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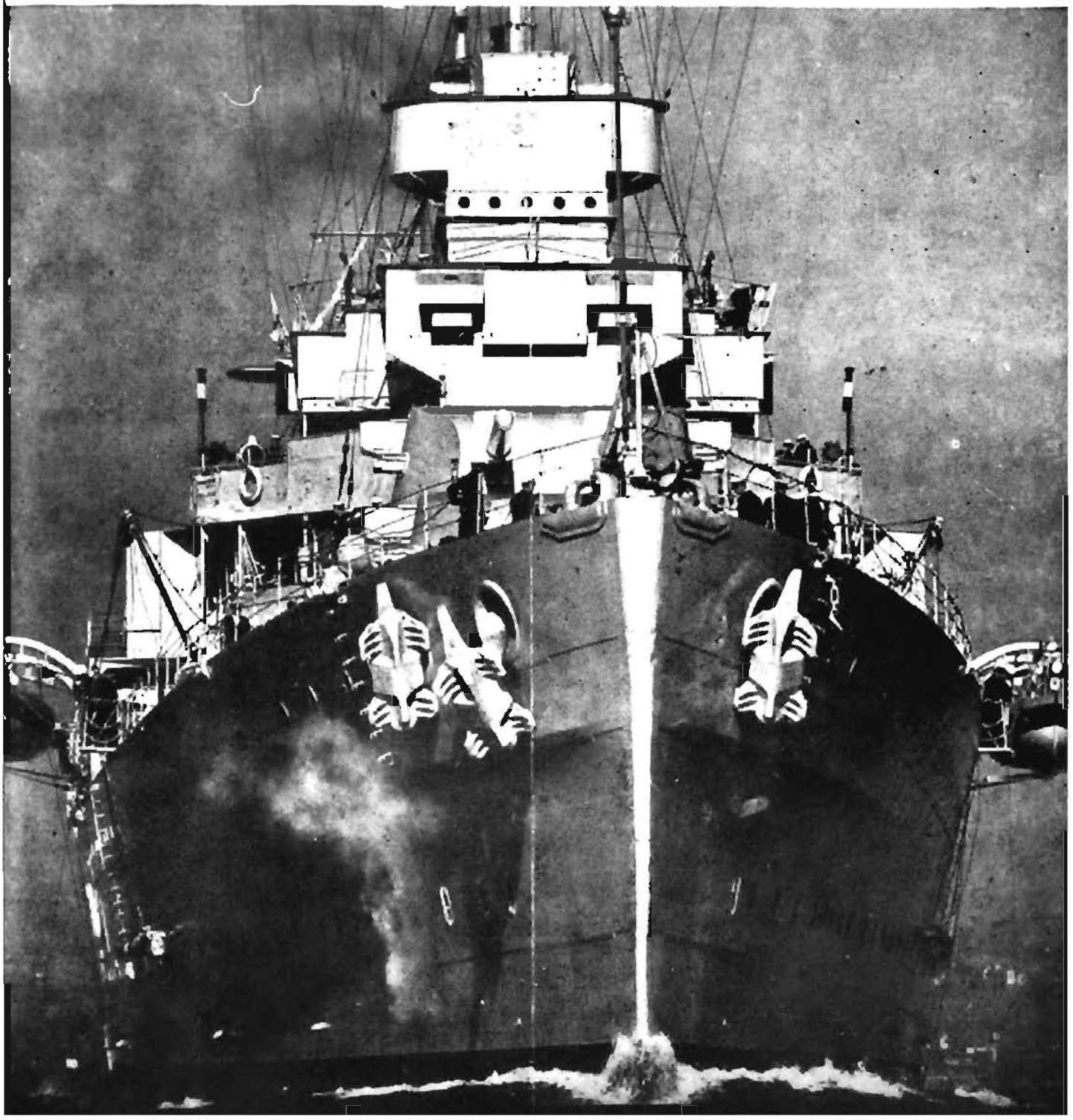

THE NAVY LEAGUE JOURNAL

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THE ARMY OF TO-DAY
DEFENCE WILL BE AGGRESSIVE

The British Army of to-day is a new model. In equipment, in training, in tactics, it has been remade. It has learnt the lessons of recent experience and is ready to apply them.

Before Dunkirk the British Army was well trained and well equipped. Talk about the troops under Lord Gort as though they were a scratch lot assembled in an emergency and flung ashore on the Continent with a collection of old junk is unfair. Equally unjust is the common assumption that they were defeated by a better-armed and better-led enemy. In the Flanders fighting the British held their own. Though their equipment was good then, it is better now. The great deficiencies were in air support and in tanks. They retreated because the Germans broke through the Belgians to the North of them, and the French to the South.

No Quiet for the Enemy

Henceforth, defence will be aggressive. It will not be directed to the holding of any local positions, not to the maintenance of a continuous line. It will aim first, last, and all the time at the prompt and complete destruction of the enemy by every means. Should Great Britain be invaded, the enemy will be hunted and attacked. He will be allowed no quiet. From the moment of his appearance to the moment of his extermination he will be harassed and assailed. Aircraft will bomb and machine-gun him. Tanks, armoured cars, artillery, machine-guns, rifles, hand grenades, will bring him to bay and shatter his resistance. If he is detected on the sea or in the air, he will be dealt with at once; if he gets to land, other weapons will be employed against him, but the method and the results will be the same.

(Continued on next page)

Adventurous Tank Tactics

THE ARMY OF TO-DAY

Details, of course, cannot be disclosed. But this much may be said. British tank tactics and anti-tank tactics have become much more various and adventurous, and have at their disposal to-day a multitude of devices whose effectiveness has been thoroughly tested. Even more important is the systematic development of the excellent human material which is now the standard in all ranks of the army. Individual initiative is encouraged as never before in officers, N.C.O.'s and men; especially the under-thirties are responding magnificently. Since this is a world war waged in small packets, with each mechanised group doing its bit in a comprehensive plan, nothing could more surely promise final victory.

Hitler's Targets

Churches, schools and hospitals appear almost daily in the list of air raid victims. Indiscriminate as the German bombing is, it is hard to believe that this is all by chance. Sometimes, surely Goering selects his target and hits it.

We need not be surprised. Nazism is the avowed enemy of the spiritual. "A thinking man," said Carlyle, "is the worst enemy of the Prince of Darkness"; the school is the first institution to be enslaved wherever the Nazi goes. The hospital stands for that effete practice of mercy to the weak—so unworthy of the strong progressive Nazi. The Church, whether in Germany or here, is the toughest opponent of all that Hitler means. He does well to attack the school, the hospital, the Church. If he does not destroy them they will destroy him.

In truth, they are beyond the reach of his bombs. The buildings may be destroyed, but the spiritual realities of Truth, Mercy, Freedom and Faith are indestructible. They will see Hitler and all his works vanish into thin air. The more we cherish them, the stronger will our nation be.

Woman's Voice

Nothing could demonstrate more clearly the justice of the cause for which Britain is at war than the temper of the National Conference of Labour Women at Southport. Of 300 delegates from Labour organisations all over the country, only three dissented from a resolution to the effect that the war must be prosecuted to a successful conclusion. Nobody can suspect these women of imperialistic pride or greed, or doubt that they know from intimate experience the terrible cost of war in life, health and happiness. Their support of British resistance to Hitler lends all the greater strength to their demand for vigilance and courage in domestic policy.

—"Manchester Guardian"

From the Dept. of Information.

PLEASE NOTE

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

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

Telephone - - - - - - B 7808

BOMBED but UNBEATEN BRITAIN SUFFERS — AND STRIKES BACK

(ISSUED BY THE DEPT. OF INFORMATION)

Sometimes, from the welter of war, a rare human document emerges. It may be the revelation of a man's mind; it may be the story of a way of life re-conditioned in the stress of peril, a simple story of simple folk; an epic of the commonplace.

The following letter is compounded of all these things, and it brings to Australia an exhilarating, and a sharply intimate, knowledge of that quality which, for want of a better, more exact, term we have come to call the Spirit of Britain.

The letter was written by Mr. Cuthbert Burgoyne, a business man in London, to a friend in Melbourne. It tells a tale more thrilling than any which inspired Homer; it breathes a courage that cannot be assessed. Reading it, we hear the Voice of Britain.

I am writing at home in my aquarium, and I hope to be able to succeed in giving you a fair idea of the conditions with which we are faced to-day. So here goes—but do not blame me too much if I am not wholly successful. Your newspapers tell you a great deal, no doubt. You learn that our R.A.F. brings down so many one day, and so many the next, and that although we lose sometimes a quarter as many machines as do the Huns, our pilots very often bale out to safety. We have growing control in the air, and we get stronger every day.

We hold the seas—we assault the German cities, bases, ports, oil tanks, and generally play havoc with their essential needs. We blockade, we stranglehold, and we know that we succeed, and that more and more we get on top. They still have their Army, the most powerful in the world, but it has to be fed, it is distributed all over Europe, and it has enemies all around it, but at present we are subject to air attacks of a very serious nature.

It causes miserable and futile ruin, it murders citizens, and it necessitates destructive and futile reprisal. No—not futile—because, although we do not love murder and destruction, we have no alternative but to murder and destroy upon a larger scale than the enemy. It is all the Nazis understand—force and bloody attack—and they have chosen totalitarian war, and must accept its consequences.

Universal Spirit

I can assure you these are terrible times to live in, and yet I thank God I do live in these times; I pray I may live through them to see retribution, and the downfall of the most bestial regime that the world has ever had to fight.

There is a strange thrill about it all, a trend of perpetual excitement that invokes grimness and gaiety and determination in the Britisher. There is a spirit abroad to-day that cannot be beaten, yes, and that spirit is in all—the aristocrat, the trader, and the labourer. It becomes more firmly fixed when people lose their homes, or their businesses, or their loved ones. The enemy is not one with whom we can parley. We are not Polish, or Dutch, or Belgian, or French, and we would rather be dead, all of us, than under the German yoke. It is unbelievable.

Our destiny is indubitably to save civilisation. I do not doubt the result. There are no defeatists in this country to-day.

Do not fear for England or her people. We have the right King, the best Prime Minister, a good Government, the most powerful Navy, an unconquerable Air Force, and you know what an Army we have.

But this is not a war of men so much as morale, and spiritual decency, and with the undeniable power of blockade and air strength, and the background of a great and sufficient Army, we shall impose our altruism and real values upon the world to the undeniable benefit of future civilisation. We have been guilty of unutterable folly in the past in throwing away our armies, our fleets and our material strength for an impossible ideal that brought scorn upon

(Continued on page 15)

TABLE OF DISTANCES BY SEA

FROM SYDNEY TO NEW SOUTH WALES PORTS

South of Sydney	Miles	North of Sydney	Miles
Wollongong	41	Newcastle	62
Port Kembla	44	Port Stephens	83
Kiama	56	Cape Hawke	123
Nowra	80	Manning River	141
Jervis Bay	92	Port Macquarie	172
Ulladulla	103	Trial Bay	207
Bateman's Bay	130	Macleay River	212
Nelligen	139	Coff's Harbour	240
Moruya	139	Woolgoolga	254
Narooma	155	Clarence River	294
Bermagui	160	Richmond River	328
Tathra	186	Byron Bay	345
Eden	209	Tweed River	374

FROM SYDNEY TO QUEENSLAND PORTS

	Miles		Miles
Brisbane	510	Port Bowen	1,155
Maryborough	690	Townsville	1,258
Bundaberg	782	Cairns	1,418
Keppel Bay	860	Port Douglas	1,453
Gladstone	882	Cooktown	1,518
Rockhampton	962	Thursday Island	1,918
Mackay	1,050	Normanton	2,578

FROM SYDNEY TO OTHER PORTS

	Miles		Miles
Melbourne, Vic.	564	Lyttelton, N.Z.	1,412
Adelaide, S.A.	1,072	Dunedin	1,602
Albany, W.A.	1,873	Suva, Fiji	1,733
Fremantle, W.A.	2,450	Levuka, Fiji	1,798
Launceston, Tas.	541	Honolulu, H.I.	5,291
Hobart, Tas.	628	San Francisco	7,012
Devonport, Tas.	517	Vancouver, B.C.	7,631
Burnie, Tas.	520	London, via Suez	12,289
Strahan, Tas.	667	via Capetown	12,368
Regatta Point, Tas.	667	via Panama	12,689
Auckland, N.Z.	1,281	Durban, S.A.	6,236
Wellington, N.Z.	1,239	Capetown, S.A.	6,878
Bluff, N.Z.	1,107	Colombo	5,488
Darwin	2,820	Singapore	4,280

SEA CADET NOTES

UNIFORMS

Cadets, or parents acting for them, are entitled to use their own discretion as to the store or tailor they patronise when purchasing uniforms. Price, quality, fit, etc., are matters over which the Navy League has no control. Such things are left to the individual choice of purchasers.

* * *

Mr. J. H. Hammond, O.C. North Sydney Company, reports during the Xmas holidays several former P.O.'s and cadets of the unit, who are now serving in the Naval Forces, visited the depot; among them being Messrs. Treers, Hall and Holmes.

* * *

All hands hope that Cadet Henderson, who recently injured his back, will speedily recover.

* * *

Cadets will take part in the Australia Day March on January 26.

* * *

A rowing race, under the auspices of the Anniversary Regatta Committee, will take place on January 27.

* * *

Woolwich and Manly Companies report "All Well."

ARMIES OF THE NATIONS

(These figures were published shortly before the present war)

	Regular Army	War Strength (Including trained reserves)
Belgium	80,000	800,000
Bulgaria	60,000	700,000
China	850,000	3,000,000 (estimate, at present armed)
Denmark	11,000	100,000
Eire	13,686	30,000
Estonia	11,000	108,000
Finland	29,300	300,000
France	700,000	6,500,000
Germany	1,000,000	6,000,000 or more
Great Britain	185,700	1,000,000*
Greece	80,000	500,000
Holland	60,000	250,000
Hungary	50,000 (nominal)	700,000
Italy	600,000-900,000	7,500,000
Japan	800,000	6,248,000
Latvia	20,700	225,700
Lithuania	25,400	312,400
Norway	14,200	134,200
Poland	450,000	4,000,000
Portugal	54,814	514,814
Rumania	180,000	1,800,000
Russia, U.S.S.R.	2,000,000	11,000,000
Spain	1,000,000 (before demobilisation)	4,000,000
Sweden	48,000	623,000
Switzerland	50,000 (including militia)	450,000
Turkey	200,000	700,000
United States	183,447	493,931†
Yugoslavia	190,000	1,805,000

*Present conscription and Territorial Army plans will raise total establishment at the end of financial year to 1,000,000—1,100,000.

†A new plan disclosed at beginning of May will give the United States 1,000,000 men under arms within three months of the outbreak of war.

(Subsequent events have shown that mere numbers are of little use without the best mechanised equipment.)

ANSWERS TO QUESTIONS

Canteen Orders in England

Q.—Why cannot Canteen Orders be made to apply to A.I.F. Forces serving in England as well as men of the A.I.F. in the Middle East, subject, of course, to the ruling laws of exchange?

A.—Canteen Orders are issued by the Australian Defence Canteen Service in denominations of 5/-, 3/- and 2/-. The issues of 10/- and 20/- have been cancelled. The Orders can now be sent to members of the Forces and will be negotiated by all Canteens controlled by the Navy, Army and Air Force Institutes in Australia, the British Isles and the Middle East.

Convalescent Soldiers Overseas

Q.—Does the Red Cross organisation make provision for the care of convalescents overseas? If not, is there any organisation which does?

A.—The Red Cross Society looks after convalescent soldiers in a very special way and on a wide scale. There are a number of subsidiary institutions or sections which undertake the care of such members of the Forces. One section would deal with the question of supplying suitable foods, while others would handle the questions of outings and transports. There is not any convalescent home at which soldiers may recuperate, but there is one in Jerusalem for the use of the nurses only.

Chaplains For R.A.A.F.

Q.—Is there a Chaplain attached to the Air Force?

A.—Chaplains are appointed to the Air Force. Recently, the Department of Air announced the appointment of clergymen as Staff Chaplains as follows:—

Anglican: Rt. Rev. J. J. Booth, Bishop of Geelong.

Presbyterian: Rev. A. I. Davidson.

Methodist: Rev. T. C. Rentoul.

Roman Catholic: Rev. K. R. Morrison.

Chaplains are also appointed to the R.A.A.F. establishments as are deemed necessary.

Treatment of Internees

Q.—Is different treatment meted out to internees—those fleeing from Nazi aggression, and therefore pro-British, and those definitely of Nazi sympathy? Has a Civil Court been set up to deal with these cases?

A.—Internees in Australia become so because of the policy of the Government and for reasons of security as applying to them individually. There are no mass internments. In other words, only those whose views are definitely anti-British are interned, consequently those with pro-British opinions are not interned.

A Court to deal with cases of naturalised persons, but not those of enemy origin has been set up and further tribunals are to be appointed to deal with all internments made in Australia.

•

WHAT IS FREEDOM?

A reader of the Journal has asked for a definition of "freedom" and of "liberty."

Leonard Woolf, in his book, "After the Deluge," writes:—

"To say exactly what freedom is, or the rights of small nations or democracy, or self-determination or socialism, is an extremely difficult task, and anyone who attempts it will soon find himself involved in the intricacies of political, economic, social, legal, and ethical principles. To fight or to die for freedom is to fight and die for something which the most subtle and profound thinkers, from the time of Plato and Aristotle for nearly two thousand five hundred years, despite the most heroic efforts, have failed to define in consistent or even intelligible language. That all through those two thousand five hundred years, human beings have, at intervals, fought and died for freedom, does not make it more intelligible: it is merely an interesting, and possibly important, fact in the natural history of human beings."

"Liberty" is hardly less difficult. Each combatant nation has its own idea as to what constitutes and is meant by freedom and liberty.

British freighter reaches an Australian port after striking a German mine
Courtesy "S.M. Herald."

TIDES

(1) Tides are caused by the attraction of the sun and moon. Of course, the influence of the moon is greater than that of the sun because it is nearer to the earth.

(2) Spring Tides occur at near new moon and again at full moon. They are caused by the positions of both sun and moon; when their combined effect is greatest, the result is spring tides which we have at intervals of about 14 days, this being the time elapsed between full and change.

(3) Neap Tides: When the sun and moon are at right angles to each other as viewed from the earth, the result is the effect that the high water due to the attraction of the moon is diminished and produces neap tides.

(4) The height of a tide is its height at high water above the level of mean low water springs, i.e., the level for which soundings on charts are given.

(5) The range of a tide on any day is the difference between high and low water on that day.

(6) The time of high water at any place on the day of new or full moon is commonly called the establishment of the place, or port. It is printed on charts in Roman letters.

(7) We must take care not to confound the time of the turn of the tide stream with the time of high water. Mistakes and errors have often been produced in tide observations by supposing that the turn of the tide stream is the time of high water. But this is not so. The turn of the stream generally takes place at a different time from high water, except at the head of a bay or creek. The stream of flood commonly runs for some time, often for hours, after the time of high water. In the same way, the stream of ebb runs for some time after low water.

Remarks on the Progress of the Tide Wave

The general progress of the tide wave along even the most frequented shores is still imperfectly known; and, about the connection of the tides over the general areas of large oceans we are as yet entirely in the dark; there is, therefore, an ample field of important and useful discovery in this subject, even by means of brief and scattered series of observations; still more is this the case if simultaneous or connected observations can be made.

The main general features of the progress of the tides, as hitherto ascertained, are the following:

The tide wave which brings the tides to the coasts of Europe comes from the Atlantic, and brings high water to the Western coast of Spain and Portugal about 2 hours after the moon's transit; to the western coast of France about 3 hours; to the western coast of Ireland and to the Land's End about 4 hours. The tide wave then runs along the south coast of England, and the north coast of France, to the Strait of Dover, which it reaches about 11 hours after the moon's transit. From thence it enters the North Sea, and runs along the east coast of Britain, so as to reach Peterhead about 12 hours after the moon's transit, and Harwich in about 12 hours more, where it meets the tide wave which had come through the Strait of Dover derived from the same Atlantic wave about 12 hours earlier. The tides of the North Sea are produced by the mixture of these two tide waves, and hence follow complicated laws: as for the same reason do those of the Irish Channel.

The tide wave which brings the tides to the eastern coast of North America appears to reach the southern parts about 7 hours, and the northern parts of the United States about 11 hours, after the moon's transit; but its course has not yet been distinctly traced.

How the tides on the eastern and on the western shores of the Atlantic are connected has not yet been clearly shown. It is difficult to explain the tides of the Atlantic Islands (Madeira, Teneriffe, etc.) by the simple form of a tide wave.

It is remarkable that the European tide wave, though following the moon's transit at a definite

(Continued on next page)

TIDES

interval (nearly), moves (at first) in a direction opposite to the moon, namely, from west to east.

If we go to the Pacific we find the same phenomenon. The tides on the western shore of South America, near Cape Horn, also move from west to east. They are simultaneous with the moon's transit at Chileo; 1 hour after at Cape Pillar; and at Cape Horn it is 3¼ hours later than this.

Along a large portion of the east shore of the Pacific it seems difficult to say whether the tide wave travels northward or southward. From the Isthmus of Panama, however, it appears plainly to travel to the northward, occupying about 9 hours to run from Realejo to Nootka Sound.

In the western parts of the Pacific the tide wave runs to the westward, as we learn by its progress along the coasts of New Zealand and Australia, where the movement is better known than on any coasts out of Europe. It visits New Zealand about 6 hours, and Australia about 10 hours, after the moon's transit at Greenwich.

In the central parts of the Pacific the tides are small and anomalous (for they do not clearly depend on the moon), and hence it is still more difficult to connect the littoral tides than in the Atlantic Ocean.

The outer regions of the Pacific, broken by large islands, and the Indian Ocean, have tides, of which the laws of progress are more complex, and have not yet been disentangled.

The Diurnal Inequality adds to the complexity of the tides. This inequality appears very conspicuously in the tides on the west coasts of Europe and the east coasts of North America; but its maximum in those two regions does not appear to be simultaneous. It is very large in the Indian Ocean and on the coast of Australia, having different phenomena at different places.

The movement of the tide along the surface of the ocean may be in some measure represented in the following manner:—Draw lines through all the places where it is high water at the same time; that is, one line (generally it will be a curved line) through all the places where it is high water at One o'clock; another

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German mine in Bass Strait, brought to surface by an Australian minesweeper

Courtesy "S.M. Herald."

TIDES

line through all the places where it is high water at Two o'clock; and so on. These lines, being the lines at which the tide is contemporaneous, are called co-tidal lines. They represent the form of the tide wave which carries the tide from one point of the shore to another.

Such co-tidal lines have been drawn in the "Phil. Trans." for 1833 and 1836 by Dr. Whewell, for those shores on which the tides are best known, and especially for the coasts of Europe.

But it appears that we cannot, by means of such co-tidal lines, express the movement of the tides in oceanic spaces. The co-tidal lines can only be drawn in the neighbourhood of coasts.

The best way to disentangle the phenomena of the tides when we are observing them at any place is to refer the time of high water and low water to the time of moon's transit; and to do this at once, while the series of observations are going on. For want of following this rule, it has very often happened that long series of tide observations have been made which could not be turned to any use afterwards; and in almost every case the usefulness of such observations is by this method much increased, and the labour diminished.

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BOMBED BUT UNBEATEN BRITAIN

(Continued from page 3)

us from those nations who dreamt of power and the enslavement of humanity for their own national advantage.

What is our position to-day?

The Germans are attempting to dislocate the whole trade and social services of the country. Dislocation certainly exists; it is unavoidable with air bombing. We are treating them equally. This is an epoch of destruction. What past ages have built the present will unbuild. What we value as history and tradition and artistic means nothing and less than nothing to Hitler's Germany.

Retribution

As we grow stronger in the air we shall make the Germans whine with the horror of our reprisal. We have no alternative but to blast that nation into its component parts, to destroy its false gods, to crush utterly all that stands for bullying and gangsterism in that bestial nation. What Poland, and Holland, and Belgium, and all its other victims do not accomplish when the day of retribution comes, we must finish. We must do away with the devil crew of murder and destruction once and for all. That spirit has been awakened in all of us in England—even now.

If a German lands in the country he is in danger—even now. For my part I have told the police that I shall shoot at any evident signal light (guiding light for Hun planes) on sight. They agree. I am only one, and an unimportant one. We are in very grim earnest. We have traitors in my neighbourhood, and the police, Home Guard, and military cannot run them down. If they are caught, we shall not show mercy.

Now for London and the air raids. The Germans' policy is destruction. In daylight, we can oppose guts to numbers, and largely control the position, but at night it is very different. We have box barrages now of many calibres of guns that turn night into a continuous roar and bespeck the skies with scintillating shell bursts like exploding stars. Sometimes the guns bring a plane hurtling down from as high as Everest, but in falling its bombs probably raze an acre of fine buildings to the ground.

What can we possibly do in reply but hit back with fiercer and more destructive attacks and go on doing so until they crack?

(Continued on next page)

BOMBED BUT UNBEATEN BRITAIN

Neither can face such destruction for ever I have two women at the moment at home who came down because they had not been in bed for eight days. They had been in the shelters all night and every night and worked during the day. Only yesterday I gave instructions that every one in the firm must have at least two hours in bed each day, as otherwise they would lose health.

Two of our staff have lost their homes. Everyone yesterday had a piece of our A.A. shells in his pocket, picked up in the garden or street, and this evident and unavoidable danger makes it necessary to take cover during gunfire. Bombing is not so ubiquitous.

I walk about during raids, but dodge into the nearest doorway directly I hear a shell burst overhead. All our big lower windows are now broken, as are those on the third floor, but not on our first (office) floor, yet our cellars are so far intact. At present the raids are so persistent that business is almost impossible. We get orders and we execute them if possible, but our staff spends most of its time underground.

Bombs have been dropped all around — in Cannon Street, Bridge Row and Lower Thames Street. In the latter instance a German plane was shot down and the bombs exploded, and turned a great area of wharves into a 12-feet high heap of mere rubble; presumably the plane, what is left of it, is buried. The areas of worst destruction make one gasp with utter bewilderment. It is indescribably foul that humanity should adopt such a policy of war.

Swift Recovery

I was in the north approach to London Bridge (King William Street) the day after a giant bomb fell in the roadway, ruining and setting on fire all the houses nearby, breaking all the window frames in houses over a great area, and leaving a gigantic crater showing sewers. Two days later I walked this way to the office and the roadway was swept clear, everything was neat, and only the skeleton blocks of shops and offices and the crater bore witness.

Our A.R.P. Rescue, Fire Services and Police are simply magnificent. Everyone is a soldier and knows he is in the front line. A.F.S. (fire) both men and girls are remarkable. They are

out through the thickest hail of A.A. shell and shrapnel, and ignore possible bombs. They all wear steel helmets and seldom receive injuries.

You will have read of the 2,000lb. delayed action bomb beside St. Paul's. I saw the hole. I crossed the rope and looked down it. It was no larger in surface area than a small kitchen table, yet was 26 feet deep and turned under the pavement. The men responsible for removing it were, of course, magnificent—men of cool courage and nerve. This suicide gang which removes time bombs never knows when the things are due to explode. This one at St. Paul's would have brought down the edifice. One can have no true understanding of the power of modern H.E. until the effect has been seen.

The Huns have started oil bombs. They are crude oil and petrol in cans with fuse attached. They are deadly together with H.E.

There is, of course, great dislocation of services in London, and I never know which way I shall have to use to go to the office. We carry on, and everyone says, "Keep going whatever the difficulties, for we must not play Hitler's game."

It is rather disquieting, nevertheless, never to know the answer when I ask on entering the office, "All present and correct?" "Yes, Sir, Miss So and So, and So and So are not up yet, and the back of So and So's house is down."

"What news from Pelham Street (now Woodsea Street)?"—"Still intact." "Two bombs at St. Mary's and one behind 300 yards away. B——'s house is bombed and he is living in two rooms and the two So and So girls asked to go home at once to see their mother and father dug out of a buried shelter," and so on —every day, and going on now for a fortnight.

A Great People

I have written only of London; much has happened elsewhere, we do not know how much and when it will end. All we know is that the spirit and soul of the people are sound and great.

Someone in the crowd shouted at the King, "You are a great King," and he replied, "And you are a great people."

(Continued on next page)

BOMBED BUT UNBEATEN BRITAIN

We are. We are magnificent. We grin and play, and we know we can only die once, if it comes our way, but we as a nation are going to thrash and crush the German menace to civilisation.

Don't imagine I am alone in such sentiment. It is universal. We may finish without houses, relations, our businesses, but we have one goal, one united thought that I cannot believe will ever alter. Behind this little fortress of heroes is the greatest Empire the world has ever known. I am so proud to be British, and you would be equally confident if you were here.

Every night the Hun bombers drone intermittently over our house. Last night they came in bunches and made for London. It was very cloudy and I could not see the London barrage as usual, but they did much harm; our Air boys go to France, Belgium, Holland and Germany and dive-bomb concentrations and all military objectives. We must weaken their power of attack, and we are doing so. When the time comes doubtless we shall seek other methods of breaking the mad confidence of Germans which is falsely created by lying propaganda and complete Nazi control of every source of knowledge, thought and action in that benighted land, but, nevertheless, the truth must be seeping through the morass of murky satanism to the enslaved people.

I feel that when the crack comes it will be overwhelmingly sudden.

Everyone in this country is in the confidence of the leaders, and we shall not crack. We are united—with a magnificent Government, Navy, Air Force and Army, and everyone doing his share, large or small, towards the common aim. No one talks of "if" and none speak of heavy taxation any longer. It is, and is, unavoidable. We have to clean up the world, and the glory of the British Empire will be acknowledged by every civilised community. I hear Germans overhead so suppose a raid warning will sound at any moment. . . .

We have had many planes brought down in my area. All have seen planes hurtling to earth, sometimes on fire, or smoking as they streak down, and everyone has heard bombs far or near. I could tell you innumerable stories, but, as you say, I must use discretion in my letters. It is a rotten business. I am infinitely privileged to live during a period in the world's history which I believe precedes the rebirth of a true Christian era. I want to live until the story is told and the world is refreshed in peace.

I will finish this in London to-morrow, if I get the chance. I hope this letter is not too prolix for you.

LATER.

I arrived at the office this morning by a new route. Last night was fairly calm on the whole it seems, but they have dropped a giant bomb into our cellars adjoining our stores. It has not exploded, and is called a time bomb. It may be moved in time by the Suicide Squad, otherwise the police think it will raze half Stepney, our stores included.

We must wait and see, and not get flustered, but hope for the best, and believe it will not happen.

Thank you very much for your cable asking after my welfare. I am going strong, as is everyone else, and we intend to take anything that comes our way in the only spirit in which we can, in the war. There are always correct solutions to the most difficult problems, and they do not ignore those who have confidence in their existence.

I am more than thankful to be able to let you know that the thing which fell next to the cellars was removed. From experience of others that have gone off, they are liable to do very serious damage for a radius of a quarter of a mile around and less damage for at least half a mile. The likelihood, therefore, of the cellars, some 20 yards away, surviving at all would have been very remote if it had gone off. I gather that a party of Naval experts got on to the thing, and when it had been largely dismantled, it was removed to open country at about 60 miles an hour.

There is the raid siren again, so I must stop. It is like a wailing from hell, and not the sort of thing one will ever get used to.

Have no fear, I say again, for the hub of the British Empire. It is sound and magnificent.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

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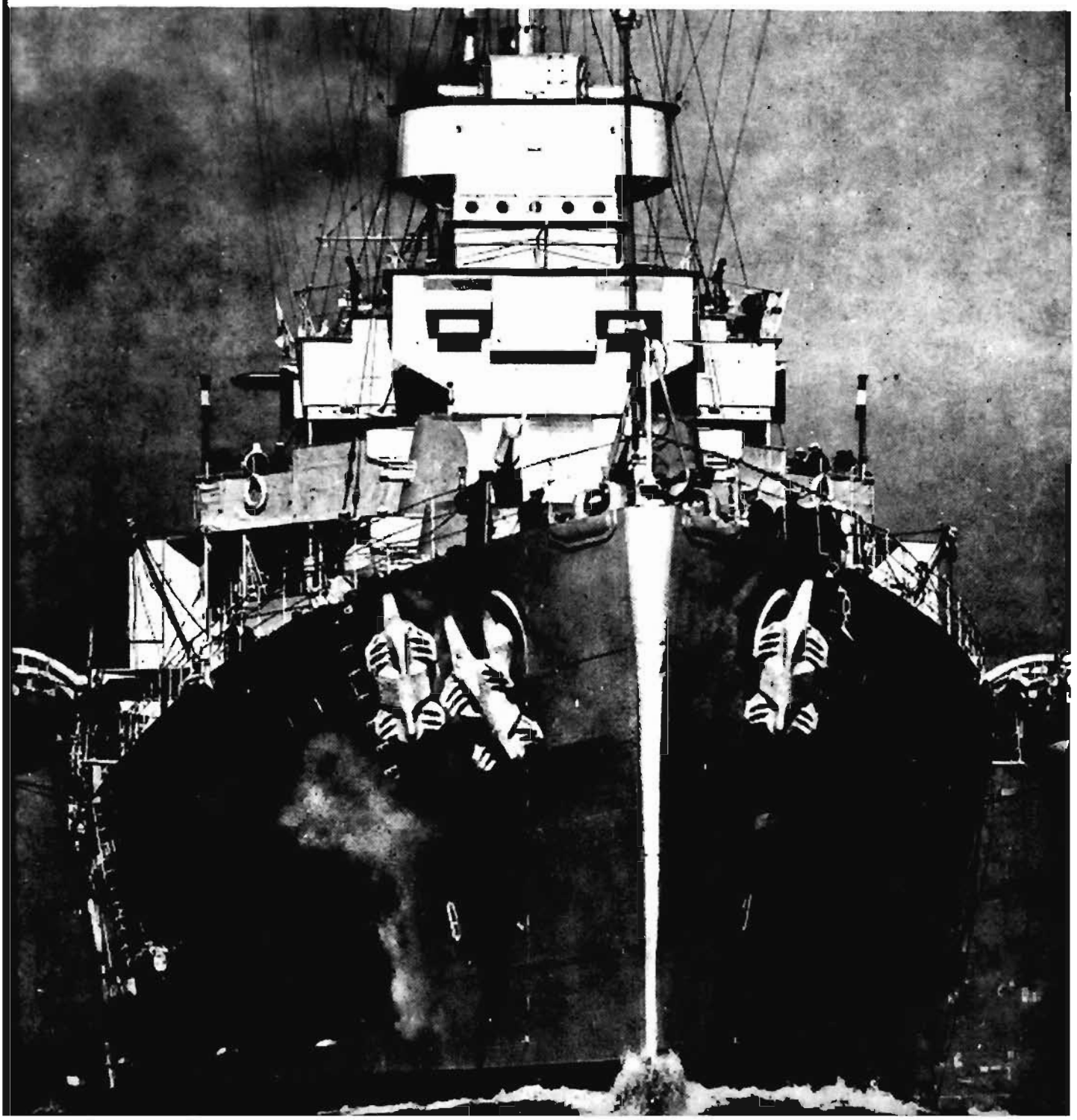
FEBRUARY N.S.W. 1941



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HOW BRITAIN IS FIGHTING THE U-BOAT MENACE

By "TAFFRAIL"

Whenever anyone speaks or broadcasts of the U-boat campaign against our shipping, I immediately visualise those convoys of bluff-bowed merchantmen which I have seen so often at sea during this war.

I know the officers and men who serve in those ships—stolid, patient, stout-hearted and incredibly brave. I know those in the escorts, the destroyers, sloops and other craft, who protect the convoys in all weathers. They have long spells at sea and very short rests in harbour, and in small ships which are never still. The work those escorts have done since the war started is amazing. You can call it an average of twenty-five days a month at sea. One destroyer I know did thirteen days at sea in vile weather, followed by thirty-six hours in port, and then off to sea again for another eleven days.

Pictures of those convoys flash through my mind. I see them butting into south-westerly gales, with the attendant destroyers taking green seas over their forecastles and flinging the spray high over their funnels. I see them in thick weather, with a visibility of a quarter of a mile or less, and the nearest merchantmen ploughing along as dim grey shapes over a ruffle of whitened water. I see them at night, with no lights being shown, not a star overhead, and a ship's hull invisible at more than two hundred yards.

Only occasionally can I picture those convoys in really fine weather, with a calm sea and the sun shining pleasantly overhead in a blue sky dappled with rounded cumulus. The North Atlantic, as many voyagers know, is one of the most inclement oceans in the world.

(Continued on next page)

HOW BRITAIN IS FIGHTING THE U-BOAT MENACE—(Cont.)

Arduous Task

And convoy work is one of the most arduous tasks of the war, both for the escorted and the escorts. Apart from the usual navigational dangers of a large number of ships in company, the watchfulness is intense. That little flutter in the water may betoken the presence of a U-boat. That bank of cloud to starboard may hide an enemy aircraft waiting to swoop down at 400 miles an hour to attack with bombs and machine-guns.

But the Royal Navy carries on. So does the Merchant Navy, whose men have become fighting seamen since this war started. The two sea services are inter-dependent and indivisible. We could neither exist nor continue the war without them. Our gallant Royal Air Force flies on imported petrol, which is also being used in quantity by a mechanised Army. Not a soldier can be sent in safety to any oversea theatre of war unless we can guard him in transit. And while the British merchantmen continue to run, to supply us with the imports we need and to carry away the exports to pay for them, neither a German nor an Italian merchant ship at sea in the outer oceans.

Speaking in the House of Commons on November 5, the Prime Minister referred to the recent recrudescence of sinkings by U-boats in the Atlantic approaches to Britain. He spoke of the "gigantic task" of the Royal Navy, with the strong naval forces we have to maintain in the Mediterranean and elsewhere, and the threat of invasion necessarily depleting the number of escort craft available for the protection of our innumerable convoys. He mentioned, too, that the lack of fuelling bases for destroyers and aircraft in Ireland placed a grievous burden upon us.

2,000 Miles of Coast

The entry of Italy into the war, and Germany's occupation of nearly 2,000 miles of coast from the North Cape to the Spanish frontier, which means she has acquired many new bases for U-boats and aircraft, has enormously increased our naval responsibilities.

Yet there is no cause for depression or despondency. We have very nearly as much shipping tonnage now as we had at the outbreak of war, while a great deal of neutral tonnage is under our control. Toll continues to be taken of the U-boats while the main flow of naval construction undertaken at the outbreak of war is now coming in. This programme includes many destroyers and escort craft, in addition to which we have received that welcome addition of fifty destroyers from America.

We have had to face great calamities, as the Prime Minister said at the Mansion House on November 9. We have so far come through the disasters and surmounted the perils. More trials may lie before us; but it is through, and by, sea power, our increasing strength in all arms and an inflexible determination to win on the part of all our people that triumph will eventually crown our efforts.

—From Department of Information.

PLEASE NOTE

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

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

Telephone - - - - - B 7808

AUSTRALIANS AT BARDIA

(By THE HON. P. C. SPENDER, K.C., Minister for the Army, recently returned from visiting the troops in the Middle East)

My outstanding experience in touring the Middle East relates to Bardia. Upon my arrival at Australian Headquarters in Palestine, Sir Thomas Blamey, of the Australian Army Corps, Middle East, and his staff officers discussed with me at length the plans to take Bardia. The attack was fixed to begin at dawn two days later.

Our men of the Navy and of the Air Force had already been engaged in active war operations, but this was to be the first time the A.I.F., as a fighting unit, was to go into action.

To have been chosen by the British High Command for this task was a great honor, and a signal recognition of the outstanding fighting qualities of Australian soldiers, whose reputation as shock troops stands second to none.

Bardia was of vital importance, both to the Italians and to ourselves. This was made quite clear by Rome in broadcasts prior to its fall.

Their frantic efforts to explain away now what was a major disaster to their arms are signally unconvincing.

What they are totally unable to explain is the loss in prisoners and casualties at Bardia alone of well over 40,000 men—since Sidi Barrani a total of approximately 100,000—with a virtually insignificant casualty list on our part.

There has been, I regret to notice, some tendency in Australia—I hope confined to an insignificant few—unconsciously to disparage the magnificent achievements of the men of the A.I.F.—for truly magnificent they were.

The Italians could hardly have been fighting at all, it is argued, and reliance to support this is placed upon the large number of prisoners we have taken.

This is wholly fallacious and most unjust to the men over there.

Bardia was reduced because of brilliant staff work, by perfect co-ordination and understanding between the services, by amazingly accurate intelligence as to the Italian defences, by able leadership, by the weight of the terrific naval bombardment, by the incessant attacks of the air arm, in which Australian pilots participated, by the surprise qualities of the attack itself, by the efficiency of the British mechanised forces, and by the dash, daring and great bravery of our Australian troops.

Every Australian has good reason to be very proud of our fighting men. They are remembered amongst the great warriors of history.

It may interest you if I tell you a little about Bardia and the conditions under which the men fought.

Bardia occupies an area of approximately 12-14 miles along the Mediterranean coast by a depth of up to four miles. It was heavily defended. Its fortifications had taken many months of great labour to erect.

As you know, it is situated in the Libyan Desert about 140 miles west of Mersa Matruh, where the rail head ends. Transport from that point is over the desert itself. The matter of bringing up the many necessary supplies presented tremendous obstacles.

Around Bardia the desert wind brings up great clouds of dust as fine as talc powder, which penetrates everywhere and everything. At night it is bitterly cold.

Bardia was defended by well-equipped Italian forces numbering about 45,000. Yet it was reduced within three days by troops greatly outnumbered by the defenders.

Let me shortly describe how this was accomplished. Bardia was surrounded. There was no escape unless the garrison fought its way out west along the coast or was evacuated by sea.

British naval control of the Mediterranean, as yet unchallenged by the Italian fleet, of which we heard so much, prevented evacuation by sea.

To have abandoned their strongly fortified position in the attempt to fight their way westward was inviting decimation. They chose to

(*Continued on next page*)

AUSTRALIANS AT BARDIA

seek to hold their strongly entrenched position in the Bardia area.

The outside lines were heavily protected with gun emplacements, tank traps, and mined areas.

Careful night reconnaissance by Australian troops, who had been especially trained for night operations, had resulted, however, in detailed information being collated on these matters. This proved of incalculable value to the attacking forces.

It was revealed that with the exception of the eastern area the defences, although having great strength, had not substantial depth. At the eastern end, however, facing the direction from which, no doubt, the Italians expected the main attack to come, there was both strength and depth in well-prepared area defences.

Acting in perfect co-ordination, the eastern defences of Bardia in particular were attacked from the sea and by air. From the land the artillery also directed special attention to them.

While this was proceeding the Australian forces, whose operations were directed by General Mackay, preceded by British tanks, struck at the area from the south-west.

At the end of the first day they had succeeded in penetrating the outer fortifications, and had driven a wide wedge into it in the form of two sides to a triangle, the apex of which pointed towards the town of Bardia. They had, in brief, divided the Italian forces and got behind them.

In but a short time the western portion had capitulated, and within the space of three days, despite strong resistance, especially by the Blackshirts in the eastern area, the Italians had completely capitulated. Bardia had been reduced —history had been made.

I have said elsewhere that the action was brilliantly conceived and as brilliantly executed. The verdict of history will establish this beyond all doubt. I have reason to believe that it will also establish that there was won a victory of great and far-reaching strategic importance. We have reason to rejoice and to have deep pride in the fact that Australian forces played the predominant part in this victory.

There will always live in my memory the morning when the attack opened. I knew, of course, the time appointed for the commencement of the operation. I was awake long before that hour, and my mind could dwell on nothing but the gallant men who would shortly go into battle.

We waited patiently during the forenoon for news. But communications were not easy. With General Blamey and General Sturdee I flew in a British bomber from Gaza to Alexandria—but there was still no news.

It was much later in the day when the first tidings of a glorious victory began to filter through. It was then I sent my first message to the Australian people, adding my conviction that Bardia would fall.

I feel that the men overseas would like me to carry to their parents, their women and families, their loved ones, the tidings that they are in great heart, in splendid spirit, in good health.

Officers and men have the fullest confidence in one another. Their needs are being well cared for, particular attention being directed to avoid illness.

For the wounded and sick special provision is made. The troops are led by remarkably efficient and fine officers, who are highly-esteemed by the British High Command.

General Sir Archibald Wavell, the British Commander-in-Chief in the Middle East, is an outstanding strategist who knows the Libyan Desert as he does the palm of his hand. Air-Marshal Sir Arthur Longmore is brilliant, bold and determined. Sir Andrew Cunningham, who commands the Mediterranean Fleet, has already established a reputation for daring and resolution.

You may have every confidence in our troops and in the Australian officers who command them from Lieut.-General Sir Thomas Blamey down. Those who command our troops will not unnecessarily sacrifice the life or limb of any one soldier under them.

The Australian troops will be heard of again very shortly. For my part, I have nothing but the greatest admiration for these magnificent fighting men. We owe them a debt which we will never be able fully to repay.

They are an object lesson to us at home. Let us endeavour to achieve in this country the same cold, determined unity which has made them such an efficient fighting machine. Let us rejoice in their strength and courage. Let us be thankful for the great prestige which Australia, as a result of what they have done, enjoys. And let us face the long, hard road which lies ahead with steel in our souls, a song in our hearts, never doubting clouds will break.

THE SPIRIT OF LONDON

By EMRYS JONES in "The Navy"

Since I propose writing fact rather than propaganda, I must state at once that at the beginning of the intensified air raids on London there was a notion—especially in the provinces—that too much fuss was being made about them.

Folk in certain provincial cities, as well as some of us Londoners who had knowledge of those cities, inclined to the opinion that Londoners were making too much about what they themselves had already experienced over a period of months.

This was quite understandable. People who have been bombed regularly are inclined to be contemptuous of the newly-bombed, just as boys at school look pityingly on the new boy.

Truly, some of our provincial cities have received the fury of the Nazi bombers while London slept without alarm and unhurt.

The fallacy in the argument is that it ignores the fact that London is the Capital City.

Now, the recent wars have shown clearly the effect of the fall of a capital city. What is the use of denying the plain fact that when Paris fell, so did French resistance collapse completely. The end of Warsaw, too, was the end of Poland.

But remember also that as long as Republican Madrid held out, Republican Spain was not beaten. Madrid was the capital, and as long as Madrid held out, so did the cause of the Republic remain undefeated.

I do not here argue the rights and wrongs of that tragic story; I merely attempt to stress the psychological effect of the capital city in warfare. For it is evident that when the great citadel falls, many of the hopes of the people who look to it as the centre of their national existence vanish.

Thus, the Battle of London, in this perspective, assumes its right proportions, and what happens to its citizens under the stress of bombardment is seen as a vital factor in the course of the war.

Without doubt, if London were razed to the ground the British could, and would, carry on the struggle; Mr. Churchill has assured us of that in a broadcast to the world.

But something, something perhaps indefinable, would have gone out of the people if that unlikely event came to pass.

Now what is London under the bombardment? Not the historic monuments or its art treasures, not the City or Fleet Street, not the West End or the East End. London is the spirit of the people who live and die within its straggling, sprawling boundaries.

That is the spirit that Hitler wants to break, that he must break to win this war.

Therefore, I take the view that it is necessary, but not very profitable, to accuse Hitler of indiscriminate bombing. Let us face the fact that as far as he is concerned the bombing of London civilians is a "military objective" which must be overcome.

It is no accident that my colleagues of the American Press have devoted so much of their despatches to describing the spirit of London in the air raids. Most of them have covered the fall of the various European capitals this last six years, and they know the importance of the capital cities on the course of war.

They confirm my personal impressions. Recently I have had the privilege of talking to Cabinet Ministers and people who have been bombed out of their homes in the East End, middle-class people who have had to seek shelter in hotels, and tradesmen whose businesses are not as usual.

I think their spirit can best be expressed as grim but gay.

On that first dreadful Sunday of the bombing I was in the East End. Much of the traditional humour of the East End had given way to a cold anger, and that was no surprise to me as I picked my way between the pathetic wreckage of broken little homes representing in their contents the life-savings of their former inhabitants.

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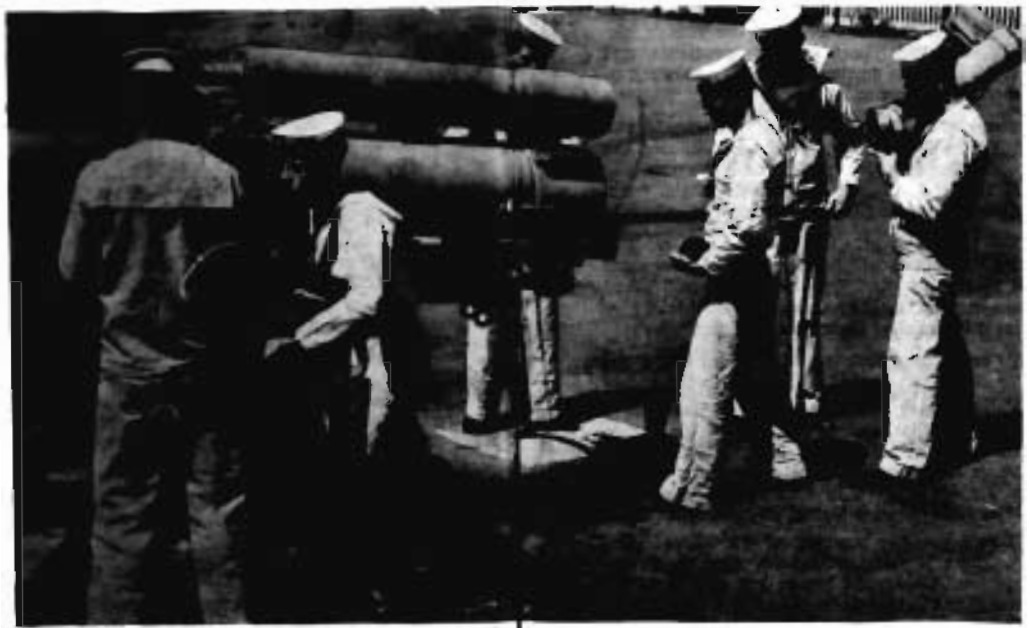

Naval trainees at Sydney man a four-inch gun. —Block courtesy "S.M. Herald."

THE SPIRIT OF LONDON

(Continued from previous page)

Nor could anything much but anger exist as one saw the first of the British refugees trudging along the streets with their brown paper parcels and suitcases, so much like the refugees I have seen fleeing from Hitler on the Continent. That scene, in the past, always seemed so far away. Now it was on our doorstep.

There were no complaints, only an inarticulate bitterness against the enemy. I think it will be written down for all time that on that Sunday London fully pledged itself to war.

Only a few months before I had gone down to comment on a by-election in this area. Then, as I forecast, the two "Stop-the War" candidates lost their deposits; I am convinced that this result would be repeated if an election were held there now amid the stricken little streets.

Down there on that Sunday I saw the Union Jack more proudly displayed than ever before; some had used it to cover their shattered windows, but it stood out like the unconquerable banners of an army.

As rescue squads laboured to recover the victims, and men and women and children trekked to their new homes in the public halls or with friends, life went on. The odours of cooking came from the open doors, men met in the

(Continued on next page)

THE SPIRIT OF LONDON

"local," women carried home the dinner ale, children played games on the pavements, and over all was the smell of burning woodwork of homes and factories.

There was the Cockney who thought it a great joke that Hitler's bombs had missed the Jewish shops in one street, and the Cockney who tried to sell comic postcards in the pubs. "If you can't laugh, what's the use, mister?"

But there was also the Cockney who said, "I hope, guv'nor, it will be nice cups of poison for the Nazi fliers, not tea, from now on." And there was the Cockney who said, "Now let's give them a basinful of their own medicine."

To see these people was to admire them, but their spirit also brought one near to tears.

Yet, no one could be there without being uplifted by the heroism not only of the people but also by that of the men of the A.F.S., whose courage the fighting men who read this journal would applaud; yet, in normal times they are just ordinary, peace-loving citizens of London.

Then I saw the bombing of the City of London. The departmental boss, the clerk, the typist, and the errand boy took it as well as the factory hand, the docker, and the apprentice.

One remark expresses their spirit. I was standing among the City folk outside a roped-off street in which a time-bomb had been dropped. Said one boy to his companion: "I'll bet you any money the darned thing won't go off before we got to get back."

And though they did not say it there was regret in the faces, too, of the boss, the clerk, and the typist, as they hurried off to lunch, envying the policeman who would be there, as a matter of duty, to see the bomb go up.

Since then the bombers have moved West. Little pictures of the war in this area are stamped daily on the mind of the unheeding people of the West End.

I remember the old lady in Baker Street waving her umbrella at a passing lorry load of grinning, begrimed A.F.S. men, cheering them as they passed.

Then there was the crowd in the West End gazing at a building on which, before the bomb blast, a number of busts stood in niches along one wall. Most of them had toppled down, but one of Bacon remained.

(*Continued on page 12*)

SEA CADET NOTES

The Navy League congratulates the Officers, Petty Officers and Cadets, totalling one hundred and eighty, who took part in the Australia Day march in Sydney recently. Led by the Garrison Band, the Navy League Cadet Corps headed a splendid gathering of virile Australian youth, including large representations of the Australian Air League, the N.S.W. Police Boys' Clubs and the Girl Guides' Association in a ceremony of Remembrance at the Cenotaph, and at Captain Phillip's Statue in the Botanic Gardens, where the Acting-Prime Minister of Australia (The Hon. A. W. Fadden, M.P.) addressed the large and representative gathering on "The National Significance of Australia Day." A feature of the ceremony was the addresses given by representatives of the four participating Youth Movements.

A letter of appreciation of the Navy League's co-operation has been received from the Australian Natives' Association, who were responsible for the ceremony, and is printed on this page.

* * *

Crews of Sea Cadets from North Sydney and Manly units competed in a rowing race for whalers on the occasion of the Anniversary Regatta, when North Sydney crew, after a hard struggle, relegated Manly to second place.

The Executive Committee of the Navy League specially commends the undermentioned Sea Cadets' Officers for fine interest displayed and the excellent voluntary work they have so unselfishly devoted to the welfare and training of Navy League Cadets at North Sydney, Woolwich and Manly Depots. The officers are:—Mr. J. H. Hammond, Mr. G. H. Smith, Mr. H. Collins, Mr. Williams, Mr. Crosskill, Mr. Barton, Mr. Hager, Mr. Craven and Mr. Hooper.

Mr. Ray Egan is also thanked for his voluntary work in connection with the repairs to the motor-cutter engine.

Mrs. Bellamy's kindness in making available, for special work, her fine teak motor-dinghy is greatly appreciated by the League and particularly by the North Sydney Sea Cadet Company. This useful boat will be of very great service, and those using it, by permission of the O.C., are asked to devote to it the care and attention they would give to their own property.

All Cadets should realise that boats are most costly and hard to get, and when damaged or lost are extremely difficult to replace; therefore, every care and attention should be exercised to preserve them and keep them in active service.

* * *

Notes referring to Sea Cadet activities, local committees, the Girls' Auxiliary Corps, must reach the Navy League office not later than the first day of each month, otherwise they will not appear in the Journal. Suitable contributions are welcomed.

More than 70 Sea Cadets have joined the Australian Naval and Auxiliary services.

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AUSTRALIA DAY, 1941

Mr. H. R. Bedding, Secretary of the Australian Native Association, writes:

"I desire to convey to members of the Navy League the sincere thanks of the Australian Natives' Association for their wonderful co-operation in the celebration of Australia Day, 1941.

"The marching of your boys and the work of your officers, under Mr. J. Hammond, were undoubtedly a tremendous benefit in drawing the proper significance to the day and making the celebration the success which it undoubtedly was.

"The Acting Prime Minister was also very impressed with the demonstration, and I know that he was most gratified at having an opportunity of addressing Australian youth and members of your League.

"We would also like to convey to your League our congratulations on the very fine address which was delivered by Chief Petty Officer J. E. Kege, and all are agreed that the addresses delivered by representatives of the various youth organisations were probably one of the most inspiring parts of the whole programme.

"We should be glad if you would convey our appreciation to all concerned, and we would like to take this opportunity of expressing the hope that the work of your League will prosper, and that it will long continue to render the great national service which it is undoubtedly performing in the education and encouragement of Australian youth."

THE SPIRIT OF LONDON

(*Continued from page 10*)

From a youth in the crowd came the inevitable quip, "Well, he's saved his bacon, anyway!"

The crowd giggled, but one Blimpishman turned on the youth, saying: "This is no time for joking, young man. This is a serious business."

He was interrupted by an ex-Air Force man who declared that on the contrary that was the very spirit needed in these times. The crowd were with him, and the Blimp turned quickly away.

Best of all I like the scene presented to me the other morning as I looked down from my flat window. Opposite, I saw an elderly lady, white haired, with a shawl around her shoulders, come out of the door and tenderly place an aspidistra on the pavement to catch the light rain of the morning.

If that spirit can be beaten or even cowed by Hitler he is a much bigger man than I think he is. My guess is that it cannot be broken by Hitler or anybody else on this earth.

NAUTICAL NOTES
For Navy League Sea Cadets

Tonnage

There are four different kinds of tonnage. "Displacement Tonnage" is the tonnage used for naval craft and represents the actual weight of ship in tons.

This may be ascertained by calculating the volume in cubic feet of the water displaced by the ship when afloat and dividing by 35, as there are 35 cubic feet of sea water to one ton.

For merchant vessels there are three tonnages: the Gross; the Net, or register tonnage; and the Dead Weight.

The Gross tonnage is the cubic volume of the interior of the ship (including all deck houses, or erections that are permanently closed in), reckoned at 100 cubic feet to the ton. The double bottom compartments are, however, excluded.

The Net tonnage is calculated by deducting from the Gross tonnage the area taken up by the propelling machinery, boilers, bunkers, crew's and stores accommodation and certain other special allowances. In sailing ships the space set apart for the stowage of the sails is allowed as a deduction. As harbour dues are payable on the net tonnage every endeavour is made when constructing a ship to keep the net tonnage as low as possible.

The Dead Weight tonnage is the actual number of tons weight of cargo, bunkers, stores, water (both drinking or ballast), that a ship can carry when afloat and down to her load line mark.

Distance at Sea

At sea very different measures of distance are used to those familiar on land. The fathom is one-tenth of a nautical mile, 608 feet, or nautical mile, is 6,080 feet. A cable's length is one-tenthof a nautical mile, 608 feet, or approximately 100 fathoms.

The knot is a relic of the sailing ship days, prior to the introduction of mechanical speed recorders, when the speed of the ship was measured by means of a logship, a flat triangle of weighted wood, trailed over the stern by a knotted line, the distances between the knots on the line being in the same proportion to a mile as the sand running out of a sand glass to an hour.

When charts are used these measurements are always taken from the meridians of latitude at the side of the chart. These meridians are of equal length, whereas the parallels of longitude which form the top and bottom of a chart very in length from he Equator to zero at the North Pole.

The Depths of the Sea

The greatest depth of water which has ever been recorded, six miles deep, is in the Pacific Ocean, off Japan. We wonder whether the hydrographers have missed a deeper "pot-hole" anywhere?

The deepest part of the Atlantic Ocean is five miles deep. Next comes the Indian Ocean, over three miles, and the Mediterranean Sea and the Arctic Ocean, both over two miles deep.

Of our own home seas, the deepest is the Irish Channel, 240 yards deep, then the English Channel, 110 yards, and the North Sea, 96 yards.

Forecasting the Weather

Signs of coming rain are a watery moon and low and swift moving clouds. When visibility is very clear for long distances rain is either approaching or just past.

Forerunners of wind are hard-edged clouds, a yellow sunset, or a high dawn with the sun rising high above the horizon over a bank of clouds.

A storm is due if the clouds are rolled or jagged, or there is a cold watery circle round the moon.

On the Bridge

The Captain is in supreme charge on board his ship. In him rests the responsibility for the safety of his passengers and cargo, the maintenance of discipline, and the navigation of the ship.

Under him are one or more officers, according

(*Continued on next page*)

to the size of the vessel, who share between them the care of the various departments of the ship.

The Chief Officer has the stowage of the cargo and the maintenance of the ship under his special charge. He and the junior Navigating Officers, usually three in number on a large-sized ship, divide up the watches on the Bridge, their duty being to keep the vessel to the course and speed worked out by the Captain. The Chief Officer usually has the morning watch from 4 a.m. to 8 a.m. and the two dog watches from 4 p.m. to 8 p.m. So that he may be free to superintend the deck work, the Fourth Officer is also on duty with him.

In the engine room, the engineers, under the Chief Engineer, work to very much the same plan as the deck officers.

The Purser handles the business routine of a passenger liner, and the Chief Steward is in charge of the catering departments and passenger accommodation.

Measuring the Wind and the Sea

Mariners use the Beaufort Scale for recording the velocity of the wind or the state of disturbance of the sea.

For roughness of the sea the scale is :—

0. Calm.	5. Rather rough.
1. Very smooth.	6. Rough.
2. Smooth.	7. High
3. Slight.	8. Very high.
4. Moderate.	9. Tremendous.

For the velocity of the wind :—

0. Calm	0	to	2	miles per hour.
1. Light Air ..	3	„	10	„ „ „
2. Light Breeze	11	„	15	„ „ „
3. Gentle Breeze	16	„	20	„ „ „
4. Moderate Breeze ..	21	„	25	„ „ „
5. Fresh Breeze	26	„	30	„ „ „
6. Strong Breeze	31	„	36	„ „ „
7. Moderate Gale	37	„	44	„ „ „
8. Fresh Gale ..	45	„	52	„ „ „
9. Strong Gale .	53	„	60	„ „ „
10. Whole Gale .	61	„	69	„ „ „
11. Storm	70	„	80	„ „ „
12. Hurricane ..	over 80			„ „ „

Watches on Board Ship

For the purposes of discipline and to divide up the work of a ship, the crew is mustered in two divisions: the Starboard Watch and the Port Watch.

The day commences at noon and is thus divided :—Afternoon Watch, noon to 4 p.m.; First Dog Watch, 4 p.m. to 6 p.m.; Second Dog Watch, 6 p.m. to 8 p.m.; First Watch, 8 p.m. to midnight; Middle Watch, midnight to 4 a.m.; Morning Watch, 4 a.m. to 8 a.m.; Forenoon Watch, 8 a.m. to noon.

Each watch is divided into half-hour periods. At the end of the first half-hour of each watch the ship's first bell is struck—"clang," one bell. At the end of the hour of each watch two bells, "clang, clang," and so on.

A Nautical Glossary

"A.B."—"able seaman."

Astern—behind the ship.

Athwart—across the ship.

Avast or Well—stop.

Awash—level with the surface of the water.

Beam—the greatest width of the vessel.

Belay—make fast.

Binnacle—the box or bowl containing the compass.

Bow—the front of the ship.

Bridge—the navigating deck.

Bulwarks—sides of a ship above the deck level.

Chippy—the ship's carpenter.

Companionway—the cabin staircase.

Crow's Nest—the look-out post on the foremast.

Davits—the iron posts by which ship's boats are hung, raised and lowered.

Derrick—a boom used as a crane for handling cargo.

Dinghy—a small rowing boat.

Draught—the depth of the ship below the water.

Fathom—six feet.

Fender—a piece of wood or a thick mat used to protect the sides of the ship on coming alongside a wharf or another vessel.

Forecastle (pronounced "fo'c'stle)"—generally the crew's quarters in the bows of the ship.

Foremast—the mast nearest the bow.

Galley—the kitchen.

Gang-plank—a ridged board for stepping up on to a ship.

Gunwale ("gun'l")—top edge of a boat's bulwarks.

Halyards—ropes for handling sails or flags.

Hawse-pipes—openings in the bow through which anchor cables pass.

Hawser—a thick rope.

Heave-to—to stop a ship bow on to the wind.

Holds—parts of the ship used for stowing cargo.

Hull—the outer shell of the ship.

Keel—the lowest part of the ship; her backbone.

Knot—a measure of distance in nautical mile-per-hour (1.151 land miles). (Admiralty mile, 6,080 feet; Statute land mile, 5,280.) A speed of 20 knots equals 23.030 miles per hour.

Lee—the opposite side to the quarter from which the wind is blowing; the sheltered side.

Master—the captain.

"O.S."—ordinary seaman.

Painter—a rope in the bow of a boat for tying it up.

Load Line—the marks on the outer hull of a vessel beyond which it may not be loaded.

Port—the left-hand side facing the bow.

Porthole or Scuttle—a circular window.

Rowlock—the fitting in which an oar is placed in rowing.

Scupper—an opening to carry water from the deck.

Soldier's Wind—blowing from behind a ship.

Stand by—be ready.

Starboard—the right-hand side facing the bow.

Stem—the front edge of the bow.

Stern—the rear of a ship.

Thwarts—boat's seats.

Unship—remove.

Wake—the track left in the water by a moving ship.

Weather Side—the side nearest the wind.

Windward—as "Weather Side."

The Navy League

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AIMS AND OBJECTS

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

Its Objects are:

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

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

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

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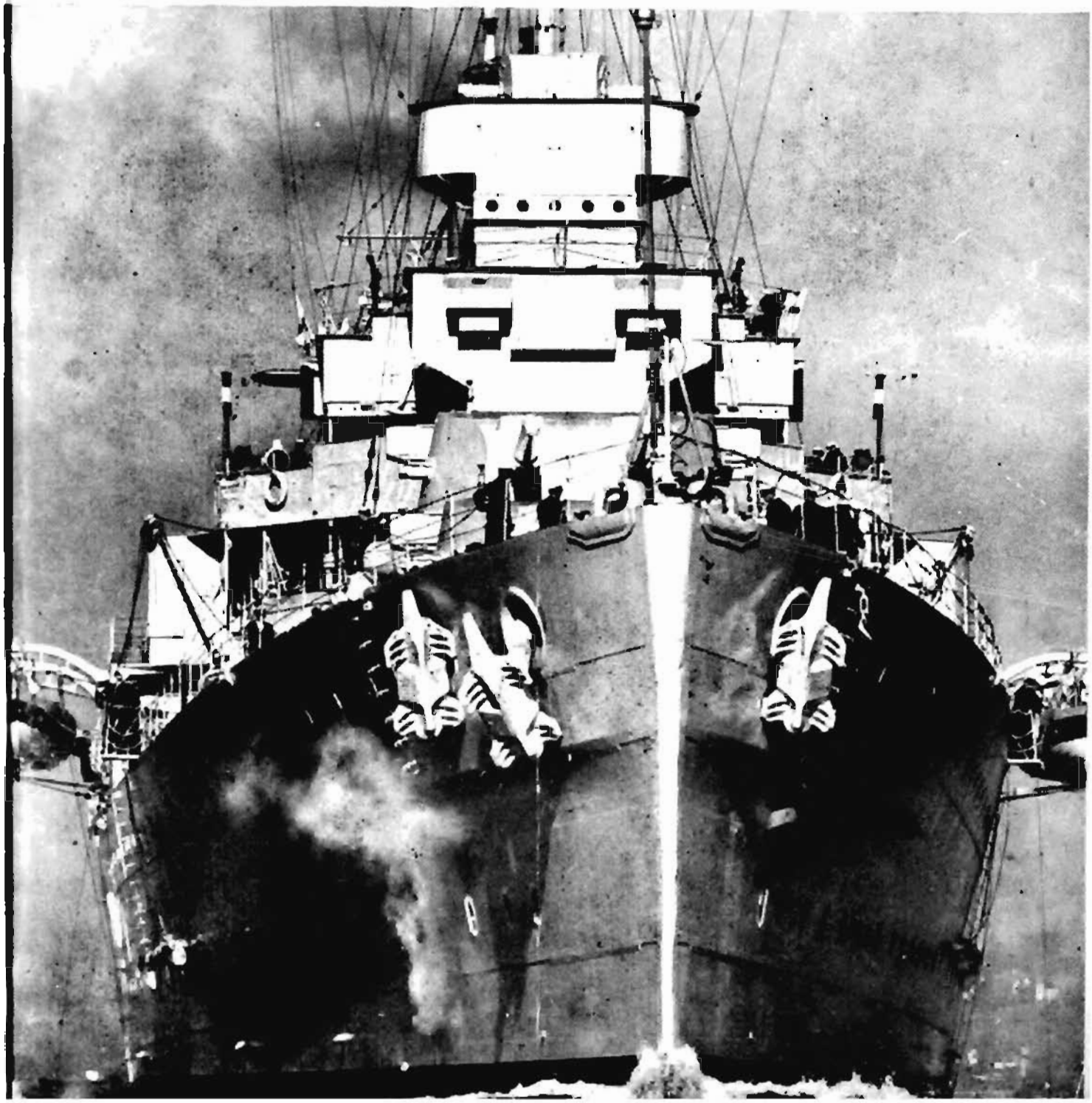
MARCH N.S.W. 1941



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PACIFIC SERVICE STATION

Singapore Naval Base

Although most people now understand the important role of the Singapore Naval Base in making it possible for British Fleet to operate at will in Far Eastern waters, only a comparatively few appreciate the important function of the local naval forces in the defence of the base.

One reason why Singapore, and, in particular, the Sembawang district of Singapore, was chosen for the site of the Naval Base when the decision to build it was reached in 1921, was that it is ideally situated strategically and is particularly well placed for defence.

The protection of the approaches to the Naval Base is largely the task of the military authorities. Indeed, the formidable land fortifications of Singapore are almost as famous as the Naval Base itself. No base can be dependent, however, on land defences alone, and it is here that the local forces play such an important part in ensuring that the facilities at Sembawang will always be available for the Fleet.

The local naval forces comprise units of the Royal Navy permanently based on Singapore, including those manned by the Straits Settlements R.N.V.R. and the units of the Malay Navy. One of the duties of these local naval forces is to maintain unceasing vigilance and to ensure that the waters around Singapore are kept safe for navigation.

To guard against enemy vessels approaching Singapore, patrols are maintained by the local defence flotilla. These include Straits Settlements R.N.V.R. launches and local small ships which were converted into auxiliary naval vessels in the early weeks of the war.

Other local naval defence measures of equal importance include the examination service. Not a single ship can enter Singapore waters without satisfying the inquiries of the officers in charge. The aim is to guard against any ship

(*Continued on next page*)

PACIFIC SERVICE STATION

entering the harbour unless her friendly intentions have been assured. Linked with the examination service are the Port War Signal Stations, which challenge every ship approaching and immediately inform the defences if the ship fails to carry out the prescribed rules of approach.

For the defence of the entrances to the Straits and harbours there are contact minefields, which make it necessary for any ship approaching Singapore to follow certain clearly defined channels which are swept daily. There are also other protective devices of a more secret nature at the entrances to the harbours.

These measures, and others which cannot be divulged, are taken with two objects in view—the safety of Singapore for use by merchant shipping carrying on the valuable import and export trade of Malaya, and the safety of the Singapore Naval Base, which will not be called upon to fulfil its most important role unless and until a battlefleet is required to operate in Far Eastern waters.

A Service Station for the Fleet

Singapore provides a naval base, as near to ideal as can be found anywhere in the world. The natural harbour of the Straits of Johore, including the mouth of the Johore River, has 56 square miles of deep water anchorage.

In the last 13 or 14 years the four square miles of Singapore Island, which are now within the Naval Base boundaries, have been transformed from an area of coastal swamp, coconut and rubber plantations to a modern naval station provided with every convenience and requirement, from an abundant fresh water supply to workshops where naval guns can be overhauled and repaired.

In the dockyard is the King George VI graving dock, one of the biggest naval dry docks in the world, capable of accommodating the biggest battleship afloat. Adjoining are workshops for repairs of all kinds.

The floating dock, which was towed out to Singapore before the Naval Base was built, remains in the Straits and virtually doubles the facilities provided by the graving dock. It is a self-contained unit.

The Naval Base is, however, much more than a dockyard where repairs to ships may be effected. Provision has been made for the revictualling and refuelling of ships. Several hundreds of acres are devoted to oil tanks, Singapore is one of the great oil distributing centres of the world, although no oil is found in the Malay peninsular.

It is easy to believe that there is practically no task, big or small, which the Naval Base could not undertake. Working under European engineers and over-seers are thousands of artisans on whose skill depends so much. The Base is amazingly complete and every device for its protection in wartime seems to have been thought of and provided. All the buildings are constructed to afford the maximum safety against air attack.

The Fleet shore accommodation can house nearly 2,000 men. They have a canteen, two cricket grounds, seven football pitches, 18 tennis courts, two squash courts, a swimming bath, and two cinemas.

The Base is to-day a town of its own, with most of the essential community services. Admiralty personnel living within the Base—several hundred Europeans and thousands of Asiatics —have modern accommodation built to provide the maximum comfort in tropical conditions.

—From the Dept. of Information.

THE UNIVERSITY AND POST-WAR ORGANISATION

By the Hon. P. C. SPENDER, Minister for the Army

This war differs in one great and important respect from all the wars which have preceded it. It is an all-in war, a total war, in which no one is immune from attack, and in which every aspect of the life of the nation is vitally and directly involved. In this process of mobilisation Australian Universities have played their part, and are destined to play an ever-increasing part until, in the post-war period, University men and women will be called upon to assume that leadership in the process of reconstruction for which their training will have fitted them.

Universities are, in one sense, more interested in this war and its aftermath than any other section of the community, because Universities are the embodiment of everything for which the war is being fought.

A German victory would mean the end of freedom of discussion, of freedom of thought, of individualism and the development of personality. Culture would vanish from the earth. Truth would be forced to hide its head. Knowledge, for its own sake, would become a matter merely of historic interest.

The Universities would become institutions for the training of national leaders, and the chief essential before graduation would be a guarantee that the graduand was not only well grounded in the dogma of totalitarianism, but was imbued also with the belief that any way of thought which was not in line with the accepted political theory of government should be countered by those arguments which he had attended the University to learn.

It is surely not without significance that one of the first actions of the totalitarian powers in the countries they have conquered has been to close the great Universities.

The real functions of a University are to seek the truth wherever it may be found, and to preserve and disseminate learning and culture.

All the time bands of students are passing thorough from matriculation to graduation, imbibing those traditions which are the basis of our democratic society and fitting themselves for the posts they are ultimately to fill in science, literature, medicine, law and so on.

The training of students, even during a war, or perhaps I should say, especially during a war, is one of the greatest responsibilities of any University, and the chief way in which it makes its contribution to the future of society.

Post-War Reconstruction

We must remember that the fight to win the peace may be harder than the fight to win the war—and in the post-war period the whole of the trained brains of the community will need to be mobilised to the full.

Not the least important function of the University at the present time is that of playing its part in post-war reconstruction.

In outlining problems of reconstruction, and in giving careful thought to what the future may hold for us, University men and women are doing work which is already beginning to take on a growing importance, not only for Governments, but for private citizens and for the soldiers, sailors and airmen, who form our fighting services, and to whose interests a great deal of the work of reconstruction must, in justice, be directed.

Underlying the vast amount of work that goes on within the walls of a University, is the constant preoccupation with problems of education as such, or, in other words, with our way of life. In this lies our salvation, and the salvation of our cause, for the broad understanding of problems, and the broad and sympathetic outlook which the University should instil into its members, underlie all technical problems and technical successes, both in war and peace.

This is a war of technology, and to our chemists, physicists, engineers and other technicians, we must turn for that help upon which our immediate survival depends. At the same time it is the duty of the University always to remember the political, economic and social implications of applied science. This is, I think, as much the function of a University as the actual solution of technical problems. Indeed,

(*Continued on next page*)

THE UNIVERSITY AND POST-WAR ORGANISATION

it is to an even greater degree the University's task, in the sense that the University tradition is timeless and without bounds or limits imposed by vested interests or preconceived notions.

Some Reconstruction Problems

Let me take one or two instances to show more precisely what I mean. The successful conduct of the war requires the maximum utilisation of all our resources. To secure this end it is necessary for the Government to control directly a great many of the activities of the people in a manner foreign to peace conditions. This gives rise to a host of problems which the future will have to solve.

Do we wish to remove these controls when the war is over? If so, how can we best remove them? Will our economic system have been changed to such an extent that capitalism will have to give way to planning, at least for a time? What will be the effect on our system of government of the existence of all these boards and committees, and of the many regulations made under the various Acts of Parliament which the war will have brought forth? Will the duties and responsibilities of the public service have changed and, if so, to what extent? Is the conduct of the war likely to lead to bureaucracy in the post-war period?

Or let me take another example. The successful conduct of this war demands an enormous speeding up of production in certain industries, and this may lead to a worsening of the position of other industries. What will be the effect of this increase in productive capacity on our post-war economy? Will we be able to scale down our production of munitions and other instruments of war so as to avoid depression and unemployment? Are there similar industries which we can hold in reserve to take up the slack in our war-time industries? Can secondary industry survive without protection in the post-war world? Will wheat and wool regain their overseas markets, or must we rationalise these industries with the object of securing the optimum production in view of the circumstances of the time? Will we need a greater population than we can hope to get from natural causes and, if so, whence are our immigrants to be drawn?

That problems of this kind will await solution is obvious, and it is equally obvious that if they are to be solved they must be studied now as they develop.

The great Universities of Australia are, by their structure and tradition, the institutions most fitted to watch these developments occurring, and to work towards the solution of the problems which they embody.

I would like to suggest to University students that this is their job. Their chief contribution to the war effort may very well be the care and thought they give to the future and the enthusiasm with which they equip themselves to help make the post-war period one of which Australian historians will be able to write with pride.

—From the Dept. of Information.

IT COULDN'T BE DONE

By EDGAR A. GUEST

Somebody said that it couldn't be done,
But he with a chuckle replied,
That "maybe it couldn't," but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in with the trace of a grin
On his face. If he worried he hid it.
He started to sing as he tackled the thing
That couldn't be done, and he did it.

Somebody scoffed: "Oh you'll never do that,
At least no one ever has done it,"
But he took off his coat and he took off his hat,
And the first thing he knew he'd begun it.
With the lift of his chin and a bit of a grin,
Without any doubting or quiddit,
He started to sing as he tackled the thing
That couldn't be done and he did it.

There are thousands to tell you it cannot be done,
There are thousands to prophesy failure;
There are thousands to point out to you, one by one,
The dangers that wait to assail you,
But just buckle in with a bit of a grin,
Just take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done" and you'll do it.

—Block courtesy "S.M. Herald."

R.A.N. Trainees at Sydney being instructed in oarsmanship.

SEA CADET NOTES

On a recent visit to Manly Navy League Sea Cadet Depot we were pleased to meet the Vice-President of the Company and members of the Ladies' Comittee, whose interest in the welfare of the unit is as keen as ever. Mr. Barton, the Acting O.C., and Mr. Craven paraded a smart lot of Cadets. The whaler's crew showed their ability as oarsmen, while other Cadets received instruction in knotting and splicing, bends and hitches.

The Committee has manifested its readiness to co-operate with the officers by providing various articles required in the training of the Cadets, such as oars, signalling flags, and suitable moorings for the whaler.

We hope that our Regatta on March 29th will be well attended by North Sydney and Woolwich Cadets and Ladies' Auxiliary.

* * *

Mr. J. H. Hammond, O.C. "Victory" Depot, reports some well-earned promotions in the Company. The following A.B.'s have been advanced to Leading Seamen: W. J. Brooks, William Quin, Peter Neville, David Johnson, John Clarker and Robert Williams. O.S. to A.B.: F. Newcombe, L. Thew, D. Haigh, L. Ford, M. Littler, P. Rannard, N. Pell, N. Harvey, W. Eccles, A. Racham, J. Dorthamp and A. Whitford.

New enlistments are coming in steadily, and there is every indication of their continuance.

C.P.O. Treers, formerly of this Company and now at Flinders Naval Base, Victoria, has been on the sick list. We are always glad to hear from Mr. Treers, and are pleased to learn he is fit and well again.

A social in conjunction with the Ladies' Auxiliary was held at the Depot on February 8th, and was well attended.

Representatives of North Sydney, Woolwich and Manly units were the guests of the Directors of Sporting Promotions Pty. Ltd. recently, and spent a most enjoyable evening at the Speedway at Sydney Sports Ground.

The Editor will welcome good, clear "action" photographs of Navy League Sea Cadets for publication.

On Tuesday, February 10th, the Woolwich Auxiliary were receiving instructions, when an alarm was given by Mr. Crosskill that a motor boat was on fire about three-quarters of a mile down the river. The O.C. immediately gave orders for the Whaler to be launched. The girls acted with promptitude and zeal, and such was their performance that the time taken from the reception of the alarm and arrival alongside the motor boat (i.e., launching Whaler, manning it, and rowing to the spot) was four and a half minutes.

The owner, Claude Richens, of Sutherland, had got the fire under control, and was just putting it out as the Whaler arrived, so the girls towed the motor boat to Gale Street Wharf alongside the Depot. Mr. Richens was fortunate indeed to have such prompt assistance, and expressed his thanks for services rendered.

* * *

Mr. H. Collins, Commanding Woolwich Sea Cadets, reports that training is proceeding satisfactorily.

More training equipment is needed to replace worn out gear. Twelve foot spoon-blade oars, a mariner's compass and more signalling flags are urgently required.

* * *

Mr. Crosskill, our popular Chief Officer, is at present in Camp. Mr. Grant's work is most useful, and his enthusiasm never flags.

On the 22nd February, a crew from Woolwich Depot had a race in the whaler with a crew in a gig from one of Shaw, Savill and Albion Co.'s ships, over a mile course on the Lane Cove River.

The O.C., Woolwich Depot, got both crews stationary on the line and away to a good start. Woolwich crewheld the Shaw, Savill's boat for over half a mile, then drawing away over the later stages to win by a boat length.

Credit is due to the officers and men who took part in the above event, coxswain, assistant starter and umpire.

(*Continued on next page*)

Cadet Alemeda is in Balmain Hospital with a broken thigh, as a result of a motor accident.

The officers and cadets of Woolwich Depot wish him a speedy recovery.

* * *

Officers, Petty Officers and Cadets are notified that in the event of new units of Navy League Sea Cadets being formed, it will be for the purpose of strengthening the Corps and extending the work of the League. The formation of new units will not be considered if, in any way, they are likely to impair the strength or efficiency of existing units. The aim we have in view is usefulness to the nation, and full co-operation with existing and possible Sea Cadet Companies. Officers, Petty Officers and Cadets are not authorised to join another Company unless they obtain the consent of their O.C. and have the necessary transfer completed.

* * *

A Digger, writing from Palestine: "They tell us we are in the land where our Lord was born. Well, I blinking well hope I will soon be in the land where I was born."

* * *

The Navy League Sea Cadet Corps and the Junior Ladies' Auxiliary greatly appreciated the Directors of Sports Promotions Ltd. kind invitation to be their guests at a Speedway Night at the Sydney Sports Ground recently, when a most enjoyable evening was spent.

* * *

The Navy League Journal, in recent months, has been the subject of congratulatory letters from the President of the Victorian Branch of the Navy League, and from New Zealand and New South Wales members of the League.

It is encouraging to know that the support of our advertisers is appreciated, and that our own modest efforts meet with continued approval.

* * *

Mr. Perse, Vice-President of Manly Company of Sea Cadets, writes on behalf of the Acting O.C., Mr. Barton:—

"It is pleasing to report that G. Gibbons and W. Irving have both passed with honours as Leading Seamen and were promoted to that rank. The social activities, too, have been functioning well at this Depot, and a new departure from the usual custom of a Senior Officer being in charge of the social was tried.

"The Cadets were placed on honour to conduct the social evening on their own in a manner fitting the aims and objects of the Navy League.

"This experiment was a huge success, and both the boys and girls enjoyed themselves and behaved in a very creditable manner.

"The report of the girls' social committee was of praise for the high standard of conduct of the Cadets that evening.

"The Regatta on the 29th inst. promises to be something out of the box for all the Depots, as already several silver cups are coming in for competitions between the Depots.

"The visit of Captain W. W. Beale, O.B.E., to the Manly Depot recently, when he addressed the boys, was much appreciated by all.

"The Depot having obtained permission for a mooring, one was put down in the position 100 feet directly in front of the Depot by the Cadets at a cost of only 5/-.

"This mooring was a long-needed necessity and is an added asset to the Depot."

H.M.S. "Ark Royal" eludes Italian bombs.

Block courtesy "Sydney Morning Herald."

General J. C. Smuts, Prime Minister of South Africa, recently broadcast these words:—

"As I flew, hour after hour, over those endless forests and great lakes, over the great Rift Valley, studded with a jumble of high mountains and extinct volcanoes and more magnificent than any to be found elsewhere, I had an overwhelming impression of the vastness and power of nature. . . . In this gigantic world, the human element seems dwarfed to utter insignificance, and one bows one's head in wonder before a sublimity so overwhelming. . . .

". . . I am free to confess that the sight of our boys in East Africa kindled a deeper emotion in me than even that awe-inspiring natural scenery. How grand is Nature! How good is man!

"The sight of those young men, with their happy, eager faces with the thought of what they had given up to serve their fellows and to make this a safer world for the spirit of man to dwell in security—that sight, that thought, made me realise that their souls were worthy to match this glorious setting of Nature; that the goodness of man was a worthy match for the greatness of Nature.

". . . Not in mastery, but in service; not in dictatorship, but in freedom, lies the secret of man's destiny. This is what these young South Africans stand for, and what, I trust, South Africa will stand for till the very end."

FROM A SAILOR'S SCRAPBOOK

By COULTON WAUGH

The hermaphrodite brig, as its name implies, is half brig and half schooner. The main mast is in two sections, fore-and-aft-rigged like a schooner. The foremast is in three sections, square-rigged, just like the foremast of a brig. The triangular sails seen between the masts of all square-riggers are called stays'ls, from the stays on which they run, and take their name from the section of mast from which they originate—thus, fore top-mast stays'l, main top-mast stays'l, and so forth. These vessels are very often, though incorrectly, called brigantines.

This popular rig has been used for many purposes and has survived to the present day. The last square-rigger built on the Atlantic Coast was the hermaphrodite brig "Viola," launched in Essex, Massachusetts, in 1910. This rig, however, can still be seen in European waters.

The World War brought a curious and sudden revival of sailing ships. In June, 1917, the "Probus," an armed hermaphrodite of one hundred and seventy-nine tons, sailed out of Falmouth, England, convoying a fleet of twelve sailing ships and one steam trawler. It was extraordinary at such a late date to see a square-rigger actually in use as a man-of-war and a convoy ship at that. It was a fine, calm June day, and no one paid much attention to a little fishing ketch sailing over towards the fleet. Nearer and nearer came the little vessel; finally the captains of the fleet began to realise she was acting strangely. There was something wrong with the set of those sails. Suddenly the whole ketch rose in the water, displaying underneath the grim lines of a German U-boat. Whang! A shell whistled over the still water. Crack! from the "Probus," and the startled seamen witnessed the extraordinary spectacle of two sailing ships bombarding each other, just as in the old days of Nelson. Most remarkable of all, the sailing ship won the contest and the submarine slunk off, submerging beneath the glassy surface of the sea.

CANADA'S NAVAL EFFORT

By JAY LAUNER, in "The Navy"

As we know, at the start of the European War the Royal Canadian Navy consisted of seven destroyers and six minesweepers, with several additional auxiliary vessels unarmed and in reserve. The personnel then consisted of only 1,774 men and officers. To-day the naval establishment has expanded to 12 destroyers (including six over-age U.S. type) and some 120 minesweepers, escorts, patrol vessels and armed trawlers. The personnel has increased to some 12,700 officers and men, and it is believed that within another year it will increase to 23,000 officers and men. Canada's naval losses to date are the "Fraser," "Margaree" (both destroyers) and the auxiliary minsweeper "Bras d'Or," all sunk by collision or in heavy weather with loss of life. Including those men lost with the "Jervis Bay," Canada has lost 256 men on active service with the Royal Canadian Navy since the outbreak of the war.

Construction Programme

As far as can be ascertained, some 64 Corvettes (anti-sub-destroyer-patrol craft) are nder under construction, or nearing completion, at a cost of some $400,000 apiece. It has been reported that some eight of these craft are leaving th ways each month from Canadian shipyards. Ships of this type ordered by the British Admiralty early in the war have already been launched and should be dellvered this winter. The balance of these craft are dut to be completed in 1941.

In addition there are 34 minesweepers under construction in Canada. Lastly, some 24 (several more are to be ordered soon) motor-torpedo boats of the British Power Boat Company's design are building in Great Lakes shipyards (chiefly at Toronto). These small fast craft were described by the designer last November as being some 70 feet long, drawing three feet of water and being safe from mines or torpedoes. It is said that at 22 knots they can cruise more than 1,000 miles, are extremely seaworthy, can carry a crew of eight, four 18-inch torpedoes and depth charges, and have a top speed of above 44 knots.

This is Canada's naval effort to crush Hitler, and it is only the beginning. It can truly be said that they have not yet begun to fight.

ANSWERS TO QUESTIONS

Canteen Orders

Q.: Are Canteen Orders subject to exchange overseas? Have these orders to be endorsed by an officer before being negotiable, and is any charge made for this service?

A.: Information received from the Canteen Service of Australia Central Control is that despite currency differences the recipients of Canteen Orders in the Middle East obtain as much in goods, and in some instances more, for their orders than they would for their face value for cash in Australia. In using them to purchase tobacco they get approximately 40 per cent. greater value.

A soldier when obtaining "goods" signs his name on the Canteen Order, and that signature is compared with that which appears in his pay book in order that he may be identified. It is not necessary, except in cases where the pay book cannot be produced, to have the order endorsed by an officer, who, however, would be acting most improperly in making a charge.

Invasion Precautions

Q.: In the event of a "bare earth" policy being adopted in the event of a raiding force not being expelled are any plans being prepared for the evacuation of livestock to safe centres?

A.: Australian plans are in the possession of the Military Authorities (G.O.C. Western Command) for the evacuation of the civil population and the removal of stock to safe centres.

Dealing With Aliens

Q.: Is the Commonwealth Government perfectly satisfied that enemy aliens who were interned earlier in the war and have since been released, are harmless to the progress of the war?

A.: Upon the outbreak of war, enemy aliens who had suspicious dossiers with Military Intelligence or the Investigation Branch of the Attorney-General's Department, were rounded up and interned. A number of preventive detentions also were made; for example, of enemy aliens who resided in the vicinity of public utilities, aerodromes, military establishments, munition factories, or port facilities, where danger of sabotage might have been apprehended, until the authorities were satisfied that there was no real ground for their continued detention. In this way, a number of internees came to be released. Since 29th November, 1940, the procedure for the release from internment of enemy aliens is that the internee may apply, supporting his statement by a Statutory Declaration, to an Aliens Tribunal to have his detention order reviewed. If the Tribunal grants the application, its recommendation is forwarded to the authority making the detention order. If the authority disagrees with the recommendation, the matter is referred to the Minister for determination.

THE MENACE TO SHIPPING

The officially admitted loss of British tonnage from week to week, serious as it is, conveys one aspect only of the very grave menace of dive bomber and submarine action confronting our vital ship-borne trade. Many ships reach port suffering damage from bomb, mine, torpedo or gunfire, and skilled labour is necessary to effect repairs. Not only are vessels immobilised for periods of days, weeks or months, but they take up valuable space in dry or wet docks which could be more profitably utilized in the completion of new tonnage or in the speedy turn-about of vessels not requiring repairs, but loading or discharging cargo against time.

Britain's life or death as a first-class maritime nation is indisputably linked with the means employed to defeat Germany's submarines and long range bombers, and in her ability to keep open her west coast ports and maintain quick discharge and loading facilities even in the face of intensified and concentrated enemy bombings by day or night.

Shipping lanes in narrow or in heavily mined waters greatly restrict the operations of submarines, but they also restrict the freedom of movement of the merchant ships themselves in the event of air attack piercing the screen of protecting aircraft and anti-aircraft fire of convoying surface craft. And further afield in the Atlantic the problem of the submarine and the long-range bomber remains to be solved.

SUMMARY OF THE "SEAMEN'S WAR PENSIONS AND ALLOWANCES ACT, 1940"

It applies to all persons aboard on articles, including apprentices on ships registered in Australia engaged in trading between any port of a State of the Commonwealth and any other port whatsoever.

Committees to be formed by the Commonwealth Government to investigate claims and assess rates of pensions and allowances.

A pension or allowance must be for death or injury directly attributable to a war injury caused by act of the enemy or in combating the enemy, or by capture and detention by the enemy, but not when caused by the mariner's own negligence or misconduct.

A pension shall not be granted or continued unless the person is without adequate means of support or unable to earn a livelihood. This provision shall not, however, affect his dependents.

The widow's pension ranges from £2/7/- to £6 per fortnight, according to rates of pay per day received by the deceased. Where the pension due is less than £4/4/- and there are children under 16 years of age, then such can be raised up to £4/4/- per fortnight.

For total incapacity, the pensions range from £4/4/- to £6 per fortnight.

For partial incapacity proportionate amounts are payable, and lump sums for defined losses or incapacity of degree less than 20 per cent. of total incapacity.

For certain injuries an allowance for an attendant is granted.

For detention by the enemy there is a schedule of payments, according to his rate of pay.

For loss of or damage to effects by action of the enemy compensation is allowed according to value with maximum allowance of £100 for a master and £20 for lowest rating.

Pensions, allowances, etc., shall be payable by the Commission out of moneys appropriated by the Commonwealth Parliament for the purpose. The employer is not liable.

LOOTERS AND PROFITEERS

An English Judge says:—"The Law puts looters in the same category as murderers, because it provides the death penalty."

Few people are able to distinguish the difference between looters and war profiteers, and believe the death penalty fits both equally. Deliberate war profiteers are harder to track down, but their motive is no different from that of the looter, namely, greed.

WEARING OF UNIFORM

Any person wearing Navy League Sea Cadet uniform, unless he is a bona fide member of the Navy League Sea Cadet Corps, will be prosecuted.

Mr. Gordon, Editor of the London "Sunday Express," sums up the requirements for victory in this war:—

"What we need are brains, not brawn. We want quick-thinking, resilient minds at the top; minds that can devise new ideas, audacious and unorthodox strokes."

It is hoped the "War Service Homes Act" will be extended to include the officers and men of the Mercantile Marine.

PLEASE NOTE

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

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

Telephone - - - - - B 7808

The Navy League

N.S.W. Branch

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The Lord Wakehurst, K.C.M.G.

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W. W. Beale, O.B.E.

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

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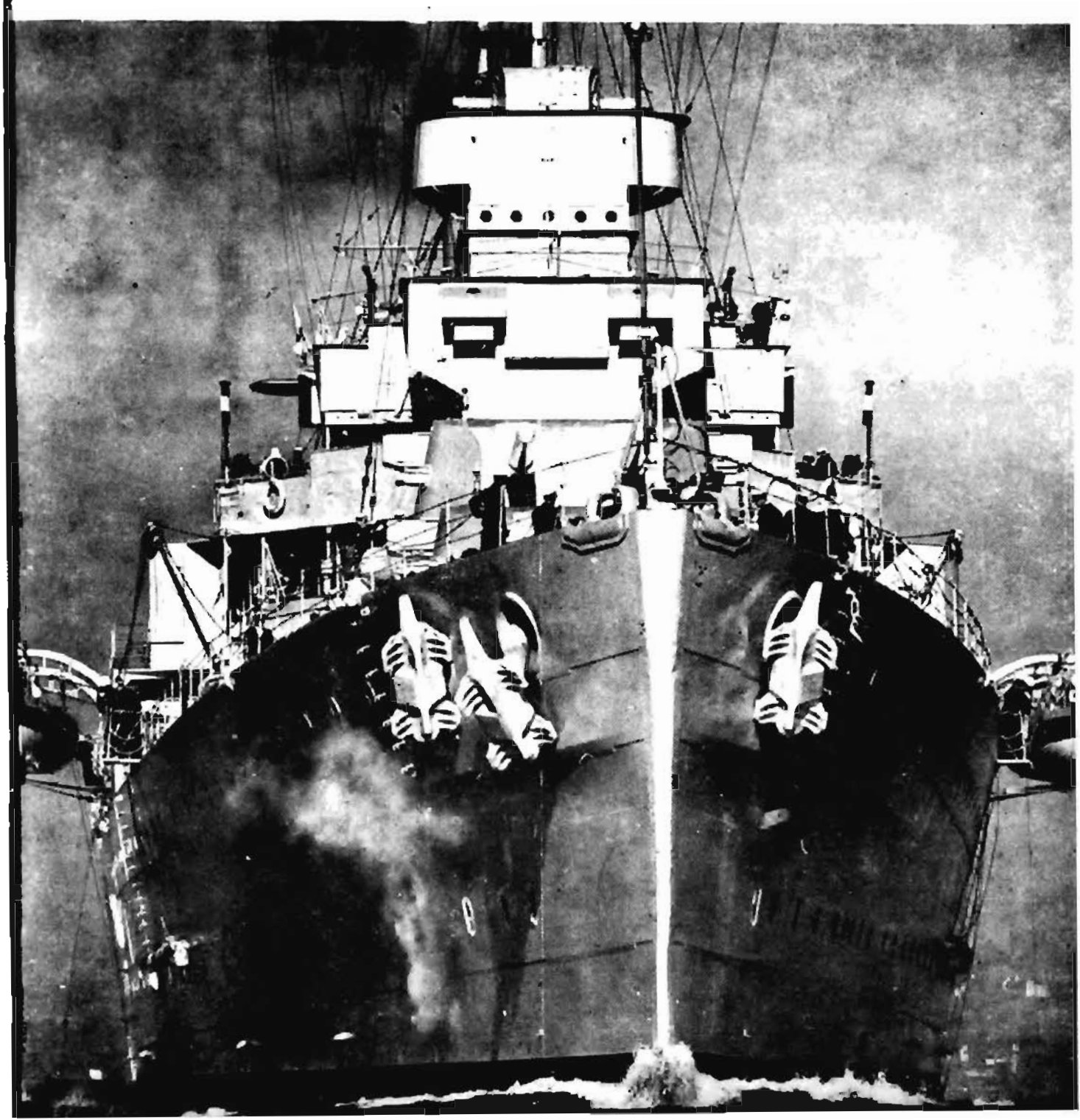

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POLITICS AND STRATEGY

HOW THE NEW GERMAN ARMY WAS BORN

By Dr. G. S. Plant

Adapted from a Broadcast

I HAVE always objected to Adolf Hitler's abuse of the Treaty of Versailles. Instead of heaping abuse on the men who made the Treaty, the German Dictator has at least two very good reasons why he should thank them. First of all, we all know how he used the Treaty to build his movement. We all know, and if we had forgotten it the Nazi propagandists would have reminded us, that National Socialism was born at Versailles.

But something else was born at Versailles, too, and that something, coupled to the revolutionary tempo of the Nazi party, made possible the successful military drive into Norway and Northern France. Like the Nazi Party, the new German army was born at Versailles.

The Peace Treaty that ended the last war restricted the German army to 100,000 men. It destroyed the German reliance on mass formation that she had used in 1914-18. The German High Command determined to rebuild a mobile army. It determined to put superior tactical and strategical skill against the superior numbers and equipment of a potential enemy. Thus, Versailles changed and modernised the strategical plans of the German army.

Thus, when Hitler came to power in 1933, he possessed a highly mobile and skilfully trained army of 100,000 professional soldiers. On that skeleton force he proceeded to build a mass army, but he did not destroy the mobility and the striking power of the professional nucleus.

Continued on next page.

POLITICS AND STRATEGY

(*Continued from Page 1.*)

Hitler wanted to make Germany into a huge and all-powerful continental power: the Nazi party was the weapon he used. So, with the base, the professional base of 100,000 men, he inherited from Republican Germany, and starting within his own party, Hitler promptly turned all Germany into an army.

Versailles made possible the building of a mechanised army that smashed through to the channel ports in 1940. It is an almost perfect example of the effect of politics, of international and national politics, on military strategy.

And the German conquest of the smaller European countries of Rumania, Denmark, Norway, Holland, Belgium, of Poland and Bulgaria are not only military events. They are political events as well. They do not take place in a few days: they are not events of a few weeks, or even of months. The conquest of Bulgaria, for example, began when Hitler's economists insisted that German debts to Bulgaria should be met in the way the Germans chose. And that was four or five years ago. The conquest began when German propaganda and German tourists, so-called, first poured into the country. And that was years ago.

Hitler is an expert in the use of politics for military ends. He clearly recognises the importance of the link between political manoeuvring before war breaks out, and military strategy when war breaks out. His economic penetration, his Fifth Column preparations find their consummation in his military attack.

And the reverse of the proposition, that politics affects military strategy and military power, is also true. Think, for a moment, of the position in Northern France during those fateful days before France fell. The channel ports were gone; the magnificent evacuation of the B.E.F. at Dunkirk did not cover the fact that millions of pounds worth of our tanks, guns and equipment of war had been destroyed during the retreat. The full force of the German mechanised divisions was turned on Paris. Petain and Weygand signed the armistice in the belief that France's capitulation preceded British capitulation by only a few weeks. Petain was certain that we, too, were near defeat. I do not need to underline the grimness of the situation at that stage. Nor do I need to outline the magnificent come-back we have staged since the days of Dunkirk. But I want to make this one point. As our strategical position improved, as our military strength grew, as the arm of the Royal Air Force stretched out into Europe, as ships and 'planes blasted the invasion ports, as Wavell raced along the Libyan coast, the political position of Vichy France improved.

"Bizerta is not for Germany," said General Weygand recently. That statement is a direct result of our renewed strength. The naval attack on Genoa was proof of that strength.

Genoa was as much a political manoeuvre as it was a striking naval victory. Our strategists see the importance of the link between the two. They see quite clearly that freedom cannot be presented to Europe on a platter with a fixed bayonet. Freedom cannot be delivered in a Molotov bread-basket. Freedom has to be fought for and won by the people held down by the German armies of occupation. Our political military and economic strategy is now directed towards that end.

—From the Dept. of Information.

SUMMARISED REPORT OF THE WORK OF THE NAVY LEAGUE, N.S.W. BRANCH, 1st JANUARY, 1940, TO 31st DECEMBER, 1940.

The outstanding feature associated with Navy League activities during the year 1940 was that every medically fit Officer, Petty Officer and Sea Cadet of the Corps over eighteen years of age volunteered and was accepted for war service by the Naval Authorities, the Royal Australian Air Force, and the A.I.F. The figures are 70 to the Navy and its Auxiliaries, 12 to the Air Force, 27 to the A.I.F. and 5 entered the Mercantile Marine service. Six have obtained commissioned rank, and it is known that ten have become N.C.O.'s. The total thus gained by the Services is 114. On the other hand, the League lost practically all its Officers and Instructors, causing temporary dislocation of the syllabus of training at our Sea Cadet depots. This difficulty was overcome, and the Cadet Corps began to function again and to show a steady improvement in numbers, maintained to the end of the year, the position at the 31st December, 1940, being:—

Total enlistments to Fighting Services	114
Cadets in training:	
North Sydney Depot	180
Woolwich Depot	53
Manly Depot	47
Total	280

Navy League Women's Auxiliary.

During the year an Auxiliary was newly formed for the purpose of assisting the Naval Comforts Fund and the Sea Cadets Corps. The Auxiliary is largely composed of young women and girls—sisters or friends of the Cadets. The Auxiliary numbers 140 (approx.) and is based on the depots at North Sydney, Woolwich and Manly.

Membership.

In addition to Sea Cadets and the Women's Auxiliary, there are 230 financial members of the League. Most of the members are aiding various social functions in support of the Lord Mayor's Patriotic Fund.

Navy League Journal.

The production and circulation of the Journal has been maintained throughout the year at no additional expense to the Navy League. Congratulations regarding the Journal and its continued appearance have been received from Navy League Officials and Members in Victoria, South

(*Continued Overleaf.*)

SUMMARISED REPORT

(*Continued from Page 3.*)

Australia, New Zealand and New South Wales. The Journal's future is uncertain owing to recent restrictions imposed by the Government on the use of paper during the war.

Overseas Navy League.

Navy League Headquarters, London, South African Branch, Victorian, South Australian and New Zealand Branches maintain correspondence with N.S.W. Branch, which is reciprocated.

The Navy League and the War.

The League throughout the Empire offered its support and service to its National Governments, and received the thanks of the Governments concerned.

Training Equipment—Sea Cadet Corps.

Through the Executive Committee a sum of £176/12/5 was expended on boats, gear, repairs, etc., but this amount represents but a fraction of the time, labour and expenditure involved. It must be borne in mind that most of the labour is voluntary and the respective local Committees and other helpers shoulder much of the expense of maintaining the depots. Also, much gear, paint, etc., is donated to the League, and other items are lent to be used in training the Cadets. One example among many will suffice. Mrs. Bellamy has placed a first-class teak motor dinghy at the service of the Cadets. The wear and tear on training equipment is extremely severe, and the need of replacements is ever constant, especially so as regards oars and signalling apparatus.

Thanks.

The League particularly thanks the undermentioned for financial aid, or for support over the radio, in sections of the Press, and for invaluable personal services, viz.:—

The Walter & Eliza Hall Trust, Bank of New South Wales, Sydney Morning Herald, League of Ancient Mariners, Advertisers in the Navy League Journal, National Broadcasting Commission, 2UW, 2UE, Members of local Sea Cadet Committees, and especially Officers in Charge of Sea Cadet Companies and the Officers, Instructors and Cadets associated with them and, finally, Messrs. Robertson, Crane & Gibbons, Honorary Auditors to the Navy League.

Executive Committee.

This Committee has met regularly monthly throughout the year to consider, review and administer the affairs of the Navy League, N.S.W. Branch.

250,000 WOMEN WORK FOR THE RED CROSS

Over One Million Articles Supplied.

A quarter of a million women in Britain are now helping in the work of the Central Hospital Supply Service of the Red Cross and St. John War Organisation.

Since the war started the total quantity of supplies produced from material given by the War Organisation amounts to more than one million articles. In addition, the depots have sent large quantities of gifts.

Growing support has come from overseas. During 1940 more than half a million articles came from the Empire and the British communities in foreign countries. Every Dominion and, almost without exception, every Colony has contributed work or money.

Every section of the community in Great Britain is included among the helpers. Women's organisations, such as Red Cross and St. John, Women's Voluntary Services, Women's Institutes, Personal Service League and British Legion have contributed their share of voluntary workers.

The enthusiasm and devotion of the workers have been wonderful and the number of times Headquarters has received a message to say "Such and such a depot was bombed out yesterday—the workers hope to open again in a couple of days at . . ." is a testimony to their courage and determination to let nothing stand in the way of the work.

WHAT TO DO IN AN AIR RAID

ISSUED BY AUTHORITY OF THE MINISTER IN CHARGE

THE following hints are issued for the guidance of householders and persons living at home or in flats. They should be carefully read and kept for reference when official warning is issued to prepare for possible attack from the air.

The Air Raid Warning Signal will be given by means of sirens. When the Air Raid Warning Signal is proclaimed, sirens will not be used for any other purpose except the **AIR RAID WARNING.**

Remember—

When you hear an Air Raid Warning Signal—

1. Cut off the gas at the meter.
2. See that your water receptacles (see under "Incendiary Bombs") are filled.
3. See that your food supplies, etc., are in your Gas-proof Room (see below).
4. Go immediately to your protection and remain there until the "All Clear" Signal is sounded.
5. Do not look out to see the enemy planes.
6. If away from home, go to the nearest Air Raid Shelter. If no shelter is handy, go to the nearest house or trench. Any protection is better than none.

Incendiary Bombs.

What is known as an Incendiary Bomb is really a fire stick and will not explode unless water is thrown on it. These bombs are used extensively in air raids to cause fires. The bomb is a small electron metal case filled with Thermit, weighing about 2½ lbs. The Thermit burns at an enormous heat and causes the casing to catch alight.

Water thrown on the bomb will cause it to explode and splutter and the burning pieces of the casing will cause more fires.

1. Have a bucket of dry sand available.
2. Throw the sand over and around the bomb immediately. This will not put the bomb out but will prevent the spread of fire away from the bomb.
3. Remove the bomb to the open where it can burn itself out, using a metal shovel with an inch of sand on it or a hardwood shovel.
4. Have water handy to put out fires caused by the Incendiary Bomb. Fill your bath and other receptacles.

A Draught-proof Room is a Gas-proof Room.

No elaborate equipment is required to make a room gas-proof. You can do it with materials that you have in your own kitchen. A closed room with the windows locked is some protection against gas. Seal up cracks and spaces under doors or about windows as best you can with adhesive tapes or packing.

Your Gas-proof Room should have some supplies in it, such as tinned food, candles, matches, and water in air-tight receptacles.

Do not light a fire whilst in the room during a raid. Rely for warmth on extra clothing. Make provision for personal hygiene.

Other Protection.

High explosive Bombs damage by blast and splinters. The best protection against blast and splinter is a trench.

Pamphlets showing protection against these bombs and types of trenches recommended can be obtained from your Warden.

If you have a room which has 13½ inches of solid brickwork or more between it and the open, it will provide sufficient protection.

Blackout.

Your inside lights will not be cut off unless you fail to prevent the light being seen from outside.

Have materials handy to cover your windows, skylights, etc., to screen the light effectively. Any dark material will do.

Paste material or put strips of adhesive tape over your windows or use screens to prevent damage caused by flying glass.

SEA CADET NOTES

Mr. J. H. Hammond, O.C. "Victory" Depot, North Sydney, writes: "The record of Navy League Sea Cadets entering the Royal Australian Navy and its Auxiliaries still grows, the latest entry being J. E. Kege. Until recently Mr. Kege was a Junior Officer of this unit, and rendered good service over a lengthy period. All who know Mr. Kege will wish him the best of luck.

It is pleasing to hear that one of our old Cadets, D. Brennan, now serving in one of H.M.A. Ships abroad, has written cheerily to Captain Beale. From the Seven Seas, since the war began, old Navy Leaguers serving afloat have kept in touch with the Sea Cadet Corps, where they served as Cadets in pre-war days. It is always a pleasure to hear from former Cadets and to learn that they are well and have not forgotten their old associates.

Congratulations to Mr. Williams on his appointment as Chief Officer of this Company.

More than a hundred Cadets from here visited Manly on March 29th, where a route march took place, followed by boat races and field sports. We congratulate Woolwich Company on winning two of the rowing events. We were not so successful, but managed to win the double-banked junior boat race, while a team of our boys won the tug-of-war event. This unit warmly thanks the Manly Officers and Committee for their kind hospitality in providing such a generous supply of eats and drinks for the visiting Cadets. Officers and Cadets alike thoroughly enjoyed the visit and look forward to many more such gatherings.

Mr. Barton, Chief Officer of Manly Company, supplies the results of the contested events on 29th March under the auspices of Manly Sea Cadet Company.

1st Race, No. 2 Crews.

Woolwich whaler ... 1
North Sydney whaler ... 2

½ mile course. Won by 6 lengths.

2nd Race, No. 1 Crews.

Woolwich whaler ... 1
Manly whaler ... 2
North Sydney whaler ... 3

½ mile course. Won by a quarter of a length, 6 lengths between 2nd and 3rd. This was the hardest race of the day, and was splendidly contested. The deciding factor in the victory of Woolwich crew was superior team-work.

3rd Race (Junior) Whalers.

North Sydney ... 1
Manly ... 2
North Sydney ... 3

Won by 6 lengths.

4th Race.

Crews comprising members of the Ladies' Auxiliary in whalers staged a very hard struggle in this event, victory going to the Woolwich girls, with North Sydney second and Manly third.

Captain S. A. Pidgeon, R.D., R.N.R., President of the Victorian Branch of the Navy League, Melbourne, states that in Victoria the League has two hundred Cadets in training.

From the Hon. Treasurer of the Navy League Branch at Wanganui Collegiate School, New Zealand, comes the interesting news that the school has more than 300 scholars enrolled as Junior members of the Navy League. A splendid achievement. The New South Wales Branch heartily reciprocates the good wishes sent by these keen and patriotic lads, and greatly appreciates their nice sentiments regarding our little journal.

A pleasing feature of the Navy League is the interest that old members and supporters continue to manifest in its work. Among such visiting the office recently were Mr. W. L. Hammer, S.S.D., who, at the League's invitation, became the first Officer-in-Charge of a Navy League Sea Cadet unit in New South Wales in the year 1920. Nor has Mr. S. Cooper, S.S.D., forgotten the Cadet Corps. Time was when Mr. Cooper was O.C. of the strong and active Birchgrove unit which maintained a first-class brass band nearly thirty strong. Those were the days when a Sea Cadet parade in Sydney attracted six hundred uniformed lads, and when an inter-company boat race on the Harbour drew as many as sixteen competing crews in cutters, whalers and gigs. Many a keen contest was witnessed between Birchgrove, Drummoyne, Richmond, North Sydney, Woolwich, Elizabeth Bay, Manly, Balgowlah, and Auburn Companies.

Young Australians learning to become proficient in the art of knotting and splicing.

The above group comprises P. O. Stewart and Cadets Oriby, Thew, Wilkinson, Ward and Cousins, of North Sydney Company.

We hear that Mr. Reg. Wade, for many years the very successful O.C. of the old Richmond Company, and Mr. Hopkins, who rendered yeoman service as O.C. of the now defunct Elizabeth Bay unit, are still on deck. Our best wishes go to them.

At the recent boat-races at Manly His Worship the Mayor of Manly (Mr. A. Norman-Hanson) was an honoured guest and an interested spectator of the Sea Cadet boat races. In the evening at the Depot the Mayor presented the prizes to the winning crews.

The Hon. Secretaries of the Sea Cadet Companies are as printed, viz.:—Miss C. Price, North Sydney Company; Miss B. Gidley, Manly Company; J. Holloway, Esq., Woolwich Company.

Congratulations to Mr. H. Collins, Mr. Crosskill and Woolwich Cadets; also to Mr. J. H. Hammond and Mr. Williams and North Sydney Cadets on their well-merited boat race victories at Manly.

"DIGGERS" OF 1941 ARE THE "DIGGERS" OF 1914

By Colin Wills.

(Well-known Australian Journalist and Broadcaster now in Britain.)

WHEN the Australian troops attached to General Wavell's forces broke through the Italian defences at Bardia, and so contributed in a major degree to the reduction of the fortress, Australia's short but vivid history began a new chapter.

To the rest of the world this achievement was merely a reminder that the Australians are good fighters. But to Australians it was the vindication of a generation.

For twenty-five years the deeds of the First Australian Imperial Force have been a sublime Australian tradition and an inspiration to all the people of this young nation. Now the sons and younger brothers of those "Diggers" of the last war have proved that the tradition has not been tarnished nor the inspiration wasted.

Not that war is an Australian passion, or military achievement the main substance of Australian history. On the contrary, no nation has striven harder for peace, progress and understanding among men. Australia's regular army is merely a tiny nucleus; her militia a training organisation for home defence. Her armies, in the last war, and this, have been armies of volunteers—men of peace going to war to defend peace and liberty.

Finest Warriors.

The reason for her pride in their deeds is that these men of peace have twice shown themselves the peers of the finest warriors in the history of nations. It is a vindication of the civilised way of life and of the vigour of democracy.

I knew the men of the first A.I.F. I saw the expeditionary forces sail from Australia; I saw them return. I grew up among them as they played their important part in the post-war development of Australia, bringing to the task the initiative, courage and comradeship that had marked their war service.

I know the men of the second A.I.F. I have been among them in their camps in Britain, where they, with the other soldiers of democracy, gathered from all over the globe, stood guard over Britain, the salient of liberty.

They are the same men over again. Indeed, it is instructive to compare even the youngest of the new generation of "Diggers," mere lads from the bush, from the villages and towns and great cities of Australia, with the veterans of the first A.I.F. who form a strong leaven in the new army. They are brothers, alike in their virility, their independence, their resource, and the sardonic humour of their outlook on life.

Competent and Casual.

Australians of both armies have been accused of lack of discipline. This is a misunderstanding of the men and their ways. What they dislike is not necessary discipline, but unnecessary formality. They dislike fulsome praise for themselves and pompous show, as much as they do arrogance in anyone over them. They are casual. They can afford to be casual because they are competent.

—From Dept. of Information.

The Right Honourable

THE LORD LLOYD OF DOLOBRAN

P.C., G.C.S.I., G.C.I.E., D.S.O.

Mr. H. T. Bishop, General Secretary, The Navy League, London, writes:—

It is hardly necessary to dilate upon the irreparable loss sustained by the Navy League Sea Cadet Corps in the death of its great leader, Lord Lloyd.

That loss will be felt, and felt deeply, by every Officer, Instructor and Cadet.

In all that he was, in everything that he did, Lord Lloyd was truly great.

Deeply religious and a sincere, practical Christian, he was the soul of honour: utterly incorruptible.

As Diplomat, Administrator and as Statesman he was entirely selfless.

He was indifferent to honours or position, to popular applause or clamour. Inspired by an intense, a passionate patriotism, he sought only to serve, and in his country's service he spared neither time, energy nor health.

Had he cared to compromise with the unpractical idealism of the popular political thought of the ten years before the war, he might have held high office long ago. But compromise with what he knew to be false and believed to be disastrous was utterly impossible to him.

Instead, he cast away ambition, and, as President of the Navy League, threw himself into the unpopular task of warning the country of the dangers of disarmament and of reliance upon impossible schemes of collective security and meaningless pacts and treaties.

It is only now that the nation is realising how right he was, how well-founded his warnings.

His advice was for the time neglected; yet he lived to see this country, the Dominions and the Crown Colonies strong and united as never before in defence of those ideals for which he always stood.

Underlying all his great administrative and political gifts was a real and genuine charm and humanity which won the personal affection and regard of all those who knew him well.

He had a great love for youth, and the Sea Cadet Corps was probably nearer to his heart than any other of the many great causes for which he fought.

In all his many preoccupations he was never too busy or too harassed with affairs to devote time to our problems.

In his many journeys, at home and overseas, he was always concerned to know whether there was in the towns he proposed to visit a Sea Cadet Corps that he might inspect and encourage.

He was not interested in numbers. It was quality that attracted him, and he desired always to make the Sea Cadet Corps a Corps d'Elite, pre-eminent amongst youth organisations for discipline, efficiency and loyalty.

But he also had a deep personal interest in each individual Cadet, Officer and Instructor, and his advice and influence were always at their disposal. Many a Sea Cadet owes more than he can ever repay to Lord Lloyd's personal work on his behalf.

We in the Sea Cadets have lost in Lord Lloyd both a great and inspired leader and a sincere, personal friend.

But there remains to us his glowing example of self-sacrificing service; pure patriotism and shining honour, which will live for ever.

Are you in the League Why not?

THE NAVY LEAGUE IS...

a **WATCHDOG** of National and Imperial security.

an **ENEMY** of apathy in all matters naval and maritime.

a **TRAINER** of the citizens of to-morrow.

a **PRESERVER** of our glorious sea heritage.

If you subscribe to these ideals you should subscribe to the League's funds for their more perfect attainment.

THE LEAGUE NEEDS NEW MEMBERS
WHY NOT JOIN ——— NOW!

ROYAL AUSTRALIAN NAVAL COLLEGE

CADET MIDSHIPMEN are required for the Royal Australian Naval College, Flinders Naval Depot, Victoria.

Every Australian boy who attains the age of 13 years during this calendar year, and who is physically fit, is eligible to apply.

A qualifying examination is held in September in the following subjects:—Arithmetic (Elementary), Geometry, English, History, Geography, and ONE, but not more than one, of the following:—Arithmetic (Harder), Algebra, Latin, or French.

Candidates who qualify at the Educational examination will be medically examined and interviewed by a Committee of Officers. Those selected will join the Naval College in January next for a four years' course before being appointed as Officers for sea service.

Full particulars and application forms may be obtained from any of the following:—

The Secretary, Navy Office, Melbourne, S.C. 1.
The District Naval Officer, Brisbane.
The District Naval Officer, Edgecliff, Sydney.
The District Naval Officer, Port Adelaide.
The District Naval Officer, Fremantle.
The District Naval Officer, Hobart.

The closing date for applications is 30th June.

Navy Office,

Department of the Navy,
MELBOURNE.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

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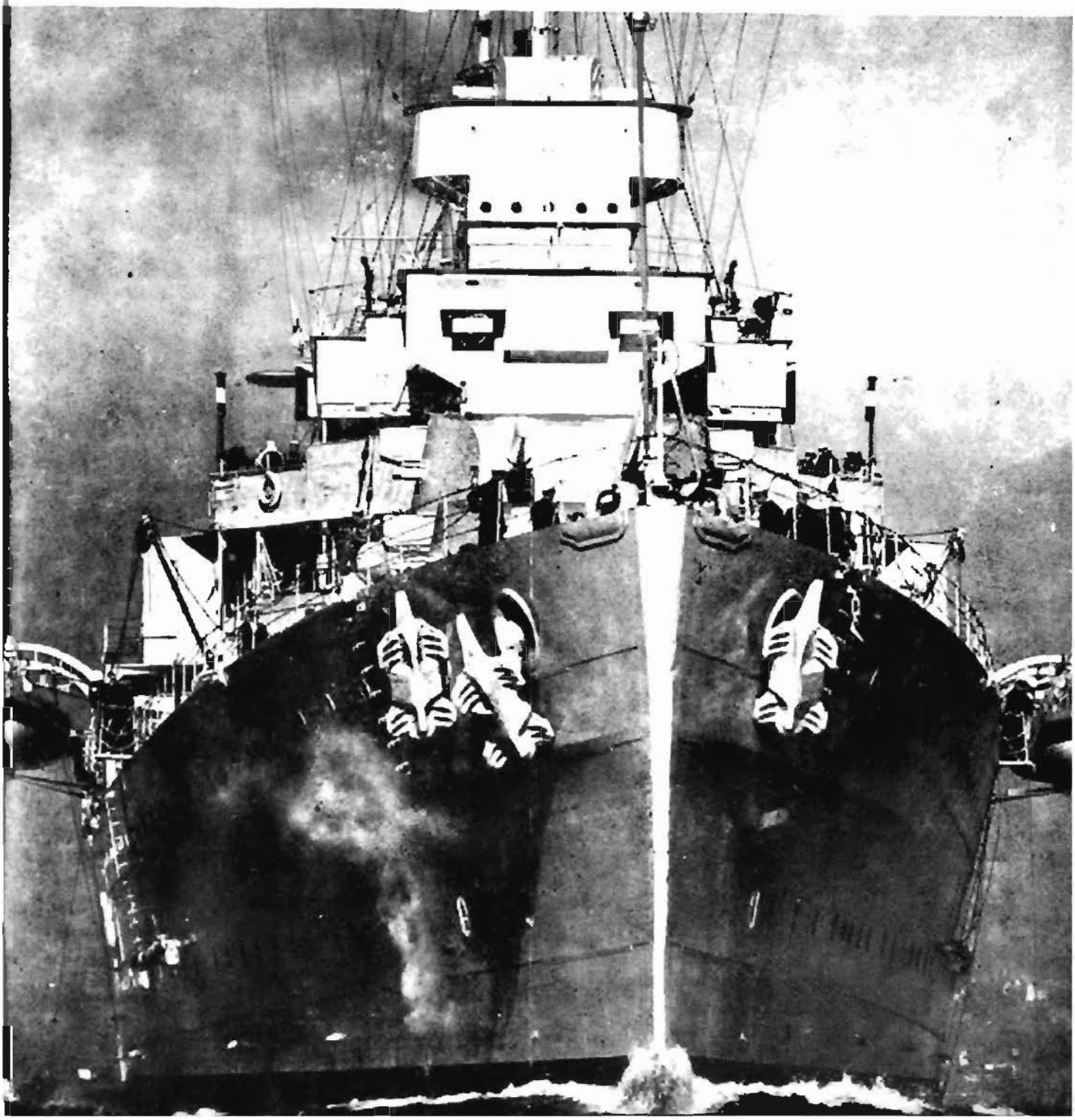
MAY N.S.W. 1941



THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney. B 7808

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GERMAN INFILTRATION
FIFTH COLUMN WORK

In an epoch-making speech, President Roosevelt alluded to one aspect of the German attack which is not practised by any other nation. It is the system of penetrating the domestic life of a country long before there is any thought of conflict, and, indeed, when the two nations are supposed to be on a footing of more than ordinary friendship.

In Norway this penetration was carried out by secretaries, commercial agents, shippers, and purchasers of all kinds. It was carried out by lecturers, singers, and men of science who were sent by their Government to Norway, and even by tourists and starving children, who were welcomed and nourished, and afterwards found to have been agents on a secret mission.

In other countries this method has been practised more openly. In Spain, for instance, there is party, the Falangists, which wears Fascist uniforms and advocates a Fascist Government. In the Balkans, as we know, it has been carried out by the tourists and by the paid, if secret, agents. In South America the system of penetration has been by commercial means and by groups of colonists. The colonist may separate himself from Germany, but he knows that if he does not subscribe to the local organization his relatives at home will be in grave danger.

The local organization is powerful in such countries as Brazil, where whole provinces may be made up of German farmers. Only in Patagonia has there been an attempt to set up an independent government. In other countries Germans have been content with influencing the national government. In Brazil, for instance, they have almost succeeded in controlling it.

Commercially, the greatest success has been with aircraft. The Germans, with no opposition from England and very little from the United States, have taken control of the air routes over the whole of South America. The Condor Company has branches throughout the Continent and itself is closely connected with the German commercial luft-hansa.

(Continued overleaf)

German Infiltration

In the United States, underground activities have been exposed by the Die's Committee. America had its warning from the last war, and one would have thought that Germany had its warning, too. More than anything else it was the discovery that Germany had intrigued with Mexico and Japan in order to bring about a joint attack on the United States that brought that country into war. Germany was then professing the utmost friendship for the United States. She can hardly be said to be doing the same thing to-day. Hitler, before the war broke out, attacked President Roosevelt for his offer to arbitrate between Germany and Poland, though he has the assurance to say now that he always looked for peace. But Germany, in this war as in the last, invariably mistakes the temper of the Anglo-Saxon people. She can understand that a Balkan people may submit when faced with her massed battalions rather than undergo the tortures of modern warfare, but she cannot understand that great nations like Great Britain and the United States, however much war is repugnant to them, will face all their perils rather than surrender.

We may remember that in the last war Germany acted on reports that the British Empire would break up as soon as it was attacked. Those reports covered Australia and Canada and South Africa. She has acted on similar reports to-day and on others which include the United States. It was thought that, however much these nations talked, they would not fight. They have fought, in spite of losses and suffering which no one but the barbarians who rule Germany to-day would have attempted to inflict on them.—From Dept. of Information.

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PLEASE NOTE

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

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

Telephone - - - - - - B 7808

AN UNUSUAL SITUATION

Captain F. J. Bayldon, M.B.E., F.R.G.S., spoke recently of an interesting occurrence at the beginning of this century with which he was concerned. Captain Bayldon has furnished the following particulars:—

"The R.M.S. 'Warrimoo,' of the Canadian-Australian Line, commanded by Captain J. D. S. Phillips, was proceeding on a voyage from Vancouver and Honolulu towards Brisbane. During the morning of 30th December, 1899, being the second and Navigating Officer, I pointed out to Captain Phillips, that if he would alter the ship's course only a degree or two, we should then cross the equator and the 180th meridian exactly at midnight, and at the same time pass from the nineteenth into the twentieth century.

"Captain Phillips at once realized the remarkable coincidence and the humorous situation it would create; he therefore checked the calculations and then gave orders for the course to be steered so as to bring the ship on to the equator in longitude 180 degrees, exactly at midnight. As that meridian is also the 'date line,' our date would be advanced one day as we crossed it, in order to make our west longitude date conform with the east longitude date; in other words, our date would advance from 30th December to 1st January. Observations of sun and stars were taken about every three hours to ascertain the ship's position by five good experienced navigators, so that as nearly as was humanly possible we were in the required position exactly at midnight.

"The result was that at midnight, while the ship's bells were clashing out their wild greeting to the new century, half of the ship was in north latitude and half of her in south latitude; half of her was in west longitude and the other half in east longitude; one-half of her was in Saturday, 30th December, 1899, and the other half was in Monday, 1st January, 1900; one-half of her being in the nineteenth century and the other half in the twentieth; also we were the first people in the world to greet the new twentieth century, yet we were the last in the world to bid farewell to the old nineteenth century. This last condition was brought about because, at the very moment that the new century commenced on the date line on the 180th meridian, necessarily the old century ended."

(Captain Bayldon is the principal of the Nautical School, Royal Exchange Building, Sydney, and Captain Sid Phillips is with Messrs. Burns, Philp & Co., the well-known shipowners.

—Ed., "N.L.J.")

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NAVY LEAGUE ROYAL NAVY COMFORTS SUPPLY LONDON

When the organization was inaugurated in London, the Council decided that comforts should be asked for and supplied to the men of the Royal Navy only, which includes, of course, the R.N.R., R.N.V.R., Fleet Air Arm, and Royal Marines. It may be mentioned here that a popular idea appears to prevail that the "mine-sweepers" constitute a separate force. The contrary is the case, many mine-sweepers are a part of the permanent strength of the Royal Navy in peace time, and the large number of trawlers and drifters which have been taken up for the war, and manned principally by men of the R.N.R., constitute an integral part of the Royal Navy in war, and the ships are used indiscriminately for mine-sweeping, anti-submarine patrol, and general duties.

There has been some criticism as to why the men of the Merchant Navy were not included in the Comforts Supply, especially as the Navy League has always advocated the cause of a strong and efficient Merchant Navy and the welfare of its officers and men. Careful consideration was given to this point by the Council, who were as much interested in these men as in those of the Royal Navy, but it was decided to confine our activities to the men of the Royal Navy on the following grounds:

(1) A very large proportion of the men who serve in the Merchant Navy or in the Fishing Fleet in peace time come automatically under the White Ensign in war, and form just as much a part of the Royal Navy as the men of the regular force, and are dealt with accordingly.

(2) There are many well-known organisations which deal with the welfare of the men of the Merchant Navy in peace time, and each has its accumulated funds and its body of regular supporters, whereas, for obvious reasons, there is no body which deals in peace time with comforts for the men of the Royal Navy, so that an organisation such as ours, whose object is to provide them with comforts over and above such as are provided for them out of the public funds, has to be built up from its foundation.

(3) With the large expansion of the Royal Navy, which was bound to take place in war, it was thought that to provide for the men who would man it would be about as much as we could expect to do effectively.

Nevertheless, our sympathy with the hardships of the men of the Merchant Navy is very keen and very real, and we are able to put it into practice by sending gifts of articles not entirely suitable for issue to the Royal Navy, also consignments of comforts sent us from abroad accompanied by an expression of the wishes of the donors that a share should go to the Merchant Navy, to the "Merchant Navy Comforts Service," whose Chairman is Mr. E. H. Watts, a member of the Council of the Navy League.

It is the business of our organization to provide by voluntary effort, and to collect as much as possible of everything that can conduce to the comfort and welfare of the sailor, and which is not provided out of the public funds.

On the other hand, direction of the distribution of these articles is entirely in the hands of the Admiralty, who alone are cognisant of the service on which the several ships are employed and of their bases or other addresses, and who keep a careful roster of the supplies sent to each ship by our own and other similar organizations.

The object of this system is, on the one hand, to avoid the duplication and waste of comforts which took place in the Four Years' War and which led to much criticism of the desirability of comforts supply generally, and, secondly, to ensure that every man, whether he is in a service which is engaging the public interest for the moment, or in one which, though equally important, is not in the public eye, shall receive an equal amount of attention.

(Continued overleaf)

Navy League Royal Navy Comforts Supply

Close collaboration is secured by a weekly conference with the head of the Amenities Department, Vice-Admiral H. S. Monroe, D.S.O.

The Admiralty have recently appointed to all the large Naval bases an officer known as the "Port Amenities Liaison Officer," through whom all the local business in connection with the supply of comforts is transacted. The institution of this office has been much to the advantage of "Comforts Supply" in general, by securing close and constant touch between the Admiralty and the Comforts Supply organizations on the one hand, and the prospective beneficiaries on the other.

The above remarks will explain why we have not found it possible to accept gifts consigned to particular ships. We can, however, accept gifts consigned to particular services, such, for example, as "for escorting destroyers," "for East Coast anti-submarine patrol," &c., but we deprecate even this, and prefer to collect for the benefit of the Royal Navy in general, which includes all who work and fight under the White Ensign.

In order to save time and correspondence, the Admiralty have assigned to the N.L.R.N.C.S. the duty of d stribution of all the comforts required by the submarine crews, and the crews of the 44 destroyers recently transferred from the United States Navy.

The Submarine service is worked to a large extent independently of the administration of Naval bases, and in the case of ex-United States destroyers a very great deal of correspondence with mayors and other local authorities of towns and villages from which the ships take their names is involved.

From many of these authorities considerable help has been received in the provision of comforts, but we must say, with regret, also, that in many cases no response has been made to our request, and no appreciation of the honour of having a ship called after their town or village has been shown.

We subscribe £40 per month to the British Red Cross Society and Order of St. John in order to provide gifts for Royal Navy prisoners of war, and shall hope to increase this subscription as soon as we can be assured that the gifts shall reach their prospective recipients within a reasonable period of time.

In addition to comforts in the form of warm clothing, there is another branch of comforts on which we expend a large proportion of the gifts which we receive in the form of cash.

It is the general experience that monotony and boredom are as great enemies to contentment as personal discomfort. There are many ships and services, conducted under varying circumstances, in which men lack occupation for their hours off duty, for instance Armed Merchant cruisers on ocean patrols, battleships and cruisers which spend frequent periods in harbour, but with all hands on board and in immediate readiness for sea, trawlers on anti-submarine patrol, &c.

To such ships and services we send large quantities of dart-boards, games, boxing gloves, playing cards, books and other reading matter, all of which are highly appreciated.

It is obvious that although some of these articles are sent to us in kind, others can only be obtained by purchase in the open market.

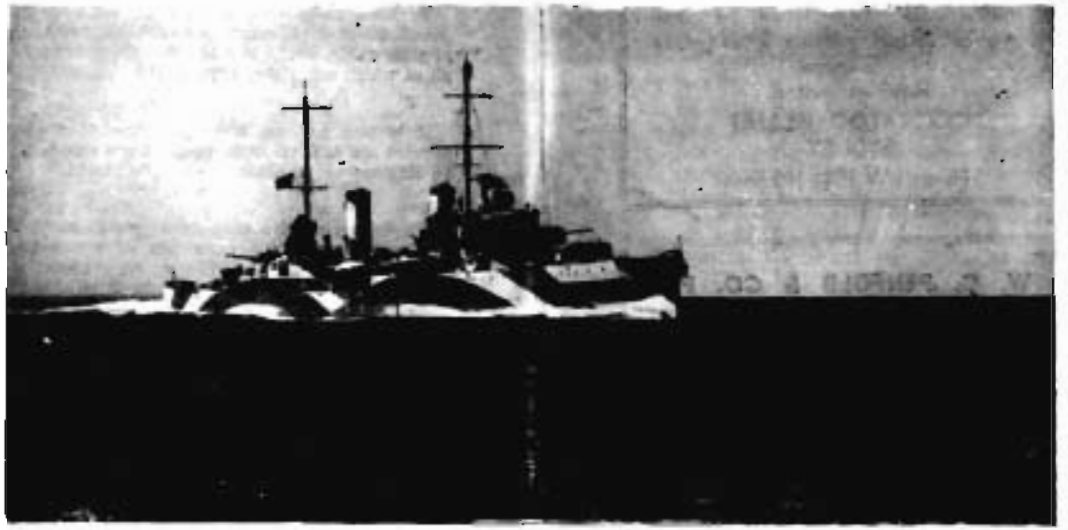
We do not receive perishable foodstuffs, but we issue considerable quantities of preserved fruits, potted meats, &c., which we receive mostly from The Navy League of South Africa and from the Overseas League, to the submarine depots to and from which the submarines go to and return from patrol, and on board which the crews live while their boats are in harbour.

We have recently, by kind permission of the Treasury, been able to put into practice arrangements whereby we send monthly to each of the Naval hospitals a present of cigarettes and tobacco.

Until this arrangement was made, duty had

(Continued on Page 12)

A British convoy steams safely into port after beating off an enemy attack.



(Photo by Dept. of Information.) (Courtesy "S.M. Herald.")

H.M.A.S. "Perth" before she was engaged in the victorious battle of Matapan against the Italians.

SEA CADET NOTES

The O.C. North Sydney Navy League Depot (Mr. J. H. Hammond) reports :—

On Anzac Day this Depot provided the biggest parade of Cadets since its establishment, 200 Officers, Petty Officers and Cadets being present in Martin Place, Sydney, to take part in the ceremony of Remembrance. Heavy rain rather spoiled a well-attended parade at North Sydney Oval, while a Church Parade for Cadets was similarly affected by the weather.

North Sydney Company thanks Mr. Martin, of Messrs. Martin's, Naval Tailors, for the gift of pennants and medallions for Company competition.

Cadets from this unit responded to the invitation of the Commonwealth War Loan Organisers to attend ceremonies in Martin Place, Sydney, in conection with the Loan Appeal.

The splendid numerical strength of this Company is a fine tribute to its popularity, and I have to thank my Officers, Petty Officers, Cadets and Committee for their most helpful co-operation. Such loyalty and willing help make the work a pleasure.

Cadets are warned not to be misled by men describing themselves as Officers of the Navy or of being able to arrange for visits to warships or naval establishments with the object of inducing Cadets to leave the Navy League. Instances of this nature should be immediately reported to your O.C., when the Police or the Naval Authorities will be advised.

* * *

The early sea experiences of Mr. J. H. Hammond will be printed in a later issue.

* * *

Mr. H. Collins reports that his Woolwich unit is training satisfactorily. Apart from the local Cadets, boys from Gladesville, Drummoyne and Balmain are members, and they show the same zeal and enthusiasm in their training as the lads who made the old Drummoyne and Balmain units so successful.

Between 20 and 30 dummy rifles have been loaned, and our Cadets are making full use of them in training operations.

Mr. G. H. Smith, the O.C. Manly unit, reports that the "Manly Daily" gave a splendid report of the regatta held off the Depot recently, and that Miss Cousins had been most useful in compiling the report.

Trophies had been presented to the Sea Cadets ("Vendetta" Company) by Messrs. Morley Johnson and other supporters of the movement.

Mr. H. N. Gorfin, President of the local committee, Messrs. Perse, Craven, Murray, Lake, Munro, Frost and Denyer, Mesdames Gorfin, Smith, Perse, Craven, Gidley and Caves were also present, and assisted to make the occasion enjoyable and successful.

* * *

To find the distance from a stationary object, i.e., lighthouse, beacon, etc., take a four-point bearing (that is, an angle of 45 degrees from the ship's head) and note the log. When the object is abeam again take the log registration; the distance covered between the four-point bearing and the beam bearing is the distance from the object at the moment of taking the second bearing. If there is a current or tide, due allowance must be made.

* * *

Mr. F. Danvers Power, well-known to the Boy Scout world and to many Navy Leaguers, has sent along an interesting booklet entitled "How to Recognise and Describe a Person," from which we hope to use extracts in our Journal.

* * *

The President (Mr. K. McL. Bolton) of the R.S.S. & A.I.L. of A., North Sydney Branch, writes to the O.C. Navy League Sea Cadets, North Sydney :—

"At an executive meeting of this League I was requested to thank you for your co-operation and help by having your unit on parade on Anzac Sunday.

"I also wish to convey to you my own personal appreciation. I trust that on some future occasion we can look to you for your support again. Please convey to your officers and all ranks the League's thanks."

Navy League Royal Navy Comforts Supply—

(Continued from Page 7)

to be paid by patients for their "smokes," whereas while they are serving afloat they are able to purchase them free of duty.

It is on this account that we discourage our contributors from sending us cigarettes and tobacco on which duty has been paid, as far better value can be obtained for the money which it costs them, by allowing us to purchase and distribute the "smokes" free of duty.

The generous subscriptions which we receive in cash also enable us to meet occasional special requests, such as thermos flasks and electric irons.

We appreciate very highly the fact that these subscriptions have not fallen off in spite of the competition of other highly deserving funds, such as the Red Cross, Spitfire and Hurricane Funds, Air-raid Distress Funds, and others. We welcome this as a recognition that, whatever may be the course of the war, and however great may be the clamant needs of the moment, the "Watch and Ward" of the Royal Navy must continue in all its intensity if our sea communications are to be maintained. If it were relaxed, we should not receive our supplies of food and raw materials, our necessary exports could not leave these shores, and our troops could not be sent to wherever the conditions of the war make it necessary.

Wherever the security of a ship, her crew and cargo is concerned, the country rightly expects to hear that "The Navy is here," and thoroughly prepared to do its duty.

In all, during the thirteen months of our operation, we have received as gifts from our contributors, or have purchased, no less than 231,621 articles and have distributed 176,320. The large discrepancy is accounted for largely by a very large gift of socks recently received from the Canadian Red Cross, but we are obliged in any case to maintain a considerable reserve, as we may, and frequently are, called upon at short notice to provide a battleship or a cruiser with a first outfit of woollens, requiring, respectively, about 6,000 or 3,500 articles.

In the above statistics each article of clothing is counted separately, boxes of ten cigarettes, 1-oz. tins of tobacco, packets of magazines and periodicals, and cartons of foodstuffs, are counted as units.

The figures are exclusive of the work of the Branch Depots, which will be referred to later.

Too much space would be required to refer in detail to the work of the sub-depots, on which, together with generous contributions from abroad, we rely to maintain our stocks of woollens.

An exception, however, must be made in favour of the work of a large number of school teachers, with whom we came into touch through Mr. Donald A. Mackenzie, Assistant Editor of "The Teachers World." The results achieved by the teachers themselves and their pupils have exceeded our highest expectations, both in quality and in quantity, and we appreciate them very highly, not only as a welcome addition to our stocks, but as evoking an interest in the Royal Navy on the part of the younger generation.

We trust that our contributors realise that homes can be found where clothing of every description, even though not suitable for the Royal Navy, will be welcomed.

To the Merchant Navy Comforts Service we send second-hand clothing and certain other articles not desirable for men of the Royal Navy. This Service provides the clothing required by men of ships which have been sunk by enemy action, and who find themselves landed at the ports with no clothing whatever except what they stand in.

Articles of women's and children's clothing go to the Sailors', Soldiers' and Airmen's Families Association, and are utilised for wives and children of men of the Royal Navy whose houses have been bombed.

Many articles suitable for the special purpose are sent to Royal Navy Hospitals.

The details of the 176,320 articles distributed are as follows:—

Reefer Jackets	500
Trawlermen's Friends	1,978
Gloves and Mittens	21,851
Helmets	17,503
Scarves	16,885
Stockings	13,516
Socks	16,738
Pull-overs and Cardigans	22,867
Vests and Pants	1,145
Rugs and Blankets	88
Books	13,133

Navy League Royal Navy Comforts Supply

Games and Puzzles	18,153
Playing Cards	7,363
Dartboards	1,994
Conserves	2,059
Cigarettes	13,060
Sweets and Chocolate	2,762
Tobacco	2,420
Miscellaneous	2,105

WOOL

The greater part of our supplies of wool is obtained through the Personal Service League, to which body the Wool Controller has delegated the allocation of wool for knitting for Naval Services. They provide us with a continuous supply of wool of high quality, at a wholesale price, which we retail to our supporters at the price at which we obtain it, plus 3d. a lb. to cover the cost of re-distribution, packing, &c. We obtain this privilege, however, under the obligation to utilise the whole of the produce for the benefit of the men of the Royal Navy in general, and to distribute it in accordance with the wishes of the Admiralty. Consequently, we are obliged, when distributing the wool, to place the recipients under the obligation of returning the whole of the resulting produce to us.

In the long and severe winter of 1939-40 there was considerable delay in the manufacture and transport of the wool and we ran very short indeed on several occasions. However, we were able to make sufficient purchases in the open market to satisfy our sub-depots, although in a few cases not to the full extent of their requirements. The charges to the sub-depots remained the same as if the wool had been bought wholesale, the difference in price being made up from our central funds.

We are now in possession of a considerable supply of wool, and our orders for replenishment are coming in regularly.

The arrangements for distribution of the wool, for the promulgation of knitting instructions, and for acknowledgment and inspection of gifts of all natures received (with the exception of cash) are in the hands of the Ladies' Committee, of which Lady Fremantle is Chairman.

In all, during the thirteen months of our operation, 76,113lb. of wool has been received, and 47,847lb. have been issued to our supporters.

GIFTS FOR SUBMARINES

Standardised merchant ships are to be built in Australia for the overseas cargo trade. The designed speed of the vessels, it is understood, will be ten knots. The difficulties of providing machinery to achieve speeds of 16 knots or more are said to be insurmountable at the present time. Be that as it may, most seamen with active experience of convoy work, of surface raiders and submarines, know full well that slow ships offer every chance to the enemy to work his will.

Apart from war losses resulting from enemy action, slow freight ships will be almost useless when the conflict is over and they are challenged by the competition of foreign owned speedier vessels.

The Navy League

N.S.W. Branch

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AIMS AND OBJECTS

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

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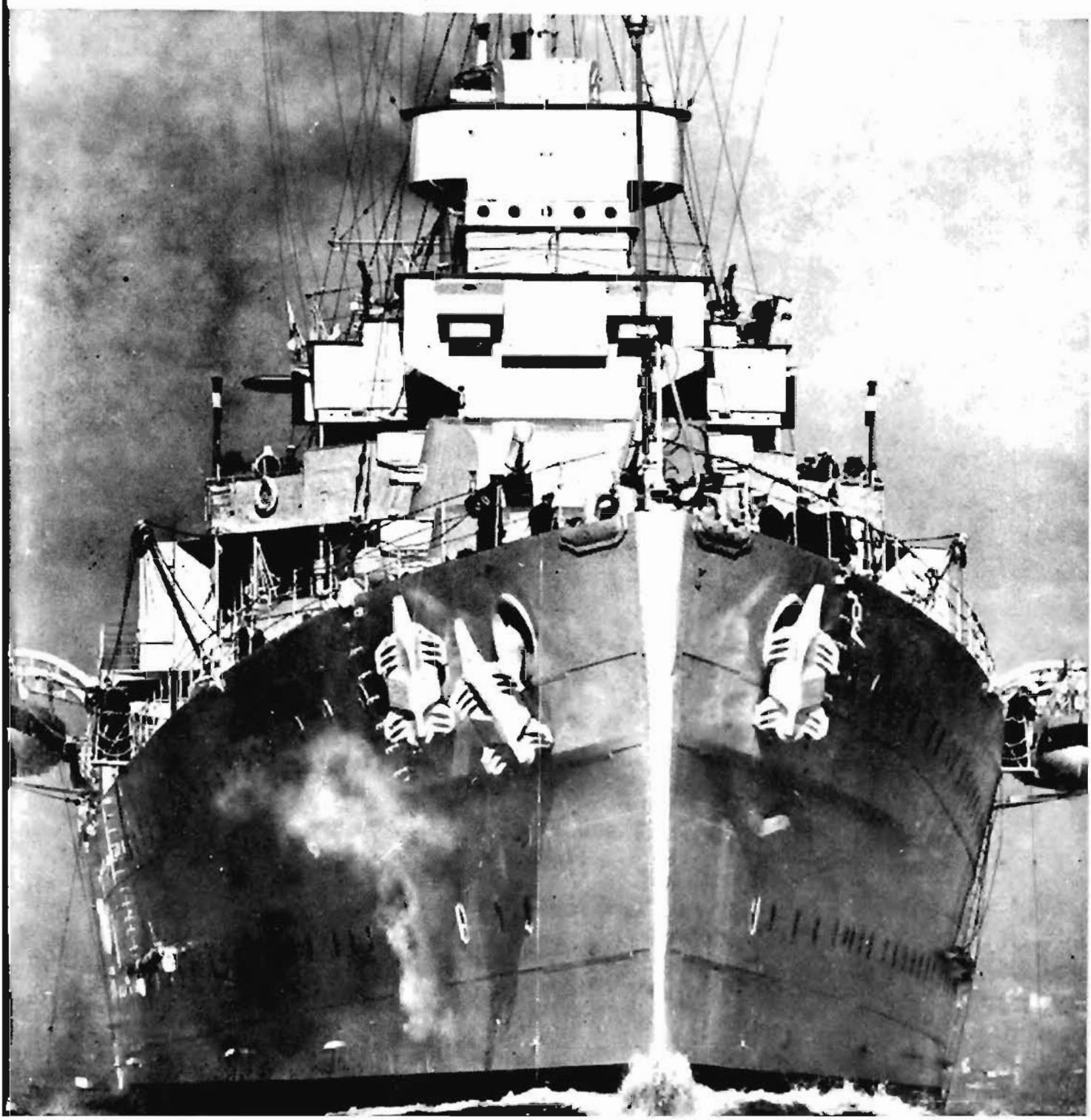

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ALLIED MERCHANT SHIPPING

Losses and Gains

By H. E. HANCOCK

London Editor of "The Journal of Commerce and Shipping Telegraph"

One of the immediate results of Hitler's invasion of Norway and the Low Countries was to hand to Britain "on a plate" a vast number of merchant ships for service in the Allied cause. It is true that by over-running these countries and France, Germany secured potential bases for her submarines and bombing aircraft nearer to British ports and shipping. On balance, however, it is doubtful if she has gained from a shipping point of view.

A few months before war broke out Holland owned 1,532 merchant ships, totalling 2,972,871 tons; Norway, 1,990 ships of 4,834,902 tons; and Belgium, 200 ships of 408,418 tons. All these ships were not, of course, able to get away from their home ports before the invader arrived, but most of them were at sea, and it was possible to get into touch with them by wireless and advise their masters to sail to British or neutral ports.

No doubt much of this tonnage would have been chartered by the British Government, even if these countries had not been brought into the war against Germany, but there would not have been the same necessity, and certainly no compulsion would have been exercised upon the owners to place the ships in the service of the democracies. Now, these ships have been requisitioned by their governments, and are being managed in Great Britain by British shipowners acting on behalf of the Ministry of Shipping, or by commissions of their own countrymen. The invasion of Greece by Italy brought another 1,700,000 tons into the Allied shipping pool.

On the Debit Side

As against this, however, must be set the losses which have been incurred as a result of Nazi action, and the fact that when war broke out Great Britain possessed some 2,000 fewer ships than in 1914.

(*Continued overleaf.*)

ALLIED MERCHANT SHIPPING

The total tonnage of these vessels, which numbered over 7,000, was about one million tons less than at the outbreak of the last Great War. To a nation which was dependent upon overseas transport for the greater proportion of its foodstuffs and raw materials and whose population had increased since the last war, such a decline in merchant shipping was a matter of grave anxiety to those who were in a position to appreciate its significance. It is not necessary to enter into the reasons why this decline had taken place. It is sufficient that Britain entered the war with fewer ships than were necessary to ensure a margin of safety, and with the knowledge that during the war of 1914-18 more than one-third of all British shipping was lost by German action.

It is true that ships have increased in size and speed, and the potential carrying capacity of the British Merchant Navy in 1939 was almost equal to that of the British Merchant Fleet in 1914; but it was fortunate indeed that Germany's action placed such a great amount of the tonnage of other countries at the disposal of Britain.

In addition to the ships she has chartered from Allied and neutral countries, Britain has been able to purchase over half a million tons from the United States. About half the total of Swedish shipping is outside German control, and a very substantial portion has been chartered to Britain.

Swedish shipping is divided into two watertight compartments—that outside the Baltic and that inside. Yugo-Slavian tramps are also continually being chartered by the British Ministry of Shipping, as well as vessels flying the Panamanian flag. Danish and Free French ships have also been requisitioned.

War has brought great calls upon British merchant ships. Before the war much of Britain's food came from Holland and Denmark, especially dairy produce, such as eggs, butter and cheese, as well as a considerable portion of her supplies of bacon. To-day her ships have to make longer voyages to bring such cargoes from other countries. A ship trading to near Continental ports carried away twenty times as much cargo per ship-ton as a vessel trading to, for example, Australia, as the former made fifty voyages a year and the latter only two and a half.

When Italy came into the war British ships trading to the East were, as a precautionary measure, sent round the Cape. This longer voyage was in itself equivalent to the loss of a large amount of shipping. Vessels were also required for the carriage of troops and their equipment from Britain and from other parts of the Empire to the Middle East.

Other vessels have been fitted out as armed merchant cruisers. None of these is available for the carriage of goods.

British shipping has often been described as Britain's lifeline. This has been recognised by the Nazis; and their main efforts during the war have been to cut it. Still greater attacks may be expected in the future.

During 1940 some 4,300,000 tons of shipping was sunk, just over two and a quarter million tons of which were under the British flag. It should, however, be remembered that four and a quarter million tons were engaged in Allied service or in trading for the Allies. Although Britain's losses have been heavy, she still has about 97 per cent. of the ocean-going tonnage which was sailing under the British flag in 1939.

That is the position to-day; but there are no more maritime countries for Hitler to invade, and the reservoir of old ships is drying up in the United States. Britain has now to look to her own shipyards and to those of the United States and of the Dominions to replace the ships which may be lost in the future. More men are being brought back into the industry, and it is estimated that the skilled British shipyard workers of to-day are producing double the amount of new ships which an equal number of men did in the last war.

In addition, a great shipbuilding effort is being made in the United States. New yards are being opened, and in a very short time these will be ready to operate. America is not a great shipbuilding country, but, as an indication of what can be accomplished, it may be stated that in the last nine months of 1917 (the United States entered the war in April, 1917) over 700,000 tons deadweight of new ships were launched by American yards. The total in 1918 was no less than four and a quarter million tons deadweight.

—From Dept. of Information.

WORLD'S GREATEST SHIPBUILDING PROGRAMME

When Hitler set out to win the battle of the Atlantic with mines, bombers, and submarines and raiders, he assumed rightly that Britain was by far the greatest shipbuilder in the world, but, wrongly, that, by combined assault on shipyards and ships at sea, he could win without too long a struggle.

Germany knew that Britain had produced in one year up to 2,000000 tons of shipping, and that the overseas countries of the Empire had never been responsible, in the past twenty years, for a combined tonnage of more than 176,000. In 1936, the figure was as low as 6,239 tons.

In the same year, the total production in the United States was just over 100,000 tons. Owing to trade depression, shipyards were idle and labour dispersed.

Germany assumed that Britain could look forward to little assistance from the United States, the Dominions and India to make good losses which she might inflict on British shipping.

Merchant Fleets of Occupied Countries

Then came the fall of Norway, Denmark, Holland, Belgium and France, and the majority of their merchant fleets sought refuge in British ports. This helped to make good Britain's losses at sea in the first twelve months of war.

When Germany occupied the North Sea, Atlantic and Channel ports, sinkings increased, and, at the same time, came the demand for more ships to transport men and supplies to Africa. Shipbuilding in Britain was speeded up, and the cry went out to the United States, the Dominions and India to help in the task.

When the same appeal was made in 1917, Empire countries responded in 1918 with a total production of 300,000 tons, while the American output was 2,600,000 tons. Production in the present crisis will be both greater and more rapid.

Work in U.S.A.

In the United States, shipyards are being extended, and the output, it is hoped, will soon exceed the high water mark of 3,000,000 tons realised in 1919.

Canada's programme has now reached such dimensions that a total expenditure of £15,500,000 has been called for. In eighteen major shipyards 17,000 men are working at top pressure on the construction and adaptation of various types of craft for naval service, ranging from motor boats to corvettes, mine-sweepers and gunboats. A plan to build merchant vessels is also being developed.

In addition, the Ministry of Supply has chartered freighters which usually operate on the Great Lakes, and may arrange for additional building in the yards which supply these waterways.

Australia's Share

In Australia, plans are under way for the construction of forty naval patrol vessels for escort and anti-submarine work, and £6,000,000 will be provided to build merchant ships of up to 10,000 tons. Every available slip is in operation, and more are being built.

Unlimited and easily trained labour, and the presence of great steel works, made India a great potential source, and all existing yards are busier to-day than they have been for half a century.

The response to British demands will be enormous, and there is reason for full confidence that production will keep pace with destruction.

The Battle of the Atlantic is still being fought, but Britain, slowly is gaining the upper hand.

—From Dept. of Information.

SEA CADET NOTES

The O.C. (Mr. J. H. Hammond) of "Victory" Depot, North Sydney, writes, Cadets from this Company assisted in the Commonwealth War Loan Appeal in Sydney. The cadets are willing and ready at all times to assist any cause having the "Winning of the War" as its object. Many ex-cadets from this unit are serving Australia in the Navy, Mercantile Marine, Air Force and A.I.F. It is most pleasing to receive visits from former cadets now serving in the Forces. Recently C.P.O. Treers and P.O.'s Goodyear and Moore looked in for a yarn. Mr. Brennan also keeps in touch with us. In a recent letter he mentions Messrs. D. Smith and R. C. Thomas, formerly of this Company, and now afloat in the R.A.N.

We hear, too, that Mr. L. R. V. Smith, a former O.C. of this depot, is doing well in the R.A.A.F.

Officers and ratings here wish them all the best of luck wherever they are.

Our boats have been overhauled, and training proceeds according to plan. The officers, all of whom are honorary, attend as many parades as possible, and devote their available spare time in instructing the cadets. Cadets are urged to fit themselves for promotion, as it is the policy of the Navy League to encourage cadets to become efficient and capable of taking charge of squads of cadets and boats' crews.

* * *

The Navy League Sea Cadet Corps is very pleased to hear the complimentary remarks of Mr. L. J. Mort concerning former cadets who are now giving satisfactory service at the R.A. Naval Depot. Mr. Mort, in his letter, says he does not know of a single failure among the trainees who were formerly in the League. Mr. Mort, who is familiar with present naval requirements, urges O.C.'s of Navy League Depots to give every possible attention to knots and splices, knowledge of flags, semaphore signalling,

(*Continued overleaf.*)

Navy League Cadets in this "Sydney Morning Herald" picture are John Guyatt, Stan Clark, Arthur Field, M. White and Ronald Moore.

SEA CADET NOTES

(Continued from previous page.)

Rule of the Road, and parts of a ship. Boat work, too, Mr. Mort states, must be learned in accordance with the Manual of Seamanship, if the boys wish to join the Navy with a useful preliminary knowledge.

* * *

Manly Company's report was not to hand when the Journal went to press, but Mr. Smith, O.C., verbally reported "All Well."

* * *

Mr. Collins, O.C. Woolwich Company, reports that the satisfactory progress noticeable during the last few months is being maintained.

Mr. H. Collison, former O.C. Woolwich unit, writes from Point Cook, and wishes to be remembered to his old colleagues in the League and to the lads at Woolwich depot. Mr. Collison said he had visited the Sea Cadets at Geelong, where about sixty boys were keenly interested in their work. The Port Melbourne Sea Cadets were about one hundred strong, and had a very fine depot. Mr. Collison, through this Journal, thanks the President of the Victorian Branch of the Navy League (Captain Pidgeon) and Mr. Kellar for courtesies so kindly extended to him.

* * *

It is with profound regret we learn of the death of Mr. Dan Waterfield.

The late Mr. Waterfield served in the Navy throughout the World War. For some years he identified himself with the Sea Cadet Corps in N.S.W., and served in Mr. Cooper's Birchgrove Company as Chief Officer.

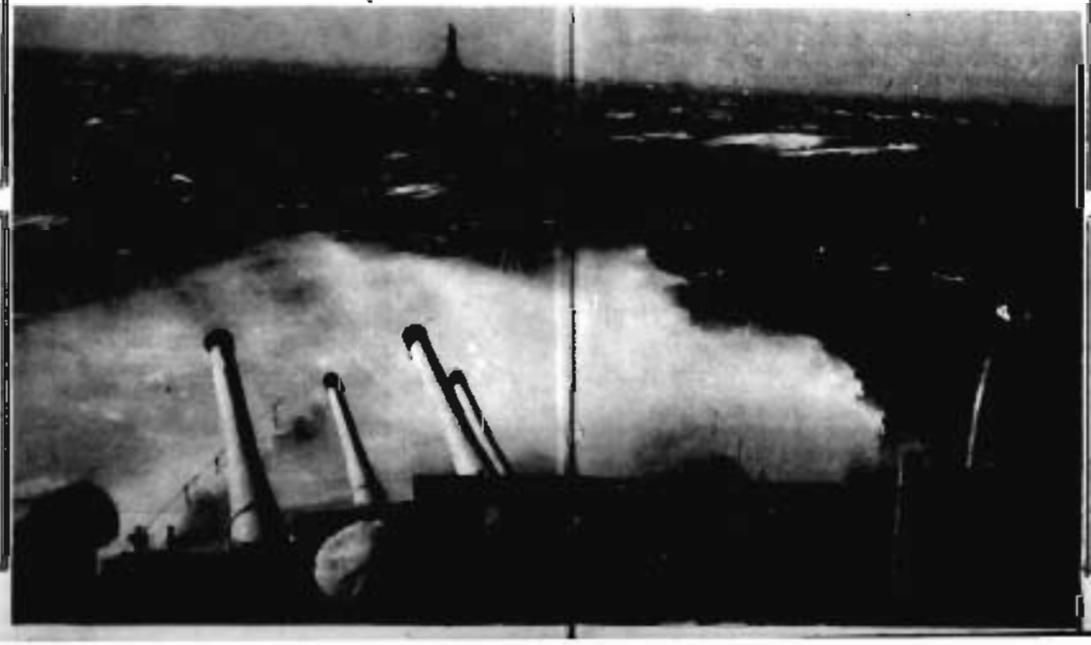
To Mrs. Waterfield and family we extend our sincere sympathy.

LOWER ENTRY AGE IN NAVAL RESERVE

An amendment to regulations reduces the minimum age for enlistment in the R.A.N. reserve from 18 years to 17 years.

Another amendment will permit entry into the reserve of persons substantially of European descent, whereas formerly entry was restricted to persons of pure European descent. Henceforth, too, the Naval Board will be the only authority ruling on advancement, reversion, or disrating of ratings in the reserve. This authority had been vested in a district naval officer.

H.M.A.S. "Perth" on patrol in the Mediterranean.



A WINWAM FOR A GOOSE'S BRIDLE

By

CAPTAIN A. W. PEARSE, F.R.G.S.

In sailing ship days, a common reply when boys asked old sailors questions the answer to which they were ignorant of, was for them to say: "Go and rig a Winwam for a Goose's Bridle; don't worry me."

Some years ago when I was at Cape Town I heard how an American shipmaster was taken literally and what happened.

One day there arrived in Cape Town a very handsome yacht, owned and commanded by a British nobleman who was the proud possessor of a deep sea master's certificate. On her reaching port it was noticed that a big American ship was flying a signal that she required a new mate, and the conversation on the yacht turned to the subject of the brutal treatment of their crews by American masters and mates in those days. To make a long story short, the yachtsman laid a very large wager, £2,000, that he would get the billet as mate and go to sea in the American. He was rowed across to the ship and went on board and presented himself to the captain. "What do you want?" said he. "I want that job of mate." "You do, do you?" said the skipper, looking sneeringly at his immaculate get-up, "do you know anything about a sailing ship?" "Yes. I served my four years' apprenticeship in one, and have got my master's certificate." "Well," said the captain, "I am in a corner, so I'll ship you, but none of your yachting monkey tricks here. I am going ashore for my papers; get all ready to heave up, and when ready rig a Winwam for a goose's bridle." "Aye, aye," said the new mate. Out of the corner of his eye he noticed the men grinning.

Directly the captain went ashore he started moving things, sent a boat over for his clothes, with his farewells, and arranging for the yacht to pick him up at Hong Kong.

The captain fixed up his business ashore, and was having a farewell drink with several brother skippers when one of them said: "Good Lord

alive, what are they doing to your ship, old chap?" The skipper turned and looked round, and saw a sight to make him stagger. From the deck to the royal yard of the mainmast he saw a huge hawser festooned and bighted together about every three fathoms. Saying a hurried good-bye, he rushed to his boat and was rowed on board. He was met by the new mate, who smilingly said: "Have hove short, sir; she's ready for sea." "But what in hell's name have you been doing to the mainmast?" said the captain. "Why, the last thing you said to me, sir, was that I was to fix up a Winwam for a goose's bridle, and that's the nearest approach I know to it. Your second mate and boatswain tried to put their oar in and stop me. You'll find them both in the scuppers quenching their gore. I believe in obeying orders."

What he had done was to get an eight-inch hawser up from below, carried it to the masthead, and festooned it. Being an amateur lightweight champion, he had dealt it out to his next in command, and to the boatswain, for refusing to obey his orders. He made the trip as mate and won his wager. The captain never tried to pull his mate's leg again, and for years afterwards was the butt of many American sailormen.

PLEASE NOTE

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

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

Telephone - - - - - - B 7808

LINKING THE OLD AND THE NEW WORLDS

By "Spithead," in "The Nautical Magazine"

The Atlantic Ocean played the major part in the progressive development of civilisation, when ships made neighbours of nations; and during the past 300 years the progress of navigation and shipbuilding has transformed the Atlantic from a vast, uncharted ocean to a mere water-street between the Old and the New Worlds. Where a sailing ship of the sixteenth century took approximately 120 days to sail across the 3,000 miles separating Europe from America, the super liners of to-day complete the same voyage in five days.

The names of ships that have linked the Old World with the New are legion, but the one ship whose name will be revered as playing a founding part in the bringing together of the Old and the New is the "Mayflower." This little broad-beamed sailing vessel of only 180 tons, with square rig, three masts, and double decks, with the upper structure of the poop deck rising high above the stern, has played a greater part in the history of civilisation than any other ship. She forged the first strong link between the two English-speaking peoples, the United States of America to be and England; and the example of her adventure was followed by other countries on the Continent of Europe.

Crossing the Atlantic in the great liners of to-day's ferry service, one taxes the imagination trying to realise what a hazardous voyage was that of the "Mayflower" when, on August 15th, 1620, she set out for America from Southampton, which ancient seaport still remains the principal historic link on the Old World side of the Atlantic.

From Southampton's West Quay the "Mayflower," in company with the smaller vessel, "Speedwell," sailed with the Pilgrim Fathers and the Pilgrim Mothers on the first stage of their voyage. A memorial to this human episode in Anglo-American neighbourhood was unveiled on August 15th, 1913, by Dr. Walter Page, the United States Ambassador to the Court of St. James. In shape it is that of a Greek Ionic cupola capped by a copper model of the "Mayflower" serving as a weather vane, and erected on the West Quay on approximately the exact site from which the ship sailed.

Summer gales, with stress of weather, met the two small craft as soon as they sailed from the shelter of Southampton Water and the Solent, past the Needles and into the open waters of the Channel. Battling against strong head winds and short steep seas, the vessels eventually sought shelter in Plymouth from the Channel storms. The "Speedwell," proving herself not seaworthy enough a craft to continue the hazardous voyage across the Atlantic, remained in Plymouth and transferred her emigrants to the parent vessel. The "Mayflower" had gathered together a company of 102 stalwart Pilgrims, 78 men and 24 women, and set sail from the Barbican on September 6th. After a terrible voyage in the Atlantic lasting 107 days, she made a forced landing on December 21st on the coast of Massachusetts. The "Mayflower" had been 128 days on her voyage from Southampton.

Another romantic link between the Old and the New Worlds was the voyage of the two small sailing ships "Ark" and "Dove" from Cowes, the Isle of Wight port in the Solent, about 10 miles from Southampton. These little vessels started from Cowes Roads on November 22nd, 1633, thirteen days after the Pilgrim Fathers had left, and carried the first British settlers to Maryland. There is a bronze plaque let into the terrace wall of Sally Port at the eastern end of Cowes Parade that commemorates the sailing of the "Ark" and the "Dove," and is the gift of the Ark and Dove Society, Baltimore, Maryland. Lord Fairfax, a direct descendant of the first settlers in Maryland, dedicated and unveiled the plaque on November 22nd, 1933, in the presence of the United States Ambassador, and Sir Timothy Eden, whose forebears were also amongst the families who founded the New England State. Miss Alethea Serpell, of the Ark and Dove Society, Baltimore, presented the Cowes Council with a gavel made from the original mulberry tree which the voyagers saw silhouetted on their first landfall in Chesapeake Bay. Maryland, the name they chose to give their new home, was in honour of Maria, wife of Charles I., who granted the first charter.

(*Continued overleaf.*)

LINKING THE OLD AND THE NEW WORLDS

(*Continued from previous page.*)

Littlehampton, a tiny port on the West Sussex coast, some 12 miles eastward from Cowes as the crow flies, also plays an important part in this bringing together of the Old and the New Worlds, and consequently is a Mecca for United States citizens during the summer season. At the back of this port in typically English countryside, William Penn, the Quaker, spent his youthful years, though he was born in London twenty-four years after the "Mayflower" sailed. A rugged, independent character, with views on religion at variance with the National Church, Penn was expelled from Christ Church College, Oxford, and imprisoned three times for his beliefs, serving one sentence of nine months in the Tower of London. His father's influence with Charles II, a royal friendship founded upon a debt of £15,000 owed to Admiral Penn, eventually gained young William his liberty. Penn junior founded a Quaker House at an old farm near Coolham, the actual meeting place being called the Blue Idol, a name suggested by a figure-head on one of his father's ships.

It was in this Sussex village that William Penn first dreamed of sailing to America to found a Quaker colony, and actually set sail to cross the Atlantic in 1682 in a 300-ton ship. The voyage took 70 days and was one of great hardship, during which a third of the 100 would-be colonists passed away through illness. In America Penn and his faithful followers took over a large tract of virgin forest land, naming it Sylvania. More friendly disposed towards the young Quaker, and no doubt with an eye on business, Charles II offered Penn the land in discharge of his father's £15,000 debt. Penn accepted it gladly, and the present prosperous Pennsylvania was founded.

The United States had been linked intimately with the West Sussex. Both William Penn and John Harvard (who founded the United States University) married Sussex women from the village of Ringmer. Also, there seems little doubt that the legislative capital of the States was named Washington after the small village of the same name near which Penn lived.

Since these far-off days the Atlantic has become a speed track for ocean liners; the nations of the United States, France, Germany, Holland, Italy and Britain have spent upwards of £50,000,000 in quest of the Blue Riband for the fastest passage on the East and West crossings. It took nearly 200 years before anything like an organised, regular passenger route across the Atlantic was established. The Black Ball Line, nineteenth century, was the first to make anyfounded in New York in the early years of the thing like regular voyages with their fleet of fast sailing clippers, and an average of 30 days was taken to do the journey from New York to Liverpool.

In the early nineteenth century shipbuilders amongst both the English-speaking peoples were daring enough to experiment in steam-driven vessels. In 1807 Fulton was making tests with a steamer named "Clermont" on the Hudson River, whilst a few years later on the River Clyde came the first voyages of Bell's steam-driven "Comet."

Prior to 1833 some vessels had begun to use the steam engine as an auxiliary in crossing the Atlantic, though relying mostly upon sail. But in that year the "Royal William," a Canadian-built vessel, was the first to cross entirely under steam power, and laid the foundations of the great Atlantic ferry service we know to-day. The "Royal William" was built by subscriptions totalling £16,000, and heading the list of 144 subscribers was the name of Samuel Cunard, who a few years afterwards formed the famous Cunard Line, which to-day owns the largest Atlantic liners, "Queen Mary" and "Queen Elizabeth."

Although voyages were made under steam by the paddle vessels "Great Western" and "Sirius" subsequent to the "Royal William," no actual regular service was established until 1840. The pioneer Cunarder "Britannia" initiated a regular ferry service between Liverpool and New York, and incidentally set sail on her maiden voyage on July 4th, on the 64th anniversary of the Declaration of American Independence.

The "Britannia" was also a symbol of goodwill between the American and British peoples. In the winter of 1844, during the great frost in Boston harbour, the "Britannia" was held fast in the ice. The merchants of Boston expressed their friendship in a practical way by subscribing for the cutting in the ice of a 7-mile canal, 100 ft. wide, to allow "Britannia" to proceed on her voyage with the mails, which she could do after two days. The British Post Office, it is said, offered to defray the expenses of cutting the canal, but this reciprocal gesture was refused by the Boston merchants, who expressed a desire that good relations should always exist between the two nations; and such a spirit of good neighbourhood has existed ever since.

United States shipowners founded the Collins Line in 1846, and their fleet of wooden steamships was the first to have straight stems, and being nearly 3,000 tons each, was in advance of anything yet known in the Atlantic transport service.

During these years international competition rose between rival countries, and the first German liner, the Nord-Deutscher Lloyd "Bremen" started in 1858. The same year saw the beginning of another famous shipping line, the Inman Line, sailing between Liverpool and Philadelphia, and a rival to Samuel Cunard's ships. The steamers of the Inman Line were named after cities, one of the best known being the "City of Washington"; but the fastest was the "City of Paris," which won the Blue Riband from the Cunarder "Scotia" in 1866. It was at this time that liners changed from using paddles to being screw-driven and were made of iron instead of wood.

With the early 'nineties came the big liners, and the entry into the Atlantic service of France and Italy and, more seriously, Germany. In 1897 the "Kaiser Wilhelm der Grosse," of 14,000 tons, won the Blue Riband for Germany and started an age of intense competitive rivalry for this speed trophy of the Atlantic between the four European countries, Italy, France, Germany and Britain, each of which captured it, only to lose it again. From this period onwards the famous liner in the Atlantic service was the old "Mauretania," which held the Blue Riband for two decades, taking it away from "Kaiser Wilhelm II" in 1909, and holding it till July, 1929, when she was beaten by the super German liner, "Bremen." Honours then went to the Italian liner, "Rex," but her record was beaten by the German "Europa," which in turn was passed by the colossal French liner, "Normandie," holding it for a few months until beaten by the gallant Cunarder, "Queen Mary." But a few months afterwards "Normandie" won it again, only to lose it permanently to the same British crack vessel.

"The stateliest ship in being," was King George V's description of the "Queen Mary." This great ship is really the latest link between the Old and the New Worlds—the "Queen Elizabeth," although having sailed her maiden voyage to New York, is not yet in commission as a passenger liner. She is so vast that she could carry in her great saloon the "Mayflower," the "Ark," the "Dove," and the "Santa Maria" of Columbus, which ships of three centuries ago would appear super decorations aboard her. These little sailing vessels carried 100 passengers; the "Queen Mary" is a floating town of 5000 inhabitants, and symbolises in our day the romance of Atlantic sea transport.

The "Queen Mary" is a sister ship of the little "Mayflower," and of the first Cunarder, "Britannia," of a century ago. Carrying modern pilgrims to the United States, she sails approximately from the spot in Southampton Docks as the "Mayflower" did 320 years ago. Again King George V said: "Samuel Cunard built his ships to carry the mails between the two English-speaking countries. This one is built to carry the people of two lands in great numbers, to and fro, so that they may learn to understand each other. . . . May she in her career bear many thousands of each race to visit the other as students and to return as friends. . . . May her life among great waters spread friendship among the nations."

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

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