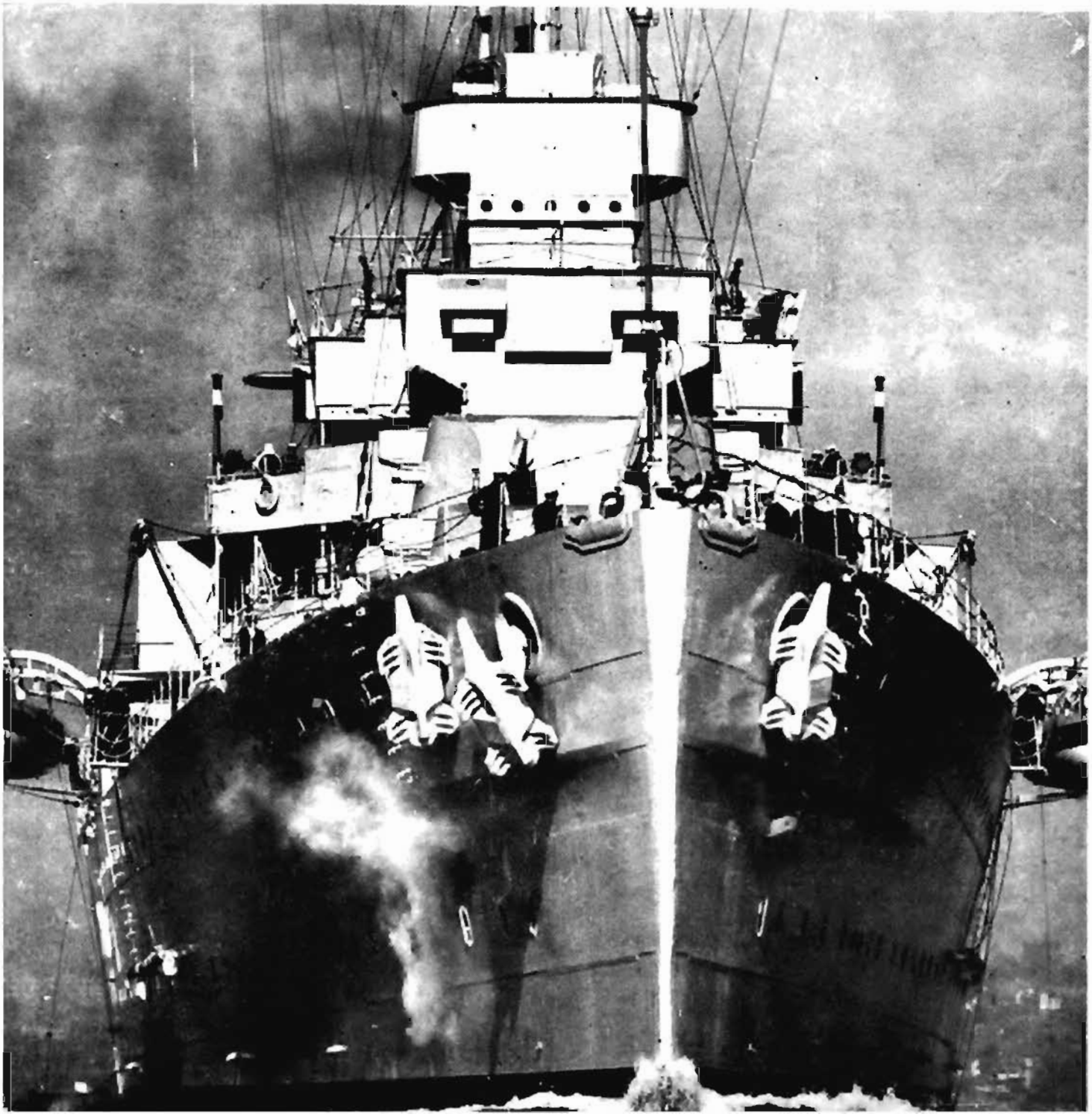

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THE EVOLUTION OF THE BATTLESHIP

CONTINUED FROM JULY ISSUE

By 1890 16-inch calibre guns, capable of flinging a shell weighing 2,000 lbs. and penetrating armour 12 inches thick at 7 and 8 miles ranges were in use.

The muzzle-loading gun had passed with the battleship, "Inflexible," launched in 1876. She carried 16-inch weapons, shells 1,700 lbs. weight, pierced armour 24 inches thick. The modern 15-inch guns carried in the "Royal Sovereigns" are capable of penetrating the same armour plating 57⅄ inches thick, and cannot be withstood by 2 feet of hardened steel at 3,000 yards range, while, on the other hand, 7 inches of modern armour is capable of resisting a shell which easily penetrated 24 inches of armour in the "Inflexible's" day.

The battleship "Conqueror" carried the first 12-inch breech loading guns in 1881. These weapons weighed 45 tons and fired a shell 715-lbs. weight with a muzzle energy of 18,060 foot-tons. Although the vast majority of battleships used in the Great War were armed with the 12-inch weapon, an enormous advance in power and range had been achieved.

It should be understood that guns of the same size are not always of the same calibre, just as battleships, dreadnoughts, are not alike. The modern 12-inch gun is 50 feet long, weighs 66 tons, fires a shell of 850-lbs., with a muzzle energy of 53,400 tons.

From the time of the "Conqueror" to the present, a continual experimental period has been experienced, with the result that the new "King George V." battleships will render all their predecessors, even the great "Nelson," to a certain extent obsolete.

The most remarkable of these ships in which experiments were tested were the battleships "Victoria," "Benbow" and "Sans Pareil," each of which carried the largest and heaviest guns

(Continued Overleaf)

EVOLUTION OF THE BATTLESHIP

(Continued from Page 1)

to be mounted in a man-o'-war, yet they were hopelessly inefficient within a year. Guns 16½ inch, 110½ tons weight, firing shell 1,800-lb., expelled from bore by a charge of 900-lbs., of powder. Powder has been replaced by cordite which ensures muzzle velocity at maximum, as the shell leaves the muzzle of the gun. The 13.5 inch gun then followed, to be replaced by the 12 inch gun which was the standard weapon from 1894 to 1910.

Steam as a motive power was introduced into the battleship in 1822. From this period onward the rapid development of engine power has been written large on the types of battleships which have graced the White Ensign during the past 120 years.

When the "Comet" joined the Fleet at Cowes, the Commander-in-Chief reported to the Admiralty that "she would be handy, perhaps, to haul his ships out of harbour against adverse winds, and might cross the Channel on a nice summer's day with reasonable safety." The paddlewheel was the first effort, later replaced by the propeller, and this contraption was adversely criticised, and the Sea Dogs of the period could not make the ships remain on a steady course with it. Yet, within 40 years, 100 ships had joined the fleet propelled by steam, 30 of them with a single screw.

By 1890 battleships appeared fitted with engines only, and sail was entirely dispensed with; then came the twin screw, followed in the Dreadnought era by ships fitted with no less than four propellors. In this comparatively brief period there has been a progress from the little 300-ton "Comet"; the 80-gun battleship "Agamemnon," 1852, speed 9 knots, to such mammoth engines of destruction as the famous "Hood" and "Nelson," followed by the hyper super dreadnought battleships of the "King George V" class.

During the period from 1900 to 1910, battleships remained at a comparative standard. There were vast improvements in gun power, armament and engine power, but the broad principles were identical.

The "Formidables" were followed by the "King Edward VII" class, mounting 4 12-inch, 4 9.2-inch, and 12 6-inch guns; then came the "Agamemnon," pre-dreadnought type, mounting 4 12-inch, 10 9.2-inch and secondary armament, and the stairs were thereafter gradually ascended to the "Dreadnought," "Super Dreadnought" and "Hyper-Super Dreadnoughts," which are occupying pride of place in our first line of defence to-day.

The 12-inch gun has been replaced, first by the 13.5-inch, then the 15-inch weapon, which has become standard in the post-war years.

The original "Dreadnought" completed in 1907 was an entirely new departure in battleship construction. She incorporated all the scientific instruments which are being improved upon in each new unit.

This ship carried 10 12-inch guns mounted in five turrets; she fired eight on either broadside, and as each shell weighed 850 lbs. she is said to have had a broadside of 6,800 lbs. Her length was 490 ft. and displacement 17,900 tons, with a speed of 21 knots. She was fitted with turbines, whilst previously no ship of more than 3,000 tons has these engines. She cost £1,813,100.

A series of new Dreadnought battleships quickly followed, and the race in international armaments intensified. Something faster and correspondingly armed was required to protect the heavy battleships, and the battle cruiser was evolved. These ships were in the capital ship class, and were, in effect, really fast Dreadnought battleships, and these were destined to share the bulk of the naval actions in the North Sea during the war. Meanwhile, the 12-inch gun was improved upon, and the 13.5-inch weapon was mounted in the Super Dreadnought type, only to be replaced in 1916 by the 15-inch gun.

"Battleship" is the descendant of the term "Ship of the Line," a vessel designed to fight with her consorts against ships of a similar type. Her main characteristics are to mount the heaviest battery, have sufficient stability to stand the internal concussion on her own guns, the strongest possible armour protection to her vitals, together with an elaborate system of underwater protection against the deadly mine and unseen torpedo, as well as protection over her upper works against raiding aircraft. Very much has been written forecasting the end of

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SIX INCH GUNS OF H.M.A.S. "SYDNEY"

Accurate shooting by the cruiser's gunners put the "Bartolomeo Colleoni" out of action in the recent fight in the Mediterranean.

Block courtesy "S.M. Herald"

H.M.A.S. "SYDNEY" v. ITALY'S "BARTOLOMEO COLLEONI"

In the naval engagement in the Mediterranean in which the "Sydney" and her destroyer escort sank the Italian ship and put her consort to flight, Australia achieved an unique distinction. In the World War our first "Sydney" covered herself with glory when she engaged and sank the German raiding cruiser, "Emden" near Cocos Island in the Indian Ocean, and it is rather remarkable that her namesake should also be the first Australian cruiser to destroy an enemy cruiser in the present war. In the recent fight both ships carried a similar main armament of eight 6 inch guns, but in other respects they differed considerably. The following details are not without interest.

"Sydney," completed in 1935, of 6,830 tons displacement, with a designed speed of 32.5 knots, and in addition to the 6 inch guns, she carried twenty-five smaller guns and eight torpedo tubes. The "Bartolomeo Colleoni" was completed in 1932 and had a displacement of 5,069 tons and a designed speed of 37 knots, or 4.5 knots faster than the "Sydney." She carried twenty-two smaller guns in addition to the 6 inch weapons; she also had four torpedo tubes, and was fitted to carry mines.

(Continued on page 7.)

Apart from speed, the "Sydney," with a greater measure of protective armour, was the more formidable vessel. "Sydney" got the opportunity which every light-cruiser in the R.N. and R.A.N. would have eagerly welcomed.

We salute Captain Collins, officers and ship's company of H.M.A.S. "Sydney" in recognition of a job of work well done.

Ex C.P.O. E. Hammond, who served with Captain Collins when he was Gunnery Officer on H.M.A.S. "Brisbane" in 1921, writes:—

"At that time I was Acting Gunner's Mate and Gunlayer II. and had many opportunities of assessing the splendid capabilities of the hero of H.M.A.S. 'Sydney.' I had already served under some of the strictest and most efficient Gunnery Officers in the R.N. and, in my opinion, Lieutenant Collins (as he was then) was equal to the best, and wholly beloved by his gun's crew.

"In the year 1921 Fleet field gun competitions were held in the Sydney Domain with honour as the only prize, when the 'Brisbane' gun-crew won two out of three runs. Lieutenant Collins was the inspirer of the victory. It was a great privilege to serve under him when he was Gunnery Lieutenant. So here's to Captain Collins, the 'Sydney' and good shooting!"

* * *

CHIVALRY

Unroll the scroll, take up the pen,
For chivalry, the "Sydney's" men
Gain pride of place;
In letters bold of purest gold,
Record their race . . . CONQUERORS!
Yet you stooped to save
Five hundred foemen from the wave.

Aegean Sea, deep-framed in lore,
When, centuries hence, a tale is told
Of mortals from an Austral shore:
Some Phaeton, cast in ancient mould
Mid molten fires of worlds begun,
Will drive his chariot through the Sun,
To recreate such youth once more.

—A. R. BELL.

SHORTAGE OF SEAMEN

Sir,

There was founded in Sydney on October 21, 1920, the Sea Cadet Corps, under the auspices of the Navy League, New South Wales branch. Its annual average strength has varied between 150 and 650 cadets, aged from 10 to 18 years. Since the outbreak of the present war 47 of our voluntary officers and cadets have been accepted into the Royal Australian Navy and its auxiliaries, and we have two hundred in training at our water-front depots at North Sydney, Manly, and Woolwich.

Not at any time has the Navy League received financial aid from the State or Federal Government, its sources of revenues being its own members and any generously disposed member of the public.

There can be no doubt that the voluntary work done by the Navy League, assisted by its honorary officers and instructors of the Sea Cadet Corps, is a national asset, particularly at the present time, and many believe that it should receive financial support from the State or Federal Government. It is true that the training given to the boys of the Navy League is of a preliminary nature only — boatwork, signalling, mariner's compass, knotting, splicing, squad-drill, etc.—but it does far more, it stimulates in the mind of the boy the desire for ships and the sea, while the measure of discipline maintained is a gain to the boy and to citizenship. Much more could be done if the Government and the people financially supported the Navy League's objects.

Yours, etc.

T. H. SILK, Chairman; KELSO KING, Honorary Treasurer; F. W. HIXSON, Hon. Secretary, The Navy League (New South Wales branch).

Sydney, July 27.

(The above letter is reprinted by courtesy of the "Sydney Morning Herald.")

THE VOYAGES OF TORRES AND DE QUIROS

BY A.H.

The voyage made by de Quiros and Torres from Peru in an effort to discover what was, in their day, the mythical Southern Continent, was to be of far-reaching importance. Perhaps it would be as well to consider this Southern Continent. Scientists, cosmographers and cartographers of the middle and late sixteenth century were fairly sure that a large tract of land occupied the position of what we now know as Australia. The world was known to be a sphere, and the savants of the period calculated that the balance of the earth would be disturbed if the area in question were occupied by nothing more substantial than water. Speaking in a broad sense, the rest of the globe was known; that is to say, all—or most—of the earth save that section occupied by Australia and Antarctica. Thus it will be realised that, whilst the navigators discussed in this article, had no actual knowledge of what they were searching for, they had a hazy and theoretical idea that land, and most likely, a great continent, was ripe and ready for discovery. The main worry was not what waited to be found, but the distance it lay from their known boundaries. That was really the big problem to be faced on the present voyage.

Little is known of Luis Vaes de Torres before he took the post of Second-in-Command of the expedition under de Quiros. It must suffice to say that he was a Spanish nobleman, a typical Don; like all men of his class in the sixteenth century he was highly trained in the science of arms, and, in addition, was a skilled navigator and a fearless and daring seaman, and a born leader of men. It is a pity that Torres entered the field of exploratory work at a time when the sea power of Spain was on the decline; if he had been afloat when she was at the zenith of her achievements as a maritime force, the world possibly would not have had to wait so long for tidings of new lands to relieve the congested population of Europe.

Pedro Fernandez de Quiros was born in the town of Evora, in Portugal, in the year 1565; his parents were humble people. In 1580 Portugal was ceded to Spain, then under the rulership of King Phillip II., and thus young de Quiros became a Spanish subject at the age of fifteen. He spent his early manhood among ships and shipping at the port of Lisbon, and made several voyages as a supercargo in merchant ships. He studied navigation on these voyages, displaying a remarkable aptitude in the science, and rapidly became a skilled pilot and good seaman. At the age of twenty-four de Quiros married a lady of Madrid—a Dona Ana Chacon, and his first child, a son, Francisco, was born in 1590. De Quiros moved his little family overseas to the Spanish colony of Peru, and there, in 1595, his daughter, Jeronima, was born.

In the same year, 1595, de Quiros, then thirty years of age, was appointed Chief Pilot to an expedition commanded by Don Alvaro de Mendana. The object of this expedition was to colonise the Solomon Islands, which group had been discovered by Mendana thirty years previously, in 1565. The expedition was a complete failure, spoilt by a chain of unfortunate circumstances abetted by the mutinous behaviour of certain members of the party. The unfortunate Mendana died at the island of Santa Cruz, near the Solomons, and it was decided to abandon the idea of colonisation and to make for Manila in the Phillipines. The nominal command of the expedition had, on Mendana's death, fallen on his widow, Dona Isabel, but the actual charge of affairs was in the hands of de Quiros, and well did he carry it out, in spite of the open hostility of his late commander's lady. The high-born Dona Isabel did not relish having to knuckle under to a commoner like de Quiros; however, in spite of all obstacles, he brought the ship safely to Manila across an unknown sea. The voyage was completed none too soon; the ship was half sinking, with rotten spars and

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TORRES AND DE QUIROS

(Continued from Page 9)

rigging, and the party were three-quarters starved, and ravaged by scurvy. Whilst on the voyage, de Quiros became obsessed with the idea that a vast continent stretched across the South Pacific, from the Straits of Magellan to New Guinea.

On his return to Peru, de Quiros aired this theory, and petitioned the Viceroy to give him command of an expedition to prove it. The Viceroy referred him to Spain and the king, so accordingly de Quiros made for Europe. Luckily for him he visited Italy before Spain, for, whilst at Rome, he managed to interest high civil authorities in his project. The Duke of Sesa saw the logic in de Quiros' claims, and procured an audience for him with Pope Clement VIII. The Pontiff agreed with the ideas of the navigator, and gave him letters of recommendation—as also did the Duke of Sesa—to King Phillip and the Spanish government. De Quiros arrived at Madrid in 1602, and obtained an interview with the king. Impressed by the credentials from Rome, Phillip gave de Quiros a Royal order on the Viceroy of Peru for two ships and furnishings for an expedition to seek for the Antarctic Continent.

De Quiros sailed for Peru in 1603, and, on the outward voyage, was wrecked near Curacoa, in the Carribean Sea. He therefore was forced to spend some time at Caracas, in Venezuela, at which town he found the orphaned children of his brother—two boys and a girl. On his departure from Caracas for Peru, the two boys accompanied their new-found uncle, leaving their sister in the care of her grandfather. Nothing more is known of one boy, but his brother, Lucas de Quiros, went with his uncle on the subsequent expedition.

After much delay at Callao, in Peru, the expedition was finally equipped and fitted out ready for sea. It consisted of three ships:—"San Pedro y Pablo," 150 tons, the flagship, with de Quiros, the commander-in-chief of the expedition, aboard. Next, the ship of the second-in-command, Don Luis Vaes de Torres, the "San Pedro," 120 tons. Finally a small tender, "Los Tres Reyes"—"The Three Kings"—commanded by Pedro Bernal de Cermeno. The personnel of the three ships totalled 136 men; six friars accompanied the expedition. Unfortunately for the peace of the voyage, a number of bad characters were included among the crew, and, worse still, among their officers; the most troublesome of these being Juan Ochoa de Bilboa, chief pilot; Juan d'Iturbe, the accountant; and a Don Diego de Prado y Tovar. The latter afterwards entered a monastery, where he wrote an account of the voyage—a very one-sided account at that.

The tiny fleet left Callao in December, 1605. The instructions issued to de Quiros were comprehensive; briefly they were as follows:—The ships were to sail W.S.W. as far as Latitude 30 deg. South, by which time it was fully expected that the Great South Land would have been come upon. All territories discovered were to be taken possession of, and added to the Empire of Christ and Spain. In the event of no land being seen, the fleet was to turn N.W. after reaching 30 deg. South, and to sail on that course until the parallel of 10 deg. South latitude was reached. Then the ships were to sail West along the parallel until they arrived at the island of Santa Cruz.

De Quiros headed W.S.W. until 26th January, 1606, and on that date land was sighted. This has been identified as the modern Ducie Island. Here the commander decided to alter course to W.N.W. De Quiros maintained that this alteration and disregarding of his orders, was rendered necessary by a strong wind and heavy swell. On 29th another island was seen, and from that date until 14th February, Henderson Island, Chain Island, Marutea Island, the Acteon Group, Negonengo Island, Niau Island, Makativa Island, and Matahiva Islands were discovered. I have given the modern names of de Quiros' finds, and a glance at a map of the South Pacific will make their relative positions clear. To give a rough idea of their location, let us say that they lie within the triangle formed by the Fiji, New Hebrides, and New Caledonian Groups.

De Quiros kept to his W.N.W.'ly course until the parallel of 10 deg. South was reached, and, on 21st February he arrived at San Bernado—the modern Humphrey Island, which had been discovered on Mendana's last voyage. At Humphrey Island the first misadventure of the voyage occurred: a mutiny broke out, which,

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SEA CADET NOTES

"VENDETTA" DEPOT, MANLY

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

The paint donated by Mr. Gorßn has been put to good use, resulting in a great improvement to the depot, both inside and out.

The Cadets are very pleased to have the use of the boats in training, rowing and sailing providing a welcome change from squad-drill, signalling, and compass and rope work.

Mrs. Hazel Smith and the Misses Gidley, Eaves, Collins and Campbell have formed an auxiliary for the dual purpose of assisting the Naval Comforts Fund and supporting our Cadet Company in any useful way. We wish them every success.

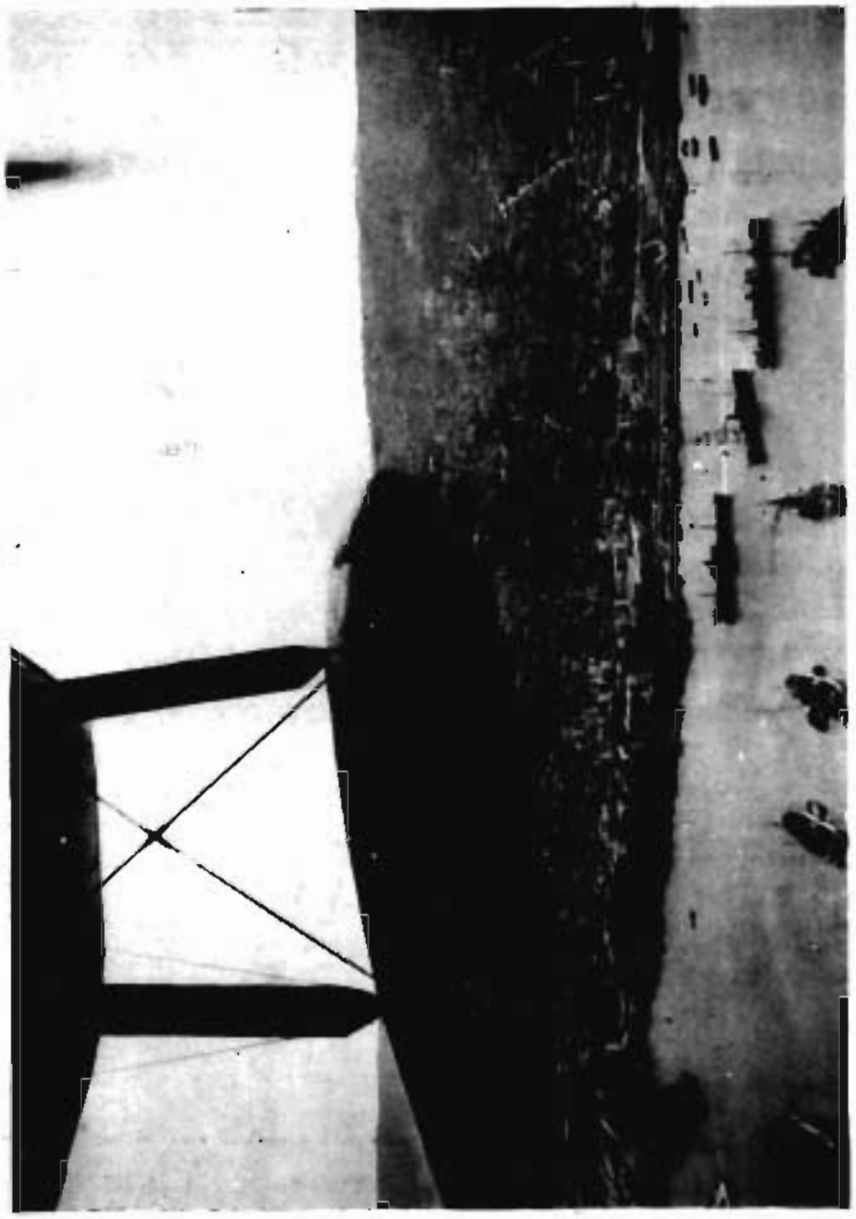
It is understood that the shortage of seamen referred to in the Press is due to war needs and enlistments. The shortage is mainly in the ranks of qualißed able seamen, and does not apply to deck boys and ordinary seamen, of whom there are many offering. We have a couple of 16-year-old Cadets who are anxious to join the Mercantile Marine.

"WARREGO" DEPOT, WOOLWICH

Owing to the war many changes have occurred in the personnel of this Sea Cadet Company.

Mr. H. Collison, the former O.C., is now in the R.A.A.F., which necessitated his relinquishment of his active interest in this Company. The lads will always be glad to see Mr. Collison when he is on leave from his military duties. Meanwhile Messrs. Crosskill, Grant, Hollowly and Barton are carrying on, pending the acting appointment of an experienced seaman to control training at the Depot.

The gift of grey paint is appreciated, as the Depot badly requires a fresh coat of paint. White and blue paints are also required for the purpose of maintaining the whaler in first-class condition. Later in the year we expect to have some good rowing races against Manly Company, and the numerically stronger unit at "Victory" Depot, North Sydney.



Block courtesy "H.M. Herald"

Aerial view of Haifa in Palestine. This seaport is the terminal point of the Iraq oil pipe-line, and has been bombed by the Italian Air Force.

YOUNG AUSTRALIA'S WAR WORK

throughout Australia have given an inspiring demonstration of their loyalty in service.

Almost every organisation composed of young people is working for a specified war object or preparing its members for duties they might be called upon to perform in an emergency.

The work of two organisations for girls is outstanding. One of these, the Junior Red Cross, has for more than a quarter of a century been working for soldiers and sailors' children. In New South Wales alone the Junior Red Cross has been providing more than 5,000 hand-made garments each year for the children of sick soldiers, as well as maintaining four homes for delicate children.

With the spirit of service engendered by such activities, the Junior Red Cross prepared for greater efforts which became necessary on the outbreak of the war. Plans were made to maintain existing activities, while work for soldiers of the 2nd A.I.F. was begun. Children have made thousands of pairs of socks, scarves, pyjamas, washers, hot water bag covers, mittens and other articles for the A.I.F. abroad, and for child refugees from the war areas of Europe.

Helping in Hospitals

Girl Guides have also been working for the welfare of soldiers, sailors on mine-sweepers, and refugee children. At refreshment buffets for soldiers in capital cities they have been assisting to provide meals and comfortable rest rooms for men on leave. In convalescent hospitals they have been helping with domestic duties. The Girl Guides have sent from Australia nearly £3,000 toward the cost of the two air ambulances and a motor life-boat which are to be a gift from the Girl Guides of the Empire. The Victorian Guides have sent more than 17,000 garments to England and collected and distributed more than £3,000. Expenses for all this work have been less than £20.

Boy Scouts in all parts of the Commonwealth have been collecting scrap material to be sold for patriotic purposes and working as messengers and wrappers at Red Cross and Comforts Fund depots. Preparing themselves for work in the event of a direct attack on Australia they have been studying locations of telephones, fire stations, police stations, hospitals, and air raid warning posts in their districts.

Fostering Naval Tradition

Few youth organisations are better able to fit their members for urgent war-time work than the Navy League of Sea Cadets. From the age of 10 years boys in the seaports of the Commonwealth are taught the rudiments of seamanship and encouraged in a love of the sea. The admiration of the British naval tradition engendered by this early training is reflected in the number of cadets who later volunteer for service with the Royal Australian Navy.

Many boys who received their introduction to naval life in the Navy League Sea Cadets are now on active service with units of the Navy.

The Australian Air League is doing for the Royal Australian Air Force what the Navy League Sea Cadet Corps is doing for the Royal Australian Navy. The League has a membership of more than 5,000 boys who are preparing themselves for entry into the air force. More than 200 have been accepted. The remainder, most of them too young as yet to volunteer, are receiving instruction in radio, signalling, theory of flight, navigation and allied subjects. They form a valuable reservoir from which men of the air force will later be drawn.

Opportunity for All

In schools of all sorts, boys and girls are doing what they can for the fighting forces or for the promotion of the Australian war effort.

In one public school in Melbourne boys are making string gloves of a special type required by men on minesweepers. There is scarcely a school or body of young people in the country that has not formed a war savings certificate group to help in the raising of necessary funds for the Empire's prosecution of the war.

There is no boy or girl or young man or woman who cannot do something to assist the Allied cause. The war is a fight between the curse of Hitlerism and the efforts of every right-thinking person to see the era of hate, brutality and bad faith at an end.

The war does not begin and end in the trenches. There is something for every young person to do and an organisation to help them do it.

(By courtesy Department of Information.)

WEATHER FORECASTS

By F. DANVERS POWER, F.G.S.

Telegrams are received by the Government Meteorologist every day from a number of recording stations, as well as from ships, giving information about the weather at 9 a.m., also the atmospheric pressure and temperature. The more reporting stations there are at important points the more reliable the forecasts. The information so received is plotted on a chart with symbols to denote the direction and force of the wind, figures to show the reading of the barometer to one-tenth of an inch, also the degrees of temperature.

The direction toward which the wind is blowing is shown by arrows, and the strength of the wind is shown by the number of barbs and feathers on the arrow. One barb means a light breeze, two barbs fresh to strong, two barbs and one feather indicate a gale, while two barbs and two feathers represents a heavy gale. On the sea "S" indicates smooth, "M" moderate, "R" rough, and "V" very rough.

The barometer readings are corrected to sea level so as to make them uniform. When plotted on the chart lines are drawn through those stations reporting equal barometric pressures. In this way various shapes are obtained. These lines are known as isobars. When isobars become high towards the centre they indicate a High. When they become low towards the centre they indicate a Low. These changes take place in the neighbourhood of 30-in. (1016 millibars) of the barometer. The distance apart of the isobars is also a measure of the strength of the wind. If far apart the wind is light, but if close together they indicate that the wind is strong. If we ascend with a barometer, such as when climbing a mountain, the mercury falls, the pressure decreasing one inch for every 930 feet. In a high pressure group the wind blows outward in an anti-clockwise direction and the High is known as an anti-cyclone. With a low pressure group the wind circulates clockwise and curves more or less inward; the Low is known as a cyclone. In high pressure areas the weather is generally fine; in low pressure areas it is unsettled. The Highs occupy a larger area than the Lows. A series of Highs following closely on one another means a spell of fine weather. If the temperature falls continuously and steadily for a couple of days it may result in good rain. There are two main types of low pressure: tropical and southern. The former is more in evidence in the summer and is the cause of tropical rains. The latter is more common in the winter and brings rain to the southern areas. The normal speed for a pressure system is 500 to 600 miles a day. If it moves faster rain very rarely occurs.

Weather is shown on charts by a circle when clear; a circle with a vertical line through it when cloudy; and shading over the part affected when raining.

A big High centred over the ocean can transfer moisture from the ocean island where interaction with a Low may cause rain along the rear isobars. If the rear isobars are straight north and south heat may be expected from northerly winds. If they tend to turn towards the coast north-west winds can be expected to bring heat nearer to the coast also.

We cannot have rain without moisture in the atmosphere, but though 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 increase of temperature.

The high pressures or anti-cyclones as they are sometimes termed, enter Australia on the western coastline at about Geraldton in winter and on the average at about Albany in the south-west in summer. They then travel from west to east and take about five days to traverse the continent. An anti-cyclone measures anything from one to three million square miles. The reason for the fine weather that generally accompanies high pressures is probably due to the fact that the relatively high barometer readings of the centre are dependent on the descent from above of cold, dry, heavy air, which is transferred over a considerable extent of country by the outward tendency of the wind. Under favourable conditions, however, as when the high pressure centres are travelling along the southern coastline, the advance isobars, owing to the influence they exert on the direction of the winds, favour the importation inland of

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WEATHER FORECASTS

(Continued from Page 19)

moisture from the ocean. The moisture on reaching the slopes of the Great Dividing Range is forced to ascend, and in so doing condenses into cloud and rain falls between the mountain and the coastline.

The centre of low pressures is close, hot and muggy. These sultry conditions favour strong ascensional currents into the higher regions of the atmosphere, and upon cooling down with altitude, condenses into cloud, which is precipitated as rainfall. From September to April some of the best rainfalls experienced in New South Wales are the products of the depressions, chiefly of monsoonal origin, which first put in an appearance in the northern part of Central Australia and extend gradually southward.

The low pressures peculiar to the Australian mainland may be divided into three classes: 1, monsoonal; 2, V reversed shaped; and 3, close curve.

The V reversed is an intrusive low pressure peculiar to the southern portion of the continent between two high pressures. This type is not essentially a rain developer owing to its shape, which is open on the southern part. The winds from the eastern or advance side are from the north-west; in summer the hot, dustry, dry north-westers so often experienced in New South Wales. On the western side of the depression is the cool, welcome southerly buster. This explains the reason why a hot northerly wind is so quickly followed by a cool southerly, for as soon as the centre of the V reversed passes a certain point the wind from an opposite direction is experienced.

The close curve depression is of a cyclonic nature. Its shape is annular or rounded, the winds as a rule being very violent and when passing over the sea lashes it up with its hurricane-like easterly squalls. Very heavy rain is, as a rule, experienced with this class of disturbance.

A great length of north and south isobars favours great transference of cold air from Antarctic seas in October, probably bringing about heavy hailstones accompanied with thunderstorms.

East coast cyclones of tropical oceanic origin may occur at any season and are mostly felt between Sydney and Brisbane. Tropical cyclones in North Queensland are confined almost entirely to the summer months, December to April inclusive.

EVOLUTION OF THE BATTLESHIP

(Continued from Page 3)

the battleship, but naval observers generally maintain that the battleship still remains "England's sure shield in the hour of trial."

Ability to deliver concentrated punishment and withstand blows is the measure of the battleship's stability. She has the strength of the elephant, while her consort, the battle cruiser, is really a combination of the elephant for strength, and the greyhound for speed. This example, it is thought, conveys most readily the true function of the modern battleship.

The development of the fleet air arm and submarine warfare has done much to revolutionise the architecture of the modern battleship, but the battleship remains essentially the sledge hammer which will shatter the enemy at sea.

It must be clearly understood that the battleship organisation is quite helpless without the subsidiary craft which operate with it: Fast cruisers, aircraft carriers, destroyers and flotilla leaders, submarines and aircraft.

History has repeated itself in a century. In the Napoleonic wars the British battleships, although never seen by enemy forces, kept a continuous vigil off Boulogne, and again during the World War the grand battle fleet, from the obscurity of the "Northern Mists," maintained a ceaseless vigil throughout the long years of war, and as Mahan wrote:

"Those far distant, battered battleships, on which the enemy gazed, stood between them and the dominion of the world."

Britannia's Battleships

England has always led the world in battleship construction.

The "Royal Sovereign" and "Majestic" of the 1890 type were copied by all powers. Then the Dreadnought became standard in foreign navies.

From 12,000 to 15,000 tons was the average pre-war displacement, speed 16 to 20 knots. By 1916 a Dreadnought fired a salvo of 10 to 12 12-inch guns in a broadside with ease, and could steam at 25 knots per hour. To achieve speed, armour and gun power had to be reduced in battle cruisers, but after the lessons of Jutland these were increased, and a battle cruiser to-day is in every sense a battleship and intended to fight in the line.

In 1910 twelve units of the Super Dreadnought type appeared, so-called because of their weapons of 13.5-inch and four battle cruisers with guns of the same weight were commissioned.

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EVOLUTION OF THE BATTLESHIP

The most notable design in battleship development came with the "Queen Elizabeth" class, four of which were commissioned by 1916. They were of 27,000 tons displacement, armament eight 15-inch guns with exceptionally powerful engines, fired by oil fuel, attaining a speed of 25 knots, and it is questionable whether a finer type of utility ship can be evolved.

The "Royal Sovereigns" followed of 27,750 tons, but with reduced speed of 23 knots. These were less successful than the "Queen Elizabeths" since their speed was so impaired.

The battle cruisers "Repulse" and "Renown," and the converted aircraft carriers of the "Courageous" type, were built during the last war.

In 1922, despite the terms of the Washington Conference, England completed the famous "Rodney" and "Nelson," which, with the "Hood," are the mightiest warships afloat. These ships are of 33,500, 710 ft. long, 106 ft. beam, speed 25 knots. Their main armament is concentrated in triple turrets in the fore part of the ship.

These ships are fitted with 9 16-inch guns, 12 6-inch, 6 4.7-inch anti-aircraft, and 29 smaller quick-firing weapons with two submerged torpedo tubes 24.5-inch, the largest in any previous warship. Torpedoes of this type travel at no less than 48 knots per hour.

An armour belt of 14 inches of steel is fitted over two-thirds of the water-line, and is continued right to the stern to protect the steering gear.

The turret guns are faced with no less than 16 inches of armour, and the hull is bulged against torpedo attack. Experts claim she can withstand 75 per cent. more punishment than any previous battleship. Her complement is 1,361 officers and men. These ships were originally planned to be of 48,000 tons and were redesigned in conformity with the Washington Treaty.

The following table should convey in the clearest possible way exactly what is meant by the "Evolution of the Modern Battleship," and it is hoped the summary herein attempted, will, to a good extent, convey some small idea of what lies behind the term "The Royal Navy," its dockyard, and civil administration, together with its great auxiliary, the British Mercantile Marine.

(Supplied by Department of Information.)

ODDS AND ENDS

No nation shall remain great wherein side by side the extremes of wealth and poverty have their breath of being.

• • •

The end of desire is the end of progress.

• • •

Secrecy is a magnet to feeble minds.

• • •

Calmness is the sheet-anchor of a nation; hysteria and false values lead to disaster.

• • •

Most politicians are merely the loud-speakers of their parties.

• • •

My hand is not against any man, but with all its strength it is against iniquitous systems of social injustice.

• • •

Earth shall not cover the blood of them that die for truth.

Beware of self-interest masquerading under the guise of patriotism.

• • •

"They who control the credit of a Nation direct the policy of Governments, and hold in the hollow of their hands the destiny of the people."—A frank statement by the Rt. Hon. Reginald McKenna, but if the war does not put the people in control of credit, the sacrifices of war will have been in vain.

• • •

Credit is a silent act of creation.

• • •

Usually when a Government makes concessions to its opponents it is not because of feelings of human brotherhood; it is because self-interest, prudence or panic are the dictators.

• • •

Australia will be Australia when democracy and all the "isms" are dead.

TORRES AND DE QUIROS

(Continued from Page 11)

however, was quickly suppressed. The fleet left Humphrey Island and sailed West. On March 2nd an island was sighted, and named Gente Hermosa, and on April 9th the three ships anchored off Taumaco Island in the Duff Group, where great tidings awaited the sea-weary adventurers. A native chief explained by unmistakeable signs that many large islands and much land lay to the Southward. De Quiros thought that the Southland was being approached at last! He headed his fleet South, and soon sighted lofty islands. Passing close enough to these to observe that they were populated, he held to his course, and in a short time saw, away to the S.E., what was apparently a long unbroken coastline, stretching as far as the eye could see. Now de Quiros was certain that he had at last arrived at the great Southern Continent, or, at the very least, a Northern promontory of it. Unfortunately for de Quiros' calculations, the long unbroken coastline was only the lengthy chain of overlapping islands of the New Hebrides Group. On the 3rd May, the Spaniards landed on the largest island of the group, still under the impression that it was mainland, and took possession of all the lands from there to the South Pole in the name of the Church and the king. The fleet had come to anchor in a fine large bay; this de Quiros called the Bay of St. Phillip and St. James. Each ship's company went ashore, and religious services held and great ceremonies observed. The new territory was named Austrialia del Espiritu Santo —Austrialia of the Holy Spirit. The word "Austrialia" has been the cause of quite a lot of controversy. Some historians, until recent years, thought that de Quiros had actually struck the coast of Australia somewhere in the vicinity of Hervey Bay. This theory was caused by the old navigators' faulty computation of distances; in some cases they were a thousand and more miles out in their calculations. The word "Austrialia" was thought by many to have had a distinct relation to the name borne by our own country, and maybe it will be of interest to point out how this error has occurred. Mathew Flinders was responsible for the name our island continent bears—Australia—while de Quiros' title for the New Hebrides, "Austrialia," was really a compliment to Phillip III., King of Spain. Phillip was a member of the Austrian Royal House of Hapsburg.

De Quiros planned a city, to be called the New Jerusalem. Where the Spaniards landed was to be Vera Cruz, its port. A river running into the bay was christened the Jordan. Municipal offices were created and handed out to officers of the fleet, and an Order, the Knights of the Holy Ghost, inaugurated, and members installed

The Spaniards remained at Vera Cruz for thirty-five days, during which time the natives became hostile through molestation by the newcomers. Then, on June 8th, although de Quiros himself had fallen ill, the fleet hove up anchor and made for the open sea in order to enlarge on their discoveries. That same night it came on to blow very hard from the S.E. with a heavy sea, and Torres in the "San Pedro," together with the tender stood back into the shelter of the bay and anchored. On the flagship, de Quiros was too ill to know what was going on and his pilot seemed to have lost his head, and, instead of trying to beat back into the bay, or at least heave to and let the vessel ride out the storm, he stood out to the open sea and allowed the ship to drive before the gale. At dawn the "San Pedro y Pablo" was leagues to leeward outside the Bay of St. Phillip and St. James. De Quiros spent a fruitless six days trying to work his ship back into the bay, and then gave it up and headed for Santa Cruz. This island had been selected by the leaders of the expedition as a rendezvous in the event of any vessel becoming separated from her consorts, as was now the case with the flagship. The island of Santa Cruz was never reached by de Quiros; perhaps through illness, possibly sick and tired of the dissention rife aboard his own ship and affecting the other two vessels of the fleet, or, maybe, forced by a mutiny, he turned his back on his discoveries and made for the Spanish colony at Mexico. He arrived at Navidad on November 23rd, 1606.

(Continued Overleaf)

TORRES AND DE QUIROS

Now let us return to the "San Pedro" and "Los Tres Reyes" at the New Hebrides. Torres, the second-in-command of the expedition, had seen his chief's ship blown out to sea and had put out the next morning to look for de Quiros. No trace of the flagship was found, so Torres returned to the Bay of St. Phillip and St. James. In passing, it seems strange that he was able to beat back into the bay in the teeth of the South-Easter, while de Quiros was unable to do so. Torres waited fifteen days in the harbour for his commander, and then determined to carry out the original orders governing the conduct of the expedition, and to disregard the arrangement to make for Santa Cruz. He sailed out of the bay and steered S.W., continuing on this course until latitude 21 deg. South was reached. By this time he had found that the supposed continent was nothing more than a large group of islands. Sighting no new land he turned North; if he had only carried on a little farther to the S.W. he must have come upon the Queensland coast. Torres, standing North, made the S.E. corner of New Guinea and coasted along the Southern shore of the island. The two ships worked their way through reefs and shoals and threaded the dangerous passage which separates Australia from New Guinea. That passage was named after its discoverer—Torres Strait—for, as far as we know, he was the first white man to sail through its perilous waters. Torres charted as he went, surveying many bays on the South New Guinea coast, all of which, by reason of the accuracy of his work, are easily recognisable to-day, and even reported sailing South to latitude 11 deg. South, where he saw an archipelago of islands inhabitated by naked black people armed with lances, arrows, and clubs of stone. Possibly these islands were in the close vicinity of Cape York, but as far as we know, Torres did not land on the actual mainland of Australia. Leaving New Guinea, the ships sailed through the islands of the Eastern Archipelago. Torres and his men became involved in a local war at Ternate in the Moluccas, and the tender, "Los Tres Reyes," was left behind on their departure from that island. Torres, with the "San Pedro," arrived at Manila, in the Phillipines, in July, 1606.

On the whole, the expedition was accounted a failure. De Quiros tried to get the Spanish government to equip another expedition and persisted in this attempt for nine years, but the authorities fobbed him off time after time, never actually refusing his requests, but also never quite acceding to them. At last, in 1615, the Spanish government, fearing that de Quiros might take his information to a foreign power, gave him an order on the Viceroy of Peru for another expedition. On the way to South America de Quiros finished his wanderings; he got no farther than Panama, where, in the year 1615 he died, heartbroken from his many rebuffs and penniless, but happy with the idea that his goal was at last in sight. It was best that he did die before reaching Peru, for the double-dealing parsimonius Spanish government had sent a letter to the Viceroy, instructing him to do nothing towards fitting out an expedition for de Quiros, but only to detain him, pacifying him and leading him on with false promises.

De Quiros was a dreamer and visionary, but he was also an eminently practical one. He was a kind, pious and gentle man, weak, perhaps as a commander, but in spite of his many detractors, a good navigator and capable seaman. He does not shine in comparison with Torres, who was a picturesque figure—a born leader of men, and a skilful mariner; a daring but rather headstrong character, less prone to exhibit the caution—excessive, at times—displayed by his commander. However both de Quiros and Torres, in the eyes of the modern student of navigation and discovery, hold a place in the front ranks of the seamen-explorers of all times.

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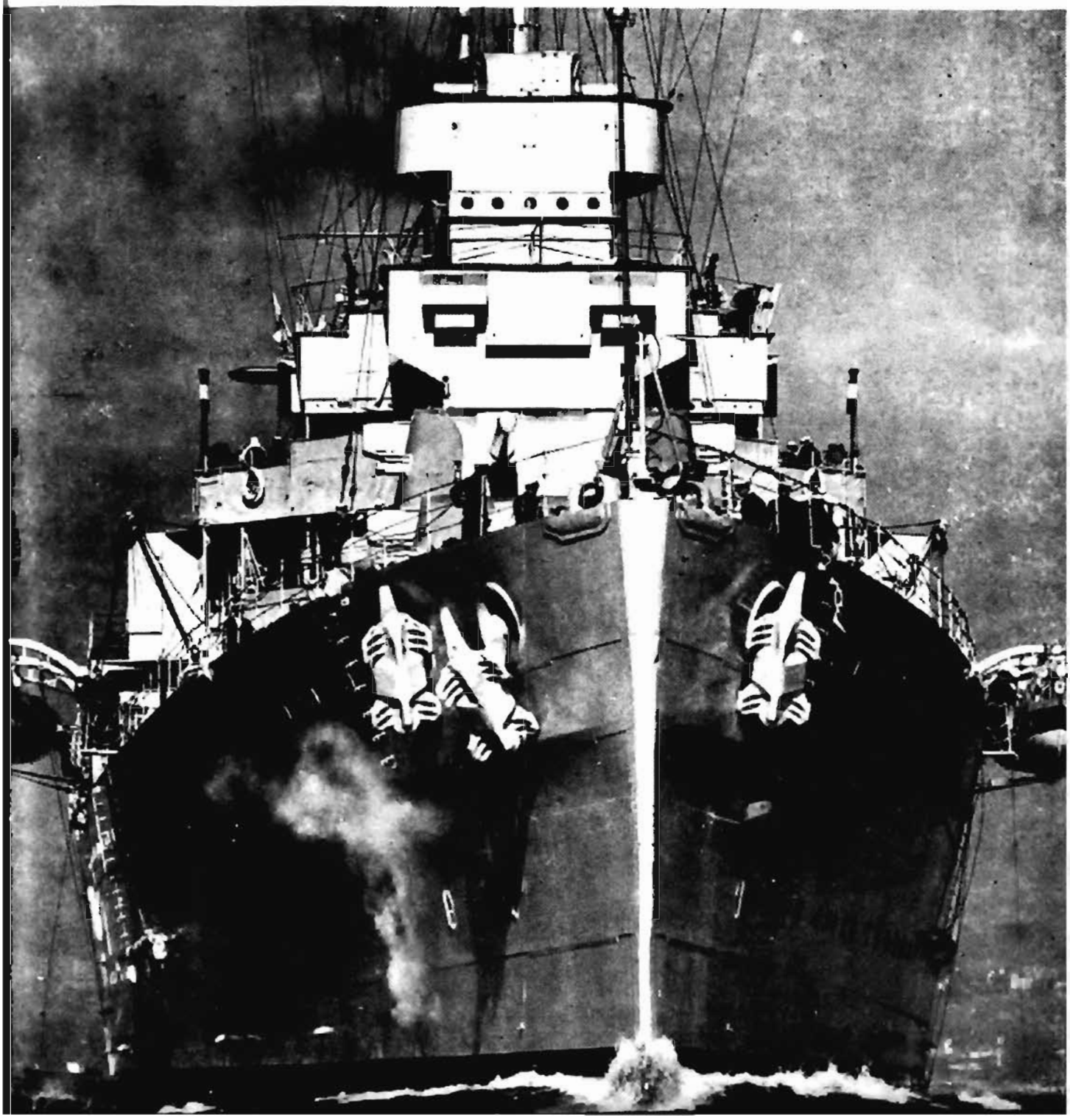

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ENLISTMENTS

Total enlistments in the three fighting services in the 11 months of war to June 30 were 121,230, comprising: A.I.F., 89,556; Air Force, 23,674; Navy, 8,000 (approximate).

This compares with 96,845 men enlisted in the first 10 months of the last war.

On June 30, persons engaged in producing munitions in Government factories and munitions annexes totalled 15,200, as against 2,737 in the last war.

PENSIONS FOR MERCHANT SEAMEN

Australian merchant seamen will be placed on the same footing as members of the fighting services by the Seamen's War Pensions and Allowances Bill which passed all stages in the House of Representatives.

The bill provides that mariners totally incapacitated as a result of war activities will receive pensions of from £2/2/- to £3 a week, according to their rate of pay. Pensions for widows range from £1/3/6 to £3 a week and for children and other dependents from £1 to £3 a week. The bill also makes provision for dependents of merchant seamen detained as prisoners of war.

Compensation from £20 to £150 is provided for partial incapacitation, and provision is also made for the loss of personal effects.

The bill covers masters and crews of ships on the Australian register, men employed on pilot steamers and lighthouse tenders, and pilots.

The Minister for Commerce said that an important condition applicable both to death and disability pensions was that they should not exceed the rate of pay received by the victim except in the case of wives or widows with children, when the rate could be increased to £4/4/- a fortnight.

In cases of blindness, cerebro-spinal injury, or the loss of legs and one arm an allowance of £1 a week can be made for an attendant in addition to the incapacity pension. Where a seaman loses both arms an allowance of £2 for an attendant is provided for.

The bill passed all stages without amendment in the Senate.

CONQUEROR OF THE SEAS

THE EPIC OF MAGELLAN

(Stefan Zweig's great book is one of the most fascinating stories of the sea ever unfolded, and in the able translation by E. and C. Paul it loses none of its stark realism. Magellan had real greatness in him, and his tragic death cut short a life of high endeavour.

This sketch from the book will make readers hunger for more.)

The quest for spices began it. From the days when the Romans first acquired a taste for the pungent condiments of the East, the Western World had found it impossible to get on without them. Far into the Middle Ages the food of Europe was unspeakably insipid; fruits that now seem commonplace were unknown. There were no lemons, tomatoes or corn; there was no sugar, tea or coffee; even at the tables of the rich there was nothing to relieve the sameness of the food unless spices could be had.

These were obtainable only from the Indies, and the trade routes thither and back were so long and perilous—so beset by robber bands and predatory chieftains—that by the time the spices reached Europe they had become inordinately valuable. Ginger and cinnamon, for instance, were weighed out upon apothecaries' scales; pepper was counted out corn by corn, and was worth its weight in silver.

The boldness that inspired the voyages of Columbus, Dias, John Cabot and the other great explorers of their era was above all the outcome of a yearning to discover new, unhampered trade routes to the Spice Islands of the East.

And after Vasco da Gama, rounding the southern tip of Africa in 1498, had reached India by sea, the competition for trade and empire in the Orient grew frenzied. In 1505 the Portuguese sent a fleet to establish trading posts in the Indies, and with it went Ferdinand Magellan, a young Portuguese soldier of 24. From this and subsequent expeditions, which reached Malacca (near modern Singapore, gateway to the Spice Islands), Magellan returned with a knee permanently lamed by a wound, much experience, and a Malay slave bought in Malacca. This slave, whom he named Enrique, was to play an amazing role in Magellan's later career.

Magellan's mind was now opened to far horizons, and he dreamed of reaching the Spice Islands by sailing west, as Columbus had dreamed before him. Other adventurers—including Amerigo Vespucci, Cortes, and Cabot—had searched the coast of America for a passage to the Indies, and it seems probable that Magellan was inspired (and as the event proved, deceived), by a certain secret map based on Vespucci's observations—a map which indicated a hidden strait behind Cabo Santa Maria in Brazil.

At any rate, where other explorers had said modestly, "I hope to find a strait," Magellan declared with certitude, "I know where to find it." And on the strength of his certainty he sought from King Emanuel of Portugal a fleet to explore this new route to the East.

When King Emanuel refused his backing for so hazardous a gamble, Magellan offered his services to Portugal's great rival for the spice trade, Spain. At the Spanish court his bold assertion that he alone knew the position of the secret pass made a deep impression. King Charles, eager to steal a march on his Portuguese rival, granted the desired commission, and powerful Spanish bankers undertook to provide a fleet of five ships.

At this point King Emanuel, hearing of the plans, instructed his ambassador in Spain to smash the enterprise at all costs. The agent of sabotage was Sebastian Alvarez, Portuguese Consul at Seville, who prowled continually about the ships, promoting doubt and discord. Striking up a friendship with the Spanish captains, he inflamed what was already a sore point: that these Castilian noblemen were to be the inferiors of a Portuguese adventurer who was discredited in his own country.

(Continued on Page 15)

"THE TIME FINDS THE MAN"

CAPTAIN JAMES PATRICK (Member of the Navy League)

No one is better fitted to play a part in the government of his country than Captain James Ronald Patrick. Possessed of dynamic personality, indomitable courage and inexhaustible energy, he is the type of man who gets things done. An established identity in the community, he will bring to the nation's government that driving force which has won him success in shipping and business circles, and which characterised his Naval career during the last war.

Captain Patrick comes of an old Scottish family. Both his grandfather and his great grandfather were Army men. The Captain's contact with sea-faring was made at the tender age of 12, when he ran away and joined his first ship. Before he was 16 he had been twice round the world. From then on his life has been a colourful story of adventure and achievement. From 1914 until early in 1919 Captain Patrick served in the Royal Navy. He was promoted to Lieutenant-Commander for meritorious service in 1917, and promoted to Commander in 1920. His elder son is a Lieutenant-Commander in the Royal Australian Navy today, and his younger son is a Staff-Captain in the 9th Brigade of the A.I.F.

On his retirement from the Navy, Captain Patrick founded the Patrick Steamship Company. From a small steamer carrying 500 tons a week, the business has grown to a fleet of four modern vessels (carrying 12,000 tons) trading weekly between Melbourne, Sydney, Newcastle and Brisbane. More than 2,000 men are constantly employed by the company, of which Captain Patrick is Governing Director. Captain Patrick is also Governing Director of Scottish Investments Ltd., which own grazing and dairying properties.

Some extent of Captain Patrick's social and patriotic activities can be gauged from the fact that he is President of the Highland Society of New South Wales, a Fellow of the Royal Geographical Society and Royal Empire Society, and a valued member of eighteen other clubs and associatons, including the Legacy Club, Farmers and Graziers' Association and the Navy League.

Captain Patrick stands for a National Cabinet representative to all sections of the community,

Captain J. R. Patrick.

to subordinate all else to winning the war. The raising of the 30th Battalion (N.S.W. Scottish) was due to Captain Patrick's force and drive. Essentially a man among men, he has travelled widely throughout England, Scotland, Europe, America, Canada and the East and can, therefore, confidently estimate the requirements of a country like our own.

Like all those who have accomplished much in a short time, Captain Patrick is possessed of great energy. Having been selected as a Senate candidate, Captain Patrick is eager to be up and doing. If elected he will bring to the nation's affairs the ability which has made him a force to be reckoned with in commercial life. A man, too, with a strong sense of civic responsibility, he is anxious to play his part in helping the Commonwealth to meet the war crisis. He is one of the few Australians in the peace years who recognised the inevitability of a conflict and urged and worked for preparedness. He has both the time and means to devote his best energies to his country's cause without thought of material reward. Above all, Captain Patrick is a "win the war" personality.

SEA CADET NOTES

"VICTORY" TRAINING DEPOT
North Sydney

J. H. Hammond, Acting O.C.

Officers, Petty Officers and Cadets of this Company are having a very busy time nowadays. The Company has never before reached its present numerical strength of 150 Cadets, and we find it no easy matter to provide suitable training facilities for so large a number of boys.

We anticipate that boat races will be arranged between the different units of the League round about mid-October. Now the parade of September 14th is behind us, crews will be picked for the whalers and a proper system of training in the boats for the forthcoming events will come into operation. Petty Officers and Cadets will be tried out with the oars, and only the best will be included in the finally chosen senior and junior crews. Manly and Woolwich doubtless will be putting good crews in their whalers, and, with our numerical superiority to elect from, we must not be found second rate when the tests come.

It is expected that whaler races for the Cadets will be held at North Sydney, Manly and on the Lane Cove at Woolwich during the next three months.

"WARREGO" TRAINING DEPOT
Gale Street, Woolwich

H. Collins, Acting O.C.

The Cadets of this Company were glad to extend a warm welcome to Mr. H. Collins, the new O.C.

Mr. Collins has already made his influence felt, and the favourable reactions of Officers, Petty Officers and Cadets to his seamanlike methods and insistence on discipline point to good training results.

Enlistments into the Armed Forces from this Company made the continuance of systematised training extremely difficult, owing to the lack of competent Officers and Instructors, but the advent of Mr. Collins, with his long experience of naval and military duties, removes the training uncertainties of the past year, and should put Woolwich Company back on the road to high endeavour.

Next month we expect to report our participation in big parades in public, also much all-round progress at the Depot.

"VENDETTA" TRAINING DEPOT
By G. H. SMITH, O.C.

It is satisfactory to report the fine co-operation of the Petty Officers and Cadets of this depot. The lads, in addition to attending the training classes, willingly pull their weight in the work of reconditioning the depot.

Mr. Craven, a seaman of the Old School, is our rope expert, and he initiates the Cadets into the mysteries (to the layman) of the short, long and eye splice, and bends and hitches.

Manly Rotary Club's interest in our activities is most heartening, and its practical help is appreciated. Other supporters, including Mrs. and Miss Caves, have donated sundry useful articles to the depot.

Cadet B. Lloyd has passed his test for Leading Seaman, and Signaller K. Campbell has qualified 1st class.

The Girls' Auxiliary, which supports the Sea Cadet Company, and works for the Naval Comforts Fund, is making rapid progress. Prominent workers in this sphere are the Misses Gidley, Caves, Campbell and Collins. The Auxiliary recently held a Social, which was most successful.

WITH THE ROYAL NAVY

Mr. Harvey Kendal, an old Navy League Sea Cadet on a British destroyer in the North Atlantic on the 29th June, 1940, writes:—

(Continued on Page 9)

"Dear Skipper:

"I suppose you wonder occasionally where I am at present. Just somewhere at sea looking for two submarines that have sunk four merchant ships within the last few days. Most of the survivors are aboard: British, Dutch, Norwegian, and West Indians. The weather is a bit rough. The mess deck is crowded and the air foul and thick, with two inches of water and spilt food on the deck. We are out of bread, no fire in the galley, and very little food. However, this is war and I am not complaining. Our ship's company are a fairly decent lot, all Chatham Division, so we manage to knock out a bit of fun. We have been out since Tuesday and managed to crowd a fair bit of excitement into this short time. All we want to do is to get those subs. The last ship he got only went down by the stern, so we had to finish her off. It did not take long. I am on the Hurricane Destroyer.

"It is eleven weeks to-day since I left Sydney. Eleven weeks of varying excitement and monotony. We went to Melbourne by train and stayed at Port Melbourne depot for the Sunday night. The next day we joined the —— part of the convoy which took the 17th Brigade, 2nd A.I.F., to Palestine. Our first night out was a bit choppy. Most of the troops were in cabins, but about 200 were in hammocks down below. None of them had seen hammocks; some of them had never seen salt water and we were asked to help them. We had a busy three hours. They were all tired and a lot were sick. We had to put most of the hammocks up, and what with undressing some and helping others we had a busy time.

"We stayed in Fremantle one day, Colombo two days, Aden six hours, and two and a half days in Port Said. From Fremantle on, the weather started to get hot and sticky. After a couple of days it was like a Turkish bath below decks. We had a great time at all ports.

We discharged the troops in Port Said and went on on our own to Gibraltar where we brought the wives and families of the Garrison to Liverpool. All non-combatants were being evacuated. We were discharged at Liverpool and sent down to Portland. The countryside was lovely all the way down. Just like a big garden. We had a night in London and saw some of the best known places. The next day at Weymouth we saw some of the B.E.F. returning from France. They told us some terrible tales about the Germans.

"We were in Portland about ten days and were drafted from there. During our stay we had two air raids. The first time he dropped a bomb about a mile from us and the second time dropped some mines in the Bay. We stood to nearly every other night, however.

"I was sent to the North-West Coast to pick up my ship, and while there managed a week-end in Kendal, where my grandfather came from. It is a lovely old place and the weather was good. There are some Kendals living around there, but I did not make myself known.

"Sunday. We are on our way in. Something has gone wrong with the works. May be in four hours and then out again for eight days. There is no indication of the British people giving in, and God help Fritz if he comes to England."

(Mr. Kendal wrote to Mr. S. Cooper, his old Navy League O.C.)

JUNIOR NAVAL WAR AUXILIARY

By

Mrs. B. BLAIN, Hon. Officer-in-Charge.

The new affiliated women's section of the Navy League—known as the Junior Naval War Auxiliary—is gradually achieving much success since making the "Victory" depot their headquarters. The number of members enrolled has considerably increased, and under the tutelage of representatives of "Victory" classes in all branches of training are held every Monday evening.

A successful house party was held on Saturday, 24th August, at the home of the Auxiliary's captain, Mrs. B. Blain, which considerably augmented the funds, and further functions of the same kind are planned.

The date set down for our first big social venture is 21st September, when we hold our Cabaret Dance at the Maccabean Hall, Darlinghurst. Every endeavour is being made to make this a first-class entertainment, and the proceeds are to go to the Navy Comforts Fund.

By Courtesy "R.A.F. Review."

A picture taken during the attack by German dive-bombers on a British convoy in the English Channel on July 14. Bombs, falling close to the stern of a destroyer, send columns of water and smoke high into the air. R.A.F. fighters engaged the raiders

By Courtesy "S.M. Herald."

ITALIAN WARSHIP DAMAGED BY GUNFIRE

Extensive damage on an Italian warship caused by the shells from a British cruiser during a brief engagement in the Mediterranean.

CONQUEROR OF THE SEAS

(Continued from Page 3)

With Magellan also Alvarez feigned friendship, warning him that King Charles had instructed his captains to take control once they knew Magellan's secret. Quarrels, delays, and even riots, therefore, hampered every detail of Magellan's labours, and only by his superhuman perseverance was the fleet of five old ships patched and provisioned for the long voyage.

So well had Alvarez done his work that crews were obtained only with great difficulty. But among the motley company of adventurers and desperados there chanced to be a modest, youthful Italian, Antonio Pigafetta, sprig of a noble family, who went because he wanted to behold the "magnificent and dread things of the ocean." To him posterity is greatly indebted, for he kept a most careful diary of this epoch-making voyage.

Magellan's fleet sailed from San Lucar, Spain, on September 20, 1519. Most of the 265 men aboard the ships were bidding their homeland eternal farewell.

The hardest task for the commander of this motley squadron was to keep as a unified group five sailing ships of varying speed. Before the start, therefore, Magellan had ordered that every evening the four other ships were to steer close to the flagship, the "Trinidad," and hail the admiral with the words, "Dios vos salve, Senor Capitan-General," and thereafter receive orders for the night watches. By these daily contacts, discipline was to be maintained.

The captains had expected to be invited on board the flagship, shown the maps, and consulted on the course. Instead, they found Magellan cold and inaccessible. He did not ask their opinions. They had to follow the flag by day, the beacon by night, with the dumb obedience of dogs. So when Magellan, instead of sailing, as they had expected, southwest for Brazil, steered southward along the coast of Africa, Juan de Cartogena, captain of the "San Antonio," bluntly asked at the evening report why the course had been changed.

It is probable that Magellan changed the route in the hope of catching a favourable trade wind. However, his reply was merely that "no one was entitled to demand explanations from him." This increased Cartagena's latent hostility to a point where, one night, the "San Antonio" failed to steer close to the flagship for orders. It was plain to everyone in the fleet that Juan de Cartagena did not acknowledge the unrestricted supremacy of the Portuguese commander.

For several days Magellan kept his own counsel. Then, as if capitulating, he summoned the four captains to a council on the flagship. Juan de Cartagena came with the others, and angered by Magellan's refusal to explain the new course, publicly refused obedience. Magellan immediately commanded his master-at-arms to arrest the mutineer.

The other Spanish captains looked on dumbfounded. A few minutes before, they had been wholly on the side of Juan de Cartagena. But the speed of Magellan's act paralyzed them. Only as Juan was about to be led away did one of them humbly beg Magellan that the prisoner, being a Spanish nobleman, should not be put in irons. To this Magellan agreed, on condition that Luis de Mendoza, to whose care Cartagena was entrusted, should swear to hold the prisoner at the admiral's disposal.

The fleet, with Magellan's cousin Mesquita now in command of the "San Antonia," sailed onward without incident and on December 13, after an 11 weeks' voyage, entered the bay of Rio de Janeiro.

To the weary crew, this bay must have seemed a paradise. The natives emerged from their huts on the edge of the forest to welcome the soldiers in armour, showing much curiosity but no suspicion. They were gentle and trusting. Pigafetta, in his journal, tells how cheaply they sold provisions. For "one little bell, they gave a great basket of potatoes." Extraordinarily cheap, too, were the girls, who, as Pigafetta delicately puts it, "were clad only in their hair."

After 13 days of rest and reprovisioning, Magellan resumed his journey southward along the coast of Brazil, and on January 10, 1520, he reached the Cabo Santa Maria. Beyond it the sailors saw a small hill rising out of an immense plain, and called it Montevidi—to-day Montevideo. The huge inlet they entered is, in reality, the estuary of the Rio de la Plata, but of this Magellan had no inkling. He spent a fortnight exploring it, and bitter, indeed, was his disappointment when he found only the mouth of a gigantic river.

Crushing as was this discovery, Magellan knew that none of the captains must guess his disappointment. Confidently, he sailed onward along a coast that became increasingly desolate. Gone was the friendly landscape of Brazil with its waving palms and hospitable brown-skinned natives. On the strand there was nothing to be

(Continued on Page 17)

seen but penguins and sea lions. Stubbornly, Magellan examined every bay, with hopes that rose and died again and again. Farther and farther south sailed the fleet; more and more horrible grew the prospect, shorter the days, longer the nights. Snow whitened the sails; hurricanes shattered the spars. Half a year had passed, antarctic winter was at hand, and Magellan seemed no nearer his goal.

The crew began to show uneasiness. They had signed for a voyage to the sunny Spice Islands. Where was this silent and sinister man leading them? Threatened by storm, frost and winter, the fleet was wandering no man knew whither, fighting for dear life against towering grey seas.

On March 31, 1250, another indentation appeared. With a transient gleam of hope, the admiral looked into it. Was it open? No, it was a closed bay. Still, Magellan entered. It was a sheltered place, and the water seemed well stocked with fish, so he gave orders to anchor. He had decided to winter in this Port San Julian, this unknown and uninhabited bay.

Cooped up here and put on short rations, the crews began to grumble, while the tension between Magellan and the Spanish captains increased until it flared out in open revolt. Under cover of darkness the mutineer Cartagena, with two other Spanish captains and 30 armed men, boarded and seized the "San Antonio," killing an officer and imprisoning Magellan's cousin Mesquita.

Magellan instantly decided upon heroic measures. He sent his thoroughly trustworthy master-at-arms, Espinosa, with five men, to the "Victoria," carrying a letter to its mutinous commander, Luis de Mendoza.

The mutineers on board this well-armed ship had no suspicions when they saw the tiny boat approaching. How could six men attack a ship manned by 60? In a leisurely way Espinosa climbed on board, and handed to Captain Mendoza Magellan's letter summoning him to the flagship.

Mendoza read the message and laughed at the obviousness of the trap. But this laugh ended with a hideous gurgle, for the master-at-arms stabbed him in the throat.

The crew of the mutineers' ship stared at the corpse of their captain and offered no resistance. The "Victoria" was now Magellan's ship. Nor had the remaining mutineers any stomach for battle. Magellan had no difficulty in arresting the two mutinous captains who survived—Juan de Cartagena and Gaspar Quesada.

Quesada was the man who had killed the officer of the "San Antonio." Magellan, knowing he could not punish all the mutineers—one fifth of his men—resolved to make an example of Quesada. The trial of the offender was formally held. Witnesses were summoned, clerks made notes, and at last Magellan passed sentence: Gaspar Quesada was condemned to death.

But who was to act as executioner? Quesada's servant, Luis de Molino, had participated in the homicidal attack. Now a pardon was offered to Molino if he would slay his master. The choice was horrible, but in the end Molino declared himself willing. With one blow he struck off Quesada's head.

There remained another sentence for Magellan to pass. Juan de Cartagena, the real leader of the mutiny, and a priest who tried to foment a second mutiny, were no less guilty than Quesada had been. But Magellan decided to maroon them. When the fleet set sail once more, they were left on shore, furnished with a supply of food and wine, it being left to God Almighty to decide whether they should die there.

Magellan's bloody sentence set a precedent for Francis Drake, the most brilliant of his successors. When, 57 years later, this British hero, making the same dangerous voyage, was menaced in like manner by mutiny, he landed in this unlucky Port San Julian. There Drake gave his rebellious captain, Thomas Doughty, the choice between dying honourably under the sword as Quesada had done or being marooned like Cartagena. Doughty, having also read the story of Magellan's voyage, knew that no trace had ever been discovered of Cartagena or the priest. He chose, therefore, like a brave man, to die by the sword, and once more a head rolled in Port San Julian's sands.

For four or five months while Magellan's fleet was winter-bound, the crews were kept hard at work overhauling the ships. Throughout these fog-ridden weeks the country had seemed deserted by man and beast. One spring morning, however, a strange, tall figure appeared on a neighbouring hill. "So tall was he," wrote Pigafetta, "that we reached only to his waist-belt. He was dressed in skins cleverly stitched together."

Especially astonished were the Spaniards by his gigantic feet, and because of this "big-foot" (patagao), the country was called Patagonia.

(Continued on Page 19)

CONQUEROR OF THE SEAS

The enormous man approached with a grin, dancing and singing. Magellan told one of the sailors to dance in like manner; the wild man accepted this pantomime as a token of welcome, and drew near. The sailors offered him food and stared in amazement as he stuffed half a hamper of ship's biscuit into his mouth. On being presented with a couple of rats, he devoured them alive!

Magellan bestowed a few little bells on the visitor, and he hastened off to fetch some other "giants," as well as one or two "giantesses." The trustfulness of these children of nature was to prove disastrous to them. Like Columbus and the other conquistadors, Magellan had received orders to collect specimens of all new varieties of man. In order to capture two of these giants, the sailors loaded them with presents, so that their hands were full; then they offered them a pair of irons, and, as they were unable to hold these, showed how they could be fitted upon the legs. A couple of strokes of the hammer riveted the bolts. The savages were pleased, at first, with the beautiful rings round their ankles. But now it was easy to sandbag them, since, fettered, they were no longer dangerous. The Emperor wanted them as curios, so like poleaxed oxen they were borne on board the ships.

Port San Julian brought the Spaniards nothing but disaster. As soon as the winter storms were over, the captain-general sent the little "Santiago" to explore outside the bay. Its captain was to come back and report after a specified number of days. He overstayed his time, and Magellan impatiently watched the sea. The first tidings, however, came from the land. Two strange, tottering figures were seen on one of the hills. They were two of the crew of the "Santiago," and brought evil tidings. Their ship had been wrecked in a storm, although the crew had got safely to land. Magellan promptly sent a boat which rescued the shipwrecked men; but the "Santiago," the most mobile ship in the fleet, had been destroyed.

At last, on August 24, 1520, Magellan gave orders to leave unlucky San Julian, giving a last glance to the two poor wretches he had marooned. One of his ships was sunk, two of his captains had been killed, a year had passed since the beginning of the voyage—a year in which nothing had been gained, nothing discovered, nothing done.

These must have been the gloomiest days in Magellan's life. He tried to sail forward, but was storm-bound off the barren coast for two more tedious months. Yet, without knowing it, he was near his goal. On October 21, 1520, he sighted white cliffs rising above a strangely indented shore, and soon entered a deep bay with black waters. Strange, harsh, and tremendous was the prospect. How dead was the landscape! No sign of human life, no vegetation; naught but the howling of the wind. The men looked dubiously at the inlet, black as Hades, encircled by mountains. Unanimously the pilots declared that the deep indentation in the land could be nothing but a fiord, like those found on the coast of Norway.

But Magellan, obsessed by his idea of a hidden strait, insisted upon exploring this remarkable bay. The "San Antonio" and the "Concepcion" reluctantly obeyed his order to sail as far westward as they could, but to return and report in five days.

No sooner had the fleet been divided than the waters of the bay were lashed by a storm and Magellan's ship was all but dashed on the rocks. But it was for the "San Antonio" and the "Concepcion" that he felt the gravest anxiety. The hurricane must have overtaken them in the narrows; save for a miracle, they must be dashed to pieces.

On the fourth day of agonized waiting, a sail was sighted. God be praised, one ship is saved! No, both ships, both the "San Antonio" and the "Concepcion" are coming back, safe and sound. Hardly has Magellan caught sight of them when from their sides he sees flashes, one, two, three, followed by the thunderous notes of large bombardments. What has happened? Why are his subordinates wasting powder on one salvo after another?

Yes, the "San Antonio" and "Concepcion" brought yearned-for tidings. The ships, driven west, were about to be wrecked upon the rocks which faced them when, at the last moment, a channel opened ahead! Though they had not found the western outlet, they were confident that it was a strait.

Better news could not have reached the sorely tried Magellan. Let there be no more hesitation. One more salvo in honour of Emperor Charles, one more prayer. Then, with steady courage, forward into the labyrinth which he then called Todos los Santos, but which posterity was to name the Strait of Magellan.

A strange, a ghostly sight it must have been

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CONQUEROR OF THE SEAS

to see these four ships gliding noiselessly into the black bay. From afar gleamed the snowy peaks, whose icy breath was blown to the voyagers by the wind. No living creature showed itself upon the barren, frigid shore; yet by night could be seen flickering flames, for which reason the explorers called the country Tierra del Fuego, the Land of Fire. (These unceasing fires were seen for centuries to come. They flamed because the Fuegians did not know how to make fire anew, and therefore kept wood and dried grasses burning perpetually in their huts.)

This is a body of water navigable only by great skill. The passage often forks; shallows have to be avoided, rocks skirted, and again and again a wild squall comes to whip the waters. Nothing can testify better to Magellan's exceptional skill than that he, the first to traverse the strait which bears his name, remained for years the last to pass through it without mishap. He spent a month exploring the paso, and at length triumphed, thanks to the soberest of the virtues—stubborness. When at last the strait opened to show the broad ocean, tears of joy, we are told, ran down into his black beard.

Magellan now summoned the captains to report on stores. They had achieved their first aim. Were they willing to go on to find the Spice Islands? He could not deny that the shortage of provisions entailed serious danger. Still, he himself was undismayed. One voice was raised in opposition, that of Estevao Gomez, pilot of the "San Antonio," who declared that if they went on, all on board the fleet would perish miserably from starvation.

The advice of Gomez was eminently reasonable, but Magellan was more interested in his imperishable deed than in his mortal life. The fleet would go on. However, Magellan ordered the captains to conceal from their crews the grave shortage of supplies.

The "San Antonio," sent to explore a long fork in the passage, failed to return at the appointed time. Magellan spent several days in a fruitless search for her, and at last summoned an astrologer to cast a horoscope. This astrologer, remembering, no doubt Gomez's recent remarks, announced the message of the stars, which happened, on this occasion, to speak the truth. The "San Antonio," he said, had deserted, and set sail for Spain.

Once more Magellan was faced by a terrible decision. On board the "San Antonio" was the major share of the provisions. To continue now would be practically suicidal. Yet such was his decision. On November 28, 1520, the three remaining ships set sail northwestward into an unknown ocean. Somewhere beyond the horizon must lie the Spice Islands, the islands of wealth; farther on still must be China and Hindustan; and beyond them, in the vast distance, must be the homeland Spain. With a salvo of artillery, three lonely little ships respectfully greeted the unfamiliar seas.

The first crossing of this hitherto nameless ocean is one of the deathless deeds of mankind. The voyage of Columbus has been regarded as marvellously courageous; but Columbus sailed with three newly rigged ships, fresh from the yards, and his outward voyage lasted no more than 33 days. His ships were so well provisioned that, in the worst event, he could always have sailed home.

Magellan was journeying into the void. His men were exhausted. Hunger and privation lay behind them, hunger and privation lay threateningly before. Their clothing was threadbare, the sails rotten, the rigging frayed. Many must have envied the comrades who had deserted. Yet they sailed on for 40 days, 60 days, 100 days, and still there came no land. Long since, thought Magellan, he must have got beyond Japan. Actually, he had not yet traversed a third of the vast ocean which, because it was so peaceful, he called the Pacific.

Peaceful though it was, its peace was cruel. Continually the same blue mirror was the ocean, perpetually cloudless and burning was the sky. Always the same sweetish stink of corruption rose from the sweltering bowels of the ships. Eyes grew sunken, faces haggard. Each ship was now peopled by spectres; each was a moving lazar house.

Muck rather than food it was that the purser had to serve. The water, heated by the pitiless sun, had "gone sick"; the biscuit had crumbled into a gray, dirty powder, alive with maggots, and further contaminated by the droppings of rats. These repulsive creatures had become coveted delicacies, and were hunted in all corners of the ships. To ease the gnawing of their stomachs, the men chewed sawdust and leather.

No less than 19, being about one tenth of those still left with the expedition, died in torment on this dreadful journey across the Pacific. Among the first to succumb were the poor kidnapped Patagonians.

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At length on March 6, 1521, there was a cry from the masthead: "Land-ho!" It was time. Two or three days more in the void, and probably no record of this heroic exploit would have come down to us. But here was an island! Hardly had the fleet entered the bay, when agile prahus put off from the shore: little painted boats, with sails made of palm leaves stitched together. Nimble as monkeys, the nude children of nature scrambled on board, and so foreign to their thoughts were the conventions of civilised life that they began to appropriate every object that was not nailed down. Even the "Trinidad's" skiff was paddled off in triumph to the shore.

Magellan decided to teach the thieving islanders a lesson, and landed 40 armed seamen, who burned the natives' huts and took away whatever they could find—fowls, fish and fruit. Then Magellan punished the islanders further by giving their habitat, for all time, the disgraceful name of "Thieves' Islands"—the Ladrones.

This plunder-raid saved the Spaniards from destruction. Three days' rest, fresh fruit, meat, and water quickly restored most of the crew to health. With renewed courage the westward voyage was resumed. When, a week later, another and yet another island were sighted, Magellan knew that they were saved. According to his calculations, these must be the Moluccas, the Spice Islands. He fancied he had reached his goal.

But again he was wrong. He had found a completely unknown group of islands, the Philippines, thus securing for Emperor Charles a new province, which was destined to remain under the rule of the Spanish Crown longer than any of the regions discovered by Columbus, Cortes or Pizarro.

On March 28, the fleet reached Mazzava, a tiny islet of the Philippine group, and here Magellan had one of the most remarkable experiences of his life. As the three large foreign ships drew near the shore, the friendly inhabitants flocked to the strand, and Magellan sent his slave Enriquie ashore as emissary, rightly supposing that the indigenes would have more confidence in a brown-skinned man than in the bearded whites.

Now came the wonder. When the chattering islanders surrounded Enrique, the Malay slave was dumfounded, for he understood much of what they were saying. It was a good many years since he had last heard a word of his native speech. By this amazing occurrence, Magellan knew that he had reached his goal. He was back among the speakers of Malay. What learned men had dreamed, now was certain. The earth was round, for a man had rounded it.

A week in Mazzava was the happiest part of Magellan's journey. Calambu, the king of the island, received him with hospitality, providing abundant food and drink. It remained now only to go forward to the Spice Islands and fulfil his commission. Yet he did not wish to leave the Philippine Archipelago without having made of it a permanent asset for Spain, and it would not suffice that he had visited and annexed one little island.

So he asked Calambu which was the largest of the islands, and was told that it was Zebu (Cebu). Thither Magellan now sailed, "for thus," writes the trusty Pigafetta, "his unlucky fate willed that it should be."

Magellan's first sight of Cebu showed him that he had here to do with a place of considerable importance. In the harbour lay junks from foreign parts together with quantities of native prahus. To diclose himself as the lord of thunder and lightning, Magellan signalled the fleet to fire an artillery salute, which caused the islanders to flee in all directions. Thereupon Magellan hastened to send Enrique ashore as interpreter, to inform the ruler of the island that the thunder was not a sign of enmity, but a mark of honour for the mighty Rajah of Cebu. The admiral, declared Enrique, was prepared to show His Majesty various costly goods and to enter into trade with him.

Humabon, Rajah of Cebu, was no unsophisticated child of nature. He coolly told Enrique that harbour dues must be paid before trading could begin. He would have persisted in this demand had not a Mohammedan trader, recently arrived from Siam in a junk, hastily whispered a warning to the Rajah. He had seen something before of these terrible traders, with their cannons, and told the Rajah that a dispute must be avoided at all costs. They were the same white devils, he explained who had conquered Calicut, all Hindustan, and Malacca.

Impressed by the trader's warning, the Rajah abandoned his claim for harbour dues, invited Magellan's envoys to a banquet, and declared himself ready to enter into a perpetual treaty of peace with the newcomers. Magellan, on his side, did his utmost to promote amity, and the relations between the indigenes and the

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CONQUEROR OF THE SEAS

mighty strangers became so cordial that the Rajah and most of his followers spontaneously expressed a desire to become Christians.

One Sunday, therefore, April 14, 1521, the Spaniards celebrated their greatest triumph. In the market-place a large Cross was set up, before which the Rajah kneeled, together with fifty others, all of whom were baptised with great ceremony. The news spread far and wide. Next day there came from neighbouring islands many more chieftains to be initiated into these magical ceremonies. Within a few days almost all the chiefs had sworn alliance with Spain, and had been sprinkled with the waters of baptism.

Magellan had succeeded in everything, as if angels had lighted his path. But now came strange tragedy. On a tiny isle called Mactan, close to Cebu, there ruled a rajah named Silapulapu who had always resisted the Rajah of Cebu. Since the arrival of the Spaniards, he had been doing what he could to prevent the other chieftains from supplying the strangers with food. Silapulapu's animus against the Spaniards would appear to have been not altogether unjustified. Somewhere on his islet (probably because the mariners of the fleet, sex-hungry after a long voyage, were hunting the native women too eagerly) there had been a broil, and a few of the huts on Mactan had been burned.

The refusal of supplies seemed to Magellan an excellent reason for a demonstration. The Rajah of Cebu should observe the power of the lord of thunder and lightning.

For the first time in his career, we find Magellan lacking in foresight. The Rajah of Cebu offered to send 1,000 warriors against Mactan, but Magellan refused. He was concerned in demonstrating the prestige of Spain, in proving that natives armed with lances and krises could not even wound a Spanish soldier in steel harness. Therefore he took with him no more than 60 men, and requested the Rajah to watch the contest from the prahus.

Disastrously for Magellan, however, the puny prince of Mactan had a powerful ally in the structure of the shore. The boats could not cross a coral reef, so a landing party of 40 men, led by Magellan himself, was compelled to wade ashore, deprived of support from the arquebuses and crossbows in the boats. A great number of indigenes, shouting defiantly, were waiting on shore.

Pigafetta, who was one of the attacking party and was himself wounded by an arrow, describes the battle that followed:

> When the islanders realised that our fire from the boats did not reach them, they rushed upon us, assailing us with arrows, javelins and lances so that we were scarcely able to defend ourselves.
>
> When they became aware that, though our bodies were protected by armour, our legs were exposed, they aimed chiefly at these. The captain's right foot was wounded by a poisoned arrow, whereupon he issued orders for a slow retreat. But nearly all our men fled headlong, so that no more than six or eight of us stayed with him, who, having been lame for years, could not withdraw quickly enough. Recognising the captain, the islanders aimed chiefly at him, and twice the helmet was struck from his head. He fought on until a heavy blow upon the left leg caused him to fall forward on his face in the water. Then the islanders threw themselves upon him, with spears and scimitars, and ran him through until they killed him.

In this insensate way, when hard upon the completion of his imperishable deed, Magellan was slain in a petty skirmish with naked islanders. His men failed even to regain the corpse of their leader.

The Spaniards lost no more than eight men in this trifling skirmish, but the fall of their leader made the reverse catastrophic. The myth of invulnerability was broken. Had not the Rajah of Cebu looked on while Silapulapu, one of the most insignificant of the princes, had vanquished the white god?

But it was a senseless insult to Enrique, Magellan's slave, which caused the ultimate tragedy. The faithful Enrique had fought by his leader's side to the last moment. He was brought back wounded to the ship, and lay motionless wrapped in his mat.

Thereupon, Duarte Barbosa, who, jointly with Joao Serrao had been elected to the leadership, was foolish enough to tell the poor devil not to fancy that a dog could play the idler after his master's death. If he did not promptly go ashore to aid the exchange of goods by interpreting, he should have a sound drubbing. Enrique made no sign at the moment, but his fierce Malay pride was outraged. Obediently he

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betook himself to the market, but there he plotted with the Rajah of Cebu.

Then, four days after Magellan's death, Enrique brought peculiarly agreeable news to the captains. The Rajah, he said, had got together jewels to send to the King of Spain. Would Captains Barbosa and Serrao come ashore to receive the gifts?

Serrao and Barbosa walked heedlessly into the trap. In all 29 Spaniards went ashore, and among them were the most experienced leaders and pilots. (Pigafetta, fortunately, was still suffering from his wound, and remained on board.) Ceremoniously received, they were escorted to a palm-leaf hut, where the feast had been prepared. Suddenly the men on the ships heard shouts and screams: the crafty Rajah of Cebu was finishing off his guests.

Joao Carvalho, who had now succeeded to the command, issued orders to train the guns on the town. One broadside thundered after another. And now there occurred a horrible scene. Joao Serrao had at the last moment torn himself out of the hands of the murderers and fled to the beach. The enemy pursued and disarmed him, and there he stood defenseless, shouting to Carvalho for a boat with sufficient goods to ransom him.

For a moment it seemed as if the bargain would be struck. The price of the valiant captain was fixed at two bombards, some copper ingots, and some pieces of cloth. But the natives insisted that the ransom should be delivered on shore, and Carvalho probably feared that they would seize not only the goods but the boats. In any case, the ships suddenly put about and hurriedly sailed away, and the men on board saw Serrao butchered on shore.

Simultaneously, another party of natives was tearing down the great Cross which Magellan had erected. What the leader had achieved during weeks of patient work came to naught in an hour.

Precarious now was the state of the survivors. Of the 265 who had signed on in Seville, there were left no more than 115, so that the three ships were undermanned. Better, then, to sacrifice one of the three. The leaky "Concepcion" was unloaded and fired. The remaining two ships set forth side by side: the "Trinidad" and the "Victoria."

How sorely this reduced fleet missed its real leader was now shown by the uncertain course. Instead of steering for the Moluccas, to which they were quite close, they wandered about for six months. Honour was forgotten. Carvalho became an unashamed pirate, and by degrees the doings of this rascal became distasteful even to his lawless crew. Soon Sebastian del Cano was raised to command.

At length, almost by accident, they came upon the Moluccas—the Fortunate Islands—and on November 8, 1521, they landed on Tidore. The inhabitants were friendly beyond compare. Everything the Spaniards could wish was provided in abundance. Frenziedly they bought spices, giving their muskets, their cloaks, their belts in exchange; for now they were going home, to become rich men by the sale of these easily secured treasures.

The ships were loaded and provisioned. But as the sails were set, the rotten old "Trinidad" groaned and her seams opened. The "Victoria" could not wait longer. It was decided that 51 of the remaining mariners would have to stay in the Fortunate Islands until the "Trinidad" could be repaired. (Later, in attempting the homeward passage, she perished with her doomed crew.)

The journey of the battered "Victoria" round the second half of the globe, after 30 months had been spent upon the first half of the journey, was one of the most heroic deeds in the history of navigation. She had been amply provisioned for five months, but no salt had been obtainable, and under the burning sun of the tropics her large store of pickled pork became putrid. To escape the pestilential odour of this carrion, the crew threw the whole stock overboard.

So famine again sailed with them as they crossed the sea. The "Victoria" was loaded to bursting with hundreds of quintals of spices. But who, with parched lips and empty stomach, can chew pepper-corns, endure the nip of cinnamon, or swallow nutmeg instead of bread? Day after day one withered corpse after another was flung overboard. More than a score of her crew had died when, on July 9, 1522, after five months' voyage, the "Victoria" anchored off Santiago in the Cape Verde Islands.

(Conclusion in next issue)

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The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

Its Objects are:

To enlist the support of all classes in **Maintaining the Navy at the Requisite Standard** of Strength, not only with a view to the safety of our Empire, but also with the object of **securing British prestige** on every sea, and protecting our vast Mercantile Marine.

To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in **Conjunction with the Air Force**, sufficiently strong in all the elements which modern warfare demands.

To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the **Boys to Become Good Citizens**, by learning discipline, duty and self-respect.

THE ROYAL SHIPWRECK RELIEF AND HUMANE SOCIETY

The Royal Shipwreck Relief and Humane Society of N.S.W. held its annual meeting at the Rawson Institute for Seamen, Sydney, on September 2nd, when its awards for bravery were presented by the Lady Mayoress. The meeting was under the chairmanship of the Right Hon. The Lord Mayor of Sydney (Alderman S. S. Crick), and on the platform with him were the Lady Mayoress, Commander F. W. Hixson, O.B.E., Chairman of the Society; Alderman and Mrs. George Parkes, Mr. H. S. Storey (Hon. Treasurer), Mr. T. R. Toovey (Port of London Authority), Mr. T. M. Banks, and Captain J. R. Stringer (Secretary of the Society). Others present included Captain S. G. Green, Commander and Mrs. S. Spain, Mrs. J. R. Stringer, Mrs. W. W. Beale, Captain and Mrs. R. G. Hart, and Captain Sangster.

The awards presented for bravery in saving or attempting to save life included the Society's highest award of the Gold Medal to Mr. Sydney Owen. There were also four Silver Medals, twenty-five Bronze Medals and fifteen Certificates of Merit presented to citizens from various parts of New South Wales, in recognition of personal acts of gallantry during the past year.

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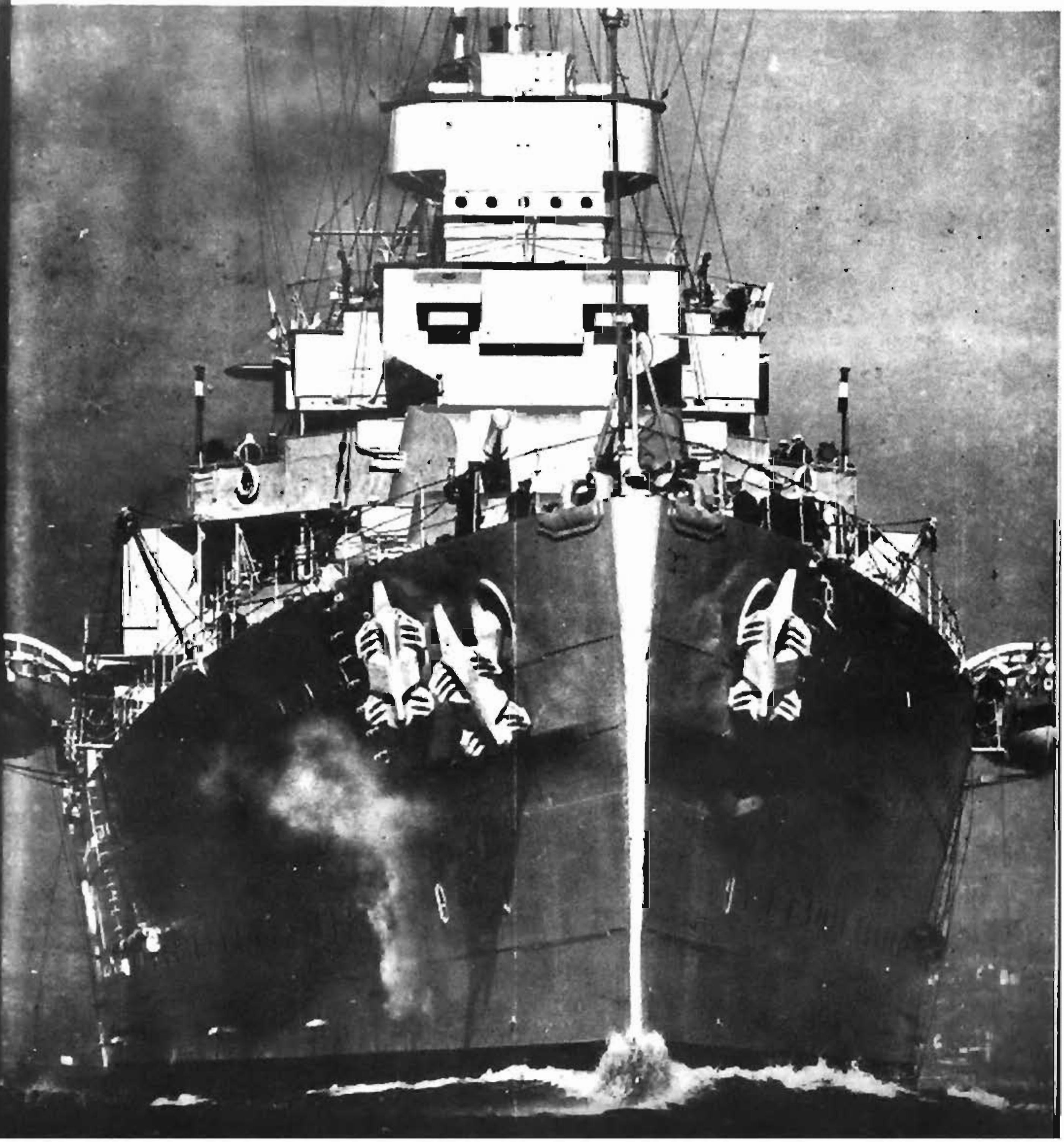

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YESTERDAY'S HISTORY FOR TO-DAY

(Dept. of Information)

Often the complaint is heard that too many of our public leaders appeal to the records of history for inspiration, comforting parallel, and guidance in these stressful days. People object that it is useless now to recall the deeds of Drake, Frobisher, Wellington, Nelson, or to recount the failures of Napoleon or of Wilhelm. Weapons are different, they say, the character of warfare is different, and so historical parallels do nothing but confuse and delude the public.

There is some reason in these complaints. The tendency to look backward instead of forward has long been a weakness of western democracies, in comparison with the practice of the dictatorships. Too much reliance on the tactics and military thought of the past has sometimes proved tragic—it played its part in France's collapse—but it has, in spite of all this, been demonstrated again and again that there are two unshakable reasons why the appeal to history should not always play us false. One of these reasons is geography; the other is heredity. The influence of these things cannot be shattered by blitzkrieg, tank or bomber.

The Great Men of the past, the Nelsons and the Wellingtons, and those who served under them, bequeathed us not only a great tradition, but their own qualities of courage and determination. Other peoples within the British Commonwealth have their own heroes, their own honoured ancestors, and their deeds still inspire, their blood lives on. Indeed, the nation that forgets its heroes is in danger of losing its life.

History repeats itself, because grandsons are like grandfathers, and because climate and physical geography are unchangeable century by century. No matter how powers wax and wane, islands and seas and continents remain the same.

So it is that the English Channel still separates England and France, whether it is Hitler or Napoleon who is at Calais; the British Isles

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— Courtesy "S.M. Herald"

Hamburg, Germany's greatest port, frequently and effectively bombed by the Royal Air Force

YESTERDAY'S HISTORY FOR TO-DAY—

(*Continued from page 1*)

still stand sentinel over Europe's northern coast, and Gibraltar over the entrance to the Mediterranean, as they did when Pitt's blockade broke the Continental system.

Sea power is just as vital to-day as it was when Napoleon dreamed of a world Empire. These are facts now, even as they are facts in History. The countries of the British Empire are scattered through seven continents. This is their handicap in massing for a concentrated blow, or keeping the less self-sufficient members fed and furnished when an enemy besets them. At the same time it is their strength against a foe who relies on a sudden smashing effort to destroy a national fortress and compel an immediate surrender.

There is no single Empire Maginot Line to be penetrated, no one solitary fortress to be overthrown. Its defences are miles in depth, and the skies and the oceans are its allies, even as they are the symbols of its freedom. Thus it is to-day So it was in history.

These are the truths of "blood and earth" that have made the Empire great, and that will make it greater.

TO READERS AND ADVERTISERS

In order to conform with the Commonwealth Government's regulations regarding paper rationing during the war, the "Navy League Journal," in common with other monthly publications, has been reduced to its present size.

The League takes this opportunity to thank its readers and its advertisers for the valuable support which makes the production of the Journal possible, and so materially assists the League to continue its patriotic work.

• • •

Mr. Holloway is thanked for his interest in arranging for the attendance of Navy League Sea Cadets at the War Carnival held at Lane Cove recently.

• • •

One hundred and thirty-five years ago Nelson died in the hour of victory—21st October, 1805.

SEA CADET NOTES

"VICTORY" TRAINING DEPOT NORTH SYDNEY

J. H. Hammond, Acting O.C.

An increase of recruits to this unit during the month testifies to its growing popularity. After making allowance for the Officers, Petty Officers and Senior Cadets who have joined the Fighting Forces since the outbreak of war, we have 170 names on the roll for active duty at the Depot.

Recently Third Officer Hager entered camp for training, and Leading Seaman Hall joined the R.A.N.

Mr. Les. Smith, who was O.C. of this unit for some years, has been in Sydney on leave of absence from the R.A.A.F., and paid us a visit. His old comrades gave him a warm welcome, and wished him the best of luck.

On September 7th about 80 of our uniformed Cadets and 25 members of the Ladies' Auxiliary took part in the well-attended Ceremonial Parade on North Sydney Oval; and on September 14th a like number from "Victory" Depot took part in the War Carnival at Lane Cove. All our representatives received much applause from the assembled spectators, their splendid bearing and marching being especially commented upon. The Woolwich Navy League Cadets marched with us, and their smartness was a credit to their Officers and to themselves. The Navy League Cadets were led by the Tramways Band, and large contingents of Boy Scouts and Air League Cadets also marched, and altogether it was a very fine show.

A successful social was held at our Depot, and the proceeds will assist in promoting the work of the Company. The function was arranged by the Depot Committee and the Ladies' Auxiliary.

"VENDETTA" TRAINING DEPOT MANLY

G. H. Smith, O.C.

"Vendetta" reports all well on this side of the harbour.

All hands paraded at Harbord at the Church Service held on the National Day of Prayer.

We have been putting in some good boat work down here, and hope to win some of the Navy League racing events this season.

We have built a quarter-deck in the Depot, and hope to get a ship's wheel and binnacle for it very shortly.

The Girls' Auxiliary is progressing favourably and showing very good results.

The rope splicing and knotting class under the instruction of Mr. Craven is popular, and satisfactory results are achieved.

ON SERVICE

New South Wales Navy League Sea Cadet Officers, Petty Officers and Cadets are serving the Empire in the Royal Navy, Royal Australian Navy, Royal Australian Air Force, the A.I.F. and the Merchant Navy. We wish them the best of luck and a safe return.

"VICTORY" DEPOT LADIES' AUXILIARY

It is pleasing to be able to report a very successful month's activities for September. Our numbers have increased to over 120, and our Monday evening classes, held under the tutelage of "Victory" Cadets, are beginning to show practical results.

Twenty-five of the League girls, in charge of the captain, Mrs. Blain, marched behind the "Victory" Cadets in the parade and intercessory service at North Sydney Oval on 8th September, and again at the carnival parade at Lane Cove on 14th September.

Our cabaret at the Maccabean Hall on 21st September was a great success, and it is to be hoped that our future functions will be equally as good and as well attended. We would like to officially accord our thankful appreciation to the following for practical assistance: Marchant's Ltd., Schweppes Ltd., for donations of drinks; Shelleys Ltd., for monetary donation; Miss Rosenthal and the members of her orchestra; and employees of the Maccabean Institute.

We have commenced the practice of marching across to the Depot every week from York Street, and as a consequence a noticeable improvement has already been made in the standard of marching.

Our October activities already include a house party at Mrs. Blain's home, 24 Spring Street, Banksia, on 5th October, a day at National Park on the 7th, and "Victory's" Church Parade on Sunday, 13th.

EGYPT

Population, 15,904,525
Area, 383,000 sq. miles

Originally part of the Turkish Empire, Egypt occupies the north-east corner of Africa, with the Mediterranean on the north and the Red Sea on the east.

A British Protectorate was declared in December, 1914, and terminated in February, 1922.

Under the terms of the Anglo-Egyptian Treaty of Alliance, signed in London on August 26th, 1936, the military occupation by British troops was ended and Egypt became a sovereign State.

Of the total area only 13,600 sq. miles irrigated by the River Nile are cultivated. Irrigation naturally plays an important part in the economic development and reservoirs and barrages have been built, the Assuan reservoir holding 5,500 million cubic metres of water and the Gebel Aulia 2,000 million cubic metres.

Cotton, wheat, sugar-cane and fruit are the chief agricultural products.

Principal manufactured articles are cotton and woollen fabrics, rugs, sugar and cigarettes.

Cotton and textiles are the chief exports.

Anglo-Egyptian Sudan is administered jointly by Egypt and Great Britain. It stretches south from the 22nd° parallel about 1,650 miles with an area of 969,600 sq. miles and a population of 5,000,000.

It is the chief source of gum-arabic, of which 22,638 tons were exported in 1936, and cotton, hides, string, salt, timber, nuts, fruit, ivory and gold are produced.

The broad expanse of the Sudan separates Libya from Italian East Africa almost a thousand miles away.

ANSWERS TO QUESTIONS

Cables to Sailors

Q.: Since the special E.F.M.T. rate applies to anyone on overseas service with the A.I.F., why does it not apply to any sailor with the Royal Australian Navy? (Soldiers' reduced cable rate is referred to.)

A.: Information received from the Post and Telegraph Department is to the effect that as the Navy Department will not divulge the whereabouts of their vessels, there is no office to which reduced rate cablegrams can be sent as is done in the case of members of the A.I.F. Letters for the Navy must be addressed G.P.O., Melbourne, from whence they are forwarded, but telegrams at reduced rates cannot be dealt with in this way.

Recruiting

Q.: Could a clear, simple statement be issued setting out the reasons for the recent change of policy in regard to recruiting, to set at rest "all kinds of talk" as to the reasons and causes of this?

A.: The Secretary, Department of the Army, advises: "The suspension of recruiting was a matter of Government policy, the reason being that, for the time being, more than sufficient recruits had been obtained to complete all authorised formations to war establishment, and allow for necessary reinforcements."

Shipping Movements

Q.: Can the Department of Information do something to educate men who work on ships against divulging information about shipping movements when they come ashore at Australian ports?

A.: Definite and strict instructions are issued, and the Defence Department has every confidence in the personnel observing the instructions regarding the necessity for secrecy. The men are well aware that any breach of the instructions in this respect would result in severe disciplinary action, as well as imperilling their own and their mates' lives.

(Continued on page 9)

—Courtesy "S.M. Herald"

A Netherlands Indies destroyer laying a smoke screen

ANSWERS TO QUESTIONS—

(*Continued from page 7*)

Special Badges

Q.: When will the proposed special badges be issued to soldiers' relatives and dependents, and to to those rejected for military service or retained in reserved occupations?

A.: Tenders have been accepted for the supply of the badges, and it is anticipated that they will be available for issue in the very near future. An announcement will be made shortly.

Camouflage

Q.: In view of its importance, should not the work of camouflage be expedited in all States as a matter of urgent preparation for possible eventualities?

A.: (September 12, 1940.) The question of camouflage painting has been under consideration by the Defence authorities for some time, and last week definite steps were decided upon to set up committees in each State to deal with the matter. It is expected that these committees will be appointed shortly.

THE ROYAL NAVAL HOUSE, SYDNEY

Years ago, when the late Dame Agnes Weston was industriously and philanthropically establishing her name as a household word on the Lower Deck of the Royal Navy by founding her Royal Navy Sailors' Rests at Devonport and Portsmouth, no thought was being given to the care of those naval ratings who manned the corvettes and sloops and gunboats which comprised the Australian Squadron, 12,000 miles distant from their native shores. Yet, in those stirring days, the need for some such naval sanctuary was even greater on the Australian naval station than it was in the big home ports, where a large percentage of naval men had homes of their own.

Left to ramble homeless in the streets of Sydney, the susceptible man-o'-war's men, with their meagre pay and scarcely more liberal rations too easily became the dupes of the harpy and the confidence-men, who frequented the waterside pubs. Lured by glowing accounts of big money to be picked up in the country, or of easy fortunes awaiting them on the goldfields, desertions were so frequent that the Admiralty had to adopt strenuous methods to check them. The several Parliaments voted large sums with which to supplement the Imperial monetary awards offered for the arrest of naval deserters: as a further measure, the Admiralty issued orders that none but staid men of long service and exemplary character were to be sent to the Australian station, it being considered that such men would be less likely to be led astray by alluring offers, false or otherwise.

That desertions were more frequent at Sydney than at any other port was due, probably, to the fact that it was here that the ships' visits were more prolonged, owing to the need for periodical overhaul and repairs, and for re-provisioning from the dockyard stores, which, at that time, were situated in George Street North, before the establishment of a naval arsenal on Garden Island.

Goodenough House, 1876

Mainly through the exertions of some of Sydney's leading citizens, Captain Francis Hixson, R.N., and Mrs. Hixson, as well as Lady Hoskins, wife of the then Commodore of the Australian Station, No. 39 Princes Street was rented in June, 1876, for men of the squadron of that period. It was named "Goodenough House," in memory of Commodore Goodenough, of H.M.S. "Pearl," who was killed by natives in Santa Cruz in 1875, and whose remains are interred in St. Thomas' Cemetery, North Sydney. The first Chairman of that House was the late Captain Francis Hixson, R.N. At the same time the committee, the Admiral and other subscribers having visited and seen the great and vigorous work being carried on by Mr. John S. Shearston, for the men of the naval ships at Trafalgar House, No. 4 Princess Street, sought his aid and invited him to become Honorary Superintendent of the Goodenough House and gave him full charge. Mr. Shearston accepted the task, and added it to his own work at Trafalgar House. Goodenough House was closed for repairs and renovations, and re-opened in August, 1885. (It is noteworthy that the superintendency of the Naval House and the new Royal Naval House by Mr. and Mrs. Shearston extended over a period of 35 years. Mr. Shearston died on 21st March, 1916, and his wife survived him nine years. A handsome memorial in the Royal Naval House records their inestimable services.)

More Commodious Premises

During the 'eighties businesslike efforts were successfully made to provide more commodious premises. Captain Robert Deane, R.N. (for many years honorary treasurer of the Naval House), called a meeting on the "Nelson," which resulted in the New South Wales Government being approached (Sir Henry Parkes, K.C.B., was then Colonial Secretary), and the present site in Grosvenor Street was purchased for about £10,000. The funds for the erection of the building were obtained by a New South Wales Parliamentary vote of £7,000 and public subscriptions totalling over £9,000, the largest subscriptions being: Mr. James Tyson, £2,000; Sir James Fairfax, £1,000; Hon. W. Halliday, M.L.C., £850; Miss Eadith Walker, £500; Mr. E. Ross Fairfax, £325; and Mr. James Milson, £212/10/-.

(Continued on page 13)

THE ROYAL NAVAL HOUSE, SYDNEY—

(*Continued from page 11*)

Lady Carrington laid the foundation-stone on 25th June, 1889, and the House was completed, furnished and opened on 25th September, 1889, by Lord Carrington. Further extensions being found necessary, the foundation-stone of the new wing was laid by H. E. Admiral Sir H. Rawson, G.C.B., on 21st June, 1907, and this additional portion of the building was officially opened on 25th May, 1908, by Admiral Sir Richard Poore, then commanding the Australian Squadron.

This splendid building in Grosvenor Street, known to men of H.M. Navy all over the globe as Royal Naval House, is the only one in the Commonwealth, and is considered the best of its kind in the Empire. While essentially a residential club for petty officers and men of the Royal Navy and Royal Australian Navy, some details of its appointments will not only prove of interest, but give some idea of the excellent provision made for "the men who go down to the sea in ships."

The White Ensign

The White Ensign floats over the building whenever the Squadron may be in port, and the Crown and Anchor designed on the glass panels of the doors quickly distinguish the Royal Naval House. As the privileged visitor enters the spacious hall, the Superintendent's office and quarters are observed on the right. To the left is a large, lofty lounge, smoking and reading room combined, where the most comfortable provisions possible are available, including an unlimited supply of papers and magazines.

Around this comfortable room will be observed a complete suit of Japanese armour and weapons over 300 years old. This, together with three valuable Japanese vases and a handsome grandfather clock, were presented to the House by Rear Admiral H. Ijichi, commanding the "Aso" and the "Soya" on the occasion of their visit to Sydney in March, 1910. A large model of H.M.S. "Victory," Nelsons' old flagship, a familiar sight to visitors to Portsmouth (England), is also to be seen, in addition to many attractive engravings, etc., of a nautical character.

On the lower ground floor is a billiard room as well as a lounge, named in honour of the late Geoffrey Fairfax, who bequeathed £500 to the funds of the Royal Naval House. One large room contains 335 lockers, and another 68 lockers, which are rented to the men. On the ground floor is the Goodenough dining hall, which seats 120 men; also a large hall which can be utilised for concerts, band performances, receptions, etc. On the walls hang portraits of all the Admirals who have flown their flags on the Australian Station from Admiral Tryon to Vice-Admiral Sir E. R. G. R. Evans.

The floors above the ground floor are given up to spick and span, airy dormitories furnished with spring mattressed beds and all needful conveniences. A cafe, barbers' shop and tailor's shop are also provided. Each floor is self-contained and is provided with efficient means of escape in the event of fire. The Royal Naval House is built around four sides of a square containing a courtyard, in the centre of which is a fountain. From the flat roof of this unique building an excellent view can be obtained of Sydney Harbour out to the South Head Lighthouse.

While the visitor should know that the Royal Naval House can provide approximately 600 men with sleeping accommodation each night, he will be interested to learn that the institution is self-supporting. The trustees do not solicit a penny from the public for its maintenance. Eloquent proof of the popularity and usefulness of the House can be gained from the numbers accommodated. On an average, over 40,000 men per year have availed themselves of the privileges which the House affords since its building in 1890, totalling over 2,000,000.

The remarkable usefulness and success of Royal Naval House is due to the admirable management by the Trustees and Superintendent. The present Trustees are the Rear-Admiral in command of H.M.A. Squadron, the Flag Captain, the Hon. the Chief Secretary, Sir Kelso King, Commander F. W. Hixson, H. H. Massie, S. E. Laidley, J. L. Milson, L. C. Stephen, V. L. Dowling, and Sir A. Davidson. Commander F. W. Hixson has been Hon. Secretary and Treasurer since 1928. Mr. John T. Partridge, the present

(*Continued overleaf*)

THE ROYAL NAVAL HOUSE, SYDNEY—

(*Continued from page 13*)

Superintendent, who has been in charge since 1st February, 1920, spent 27 years in H.M. Navy —including a long period on H.M.S. "Powerful" when she was Flagship of the Australian squadron. The creditable way in which this "Home from Home" is managed is a tribute to his qualities of genial ability.

The Royal Naval House was inspected by our present King George V when he opened the Commonwealth Parliament in 1901, and also by H.R.H. the Prince of Wales, on the occasion of his visit to Sydney in August, 1920. Many other notable names in the Visitors' Book include Lady Forster, Governor Sir Walter Davidson, Governor Sir Dudley de Chair, Sir Alfred Pickford, Overseas Scout Commissioner, and various senior Naval Officers, some of whom are Admirals Dumaresq, Halsey, Grant, Everitt, Napier, Hardy, Hyde, Edwards, Hotham and Blake, as well as distinguished officers of the American and French Navies, and Baron Kozo Yoshi, of Japan.

After 45 years of service to the men of the Royal Navy, the Royal Australian Navy and visiting foreign fleets, the Royal Naval House stands as proudly to-day as ever, as a symbol of faith and duty by the citizens of Sydney towards the men who guard the seas. The responsibility for their welfare when in Sydney without a home has been faithfully undertaken by the Trustees and Superintendent. This fine institution, of which the public in general perhaps know and hear so little, fulfils a very useful need in the lives of the sailorman ashore. That the New South Wales Government and citizens have provided this is a generous gesture of goodwill not only to the men of the Fleet, but to the Commonwealth Government, under whose direction they serve.

(We are indebted to "The Navy, Army and Air Force Journal" for the above article.)

CONQUEROR OF THE SEAS

THE EPIC OF MAGELLAN

(*Continued from last issue*)

Here was a Portuguese harbour in a Portuguese colony. To land meant to put themselves into the enemy's hands. But hunger left no choice, and del Cano sent men ashore, instructing them to pretend that their ship came from America. The "Victoria's" boat returned from shore laden with provisions, and then was sent for one more load. But suddenly del Cano perceived that some caravels in the harbour were preparing to put off. His ruse had been discovered. Leaving his comrades to their fate ashore, del Cano hastily heaved anchor and set sail.

Brief and risky as had been the stay in the Cape Verde Islands, it was here that Pigafetta, the industrious chronicler, observed another wonder, a phenomenon which he was the first man in the world to notice. The men who had gone ashore for supplies had returned with the astounding news that it was Thursday on shore, although on board it was unquestionably Wednesday. Pigafetta had kept his diary with the utmost precision for three years. Could he possibly have missed a day? He asked Alvo, the pilot, who had also kept a record of the days in the ship's log, and Alvo was equally sure that it was Wednesday. Steering persistently westward, in some unexplained way the circumnavigators must have dropped a day out of the calendar, and Pigafetta's report of this strange phenomenon later mystified the European world. No man till then had suspected that one who counters the earth on its rolling course will gain a day.

Not yet, however, had the "Victoria" reached home. With groaning timbers, slowly and wearily, exerting her last energies, she continued the final stage of the voyage. Of the 56 souls on board when she sailed from the Spice Islands, only a handful were left and these had to work desperately at the pumps. When, on September 4, 1521, they sighted Cape St. Vincent, at the southwest corner of Portugal, "they were feebler than men have ever been before."

(*Continued on next page*)

CONQUEROR OF THE SEAS—

(*Continued from page 14*)

Two days more and they landed at the mouth of the Guadalquivir—whence they had sailed three years before. The 18 survivors fell on their knees to kiss the good earth of the homeland.

Next morning the "Victoria" sailed upriver to Seville. Seville! "Fire the bombards!" shouted del Cano. A salute resounded across the river. With the iron mouths of these guns, three years before, they had bidden farewell to Spain; with the same cannon they had solemnly greeted the Strait of Magellan, and had again greeted the unknown Pacific. With these big guns they had saluted the new discovered archipelago of the Philippines. But never did the iron voices sound so loud and so jubilant as now when they announced: "We have returned. We have done what no one ever did before us. We are the first circumnavigators of the world."

Huge crowds assembled on the river front of Seville in order (as Oviedo writes) "to admire this famous ship whose voyage was the most wonderful and the greatest thing that had ever happened in the world since God created it." With profound emotion the citizens scrutinised the 18 men as they left the "Victoria"; saw how they stumbled from weakness; how worn, sickly, and exhausted were these heroes, each of them aged by a decade in three years of hardship.

They were offered food, but first of all, to discharge a vow they had taken when in the utmost need, they marched barefoot in penitent procession to church. Solemnly they thanked the Almighty for their deliverance, and murmured prayers for the leader who had fallen at Mactan and for the more than 200 lost comrades.

News of their return spread like wildfire across Europe. Since the voyage of Columbus no event had so stirred the contemporary world. Geographical doubts had been put to rest forever. Since a ship had set sail from the port of Seville, and, sailing continually westward, had returned to the port of Seville, it had been irrefutably proved that the earth was a globe surrounded by a continuous ocean. Under the flag of Spain, Columbus had begun the work of modern discovery, and under the same flag Magellan had completed it. Thirty years had taught more about the place of man's habitation than had thousands of years before.

Even the bankers who had equipped the fleet had good reason to be pleased. The 520 quintals (about 26 tons) of spices brought back as freight by the "Victoria" produced a net surplus on the whole enterprise of about 1,500 gold ducats. The cargo of this one bottom more than repaid the loss of the other four—the loss of 200 men not figuring in the accounts.

Only about a dozen persons in the whole world were seized with panic when the news came that one of Magellan's armada had got home safely. They were the mutinous officers who had deserted with the "San Antonio" and had got back to Seville more than a year before. They had described their rebellion as a patriotic act, and had made no mention of any pass. They spoke only of a "bay" which had been reached, and declared that Magellan intended to hand over the fleet to the Portuguese. Fortunately for these deserters, del Cano, the surviving commander, had been their accomplice in the mutiny at Port San Julian. Thanks to his aid now, they escaped punishment, and were forgotten amid the general rejoicing.

On del Cano was heaped much of the acclaim which should have gone to Magellan. In fact, the very achievement for which Magellan sacrificed his life proved of little advantage to anybody. So many of the ships that subsequently attempted to sail through the Strait of Magellan came to grief, that navigators for decades avoided this perilous passage and preferred to get their goods into the Pacific or out of it by the laborious land route across the Isthmus of Panama.

Within a generation the strait was almost forgotten. Fifty-eight years after its discovery Drake was able to use it for a surprise descent upon the Spanish colonies on the west coast of South America. But since then only occasional whalers and other rare ships have traversed the route which Magellan had expected to become the main channal of intercourse between Europe and the South Seas.

Yet history can never forget the first navigator of the strait—the man who, in discovering the true dimensions of our globe, demonstrated also the magnificent heights which human courage can attain.

The Navy League

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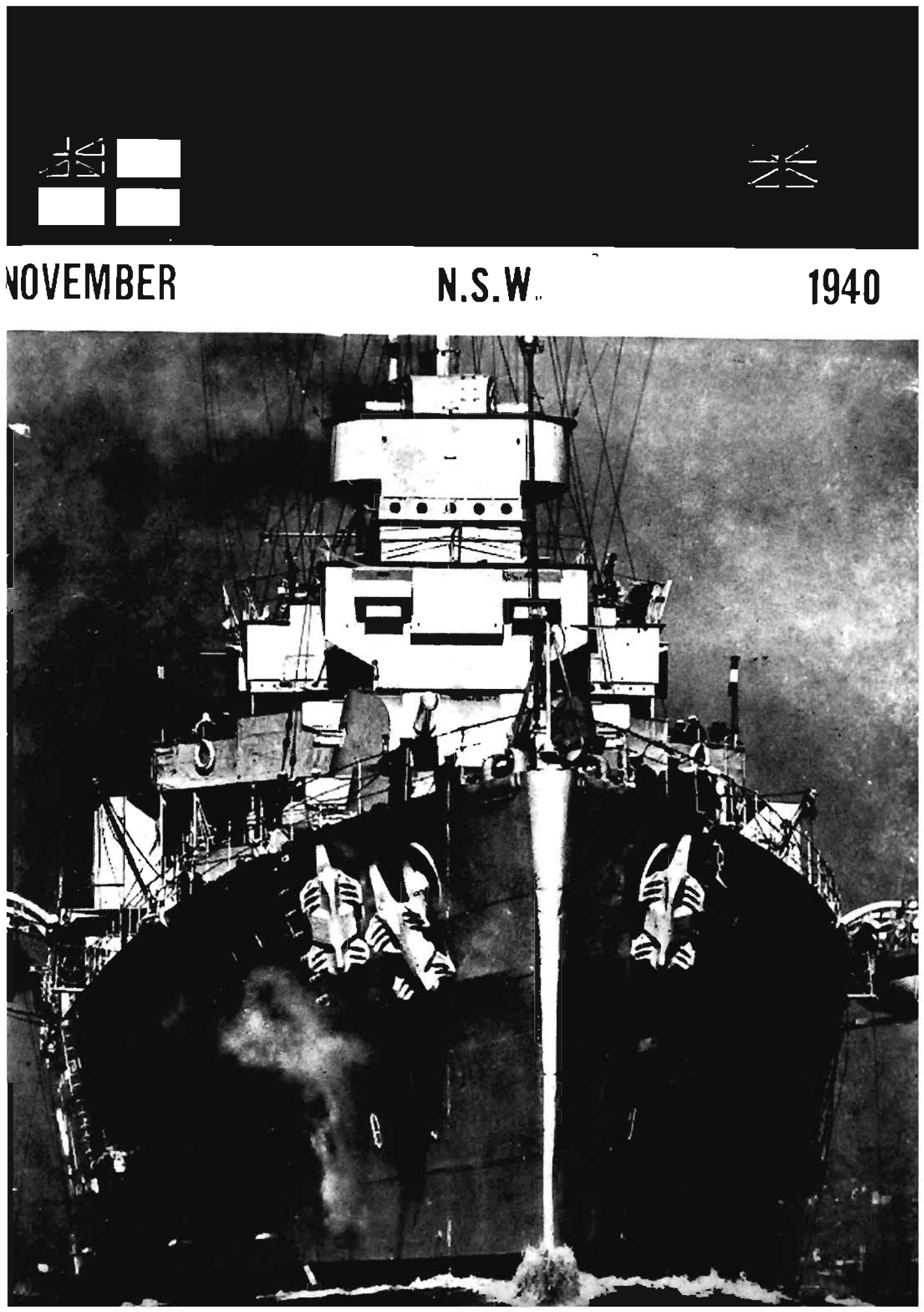

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DIVIDED, BUT NOT YET SPLIT

SO often has the warning been given against too sure hope of an early turning away of the German people from their leaders that now, in some quarters, the belief is being expressed that there is no division in German popular opinion; that the nation is unanimous in its will to ruthlessness.

Germany is not unanimous, nor is it effectively divided. It is not whole-hearted in its acceptance of Naziism, but it is equally certain that it is not yet even half-hearted in its condemnation of the Hitlerian gospel.

Actually, German thought against the men who led them down the declivity to blood and tears, and who, of a certainty, will lead them down to still greater ordeal and disaster, is mounting, but it will not readily find effective expression in a country so rigidly policed as is Germany.

Only to-day the writer spoke to a refugee who has been in Australia but a few months, a man of culture and high professional attainment, the record of the past few years of whose life would read like a Grand Guignol script. He had committed the cardinal sin against Naziism—of thinking, and of thinking aloud. The penalty he paid was, in any human assessment, horrible, and his ultimate escape was little short of a miracle. So many do not escape, except to the grave.

In this way Germany — official Germany — suppresses discontent, smashing its first manifestation with totalitarian brutality. There is little hope that any real revolutionary movement can succeed until the power of the Nazi itself wilts before the threat of an even greater power, such as the power Britain is slowly but surely winning.

(Continued on next page)

In the mind of the ordinary German — and there is evidence that there are many Germans who wish to be a free and happy people with an honourable place in the heart of a free and happy Europe — there is a sharp resentment against the monstrous character of the Third Reich. This was expressed long before the war.

Letters from Germany these days are few and far between, but sometimes they are smuggled out of the country by those who wish to let the world know that they are not part of the system of destruction that the Nazis have created.

A Cry from the Kitchen

One of these was received through Holland recently, and it does much to reveal what is in the mind of people who, in their own country, are stricken dumb by the menace of the Gestapo —the Nazi design for living. It is a letter from a housewife, taken from the country by a girl friend who believed that "she could say 'Heil Hitler' so prettily that she would not be searched . . . " Her belief was apparently well founded, for the letter was delivered safely to its destination. At the time it was written, conditions were not nearly so stringent as they are to-day in Germany, but the letter tells its own story:—

"I feel I can speak my mind for once and let you know what things are like here; a thing I dare not do in the ordinary way on account of the wretched spying of the postal authorities.

"Well, you cannot possibly imagine the splendid pass to which things have come in the Third Reich! That wonderful saying, WE OWE THIS TO THE FUHRER is often on our lips now, but the Nazis would not approve of our thoughts when we say it. Just listen to how we bake our cakes. That alone will tell you volumes, and from it you will be able to gauge our standard of living. Our butter has long since been exchanged for guns, and we now make cake with cheese curds and egg substitute. Everything here is substitute, even the alleged enthusiasm, and we are again experimenting with potatoes and other things in former war-time recipes. We are back again in the 'glorious' years of the last war. In the morning, over our coffee, the radio regales us with the most tempting recipes. And when I say coffee, I mean, of course, our famous Horst Wessel coffee—a single coffee bean, the others being present in spirit only. Our flour is like bran, and the objects we call cakes might perhaps be suitable to give to the pigs. It is the same with all our food. Fritz is with his garrison in East Prussia. He was home on leave the other day, and you should have heard the pathetic grumbles of our valiant defender of the Fatherland! The enthusiasm has been squeezed out of him. Many of them break down under the fatigue and harships, and there have been cases of suicide. The food defies description. There is poor quality fish, liver sausage that tastes of soap, and other dainties they can hardly manage to swallow . . . "

There is much more of it—a sort of homely, formless complaining, not of one subject more than another, but a general grumbling that tokens quite clearly the range of the common people's discontent. And the common people know well who is responsible for the ferment. In this there is hope.

—from Dept. of Information.

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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.

Telephone - - - - - - B 7808

SEA CADET NOTES

DURING the past month training has been in full operation at the three League Depots in boatwork, morse and semaphore signalling, rope work, compass, rule of the road at sea, physical drill, etc.; the Cadets, too, have attended local parades in the interests of patriotic objects and Church Services. They have also assisted the War Savings Committee in the City and attended rallies in Martin Place. At the Annual Seafarers' Service, held at St. Andrew's Cathedral on the 20th October, 148 uniformed Cadets paraded and marched to the Cathedral.

The numerical strength of the Cadet Corps has increased from 90 at the outbreak of war 13 months ago, to 270—the highest number since 1932. In addition to this total 57 Officers, Instructors, and Senior Cadets have been accepted into the Royal Australian Navy and its Auxiliaries, and in the Air Force, the A.I.F. and the Mercantile Marine.

Navy League Cadets are now serving round the British Coasts, in the Mediterranean, Red Sea and Australian waters, and in Egypt, and three of them hold Commissions.

This most satisfactory state of progress has been made possible mainly by the unselfish services of the voluntary Officers and Instructors, who devote so much time and work in the interests of the Cadets.

ROWING RACES

NORTH SYDNEY Navy League Sea Cadet Depot presented a gala appearance on Saturday, November 2, when more than two hundred Cadets and fifty to sixty members of the Ladies' Auxiliary attended to witness or take part in the Annual races for the Cochrane Shield, the Davey Cup, and the Lea Wilson Shield.

The Officer of the Day was Mr. J. H. Hammond, and he was ably assisted by Mr. Wright and other North Sydney Officers, and by Mr. Collins and Mr. Crosskill, from Woolwich, while Messrs. Smith, Barton and Craven looked after the interests of the Manly Cadets who took part in the contests.

Mrs. Blain was in charge of the members of the Ladies' Auxiliary. Light refreshments were provided by the kindness of the Navy League's Executive Committee.

A strong westerly wind made difficult the task of the starter and boats' crews, and as a result there was some delay in getting the boats away on time.

The race for the Davey Cup was one of the finest contests seen in these League events for many years. North Sydney crew, in the teeth of the strong breeze, grimly held on to the lead to a few yards from the finishing line, when the crew of the Woolwich whaler, ably coxswained by Mr. Crosskill, their Chief Officer, made a remarkably fine effort to win by three feet. This half mile race was worth all the hard training and the handicaps of distance and wind.

Mr. Lea Wilson, who was present with Captain Beale, presented the stroke oarsmen of Woolwich and North Sydney Junior crews with pocket knives, which the two Cadets greatly appreciated.

The races resulted as follow:

Cochrane Shield.—Woolwich 1, North Sydney 2, Manly 3.

Lea Wilson Shield.—Woolwich 1, North Sydney 2.

Davey Cup.—Woolwich 1, North Sydney 2, Manly 3.

Ladies' Auxiliary Scratch Race.—Woolwich 1, North Sydney 2, Manly 3.

WOOLWICH SUB BRANCH THE NAVY LEAGUE

Mr. C. A. Fairland, President of the Sub-Branch, at its Annual Meeting, held at Woolwich Public School on October 29, said: "The Navy League, like most voluntary organisations, had to face difficulties brought about by the war, not the least of which has been the loss of those men who so generously gave their time and energies to the training of the Cadets. In this respect it is a matter for regret that Woolwich Depot has been deprived of the valuable services of Lieutenant Farr, Mr. H. Collison, Mr. C. Tottman and Mr. R. White; we are proud in the knowledge, however, that their services have only been transferred to a much more active sphere under the Country's Flag.

"In spite of these setbacks, steady progress is being maintained at our Depot, where the present existing force in personnel is approximately 46. Recently we were fortunate in securing the services of Mr. Collins, appointed from Headquarters as Officer in Charge, and, judging from the results during the short time he has held the position, there would seem little doubt that Woolwich Depot is due for early expansions. In this direction, Mr. Collins will be ably assisted by his First Officer, Mr. R. Crosskill, who capably took the responsibilities of Acting Officer in Charge prior to Mr. Collins' appointment.

"Your committee," said Mr. Fairland, "has used its best endeavours to promote the welfare of the Depot and, as a result of its activities, the sea wall and the adjoining wharf have been placed in good repair by the Hunter's Hill Council. Alterations to and renovations of the Depot have been carried out. A Christmas Party, under the guidance of Mrs. Brownlow, was arranged for the Cadets following the boat races held on the 16th December, 1939, and was

a decided success. Annual presentations for general efficiency, conduct, etc., were made, the recipients being Cadets R. Holloway (First); J. Lee (Second) and L. Carpenter (Third). The first prize, a sheath knife, was generously donated by Committeeman Mr. Lee. Second and third prizes took the form of fountain pens, whilst each Cadet received a small gift.

"A competition for the best dressed Cadet, sponsored by Martins, the Naval Outfitters, was won by Cadets R. Holloway (First); F. Barton (Second) and R. Hamel (Third).

"A pleasing feature is that of the financial statement, which shows a credit balance at the Bank at the 30th September, 1940, of £14/9/7, compared with £8/3/9 at the 31st May, 1939. Receipts totalled £31/3/2, as against expenses of £12/7/4. It should be mentioned, however, that this satisfactory position is due mainly to the generous support of a local benefactor, Mr. W. Jeffries."

The President paid a high tribute to the useful and unselfish work of the Honorary Secretary, Mr. Holloway.

The election of Officers for the ensuing year resulted:—President, Mr. C. A. Fairland; Vice-President, Mr. T. D. Ousby; Hon. Secretary, Mr. J. Holloway; Hon. Treasurer, Mr. A. S. Lee. Committee, Mesdames Brownlow and Williams; Miss Tottman, Mr. Lind and Mr. Carpenter.

THE Secretary of the Navy League, N.S.W. Branch (Captain Beale), at the invitation of the President, addressed the meeting. He pictured the work of the League throughout the Empire, and gave many interesting details of its multifarious activities. The League in N.S.W., Captain Beale said, had richly justified the faith and vision of its sponsors, especially so in the voluntary and ready response of Officers, Instructors, Petty Officers and Senior Cadets to the Empire's call. Members of the Sea Cadet Corps were now serving in the Royal Navy, the Royal Australian Navy and its Auxiliaries, the Mercantile Marine, the Royal Australian Air Force and the A.I.F. They would be found round the British and Australian coasts, on the Atlantic, the Mediterranean, and the Red Sea. On land they were in Palestine, Egypt and England. Several had achieved Commissioned rank, and all were keen, resolute and patriotic men and youths occupied in defending the British Commonwealth of Nations against aggression.

Manly, North Sydney and Woolwich Sea Cadet Companies were all showing remarkable progress at the present time, and the voluntary Officers responsible for this healthy state of affairs and for the training of the Cadets were doing solid work of national value, doing it unselfishly and effectively, and one and all were deserving of the gratitude and support of the community, concluded Captain Beale.

Mrs. Blain outlined the aims and objects of the Ladies' Auxiliary which, subject to the approval of the Committee, it was proposed to organise at Woolwich. The Committee thought the Auxiliary, run on right lines, would be an advantage to the maintenance of the Depot and its equipment, and would be a good publicity medium for the work the League was doing in Woolwich.

A Queen to Her People in 1585

FLORA ROBSON, Queen Elizabeth, in "Fire over England," has the same role in the "Sea Hawk." The film is set in 1585, when Philip of Spain threatened to invade an undefended England. At the launching of the new ships, Elizabeth spoke these stirring words to her people:—

"My loyal subjects, a grave duty confronts us all to prepare our nation for a war that none of us want, least of all your Queen. We have tried by all means within our power to avert this conflict. We have no quarrel with the people of Spain or any other country, but when the ruthless ambitions of a man threaten to engulf the world, it becomes the solemn obligation of free men wherever they may be to affirm that the earth belongs not to any man but to all men and that freedom is the deed and title to the soil on which we exist. Firm in this faith we shall now make ready to meet the Great Armada which Philip sends against us. To this end I pledge you ships worthy of our seamen, a sturdy fleet hewn out of the forests of England and Scotland. A navy foremost in the world—not only in our time but in generations to come."

THE MARINERS' COMPASS
Notes for Sea Cadets

COMPASS CARD.—The mariner's compass consists of a circular card which is carried by a magnetised bar of hardened steel placed under the card joining the North and South Points. This magnetised bar is called the needle. This card is carefully fixed upon a fine steel pivot rising from the bottom of a brass or copper bowl, by means of a small agate cup fixed in the centre of the needle. The card and needle are thus free to swing as if they were floating in water.

The bowl containing the card is carried on gimbals, so that it may always remain level in whatever direction the ship may pitch or roll. The bowl has a glass cover, and is placed in a wooden or brass case called the binnacle, which is fitted to carry lights to illuminate the compass at night.

LUBBER LINE.—Inside the bowl is painted a vertical or up and down line commonly called the "Lubber's Point," and the bowl is so arranged in the binnacle that in small vessels the compass being placed directly over the keel, the centre of the compass card, the lubber line, and the ship's head shall be in one line.

COMPASS COURSE.—The helmsman steers by the lubber line, keeping any given point of the compass as near to it as possible; this point of the compass by which the helmsman steers is called the ship's compass course.

POINTS OF THE COMPASS.—The compass card is divided into four quadrants by two diameters perpendicular to one another. The ends of these diameters are called North, South, East and West, and are marked N., S., E., W.; they are termed cardinal points.

Each of these quadrants is divided into eight equal spaces, and the points dividing these spaces are called points of the compass; accordingly there are 32 points of the compass altogether.

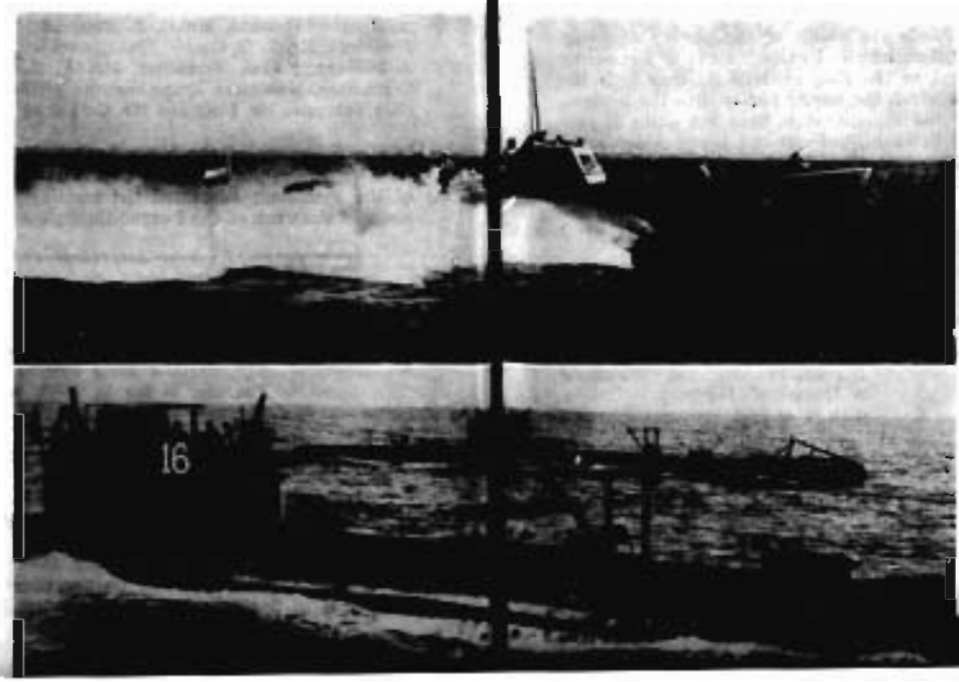
The names of the points of the compass are obtained as follows:—Starting from the two diameters, N.S., W.E., divide the four quadrants equally by two more dotted diameters, and name their ends by the two letters between which each end falls, thus, N.E., S.E., S.W., N.W.

Now you have eight spaces; divide these spaces equally, and name their ends by the three letters between which each end falls, taking care always to place the single letter before the double letters; thus the eight new points are N.N.E., E.N.E., E.S.E., S.S.E., S.S.W., W.S.W., W.N.W., N.N.W. Now you have sixteen points, and it will be noticed that the word "by" does not occur in any of them.

To form the remaining sixteen points divide equally the sixteen spaces we have already obtained by the short dotted lines, which are the ends of the diameters.

The word "by" (written b.), means "one point towards," and is used in the formation of all the remaining sixteen points; it is always followed by one of the names of the four cardinal points, N., S., E., W., and never by a double name, as N.E.

Types of modern naval craft which comprise portion of the East Indies Navy. Top: A 40-mile-an-hour torpedo boat. Lower: Two submarines on exercises. Courtesy S.M. Herald.



Starting from N. and moving in the direction of the hands of a watch, the first new point we come to is "one point" from N., it is therefore named N.b.E. (North by East). The next new point we come to is "one point towards" N., before coming to N.E., it is therefore named N.E.bN. The next new point is one point towards E., from N.E; it is therefore called N.E.b.E. There is one more new point before we come to E., it is "one point towards" N. from E., and is therefore named E.b.N. And so on with the other three quadrants of the compass.

HALF AND QUARTER POINTS.—Besides the above 32 points, each point is divided into four quarters; the direction of the quarter, half, or three-quarters being indicated from any of the 32 points towards one of the four cardinal from N. towards E, or towards W., respectively. S.W.¼S., or S.¼W., means ¼ point from S.W. towards S., or W. But we do not say E.b.S.¼E., it is more simple to say F.¼S., and it is the same thing.

The value of one point of the compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 11 degs. 15 min.; and ½ point equals 5 degs. 37 min. 3 secs.

The points of the compass are made up as follows:—

Four cardinal points, N., S., E., W.

Four half cardinal points, S.E., S.W., N.E., N.W. These make the eight principal points.

Eight false (N.N.E., E.N.E., E.S.E., S.S.E., S.S.W., W.S.W., W.N.W., N.N.W.) points.

Then sixteen "by" points, so named because they "lay by" and are named from the eight principal points.

Thus four cardinal, four half cardinal, make the principal points.

Then eight false points make sixteen points, and then sixteen "by" points equal thirty-two points.

North	South	East	West
N.b.E.	S.b.W.	E.b.S.	W.b.N.
N.N.E.	S.S.W.	E.S.E.	W.N.W.
N.E.b.N.	S.W.b.S.	S.E.b.E.	N.W.b.W.
N.E.	S.W.	S.E.	N.W.
N.E.b.E.	S.W.b.W.	S.E.b.S.	N.W.b.N.
E.N.E.	W.S.W.	S.S.E.	N.N.W.
E.b.N.	W.b.S.	S.b.E.	N.b.W.

Errors of Compass

The Mariner's Compass is subject to the following errors: Variation, Deviation, Heeling Error and Dip.

VARIATION.—The angle between the true North and the Magnetic North (the needle points to the Magnetic North), this in few parts of the world agrees with the true North, the difference between them is called the Variation of the Compass.

DEVIATION.—The angle between the Magnetic North and the Compass North caused by the iron or steel in the ship, her equipment, or cargo (the deviation in iron ships is also affected by the heel of the ship altering the relative positions of the iron to the compass card), this is termed Heeling Error.

DIP.—Is the result of the earth's magnetic attraction, which attracts the end of the needle nearest to the Pole towards it; thus it is the angle which the needle makes with the horizon. Near the Equator it inclines but little, if properly balanced, but one end becomes depressed as one advances to the Pole—the North end in the Northern Hemisphere, and vice versa.

HAND LEAD LINE

Weight of Lead.—7 to 14 lbs.
Length of Line.—From 20 to 25 fathoms.
Divided into 9 Marks and 11 Deeps.

Marks			Deeps
2	Fathoms.—	A piece of leather with 2 ends	
		.....	1 Fathom
3	,,	A piece of leather with 3 ends	
		.....	4 ,,
5	,,	White	
		.....	6 ,,
7	,,	Red	
		.....	8 ,,
		.....	9 ,,
10	,,	A piece of leather with a hole in it	
		.....	11 ,,
		.....	12 ,,
13	,,	Blue	
		.....	14 ,,
15	,,	White	
		.....	16 ,,
17	,,	Red	
		.....	18 ,,
		.....	19 ,,
20	,,	Two knots	

The Lead Line is marked:

At 2 fathoms with a piece of leather with two ends; at 3 fathoms with a piece of leather with three ends; at 5 and 15 fathoms, with white bunting; at 7 and 17 fathoms with red bunting; at 13 fathoms with blue bunting; at 10 fathoms with a piece of leather with a hole in it; at 20 fathoms with a piece of string with two knots.

DEEP SEA LEAD LINE

Weight of Lead.—28 to 30 lbs.
Length of Deep Sea Lead Line.—From 100 to 200 fathoms.
First 20 fathoms marked as Hand Lead Line. Then at:

25 fathoms—1 knot
30 fathoms—3 knots
35 fathoms—1 knot
40 fathoms—4 knots
And so on to 95 fathoms
100 fathoms—a piece of bunting
105 fathoms—1 knot
110 fathoms—a piece of leather
115 fathoms—1 knot
120 fathoms—2 knots
And so on for 100 fathoms

SEA LINEAR MEASURE

6 feet—1 fathom
100 fathoms—1 cable
10 cables—1 sea mile (nearly)
3 sea miles—1 league
60 sea miles—1 degree of latitude

A sea mile or knot, sometimes termed a geographical mile, is assumed to contain 6080 cubic feet.

L.L.L.L. (four L's), are said to be the sailor's watchword, meaning "Log, Lead, Latitude, Look Out." When entering harbours, and you are doubtful about your position, turn at once to the Lead as your best friend.

In using the Deep Sea Lead, remember it is always hove from the windward side of the ship.

British Aircraft Carrier narrowly escapes destruction by German bombs.

TO most people outside radio studios (and "homes"), the tales of Italy's successes amongst the fishes in Salonika Harbour will raise an incredulous smile. Some of the simplest of us recall the radio "victories" of the Allied Armies in Holland, Norway, Belgium and France, and the great reverses said to have been suffered by German Arms in those lands and in Poland. We to-day have more cause for doubt than had a certain Thomas of old.

Mr. Noel Coward, the talented and renowned playwright, is welcome to Australia, but Mr. Coward as English adviser to Australians on the war is not welcome.

Some men burn to tell the truth, others have burned for telling it.—W.W.B.

LEAGUE OF ANCIENT MARINERS SMOKO AND SUPPER

A FEATURE of the Annual gathering of Ancient Mariners held in Sydney, was Captain J. R. Patrick's exhibition of excellent colour pictures of Kashmir and Afghanistan, which he took when visiting these lands some time ago. Captain Patrick is one of the most versatile and colourful personalities in Sydney, and his racey account of his journeys and experiences was both amusing and informative.

Songs of the sea, and a particularly fine rendering of a Maori boat-song, added to the enjoyment of the eighty members present.

Retired ship masters who sailed the seas in their youth when "Cutty Sark," "John Duthie," and other celebrated ships berthed at Circular Quay after record-breaking passages from the Old Country, swapped yarns about the days when ships were of wood, and seamen of iron. It was a pleasant evening spent in a nautical atmosphere of tobacco smoke and spun-yarn anecdotes.

Among those present were Captain F. J. Bayldon (who presided in Captain A. W. Pearse's absence), Captains J. R. Patrick, Sid Phillips, J. T. Rolls, A. Sangster and J. R. Stringer, former Harbour Master at Sydney and Honorary Secretary and Honorary Organiser of the function.

ANSWERS TO QUESTIONS
GIFTS FROM SALARIES

Q.: Are donations or gifts from salaries exempt from income tax.

A.: Under both Commonwealth and State Income Tax Acts, a number of exemptions from taxation are provided. The question is not clear, but the principal classes of exemption from Commonwealth and State Tax are as follow:—Gifts of £1 or more to—Public Hospitals; Universities, or Residential Educational Institutions; Public War Memorials in last war; Public Benevolent Institutions; Institutions for relief of distressed persons; Research into cause and prevention and cure of disease in human beings, animals and plants.

The Commonwealth Act also exempts the following: Donations to—Public Institutions or Public Funds established and maintained for the comfort and welfare of members of the Naval, Military and Air Force of the Commonwealth (2nd A.I.F.); and gifts to Commonwealth Governments made for the purposes of defence. The State Act further exempts gifts of £20 and upwards for competitive scholarships for the maintenance of the education of students at any University, college or school.

Purchase of Badges

Q.: Do members of the A.I.F. have to buy any or all of the rising-sun badges on their uniforms?

A.: The Department of the Army advises that every recruit is supplied with a complete equipment as regards uniform, etc. If, however, a member of the Forces loses some portion of that equipment (emblem, button, etc.), he may purchase replicas from the Quarter-master's stores in the Department at a comparatively reasonable rate.

Tobacco in Palestine

Q.: Can tobacco be bought in Palestine with canteen orders?

A.: The Director, Central Control Board of Canteens, advises that tobacco may be purchased with canteen orders in Palestine. He further states that ample stocks are available.

The Navy League

N.S.W. Branch

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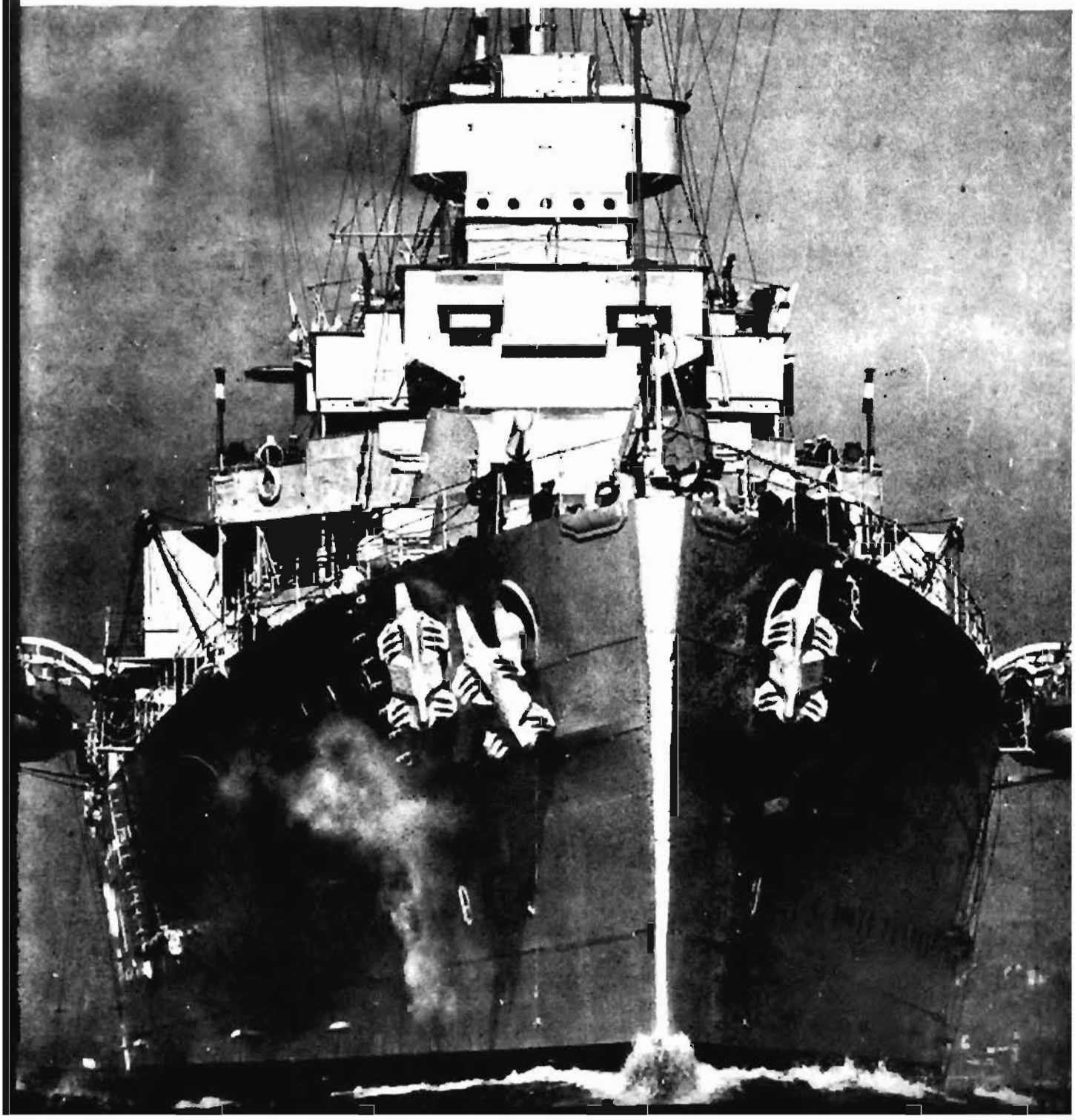

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BOMBAST IN A BEER CELLAR

Hitler's recent harangue, delivered in the beer-cellar at Munich, again reveals the amazing blasphemies and maniacal distortions of which this strange man is capable.

His Messianic pose, and his self-alliance with the Almighty, revolt those to whom his slaughter of the Jews and of the Poles, his crushing of Czechoslovakia and Austria, and his pagan doctrines, are as a tale long told. Yet this man of evil destiny can stand on the scene of his futile Putsch of 1923 and declare:—"I was filled with a mystic faith . . . God has guided me for the only purpose of winning in the struggle."

Statements of this character are made to an obligate of unholy sound—the bursting of German bombs on women and children, on hospitals and churches, on the aged and the poor. That the Almighty could ally Himself with the anti-christianity of Nazi bloodlust could be a conception only of a mind so far removed from the normal as to be incapable of reasoned thought.

THE NAZI "PEACE"

The path to peace, according to th· gospel of Hitler, was a long way, of blood and tears and wrecked lives. Tears and blood and wrecked lives are not too great a price to pay for Ultimate Peace—they are the price we have been asked to pay—but Hitler forgets that these exactions need never have been made.

(Continued on next page)

BOMBAST IN A BEER CELLAR

(Continued)

He forgets that it was he and his myrmidons who plotted the path to a German peace that would be no peace at all, but merely a triumph of might, with a world beaten to quiescence by physical brutality and the fear of punishment. He forgets that, with greater certainty and greater justice, he might have invoked a lasting peace at the council tables of the nations.

He is brutally cynical about all this. In 1933, when Britain was attempting by practice and by precept, to lead the world to disarmament and to end its long pre-occupation with the weapons of war, Hitler came to power. At Munich, in 1940, he declares "that at that time Germany owed the last five million marks of indemnity which was her legacy from the Kaiser's war.

"I resolved to pay no more," said this self-styled apostle of peace. "I decided that the five million marks might just as well be spent on armaments." (This while "war-mongering England" was disarming!)

His peaceful intention may be gauged from that declaration. While Hitler was delivering his emotionally extravagant speech in the beer-cellar, the enthusiasm of his immediate listeners was aroused, but to those more objective in their assessment of the Fuehrer, it is clear that the man was appealing more than ever to the passions, and that his rhetoric was merely the rhetoric of boasting.

"I have unconditional faith in my ultimate success. . . . I have learned the lesson of the past like no other man. . . . I have always sought closer ties with Great Britain. . . . I made a most generous offer to the British leader. . . . I have proposed time and time again that bombing should be abolished. . . . I am resolved to fight it out to the last. . . ."

That is the stuff of which the beer-cellar speech is made.

It would be laughable if it were not so tragic to assess Hitler's declaration that Britain began the campaign of indiscriminate bombing.

The leaflet raids of the R.A.F. were continued even after German bombs were falling like a deadly rain from the sky, and the stark fact remains, despite Hitler's irrational assertion, that Britain had not the means to engage in indiscriminate bombing had she wished.

But facts mean nothing to the Nazis.

SMOKE SCREEN

The truth is that more and more the leaders of Naxidom must, by extravagant statement and valiant drum-thumping, whip up the furies and frenzies of their followers. More and more must the smoke screen of distortion, hatred, and calumny, blur the sight of the German people, who must be made, according to Hitler, to see everything in a fog, darkly.

With the passing of each day there is on one side a growing physical strength, and an unwavering moral power.

On the other, there is steady but certain attrition.

This is the one certain revelation of the beer-cellar speech.

"The German people must have peace to live and work!" shouts Hitler.

Indeed, they must, but the German people must be wondering whether Hitler, even if by some unimaginable set of circumstances he should triumph, knows what he means by peace.

A world smashed to its knees by bomb and shell can know no peace other than that of death.

Shortly after Hitler's speech was broadcast—it was long behind schedule, because bombers of the R.A.F. had called at the beer-cellar to make certain explosive interjections of their own—an address was delivered in Britain by the Prime Minister.

The contrast between these statements by the leaders of two warring nations is almost incredible.

Calm comparison of both addresses startles the imagination.

The bombast of Munich, its blasphemous harangue and its maliciously distorted view of history, are absent from the quiet talk in which Britain's Prime Minister took the people frankly and unaffectedly into his confidence.

There was no vague generalising on national qualities in Churchill's speech, no insistent underlining of the sacrifice Britain is all too obviously making, no harking back over the centuries to discover excuses for the British determination to destroy Hitler's New Order of Slavery.

Instead the Prime Minister explained what has been done and, pointing the path ahead, revealed the difficulties which have yet to be overcome.

In Churchill's speech there was calmness, deliberation, vitality, determination and, above all, confidence.

In that of Hitler, there was nothing but egomania and a vast urge toward world destruction. Not one constructive thought, not one contribution toward the stabilisation of the principles of freedom and justice in the post-war world, comes from Munich in 1940.

Time and happenings alone can comment fittingly.

So far there has been no more fitting comment on the beer-cellar bombast than that inscribed by the expert and daring commentators of the Royal Air Force in letters of fire.

—From Dept. of Information.

WAR AIMS

There are spokesmen in England who must know that their country is fighting for survival, and yet they still maintain we are warring to free the Poles and other small nations from German tyranny and overlordship. Of the Poles, the Right Hon. David Lloyd George, one of Britain's great Liberal Prime Ministers, said recently that, "The British people are not prepared to make colossal sacrifices to restore the Polish Government to power. The Polish peasants," said Mr. Lloyd George, "were living in great poverty, owing to the operation of the worst feudal system in Europe."

Mr. H. N. Brailsford, the eminent author and understanding observer, wrote of the Poles:

"Poland's rule over her Ukrainian territories is a daily conquest, an incessant aggression."

When the present writer was in England in the year 1939, he was told by a well-informed traveller lately returned from an European journey that "Polish rule is a black blot on the rights of man." Russia, he thought, would erase the blot in due course. It looks as if Russia and Germany are doing the job between them.

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.

Telephone - - - - - - B 7808

SEA CADET

Mr. G. H. Smith, Officer-in-Charge of Manly Company of Cadets, is still in camp. Messrs. Barton, Chief Officer, and Craven, 2nd Officer, are doing duty in Mr. Smith's absence, and report that training is proceeding according to programme.

Mr. Chris Tottman, a former popular O.C. of Woolwich unit, is under orders to proceed overseas at an early date on active service. Mr. Tottman was recently entertained at a Farewell Party by his many friends and former colleagues.

It is with profound regret we report the death on December 1st of Cadet K. Elliott, of Woolwich Company. The late Cadet Elliott was struck by a motor vehicle and succumbed to the injuries sustained. Officers and Cadets extend their deepest sympathy to their late colleague's relatives.

Mr. Collins, O.C., and Mr. Crosskill, Chief Officer, of Woolwich Company, are kept busy at the Depot, where training is proceeding according to plan.

The Officer-in-Charge of "Victory" Training Depot (Mr. J. H. Hammond) reports satisfactory progress during the month. A number of Cadets are temporarily absent from parades owing to the school examinations requiring their undivided attention.

Leading Seaman Gibson from this unit has joined the Royal Australian Air Force.

Mr. Wright, Chief Officer, and Mr. Williams, 2nd Officer, are rendering good service, their varied nautical experience being most valuable in the training of Cadets.

We hope there will be a boat-race on Anniversary Day and that all three Cadet Companies will be represented.

Some of our old Cadets now stationed at Flinders Naval Depot report that they are doing well in their respective classes.

Action is being taken to put the old whaler and skiff into commission as soon as possible, so that they may be used as additional boats for training the steadily increasing numbers of recruits.

"Victory" Company sends its Christmas Greetings to its sister Companies at Woolwich and Manly.

NOTES

Mr. T. H. Silk, Chairman of the Navy League, N.S.W. Branch, is warmly thanked for his gift of £2 to provide refreshments for the Cadets on the occasion of the Cochrane Shield Races.

Messrs. F. J. Palmer & Sons, of Park Street, Sydney, the well-known makers of uniforms, are thanked for the present of a fine Australian Blue Ensign.

NAVY LEAGUE SEA CADET CORPS

In order to assist the Naval Authorities to more readily detect unauthorised persons who may be wearing naval uniform, Officers-in-Charge of Navy League Sea Cadet Companies are requested to see that Officers, Petty Officers, and Cadets, observe the following regulations:

(I) Cap badges and buttons not to be identical with, nor similar to, those in use in the Royal Australian Navy and Naval Reserves.

(II) Gold lace, if worn on the cuffs of officers' uniforms, to be plain straight stripes and not to exceed ½in. in width.

(III) Every member other than an officer or instructor (unless the instructor is "dressed as a seaman") to wear, just below the shoulder on each sleeve their Company's distinctive colour patch. These must be securely stitched to the uniform.

WOOLWICH SENIOR CREW IN THE RECENT COCHRANE SHIELD RACE

I. Whyte (Stroke), 17 years and 5 months. Five years' service with unit.

S. Nealy, 16 years and 7 months. Six years' service with unit.

C. Brownlow, 17 years and 2 months. Six years' service with unit.

B. Calman, 16 years and 2 months. One and a half years' service with unit.

J. Edwards, 16 years and 4 months. Eight years' service with unit.

NEW NAVAL WORKS

To Cost £750,000

The Minister for the Interior, Senator Foll, announced that naval works estimated to cost more than £750,000 were being carried out by his department.

New wharves and jetties, he said, would cost almost £500,000, and oil tank installations, including pipe lines and pumping equipment, more than £170,000. Other works included victualling yards, stores, workshops, residences for personnel, and additions to naval depots.

Works costing almost £1,000,000 had been authorised this financial year, said Senator Foll, and the bulk of the work had already been undertaken. The largest individual undertaking outside the Sydney graving dock was the new wharf at Darwin, to cost £245,000. Another naval wharf at Sydney, which was nearing completion, would cost about £150,000.

The erection of a new naval depot on a 40-acre site in Queensland, he added, had been approved by the War Cabinet. The estimated cost was £290,000, but that amount would probably be reduced by modifications.

GREEK VICTORIES

Greek victories, as reported in the press and over the air, have been so bewilderingly swift that it is not easy to assess their true value.

There are a few simple souls here in Australia who wishfully confuse the Greeks of to-day with their illustrious ancestors. One unballasted enthusiast of the Greek cause told the present writer:

"Greece will clean up the Italians, and then be into the Germans."

It is a faith that is not warranted by the facts. Italy is far from beaten, and Germany's devastating striking power is more or less intact.

While not wishing to minimise the Greek effort, we do counsel the utmost caution and reserve in assessing the durability and military importance of the many reported victories over the Italians.

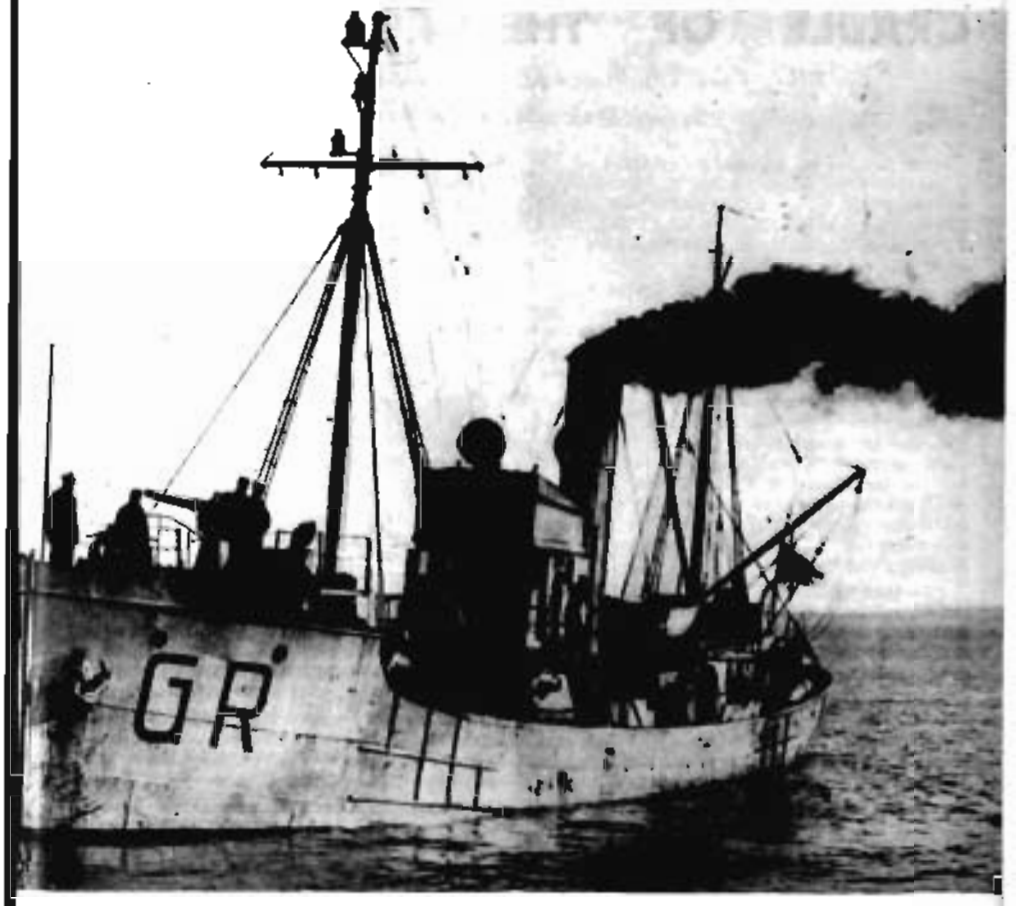
Mr. Percy Spender, M.P., Minister for the Army, referring to democracy's struggle for existence, spoke words of truth when he said there were many injustices in our social system. "There was a feeling that in the apportionment of national wealth many people did not get a share commensurate with what they had put into the pool. Removal of that feeling and holding out in its place the prospect of greater economic justice were in themselves an incentive and a legitimate means of sustaining morale under the stress of war conditions."

Many worthy citizens are more blunt than Mr. Spender in their attitude. They maintain that the spokesmen of the British Empire should unequivocally declare that after the defeat of Germany one of the chief tasks will be to bring about social security for all men. Such a declaration, they believe, would kindle in the minds of the peoples of the Empire a flame to victory that no enemy power could withstand.

Britain's best chance of winning the war is to hit Germany as hard and as often as Germany hits England. When I say Germany, I mean Germany and not Norway, Holland, France or any other part of Europe.

Unless Britain throws overboard the foolish saying, "We can take it," and concentrates on compelling her adversaries to "take it" hard and often, her hopes of victory are not worth speculating on.

"No country," declares the writer of an outstanding article in a recent number of the "Medical Journal of Australia," "is qualified to bring order out of chaos in another land when it can tolerate within its own borders extreme poverty, unemployment, bad housing, incomplete protection against disease and social injustice, using as a panacea a soul-destroying dole. This is not politics; it is common sense. There is something fundamentally wrong with a country which can spend millions a day on a war and cannot find a fraction of that sum in peace-time to give its people a chance to earn a living, decent places of abode, protection against all forms of disease, and some hope of security. These strictures are true of all the British nations, but truer perhaps of the Home Country than of at least some of the Dominions."



Australian Mine-sweeper on Patrol. Courtesy "R.N. Re

COST OF ITEMS FOR WAR

Singapore Naval Base .	£11,211,756	0	0	Vickers Machine Gun ..	200	0	0
35,000 ton Battleship ..	7,142,000	0	0	One 16in. Shell	200	0	0
1,090 ton Submarine ..	349,750	0	0	Lewis Gun	60	0	0
16in. Naval Gun	45,000	0	0	Irvin Silk Parachute ..	60	0	0
35 ton Land Tank	25,000	0	0	"Standard" Air Raid Shelter	3	15	0
Multi-engined Bombers	20,000	0	0				
Single-engined Warplane	6,250	0	0	Service Rifle	3	0	0
Naval Torpedo	2,000	0	0	One 4.7in. Shell	6	0	0
4.7in. Gun	1,520	0	0	Civilian Gas Mask	0	2	6

CRADLE OF THE ROYAL NAVY

When London Built and Manned the King's Ships

By DAVID LE ROI [in "The Navy"]

Even in time of war sea-going ships of the Royal Navy so seldom come up the Thames nowadays that we are apt to forget that London was building and manning the King's ships when Portsmouth, Devonport and Chatham were little more than fishing villages.

Indeed, so closely has London been associated with the development of British sea power that it would be possible to compile from the City records alone a history of our maritime defence stretching much farther back than the creation of a national navy.

In the days of the Roman Empire, Londonium was the headquarters of the fleet of galleys which, manned by legionaries, was responsible for the protection of the southern seaboard. While Alfred the Great was welding England's petty principalities into a united kingdom, it was under the fortified walls of London that his longships had their base.

When, on the eve of the Norman invasion, Harold unwisely paid off his fleet, the ships were sent back to London with skeleton crews; but the "bus-carles," men-at-arms raised for service afloat, and the majority of whom had been enlisted in London, stayed to die at Hastings with our last Saxon king.

As English history marched through the reigns of Normans, Plantagenets, Lancastrians, Yorkists and Tudors, the principal naval base of the kingdom continued to be at London, where galleons could be sure of security in the numerous creeks along the banks of the Thames. As a fact, many of the spacious dock establishments which to-day constitute the Port of London had genesis in the primitive anchorages that sufficed for our mediaeval ancestors' shallow-draught warships.

Since the days of Norman rule, the Tower of London had been the administrative centre of our maritime defence. There, in time of peace, such warships as were permanently maintained by the Crown were dismasted and drawn up on slipways, their stores put under cover and their armament laid up. Somewhat later, most of the buildings housing the Navy's administrative staff were situated on Tower Hill, and long after the move to Whitehall all Admiralty documents continued to be addressed from Thames Street.

During the Middle Ages it was customary in the event of war for the King to apply to the Lord Mayor of London for the use of any stout ships lying in the Thames. The City was ever generous in response to such pleas in defence of the realm and invariably refitted at its own expense vessels required for the Royal service.

When suitable vessels were not immediately available, the Court of Aldermen did not hesitate to utilise civic funds in the building of new ones, complete with stores and armaments and manned by full complements of seamen and soldiers. More often than not, the City bore the full cost of the ships' commissions and paid the crews' wages for the duration of the war.

Once upon a time, the river reaches from Greenwich to the Pool comprised one of the chief centres of naval shipbuilding, and until the commencement of the nineteenth century London-built ships predominated in the Royal Navy. Of course, as vessels increased in tonnage, the industry receded from the City reaches, and the yards were gradually concentrated at down-river boroughs, such as Greenwich, Woolwich and Deptford.

More than half of the fleet that chased the Armada out of the Channel had been launched from Thames-side yards; no fewer than thirty of Lord Howard's vessels were crack ships, the total cost, in hulls, armament, stores and men being borne by the City of London.

Throughout the sixteenth, seventeenth and eighteenth centuries, London was building warships that carried the flag into every port in the world and fought in all the sea battles that have been our price of Empire. At the Battle of the Nile, the whole of Nelson's fleet consisted of vessels launched on the Thames, and at Trafalgar twelve of his first-line warships were the handiwork of London shipwrights.

With the advent of steam and steel London rapidly lost her pre-eminence as builder of the King's ships. Nevertheless, it was not until 1911 that the last battleship to be built on the Thames took the water; this was the "Thunderer," a super-Dreadnought, constructed by the Thames Ironwork Company.

In regard to the raising of men for the Fleet, Thames watermen always enjoyed the special privilege of being exempt from the attention of the press-gang: a right several times upheld in the law courts when over-zealous captains made raids upon the wherrymen. In return for their immunity the men who worked London's river traffic engaged to supply each year a fixed quota of able-bodied seamen for the King's service.

How well the pledge was kept may be judged from the fact that it has been estimated that at any given period the number of Londoners serving with the Royal Navy averaged one-

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TRIBAL CLASS DESTROYER LAUNCHED AT SYDNEY

H.M.A.S. "ARUNTA" was launched from Cockatoo Island Dockyard on November 30th by Lady Gowrie, in the presence of the Governor-General, Lord Gowrie and other representative citizens.

"Every rivet put into ships in this dockyard," said Lord Gowrie, "is a nail in the coffin of Hitler and all his gang."

The Tribal destroyers rank high among British destroyers in size, weight of armament, and power, and have proved their worth. H.M.S. "Cossack," a Tribal destroyer, thrilled the world with the rescue of 299 British merchantmen from the German prison-ship "Altmark" in a heroic encounter in Josing Fiord, Norway.

They are of 1,870 tons displacement, are designed to 40,000 horse-power, and have a speed of 36 knots. They are 360 feet in length, 30 feet beam. Their complement is 190 men. They are heavily gunned for ships of their size—eight 4.7in. guns, eight smaller guns, and four 21in. torpedo tubes. Their guns are on four dual-mountings and can be fired at practically any angle.

In a brief service, the Bishop of Willochra, Dr. Thomas, blessed the new ship.

Lady Gowrie cut a ribbon that allowed a bottle of champagne to smash against the vessel's prow.

"May it be her destiny to add one more page to the glorious history of the Royal Australian Navy," she said.

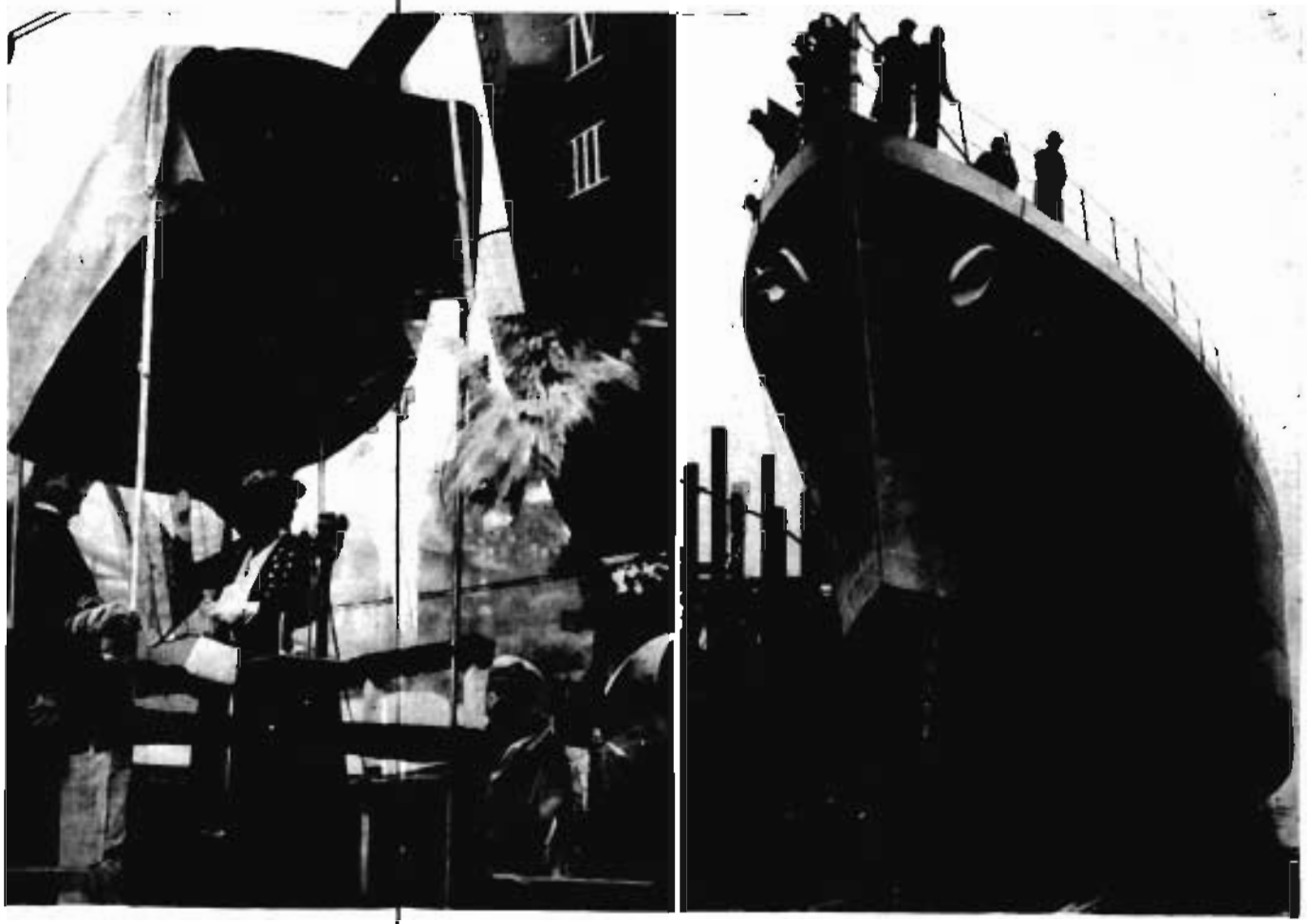
Lustre of R.A.N.

"We have taken part this morning in a very important ceremony—the launching of an Australian ship of war, built in an Australian dockyard of Australian material by Australian workmen, to be commanded and manned by Australian officers and crew," said Lord Gowrie.

"Cruisers, sloops, destroyers, and a large number of small craft vitally important to naval warfare have been built on these stocks. Twenty-four of these small craft are being built for Australia, 20 for the United Kingdom, and some for India.

"The ships in themselves, however well constructed, are no good unless they have the right men on board," he added. "We have no doubt on that score. The men of the Royal Australian Navy have covered themselves with glory, and are continually adding to its lustre. The combination of these stout ships and stout men is a vital factor in our war effort. As long as we can keep command of the seas, the Axis Powers are at our mercy."

The Minister for the Army, Mr. Spender, said Australians were insular people, and must become mercantile people. "If these ships can be built in time of war, they can be built also in time of peace," he said. "Merchant shipbuilding has by no means been lost sight of by the Government."



Lady Gowrie launches the Destroyer "Arunta" from Cockatoo Dock, Sydney. Courtesy "S.M. Herald."

DEAD

By I. SHIPTON

Captain Hardy steadied himself against the ship's rolling, and with his spy-glass swept the horizon. Nothing rewarded him but the steep brown and olive shores of the Spanish coast.

The sea was blue and sparkling under the warm spring sunshine. The westerly gale sent white flocks of clouds scudding across the sky. The gulls dipped and circled with harsh cries round the wake of the slow-moving ships, but the beauty of the morning was lost on the "Victory's" captain, as, close-hauled, she beat up for the Straits against a strong head-wind. A month since the French had slipped out of Toulon and still no news!

With a sigh Hardy tucked his glass under his arm, and turned to go down the companion-way, moving a little stiffly, for eighteen months at sea and the recent cold spell had brought out his old complaint, rheumatism. Outside the "Victory's" main cabin he hesitated. Then, bending his head to avoid knocking it, he went in.

Although he held a pen in his left hand, and a half-written letter dated May 3, 1805, lay open on the desk before him, the occupant of the big leather arm-chair was not writing, but was leaning back, his eye fixed with a melancholy, half-abstracted gaze on the pencil portrait of a small child hanging over that same desk.

Hardy's eye likewise travelled to the portrait, and to the miniature of a woman, still lovely despite a tendency to stoutness, hanging beside it. How well he remembered himself unpacking and hanging them. He suppressed a sigh, then addressed the letter-writer.

"Nothing in sight yet, my lord."

The occupant of the chair had not moved at his entrance. Now he spoke, half to himself, half to the other.

"My eyesight fails me most dreadfully. I firmly believe that in a few years I shall be stone-blind."

"My lord!"

The gruff distress in Hardy's voice caused the admiral to turn his head. A smile lit up his face, banishing all signs of melancholy.

"Not that I can complain. I have had a good race of glory, but we are never satisfied. Sir John Orde is at the mouth of the Straits. Surely I shall hear something of the enemy from him. He must naturally have sent after the French. How unfortunate I am, Hardy. I must ever regret my want of frigates. Yet I feel I have

FOUL

done perfectly right in assuring myself that Naples, Sicily, the Morea and Egypt were safe before I proceeded westwards."

"You could have done no less, my lord. The safety of our interests in the Mediterranean demanded it." Hardy spoke with unusual warmth.

"My good fortune seems flown away. I cannot get a fair wind. Dead foul! Dead foul! I believe this ill-luck will go near to kill me, but as these are times for exertions I must not be cast down, whatever I feel."

The arrival of a midshipman cut short their conversation. He saluted.

"The Rock is in sight, sir. Mr. Trevor told me to report."

"The Rock!" The admiral spoke alertly, and picked up his telescope.

"If only you wouldn't use that quite so often, my lord," said Hardy, indicating the glass.

His admiral smiled. "Which is as much as to say, if only we could catch M. Villeneuve," he remarked, as he prepared to go on deck. "Although it may be said I am unlucky, it shall never be said that I am inactive or sparing of myself."

Dinner was a more cheerful affair than it had been for the past four weeks. From his place at the foot of the table Hardy had a clear view of his admiral, and his mind swung back to a similar occasion nine years ago. Then he was an unknown lieutenant, the worn, middle-aged man opposite him a commodore; both of them young, ambitious, with the world before them. He had known then, at the beginning of their friendship, that he did not wish to serve under any other man. Now Nelson was a famous admiral, he himself his right-hand man. Hardy smiled to himself. "I do not wish to serve under any other admiral," he murmured. Then he leant forward, and raised his voice.

"We will drink to a fair wind, my lord! Yonder lies the Rock. We shall soon be past the Straits now!"

• • •

Yet as the days ran into weeks there was still no sight of the enemy. Under the steady trade-winds they sped westwards, carrying every rag of sail possible, the look-out at the masthead ever straining his eyes across the empty grey Atlantic. Barbados, and no sign of the French. Then north to Martinique—had not the Governor of St. Lucia sworn that the French and Spanish fleet had been seen passing to the southwards,

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DEAD FOUL

(Continued)

bound for Trinidad. So southwards it had been, against the admiral's judgment, against the judgment of every captain and powder-monkey in the fleet. But, as the admiral said, one could not pit opinions against facts.

Yet Nelson had been right, and General Brereton wrong. When the news came, Hardy was on deck, sweltering in his tight-buttoned coat under the hot West Indian sun, his ruddy face ruddier than usual. Under his feet the white decks were scorching.

"Do you want the admiral?" he greeted Keats, as the latter officer came over the side. "He's down below, closeted with a messenger. News, I hope."

"What do you think of our prospects?" asked Keats. "You come nearer the admiral than any of us. Here we are off Trinidad, but no sign of the fellows. General Brereton is an old fool. I'd sooner trust the admiral's judgment than the general's eyes any day."

"Patience and perseverance, as my aunt says, has and must be poor Lord Nelson's motto. We've saved the Colonies, whatever happens. The merchants ought to be grateful. Villeneuve is not likely to stay if he finds the admiral on his track."

Keats caught his arm. "Here comes the admiral, and in one of his moods by the look of him. Now we shall hear something."

"Keats! Hardy!" The admiral's voice was full of suppressed passion. "The information is false. The enemy have put to sea. If either General Brereton could not have wrote, or his look-out man had been blind, nothing could have prevented my fighting them on June 6, most probably on the spot where the brave Rodney beat De Grasse." Rarely had Hardy seen his admiral so moved.

"So they went north after all," interjected Keats.

"You could hardly doubt such information, and from such a quarter, close to the enemy." Hardy's deep voice was gruff with the effort to conceal his own bitter disappointment. The admiral turned to him and laid a hand on his sleeve.

"My opinion is firm as a rock," he said energetically. "Some cause, orders, or inability to perform any service in these seas has made him resolve to proceed direct for Europe." His voice was bitter. "There would have been no occasion for opinions, but for General Brereton's damned intelligence from St. Lucia, nor would I have acted by it, but I was assured that his information was very correct. It has almost broke my heart, but I must not despair."

"They will make for Ferrol or Cadiz, I suppose, my lord. Well, Sir Robert Calder and Cornwallis should know how to deal with them."

"The brig 'Curieux' must be despatched at once to warn the Admiralty, and another to warn the Ferrol squadron, but I shall be close after the enemy, and when I have safely housed them, I shall instantly return to England."

"So we sail for the Straits mouth," returned Keats.

* * *

Yet the little fleet had reached Gibraltar without a sign of the enemy.

"Half across the world and back. We've run a fine race after those fellows," remarked Keats to Hardy, echoing the admiral's words, as the Rock once more hove in sight. "And now, I suppose, Collingwood or Cornwallis will have the pleasure of beating them, and we shall get nothing for our hard fag."

"Calder, more likely," returned Hardy. "He is off Ferrol, and the admiral thinks Villeneuve will make for there rather than Cadiz."

"The admiral is usually right. At any rate they can't slip through our net," returned the other cheerfully. "Cornwallis off Brest, Calder off Ferrol, Collingwood off Cadiz. Villeneuve will hardly get through the Straits without a battle."

"And that's really all that matters," Hardy's voice was depressed.

Keats glanced at him shrewdly. "I suppose his lordship will go to England for a rest once the enemy has gone to earth again. And you too. The admiral tells me you have been very unwell, and ought to be in the doctor's hands."

"His lordship needs a rest," returned Hardy, ignoring the reference to his own health. Nothing but the combined persuasion of the surgeon and the admiral had induced him to apply for sick-leave. "He has not set foot out of the 'Victory' for two years."

"He deserves it, if ever man did, after all this fatigue and anxiety coming on top of two years' blockade."

"The more I see of his lordship, the more I admire his great character." Hardy's tone was warm.

Keats nodded. "I would rather miss a battle under him than fight one under any other admiral."

* * *

They had watered in an astonishingly short time under the admiral's spur and, on receiving news that the French had not passed the Straits, had at once sped north to assist Cornwallis. There they had learnt that the enemy they had chased so pertinaciously had met with Calder's squadron off Ferrol, detached by Cornwallis to look out for them, and after an indecisive action were now safely housed.

So there was nothing for the admiral to do but to sail for England, reflected Hardy bitterly, laying down his pen, and staring out of the "Victory's" stern window. He felt sick in body and depressed in mind. Two years of unwearied vigilance, two years of cramped quarters, of perpetual discomfort, of gales and storms, followed by three months of anxious fruitless cruising half across the world to end in this! Hardy's thoughts went back to the Nile chase. The newspapers and stay-at-homes had been busy enough then. "What is Nelson doing? Why hasn't he found the French?" What would they say this time? With an effort he turned back to his letter.

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DEAD FOUL

(Continued)

The sound of footsteps halted his pen. He half-turned in his chair.

"The admiral sends his compliments, sir, and would be glad to see you on deck."

Hardy went reluctantly. He felt unusually pessimistic. Perhaps his rheumatism helped to account for it. But in his heart he knew it was not rheumatism which caused his footsteps to lag as he slowly climbed the companion way.

The admiral was pacing the deck with quick energetic strides. He paused to greet his captain.

"England, Hardy! Home!" He pointed to the Portsmouth beach, thronged with sightseers.

"What will England say, my lord?" The words seemed impelled from him against his will, and he was immediately sorry he had spoken, as he saw the brightness in his admiral's face wiped off it.

Failure! The word was no more than a whisper borne on the breeze. The two men stood side by side in a heavy silence, watching the approaching shore. The sun caught the patched sails, the worn black and yellow chequered sides of the "Victory," the breeze shook out the folds of the faded and tattered ensign.

A deep rumbling was borne across the hot August air. The admiral bent his head forward to catch the sound.

"They are cheering!" There was surprise in Hardy's tone. He straightened his shoulders. His plain blunt features were momentarily irradiated. He turned and grasped his admiral's arm. His deep voice took on a deeper tone.

"That, my lord, is England's welcome!"

CRADLE OF THE ROYAL NAVY

(Continued from Page 11)

seventh of the total strength. On board the "Victory" at Trafalgar there were about 150 Cockneys included in the flagship's company of 600 seamen. To this day London remains the principal recruiting centre for the Senior Service.

Curiously enough, although London has always been a familiar name on the Navy List, the first namesake of the City was not built on the Thames, but at Chatham. The vessel was a unit of the famous "Ship Money Fleet," commissioned at the cost of the City of London, in obedience to Charles I's precept requiring the Lord Mayor to fit out a squadron for service with the Royal Navy.

Following the establishment of the Commonwealth, the "London," which a contemporary described as "a greate lustie ship of the second rate, carrying sixtie greate gunnes," was attached to Blake's Fleet. She took part in three of the six battles fought against van Tromp—North Foreland, September, 1652; Lowestoft, June, 1653; and Camperdown, July, 1653.

Shortly after the Restoration the "London" accidentally blew up in the Thames, with the loss of 300 men. As the City had played a prominent part in supporting Cromwell's cause, the Lord Mayor and Aldermen saw in the disaster an opportunity for regaining the King's favour.

Within a week of the catastrophe, therefore, the Common Council sent a letter to Charles II offering to replace the lost vessel at the cost of the City. King Charles promptly accepted the offer, and as token of his pleasure at the City's allegiance, ordered that the new ship should be called the "Loyal London."

Built at Deptford, at a cost of £18,500, the "Loyal London" was a three-decker mounting 80 guns, and was launched with great ceremony in the presence of the King.

"Loyal London" received her baptism of fire on July 25, 1666, when, flying the flag of Admiral Sir Jeremy Smith, she behaved magnificently in the famous "St. James's Day Fight." A few weeks later she was cruising alone in the Channel, where she met and defeated two French men-o'-war.

Next year, however, misfortune befell the "Loyal London," for she was one of the vessels set on fire and sunk off Upnor Castle by de Ruyter during his raid into the Medway. The ship was subsequently raised and repaired, but as the City of London left the Crown to foot the bill the King spitefully ordered the prefix "Loyal" to be cut off her nameplate.

None the worse for her burning and sinking, the salvaged "London" fought in several actions against the Dutch. She led the van at the battle of Solebay, and in the engagements off the Schoonveldt and Texel in 1673 carried the flag of Admiral Sir John Harman. At the great fleet action off Cape Barfleur in May, 1692, she carried the flag of Sir Cloudesley Shovel.

Throughout the following half-century the "London" was present at a score of sea fights, and when she eventually sailed to the ship-breakers in 1747 she enjoyed the distinction of being the oldest warship afloat.

For the next few years the City of London had to be content with its name being given to

CRADLE OF THE ROYAL NAVY
(Continued)

an 80-ton brig, which was lost at the capture of Senegal in 1758. In 1766, however, the third warship launched as the "London" took the water at Chatham. She carried ninety guns and was destined to have a long and active career.

H.M.S. "London" formed a unit of the blockading fleet during the American War of Independence, and in 1781 carried the flag of Rear-Admiral Graves in the Chesapeake action. A year later she joined Hood's Fleet at Port Royal, and under the command of Captain Kempthorne helped to destroy the french 75-gun "Scipio."

"London" was flagship to Vice-Admiral Colpoys, third in command at Lord Bridport's running fight with the French off Belle Isle in 1795. After a year's service in the Mediterranean, she returned to England for refit, and arrived in time to join the mutiny at Spithead.

Nelson's bombardment of Copenhagen provided the "London" with her next opportunity for distinction. Thereafter she took part in the majority of Nelson's actions against the French, but, happening to be at Chatham in 1805 for refit, missed Trafalgar.

Early in 1806 the "London" was again at sea, and in April of that year captured single-handed the 80-gun "Marengo" and a frigate, both of which vessels were returning to France from China. She was afterwards engaged in the blockade of the Tagus, and was escort ship when the King and Queen of Portugal fled to Brazil. Following three years' commission in the Atlantic, the "London" went to the breakers in 1811, having been 45 years afloat.

It was not until 1840 that another "London" was launched. This was a ninety-gun two-decker, built at Devonport, and one of the last of the large warships entirely dependent upon sail. At the outbreak of the Crimean War she was sent to the scene of hostilities, where she distinguished herself with the inshore squadron at the bombardment of Sebastopol.

Experience gained during the Crimean War finally convinced the Admiralty that sail no longer had a place in naval operations, and in 1858 the "London" was converted into a screw steamer at Devonport. She was then sent to East Africa, and in 1874 became depot ship at Zanzibar, where she was broken up ten years later.

(Continued on Next Page)

CRADLE OF THE ROYAL NAVY
(Continued)

In 1899 the name "London" was revived in favour of a first-class battleship of 15,000 tons launched at Portsmouth in December of that year. Although practically obsolete by 1914, H.M.S. "London" served with distinction at the Dardanelles and in the North Sea. She was sold and broken up in 1920.

To-day the City of London is represented in the Navy List by a 10,000-ton cruiser of the "County" class, laid down in 1926 and launched by the then Lady Mayoress in 1928. To commemorate the City's interest in the cruiser a fine collection of historical pictures relating to the Royal Navy's previous "Londons" was pre-

Although the King's fighting ships can no longer find moorings in the shadow of London, there is scarce a ward in the City but has some relic or monument perpetuating the old link with the Royal Navy. Within the boundaries of the Capital there sleeps a noble company of seamen. Nelson, Northesk and Collingwood, the immortal trio of Trafalgar, are buried in the crypt of St. Paul's Cathedral; while Hardy, Blake, and a score more of Britain's great sea captains found their final anchorage in London or its immediate neighbourhood.

Another reminder of the ties that exist between London and the Navy is the privilege enjoyed by the Royal Marines of marching through the City streets with bayonets fixed, drums beating and colours flying.

Finally, the White Ensign still has a permanent place on London river, where it flies from H.M.S. "President" and H.M.S. "Chrysanthemum," the R.N.V.R. depot ships of London's citizen sailors, moored off the Temple Embankment.

HONOUR THESE MEN

In paying tribute to the magnificent work of the Empire's Navy and Air Force, we must join the men of the Merchant Navy. These men day after day face the direst perils, and have to take terrible punishment from raiders, submarines, mines and bombs without the remotest chance of effectively striking back. No, we must not forget the men of the Merchant Navy.

Mr. NOEL COWARD

The assumption that this distinguished visitor was to have "advised" Australia on her war effort was entirely without foundation. Mr. Coward, in his public utterances, gave no advice to Australia, and the welcome given to him by Australians generally was unstinted.

THE LAST SHILLING—IF NECESSARY

This is a total war, and Australia's must be a total effort if we are to take our share of the Empire's fight for freedom. In this country we are still privileged to grumble about taxes and other annoying things. In England, which is our front line of defence, they are not grumbling about taxes. They are fighting for their very existence, and living in the hell brought by Hitler's bombers. Not only are they fighting a ruthless foe, but they are paying record taxes to finance their fight.

For them there is no respite. Herded underground, they snatch sleep whenever they can. Tired, they walk to work from the shelters, often with the roar of aerial battle in their ears and bombs battering the streets.

How different in Australia. Untouched by the scars of war, life goes on normally, sport and holidays are uninterrupted, and all we know of bombers is the tragic daily story we read of our kinsmen's terrible sufferings, of the slaughter of civilians, men, women and children, and of hospitals razed to the ground.

In Australia we are asked to help the Government find some of the colossal sums of money needed to equip our fighting forces so that when they meet the enemy they will meet him on, at least, equal terms.

A million and a half Australians are subscribing to more than 20,000 War Savings Certificates Groups. They have made a substantial contribution to the £16,000,000 raised so far towards the Commonwealth's war commitments. By weekly payments they have been buying one or more of the £1 Certificates. But now that the first cycle of payments is being completed, many of them show an inclination to "call it a day" and to drop out of their groups.

This attitude is unworthy and dangerous. It is unthinkable that Australians should be ready to dismiss so lightly their obligations to themselves and to their own fighting men who have gone overseas in defence of this country.

The Federal Treasurer (Mr. A. W. Fadden) has issued a warning that any slackening of our effort simply cannot be contemplated. He urges subscribers to Savings Groups to continue, and on an increasing scale, the effort which they have begun so well.

"Everybody," he says, "must get down to the job of making every possible shilling available to the Government. The only alternative to the fulfilment of Australia's loan programme is still higher taxation. I don't say that by way of a threat, but as a sober statement of fact which reasonable people will accept and act upon."

As in 1914-18, it must be the Last Shilling—if necessary.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

Its Objects are:

To enlist the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our Empire but also with the object of securing British prestige on every sea, and protecting our vast Mercantile Marine.

To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in Conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to Become Good Citizens, by learning discipline, duty and self-respect.

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PLEASE NOTE

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