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N.S.W.



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# The Navy League Journal

NEW SOUTH WALES BRANCH.

Vol. 11.

SYDNEY, SEPTEMBER, 1921.

No. 5

## FROM WOOD AND CANVAS TO STEEL AND STEAM.

(OFFICE THE HISTORY OF LADY'S BLUE ANCHOR LINE TO THE PEACE OF ITS DISMANTLING BY THE P. & O. STEAM NAVIGATION CO., LTD.)

BY CAPTAIN J. H. WATSON, R.N. & R.N.R.

Part I.

In 1868, at the time the Suez Canal was in course of construction, and when shipowners were beginning to feel that steam was going to assert itself, one, William Lamb, of Abinger, London, had such faith in canvas that he had a composite ship built by W. Walker, of Rensselaire, on the Thames, and put her in the China trade. She was a small vessel, even at that time, of 643 tons, and was placed under the command of Capt. J. E. Herry, a gentleman who will be met with again in the story of the Land Line outside. This vessel was named *Mikado*, and was launched the next year by the *Ambassador*, of 692 tons, by the same builders. A third vessel, the *Serpis*, of 995 tons, was built on the Clyde in 1875 by J. E. Scott, of Greenock, and was an iron ship. By this time the day of the China tea clippers had passed, and William Lamb (who had dropped the Norwegian way of spelling his christian name) gave his attention to the Australian trade; these ships coming to Sydney to the agency of Messrs. Alfred Lamb & Co. It soon became apparent that if the Land Line was to be a success it must get into steam, so in 1880 William, Richardson & Co., of Newcastle-on-Tyne, built the first steamer for Mr. Lamb, an

iron vessel of 1861 tons, and 276 feet long, which, on being launched, received the name of *Delaware*. The command was given to Capt. Herry, who had passed from the *Mikado* in 1875 to the new ship *Serpis*, and when it was decided to go into steam, he went as chief officer of the steamer *Orissa King* to qualify for the command when the *Delaware* was ready. When this steamer gave place to larger vessels, she passed into the hands of Bucknall & Nephews, of London. The next steamer was built in 1884 at Newcastle-on-Tyne, by Cairns, Bell, Mackintosh & Bowdler, an iron vessel of 2,504 tons and 285 feet, only slightly larger than the first. Captain Herry, who was now the "commander" of the service, took command of the new vessel. This also in due course was passed on, and went under the Spanish flag by the name of *Rina*. In 1886 the third steamer, coming from the yard of J. I. Thompson & Sons, of Sunderland, was launched. She was an advance on the others, being 2,831 tons and 325 feet long. Steel plates were used in her construction, it being recognized that it was much superior to iron, which is now seldom used in shipbuilding. Automatically, if it may be so expressed, Captain Herry passed to the

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*Hubbuck*, for such was this steamer's name. This vessel sailed under the flag with the blue anchor on it for many years, with various commanders, till 1898, when she was passed out. During the South African War she was the property of the Admiralty.

In 1887 J. L. Thompson & Sons built a sister ship to the *Hubbuck*, which received the name of *Riverina*. This vessel had a brief career, for whilst on a voyage to Sydney, in January, 1896, she came to grief on the coast between Ram

vate suspended for six months for having set the wrong course. The *Overambidgee*, which followed, from the same yard, in October of the same year, was also a sister ship, which, after ten years of service, was sold to a Portuguese firm, and was renamed *Perinópolis*, and is still under the "Empresa Nacional de Navegação" flag.

The *Hilawala*, in 1898, was built by Wigham, Richardson & Co. of Newcastle-on-Tyne, a steel vessel of 2,267 tons, the same size as the

## VISIT TO H.M.A.S. "BRISBANE."



Gladstone "Anchorage."

## SIGNALLING.

NAVY LEAGUE (NEW SOUTH WALES) SEA CADET.  
TAKEN A HAND.

Head and Cape Everard. The *Orient* liner *Laodamia*, whilst on the way to Melbourne, on the 27th, picked up a boat in charge of the second officer, who had been sent to intercept a passing vessel and get assistance. She took the passengers off and landed them at Melbourne. On receipt of the news in Sydney, the *Albion* was sent to see what could be done; she brought the crew and some of the cargo up, but the steamer was a total loss. Captain Petho, who was in command, had his certifi-

cates which preceded her. She only remained in this service for ten years, being, in 1898, sold to Dutch owners, when her name was changed to *Anchisee*, and she must not be confounded with a steamer of the same name built later for the H.M. (Blue Funnel) Line.

Mr. Lund went to Middleborough-on-Sea for the next vessel, which was built by R. Dixon & Co. and launched early in 1899, and named *Erkosa*. She also was the same size as the vessels on the line at the time, her ton-



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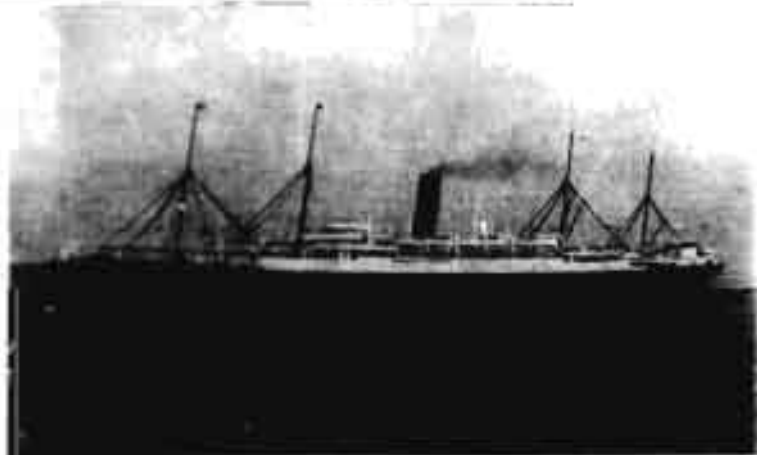
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being 2,240 tons, and her length 325 feet. When the next vessel was built, at the end of 1889, the *Tone* was again launched. William Richardson & Co. receiving the order for the *Blanchard*, of 2,250 tons. This name was previously unheeded of till a local politician at Ballarat, addressing the electors, said: "Gentlemen of Ballarat, and savages of Blangrove," this latter place being in the district of Ballarat. The expression caught on, and was frequently quoted, and was no doubt considered quite "the thing" for a name for an Australian liner.

The *Blanchard* appears to have exceeded its fifteen years, for she was passed on to the Quebec N.S. Division Canada Steamship Lines, Limited, whose ownership was hoisted in 1904 under the name of *Parina*.

For the next boat, which appeared early in 1890 under the name of *Calcuta*, Messrs. J. L. Thompson & Sons were responsible. She was an advance on the other recent additions, being 2,444 tons. The *Calcuta* is credited with having made the passage out, via the Cape, in just 30 days, which is said to be the record of the period. If it is true that she did it in the time, the record remains with her, but as the post she made is not stated, Adelaide is the only one she could have reached in the time given.

By the foregoing particulars respecting the steamers which had been placed in the Australian trade by those controlling the Land Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the *Blanchard* of Ships fails to give as the list of house-flags and funnels, it will be noticed that in the ten years covered, a great advance had been made in the class of vessels. Starting in 1880 with the *Delevinsky*, of 1,808 tons, in ten years the much steamer, the *Calcuta*, was added, the tonnage of which was nearly double at 2,444 tons. This line was still controlled personally by Mr. William Land, with the help of his sons, but "the name behind the gun" in Sydney was, it is may be expressed, Messrs. Gallaher, Watt & Co., who started the Land Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The steamship being now fairly well-kept, and it having been admitted by the strongest believers in the sailing ship that her due had departed, William Land sold his, the *Adelaide*, in 1891, being bought by the Union S.S. Co.

and converted into a bulk, she was then 23 years old. She was sent to Suez, and after 25 years' service there, she was discarded to be on fire on October 20, 1916, and was burned to the water's edge.

The second decade was commenced with the addition of the *Hollandia*, built by William Richardson & Co., a vessel of 3,531 tons and 370 feet long, early in 1891; followed later in the year by the *Tararongia*, of 2,541 tons, from the Sunderland yard of J. L. Thompson & Sons, which town also sent out the *Harranah*, of 2,373 tons, in 1892, from the works of the Sunderland Shipbuilding Company. This vessel was the last steamer of less than 4,000 tons built for the line, and the succeeding years saw an increase in size, as being admirably adapted for carrying mail, they could always command a cargo.

The first of these three steamers, in 1892, was procured by the British & South American Steam Navigation Company, Ltd., and had the name of *Hollandia* given her in place of *Harranah*. She was followed by the same owners by the *Tararongia*, which took the name of *Hermione*, and the last of the trio going to keep the others company as the *Hollandia*. But before these had been disposed with, several new ones had been built—in 1893, the *Harranah*, of 2,373 tons and 370 feet long, the largest vessel for the line up to this time. During the First War she was taken up for a troopship, and in December, 1904, sailed with the *A Field Battery* of the New South Wales Artillery. This was a port with the local military authorities, who were very anxious for it as an active service, and from which much was expected, but a gas in opposition to distinguish itself.

The Sunderland Shipbuilding Company, which was getting the Land orders, went instead out the *Narragansett*, a vessel of 3,078 tons, which was launched in 1895. This ship's name came prominently before the public in 1912, after passing through a terrible gale in the English Channel when commencing a voyage to Australia under the command of Captain Gribble, and it was only by the manner that he handled her that she was brought back to port, the whole of her deck rigging and gear being smashed up but her deck looked away like a scrap heap with nothing else. Fortunately there was no loss of life, although some of the crew were seriously injured by the monsoon waves which overcame her, and the passengers had a bad time for two or three days.



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After due the *Narrung* was sold, and went to the *Merino Steamship Company*, with headquarters in Hongkong, where she was registered under the name of *Merino* 1871.

The *Sunderland Shipbuilding Company* received another order in 1868, and the vessel supplied was the *Habool*, of 3,900 tons.

Until very recently the naming of ships did not seem to be in any principle, but in looking down the list of the fifteen names of the *Lund* steamers they appear to be derived from Australian place-names, with a few exceptions. It is not quite clear where *Narrung* comes from, but *Habool* comes from a pastoral district in the neighbourhood of Dunlop, which may probably supply some of the wool which the steamers of the line carry so much of. It was to carry this ever-increasing cargo that these steamers correspondingly grew in size, and this last addition to the fleet, which came eighteen years after the first, was three times as large.

The only event which might have been serious in her career was in 1909, when going down the river at Port Adelaide she tested her plates against those of the *Shire* liner *Lynshire*, and had the best of the meeting, the other getting several of her plates damaged.

In 1914 she became the *Kyushu Maru*.

The *Sunderland Company* built its fifth and last steamer for *Lund's*, which received the name of *Warramir* (being the second of this name), and making her appearance in 1899. She was 5,390 tons and 400 feet long—the same as the three which immediately preceded her. This vessel got into trouble in 1904 when outward bound from Sydney to England. She was in charge of Captain Lingham, an experienced and careful officer who held an exscent certificate. In trying to avoid the *Orient Company's Orewa*, which was coming in, she grounded at Shark Beach, damaging several plates and frames. She returned to the wharf, where she discharged her cargo and then went to Woolwich Dock. The *Marine Board* attributed the accident to an error of judgment, and Captain Lingham took her home, and will be heard of again in the same service.

As larger vessels were required the *Warramir* was sold in 1914, and on arrival in Sydney in March, 1915, she was the *Shinkoku Maru*.

The next vessel to have the *Blue Anchor* on her funnel was named *Commanorah*, of

1870 tons, with a length of 450 feet, and Messrs. Barclay, Curle & Co., of Glasgow, were the builders. These steamers were now showing a more modern appearance; they had discarded yards and beams, making no pretence to carry canvas when the *Narrung* was rigged, but a further step was made with the *Commanorah*, which had twin screws.

Eighteen months later (March, 1904) saw another and a larger steamer launched by Barclay, Curle & Co., the christening ceremony being carried out by Mrs. A. E. Lund, who named her *Grelong*, thus paying a compliment to the pretty Victorian town so pleasantly situated on the shores of Corio Bay, a town which in the past was designated "Sleepy Hollow" by those who did not know it, and "The Frock" by those who believed they could forecast its destiny in regard to Australia.

But, whatever the town may be considered, the ship was a splendid one for the trade she was built for; a great cargo carrier, as well as an exceptionally good passenger ship for the two classes this line specialised in. The *Lund* steamers initiated a system of carrying first and third-class passengers, and as each new steamer came into the service, some improvement in accommodation and comfort was introduced that left little to be desired. The first-class accommodation was for 125 passengers, and the third for 200. The *Grelong* had a tonnage of 7,051 tons and a length of 450 feet, with twin screws and other late improvements. She left London under command of Captain Herry, the commander of the fleet, and made the passage to Melbourne in 30 days. On the next voyage of the *Grelong* there was a little episode which showed Captain Herry's British spirit. On the arrival in Melbourne Bay, the *Grelong* was ordered to Williamson's Pier. This raised the shipper's ire, as he did not relish being sent to a place at such a distance from Melbourne, and he demanded an explanation as to why he could not have his berth at the Port Melbourne Pier, and was informed that it was reserved for a German steamer which was due the next day. This so irritated the captain that he let out. He did not mind giving way to a British mail boat, but to be pushed aside for a German cargo vessel was too much for him, and he "would see if a British ship is to be subordinated to the convenience of German ships." It is a pity that others did not take up that position some years before the war. With the public and the off-

Continued on page 12.

## THE BOY SCOUT.—SENSES.

BY J. HENRIK THOM.

## AUSTRALIAN PARENTS ALERT!

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



The word Scout is derived from a French word meaning "to listen." Mind, there is a difference between listening and hearing. Listening implies attention, being on the alert like a sentinel. You may hear a sound but not note in what that sound indicates. A scout who has trained his senses properly, no matter whether he is in town or country, can extract an immense amount of information from apparently slight indications which another person might overlook. An indication of little use by itself may become an important link in observation with other small indications. Life is made up of small things. It is often the small things of life that make the difference between success and failure. A true scout is always on the watch and therefore carries out the scout motto "Be Prepared." By being prepared and training himself, a scout has an immense pull over those who just drift along through life, complain of their bad luck, and are jealous of the scout who gets all the chances. The senses of some appear to be better developed than others. That we find some will see better, others hear better or smell better, have a finer sense of touch, and so on. This may be

because the senses of some are normal or super-normal, while those of others are sub-normal; but in many cases it is because a boy is or is not an inverted, or does not know how to train his senses. The training of senses is now often done in a half-hearted sort of manner or is left solely to chance. Anybody who has taken up special study soon discovers a number of fine points the existence of which he never knew before and about which the general public knows nothing, not that the information was not open to everyone, but because most people are not sufficiently interested to investigate.

Take the sense of hearing: anyone can distinguish between the bark of a big horse and that of a small one; also whether the bark indicates pleasure, anger or pain. It requires more training to distinguish between the barks of different breeds about the same size, or the voice of an individual dog. To approximate the distance a dog is from you by its bark also implies experience: for you not only have to take into account the pitch of the bark, but the direction and force of the wind, the nature of the surrounding objects which may retard the sound waves, and so on. Or there may be various sounds going on at the same time, such as a street band, a passing train, barking dog, and people speaking, out of which you only wish to listen to one particular sound. Besides separating the essential from the unessential, it is necessary to interpret correctly what you hear, smell, taste, etc. You hear a dry twig snap in the bush: experience tells you that twigs do not snap without a reason, that the usual cause is some heavy object passing on them: the probability is that some person is near it approaching, and you are at once put on your guard. You smell tobacco smoke: you know that beasts do not smoke: the presumption is that a human is in the windward of you. Your tea tastes bitter: you know that is not the proper taste of tea: someone may have put some salt in it or a fork, or what has happened more than once, some careless person may have mistaken myristicine for sugar and put a deadly poison in your tea.

Though the word sense means to listen, the practice of sensing is by no means limited to sound. Take smell. It is easy to distinguish

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between the smell of something burning from any kind of a wood. But the smell of burning varies with the material burnt. It is easy to distinguish between the burning of a freshly lighted coal fire, the burning of some cotton fabric and burnt rubbish. It requires a deeper knowledge of coal to be able to tell various coals from others by the odour given off when burnt. Scents have a game known as "nose's nose." This consists of say taking my half-a-dozen small paper bags, in each of which is some substance with a characteristic odour, e.g., tea, coffee, orange peel, pepper, lavender, all spice: as you may have small bottles containing liquids, e.g., kerosene, benzene, methylated spirits, ammonia, turpentine, citronella. Care must be taken not to bring the substances in contact so that the scent of one is communicated to the others, neither are the players allowed to see what they are smelling, otherwise they might be misled in their judgment by the appearance of the substance. Later on acquaintance with a less strong odour, or with odours of a similar nature can be employed.

The sense of touch can be tested by placing under a cloth a few articles of as near the same shape as possible but of different materials, e.g., small rods of glass, bone, metal, wood, stone and paper, and trying to determine them by feel. Or this may be varied by determining what articles of a similar shape may be, e.g., a trousers button, a long counter, a small coin, a cardboard wad and a metal punch.

Taste can likewise be tested, though it is strange how difficult it is to determine what you are tasting in certain instances if you cannot see what it is you are putting into your mouth. You might want to say sugar, honey, salt, mustard, soda, chocolate. With much experience you may be able to distinguish between different kinds of honey, depending on the blossom from which it has been gathered, or between different brands of tea.

Sight is perhaps the most useful sense in the bush, but its value is limited if you confine it to looking at a fine view, and neglect to observe where you are going, like you might stray off the regular track and become lost. Get the habit of observing, it makes life much more interesting and a long walk when alone far less fatiguing than it would otherwise be. Tracking does not appeal to everyone, but you must know when you may be called on to do some. Constant observation should enable you to tell the footprint of a man from a boy, or that of a boy from a woman: whether the footprint is fresh or old; approximately how long ago it had been made: whether the person making it was fresh, tired, or lame; if the latter, which foot: whether the pedestrian was travelling light or loaded; you might be able to determine

**THE BOY SCOUTS.—NEEDLES.—**CURRY is whether the traveller was a snorter or was eating anything as he walked, and draw deductions from anything he threw away. If a person is riding a bicycle, it is easy to tell which way the bicycle was travelling, for the hind wheel makes a straighter track than the front which is liable to wobble, especially when going up hill or in a sandy place, and of course the hind wheel will leave the least mark. The direction in which a motor car has gone can be told by the displacement of small stones, the toothings of the dust on each side of the wheel tracks, while if the wheels jump a lug or large stone on the road, they show no track for a few inches on the left side of the obstruction, and where the wheels come down again the tyres flatten out and make a wider impression in the spot where they first take weight. The time that has elapsed since a horse passed, and the condition of the horse, whether staid or gossiped, can be determined by an experienced observer who examines its droppings and takes weather into consideration.

The fact of the matter is, we do not get half the pleasure out of life that we should simply because we do not use our senses in the way intended: we even do worse, for we often dull our senses by straining our eyes unnecessarily, spoiling our senses of smell and taste by smoking and taking unsuitable food and generally living an unnatural life. This may be done deliberately or through ignorance. Nature takes no account of manners: if you work against her laws you have to suffer all the same. Be what nature intended you to be, you will be happier and healthier; any many-farious grievances will vanish.

#### NAVAL PRIZE MONEY.

It should be generally known by those concerned that prize-money can only become available for distribution as the accounts relating to the several seizures are completed by the various prize courts and the balances are transferred to the Naval Prize Fund. The Financial Secretary to the Admiralty, London, recently explained that, "in view of the larger number of beneficiaries (nearly 300,000) of the labours involved in each distribution, the accretion of a very considerable amount is necessary before a further payment is justifiable. It is not considered that such further distribution, which will be final, will be practicable until the early part of next year."

We beg to acknowledge with thanks the receipt of the undermentioned contributions to the Navy League funds:—

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#### SEAMEN'S PENSIONS.

Sir W. Mitchell Thomson (Parliamentary Secretary, British Board of Trade), in reply to Sir John Batcher in the House of Commons recently, said the recommendation of the Select Committee on pensions that all officers and other ranks of the Mercantile Marine who served afloat during the war in British merchant vessels should be regarded as having been engaged on war service, provided that such service was performed under circumstances where the usual risks of death were

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increased by war conditions, had received the careful consideration of the Government, and it had now been decided to include within the scope of the war risks compensation scheme for the Mercantile Marine; cases where the seaman consistently was in or passed through the danger zone, and it was clearly established on medical evidence to the satisfaction of the Board of Trade that he was subjected to continuous and exceptional strain thereby; that his health was affected by the strain before his discharge from the last ship in which he passed through the danger zone; and that his illness or death could properly be regarded as due to this strain.

This decision took effect from August 9th, 1920, the date of the Select Committee's report, and payments would accordingly be made from that date.



BATTLES WITH THE ELEMENTS

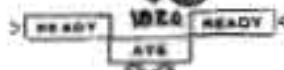
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NAVY LEAGUE



SEA CADETS



## ROUTINE AT DEPOT.

Monday—8 to 9 p.m.—Band Practice.  
Tuesday—7.30 to 9 p.m.—Mechanics Class.  
Wednesday—8 to 9 p.m.—First Aid.  
Thursday—7.30 to 9.30 p.m.—Speed Skill and Physical Exercises.  
Friday—7 to 9.30 p.m.—Racemanship.  
Saturday—4 to 5 p.m.—Swimming. Sports.  
Sunday Morn.—Church Parade.  
Sunday—2 to 5.30 p.m.—Away Boats.

By arrangement with Mr. W. Hemmer and Messrs. Walter Bros., Sydney, the Navy League has acquired the senior rights of the premises at the foot of Green Street, Sea's Bay, Balmain, for use as a Training Depot.

As heretofore the Cadets will be able to utilize the existing and spare equipment, and to reap the benefit of the experience and coaching of the volunteer training officers attached to the Depot.

We hope there will be a continuance of the regular attendance of both Officers and Cadets, and that the enthusiasm of the past will be carried into the future by every member of the Corps. Let it be our aim to build the movement on the foundations of permanency, so that those who come after us will be able to record a work well and fearlessly done.

The Chairman and Committee of The Royal Shipwreck Relief and Humane Society of N.S.W. have extended an invitation to the Officers and

Cadets of the Corps to be present at the Sydney Town Hall on the evening of the 11th inst. on the occasion of the presentation of the Society's funds by the State Governor, Sir Walter Davidson. There will be a grand concert.

Depots are being committed to the Officer-in-Charge of the Depot, and it is hoped that there will be a record number of Cadets on the above mentioned date.

The full report of the proceedings will appear in this page in our October issue.

Application is being made to the Naval Authorities for the loan of a second training cutter. Its acquisition by the Navy League will enable a far greater number of cadets to participate in useful work ashore.

The Navy League will celebrate "Nelson Day" (22nd October) at The Royal Naval House. Particulars will be communicated later.

At the end of the year an examination will be held in connection with the work of the Navy League Sea Cadets, whose prizes will be awarded to the most efficient boys.

When the second depot is established at North Sydney it will help to widen the public interest in the work of the League. It will also create a friendly and healthy rivalry between the cadets of the two depots, and make it possible to organize a Navy League Carnival on water and land.

## AUSTRALIA'S NAVY.

COST OF UPKEEP, INCLUDING THE VARIOUS  
SMALL ESTABLISHMENTS.

The Minister of the Navy (Mr. Land Beuch) recently gave some interesting information to members of the Federal Parliament. He said that H.A.N.S. Australia was in commission with a reduced crew, serving as tender to the HMAS Naval Depot for gunnery and other training duties.

counter, £18,133; Pioneer, £17,714; Hylon, Parosmatta, Swan, Torrens, Warrigun, Yarra (torpedo boat destroyers), £19,715; Calliope (late Protector), £16,391; Cassiope of Hesperides, £3,306.

The vessels then were up-to-date, the Minister continued, were the Melbourne, Brisbane, and Sydney, light cruisers; HMAS, Mallow, and Cassiope, sloops; Scout, Bulweri, Success, Swallow, Tasmann, and Taurus, destroyers; Playpen, submarine patrol ship; J1, 2, 3, 4, 5, and 7, submarines. The cost of upkeep for each



Commander-in-Chief, H.M.A.S. Brisbane.

## RESERVE MESSKITCHENS.

MAN OF H.M.A.S. BRISBANE TAKES AN INTEREST IN THE  
NAVY LEAGUE SEA CADETS.

This vessel alone £475,000 a year, as against keeping the vessel in full commission. These were eleven vessels of the Australian navy not up to date, including the Australia, Encounter, Pioneer, Hylon, Parosmatta, Swan, Torrens, Warrigun, Yarra, and Calliope. Of these all but the Encounter, Pioneer, and Calliope were efficient ships for the purpose for which they were now intended in case of emergency. The cost of keeping these vessels in commission for the last financial year was (—Australia, £238,918; Kn-

ship for the last financial year was as follows:—Melbourne, £143,849; Brisbane, £192,200; Sydney, £116,385; HMAS, £60,716; Mallow, £1,000; Cassiope, £39,350; Anzac, £13,981; T.B.D.S., Swallow, Success, Swallow, Tasmann, Taurus, £198,306; Playpen, £15,541; submarines (1911), £102,235.

It will be noted that the cost in respect of the fuel consumed to the last (coal and oil) is not mentioned. The word for advance is also noted over H.M.A.S. Tugla.



ends of the port did their best to put Victorian ships in the front position, from which the war has now dislodged them, and it seems with the same persons to take care that they do not get back into those positions again.

Three again the Glasgow builders were called on for a steamer, and the *Hibernia*, of 1,500 tons, was the result, a vessel which, on arrival in Port Jackson at the end of 1906, was greatly admired, and enthusiastically lavished on her along the waterfront and in the press.

Of course, Captain Barry had command, and she brought 720 third-class passengers—said to be the largest number ever brought in any steamer.

Later, in the following year, she again arrived, and left on June 26 for London, via ports. She called at Melbourne and Adelaide, leaving the latter place on July 17 for South Africa. In due course she arrived at Durban, and left again for Capetown on July 26. Cables were received in Sydney on August 2 to the effect that steam was felt at Capetown over the non-arrival there of the steamer. It is needless to say that great anxiety was felt by all parts of the Commonwealth, as she had a large number of passengers on board (about 1,200), and a crew of 215. Hope at first keeps people's spirits buoyant, but hope deferred cannot discontinue to day after day, week after week, and month after month passed without anything being heard of either ship or people in spite of every effort being made to solve the mystery of her disappearance. Three warships at the Cape were immediately sent out to search, but without result. Then a specially equipped steamer, the *Sabine*, was dispatched, and searched as far east as St. Paul Island and south to the Crozet Islands. Later another vessel, the *Waverley*, was sent out, but not the slightest clue to solve the question of her disappearance was found.

The Court of Inquiry, sitting in London, found, in March, 1911, that "the ship was lost in the gale of July 28, 1909, which was of exceptional violence for those waters, and was the first great storm she had encountered."

At the time the *Hibernia* was lost, the fleet of the Land Line consisted of the steamers *Geelong*, *Commonwealth*, *Narrany*, *Wahool* and *Hibernia*. Shortly after it was disposed of, and under its new owners has grown to 2 for greater comfort. The story of which will appear in the October issue of this Journal.

### TANGIBLE SYMPATHY

Grants of from £5 to £50 have been made by the Navy League R.A.N. Claims Committee in 278 cases to date. To money in straitened circumstances, assistance from the Fund has been a sensible God-send, as many women in their expressions of thanks have testified.

The same Committee has dealt with 284 cases of men who served during the war in the Mercantile Marine, and has made grants of from £5 to £25 in numerous cases.

Rear-Admiral Sir Allan Frederick Everett, R.C.N.V., R.C.M.G., K.B. (Australia's new First Naval Member) is expected to leave England for home shores in October on board the *Orius* line "October."

### R.A.N. APPOINTMENTS.

The undermentioned appointments and promotions are announced by the Navy Board: Captain, Rev. Nigel A.B. T. Backhouse, to Caribou, additional, September 1; Gunner (E.), George J. Fenchamstone, to Penguin, additional, August 21.

Promotions included are as follows:—Sub-Lieutenants, Ross V. Whistley to Somerset, August 25; acting sub-lieutenants to sub-lieutenants: Norwood P. Morgan, Francis T. Roche, Colin G. Little, Ellis C. Wickett (E.), Allan D. Cairns (E.), Henry S. Christman, Vincent S. Kennedy, January 15, 1921; Herbert J. Barling, January 30, 1921; John R. Millar; Jefferson H. Walker, John Aldon, February 15, 1921; Sydney T. M. Gower, Frederick Townsend, Joseph E. Hewitt, February 18, 1921; Donald J. H. Clark (E.), March 15, 1921; Robert B. A. Hunt, Geoffrey U. Carter, Abner S. Rosenthal, Richard M. Kowlands (E.), Geoffrey A. Hall, March 30, 1921; Frederick C. Hodgson (E.), Basil S. Hogg, Roy R. Durling, Robert F. Sell, Charles R. Childers, Donald P. Wines, April 15, 1921.



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their duty. Take a trip in an ordinary coal-burning steamer, and compare the smoke issuing from the funnel-tops on the first two or three days with the remainder of the voyage. This is caused almost entirely by inferior steaming. Partly it is due to the average seaman having been told so often that he is a very inferior creature indeed, that he has come to be indifferent as to whether he is or

So much for the inside, but the spirit of the public outside the service is of just as great importance. The seaman is very tired of being treated as a sort of curiosity and a being apart from mankind. Public interest in the sea services would put an end to that sort of thing for good and all, and it is useless to try to arouse public interest without the daily and weekly Press.



A BRITISH FULL RIG SHIP AT SEA.

At Sydney loading Australia's golden grain for the United Kingdom or Europe are two full rig ships. The ex-German vessel "Teppichhahn" now under the British flag is one, and the other is the fine ship "Mount Stewart" well-known to Sydney. There will appear in the next issue of the Journal an article dealing with rates of pay and life on board modern windjammers.

not. Partly it is due to the men not knowing the boilers and having to learn all sorts of tricks all over again at the beginning of every voyage. Let this man feel that he bears an integral part of the responsibility of maintaining the honour of his house-flag—and let him feel a real desire to see the honour of that flag maintained—and he will do wonders. And so on right through the ship's company.

Naval and shipping supremacy depend upon one another, and both depend upon the public. We have lost the greater part of our advantage through the war, and have to make up the leeway in the very near future. We can only do it by having the finest seamen, backed by the most intelligent public. It only remains to get the public to be interested in the most fascinating subject in the world, and that is a matter of pulling together.

## FACTS IN BRIEF

Vice-Admiral Northcliffe, Master-General.

The P. and O. Company's 13,000-ton steamer "Basilisk," which has been built for the Australian service after successful trials, left Belfast for the Thames.

The British Admiralty has decided to build all the E class or semi-driven submarines. They will be taken from active service with the Atlantic Fleet and replaced by the Diesel-engined L class and M class. Some of the K's, including K 4 and K 5, are to be sold out of the Royal Navy.

Australia's first regular aerial mail service is now an accomplished fact, the contract for such a service between Geraldton and Perth, Western Australia, having been secured by Major Norman Broadley, I.S.O., M.L., S.F.C.

The Japanese Navy has ordered heavy armoured plate rolling machines at Sheffield (Eng.).

The first ship in commission in the Royal Navy driven by steam was the "Lightning."

Without the British mercantile marine the Navy would lose its most valuable reserve of officers and men in the time of war. Sea transport is essential for the whole Empire.—Lord Jellicoe.

The magnificent P. & O. mail steamer "Naxos" collided with the cargo steamer "Clas Lamond" in Bombay Roads recently. There was no serious damage done. The latter is "carrying on" as usual, and her popularity increases each trip.

According to the latest advices the new Commonwealth liner "Mauretius Bay" will be ready for commission in October. She will be the first of the "Bay" line to leave England for Australia.

Accompanying Sir Ernest Shackleton to the Antarctic in the ship "Quest," will be a Royal Scout.

The British Government has authorized the inauguration of a fortnightly air mail service between Cairo and Bagdad.

The Manly Steam Ferry Company have ordered another steamer for their passenger service. The keel has been laid by the Manly Dock Engineering and Shipbuilding Co., at Belconn, Sydney.

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## NOTES ON THE ABORIGINES OF AUSTRALIA.

BY EDWIN L. KELLY, M.A., F.R.S.

The customs and marriage laws of our Australian blacks have been so little understood, that they have led to many misunderstandings with white people and caused grievous trouble, for an aborigine is killed if he marries out of his proper tribe.

The late Mr. Alan Cassell wrote that the tribes are called by the names of various animals, which are the "Totems" of the tribe. They are Eagle, Duck, Crow, Black Snake, Kangaroo, Etc.

caught by him, but he can give it away or exchange it with those of a different "Totem." If natives marry out of their tribal order, a vendetta is established which causes many battles.

The Message Stick, which has curious carvings on them for a wonderful mode of communication. Mr. W. W. Rockhill of Queensland Station, wrote: "I once saw one made use of, when I was living on one father's station in 1877, when a black from one of the camps came over and gave it to one of



Native "WORKING SKIN."

### A FAMILY AT HOME

Aboriginal Aborigines on Cape York Peninsula.

Schnapper, Sea Eel, River Eel, Opusculum, and numerous other creatures. Even trees, plants, and many other objects, when translated from the native dialects, are different in each tribe. One of the Black Snake tribe cannot marry a woman of that tribe, but he can marry a woman of the Eaglehawk tribe, and the children of that marriage would belong to the Mother's tribe and be of the "Totem." They can marry one of their Father's tribe, for the relationship of the children goes through the Mother's tribe, but not the Father's. The animals of the same name as the "Totem" cannot be eaten by those of the tribe so named. One of the Schnapper tribe cannot eat a Schnapper

the blacks working for us, who was the "Combs" for the district. It came from a Koorag and told her man that he came over to the camp to punish a black fellow for taking a gin of the wrong tribe for a wife. The owner of the other station told me a little later that one man nearly killed the man and took the gin away from him. One man was away about four days and when he came back he told me he had "clap up" made a white man of the colour."

The blacks think when they die they will go down to the sea and among white people.

The natives attribute all diseases either to the vengeance of their Gods or to sorcery or bewitchment.

They are great fatalists, and don't believe that those among them ever die a natural death or by accident. They think someone points a bone at them, and predicts their death, and they give way to great despondency, which prevents their recovery when they are ill, and when the death takes place, it has to be avenged on the person who pointed the bone at them.

All the same the Australian native has a great sense of humor.

The Rev. George King, LL.D., who was a distinguished scholar of Trinity College, Dublin, went to Western Australia in 1841, and during his sojourn there he studied the character of the primary Aborigines of the bush in their native

The primitive aborigines of Australia belonged to the early stone age and used chipped implements. They came to Australia when it had great land areas, and Tasmania was part of it, and there were shallow seas, and land bridges before the Tertiary age of eruptions, when there was a shrinking of the Earth's crust. The aggressor of the soil was the savage cannibal Papuan.

Then came the Dravidian hunter from India, who brought with him his dog—the Australian dingy, the ancient remains of which are now found in India. These hunters brought with them the boomerang, the spear-throwing stick and ground axe, and taught the natives they found here how to carve on the rocks. Examples of these carvings



Common "BARK" BOAT.

NATIVES OF WESTERN AUSTRALIA (SEE ABOVE) AT BIRCHGROVE PIER.

seen and was the first to observe that the primary Aborigines of Australia were a low type in the scale of humanity. In 1855, he wrote in "The Australian Churchman":—"That they were not one uniform race could be seen from certain physical peculiarities, as well as from language and habits."

The primary Aborigines appear in their native dress, for the most part, gentle, peaceful and truthful. The traditions of the tribes which we regard as aggressors on the soil, are vague and uncertain, but seem to indicate the North-west as the place where they broke in upon a people, whom we may regard as the primary aborigines of the bush, and who were fierce and hostile to all comers and are quite free from the stains of cannibalism."

see found round Port Jackson harbor and other parts of the coast, and they represent the beliefs and myths of these people, and their mysterious rites and incantations.

The natives are very secretive about their beliefs, but sometimes very beautiful ideas are found among them. A lady who always had the confidence of one natives, was walking in the bush, in Western Australia, one day, and saw a black woman, with crossed hands looking up in a tree where a bird was singing. When the woman saw her she motioned for her to be silent. When the bird had ceased singing the poor woman said "it was my child singing to me." Her baby had died shortly before and she believed it had taken up in the tree again in the little bird.

## OUR SEA CADETS.

### CEREMONY AT BIRCHGROVE PIER.

The Navy League flag—a Union Jack, with the crest of the League in the center—was flying on the breeze for the first time in Australia at Birchgrove Pier yesterday afternoon. The occasion was a tree-planting ceremony, in which the trustees of the park co-operated with the New South Wales branch of the Navy League.

Before British sails were planted by Arthur Boyce and Herbert Nicholson, two of the Navy League Sea Cadets, on the harbor side of the park, Mrs. Thornton, Mayress of Balmain, stocked coals and welcomed on flag-poles the Navy League Jack and the Union Jack, which were presented to the Sea Cadets by Mrs. Maynes. The trustees of Birchgrove Park, which covers an area of 12 acres, were represented by Mr. H. L. DeLaine (chairman), Mr. M. A. H. Fitzhardinge (hon. secretary), and Mr. B. Milles (hon. treasurer).

The lately established Sea Cadets, who number 150, were represented by the first and second units, with high band, all in navy blue, under Mr. W. Hammer, district officer. Mr. Hammer was assisted in directing a parade by Mr. McDonald, landmaster, and Mr. Edwards, officer-in-charge of nautical duties. Popcorn music was supplied by the Ritzette Harmonic Band.

Alderman Thornton (Mayor of Balmain) said that Balmain had the honour of starting the Navy League Sea Cadets in Australia. This was something to be proud of, as it was the commencement of what would be a great movement. He was pleased to see the boys that afternoon in their smart naval uniforms. Already the boys were showing how they had benefited by discipline and training, which would make them useful as well as honorable citizens of this great Commonwealth. Had it not been for the navy the British Empire might have suffered defeat in the mighty struggle with Germany and her Allies. On the navy the safety of the Empire largely depended at the present time. Patriotic citizens, young and old, should welcome the spread of the Navy League in Australia in the Sea Cadet movement. The talk now, which had been planned that day by two of the Sea Cadets, were symbolic of the strength of the British race. These talks were also symbolic of the British spirit, which animated the lads who had the Navy League badge on their caps. The New South Wales branch of the Navy League would, he hoped, increase not by hundreds but by thousands.

Mr. Fitzhardinge said he was glad to see such a fine attendance. The trustees would at all times be pleased to allow the park to be used for drills and parades. There would be a collection at the end of the ceremony to help in providing the boys with sports materials.

Mr. Hammer, responding on behalf of the Sea Cadets, said that apart from physical training and instruction in naval duties the Sea Cadets were being taught to honour the flag of Empire and to respect their elders. Some of the boys might go to sea, some might not, but all would be the better for the training they were now receiving.

During the proceedings, which were closed with a march past, the Mayor of Balmain, on behalf of the father of James Lovell Edwards, presented the Sea Cadets with a framed portrait of a little crusader who had lost his life by drowning.—With acknowledgments to the *Sydney Morning Herald*.

Having accomplished much for the Empire-wide, the Prime Minister (The Rt. Hon. W. M. Hughes) is returning to their shores by the Chinese liner "Crimson."

## EDITORIAL.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editors:

Anonymous communications will not be entertained.

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

Phones: CHY 1156 and 1175 6011.

## THE THREAT OF OUR EMPTY SPACES.

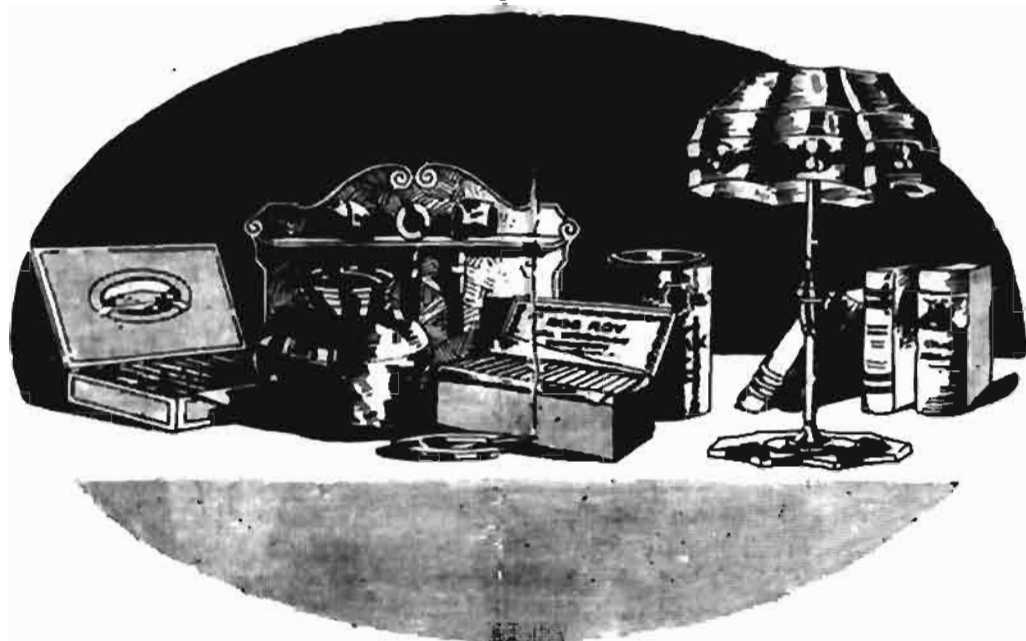
Much is being spoken and written these days about the need for increased population. Especially in this time of isolation the numbers of our countrymen and potential great inhabitants of our—Australia.

It is a fact that nearly half of Australia's people would rather perish than be exiled from the life and pleasure of the capital cities for an existence on the land.

It is now that the country has unlearned nothing and plenty of God's best is merely for the abiding, with there is something lacking. That "something" is home and its breeding influences as understood by our second born immigrant, the rural Briton.







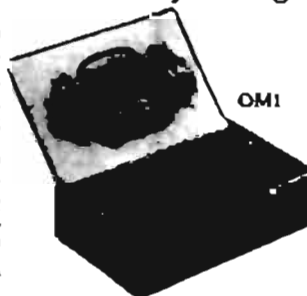
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OM1

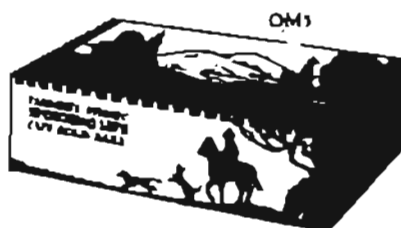
OM4 — "Victoria House" Smoking Mixture; genial to a degree and always consistent; unusually mellow in aroma and flavour. Prices, 1 lb. tin, 3/-; 1 lb. tin, 8/-; 1 lb. tin, 11/8

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OM3

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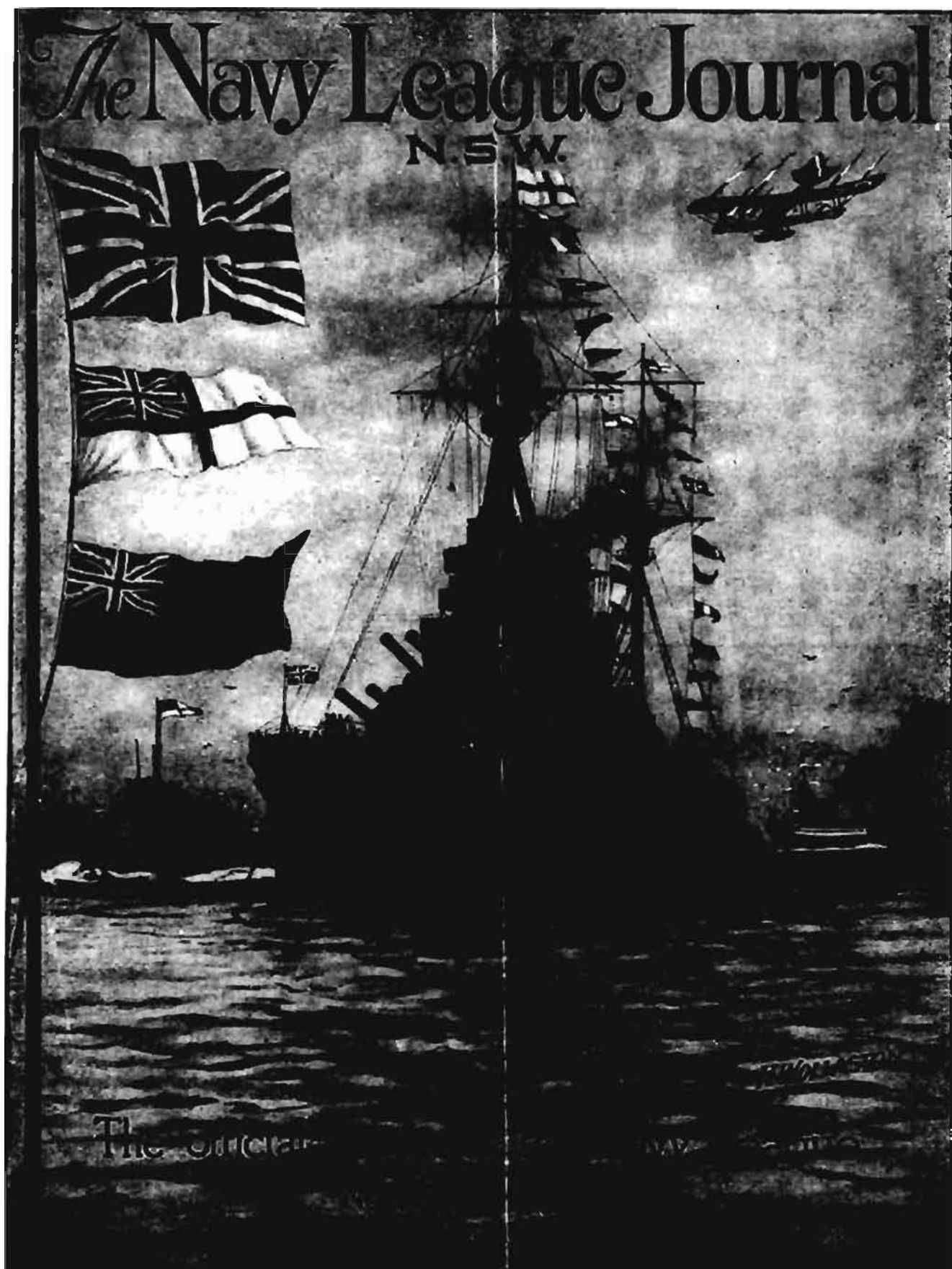
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# The Navy League Journal

NEW SOUTH WALES BRANCH.

Vol. II.

SYDNEY, DECEMBER, 1921.

No. 8.

## THE SENIOR NAVAL OFFICER—WHO WAS?

BY CAPTAIN J. E. ERSKINE, R.N.

IT is a very rare thing for a question like the above to be raised among officers of the Royal Navy.

The Navy List is a publication which nearly every officer in the service makes a close study of, and when occasion requires it, most officers can tell at once the relative ranks of any group of those who may be associated together on a station, or under a command.

But the question did arise once in Australia, and was settled in a manner that did not bring unqualified approval from the Admiralty to the officer who very summarily decided the question to his own satisfaction in Port Jackson.

Since the days of Governor Phillip, Sydney as a naval station went through a progressive development; first, it was a remote portion of the East Indian station, in 1848 it became an independent one under "the senior officer"; in 1863 was created a commodore's command, Sir W. S. Wiseman, Bart., of H.M.S. Curacao, being the first Commodore.

Later it became a flag officer's command, Rear-Admiral Sir Henry Fairfax hoisting his flag as the first of that rank in Australian water; in 1901 it attained the position of Vice-Admiral command, Arthur Haldynge Fanshawe being the first of that rank to be appointed. His predecessor, Rear-Admiral Lewis Beaumont, attained the rank of Vice-Admiral while in command here, but vacated the position on his promotion to make room for a senior of the rank.

Our story deals with the time when it had just been created a separate station, and Captain J. E. Erskine of H.M.S. Havannah was the "Senior officer on the Australian Station," quoting from official documents which he signed. The vessels of the squadron were H.M. ships Havannah, Captain Erskine; Rattlesnake, Captain Owen Stanley; Fly, Captain Oliver; and Bramble, Lieutenant Yule. On the 7th February, 1850, H.M.S. Meander, Captain Henry Keppel, entered the harbour. This vessel, which had been attached to the East India Fleet, was on her way to the West Coast of America, having been transferred to the squadron in those waters. She had called at Port Essington, in the Northern Territory, to bring away the troops stationed there, and land them in Sydney. Port Essington as a settlement being abandoned. It was thought that as soon as she had refuelled she would sail for her destination, Valparaiso.

But the Honorable Henry Keppel was not built that way, and seeing that he had six months' seniority, he came to the conclusion that he was "Senior Officer," and not Captain Erskine. It happened that the Havannah was absent in New Zealand when the Meander arrived at Sydney, and unfortunately a matter occurred which gave the Captain of the latter the opportunity he evidently desired.

H.M.S. Rattlesnake was the principal surveying ship, and had just returned to Sydney, after being absent nearly twelve months on the Northern coast, entering the Heads two days before the

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Meander. Her Captain, Owen Stanley, "was  
seen under the flag and amidst attendant  
upon the solemn duty of surveying in a tropical  
climate" died shortly after his arrival.

As soon as Captain Stanley had been laid to  
rest, in St. Thomas' burial ground in North Sydney,  
with all the honours, naval and military, due to his  
rank, Captain Keppel without waiting for Erskine's  
return appointed Lieutenant Yale of the *Hamble*  
to the command of the *Rattlesnake*. The *Meander*  
immediately after sailed for Hobart, and the same  
pages which published that had an inquired para-  
graph to the effect that "H.M.S. *Rattlesnake*,  
Commander Yale, will sail from Sydney for England  
early in May. It is probable that when Captain  
Erskine returns to Sydney the *Hamble* will be sold  
out of the service." All this took place in seven days.

*Rattlesnake* had sailed. The Honorable Henry  
Keppel having seen the *Rattlesnake* sail out of  
the harbour stepped his anchor and cleared out for  
Valparaiso, having put as much coast open  
business into his visit to Sydney, as he would be  
ever likely to do again in the same time. But  
Keppel was noted for his eccentricities, some of  
which if performed by officers with less influence  
would have resulted in court-martial and dismissal  
from the service.

The newspapers of the day were pleased to allude  
to it as a difference of opinion between two officers.  
But there should have been no difference of opinion  
between an officer who was merely a visitor in the  
port, and who belonged to a squadron in another  
part of the world, as to what his position was, whilst  
the other, although six months his junior, held a



STATE TRAWLER ENTERPRISE, SYDNEY HARBOUR, 1911.  
A SHIPY GUY TO SUELL.

News did not travel as fast as it does to-  
day, but as soon as the death of Captain Stanley  
reached Port Nicholson, Erskine made his way  
back to Sydney, and by a coincidence the two  
vessels the *Meander* from Hobart, and the *Ham-  
ble* from New Zealand, came up the harbour  
close together on the 16th April.

It is said Erskine immediately sent for Yale and  
told him the *Rattlesnake* should not go in sea with  
him in command, and that he would be superseded  
and another officer appointed in his place.

The other "Senior Officer" then has his inter-  
view with Commander Yale, who he instructed to  
get his ship ready immediately and proceed to  
England. It may be presumed that Yale would  
be glad to get away, and in a week's time the

commission from the Lords of the Admiralty as  
Senior Officer on the Australian Station.

With the departure of the *Meander* the centre  
of argument was removed to England and the  
United Service Gazette found its columns hardly  
capacious enough to admit the volume of corre-  
spondence that flowed in.

The interest to local people is that it was the  
*Rattlesnake* that the Marine Artist, O. W. Brierly,  
painted on the dining room wall in Oswald Bos-  
stone's house, "The Mangrove," at Mosman's Bay.

It is also generally believed that it was the  
*Meander*, which at full practice down the harbour,  
knocked down the high rock which formed the  
breath in "the bath and glass" group of rocks  
off Vaucluse.





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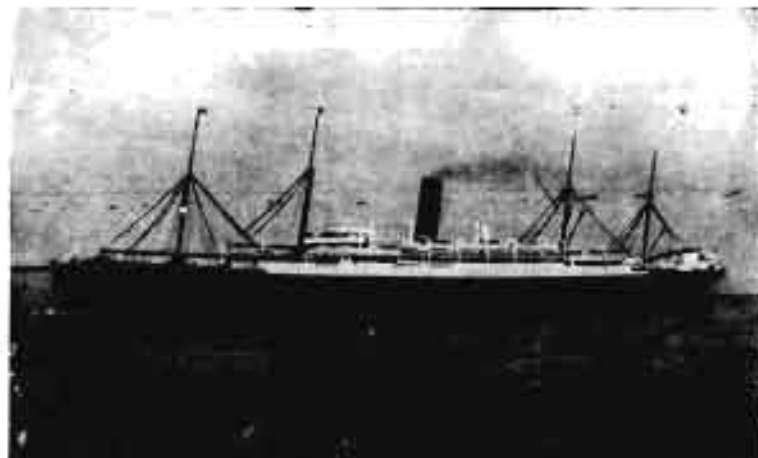
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## THE FUTURE OF NAVIES. SEA POWER OR SEA SERVICE.

THE CHOICE BEFORE THE NATIONS.  
BY THE EDITOR OF THE JOURNAL.

SIR,—At a meeting of the Executive Committee of the Navy League, held on the 17th inst., the accompanying memorandum was agreed to: We believe it to contain facts which should be held before the public, and we desire, therefore, to ask for space in your valuable columns to give publicity to it, as well as to this letter. We would draw special attention to the paragraph which emphasises the fact that any agreement must be between all nations, and, obviously, in the event of no agreement being arrived at, any steps which the Navy League may consider it imperative to take in the future will demand its most serious consideration. The Navy League will welcome any support, either personal or financial, in making these facts more generally understood.

Yours very truly,  
SONERSET, President.  
V. BISCOE TRITTON, Chairman,  
The Navy League, 15, Victoria Street,  
S.W. 4, Oct. 13.

### THE WASHINGTON CONFERENCE.

The assembly of the Conference at Washington is thus the last of a series of events the significance and possibilities of which have not, even now, been grasped by the general public. The principal problem, limitation of naval armaments, treated purely as a material one, does not appear to be possibly a satisfactory solution in this line, for we are faced in the decision that it is not a material problem to all, but a moral one.

Limitation of expenditure in numbers of ships arose mainly with this difficulty—that science may so thin the ship of today as completely to change the relative international positions, according to the intensity of the various nations' armaments, though the nations keep strictly to the letter of the agreement. And even were international standardisation of ships of all classes possible, there is a fresh difficulty that makes it quite impossible to assign a mathematical factor of strength to any ship at all.

But further writers, in presenting comparative statistical tables of ships, are simply dealing as it were, with "dry bones." As a matter of fact, a fully-armed or "complete" ship is a different proposition altogether. Every seaman knows that she then has a distinct and unique individual personality and value of her own, which it is impossible to reduce to figures, for it depends entirely upon the incalculable human element, while the case of a fleet of such ships with all its possibilities obviously becomes even more complicated. It is evident that, if an understanding could be arrived at, and three nations, A, B, and C, for example, agreed to stand in that or any order, or equal, the difficulty still remains as to how that relation is to be maintained, in view of the facts set out above, without producing suspicion and animosity, which must inevitably lead to jealousy and rivalry.

It is well to bear in mind that a battleship is simply the concentration of the greatest power of all arms in one hull. At the other end of the scale is, let us say, a motor-boat with a torpedo, to sink the battleship. The motor-boat need be protected or attacked by something a little more powerful, so the T.B.D., which, in turn, is to be sunk or captured by something bigger still, and so on, until we come back again to the class of all the navies, the concentration of power, the battleship itself.

Now, so long as this group of interdependent arms exists, any nation owning them may arm (and mean by that they should arm) itself. The fact remains, however, that the nation would not own them unless their components were owned by someone else making the same process of interdependent armaments, and increasing them just as much. It is not enough that the most enthusiastic supporters of what is, in peace time, rather loosely called "Sea Power" have an Empire which wish to keep a fleet and all its auxiliaries in being, if no other nation did.

It has, however, been seriously argued that a nation might suddenly, secretly, and swiftly use its great lines with large and powerful guns, and thus, consequently, large and powerful battleships are required to deal with them in case they should be so armed. It is no practical way of saying in this case that such nations are not a threat to any nation, unless that nation believes in the fact of building them being a proof that you do not believe that her lines are no threat to you. An extreme Frenchman said, in effect:—"It is not the things themselves that matter, but the view you take of them, and this you are permitted to change at your pleasure."

One part of our difficulty, then, would disappear if we could derive or adapt a type of ship suitable for the many essential services of the sea, which nations would agree to regard, not as a threat, but as a servant. It is not very long ago since such ships, or something very like them, were delivered over the seven seas, doing unlimited and untold service and were scrapped precisely because, in spite of their worth for such services, they were "of no fighting value." This part of the problem, then, might be solved on these lines: *At long armament of warships, that all nations agreed.* The technical changes, however, and the rest in which they can be introduced to-day are of secondary importance: something much more is required to enable them to be introduced at all. Given that "something" the change could probably be enormously accelerated.

The problem to be solved is, what is to be the relative power at sea of each of the various nations which use it, but the question of the nature of sea service to another should not be, and is not really, a material problem at all.

It is said that we live by sea power, but it is far more correct to say that we live by sea service. It is, of course, perfectly true that we have attained our present position by the use of sea power, an island can exercise power in any other way, and, though restrained entirely by distance and used as British sea power have always used it, it is power none the less. And it is in the idea of power that most of the difficulty lies. The sea, then, presents mankind with the two extreme conceptions: the possibility of exercising the greatest power in the world, or a field for almost unlimited service—service without which we cannot exist, and which is essential to the well-being of all nations. That is what makes the sea unique, and indicates the nature of the present advancement opportunity.

Can the nations, then, be persuaded to take a new view of it and to solve the whole problem? More and more to-day do they regard the sea in the former light, but always do those who see in it as regard it in the latter: for an other view will explain their peculiar characteristics. "It is not the spirit of adventure," says Mr. James G. Thompson, who knows them intimately, "that keeps them on the sea, but the spirit of service." And if the nations too would agree in all



## A VALUED CONTRIBUTOR TO OUR JOURNAL

Born at Southsea, England eighty years ago this month, of good old Scottish stock, Captain Watson has done much by his articles to add to the value and interest of the Navy League Journal.



Captain J. R. Watson, R.N., R.N.S.

By the merest chance Capt. Watson was denied the privilege of a Cadetship in the Royal Navy in his early days, still the detail did not damp his ardor for the sea. In the course of a varied career he gained much fruitful experience on board "wind-jammers" which in later years has been of incalculable value when writing up histories of seamen and ships. It will surprise many of our readers to learn that the title of "Captain" borne by our contributor has no connection with the mercantile marine, but is an honorary rank conferred on him by the military authorities when he retired from the old "land volunteer," in recognition of his valuable and devoted services.

The shelves on the walls of Capt. Watson's "sanctum" are veritable treasure boxes to the reader after historical knowledge concerning Australia, while authentic records of absorbing interest relative to the British Navy and the Empire's Maritime Marine seem to be legion.

In safely weathering the eightieth milestones of his life, we wish Captain Watson a further stretch of smooth water and sunny skies right up to the Anthonys in the Roads of Peace.

Sometimes in April next it is hoped to hold a Sports Carnival under the auspices of the Navy League for the benefit of our Sea Cadets movement at Melbourne. Details later.

We are pleased to announce that of the 75 boys who presented themselves to the Hon. Medical Officer to the Cadets Corps (Dr. Stewart) for medical examination last month, not one was turned down.

## REAR-ADMIRAL SIR ALLAN EVERETT

The newly-appointed First Naval Member of the Australian Naval Board in succession to Rear-Admiral Sir Percy Fraser. Rear-Admiral Sir Allan Frederic Everett, K.C.M.G., K.C.V.O., K.B., is the son of the late Colonel John Frederic Everett, of Flaxshill, Warrimoo, and was born on February 23, 1858. He was Superintendent of Signal



REAR-ADMIRAL SIR ALLAN EVERETT.

school at Portsmouth in 1882-4 and 1896-8. From 1893 to 1903 he was Captain of the fleet and commodore, French, on the staff of the Commander-in-Chief and of the home fleet and the Grand Fleet. He was appointed a Rear-Admiral in 1901, served as Secretary to the First Lord of the Admiralty 1904-05, and aide-de-camp to his Majesty the King in 1905-07. In 1909 the Allan Everett was in command of the eighth light cruiser squadron in North America and the West Indies. Sir Allan has taken up his duties as the Navy Office in Melbourne.

## THE HERO

1918.

The dawning of shells and a nation at prayer;  
A torn, bleeding Digger, a woman's sweet care.  
Then a sunny verandah, a hospital chair.

1920.

Laughter and sunshine on bright Congee Bay;  
A one-legged Digger is trying to play  
An organ, and people move slowly away.

ERIC FAIRLEY.

WITH ILLUSTRATIONS.

A number of Cadets with defective teeth are at present receiving treatment at the Dental Mission, Seaton & Wade, Hon. Dental Surgeon at the Navy League Sea Cadets Corps.

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the Mitchell Library, and it declared to be the first map ever printed relating to Australia. One of the captains was named Hartog.

Tasman, in 1642, left Batavia with two ships—"Heemskerk" (175 tons) and "Zeehaen" (50 tons). He first touched at Mauritius, and then proceeded South East, and discovered Tasmania. He stayed there for a few days to water and collect firewood, and then proceeded Eastwards and landed in New Zealand. Again, in 1644, Tasman visited the Gulf of Carpentaria and New Guinea; but he did not discover Australia, although he had practically sailed all around it.

Hampster, in 1688, visited West Australia, as a buccannier. He was English, and was occupied in chasing Spanish and Portuguese ships on their way to and from Ceylon and Java. He later on left this occupation, and was given command of the "Ruebeck," a British Government ship, in 1699, to further report on the land already discovered in West Australia, but he unfortunately landed in places which did not appear to be favorable to settlement, as it was waterless and was a few barren, and returned home with a bad report. On a later cruise he touched at the island of Java, and as his ship was leaking badly one of the crew requested to be landed on that island. That ship eventually grounded, but Hampster reached safety, and on a subsequent voyage when near this same island he landed and found Sclater's fit and well, but died of his solitary life, and he therefore was taken back to England. His experiences on this lonely island were related above, and the Fox getting acquainted with him immortalized the adventure in Robinson Crusoe. In the foregoing notes it will be observed that, although Australia had been twice touched at, it was not really discovered until Cook came this way, and the facts of his voyage are as follows:—In 1768 Cook was despatched in command of the "Endeavour," which carried a party of scientific men who were to proceed to Tahiti for the purpose of astronomical observations of the transit of Venus. After this was finished he was instructed to investigate the reports of Tasman's discoveries in both New Zealand and Tasmania. He sailed around the New Zealand islands, and then on his way to Tasmania was driven northward by a southerly gale, and found himself up against the 90-mile beach, and feeling sure that this was new country he sailed along the coast northwards until he landed at Botany Bay in April, 1770. After remaining there for some days to refresh and water he sailed North, passing Sydney Heads without seeing Port Jackson. At Caneby his ship struck a coral reef, and it took 23 days to get afloat again, while the repairs caused a delay of two months. Cook then found a passage through the Barrier Reef, and sailed around Cape York, and he then realized that he had discovered a

Continued page 18, column 2.

## A Life Vice-President of The Navy League.



THE HON. SIR ALFRED MEERS, K.B.E., M.L.C.

SIR ALFRED is a partner in the old established firm of Cables, Smith & Co. in shipping insurance, sea cargo insurance, and exporting, this firm is well known to every State of the Commonwealth.

During the course of his busy life Sir Alfred has been so associated with a very large number of important commercial undertakings including the N.M.F. Society, of which he is President. He is a Past President of both the Adelaide and Sydney Chambers of Commerce, a Director of the National Bank of Australasia, and a Past President of the Congress of Australian Chambers of Commerce. With many philanthropic and patriotic movements Sir Alfred has also identified himself. As President of the Y.M.C.A. (and now Hon. Treasurer), President of the Sydney Industrial Blind Institution, President Sydney City Mission, Member of the Executive Committee of the N.S.W. Branch of the Navy League, and, during the Great War, a Member of the Central Executive of the War Loans and Peace Loans Committee. Sir Alfred has given much of his rich experience and valuable time.

Continued, and landing at Possession Island hoisted a flag, and formally took possession in the name of the King of England.

In 1771 two French ships visited Tasmania, and landed at the same place as Tasman, and then went on towards New Zealand.

In 1772 Cook again landed in Tasmania. One story of his voyages is now drawing to a close; but on the 14th 1788 Governor Phillip arrived at Botany Bay on January 18th. His fleet consisted of—

"Hector," 400 tons—20 guns. "Hijera,"  
"Supply," 400 tons. "Fishhook."

And six transports, with military officers and soldiers and prisoners—a total of about 1,000 people.

It may be related that Phillip was not satisfied with the Botany Bay country, and he despatched boats to investigate further north, which resulted in the discovery of Sydney Harbour, and one week later, on the 15th January, 1788, the whole fleet arrived in Sydney Cove.

It is perhaps of interest to relate that Australia was mostly misapprehended being a French possession, for only two days after Phillip arrived there appeared off Botany Bay two French vessels who doubtless had their Government's instructions to take possession, but on seeing the larger fleet at anchor they soon sailed away, and these ships were not heard of again, until 30 years afterwards, when their wreck was found on one of the South Sea Islands.

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LEANING PYRAMIDS OF CANVAS.



16-FOOTERS RACING IN SYDNEY HARBOUR.

Illustration by "STONEY BELL"

N. S. W.

NAVY LEAGUE



SEA CADETS

## ROUTINE AT BALMAIN DEPOT.

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 Sunday Morn.—Church Parade.  
 Sunday—1 to 5 p.m.—Army Boats.

NOTES ON THE MARINER'S COMPASS  
AND THE LUBBER LINE.

**COMPASS CASE.**—The mariner's compass con-  
 sists of a circular card, which is carried by a  
 magnetized bar of hardened steel placed under  
 the card joining the North and South points. This  
 magnetized 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 brass cap, 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 raised 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 a binnacle, which is  
 fitted to carry lights to illuminate the Compass at  
 night.

**LUBBER LINE.**—Inside the bowl is painted a  
 vertical up and down line commonly called the  
 "Lubber's Point," and the bowl is so arranged in  
 the binnacle that its small vessels the Compass  
 being placed directly under the lubber, 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. See Fig. 1.

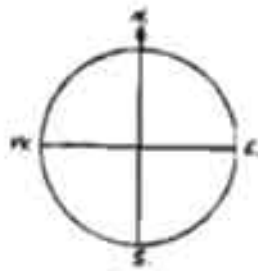


FIG. 1.

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 with the two di-  
 ameters, N.S., W.E., divide the four quadrants  
 equally by two more dotted diameters (Fig. 2) and  
 name their ends by the two letters between which  
 each end falls, thus:—N.E., S.E., S.W., N.W.

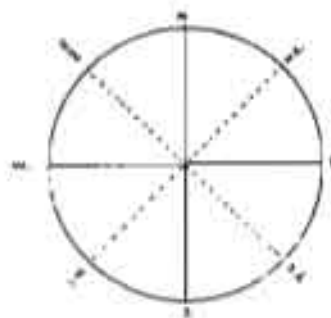


FIG. 2.

Now you have eight spaces: divide these spaces  
 equally, and name their ends by the short 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.

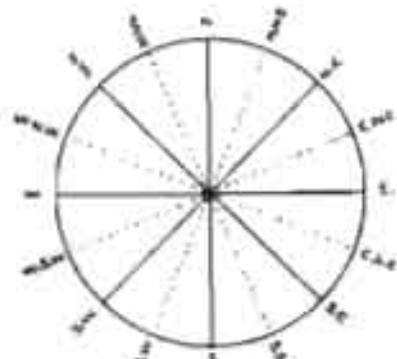


FIG. 3.

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  
 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.E.W., and never by a double name, as N.E.

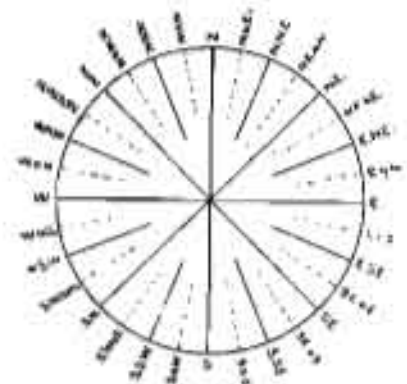


FIG. 4.

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.b.N. The  
 next new point is one point towards E., from N.E.;  
 it is therefore called N.E.S. There is one more  
 new point before we come to E.; it is "one point  
 towards" E. from N., 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 points,  
 "e.g." N.b.E. or N.b.W. means  $\frac{1}{4}$  point from N.  
 towards E. or towards W. respectively. S.W.b.S.  
 or S.W.b.W. means  $\frac{1}{4}$  point from S.W. towards S.  
 or W. But we do not say E.b.S.b.E., because it is  
 more simple to say E.b.S., and it is the same thing.

The value of new points of the Compass expressed  
 in degrees is found by dividing the 90 degs. con-  
 tained 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  $\frac{1}{4}$  point equals 5 degs. 37 min. 30 sec.





## THE BOY SCOUT.—CAMPING.

BY A. GUNTER HARRIS.

## AUSTRALIAN PARENTS ALERT!

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



CHRISTMAS is fast approaching; the holidays and hot weather will make the call of the bush stronger than ever to the healthy out-of-door boy, and camping will appeal to many.

The way most boys camp may not be exactly what one would consider comfortable, largely due to the want of experience, but at least the outdoor life is healthy, if the camp is kept in anything like a sanitary condition. One of the great advantages of camp life is that a boy learns to rely on his own resources: if he does a thing the wrong way, he suffers in consequence, if he Nature's way of teaching him, which may be more severe than if corrected by a man, but he does not mind so much, and anyhow he is not in a position to fight Nature if he does differ with her, his only alternative to bettering matters is to throw up the sponge which he only does when he has no backbone. Where would we be now, if the pioneers of Australia had not the pluck to fight and overcome difficulties. Besides the strange conditions of camp life, which acquaintances who boys have read about in books of adventure, imagination helps considerably in securing enjoyment. It is,

however, not necessary to be uncomfortable in camp: an old camper knows how to make himself comfortable with very simple raw material. It is astonishing how little raw really requires for living in comfort and how much unnecessary skill we attach to one which adds but little to our comfort, but costs money and much time to keep in order. Living the simple life does not necessarily mean reaching hands, stirring excitement and other troubles. There is no sense in sleeping directly on damp ground, from which the heat of the body draws up moisture, when there are things about which will keep the body off the ground and leaves that are more or less waterproof which can be spread over the top of the twig: such a bed is not only more healthy but, in winter, and most people who sleep on a comfortable bed and are fitter for work or play the next day than if their muscles had been strained during the night by sleeping in an awkward position. Boys who, on the other hand, take stretches to camp, are only playing in camping. If they want to sleep off the ground which in some cases is desirable, let them make one of the numerous kind of bush stretchers.

There are three varieties of camps to consider: (1) The travelling camp. (2) The week-end camp. (3) The standing camp.

A travelling camp is used when you stop but one night in the same place. In such cases, you naturally wish to travel lightly, so if fine weather can be relied upon, it may be unnecessary to carry a tent. It may be sufficient to borrow into some thick bushes, sleep in a cave, or under a shelving rock, or you may make a lean-to or temporary hut out of branches and twigs to keep off any dew, but if the weather is hot, one does not want to huddle himself in a sleeping bag. If there is danger of rain, then it is safer to take a light tent or a fly.

For a week-end camp you stay for two or three nights in the same place. Assuming you go in the same place each week-end, it is advisable to have a tent and fly. Even if you do camp in the same place, it is so well to have a tent and fly, and to strike it before leaving, otherwise when you return you may find wind, bushfires or thieves have removed it, and anyhow it would be unnecessarily exposing the material to the weather. In many

## THE BOY SCOUT.

CONTINUED.

cases someone living in the neighbourhood will allow you to store your camping appliances at his place, thus saving you much manual labour. If you build a hut, it is liable to be broken into or burnt down during your absence.

A standing camp is one in which you remain for weeks or months. This is the most permanent kind of camp and generally consists of several tents or huts erected near each other. Those who dwell in them are often absent during the day, a man being engaged as cook who also acts as caretaker during the absence of the others. These camps are often fixed up rather elaborately. Living is cheap, life is healthy, but many consequences of better life are absent. Likewise many of the inconveniences which are frequently known to young men are wanting.

There are many kinds of tents varying in size, shape and material. The size, of course, depends on the number of occupants and whether it is required for sleeping in only or to live in. Tent tents are not much used in Australia; the main

common shape is rectangular with walls. The walls give more head room as well as more useful floor space, but add to the weight. The material selected may be governed by cost or desire to reduce weight: the cheap material is dear at any price, it is not rain-proof and it soon wears out. If price is no object janna is the best material: it is light, strong and watertight, so does not require a fly so far as rain is concerned, though of course it helps to keep the tent cooler in hot weather. For ordinary tents, medium calico is suitable for the tent itself, while heavy calico is used for the fly which has to withstand the brunt of the weather for standing camps, but will last longer.

Tents may be bought ready made or be made at home. If you buy a tent look out for single seams, chain stitching, sufficient stay-ropes or reinforcements where the chief stress comes, and machine-clamped brass grommets which last out easily instead of galvanised iron rings torn in by hand. See that the roof is not too flat and the walls free from danger of leakage and low head room. Attend to cosmetics and do not pay for a lot of unnecessary refinements.

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Derwent  
Jervis  
Pyra River  
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## FACTS AND FIGURES.

THE Canadian Minister of Marine (Mr. Ballantyne) gave some interesting particulars recently, in connection with vessels owned by the Dominion Government. At the end of 1919 there were 23 vessels completed and in commission, as follows:-

- 3 ships of 8,300 tons each.
- 4 ships of 5,100 tons each.
- 4 ships of 4,500 tons each.
- 8 ships of 3,500 to 3,900 tons each.
- 1 ship of 2,800 tons.

The approximate tonnage of these vessels is 129,000 tons.

Since that time 23 additional vessels have been completed and put in commission, as follows:-

- 9 ships of 8,300 tons each.
- 4 ships of 5,100 tons each.
- 4 ships of 4,500 tons each.
- 4 ships of 3,500 to 3,900 tons each.
- 1 ship of 2,800 tons each.

These have an approximate dead weight tonnage of 131,000 tons.

There are, therefore, in commission at the present time, 47 vessels of the following types:-

- 15 ships of 8,300 tons each.
- 8 ships of 5,100 tons each.
- 8 ships of 4,500 tons each.
- 11 ships of 3,500 to 3,900 tons each.
- 2 ships of 2,800 tons each.

The approximate dead weight tonnage is 132,123 tons.

There remains to be completed 16 ships of the following types, viz:-

- 1 ship of 10,500 tons each.
- 9 ships of 8,300 tons each.
- 5 ships of 3,500 to 3,900 tons each.

These will have a dead weight tonnage approximately 142,970 tons.

The entire programme when completed will comprise 63 ships of the following types:-

- 1 ship of 10,500 tons each.
- 15 ships of 8,300 tons each.
- 8 ships of 5,100 tons each.
- 8 ships of 4,500 tons each.
- 17 ships of 3,500 to 3,900 tons each.
- 3 ships of 2,800 tons each.

The approximate dead weight tonnage of all these vessels, when completed, will be 174,354 tons.

Seven of these vessels are being equipped with oil fuel installation, and thirteen of them will be provided with refrigeration spaces.

Mr. Ballantyne said: "It will be recalled that for the purpose of the shipbuilding programme the

sum of \$50,000,000 was voted for the present fiscal year. Of that amount there has been expended up to the present \$14,684,513.99. It is estimated that before the end of the fiscal year a further amount of \$500,000 will be expended, making a total expenditure for the year of \$15,184,513.99. It therefore follows that, of the amount of \$3,000,000 which will be required to complete the programme, \$4,615,486.01 is a reserve.

"The average cost of constructing all the vessels under the Government shipbuilding programme figures out at \$191.95 per dead weight ton.

"The monthly wage cost of a Canadian Government Merchant Marine ship of 8,100 tons dead weight, which carries a crew of 47, including 15 boys, is \$3,705."

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Mr. Ballantyne gave the House particulars of the number of officers and men employed on Government ships at the end of the last calendar year. All told the number was 1,872, comprising:

Masters	—	—	—	48
Officers	—	—	—	138
Engineers	—	—	—	184
Ordinary seamen, keelson, stewards, etc.	—	—	—	1,302
Total	—	—	—	1,672

Total number Canadian by birth or adoption:

Master	20
Officers	37
Engineers	190
Ordinary seamen, British, etc.	
and 4	653

Total

Total number British:	
Master	18
Officers	34
Engineers	14
Ordinary seamen, British, etc.	
and 4	653

Total

£11,000,000!

THE annual cost of maintaining a fleet in full commission is quite increased by the mass of the people of this country. It is not, perhaps, quite so clear in the minds of all the writers on naval matters as it might be, so that good service has been done by the closing of some figures on the subject in the British House of Commons.

The figures for various classes of ships may be calculated thus—

Class	Direct charges	Indirect charges
Battleship (Royal Sovereign)	405,000	14,500
* Battle cruiser (Hood)	551,500	45,000
Light Cruiser (Dart)	100,000	10,000
Destroyer (R class)	49,000	5,500
Submarine (L class)	10,000	5,000

\* As flagship.

The "direct charges" are for full pay, wages, allowances, etc.; provisions, clothing, etc.; medical stores; fuel and lubricants; armament and general stores; and repairs. The indirect charges are in respect of retired pay of officers and men.

These figures are sufficiently startling by themselves, but the lesson can be enforced still more by using them as a basis of calculation of the cost of the British Atlantic Fleet, one out of three kept in full commission. The nine battleships cost £4,000,000, to which we may add approximately £2,000,000 for extra cost of flagships.

The battle cruiser force, at full strength of four ships, costs £1,800,000 in round figures.

The light cruiser squadrons account for about £2,100,000.

The destroyer flotilla maintenance amounts to £2,500,000, or possibly more. The submarine charges total at least £2,500,000. The total may be put, in round figures, at £11,000,000 for the fleet.

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AT THE SEAT OF GOVERNMENT.

EMPIRE NAVAL DEFENCE.

Mr. Marks (in the House of Representatives).—So far as I can see at present, the task of the Minister for the Navy (Mr. Land Smith) is very easy. No criticism of a violent character has, up to the present, been levelled at him by his Administration. I converse with the honorable member for Sturtville (Mr. Wain) who said that, as regards Naval defence, we are now in a very good way. When the Naval and Military Estimates were first drawn up, there was no Washington Conference, either in active session

in Australia. The honorable member for Hunter (Mr. Charlton) placed his finger on an important point when he referred to the iron of stores. Based upon my war-time experience, I must say that the amount of stores which gets used and is never traced is colossal. The best possible book-keeping system must be provided to ensure that there are no shortages from the stores establishments.

Mr. LAND SMITH.—Thank, Sir.

Mr. Marks.—There are stores among the stores where cost runs into hundreds of thousands of pounds. Yet they can easily be got at and taken away, and for ever lost sight of. I am making no

## A SMOKE SCREEN.



AUSTRALIAN DESTROYERS AT PRACTICE OFF  
THE EAST COAST.

or in contemplation, and the Prime Minister was away and had not seen them. Now, however, the whole position has to be reviewed in the light of what is occurring on the other side of the Pacific. What can the Government offer? They are asking out with a reduction proposition involving £1,500,000. I want to know how the proposed savings have been arrived at. Great reductions have already been made. Long before the Washington Conference had been contemplated, drastic shipyard pruning had been undertaken; this involved a partial scrapping of our Fleet. Ships have been placed in reserve. No sums of money have been set aside for new construction or rebuilding. All the time, it must not be forgotten, we have had to do without oil and munition reserves

"largely whatever I do not know anything. As regards payments for stores, current requirements be determined upon so that on payment or a fund, may be maintained in London to meet payments in order that the Commonwealth Naval authorities shall know exactly where they are? I hardly endorse the remarks of the Minister for the Navy as regards the maintenance of efficiency. I pay this tribute to the Minister, that he has cut down our Fleet to a very small number; but that those vessels are absolutely efficient. They are by no means "has been." The Cockatoo Island Dockyard Royal Commission was rendered expert advice by leading Naval authorities to the effect that our light cruisers are far from "has been." They possess fighting efficiency which will cover a period







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### NOTES AND NOTICES.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

All alterations of standing advertisements should reach the Journal not later than the 1st day of the month of issue.

FROM: CITY TIME and CITY BELL

1921-22.

The President of the Navy League, N.S.W. Branch, and the Members of the Executive Committee take this opportunity to wish the Committees of the League in all New Zealand, Fellows and Members, and all friends who have so generously contributed in different ways to further the interests of the Navy League like Cordell Corps and also the organization to which it belongs.

We beg to acknowledge with thanks the gift of £2000 from Miss Frances Lilian of Wigan.

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

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# The Navy League Journal

NEW SOUTH WALES BRANCH.

Vol. 12

Sydney, January, 1922.

No. 2

## IN THE MORNING WATCH.

BY W. H. H. HALL.

HAVING struck one bell in the morning watch and called the steward three times, I was walking to and fro across the main-deck about the midday meal, when the man, who was pacing the weather side of the poop, hailed me, and invited me to join him. Quick and spry as ever, he was in a reminiscent mood. He talked of days and nights when he was a senior officer on board a crack Atlantic greyhound twelve months before. He told of disaster that overtook a timber-laden schooner on the "Great Banks." "It was like this," he said, "we were doing our twenty-two knots when we ran into a fog—you know the kind. Well, I rang the telegraph to half speed ahead, started the whistle, and sent for the old man. He was on the bridge in a trice. Took a look round, asked me if the extra lookouts were posted, and stepped into the chart-house. At that moment I felt a jolt; we had hit something. I looked over the side of the bridge, and there a few feet away, was the stern hall of a wooden vessel passing ast. I saw no signs of life. The crew must have jumped overboard when their vessel was struck. To make a long story short: we went astern and then went slowly ahead and cruised round for an hour, but we saw nothing but pieces of sawn timber. The schooner's hulls were beyond

our aid. The night was cold and the water colder, in spite of the Gulf Stream, and there was no sign of them, poor buggars. Our own injuries were slight. A few bent plates and about a dozen rivets started."

"At the subsequent inquiry," proceeded the mate, "we were exonerated from blame, having done all that was humanly possible under the circumstances. On return to our home port I got a shock to find that I had no join one of the company's cargo boats sailing the next evening. Being a married man and living up to my income, I swallowed the bitter pill and said nothing—I couldn't afford to."

"There was to be no rise in rank, and that," the mate said, "was the firm's limitation that my chances of further promotion were thereby. I made one trip in the 'bull boat,' and that was enough for me, I resigned. My twenty years' service with the line went to the winds, and I was out of a job. That," said he, "was a year ago. Ten months ago yesterday I joined this packet—the day before you—still— the mate threw his cigar end overboard, glanced aloft, and walked to the binnacle. "Silt," he repeated on his return, "I don't think I regret being back in sail, it is a man's life. Mail boats with their hurry and scurry, their six days at sea, and less in

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just, are not all honey. Besides," said he, "life on board a windjammer does not call for expensive uniforms and starched linen. I don't suppose I have worn out a pound's worth of boots and clothes since I came here; three or four pounds would easily cover the whole of my expenses on board, cigars and all. So I am much better off here financially than I was when crossing the 'western.' Although," he concluded, "my pay now is only half."

The bow door of the galley opened and the aroma of brewing coffee floated past on the raw air of the early morning. I left the mate to keep the time. Striking a match in the shelter of the companion way I glanced at

three, or standing at the lee door of the galley yawning with the cook, and playing with the cat.

The wind now shifted right aft. The squanker was heeled in, the yards squared; the crossjack and the mainsail hoisted up, and the fore-and-afters, except the mizen and fore topmast staysails made fast. A fleet tripper made figure eights on the maindeck with a series of one-legged hops, accompanied by grunts; the big toe of one of his shoeless feet had collided with a ringbolt in the deck shaft the fore mast—the ringbolt didn't budge. A voice from the dark asked: "What's up, young 'un, hit a sea-bone hit yer?"



FROM THE IN MID-ATLANTIC.



the clock and saw it registered a couple of minutes past five. I hurried away to the break of the poop and struck two bells. A coffee pot and the steward emerged from the galley. This was the signal to slide down the poop ladder handrail and hop into the ball deck for my watch mate's and my own pint enamel mugs for coffee. I scurried from the galley with the mugs of steaming black coffee and stowed my mate from his loud slumbers on a sea chest. On going on deck after coffee a few minutes later, the mate's voice rang out: "Weather fore brace." The order was repeated by the lookout man on the fore-castle head and taken up by the "watch" who were pacing the main deck in twos or

The decks cleared of the litter of ropes, the "watch" gathered under the fore-castle head to smoke and yarn and wait for daylight.

Ting-ting. Ting-ting. Four bells aft. It was not repeated on the bell at the break of the fore-castle head. The old man would not allow it to be struck at times likely to interfere with the sleep of the watch below. The wheel, and the look-out were relieved. The ship, without any apparent reason, began to roll, gently at first, till the imperious gained with a succession of rolls made black and creak; while the iron doors of the swing wash ports banged and clattered as the sea-water swished and gurgled and churned backward and forward along the scuppers in its foamy



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time to get back into the water. In spite of  
shivers, the ship rolled. The climax came  
with the last roll of each series, after which  
there was an almost uneasy stillness and  
steadiness for a space. The crescendo of one  
series came when the pots and pans took  
charge in the galley. Above the din of madly  
scouring and propping cooking utensils, the  
cook's inimitable language could be heard  
punctuating the noise. He was an old man,  
the cook was. For fifty odd years he had  
sailed the seas in windjammers, and the  
last ship was the best, so he said. It  
always is. "This ship," said the cook, "is a  
timbered coffin full of farmers. As in the  
main, he isn't fit to be in charge of a empty  
wheel-barrow; so 'e isn't." With that the  
"doctor" subsided into temporary quietude.  
The last roll, like the cook's last ship, was  
the best. Pots and pans shot over the bulwark  
which latticed the stern. Seething water, gulls  
of steam, and basking "bargoon" added fuel to  
the wrath of the "doctor." He hopped out  
of the galley like a two-year-old and faced  
aft; the yellow glow of the smoky galley lamp  
partially lighting up his bald head and bent  
arms. With hands on his hips, bare feet apart  
and head thrown forward there rolled from  
his mouth a voice that told the young apprentice  
in the wheel that which he was not. It  
surely was the cook's culminating effort, garnered  
from his fifty odd years' experience at  
sea. During the hullabaloo, the ship's black  
cat unconcernedly sat on his haunches, licked  
his chops, and calmly surveyed the galley and  
the cook from the vantage point of the pier-  
rail opposite the door. The old "doctor" is  
dead now, poor fellow. I wonder if his last  
ship was the best.

A few minutes after the cook's language  
had assisted to steady the ship, I was going  
forward, having just taken the half-deck's  
empty biscuit barge aft, when I looked below  
the arched foot of the bellying foremast and  
away beyond the horizon beheld the birth of  
dawn. And what a dawn! Out of the words

of night there rose what seemed a fan-shaped  
pearl that dissolved and powdered the expectant  
east with soft grey light. And through that  
light I saw a host of lowering cloudlets sur-  
prised to crimson and pale to gold. And  
all about, the sky in ever-changing patterns  
of harvest and opal and rose, developed its  
floor of blue. The powdered pearl fell gently  
to the sea and became a delicate film of fairy-  
like mist, over which the sun rose with his  
gift of living light. The sunlight kissed the  
eddying wisps of blue spun mist, and all at  
once there was no mist, but a blazing orb in  
a field of turquoise, and underneath, a myriad  
sparkling waves. I was wondering what such  
a sunrise would have conveyed to the attuned  
mind of a Shelley, when—"Ship off the port  
bow," called an A.B. There she was. A  
seemingly thing. A sea sprite bound for the  
Port of Dreams. A full-rigged ship, and only  
a mile or so distant, steering to cross our  
bows. We could see her helmman leaning  
against the weather wheel, while someone on  
the poop turned a telescope on to us. The  
freshening breeze was on her starboard  
quarter, and every stitch of best canvas on  
board her was straining, from the flying jib  
to the sparker, and from the main sky-sail  
to the main course. She rose and fell with  
the easy grace of a thoroughbred, and now  
and anon leaned to port, displaying beneath  
her black and white painted ports, a gleaming  
sleeve, red and scurrying with a million ship-  
ping guns.

Our flag signals answered, and, as she  
made distance from our watchful hand, the  
sun-gilded sea trailing wings with silver, till  
she looked a thing unreal, ethereal. A thing  
to remember through the years. And as I be-  
held her wondrous beauty, enraptured, a voice  
behind me said: "A thing of beauty is a joy  
forever." Life here has compensations, my  
boy. It was the mate. The man from the  
aristocratic liner, a sailor still, and a man.

\*Note: On board a sailing ship the cook is  
inevitably known as "doctor."

### AN OLD SAIL.

Sir Edward Fremantle is a wonderful old sail.  
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and proud of his rank as "Rear-Admiral" of  
England.

He has a son an Admiral and a grandson a  
captain, and his grandfather was with Nelson at  
Trafalgar.

"Damn our enemies! Bless our friends! Amen,  
Amen, Amen. I am not such a hypocrite as to  
bless them that hate us or, if a man strikes me, to  
the cheek to give the other. May heaven bless them,  
by God!"—Nelson.

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## The Navy League.

### ITS PRESENT ATTITUDE.

PERHAPS the instinct of self-preservation which strikes deepest to the hearts of British peoples throughout the Empire is that its very existence depends upon the security of its sea communications, and this instinct has, time after time, been intensified by the fact that the British Navy alone has stood between this country and destruction, between the Empire and disintegration. Such security can only be assured in two ways, either by unrestricted force on our part or by a goodwill and understanding among the nations, which renders universal limitation of armaments feasible.

Up to the war, agreement was impossible, and force alone had to be relied upon, our margin of necessary superiority being judged from time to time as from 2 or 3 in one, in 10 to 6 in the case of Germany before the war. It must never be forgotten, however, that even with this superiority, we were brought recently to the verge of starvation and thus almost to our knees.

The conditions now have entirely altered. Nations have recognised the disastrous and almost inevitable consequences of competitive armaments, all the more unthinkable when the two leading naval powers are kindred and friendly by heredity and instinct, and Conference is making in the endeavour to produce such understanding and agreement on outstanding international problems as will render a general acceptance of limitation of armaments feasible and practical.

Agreement can only be reached by goodwill, sincerity, and frank and open understanding without reservation, between the nations. As the American Ambassador has said recently, the Conference is an ordeal not of battle but of truth; that the way to disarm is to disarm, and that if the United States and ourselves cannot act in unison now, there is little reason to believe we ever can.

It is an unarguable fact that the relations between the United States and ourselves, and indeed between all the nations of the world, can never be the same after the Conference as before; whether agreement is reached or not, therefore it *must* succeed.

The Navy League is endeavouring to produce in this country that state of knowledge and public opinion which alone, by its generous acceptance and consideration of the views of others, can render agreement possible, and, at the same time, secure those conditions which are acknowledged by all to be vital to our existence.

Our critics say they are educating public opinion. And how? By endeavouring to produce among our people a state of mind which will render agreement impossible. How can agreement be reached, if the country goes to the Conference armed not one jot of its old, and then justifiable, pretensions to unrestricted naval power, taking no heed whatever of the spirit which induced the calling of the Conference and of the reasons for which it is called? If they object to any limitation unless general agreement, then they must object to limitation being dealt with at all by the Conference. Why not be candid and admit this? That position we could understand, and their attitude would become quite logical; but if they do not object, then they should do everything in their power to assist, and nothing to make agreement more difficult.

They say they are educating public opinion, but quite apart from the moral aspect of the question, have they explained its practical aspect as it affects this country, and the great disastereousness shown by the United States in proposing a Conference to bring about agreement to limitation at the present time?

To have to enter into a competition of naval armaments would entail a burden almost unbearable to this country, and might bring us almost to the verge of bankruptcy.

If the United States continue over three programmes of naval construction only, which have been brought forward by her Government in recent years, our present programme of four capital ships is hopelessly inadequate, and we must stand committed to a huge programme of capital ships for years in order to maintain equality.

Even in our accepted policy of equality with the United States, we have, assuming the continued predominance of the capital ship, already given away that one factor, supremacy of sea, on which only, if force alone be relied upon without agreement, the security of this Empire and its sea sea communications can be based.

Finally, if agreement be reached as to limitations between all the nations affected, then it would be obvious folly to fix the general standard of naval force to be maintained above what is actually essential, having regard to the shocking financial situation and distress throughout the world.

The Executive Council of the Navy League have based their recent action on their earnest desire for the success of the present appeal to common sense, understanding and agreement, and can have no part with those who persist in the attitude which renders a successful outcome of the Washington Conference more difficult.

[The above Memorandum was received from the Head Office of the Navy League, London.]



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HEEDLESS OF WIND AND TIDE.

IN THE SOUTH PACIFIC

BRITISH TRADER'S DEATH.

MET THE NOTORIOUS "BULLY" HAYES.

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We herewith reproduce a newspaper cutting relating to the life and death of Robert Henry Head, who had a remarkable career on a lonely island in the South Pacific, where for the long period of 35 years his life and example had caused the British name to be revered and respected by the natives. The cutting is as follows:—

From Niue Island comes the report of the passing of Robert Henry Head, at 88 years of age. For 35 years he had ruled on the lonely spot. Originally he merely went to view the island of the South South Sea, but the John Williams, the ship on which he was travelling, huffed Niue rather hard—and Head pitched his camp. Head was a fine type of English trader, and the direct opposite of the character as portrayed by novelists. He never touched alcoholic liquors of any description, was a pious man, and loved the Niuans with a passion which worked wonders with the people. He was known all over the Pacific, respected and admired. A retired old beach-comber once summed him up in one: "Head! Oh, yes! The best in the South Sea Islands." And so he was.

Mr Head was born in Portsmouth, England, in 1833, was married in 1861, and died at Taupo Niue on September 20th, 1918, after an illness of nine weeks. He had fallen and injured his back, and this injury, together with the loss of his son Frank, hastened his death. Here is the fascinating story of his work in the John Williams at Lapener, Niue. He saw a light shining on a reef, and this was a "bull's-eye" lantern held by the Rev. Dr. George Laws. Mr Head kept this lantern for 30 years, and became a fast friend of Dr. Laws, and his brother and fellow-missionary, Rev. Frank Laws. Mr Head assisted the missionaries financially, and in many other ways, and the bell of the mission school was rung for prayers morning and evening at the Head house for 30 years. He undertook with great success, and without any pay, all the medical work of the island, even to the amputations of limbs and other surgical work. He was also the dentist.

"When a doctor was appointed the natives, who had the greatest esteem and affection for 'The Great White Man,' continued to go to him. When Sir Arthur Gordon visited the island Mr. Head was appointed British Resident, and continued to hold the position until evacuation by New Zealand. Here is the true story of his meeting with 'Bully Hayes.' A ship put in and

Continued on page 11.

## A Fellow of The Navy League.



MR. F. C. WALEY, C.B.E.

MR. F. C. WALEY is an honorary Captain R.A.M.R. and General Manager of the Belmont Coal Co., Ltd., being also Chairman of the Executive Committee, N. E. Smith, Ltd., The Glamorgan Flannel and Sock Co., and a Director of Coal and Bunting, Ltd., Charles Anderson & Co., Ltd., and other business enterprises. He is Chairman of The Southern Colliery Proprietary Association and during the war was a Member of the Coal Board, Captain-in-Charge of the Tyneport Coaling Station, and President of the Northern and Southern Federal Coal Pioneers Society. He was also granted O.M.B. in Charge of Federal Coal Stocks and acted as local representative of the Federal Controller of Shipping. Mrs. Waley donated her home at Monks Park, and 200 acres of land as a gift to the Federal Government for the use of their invalided and incapacitated soldiers, and Captain Waley takes an active interest in the Red Cross Society, The Parloagh House Home for Wives of Soldiers and many other charitable objects, and is a Member of the Executive of the Navy League, New South Wales Branch.

### BEARERS OF ENGLAND'S HONOUR.

O, hail the (One of England,  
And hail the (One of England,  
The World is too small to hold them—  
They will be (One of England.

And whether in (One of England,  
Or whether in (One of England,  
You will find that the (One of England  
Do that which (One of England.

And whether in (One of England,  
Or whether in (One of England,  
You will find that the (One of England  
Do that which (One of England.

—Othello's (One of England.

The war of the future will be in the air and under the water, and will be conducted by poison gases and other inventions yet in the future. There is no place, and this is an time, for weakly pacifism.  
—Sir Percy Smyth.

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### TURNED TURTLE.

BY SAUL L. S. WATSON, F.R.S.N.S.

EVERY now and then reports are made by shipmasters that they passed at sea a danger to navigation in the shape of a vessel bottom up, or in the condition commonly described by seamen as having turned turtle. Some time ago a detail of this nature was sighted at different periods by three steamers in the Great Australian Bight, but neither H.M.S. Fantome, nor the Federal tender Endeavour, which was sent to make an exhaustive search, could find any trace of it. There has, however, been several cases in which vessels which had unfortunately got into this condition, have been the cause of much interest at the time of occurrence.

Strange coincidences do happen, and in connection with three vessels the circumstances, after their discovery, have been almost the same.

On April 19th, 1845, a schooner which arrived from the Clarence River reported having picked up a new schooner, bottom up, four miles off the land between Bird Island and Banger's Nose, and having made fast to her took her in tow, and brought her so within a mile and a half of Sydney Heads, when the tow-line broke, and squally weather coming on she was forced to abandon her prize.

The steamer Cornelia went out the next day but was unsuccessful in her efforts to bring her in. She was found in the same position as she had been left the previous evening, and although they put three men on in her she could not be moved. Captain Taggart came to the conclusion that when the breeze, the vessel which picked up the wreck, found her, the cables and anchors must have been cut, and when the vessel got into shallow water near the coast, the anchors catching the ground "brought her up," and caused the breaking of the tow-line. The steamer Phoenix, Captain Wiseman, went out next day and made great efforts for two days to move the derelict but without success. Saturday morning found the wreck in the same place, when the Cornelia made another attempt to shift her.

Captain Taggart succeeded in sweeping the chain, cable and cut them, towing her in was then a simple matter. She was taken up to Smith's Wharf (foot of King Street) put under the shears and righted.

She proved to be the "Ann Mary" which sailed from the Tweed River, with a cargo of cedar, on 21st March; Captain Anderson, a mate Patrick Ball, and four seamen who formed the crew found a watery grave.

Before capsizing the men have met very bad weather, for when righted it was found that both masts were gone three feet from the deck and every vestige of rigging had disappeared.

A similar case occurred off Newcastle in June, 1885, when the ship Aspinwall, on arrival, reported having passed a vessel of at least 1,000 tons bottom up.

The tug Stormcock went out and picked up the wreck of Port Stephens, assisted by the Energy they towed her to within a few miles of Mobbly's, when the tug Coolaw went out to help, but beyond this position they could not move her. A diver was sent down her stern post and he saw that the ship had been on fire, and the opinion was formed that it was the hull of an American ship, the J. T. Berry, which, whilst on a voyage to Melbourne had been burned at sea.

Like the other vessel, lying upside down, her anchors and cables had run out till coming into shallow water she had anchored herself.

For a week this floating danger to the port defied all efforts to move her, nearly all the tugs of Newcastle had a try. Everybody knew how it should be done, if we may judge from the letters written to the papers. Some suggested blowing her up, others that a man-of-war should be sent to fire shells into her, others again said that all that was necessary was to get the anchors up, which was the very thing that Captain Summerbell in the S.S. Athenia had been for days trying to do, and whilst still engaged in trying to clear the anchors the Athenia was thrown by a heavy sea against the derelict knocking a hole in her side and foundering. The unfortunate steamer thus sent to the bottom had formerly been one of the celebrated fleet of McEachan, Blackwood & Company, owners, which all ran between Melbourne and New Zealand were the Allison, Cleud Hamilton, Galloway, and Owen.

All efforts to move the anchored wreck having failed, a party from the torpedo corps under an officer was sent up from Sydney which soon made short work of it and sent her to the bottom.

**RURAL POPULATION—  
AUSTRALIA'S PARAMOUNT  
NEED.**

N. S. W.

NAVY LEAGUE



SEA CADETS

The fact that the Washington Conference aims, and rightly so, at reducing the crushing burdens of naval armaments throughout the world, should not make any difference to the successful progress of the Navy League Sea Cadets movement, the primary object of which is to ensure that merchant vessels will get the right type of lad to man them—men born Australians with their sea consciousness inculcated by a course of training such as is given at the Navy League Depots—thus obviating the necessity for owners of ships to their agents, to enlist the services of importations, more or less of alien birth,—usually stated.

Thanks are due to the following ladies for gifts of Scout Knives and leather pouches: Miss Hay, Mrs. Mayne, Miss P. L. Maddocks and Mrs. Helen Coldham.

There was a large muster of Cadets at Smith's Bay Depot on Kurea Is., when, owing to the generosity of the Mayor of Balmain and the Navy League, the main branch was opened.

It is pointed out for the information of members of the Navy League that the Depot at Smith's Bay, Balmain, was found in the League in April last, when the 1st Unit of Cadets was officially established there. In addition to the vessel of the Depot, the Navy League has expended about £500 on uniform and equipment for use by the Cadets.

The raising of a unit of Navy League Sea Cadets at Drummoyle is proceeding satisfactorily. In this connection Mr. Mellor deserves much credit

for the work he has already done without any financial assistance from the Navy League. We hope the people of Drummoyle will support the venture, which is entirely voluntary, and assist Mr. Mellor in his good work.

Mr. Harry Shelley has signified his intention of donating medals to be competed for by members of the Cadets at Drummoyle. Who will come forward and do similarly for the Sea Cadets at the Balmain Depot.

The Drummoyle Branch has too to become actively self-supporting at an early date. Much has already been done by enthusiastic students, and much has been promised, since the boys are so willing.

In signalling, seamanship and sports the Cadets of both Balmain and Drummoyle are making excellent progress. For long competitions will be organized, when it is hoped the boys of the respective depots will meet in friendly rivalry.

The Principal and scholars of "Osborne" Ladies' College, Epping, have generously offered to the Navy League a silk Union Jack, together with a silver shield and a medal—these two latter to be competed for by the Navy League Sea Cadets. The League will be very pleased to accept Miss Coldham and her scholars' offer.

Mr. Harry Shelley has sent along a cheque to Mr. A. G. Milson for £100, to be expended on the establishment of the Navy League Sea Cadets (Drummoyle). Many thanks, Mr. Shelley.



Schooner "STONBY BAY"

IN THE "ROARING FORTIES."

To many an seafarer of the latter, this picture will recall many a deck at the helm.

## AT THE SEAT OF GOVERNMENT.

## EMPIRE NAVAL DEFENCE.

MR. MARSH, speaking in the House of Representatives on the Estimates recently, said:—I endorse the remarks made by the Minister for the Navy (Mr. Laird Smith) with regard to the training of midshipmen at the Naval College at Jervis Bay. Having the war—I think it was in 1915 or 1916—when the first batch of Australian midshipmen reached the Grand Fleet at Scapa, the late Admiral Sir Robert Lowry, who was then in charge of the Fleet on the north-west coast of Scotland, remarked to me that they were the smartest lot of midshipmen that had come under his notice. They were absolutely efficient, and were a splendid advertisement for the Australian Naval College. Then again, in an examination held recently in England for the rank of engineer sub-lieutenant, Australian candidates were first, second, and third on the list. We should endeavour to carry on the Royal Australian Naval College, although I agree that the expenditure should be kept as low as possible. We do not know what will be the effect of the Washington Conference on our Navy. I do not want to prophesy in this case, but I am certain that the Australian Navy of the future will consist of light cruisers, destroyers, submarines, and, hazily, aircraft. All these ships will require midshipmen. I can appreciate the difficulty of the Minister and the Naval Board in trying to adjust the expenditure on the College to the measure of efficiency that is being secured. The Minister will remember that when the Estimates were before us on a previous occasion I suggested several directions in which the Naval College might be put to good use. One of my suggestions—and this is a very important matter—related to the flying branch. Every flying man, whether civilian or military, should undergo a course at the Naval College at Jervis Bay in order that he may obtain proficiency in what I might describe as "sea sense." An aviator working over a ship at sea, unless he is conversant with her helm movements, will experience great difficulty in effectively dropping his bombs. Aviators will also experience difficulty unless they have the "sea sense" of which I speak, when they have to go out with our ships in certain formations. It is for these reasons that I urge that all aviators should be required to undergo training at the Naval College. I would ask the Minister to make a note of this matter. It is of much importance, and I hope that my suggestion will be adopted. The Naval College might also be used to educate officers of the mercantile marine in the very important work of the convoy system. During the war a huge

amount of work was put in by the Admiralty in teaching officers of the mercantile marine how to convoy ships. I was for a time submarine officer on the *Commanche*, which was employed in conveying American officers and troops from New York to Liverpool. Sometimes as many as eighteen or twenty vessels of from 1,000 tons to 3,000 tons laden with goods would be strung along in four columns abreast, at night, without a light to guide the officers. There was nothing to give any sense of direction or to warn those on board a vessel of the proximity of other ships, and on many occasions these were narrow escapes from collisions which would have resulted in serious loss of life. It was only because the officers of these vessels were highly trained in the convoy system that we got the American troops safely across. I may remind honorable members that 45 per cent. of the American troops that went to England were taken over on British bottoms, with a British naval escort. The Royal Australian Naval College might well be used to train officers of the mercantile marine in the convoy system. Officers of the mercantile marine have the right to go in certain numbers to the Royal Naval College at Greenwich, and there spend several days every year in getting "beamed up" in the latest ideas of modern navigation. The same facilities might very well be extended to members of the mercantile marine to attend the Naval College at Jervis Bay. The honorable member for Camper (Mr. Earle Page) suggested that the Army and Naval medical services should be combined. That is not a practical suggestion. There is always a certain degree of jealousy on the part of the various services, and once we started to amalgamate those services, in which there are divergent ranks and officers in various grades we should have trouble. Better results will be obtained by keeping the Army and Navy medical services distinct, as they are at day. There is an item in these Estimates relating to the training ship *Zeigler*, which costs £54,000 a year. It is really a most excellent imitation, and well handled. From discussions that I have had with the Minister I know that he is considering the desirability of maintaining the vessel at Jervis Bay, and so saving the expense of maintaining double staffs. The boat might be kept on shore, and sent to sea now and again on a smaller ship. In this way some portion of this expenditure of £54,000 per annum might be saved. I am very glad that so criticism has been levelled at the item of £5,000 for the Royal Australian Naval Volunteer Reserve. This item represents a new suggestion. The proposal is to have the yachtsmen of Australia as they, if necessary, they may be employed in the future as naval officers. This scheme, once it has been fairly worked, will involve the Commonwealth in very little cost. When the war

Continued page 15, column 2

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## THE BOY SCOUT.—PITCHING TENTS.

BY J. BURNETT JONES

## AUSTRALIAN PARENTS ALERT!

Have you ever noticed what a Boy Scout did? Then, if not, read the Boy Scout's page in this Journal each issue.



THERE are many ways of pitching a tent, largely depending on the nature of the ground and the material available. — we are only concerned with one tent, the one conveniently situated' tent may be pitched on a ridge-pole which a ridge-pole is fastened to a rope tied to support the roof of the tent, but if several tents are to be pitched systematically, it will be necessary to use and place special uprights. These uprights are preferably forked on their tops, but if forked sticks are not available, the ridge-pole can be fastened to straight poles by square-lashing. Two uprights are required for each tent, one at the back and the other at the front, close to the centre of the entrance so that the flaps can be tied to its support. The uprights should be set at least twelve inches into the ground, and as they cannot be driven in, a hole should be made with a pointed stick or other suitable tool. When the pole is in position, the end of the hole should be filled in with powdered earth and well tamped, a little at a time. Vegetable rubbish and stones should not be used. A shallow hole may suffice to hold the tent up in calm weather, but one must be prepared

for wet weather and squalls, and if the uprights do not stand by themselves, it will be necessary to use a guy-rope, in front and anchors at the back, but these must be made by getting in the way of traffic.

The uprights being erected the proper distance apart, according to the size of the tent, the ridge-pole which must be strong enough to bear the weight of a wet tent, is passed through the holes at the ends of the tent, or through loops if they are fastened to the top of the tent, and then fixed to the uprights. The ridge-pole should be fastened to the uprights at the proper height for the tent, but if too low, although it gives more ground space, it is at the expense of head-room, and the flaps will not meet, so in the case of bad weather they cannot be tied together. Besides the flat pitch of the roof will not shed the rain so well as a steep one. If the ridge-pole is fastened too high, then the walls of the tent will not reach the ground.

The tent being suspended from its ridge-pole or rope, now has the guys which are attached to the corners of the roof fastened to supports placed in a row at such a distance on each side of the tent as to form a continuation of the angle formed by the roof. The end of each guy should be passed through its grommet in the case of the tent, and then an eye splice formed; never tie a loop knot at the end as this gives an unequal pull on the tent. The corner guys are the first to be tied and should be being fixed at right angles to the length of the tent, as in the case of the side guys, they are fastened a little to one side so as to give a better support to the roof. The two front corner guys being brought to the front while the two back are taken a similar distance to the rear. If there is not sufficient help to pitch the whole tent at once, commence on the windward side, as the tent will then stand better while the other side is being fixed. The guys are fastened in various ways. If in rocky country they may be attached to boulders; if in timbered country to some convenient tree or log. But in open country it is usual to employ tent pegs or a guy-brace. Tent pegs are about fifteen inches long, pointed at the end and driven into the ground, and hooked or notched at the head so as to prevent the rope from slipping off: they are driven into the ground at an angle with the point towards the tent

## THE BOY SCOUT.

CONTINUED.

and at the proper distance from it. Sometimes two adjoining guys are fastened to the same peg, in saving a peg, but this arrangement is not advisable as too great a strain is put on one peg. Pegs are apt to be drawn out of the ground by the contraction of the material of the tent or the guys should they get wet by rain or dew, especially if the ground is sodden, so instead of tying the guys to pegs, it will be found more convenient to tighten and loosen the rope: if slides are employed and the loop of a guy passed round its peg. A slide is a piece of wood about six inches long with a hole large enough for the guy to pass through near each end: the guy is threaded through one of the holes, the feet and passed through the other and then knotted. Or instead of a wooden slide, the loop end of the rope may be tied to the standing part with two half hitches which can then be slipped up and down as desired. Pegs for the fly guys should be placed about a foot outside those for the tent in order to keep the fly a uniform height from the

roof of the tent. Or pegs about three feet long may be driven firmly into the ground, the tent-guys being fastened to the base, while the fly-guys are fastened higher up. Of course the leverage of a long peg is greater than that of a short peg, therefore these pegs must be strong and firm. About six feet of rope should be allowed for each side-guy, and eight feet for each corner-guy. A space of at least ten feet should be allowed between the walls of adjoining tents so as to leave room for the guys. This space is known as the "lane" and should never be used as a thoroughfare or one is bound to trip over the guys and pegs sooner or later and so cause trouble, to say nothing of reading the walls of the tents out for carrying off the water that would otherwise find its way into the tent. Pegs do not hold well in sandy soil or ground soaked by rain. To secure a tent pitched on sandy soil, one strikes and makes three or four bundles: bury them in the proper positions with a loop of rope or lashing was round them sufficiently long to reach above the ground so that the guys can be attached to them: or a heavy log may be placed

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## JERVIS BAY NAVAL CADETS

At the break-up festivities at Jervis Bay last month, Rear-Admiral Dumaresq said it was his painful duty to announce that a reduction was being made in the number of cadets, beginning with the cadets who were now passing out. Only 12 of the 21 successful cadets would be placed on ships. These would be chosen by a special committee, of which he was the head. The boys would be chosen for educational standard and general qualifications for seafaring life.

A reduction would also be made in the number of cadets in training at present. A notification is to be sent in each case to the parents. Stress was laid on the fact that such notification would not mean anything derogatory to the boys. General reduction was taking place in all services and naval colleges.

The 12 chosen cadets will not rank as midshipmen until they have served six months aboard. This is the first time this regulation is enforced.

## H.M.S. FANTOMES CRUISE

Fresh from a survey of Torres Straits and of the route inside the Great Barrier Reef, H.M.S. *Fantome* has returned to Sydney.

In Torres Straits she closely sounded over an area of nearly 300 square miles, which meant sounding along lines of soundings, which if put in one line would total nearly 3000 nautical miles. Altogether, 11,300 soundings were taken, of which 60,000 have been corrected for the height of the tide, and plotted on the new chart.

In addition she completed a triangulation of portion of the lower coast, as far out as the edge of the Barrier Reef, covering an area of 1500 square miles.

This work was done by, and at the expense of the Imperial Government.

On board it was stated that the charts at present in use had been found to be fairly accurate, and the soundings made by Captain Cook during his cruise in the *Endeavour* for the most part still held.

## RECORD COALING

A record for Australian coaling is claimed to have been established at the Ballo Head coaling depot in bunkering the Canadian-Australian Royal Mail steamer *Marina*.

The *Marina* took 5445 tons of coal in 19 hours 40 minutes' actual working, and the rate of over 124 tons per hour was considered in shipping circles to exceed the speed of any coaling appliances in Australia.

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## AN EMPIRE BUILDER.

COLONEL THE HON. SIR JAMES BURNS,  
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OF THE HON. THE AUSTRALIAN PARLIAMENT.

It does not fall to the lot of every man from Scotland, whether he calls himself Scottish, Scotch, or a Scot, to attain to eminence in his trade or profession when he seeks it away from the land of his forebears, but we have many evidences that many do who come to Australia.

Men from Scotland, or of Scottish descent have been associated with Australia from the time it came into the possession of Britain, because James Cook the great navigator and discoverer of this eastern coast was descended from Scottish parents, although born in Yorkshire. Then it was a Scot who was the first European to die and be buried in Australia, Farley Sutherland, who died in Botany Bay, a scurvy of Cook's ship the *Endeavour*. Then John Hunter, second Captain of His Majesty's ship *Sirius*, who eventually became the second Governor, was born at Leith, his father was a master mariner. Another Scot who came out at the same time was Lieutenant George Johnston, of Alexandria, and in 1805, when a Major, and commanding the military in Sydney, made his name prominent by arresting and deposing Governor Bligh. Then there was Captain John Macarthur of Scottish descent, who had a large share in the above rebellious action, but whose name will for ever live in Australian history as "The Founder of the Wool Industry of Australia." But it is in finance that the Scot is pre-eminent the world over. Two of the best examples Australia had in its early days were Mr. A. E. Macdonald, Secretary and Cashier of the Bank of New South Wales, 1815 to 1829, and Mr. John Haysor Baillie, Secretary and Inspector of the same bank, and who was responsible for the scheme under which the bank was reconstituted in 1839.

The number of Scots who have attained proficiency and eminence in every walk of life could be multiplied of repetition, but it is out of these that this article is to deal, but they serve as an introduction, and as a standard by which we can measure Sir James Burns, a gentleman who stands high in the estimation not only of the citizens of Sydney, but of Australia and its dependencies.

Born at Edinburgh on February 10th, 1846, the son of Mr. David Burns a business man of that city, with an elder brother, he came to Australia in 1864, being then 18 years of age, Brisbane their destination.

His first experiences of Australia were gained on stations in the interior. After two or three years, during which time he had picked up a general knowledge of the surroundings, he joined his brother in business in Brisbane. The discovery of gold at Gympie, however, had a disconcerting effect on him, and seeing great possibilities, he made his way there, taking what was then a very rough overland trip on horseback. Arriving on the gold field, he saw more in selling the miner his axes and supplies, and buying his gold, than in deriving the laborious work of digging for the



SIR JAMES BURNS.

precious metal. He soon extended his business and had branch stores at One-mile Creek and Kilkivan. In 1870 on the death of his father he sold out his businesses and returned to his native land. At this time he would be but 24 years of age; how few men at that age that had gained such a business experience, and with it, no doubt, some of its secrets that he would take with him.

But the call of Australia to such a man as Mr. James Burns was too strong to be resisted, and in 1872 he was again in Queensland, going to Townsville where he laid the foundation of that business which by degrees developed into the great firm of Messrs. Burns, Philp & Co., Ltd., with world-wide ramifications.

When Mr. James Burns opened a general store at Townsville in 1873 many drawbacks existed in shipping facilities, and what steam communication



there was between Sydney and the northern ports was carried on by small steamers, which ran at irregular times, so much of the coastal trade, begun in the early days by brig and schooner, was still carried on by this class of vessel. From this came Burns' store at Townsville opened with short supplies, but the energetic proprietor soon put that right, and it was not long before the route out to stations were constantly patrolled by bullock and horse teams drawing heavy waggon loads with goods from the "new store," and the miners at Charters Towers and other gold fields drew their supplies from the same source.

For four years Mr. Burns worked hard to develop this business, but at the same time he took an active part in opening up North Queensland, North West, and South of where he had established himself, and the goldfields on the Palmer and Hodgkinson rivers owe much to his activity and energy.

The progress of North Queensland during this time synchronized with that of Mr. Burns' business, the two went together, but the pace was too great for the human partner, who had to bear the strain of making the country, and the effects on his constitution. For the conditions were different then, and malaria, since mitigated by sanitary measures, was rife, and so a favorable opportunity offering he took a partner into his business so as to divide the labor and anxiety.

That partner was Mr. Robert Philp, who came from Glasgow when a youth, and had been with

the shipping firm of Bright Brothers & Co., now (Gibbs, Bright & Co.) for 11 years when he joined Mr. Burns at Townsville. This was in 1876, and the following year Mr. Burns moved to Sydney. The Townsville business then came under the name of Robert Philp, and branches were opened at Cairns and Charters Towers, whilst Mr. Burns who had commenced operations in Sydney, established himself at Newcastle and Thursday Island. By the year 1883 it became evident to both these gentlemen that union would be the better proposition, therefore in that year they joined forces, and from this year dated Burns, Philp & Company, Limited.

It is not intended to follow the progress of that firm, it is too well known to business people to be necessary, but it may be stated that there are few parts in any portion of the Pacific where the name of the firm is unknown, and they are represented in every group of islands in the tropics of the Western Hemisphere, and a great portion of the Eastern.

In civil life Mr. Burns has had extensive activities, being for many years President of the Highland Society of New South Wales, in which he has always taken the greatest interest, as he has also of the many organizations of the Presbyterian Church, of which he is a member. How does he neglect politics, for his great knowledge of every phase of commercial life caused him to be called to the Legislative Council in 1908.

The subject of this article has been written of so far as Mr. James Burns for he had not yet been honored by the King with the title he now bears, and before receiving which he became qualified for military ones, for in June, 1891, he joined the Permanent Squadron of the New South Wales Lancers as a trooper, which was merely the stepping stone to a commission as Captain, to which he was promoted on July 1st same year. He served with

distinction in the Regiment becoming its Lieutenant Colonel in September, 1897, and Colonel commanding the 1st Australian Light Horse Brigade a few years later. From this command he had to retire on January 26th, 1902, the military regulations are inexorable, and under the age clause he had to bid farewell to the mounted services for which he had done so much. It was largely through his instrumentality that 100 officers and men were sent to Aldershot in March, 1899, where a most favorable impression was made of what the Australian soldier was.

It was in 1907 that the busy and useful life of Mr. James Burns was recognized by the powers that be, and His Majesty the King conferred on him the honor of Knighthood. Perhaps there is no one in the community who was more worthy, for in addition to his great services to the country, both as a merchant and military man, he is devoting the autumn of his life to a monumental work.

Many men have had imposing looking statues erected to commemorate them. Some in bronze, some in stone, hard, and rigid, costing large sums

## IN THE SOUTH PACIFIC.

CONTINUED.

asked for copies. Mr. Head said there was plenty. The price was arranged, the natives got it abroad, and Mr. Head was invited to go aboard, where the captain would 'fix it up.' Said the captain, 'Come down below,' and Mr. Head went. He then found the ship was under way, and asked the reason from the captain. Hayes (for it was that notorious villain) drew a revolver, and growled, 'That's what it means! I'll blow yer brains out and dump you over the side.' Mr. Head (then, of course, a young man) was allowed to go on deck; the island then being a speck. He sat on a hatch and thought, 'Is there a tender spot in this brute's carcass?' and then he went to Hayes. 'Are you a married man, captain?' 'Yes,' said Bully. 'Well, suppose the position were reversed, and I stole all you had in the world and murdered you without your wife and child ever knowing where you were.' This set the celebrated plate thinking. 'What d'ye want?' he bullied. 'Put me ashore!' Hayes, still thoughtful, got about. Young Head, feeling that he was getting on nicely, said the natives would want to be paid for the copies. It was hard lines not only to lose their copies, but their pay also.

'Hayes laughed humbly. 'Yes, so it would.' So a bale here and a bale there was got up and loaded into a boat. The crew were armed with revolvers, and Hayes commanded the mate

of money and doing no good. But what will carry the name of Sir James Burns down to future generations will be the Burnside Orphan Homes. These 'homes' are beautiful new modern villas, specially built for the purpose they are intended for, each one in a good line some charitable body or Scottish organization, and they are built on land given by Sir James Burns at Penarth Hills not far from his beautiful home Gwynn House, and the late Governor General, Sir Ronald Munro Ferguson, in opening one of them in 1902, said: 'Now the approach to Penarth from this side had to be made through a thoroughfare bordered with the monuments of Christian charity to the care of little children, each testifying to the public spirit and social endeavor of leading citizens.' Long may these Burnside Homes, in which children find the best available substitutes for family life and parental love, multiply and flourish.

A dozen of these lovely houses are now erected and the good they will do in the raising out of good men and women to be the future citizens of Australia, will ever stand a memorial of Sir James Burns.

to shoot Head instantly if he showed treachery. Near the shore, Head shouted to the natives, and the mate asked him to translate with a roughness held to his breast. Head was shouting to the islanders to retire to the bush and leave only six men to take the bales ashore. This is the interesting sequel.

'Fourteen days afterwards a British warship anchored off New, and an officer with a party of Royal Marines visited Mr. Head for trading with the pirates. Hayes? Mr. Head immediately gave himself up, but begged that the officer would go to the missionaries to get the real story. This was done, and the officer apologized handsomely, and at once left the island. Mr. Head was a fine type of 'old English gentleman.' He was brought up in the British Navy, and left because he objected to the flogging of a seaman, a punishment he believed to be useless and degrading. He was the first island trader to send children to New Zealand for education, and for 25 years he therefore kept two homes going. The day of his funeral was cloudless and beautiful, but as the coffin was borne from the house there was a very loud clap of thunder, accompanied by lightning, which struck several natives. The natives interpreted these phenomena as 'a salute from heaven,' saying that 'The Great White Man' reached into rest, and no argument can shake this belief. The Great White Man is buried in front of Teape Church, alongside the late King Togi, and the funeral was the greatest in island history.'



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### EDITORIAL

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

All alterations of standing advertisements should reach the Journal NOT LATER than the 1st day of the month of issue.

PHONE: CITY 1788 and CITY 8817.

### "TRUST NO FUTURE"

In her peril, the Motherland has called on her seamen to save her. They have never failed her yet. It is an accepted and proved fact that the need for a powerful protective force, is no more?

A greater delegate than any now assembled at Washington has said: "Nation shall rise against Nation, and Kingdom against Kingdom." There are many things to show that the old prophecy has held good for the last nineteen hundred years or so, and there is nothing to prove that it will not hold good for another nineteen hundred years.

Most men hate war and love peace, but nearly every widely travelled man with eyes to see and brain to comprehend, knows within himself that the above quoted utterance of the Great Founder of Christianity, bears the hall-mark of everlasting truth and an unerring warning up of the weaknesses of mankind. International ambitions may not clash till long after we, and our ideals, are sleeping; but clash they will. Let us be careful, then, that we do not too readily accept any given guarantee that the world has repented of the folly of war, or that the need for adequate protective measures does not now exist. We would do well to beware lest the guarantee be "written in water." The great inheritance of the sea bequeathed to us by our ancestors is a very real thing, and worth holding on to; and should we in a moment of short sighted idealism or weakness surrender or sacrifice it, that moment will be the death knell of our good old empire, and the betrayal of those of our own flesh and blood who come after we have passed.

From Miss Glasdon of Killara, we have received two very interesting and instructive books entitled respectively "The Wander Book of the Navy" and the "Wander Book of Ships." We thank Miss Glasdon for her gift.

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18-19 QUEEN STREET, MELBOURNE      100-102, 104-106, 108-110, 112-114, 116-118, 120-122, 124-126, 128-130, 132-134, 136-138, 140-142, 144-146, 148-150, 152-154, 156-158, 160-162, 164-166, 168-170, 172-174, 176-178, 180-182, 184-186, 188-190, 192-194, 196-198, 200-202, 204-206, 208-210, 212-214, 216-218, 220-222, 224-226, 228-230, 232-234, 236-238, 240-242, 244-246, 248-250, 252-254, 256-258, 260-262, 264-266, 268-270, 272-274, 276-278, 280-282, 284-286, 288-290, 292-294, 296-298, 300-302, 304-306, 308-310, 312-314, 316-318, 320-322, 324-326, 328-330, 332-334, 336-338, 340-342, 344-346, 348-350, 352-354, 356-358, 360-362, 364-366, 368-370, 372-374, 376-378, 380-382, 384-386, 388-390, 392-394, 396-398, 400-402, 404-406, 408-410, 412-414, 416-418, 420-422, 424-426, 428-430, 432-434, 436-438, 440-442, 444-446, 448-450, 452-454, 456-458, 460-462, 464-466, 468-470, 472-474, 476-478, 480-482, 484-486, 488-490, 492-494, 496-498, 500-502, 504-506, 508-510, 512-514, 516-518, 520-522, 524-526, 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