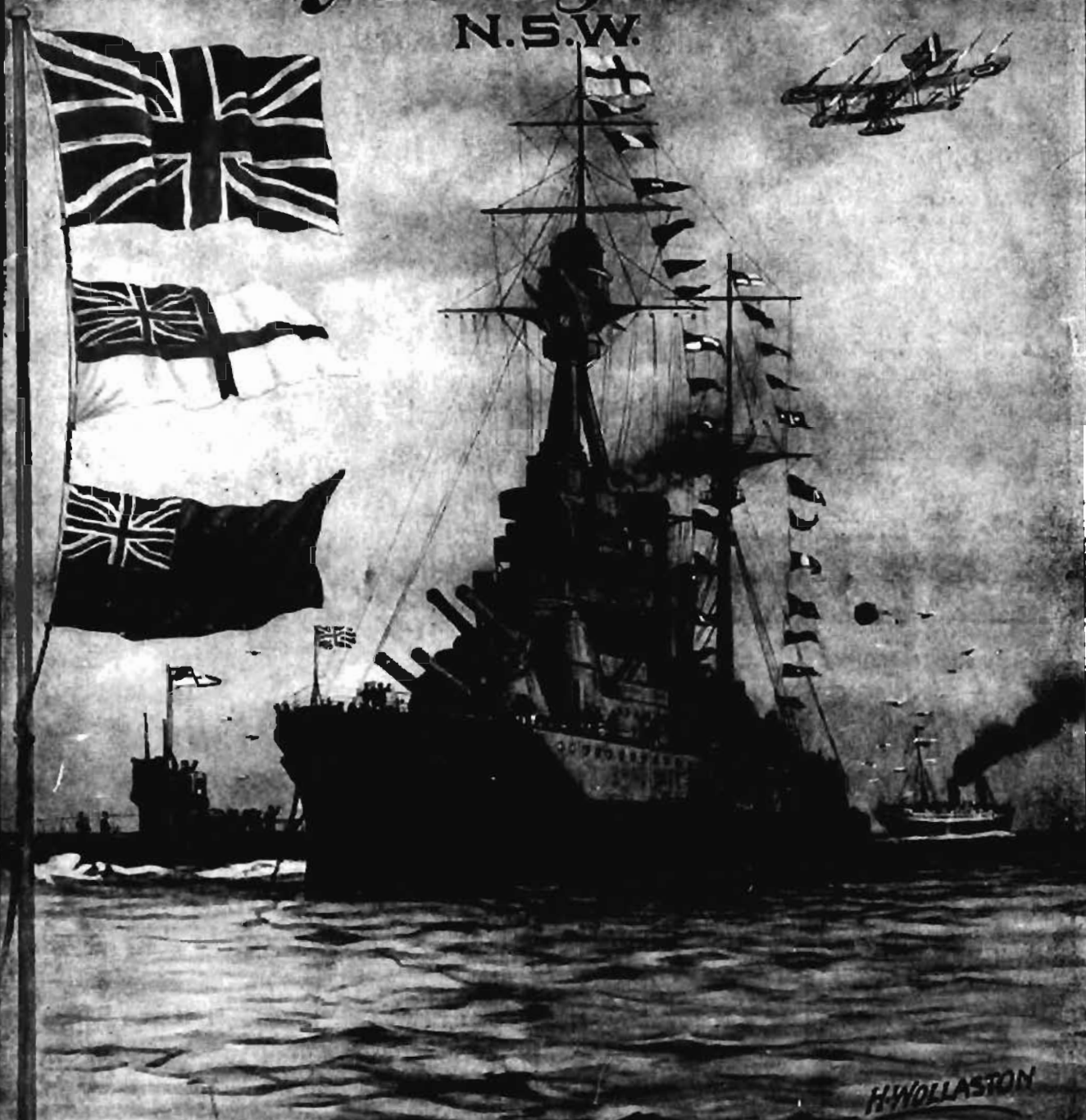


VOL 3. No. 12.

The Navy League Journal

N.S.W.

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The Navy League Journal

VOL. III. No. 12.

SYDNEY, APRIL, 1923.

PRICE 3d.

The Romance of the East India Company.

BY GERALD A. HILL.

(Continued from March issue).

II.

A FEW months after the survivors of Lancaster's ill-fated expedition returned to England, in 1593, a company of London merchants, known as the Levant Company, obtained a charter from Elizabeth for trading to India by the overland route. In the meantime, the Dutch had got busy and sent out an expedition, under Cornelius Houtman, who, avoiding the mainland of India, established friendly relations with the natives of Sumatra and Java, in fact, that part of the Eastern Archipelago which has ever since been known as the Dutch East Indies, and from which source Holland to-day derives a goodly portion of her wealth.

This caused perturbation enough among the London merchants, and the Levant Company found their charter of overland trading of very little commercial use, compared with a direct traffic by sea.

Houtman returned in 1597, and his countrymen immediately besieged the English ship yards for all the tonnage available. This proved the last straw to the English, who saw not only their chances of sharing in the

treasures of the Orient fast disappearing before their eyes, but their best ships, by which those treasures might be obtained, hired out to the Dutch. And so it came about that the Lord Mayor (Sir Edward Osborne), Thomas Smythe, Sir Richard Staper, and other members of the Levant Company, petitioned Elizabeth for a Royal Charter to trade to the Indies. That vacillating dame could not make up her mind. First she would, and then she wouldn't, and, although the petition was submitted for Her Majesty's approval in 1598, it was not until December 31, 1600, that this tantalising monarch could make up her mind, and "a privilege for 15 years granted by Her Majesty to certain adventurers for the discovery of the trade to the East Indies" was secured.

The charter, having been granted a capital of £68,323, having been subscribed, all that was now necessary was to obtain the necessary ship's crews and equipment and appoint a commander to the same.

The ships selected were the "Red Dragon," "Hector," "Ascension," and "Susan"—totaling 1,400 tons and 480 men—and the com-

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mander for the first voyage that same James Lancaster who had shown to such advantage when in command of the "Edward Bonaventure" in that ill-fated trip to the Indies which ended some six years previous.

Their outward cargo consisted of iron, tin, lead, and cloth, etc., not forgetting smaller items in the nature of trade goods, such as looking-glasses, spoons and glass toys, besides many elaborate presents from Elizabeth to the King of Achcen (Sumatra), to which potentate Elizabeth had also addressed a letter in terms rather more elaborate even than her presents.

This expedition left Woolwich, 13th February, 1601, but owing to the numerous delays, head-winds, and the very indifferent navigation of those days, did not arrive at Achcen until the 5th June, 1602. Here Lancaster was received with great friendliness, and he was escorted to the court in semi-royal fashion. "Great elephants, many drums, trumpets, and streamers, with much people," adorned his progress. Lancaster delivers Elizabeth's letter accompanied by the presents, which included "a bason of silver with a fountain in the midst of it weighing 205 ounces, a great standing cup of silver, a rich looking-glass, a case of fine daggers, and a fan of feathers." This last appeared to catch the worthy monarch's fancy more than any of the other more valuable gifts, for he at once seized upon it and commanded one of his women to "fan him there withall, as a thing that pleased him most."

Lancaster seems to have made a good impression, for the king gave him absolute liberty to trade among his people, and offered him every assistance. So Lancaster, leaving a couple of factors ashore at Achcen to gather in a cargo for his ships, he takes him to the Straits of Malacca, there to indulge in the gentle pastime of privateering, the hobby of all true Elizabethan seamen. It wasn't very long before the 900-ton "St. Thane," flying the hated flag of Portugal, came along and surrenders, and her cargo of 950 packs of calicoes transferred to Lancaster's ships.

From Achcen Lancaster goes to Java, and here the "Ascension" and "Susan," having completed their cargoes, he despatches to England, he himself following with the "Dragon" and "Hector" on 20th February, 1603.

Lancaster had a very unpleasant voyage home. When in the Indian Ocean a "very sore storm" overcame them, "and the seas did so beate upon the ship's quarter that it shooke all the iron worke of her rother (i.e., rudder), and the next day, in the morning, our rother brake cleane from the sterne of our shippe."

Lancaster plies all the arts known to seamen to make good the loss, ultimately there being no spare spars on board, misteps his mizzen mast (no mean feat at sea even in a ship of the "Dragon's" tonnage), and orders the carpenter to shape a rudder out of it. This is done, and, with what herculean efforts, craft and ingenuity can best be imagined, placed in position, and so well was the work contrived that it not only took them safe through the storms of the Cape, but lasted until September 11th, when they "came to the Downes well and safe to an anchor, for the which thanked he Almighty God Who hath delivered us from the infinite perils and dangers in this long and tedious navigation."

The voyage, which occupied two years seven months and twenty-six days, proved so successful, and the skill and courage shown by Lancaster so marked, that James I., who was now on the throne, knighted him. The shareholders in this first venture received 95 per cent. on their capital invested. The next few years were occupied by the company in an effort to establish factories principally at Surat, a town situated about 100 miles north of Bombay, and a great trading centre of the Mughals. To this the Portuguese offered strenuous opposition, both by intrigue at the Court of the Great Mughal at Agra and by force of arms. It was about this time, 1607-1610, that the company began to consider the advisability of building their own ships. So far, the company had bought what ships it required in the



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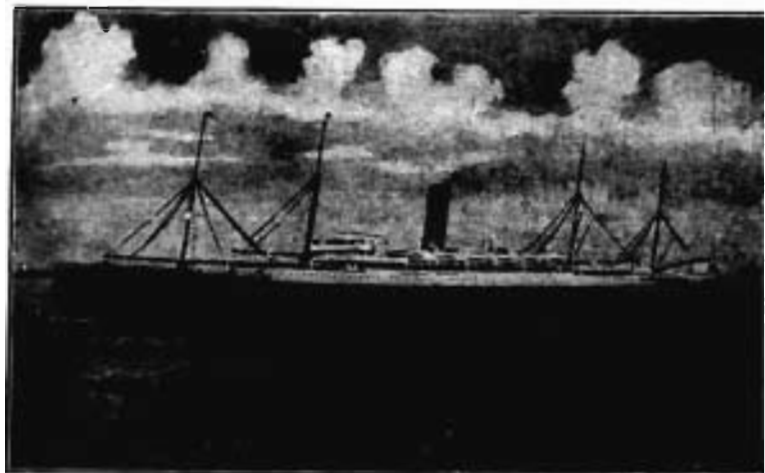
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open market, but the supply of ships large enough and sufficiently stalwart to cope with the demands made by such voyages as the Indianmen made, was not sufficient for the needs of the company. Moreover, the owners of such craft as were available, seeing the demand there was for their ships, rushed the price up until they were asking as much as £45 per ton. Hence the company decided to build its own vessels, and they hired from Mr. Guest a shipyard at Deptford, paying for the use of the same the modest rental of £30 per annum. The first two craft to be launched from the Deptford ways were the "Trades Increase" and the "Peppercorne." The launching of the former was made the occasion of a Royal ceremony. The King himself did the launching, and in honour of the occasion gave Sir Thomas Snythe a medal. These two vessels were to inaugurate the company's sixth voyage, for which a capital of £82,000 had been subscribed.

It must be borne in mind that each voyage was looked upon as an entirely separate and distinct venture, and the profits accruing from such issued accordingly. That is to say, an investor did not so much actually invest his money in the East India Company, as in a specific voyage of that company's ships. Nothing was spared to make this sixth voyage a success. Journals were to be kept, giving details of trade, coinage, weights and measures, and the character of the inhabitants of the various ports. Blasphemy, swearing, drunkenness and gambling were to be punished as "calculated to provoke divine vengeance." For similar reasons the captains were to be "careful to assemble together their whole family every morning and evening and to join together in all humility with hearty prayer to Almighty God for His merciful protection and favour," and they were further enjoined in all things to "uphold the honour of our King and the reputation of our traffick."

The outward cargo consisted of cloth, lead, red lead, tin, quicksilver, vermilion, sword blades, kerseys and red caps. They were to

bring home spices, calico and pepper, especially pepper, not forgetting "rare birds or beasts for the company's patrons." Sir Henry Middleton was the commander of this sixth voyage. He took his ships to Surat where, finding the opposition of the Portuguese and Mughals, incited by the Portuguese, too great, he turned his attention to the Red Sea, and finally makes for Bantam. Here the "Trades Increase," while being careered, fell over on her side and was set fire to by the Javanese. At the news of this, Middleton, who was already ill, broke his heart and died, leaving Captain Downton in the "Peppercorne" to complete the voyage alone. This Downton does, and, in spite of such trifles as catching on fire, breaking their main truss, losing a lot of sails and a lot more men by sickness and leaking like a sieve so that all his powder is spoilt, he brings the remains of his ship and crew safe back to England, and with so valuable a cargo that the shareholders receive 214 per cent. for their investments.

(To be continued.)

EMPIRE DAY.

The Royal Colonial Institute, the Victoria League, the Navy League, the Millions Club, the King and Empire Alliance, and the British Empire Union are all uniting to celebrate Empire Day this year.

A Joint Committee of representatives from each Society has been formed, and the programme which is being drawn up includes a Public Demonstration in Martin Place, a Luncheon, and a Public Dinner at which their Excellencies the Governor-General and Lady Forster, and His Excellency the State Governor and Dame Margaret Davidson will be present.

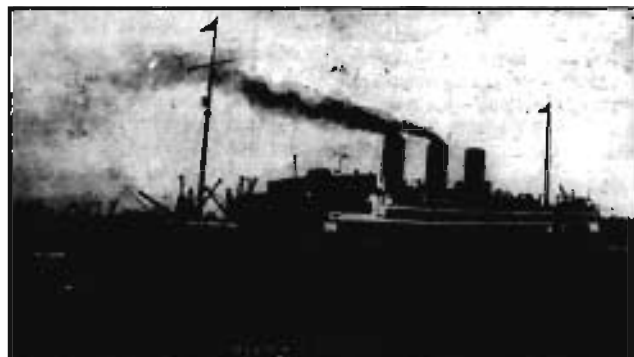
The Committee also proposes to interest itself in the School celebrations of the day.

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NAVAL APPOINTMENTS.

The following appointments to the Royal Australian Navy are announced:—

Commodore, 2nd class: Herbert Mac I. Edwards, to Cerebus, additional while on passage to United Kingdom, March 10.

Captain: Arthur G. Crawford, to Penguin, as Captain-Superintendent, Garden Island, and Senior Naval Officer, Sydney, March 9.

Lieutenant-Commander: William M. Vaughan-Lewis, to Cerebus, additional while on passage to United Kingdom, for reversion to Royal Navy, March 10.

Lieutenant: (S) Reginald V. Barton, to Cerebus, for Signal School, March 8; (N) Willoughby N. Barton, to Sydney, March 17; (N) Lloyd F. Gillies, to Penguin, additional, March 20; Cyril E. Lowther, to Tasmania, in command, March 3; James C. B. M'Manus, to Adelaide, March 3; Creslock K. Price, to Adelaide, March 3; Hector M. L. Walker, to R.A.N. College, additional, March 15; Ian C. R. Macdonald, to Anzac, March 17; Henry A. Showers, to Tasmania (temporarily), March 1; William H. Thurlby, to Sydney, March 1.

Engineer Lieut-Commander: Oscar A. Ireland, to Cerebus, for charge of Mechanics Training School, etc., March 5.

Paymaster Lieutenant: Thomas F. Maynard, to Melbourne, April 12; Allen Feyer, to Penguin, as Secretary to Captain-Superintendent, Garden Island, April 16; Alfred E. Sharp, to Penguin, additional, April 16.

Paymaster Sub-Lieutenant: Alfred L. Credlin, to R.A.N. College, April 7.

Commissioned Gunner: David Ogilvie, to Penguin, additional, March 1; Arthur Brown, to Cerebus, additional while on passage to United Kingdom, March 31; Arthur Greening, to Cerebus (T), April 12; Charles H. Soper, to Marguerite, for Brisbane, March 12.

Gunner: (T) William J. Cleave, to Cerebus, for torpedo school, March 8; (T) George T. Saunders, to Marguerite, for Brisbane, March 19; (T) James A. Graham, D.S.C., to Marguerite, for ships in reserve (temporarily), March 31; David P. Smith, to Cerebus, for gunnery school, April 12; Frederick W. Nicholls, to Cerebus, additional, to await passage to United Kingdom, April 19; (T) Frank Wright, to Tasmania, March 10; Charles F. J. Crabb, to Adelaide, March 15; Alfred H. Turton, to Ceratium, March 14.

Boatswain: Joseph W. Williams, to Melbourne, March 26; Alfred J. Reed, to Cerebus, April 9; George E. Hewish, to Sydney, April 19; Stephen Clough, to Tingira, April 30.

Midshipman: Phillip Bailhache, Francis M. Milne, Henry M. Burrell, Edwin A. Good, Neil M. Sherlock, Karl E. Oom, Gordon McD. Wilson, Edward P. Liddell, all to Cerebus, additional, while on passage to United Kingdom, April 4.

Paymaster Midshipman: Patrick V. O'Reilly, to Melbourne, as clerk to secretary to commodore commanding.

The following promotions are announced:—Sub-Lieutenants: Geoffrey Aitken Hall and Robert Bagster Ailes Hunt, to be Lieutenants (provisional), to date February 28.

The following appointment to the auxiliary service is Lieut. Francis J. Young to be district naval officer, South Australia, December 13, 1922, as acting lieutenant-commander.

Lantern slides should be returned to Drummoyn Depot for re-arrangement of series. It is hoped that the League lantern and slides will be much in evidence during the winter evenings.

The White Australia Problem.

War Historian Replies to
Lt. Commander Rolleston.

In a letter to the Editor, Captain C. E. W. Bean writes:—

AS you have inserted in the JOURNAL of our branch of the Navy League an article by Lieutenant-Commander Rolleston, questioning whether the White Australia policy is tenable, and as this JOURNAL circulates among a number of young Australians, I trust you will insert this answer to it.

Commander Rolleston says that unless tropical races who are physically capable of working in Northern Australia are admitted to that part of our country, it must remain unproductive, and a source of constant danger. Our policy of "White Australia," he says, "is . . . impossible of realisation, because it is too utterly selfish." Therefore, in order to keep other races out of Australia, he urges us to let Indians in to occupy the Continent as far south as the 10th degree of latitude.

The adherents of the White Australia policy (who, I take it, comprise at least 90 per cent. of Australians, and of the members of your branch of the Navy League) certainly harbour no unfriendly feeling towards Indians at this moment, and very little, if any, towards any Oriental nation. The thinking ones among them also regard, almost as seriously as Commander Rolleston, the difficulties of settling Northern Australia with white people. Nevertheless, there are dangers which they fear even more deeply than the one—a war with some Eastern power—which is feared by Commander Rolleston; and I think they see further and more truly.

They look to every country in which the East rubs against the West to-day, or in which it has done so since the time when the Persians attempted to invade Greece; and they see—as one of the plainest lessons of history, including the history of the present year—that an artificial boundary between Eastern and Western peoples means intense friction, hatred, and war along that boundary from century to century without any prospect of

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peace. They see that if they were to admit an eastern race to inhabit Australia as far as a certain boundary, where no natural boundary exists, and if they could confine that race to its side of that boundary (which few believe possible) they would only be introducing into Australia the hopeless problem of the Balkans. This continent, at present free from hatred of the Japanese, or Chinese, and much more so of the Indians, would become the field of a race struggle without hope of solution, and of which the bitterness on both sides would be intense.

The opponents of "White Australia" found their arguments upon the supposedly scientific promise that it has been proved that a Western race cannot live and work in tropical Australia. That is not true. Everyone can see that white settlement has failed up to the present in the Northern Territory; and it is admitted that in other tropical countries the problem of their settlement by a white race has often been apparently insuperable. But to what extent has this question been studied?

How can we say that it is impossible for white men to inhabit and work in Northern Australia until a really national effort has been made to solve the question of its possibility? Until painstaking, systematic, scientific research has been directed to discovering what (for example) are the most suitable conditions for life there—the coolest, healthiest and most comfortable form of house for the various areas near the coast and inland?; the most suitable and easily prepared food?; the best pattern of clothes and head-gear?; the best organisation for labour?; the best mechanical and other aids in household and other work?; until experiments have been carried out in each district to discover how far each possesses local advantages for the habitation of white men, and the country has been systematically mapped accordingly?; until, with the whole support of the Australian Government, exhaustive inquiries have been made by resident scientists into the physiological effects of residence in tropical Australia?

We know that, by the application of American brains, white men were enabled to live and work to an extent previously considered impossible, in the Panama Canal zone. Many of us also believe that if it had become necessary, during the late

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war, for an Australian army corps to live and fight in the Northern Territory, Australian and British brains would have enabled it to do so. The problem of whether women and children can live there can be attacked with the same whole-hearted concentration of purpose as was applied to other problems during the war.

When these investigations and experiments, and all others which the national ingenuity and energy can suggest, have been carried out—and not till then—it may be possible to decide whether white men can be taken straight from temperate regions to live in tropical Australia. But that is not enough. It would be necessary to attempt further solutions before deciding that White Australia was impossible. In the first place, it would have to be determined whether white men and women could live and work in the country by spending, for example, a portion of each year, or of each series of years, in temperate Australia. Finally, there remains the method by which many of us believe that the North will eventually be peopled, even if all other methods of settling Western peoples there should fail, by colonisation by Australians living in the sub-tropical districts immediately bordering upon the North. If, within 100 years or more the North can be gradually filled by the overflow of the acclimatised population from further south—by adventurous young Australians eager to strike out into that sparsely inhabited country as the rest of Australia fills—then, as a last resort, that solution is worth waiting for.

Ninety per cent. of Australians would rather struggle for the next hundred years for this consummation than admit into their country the interminable problem of the Balkans. And that is the White Australia policy. No doubt the Australian nation falls short of doing everything that it could do towards the solution of its most urgent problem—what nation does not? But our duty as citizens seems very plain—to urge upon our Government, as far as we can, to attempt with full energy to solve this problem, and meanwhile to encourage immigration into temperate Australia to the utmost extent in our power; and, so long as danger exists, to be prepared to defend our country.

(Lt. Comdr. Rolleston, Article appeared in the February number.—Ed. N.L.J.)

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NAVAL LITERARY BLUNDERS.

BY CAPTAIN JAMES M. WATSON, J.P., F.R.S.D.

(Continued from March issue).

11.

THIS paper was commenced to call attention to curious blunders which some writers make when writing of service matters, but it has developed into putting on record the chronological order of many things in use in the Royal Navy. For instance: the various "ranks and ratings" are little understood by those who are not in close touch with things naval.

It may not be generally known that there is one man on board His Majesty's ships, which are entitled to bear a Chaplain, who has neither rank or rating, and that is the Chaplain. Article 140 of "The King's Regulations and Admiralty Instructions," says: "Chaplains shall not hold any Naval rank, but shall retain when afloat the position to which their office would entitle them on shore." This is necessary so that anyone on the ship may converse with him, and he is at liberty to speak to the Admiral or the lowest rating,

but Article 611 tells him that he is to be "most careful that the morality of his conduct and the propriety and regularity of his manners and conversation be such as become his sacred office, and inspire the Officers and the Ship's Company with reverence and respect towards him." The Chaplain does not bear a Bishop's license but is appointed by an Admiralty Commission, the same as all other commissioned officers, and heads the list, for seniority, in the civil branch, but he has not any relative rank to any other officer. The highest position he can rise to is Chaplain of the Fleet, who "shall be considered the head of the Chaplains."

It is a curious anomaly that although the Royal Navy is the Senior Service, and we speak of the Navy and Army, yet the Junior Service's officers all have the King's Commission, whilst Naval officers only have Admiralty ones.

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Bishops are unknown in the Navy, but there is an instance of a naval officer, who for matters of economy and urgency introduced one into the service temporarily. The story is to be found in Clowes' "Royal Navy: A History," and he quotes from "The Life and Letters of Admiral Sir B. J. Sullivan," which says that H.M.S. Thetis is a 46 gun frigate commanded by Captain Sir John Phillimore returning from the West Coast of Africa, where she had landed troops, called at St. Michael's, one of the Azores. The Protestants there had purchased a piece of land about half-a-mile outside the town, and had enclosed it by a wall as a burial ground. Taking advantage of the Thetis' arrival a deputation waited on the Captain and asked him to take two petitions home, one to the Archbishop of Canterbury requesting him to send a Bishop out to consecrate the ground, the other to the Admiralty asking that a ship be provided to convey the Bishop out.

This seemed to Sir John Phillimore such an unnecessary waste of time and money, that he pointed this out, and, that his Chaplain could perform the ceremony. The deputation replied that only a Bishop could consecrate. The Captain said the

difficulty could be easily got over for he would give his Chaplain an acting order as Bishop, which he did, as follows:—

"You are hereby requested and directed to take on yourself the office of Bishop of St. Michael's for the purpose of consecrating a Protestant Cemetery; and for so doing this shall be your warrant.

Given under my hand this
day of 1824.

(Signed) JOHN PHILLIMORE,
N. ROYSE, Captain.
Chaplain, H.M.S. Thetis."

The burial ground was then consecrated with full naval honours. The ship's band, sailors, and marines being present, and the "Bishop" on landing was saluted with nineteen guns. This ceremony probably stands unique in both Church and Naval history.

Whilst writing of Chaplains it may be of interest to note that the important addition of those officers to our ships' complements was first adopted in 1636; and the Duke of Buckingham, Lord



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High Admiral of England in a letter to the University of Cambridge, writes: "His Majesty having given order for preachers to goe in every of his ships to sea, choyce hath been made of one Mr. Daniel Ambrose, Master of Arts, and Fellow of your College to be one."

Here it may be said that the position of Lord High Admiral does not now exist, the office of that functionary being carried out by "The Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland" the head of which body, who is termed the First Lord of the Admiralty, is a Minister of the Crown, has five other members associated with him. These control the Navy, subject to Parliament.

These officials may serve to introduce us to the personnel of the Navy, so far as its officers are concerned. These are of two classes, the military and the civil. The former, generally called the executive branch, ranges from midshipmen to Admirals and includes gunners and boatswains, the commissioned ranks of which wear a curl in the gold braid on the cuff, this being the outward and visible sign of the executive branch.

The civil branch includes the medical, paymaster's engineer's and naval instructor's departments, members of which have a relative rank with officers of the military branch.

These officers originally were warrant officers, and in 1843 Masters (now non-existent, their duty being performed by the navigating lieutenant).

Paymasters (at that time termed Purser), Surgeons, Naval Instructors and Chaplains were raised to commissioned rank.

Steam vessels were first introduced into the service controlled by the Admiralty, principally tug boats and harbour service vessels, as early as 1821, and as these were built in private yards the engine room staff was generally supplied with the vessel. But by degrees as steam asserted itself engineers were engaged who had learned their trade with shore firms; at first these had neither rank nor rating, and were just engineers, but an Order-in-Council of July 27, 1837, regulated the rank and pay of engineer officers, and directed that they should rank below carpenters. In 1847



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however, although steam was young, the value and position of the engineer had come to the front and he was raised to commissioned rank.

Twenty years ago such a metamorphosis had come over the ships of the Navy, which had become vast pieces of complicated machinery, some of the greater ships having a hundred or more engines in use for various purposes, that the officers of this department were given military rank, and in 1903 the Engineer-in-Chief of the Fleet became Engineer Rear-Admiral Sir Albert John Durston, K.C.B.

This recognition of the value of officers of the civil branch of course created a state of affairs which eventually brought the other civil officers into line with the engineers. The rank given, and the title however, do not carry with them the privilege of mounting the outward and visible sign of the executive officer, the curl on the lace of the cuff, which was introduced in 1860, and each of the non-military sections wears on the cuffs the the colour assigned in the shape of a velvet band between his gold lace distinction band, scarlet for surgeons, white for clerical officers, and purple to engineers; these all came into use in 1863.

[TO BE CONTINUED]

NAVAL NOTES.

Captain Crauford, R.N., Captain-Superintendent H.M.A. Naval Establishments, Garden Island, and Commander H. L. Quick, R.A.N., District Naval Officer, were present at the Monthly Meeting of the Executive Committee of the Navy League, at the Royal Naval House on the 9th inst.

The sloop *Merry Hampton*, mentioned in our last issue, is to be re-named *Herald* in honour of the vessel of that name well known in naval circles in Sydney many years ago.

The war-lamed British light cruiser *Birmingham* is now under the command of Captain Courtney Boyle, V.C., R.N. Captain Boyle was the first Commander of Australia's submarine flotilla, and was well known in Sydney.

H.M.S. *Chester*, the vessel on which Jack Cornwell, V.C., the sailor boy hero died at his post doing his duty during the heat of battle, has been broken up.

Continued on page 17.

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

Senior Officer-in Charge: MR. ARNOLD MILLOR, late R.A.N. (attached to Drummoynne).

The Navy League is Non-Sectarian. The Navy League is Non-Political.

THINGS TO KNOW.

Mrs. Oswald MacMaster has very kindly presented a sterling silver cup for rowing competition. It will be known as the "Oswald MacMaster Cup" and will be competed for annually. The first race will take place on the Parramatta River in May. "Double banked" crews will man the cutters representing Richmond, North Sydney, Balmain and Drummoynne Companies.

A gold medal will also be donated by Mrs. MacMaster every year to the best cadet flag signaller, Morse and Semaphore combined.

Mrs. Mayne, and Miss Frances Glasson, consistent helpers, have again been doing things. The former has now presented Richmond Company with an appropriate flag, while the latter has given a J. B. Hawkes bugle to the North Sydney Company.

Some of the officers' wives have materially assisted the cadet movement. On behalf of some young cadet or other, their needles are very frequently on the move. They are good tempered wives, and often long suffering, too. Their homes are sometimes more like Sea Cadet Depots than private residences and yet for the boys' sakes—not their husbands, mark you!—they never complain. Of such women are nations made!

The Senior Officer regrets that misleading reports of cadet matters have recently appeared in local newspapers, officers-in-charge of companies are requested to make it quite clear to officers and instructors that reports concerning Navy League matters should on no account be submitted to the Press for publication unless sanctioned by the proper authority.

Balmain Company.

Headquarters: ST. JOHN'S HALL.

Officer-in-Charge: MR. A. WOOD, M.M.
Hon. Secretary: MR. EDGAR FIDDEK.

Our Cricket Team journeyed to Richmond on Saturday morning, 31st March. Mr. Wade, Officer-in-Charge, made perfect arrangements for the transport of the boys from Clarendon Station to Hawkesbury River where his Company was camped. The Cricket Set won on Anniversary Day was used for the first time. Richmond defeated our team by 8 runs.

On Easter Monday 35 cadets accepted the invitation to a day at Clifton Gardens, the refreshments for which were supplied by a few friends of the Company. The cutter left Mort's Dock at

Drummoynne Company.

Officer-in-Charge: MR. G. WALLACE.

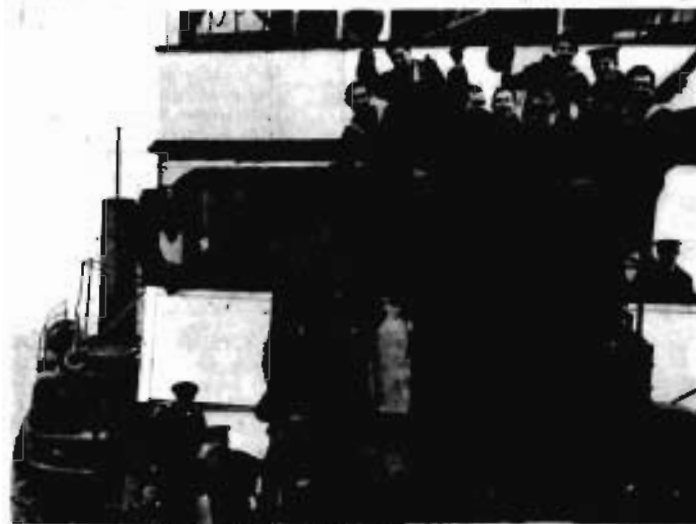
NEW ENTRIES—John Howes, Stanley Buchanan (re-joined).

DISCHARGED—Robert Burness, Edward Winrow (non attendance); Leslie Jackson (own request); Allan McNab (gone to sea).

PROMOTIONS—Petty-Officer Eric Hornshaw to C.P.O. (Acting); Ldg. Sig. Cadet Walter

9.30. made Bradley's Head about 11, where the North Sydney Company joined us in their cutter, they then accompanied us to Clifton Gardens where lunch (including sandwiches, ice cream, pastry, fruit, cordials, etc.) was partaken of. A game of cricket resulted in Balmain defeating North Sydney by 17. The highest scorers being Hinder (N.S.) 13, Day (Balmain) 20.

About 5 p.m., after a most enjoyable day, a start was made for home; our cutter was towed



TO SERVE WITH AUSTRALIA'S SEAMEN.

Eighty-five British bluejackets from the Royal Navy arrived in Sydney recently. They are splendid types of the "bull-dog" breed, was scoured and ribbed, and bronzed with the sun and weather of many climes. They will serve for a period in our Young Australian Navy.

by a Water Police Launch for about a mile and we arrived back at moorings about 6. The North Sydney boys proved themselves to be the best of sports.

Representatives of the Rotary Club have paid visits to our Drill Hall and were greatly impressed with the display put up by the boys. It is believed much good will result from their visits.

The Signalling Mast is to be erected at the residence of the Hon. Sec. and it is proposed to hold instruction in Wireless Telegraphy there.

Smith to Petty-Officer (Sigs.); Ldg. Sea Cadet Keith Buchanan to take charge of canteen.

RESIGNED—Junior officer Reginald Tagan.

The following cadets were successful in securing the Royal Life Saving Society's awards. Proficiency Certificate and Bronze Medallions:—C.P.O. Cyril Kelshaw, Petty-Officer Eric Hornshaw, Ldg. Sea Cadets W. Smith, K. Buchanan, G. Driscoll, L. Jackson, N. Duggan, and Cadet H. Brown. Many thanks to Warrant Officer Runge for his kindness in coaching the lads. The fact that all the cadets entered passed speaks well of W.O. Runge's ability as a Life Saving Instructor and also of the keenness of the boys.

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The Officer-in-Charge has been informed that Sea Cadet Leslie Hopkins, of the Company, who resides at Clovelly, was responsible for rescuing a youth in difficulties in the Cooee surf during the latter part of last month. Full particulars are being obtained, with the hope of placing Hopkins brave act before the Royal Humane Society.

Another of our ratings has adopted the sea as a profession, namely Ldg. Sea Cadet Allan McNab, who signed on the Commonwealth liner "Large Bay." Best luck and wishes to him.

During the Easter holidays, a party of cadets and officers were in Depot, most of the time being spent sailing in No. 1 cutter. The "Janet Dollar" and "Gairthdale," sailing vessels were inspected, much to the delight of the cadets, who enjoy a peep around a "wind jammer."

The Depot is nearing completion, ships rails have been run around the quarter deck, and it is hoped to have the fifty foot mast and ship's bell fitted during the month. We are greatly indebted to Mr. Shelley for kindly having a new double swing gate fitted at entrance to grounds, also for repairs to fencing.

Regular class work on Wednesdays is now in full swing, knotting, bends and hitches, compass, and anchors and cable classes are making excellent progress. The signal section spend Saturday

afternoons on Gladesville Reserve putting in good work receiving and transmitting messages. The flag mast is eagerly looked forward to so that a start may be made in flag hoisting.

North Sydney Company.

Headquarters: DRILL HALL
(by courtesy Mil. Auth.), ERNEST STREET.

Officer-in-Charge: MR. M. MACDONALD,
late R.A.N.

Assistant: MR. L. VINCENT.

NEW ENTRIES—S. Whitehouse, C. Burmester, B. Wallis, G. Hilder, L. Nixon, J. Roberts, A. Hamilton, N. Doyle, D. Cooper, C. Clarke, M. Hall, A. Doyle, M. Doyle, D. Brown, R. Longworth, F. Perkin, J. Kirby, C. Coverdale, J. Hobson, F. Fox, M. Hand, D. Lunn, W. Ormsby, W. Lyne, B. Roberts, L. Butcher, G. Russell, W. Coote, and V. Reko.

PROMOTIONS—Sea Cadets Beesley and McWilliam to Ldg. Sea Cadets (Act.); Act. Petty Officer Wallis to Petty Officer, "B" Section.

TRANSFER—Sea Cadets Roberts and Cerutti to Balmain Company.

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A fine lot of recruits have replaced the cadets who were recently discharged for non-attendance at drills.

Officers and cadets have just completed a thorough overhaul of the cutter. Many hands lightened the labour involved, and the interest displayed by the boys when cleaning, scraping, painting, etc., augurs well for the maintenance of this Company's cutter in first class condition.

The very great kindness of the authorities in granting the use of the splendid drill hall one night a week, is proving a boon and a blessing to the cadets. Nothing could have been more welcome to the Company than the privilege of the use of the hall. We expect to put in some good work every Tuesday night from 7.30 to 9.30.

A boxing tournament will be held in July. Cadets wishing to take part should apply through their O.C. to Mr. Mellor. It is expected that the contests will take place at Royal Naval House, Sydney.

NAVAL NOTES—CONTINUED.

The flagship *Melbourne*, together with the cruisers *Acelaide* and *Sydney*, the destroyers *Anzac*, *Stalwart* and *Tasmania*, the parent ship *Platypus* and the mine-sweeper *Geranium* are at present in port at Sydney.

H.M. survey ship *Fantome* is also in port.

Officers and men who joined any branch of the Royal Naval forces prior to the 1st January, 1918, may now apply for the Naval War Medals due to them. Applications, accompanied by certificates of service, etc., should be addressed to the Accountant General of the Navy, Medal Branch, Cornwall House, Stamford Street, S.E. 1. All service during the War in any other branch of H.M. forces should be fully stated, quoting regimental number, etc. Applications can also be received from the next-of-kin of those killed or deceased.

According to recent cable advices from London, the British Navy estimates for this year total £61,000,000, compared with £69,000,000 last year.

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The above numbers are known as "marks." The numbers 1, 4, 6, etc., are known as "deeps" and are usually indicated by a piece of marine. At nighttime when the leadsmen cannot see the markings he has recourse to the sense of touch; linen, bunting, flannel, being easily distinguishable after a little practice.

In steam and motor ships the lead is hove from the side where the shallowest water is expected. The leadsmen (on passenger vessels one of the four or six quartermasters) usually stands on a small platform projecting from the ship's side before the beam, and known as the "chains," and from here after each cast of the lead he calls out to the officer of the watch the depth of water found, thus:—"and a half seven"; which interpreted, means seven fathoms and a half depth of water; "and a quarter six"; "by the deep nine"; and so on as the leadline denotes. The fraction is always called first and then, after a slight pause, the whole number. By doing this the officer of the watch, or the Captain, are likely

to hear the number of fathoms, even though the fractional part was unheard for some reason or other.

A good deal of practise is required before the lead can be hove successfully. The novice would have difficulty in maintaining his balance; he might swing the seven or eight pounds of lead on deck in his nervous desire to get it into the water ahead; in an unsteady ship it might crash down on to his head or coil round his body. The beginner, then, unless he is careful, stands the chance of becoming a casualty or a butt for the witticisms of his shipmates.

In sailing ships the hand lead is hove from the weather side.

The deep-sea leadline bears similar marks to the hand lead up to twenty fathoms, after which the markings are thus: 1 knot at 25 fathoms; 3 knots at 30 fathoms; 1 knot at 35 fathoms; 4 knots at 40 fathoms and so on to 100 fathoms, where a piece of rag or leather is found: the knots are then repeated to the end.

The Boy Scout—Methods of Cooking.

(CONTINUED BY F. DANVERS POWELL.)

FOOD may be cooked by boiling, stewing, steaming, frying, grilling, roasting, or baking. The method employed depends chiefly on the means available and the nature of the food to be cooked. Good food is easily spoiled by bad cooking.

BOILING is cooking food in boiling water. When in camp this may be done in a saucepan, but more frequently in a billy can, kerosene tin, or dixie. Water boils at 212 deg. F. at sea level, and simmers at 185 deg. F. No matter whether the water boils quickly or slowly, the temperature is the same and therefore it is able to do the same work, so there is no object in piling on fuel with the idea of increasing the heat of the water when once it is boiling. Much heat is lost by allowing steam and water vapour to escape from a cooking utensil. Boiling water not only destroys organic impurities contained in it, but when used for cook-

ing food it hardens albumen such as the white of eggs; toughens fibrin, and dissolves tissues of meat; bursts starch grains, and softens cellulose in cereals and vegetables. Boiling is used for cooking certain joints of meat, fish, fowls, eggs, vegetables and puddings. In summer time it is often advisable to scald milk, that is, heat it to a temperature of 196 deg. F., over boiling water: never boil the milk, as this causes the casein in it to harden slightly, and the fat is rendered more difficult to digest.

STEWING is cooking in a small amount of hot water at a low temperature for a long time. It is the most economical way of cooking food as all the nourishment is retained, and it is suitable for cooking cheaper cuts which are made soft and palatable, besides, food left over from a previous meal may be used up. Steaming should not be done over flames, the heat of which fluctuates and

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cannot be regulated without constant attention, but over red hot coals which can be heaped together or scattered about so as to regulate the temperature as desired. This form of cooking is specially suitable when a number of persons have to be fed, such as in camp, as the food in this form is easily divided and there is little delay in doing so, in consequence it retains its heat till served. The water is first brought to a boil for a minute, so as to form a slight thickening on the outside of the meat which helps to retain the juices, after which the water is allowed to simmer only, otherwise the meat would become tough right through.

STEAMING.—This is cooking over boiling water and is largely used for cooking porridge and certain puddings. If you have not a proper steamer, the mixture to be steamed may be placed in a cylindrical tin which is then put in a vessel an inch or two larger all round in which there is boiling water: three or four pebbles of equal size are placed on the bottom of the outer vessel for the inner vessel to rest on, so as to prevent the two tins coming in contact with one another. The inner tin has no cover on it so as to allow room for the pudding to rise, but the vessel containing the boiling water is covered in order to keep in the steam. In the bush, eggs may be cooked by wrapping each egg up in a thick layer of paper, tinner bark, or similar substance which will soak up a little water; they are then covered up with hot ashes for eight minutes. Other food such as meat, fish and vegetables may be steamed in a native oven made by scooping a basin-shaped hole out of the ground, lighting a fire in it, and then throwing stones into it about the size of road metal. When these are thoroughly heated, the hole is cleaned out, the hot stones placed back in a layer on the bottom with a forked stick or wooden tongs—made by paring down the middle of some supple wood and then bending the ends towards each other,—the food is placed on the stones and sprinkled with water; bark is placed on the top and the whole covered with warm ashes or sand to retain the heat. Pieces of an igneous rock are better than pieces of sandstone which may contain so much water that when heated, steam is formed, which causes the stone to burst. If no suitable stones are available, clay made into balls, dried and heated make good substitutes.

Frying is cooking in a shallow pan in which there is melted fat—generally dripping—instead of water. The fat is heated to a temperature of 350-400 deg. F. Some foods are cooked in deep fat, such as potato chips, fillets of fish, and rissoles; others in shallow fat, such as onions, sausages, lambs fry, eggs and bacon. Care must be taken that the fat is of the proper temperature otherwise the food will absorb fat. The intense heat of the

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melted fat hardens the albumen, thus forming a coating which prevents the food from absorbing fat. Food placed in hot fat should first be dried, otherwise it might cause spitting. The food should be warm before being placed in the fat, so as not to decrease the temperature of the latter to such a degree that the coating is not formed quickly enough to prevent the fat from penetrating the food. For the same reason too much food must not be placed in the fat at a time. All fried food when removed from the melted fat should be drained on brown paper.

GRILLING is a quick method of cooking a limited quantity of food. The food is placed on a grid-iron, which in the bush generally consists of a piece of No. 8 or 10 fencing wire bent zig-zag, one end forming a handle. This method is suitable for tender meats such as rump steak—which must not be too thick—chops, bacon and fish. The flavour obtained is very agreeable. There is greater loss of weight in this method of cooking than by any other. The grid iron is held over the hot ashes, and the food must be turned often at first so as to sear the outside, and thus prevent the escape of the inner juices.

ROASTING is akin to grilling, but is carried out in front of a fire instead of over the coals, and the meat is basted—or has dripping poured over it about every ten minutes. Most so-called "roast meat" is now-a-days really baked in an oven. In camp a bird or fish is sometimes roasted by spreading it out on a stick, one end of which is stuck in the ground in front of a bright fire. If you can make a reflector from an opened out kerosene tin all the better. One generally uses thicker pieces of meat for roasting than for grilling.

BAKING is employed for cooking bread, meat, some vegetables, etc. In camp this may be done in a native oven as explained above, only no water is used. Or it may be carried out in hot ashes. If baking a small damper, it may be placed on a tin plate and covered by another so as to keep the dough clean from the ashes which are put on all round. If there is a suitable clay bank, a four inch stake may be driven down vertically and a hole about 24-in. long by say 18-in. wide and 15-in. high with an arched roof dug horizontally from the side of the bank to meet it. The stake is now carefully withdrawn, twisting it the while: the hole left acts as a chimney. A small fire is built in the oven to dry it out, and later on a stronger fire is kept on to thoroughly heat the ground. When sufficiently hot, the ashes are raked out, and whatever is to be baked placed inside the oven, which then has the front, and the top of the chimney closed with iron, wood, stone or sods to retain the heat. A good way to cook a bird, fish, or porcupine is to plaster the creature over with a thick layer of clay and then place it in the hot ashes to bake.

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THE JOLLY ROGER.

(With acknowledgments to Lloyd's Calendar).

NO popular tradition seems to exist, nor has any definite explanation been given by philologists, as to the origin of this appellation of a pirate's flag, though searching inquiries have been made in many quarters respecting it. Groves' "Dictionary of the Vulgar Tongue" (1756) defines the word "roger" as a black flag hoisted by pirates. That the term was not always preceded by the qualificative "jolly" is proved by the following extract from the *Daily Courant* of October 19, 1723:—

"They write from Rhode Island that 26 of the Pirates taken on board the *Ranger* by Captain Solgard, of the *Greyhound*, were executed there on July 28 last. Their Black Flag, under which they had committed so many Piracies and Murders, was affixed to one corner of the Gallows. It had in it the Portraiture of Death, with an Hour-Glass in one hand and a Dart in the other striking into a Heart, and three drops of Blood delineated as falling from it. This Flag they called "Old Roger," and used to say they would live and dye under it.

The ensign here described is of more complex character than the "Jolly Roger" of later days, which only represents a white skull and cross-bones on a sable field; but the early date of the quotation proves conclusively that the derivation of the name once proposed as having sprung from the French words *joli* (pretty) and *rouge* (red), in allusion to the Phrygian cap of the French Terrorists of 1789, and imitated from them, is untenable. The point at issue is where and how did the appellation come into being in the language of the high seas?

The Oxford Dictionary tells us that as early as the year 1540 "roger" signified a begging vagabond who pretended to be a poor scholar from Oxford or Cambridge, and it cites as examples: "Of these rogers that daily syng and pray with *Ave Regina* and *de Profundis*"; and "There is another company of this same sect to whom these rogers obey as Captaynes."



Fit for a Prince

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KU-KU Tea

The Dictionary also suggests that "roger" is probably connected with "rogue," which made its appearance about the same period as a slang term, at first for a vagrant and then for a thief. This naturally leads one to infer that the word rogue was fathered on the highway by the Latin *rogo* (I ask, or beg), uttered in a suppliant tone by poor wandering students so as to excite sympathy; and was afterwards given by the public to mendicants and vagrants in general; in fact, the expression "Rogues' Latin" still lingers in the language as proof of some connection between the criminal class and our seats of learning. After rogue had taken root in the vulgar speech "roger" might easily be formed as a dialect variety of the word.

It should, however, be remembered, as the Oxford Dictionary shows, that the personal name "Roger" had come about 1620 to be employed in the general sense for fellow, chap, or servant, just as "Johnny" signifies a chum, and "Billy" does a goat, "Nicholas" or "St. Nicholas's clerk" a highwayman, "Harry" a country clown, and "Tommy" a common soldier; while towards 1700 the title "Old Roger," according to a glossary of that day, called "A Dictionary of the Canting Crew," had become a sobriquet for the Devil himself, just as had happened in the case of "Old Nick" (1668), "Old Harry" and "Old Gentleman" about the same period.

As to the further development of the word "roger," it is probable that its two sources, the Latin derivative and the personal name, gradually united, and the title "Old Roger," as seen in the extract quoted, was given at first by sailors as an appropriate name to the flag of a pirate ship with its sinister device; and that the pirates themselves were responsible for subsequently altering the title to "Jolly Roger," as one more calculated to lessen any dread of sheer frightfulness that might be present in the minds of their victims, besides being better suited to the assumed dignity of the pirates' perilous calling.

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"I am old enough to remember the days when the British Navy was at a very low ebb," said Viscount Jellicoe, at a Navy League function at Gisborne, N.Z., recently. "In 1889 the Navy League first began to make itself felt, and one outcome of its activities was the Naval Defence Act, which was passed in 1889, and largely helped to bring the Navy up to a proper degree of strength. Had it not been for the Navy League, when the war clouds burst over Europe in 1914, the Navy would not have been prepared for what lay before it."

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It is claimed that the torpedo-plant will be able to sink the largest battleship afloat.

PLEASE NOTE.

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

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

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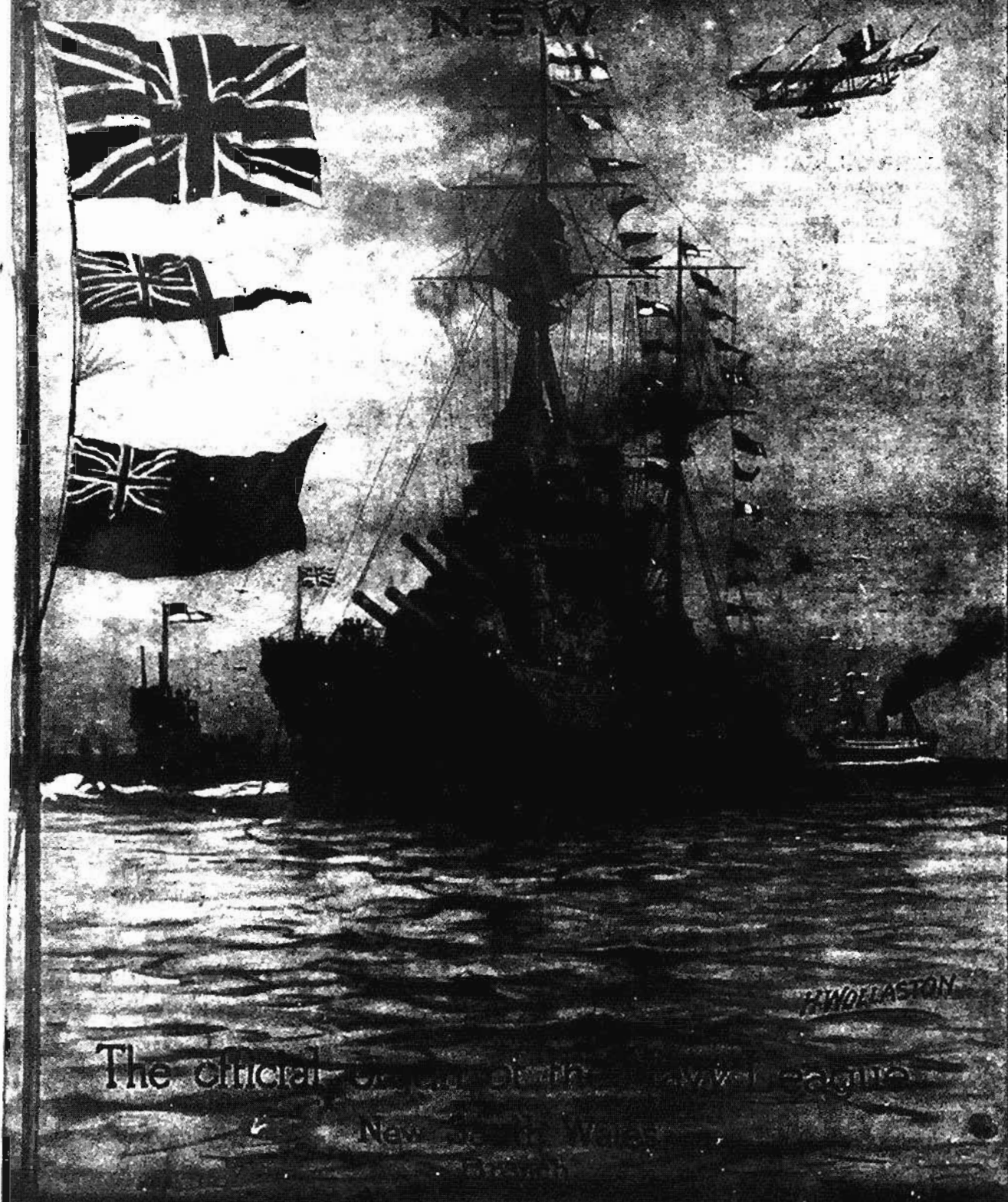
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New South Wales



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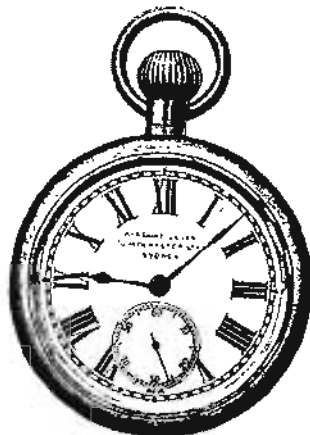
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The Navy League Journal

VOL. IV. No. 1.

SYDNEY, MAY, 1923.

PRICE 3d.

SINGAPORE AND AUSTRALIA.

By a majority of 223 votes the House of Commons has decided to agree to the construction of an Empire naval base at Singapore at a cost of nine millions and a half sterling.—*Cable item.*

SINGAPORE is to become the Empire's principal base for modern capital ships in the Eastern half of the globe. Singapore, with its "sag at the knees" climate. Singapore, with its islet and island studded approaches. Singapore, with the splendid hiding places in its outlying waterways for hostile submarines in the event of war in the East. It is odds on that a couple of dozen submarines ably handled by daring seamen would play fast and loose with a fleet of capital ships bound from Singapore to the Pacific or Indian Oceans. Ships crippled in action in either of these oceans would stand a very slender chance of negotiating the narrow waters of the Indies and making Singapore in safety for docking and repairs.

Says Mr. Attery, First Lord of the British Admiralty (if report be true): "The fate of the

Empire may be decided in this (Singapore) neighbourhood." It will, if Singapore is to be the main base for capital ships. Remember, Australians, the fate of the Empire from without means the fate of White Australia first. Capital ships based on Singapore during a great naval war in the East would be capital tragedies. The waterways of the Indies are not exactly easy to navigate at the best of times; they would be infinitely worse if latticed with high explosive mines and haunted by enemy submarines. Surely narrow waters, more or less free from strong currents, containing numerous islands, offer distinct advantages to the submarine as against the heavy battleship, to say nothing of mines.

As a strongly fortified submarine base barring the waterways north of Australia between the Indian and Pacific Oceans, Singapore may or may not be the strategic ideal, but as Australians who know Australia, we deny that it is the key to the door of our country's safety.

Australians ought to know that opinions in naval circles are not overwhelmingly in favour of the island of Singapore, and, if asked for money, should

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TELEPHONE

see to it that their good coin is not sunk in the sea there, but rather it should be spent at Port Stephens—the strategic centre of our great Eastern gateway and the commonsense place for the main naval base in Australasia and the Pacific.

THE great shipping port of Singapore, with its polyglot population of over 300,000, is situated on an island 200 sq. miles in extent, lying nearly a mile distant from the southern end of the Malay Peninsula. It is, as it were, the point where Orient and Occident meet on one of the main highways of the oceans of the world. Here one may see ships of every maritime nation, and hear spoken words of at least a dozen languages any day.

NAVY LEAGUERS.

THE NAVY LEAGUE JOURNAL on entering upon its fourth year of life, would remind its readers that the Navy League in order to carry on successfully and increasingly, wants something more than passivity from its members. It wants active service, or its financial equivalent, gladly given. Example, not precept.

No professing member of the League is doing his duty unless he gives of himself. The time is NOW.

TWO SUPPORTERS OF THE NAVY LEAGUE.



MR. Q. L. DELOITTE.

JUDGE BACKHOUSE.

JUDGE BACKHOUSE IS A MEMBER OF THE EXECUTIVE COMMITTEE.

in the course of an hour's wander round the town.

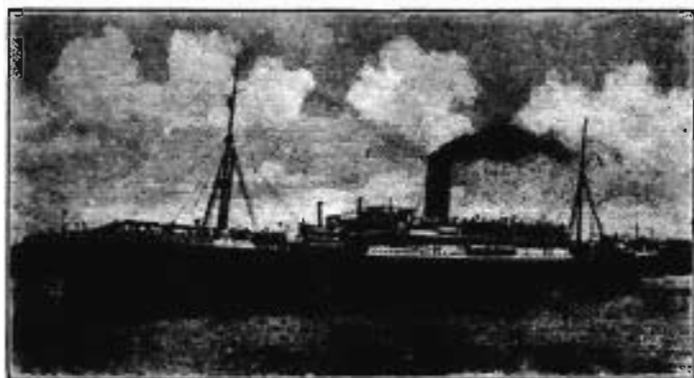
As Singapore is only about 80 miles North of the Equator the climate is precisely what a school-boy would expect it to be—a perpetual swelter for those that do manual labour there.

When the writer was there, a very fine Admiralty dry dock, the King's—the best in the East—was being constructed. When completed (which it was in 1913) its length was to be 880 feet with a breadth of 100 feet and a depth of 34 feet.

Singapore, over which the British flag has flown since the year 1819, contains some very fine buildings and is the seat of Government for all the Straits Settlements.

General Sir Robert Baden-Powell's Message to the workers in the Boy Scout movement for the year 1923, is this:

"What does nineteen twenty-three
Mean for the likes of you and me?
Just look back on twenty-two,
And think of the things you meant to do.
Then aim to be happy and useful and strong,
But mainly to help other fellows along.
There's lots of work that has to be done,
Which all comes easy if you take it as fun.
Then camping and hiking will give you health,
While saving your pennies will bring you wealth;
But best is the good you can do to others.
By acting as though they were all your brothers.
So make up your plans for twenty-three,
And make up your mind these things shall be."



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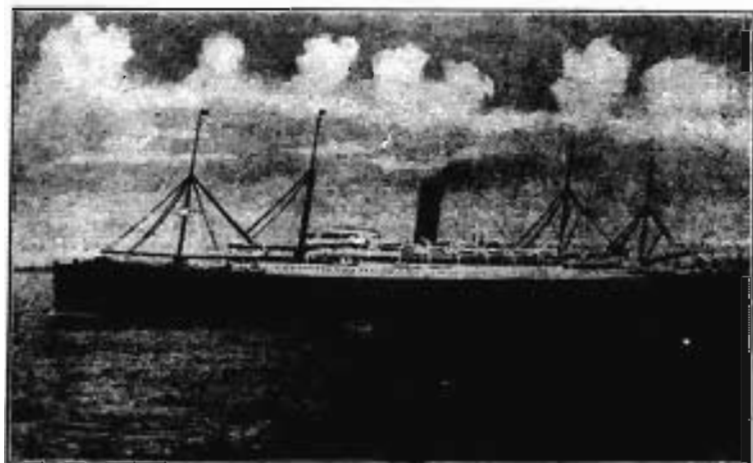
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NAVAL NOTES.

The Minister for Defence (Mr. J. K. Bowden) and Senator Wilson, representing the Prime Minister, on the 8th inst., conferred with Vice-Admiral Sir Allan Everist, First Member of the Navy Board; Commodore Addison, commanding the Royal Australian Navy; Captain Crauford, Captain-Superintendent, Garden Island, members of the Shipping Board, and Mr. J. Payne, manager Cockatoo Dockyard, on the question of unification of Garden Island and Cockatoo.

The result of the conference, which was held at Sydney, has not been made public.

The King has sanctioned an Order in Council under which surplus Acting Sub-Lieutenants in the Royal Navy may be discharged with a gratuity of £500 each, subject to the same restrictions and conditions as laid down for Sub-Lieutenants in Schedule B of Order in Council of July 14th, 1922.

It has been decided to abolish the left-handed personal salute of a Naval rating when meeting an Officer. Such salutes are in future to be made with the right hand only. Officers saluting their seniors are to follow the same rule.

The following appointments in connection with the Royal Australian Navy are announced:—

Captain: Henry J. Frakes to Brisbane, in command, April 14; Stanley R. Miller to Cerberus, additional, while on passage to United Kingdom, April 14 (appointment to Brisbane on commissioning cancelled).

Lieutenant: Samuel H. Tucker to Penguin, additional, April 16; John P. Tonkin to Marguerite for ships in reserve, April 23; Ian C. R. Macdonald to Tasmania, May 7; Henry A. Showers to Cerberus, additional, for passage to United Kingdom, May 8; Hector M. L. Walter to Anzac, May 17.

Engineer Lieutenant-Commander: John L. Deacon to Cerberus, additional, for duty at Navy Office as acting engineer commander, whilst acting as assistant to first naval member, November 1, 1922.

Surgeon Commander: Leonard Darby to Cerberus, additional, to await passage to United Kingdom, May 13.

Surgeon Lieutenant-Commander: William J. Carr to Penguin, additional, for duty at naval wing, Prince of Wales Hospital, Randwick, May 4; William E. Roberts to Melbourne, and as fleet medical officer, May 7.

Surgeon Lieutenant: William E. J. Paradise to Cerberus, April 23; John J. L. McDonald to Platypus, April 26; Charles G. G. Moorhead to R.A.N. College, April 30; William J. Connolly to Penguin, additional, May 4, and to Tigrid, May 28; Thomas A. Kildon to Penguin, May 30.

Paymaster Lieutenant: John Hehir to Cerberus, April 17; Ernest H. Currey to Platypus, additional, for flotilla duties, April 20.

Commissioned shipwright: Edward C. Behemia to Cerberus, additional, for passage to United Kingdom, for reversion to Royal Navy, June 9.

Warrant shipwright: Marchant J. Hawkins to Platypus, April 24; Duncan McLeod to Cerberus, as barrack master, May 2; William E. E. Nicholson to R.A.N. College, May 17; William J. T. White to Adelaide, June 1.

Commissioned writer: Thomas Lea to Adelaide, April 16. Schoolmaster candidate: Theodore K. Jones to Cerberus, additional, April 12.

ADDITIONAL:

Captain: Henry P. Coyle, to Cerberus, additional, while on passage to United Kingdom, May 8.

Lieutenant-Commander: George N. Gilchrist, D.S.O., to R.A.N. College, June 7; Geoffrey Warburton, D.S.O., to Cerberus, additional, for passage to United Kingdom, for reversion to Royal Navy, June 7.

Lieutenant: Cyril A. R. Sadler, to Marguerite, for ships in reserve, May 17 (appointment of Lieutenant Hector M. L. Walter to Anzac, to date May 17, cancelled).

Paymaster-Commander: William K. Stephens, to Penguin, additional, May 14.

Paymaster-Lieutenant: Alfred E. Sharpe, to Adelaide, May 14; Theodore E. Nave, to Cerberus, additional, May 14.

Surgeon-Lieutenant (D): Donald M. L. Austin, to Penguin, for dental duties, as Acting-Surgeon-Lieutenant-Commander (D), January 1, 1923.

The monthly meeting of the Navy League Executive will be held on Monday, 14th May, at Royal Naval House, at 3.30 p.m.

A meeting of ladies interested in the welfare of the Navy League Sea Cadets has been arranged for Friday, 11th May, at 3.30 p.m. It will be held at Royal Naval House, Grosvenor-street. A report of the proceedings will appear in the June issue of the JOURNAL.

Mr. Alfred Milson has received from Mr. C. P. Bartholomew a cheque to provide for six uniforms for cadets of North Sydney Company.

WEALTH.

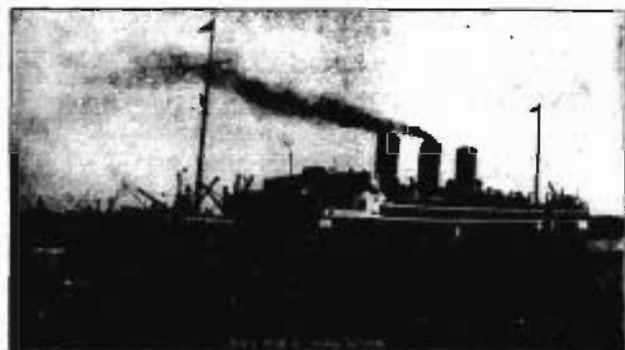
"I do not own an inch of land
But all I see is mine,—
The orchard and the mowing fields.
The lawn and gardens fine—
The winds my tax-collectors are.
They bring me tithes divine.
Wild scents and subtle essences.
A tribute rare and free:
And more magnificent than all
My window keeps for me
A glimpse of blue immensity.
A little strip of sea."

—LUCY CARSON

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NAVAL LITERARY BLUNDERS.

BY CAPTAIN JAMES H. WATSON, R.N., F.R.A.S.

(Continued from April issue).

III.

IN a most interesting book by Archibald S. Hurd, a well-known writer on Royal Navy matters, and which has a preface by Lord Charles Beresford, the name of which is "How our Navy is run," one would naturally expect to find how the Navy is run, but he does not tell it. It is a literary blunder of omission, in the writer's opinion, for the author professes to give his readers "How the navy is officered and manned." He ignores one section of the ship's complement which plays an important part in naval history, and does not say a word about the Marines, a number of whom are in all ships of the navy. Possibly he regards them as soldiers. If so, he is right, but they form part of the crew for all that, and a brief sketch of the Royal Marine Forces may be found interesting.

Before the formation of the Corps of Marines regiments of the line served on the King's ships, but the Marines as now established were formed in 1755, and consisted of three divisions—one each at Chatham, Portsmouth, and Plymouth. In 1802, for meritorious conduct in the war, especially for the conspicuous gallantry at Copenhagen and in Egypt, the corps was accorded the prefix of Royal, and became the Royal Marines: with this prefix the corps also changed the colour of its regimental facings from white to blue, and the officers' lace from silver to gold. In 1854 another change in the name of the corps took place—this time the addition of Light Infantry was made.

In 1804 Artillery Companies were attached to each division, and the following year a division was established at Woolwich, but in 1832 these companies were abolished. This appears to have been a badly considered action, for it was re-established in 1859 on its present basis as a distinct corps. The Woolwich Division of Royal Marine Light Infantry was broken up in 1869, and the Royal Marine Forces at the present time consists of the Royal Marine Artillery, the uniform of which is blue, with red facings, the headquarters of the corps being at Portsmouth, and the Royal Marine

Light Infantry, of which there are the three divisions as originally—one each at Chatham, Portsmouth, and Plymouth, with a depot at Walmer. The total establishment of the Royal Marine forces is about 12,000, and its rank in the army for seniority and post in the Line is—for Artillery the left of the Royal Artillery, and for Infantry the left of Princess Charlotte of Wales' (Berkshire) Regiment, which was the 49th Regiment before the introduction of the Territorial system. No corps in the British service has greater honours than the Royal Marines—these having been gained on sea and land as their motto, "Per Mare, Per Terram," commemorates; whilst the Globe, on which this is, signifies that in all parts of the world the corps has served.

The marines (not then Royal) were the first British troops to visit Australia; for, in H.M.S. Endeavour, commanded by Lieutenant James Cook, the great navigator, the ship's complement had in it one sergeant, one corporal, one drummer, and nine privates. And the first body of troops to serve in Australia was four companies of marines under the command of Major Robert Ross, numbering in all twenty-one officers and one hundred and ninety rank and file.

These came out in the "First Fleet" in 1788, with Governor Phillip, at the foundation of the colony.

If Archibald S. Hurd ignores the Royal Marines in "How our Navy is run," Commander Charles W. Robinson, R.N., in "The British Fleet," does not; for, in a chapter headed "Blue Jackets and Marines," he devotes some pages to them; and, among other things, he says: "At the present time the red-coated marine may be seen all over the world sharing the work, the privileges, and the pleasures of his blue-frocked brother." It is therefore very evident that the Navy is not "run" without the marines.

In speaking of how the navy is run, it has been shown in a former issue that the navy is controlled

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by the Admiralty with an office at Whitehall, London. The principal dockyards, victualling yards, and naval establishments are at Chatham, Deptford, and Sheerness on the Thames, and at Portsmouth and Plymouth in the Channel, with a small dockyard at Pembroke.

In the old wooden ship days there was a dockyard at Deptford which was founded about 1513, and closed on 31st March, 1869. The chief Victualling Yard was founded at Deptford in August, 1785, and is still there; it was about 1870 named the Royal Victoria Victualling Yard.

At Woolwich a dockyard was established in 1509, and closed 15 October, 1869. The chief of the royal dockyards was created by Queen Elizabeth, and vast sums of money have been spent to make the Chatham yard worthy of the service it is intended for. Sheerness, which, like Chatham, on the Medway, is only a small yard, and used for re-fitting the smaller vessels.

Portsmouth Dockyard ranks as one of the first importance, as is necessary from its position, and the Royal Clarence Victualling is here also.

The dockyard at Plymouth is really at Devonport, which name replaced that of Plymouth Dock. It is of some importance, and adjoining it is the Keyham Steam Yard, whilst across the water at Stonehouse is the Royal William Victualling Yard.

All the yards are controlled by the Admiralty—each with a flag-officer as superintendent, with a few exceptions, where the smaller ones have a captain at the head.

It will be noticed that the dockyards have no distinguishing name beyond that of the locality of situation, but the Victualling Yards have each a Royal prefix—Deptford the Royal Victoria, Portsmouth the Royal Clarence, taking its name from the sailor prince, who later became William IV. The Stonehouse Yard got its name from the same source, for, during the reign of William the IV., the handsome buildings which bear his name were built, and the old victualling stores at Plymouth were closed as such, and were used for many years as an emigrants' depot. It may be information to some who may think that nothing but food supplies would be found in a victualling yard, to know that everything required for a ship's company,

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officers excepted, is stored and issued from these, and whilst dockyards supply everything for the upkeep of the ship the victualling yards do the same for those on the ship.

Having commenced this series with naval literary blunders, it will be concluded by giving a few instances of blunders by experienced writers other than those who handle naval literature—which in some instances are ludicrous.

"George Eliot," in her novel, "The Mill on the Floss," drowns two of the persons she is writing about, because a frail craft they were in was overwhelmed by some heavy timbers which drifted at a faster rate than the boat they were in. This has been pointed out as a physical impossibility.

When Robinson Crusoe took off his clothes and swam off to the wreck, he stuffed his pockets with biscuits when he got on the wrecked ship. And Anthony Trollope makes "Andy Scott" come up the street whistling with a cigar in his mouth; and even Shakespeare can make a mistake, for he refers to cannon during the reign of King John, which as a matter of fact is about 250 years before their first use. There are numbers of similar things, but many can be passed as mere errors of *lapis scribendi* which all writers are liable to.

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The Romance of the East India Company.

BY GEORGE A. HILL.

(Continued from April 1913.)

III.

BEFORE proceeding further it would be as well to say a word or two about these 17th century East Indiamen.

In the first decade of the 17th century English ships were far inferior in build, speed and equipment to those of many of the Continental powers. High

only carried a foresail. The mizzen was lateen rigged. With such rigs as these one can well understand why such abnormally long passages were made, for although they could manage well enough with the wind free, the moment it headed them they would sag to leeward like so many



EAST INDIAMEN—ABOUT THE YEAR 1700.

sterns, with low and elaborate curved bows, relics of the old galleys, predominated. The fore mast was stepped well forward, indeed almost on the heel of the bowsprit, which latter spar stood out at an angle of 45 degrees from the hull; and instead of carrying jibs and staysails, which did not come into vogue until many years later, small square sails were worn spread on light yards fitted underneath the bowsprit. These could have been of little or no use to them, when in a wind or lying to. The foremast was square rigged to the extent of a foresail and a topsail, many ships, however,

only carried a foresail. The mizzen was lateen rigged. With such rigs as these one can well understand why such abnormally long passages were made, for although they could manage well enough with the wind free, the moment it headed them they would sag to leeward like so many balloons. The accommodation must have been pretty dreadful for all but the senior officers, that is to say, the commanding officers, for as late as the 19th century the officers, from the chief officer downward, lived in canvas cabins on the gun deck, which were struck on the ship going into action. If the accommodation was bad the food was infinitely worse. So short a time ago as thirty years the food, as the writer knows by bitter experience, on many English sailing ships was often such as no self respecting pauper would tolerate; what it was two hundred years ago can best be imagined.

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"Salt horse," i.e. salt beef and pork pickled in brine and carried in barrels was their main article of diet. Of tinned provisions, of course, they had none, while their only vegetables were dried peas and beans. These, with some very indifferent biscuit, which speedily became weevily, practically comprised the 17th century mariner's diet from one end of the voyage to the other. Under such conditions it is not surprising that many of these seamen perished from scurvy.

As for their means of navigation they had several instruments of more or less crude pattern. Compasses they had, but in view of the fact that so late as 1830 the compasses in H. M. ships were anything but reliable instruments, our 17th century mariner must have been driven half crazy by its vagaries, and the wonder of it is that they ever made a landfall within a hundred miles of the point they were steering for. An astrolabe and cross staff, the forerunner of the present day sextant, gave them rough angles of sun or moon, and by these means their latitude was usually roughly ascertainable. Longitude, however, was quite a different proposition, and always had been for ships until the invention of the chronometer in the early part of the 19th century. In addition they also carried a celestial and a terrestrial globe, a calendar, a universal horologe for finding the hour of the day in any latitude, a nocturnal tube for telling the hour of the night and charts corrected according to the latest knowledge.

Their method of ascertaining the speed of their vessel was crude in the extreme. A chip of wood or any small object that would float was thrown overboard from forward, and the time it took to pass between two marks on board the ship, the distance apart being known, was carefully noted. A simple proportion sum thus gave the speed the ship was actually travelling at the time the object was thrown overboard, not of course taking any notice of tides, currents or wind rips. This contrivance was known as the "Dutchman's Log."

In such ships and under such conditions deep sea voyages could have been no pastime, the thought comes to one what a breed of men they were to rise triumphant over the difficulties and disadvantages they laboured under.



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contains more protein than meat,
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SHOE SALMON—every particle is
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cooked in an exclusive way, which
brings it to you always savory
and delicious ready to serve straight
from the tin.

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everywhere.

In October, 1612, the first serious blow to Portuguese dominance in the East Indies was struck, and from that date steadily declined, until it evaporated altogether.

Captain Best, in the "Red Dragon," assisted by the "Hosiander," was responsible for this. Arriving at Surat in September of that year he is found a few weeks later by the Portuguese, who had four great galleons and thirty frigates (a sort of galley propelled by oars). Best does not wait to be attacked, but goes for the enemy tooth and nail, and in his own words "began to play upon the Vice-Admiral, both with great and small shot, that by an hour he had well peppered him." The "Hosiander" had fouled her ground tackle, and did not come into the fight until the next morning, when the action was renewed at daybreak, and that ship "danced the hay upon them" (evidently a reference to an Elizabethan dance called the "Hay" or "Hey").

These two firebrands fairly pulverized the four great galleons and their attendant frigates, and then sailed away down the coast and were acclaimed by the people as the saviours of their country, for by that time the natives of India had come to loathe and detest the Portuguese for their cruelty and domineering manner. In the action Best lost 3 men, while the Portuguese were known to have buried 160, to say nothing of the number wounded. Best gives his expenditure of ammunition as 680 great shot, 3,000 small shot and 60 barrels of powder.

The following year Downton, in the "New Year's Gift" of 650 tons, with the "Hector" 500 tons, "Marchant's Hope" 300 tons, and the "Solomon" of 200 tons, anchored off Surat to the great joy of the people and intense relief of Mr. Aldworth, the Company's Agent there. The Portuguese then brought a regular armada to exterminate these venturesome Englishmen. In all they had 6 great galleons of 800 tons, 3 other ships, 60 frigates and 2 galleys, carrying 234 guns, 2,600 Europeans and 6,000 native sailors. Against this formidable array Downton could only boast 4 small ships—all of them tempest battered—400 men and 30 guns, but to quote his own words, "the thing with me to give me hope was my people (though much with death and sickness shortened) all from the highest to the lowest seem

Continued on page 16.

Overseas Scout Commissioner at "Quambi."



The names, left to right, are:

SIR ALFRED PICKFORD, Overseas Scout Commissioner; MR. McCRAE, MRS. McCRAE, MR. KELSO KING, Chairman of Council, N.S.W. Boy Scouts and Member of Executive Committee, Navy League, N.S.W. Branch, MRS. KELSO KING, MISS OLIVE KELSO KING, SIR ARTHUR STANLEY, and MR. B. R. GELLING.

In honour of Sir Alfred Pickford, Mr. and Mrs. Kelso King entertained upwards of two hundred and fifty guests at a Garden Party at "Quambi," their Edgecliff home.

Sir Alfred Pickford, when visiting the Boy Scouts at Richmond last month, also inspected the local Navy League Sea Cadets and complimented the Officer in Charge on their very smart appearance.

Mr. and Mrs. Kelso King take a very live and practical interest in both the Boy Scouts and the Navy League Sea Cadets of New South Wales.

EMPIRE DAY.

The following is the programme for Empire Day arranged by the Executive representing the combined Patriotic Societies.

There will be a Patriotic Demonstration in Martin Place at noon when the following resolution will be submitted:—"We, the members of the British Empire and citizens of New South Wales, realising and appreciating the privileges which are ours, and desiring to recognise our responsibilities, pledge ourselves to do all in our power to ensure closer unity between the component parts of the Empire, and to combat such influences as would tend towards disintegration."

Arrangements have been made to hold a Combined Patriotic Luncheon at Sargent's Cafe, Market Street (opposite Farmer's) on Empire Day, at 12.45 p.m., price of tickets being 4/- The function will be under the aegis of the Millions Club and will be a Ladies Day. All seats must be booked at least three days beforehand and tickets can be procured at the Millions Club Office, 118 Pitt Street, or on day of Luncheon at entrance to the Dining Room.

The Combined Patriotic Societies are holding a Dinner at the Australia Hotel at 7.30 p.m., when the Governor (Sir Walter Davidson) will preside, and His Excellency the Governor General and Lady Forster together with Dame Margaret Davidson will be the guests of the Patriotic Societies. The price of tickets is 30/- each.

As a large gathering is expected on this important occasion, application for tickets should be made at once to the Joint Honorary Secretaries, 17 Bligh Street, on or before Monday, 21st May, on which date the list will be absolutely closed. As the accommodation is limited, no nominations otherwise than members of the patriotic bodies represented can be accepted.

It is not generally known that the celebrated German ex-commerce raider *Mocm* is now sailing out of the Port of Liverpool under the Red Duster. She is now the S.S. *Greenbrier*.

Portuguese, the creation of larger and finer vessels became a necessity to the Company, and we shall see in my next article to what an extent these magnificent ships developed, and how they fulfilled at once both the requirements of a merchantman and the offensive and defensive attributes of a man-of-war.

(To be concluded in next issue).

very courageous and comfortable. Once again English seamanship and English courage pulled them through, even as in 1588 it left the remnants of the Great Armada to "the shark and the sheering gull," and the haughty Portuguese were humbled and his ships shot to pieces. The next great blow to Portuguese powers in the Indies was the capture of Ormuz by the Company's ships in 1621. Ormuz was a strongly fortified town, commanding the Persian Gulf, and although gallantly defended by the Portuguese, who thought the place impregnable, succumbed to the English ships.

Desultory fighting went on between the Company's ships and the Portuguese, the victory not always going to the English until 1630, when a truce was called, which ended in a treaty being signed in 1633, and henceforth the two nations traded side by side, more or less amicably, but with the ever declining influence and power of the Portuguese. To day in Marmagao, an insignificant seaport some 200 miles south of Bombay, the last vestige of Portuguese colonization still exists, a sorry remnant of the might-have-been, whose sole *raison d'être* appears to be the supplying of stewards for the ships of the P. & O.

Although India was the main source from which the Company drew its wealth it must not be thought that it did not pay attention to those countries further East. In fact, from ten years of the time when the first charter had been obtained the Company's ships had ranged the entire East trading relations had been established in China and Japan. The former produced tea, the demand for which was increasing daily, and as it realised about 16s. per lb. retail, this commodity alone meant a considerable fortune to the Company. Incidentally as the duty was 5s. per lb. it was a constant source of income to many of the captains and officers of these ships, who did not think it at all inconsistent with their duty towards the Company to smuggle many thousands of pounds of the genial Orange Pekoe every voyage, though tea, as a regular commodity of trade, was not recognised much before the middle of the 18th century.

With the definite establishment of the Company in India, free from the hostile attacks of the

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

Senior Officer-in Charge: MR. ARNOLD MELLOR, late R.A.N. (attached to Drummoyne).

The Navy League is Non-Sectarian. The Navy League is Non-Political.

NOTES.

Captain Craufurd, R.N., Captain Superintendent of Naval Establishments, Sydney, has kindly consented to open Drummoyne Sea Cadets Depot, on the Parramatta River, on Saturday, 26th May, at 3 p.m.

Captain Craufurd will then inspect the combined cadets, and later witness the cutter race.

Mrs. Oswald McMaster has very generously set apart the sum of £50 for the purpose of providing for a gold medal annually to the best Morse and Semaphore flag signaller in the Navy League Sea Cadets Corps.

The "Oswald McMaster Cup" will be competed for on the Parramatta River for the first time on Saturday, 26th May, at 3.30 p.m. The finishing mark will be moored off the Navy League Depot, Drummoyne. Six double crews have entered for the race, which will be fought out tooth-and-nail over every foot of the half-mile course. Every crew is absolutely confident of lifting the sterling silver trophy from the hands of Mrs. McMaster.

The distinguishing colours of the youthful contestants will be pennants flown from the bows of

their respective cutters—Richmond, royal blue; Balmain, maroon; Concord, white; Drummoyne No. 1, Navy and white, No. 2, Navy; North Sydney, Emerald green.

It will be "some" race.

Will some one offer a prize for second?

Balmain Company.

Headquarters: ST. JOHN'S HALL.

Officer-in Charge: MR. A. WOOD, M.M.

Hon. Secretary: MR. EDGAR FIDDEN.

On Saturday, 28th April, a Soccer team from this Company, at the invitation of Richmond, journeyed to that town and played the local lads soccer. It being market day in the town the match was watched by hundreds, and there was no lack of barrackers. Up to half-time neither side had scored, and the last twenty minutes of the game resulted in Balmain defeating Richmond by two goals to nil. The play was clean and fast, and it was heard on all sides that the exhibition was one of the best that had been played on the local oval. Cadet Ferguson of Balmain Coy. played the game of the afternoon.

The Richmond folk, as is usual, had made perfect arrangements for the entertainment of our lads, and the visit was much enjoyed. Before the party entrained for home the two companies marched along the main street of the town headed by bugles and drums, under Divisional Bandmaster P. Macdonald, and created quite an impression.

Arrangements are being made to secure a suitable ground for the purpose of playing a return match with the Richmond boys at Balmain.

It is hoped a Soccer Competition will be promoted between the companies during the Winter months.

It is hoped the formation of Welfare Committees in connection with the Companies of Sea Cadets will result in much good being done.

Mr. S. Cooper, who was for 17 years in H.M. ships of war, has joined the Company as an officer. Mr. Cooper's experiences are varied, and the Cutter's crew particularly enjoy his yarns when he has them out for Cutter Drill.

Ernest Gates, who was for seven years a Scout, has joined the Company as a Chief Petty Officer.

The lads in the Spicing Class, under officer S. Smith, are displaying keen interest in the use of the serving mallet.



The H.M.A.S. "HIPPY" was recently commissioned to take the place of the "Cerberus" in the Reserve.

On the morning of Anzac Day Cadet O. Evans attended at Loyalty Square, Balmain, and placed a beautiful wreath on the Soldiers' Memorial. Inscribed on the card was the word "Memory."

The Cutter Crew were present at the G.P.S. Regatta, Parramatta River, on 5th May. As our boat passed the Drummoyne Depot their cadets gave three lusty cheers for our lads who heartily returned the salutation. We moored at the finish of the course alongside the North Sydney Company's Cutter. Mr. Murdo Macdonald courteously boarded our boat and renewed acquaintances with the boys who greatly admire their late Acting O.C.

The Cutter is to be thoroughly overhauled and painted before the race on the 26th May, and it is intended to arrange for the crew to embark at the Drummoyne Depot to where the cutter will be towed.

On the night of April 19th the Senior Officer-in-Charge visited our Drill Hall. Unfortunately, the main hall was engaged, and advantage had to be taken to use the Class room. Mr. Mellor was welcomed, and briefly addressed the boys.

The suggestion of the Editor of the JOURNAL that Essays be invited from Cadets relative to their work is an admirable one, and should meet with a good response from the cadets.

Weights have been taken for the Boxing Tournament in July, and it is hoped this Company will be well represented. Boxing instructors have kindly offered their services, and aspirants for honours will be well tutored.

The article on the "Lead Line" in last issue of the JOURNAL has proved of great interest to the Cadets who received copies.

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

Drummoyno Company.

Officer-in-Charge: MR. G. WALLACE.

1st Officer: MR. B. LINQUIST.

NEW ENTRIES.—Joseph Lofthouse, Angus McNee (both late of the English Sea Scouts).

DISCHARGED.—Jack Finch (left district), Frank Hopkins (now-attendance).

PROMOTIONS.—Sea Cadets J. Lofthouse and A. McNee to Petty Officers (acting).

TRANSFERRED.—Arthur Docking, 2nd Officer, to Concord Company.

Classes are progressing favourably, though Saturdays have been busily spent in getting the Depot ship-shape. The Depot is being fitted with a 55-ft. mast, with ship's bell; this will give the quarter-deck a fine appearance.

The Canteen is proving a success, the profits being a great help to keep the depot equipped with training gear.

Although the 5th of the month was a gala day on the Parramatta River, it being the "Head of the river" championships, the amount of work in the depot would not allow a cutter to attend the races. However, a splendid sight was witnessed from the depot of the hundreds of craft pushing

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for making scones, cakes, pastry, and puddings. Made from the finest cream of tartar and free from adulterants. Goes farther than inferior preparations and gives better results.

**COSTS A LITTLE MORE.
WORTH A LOT MORE.**

£100 in Cash Prizes — Save the lids.

their way up stream. North Sydney and Balmain cutters were heartily cheered as they passed. The cadets friend, Mr. H. Shelley, visited the depot at the conclusion of the day's racing, and brought along pea-nuts by the cwt. One cadet, whenever he sees Mr. Shelley, complains of "shell shock," simply because he gets "shocked" at the amount of pea-nuts he consumes, and the "shells" he scatters about the cutters.

Mr. A. Docking, 2nd officer, has been granted a transfer to Concord. This officer has made excellent progress in the Cadet movement, and we feel sure he will make a success of the newly-formed Concord Company.

On the 26th inst. Cutters are to moor at the temporary moorings allotted to them; these will be placed in front of the Depot.

The course for the race will be from a line near Wright's Point, to a line near Headquarters.

Officers-in-charge are requested to send along as many cadets in uniform as possible. A limited number of parents of the cadets and friends of the various Companies are invited to be present at the Depot on the 26th May. Application for cards should be made to the Senior Officer, Mr. Mellor. Refreshments will be provided for the visitors and cadets attending the function.

North Sydney Company.

Headquarters: DRILL HALL, ERNEST STREET.

Officer-in-Charge: MR. M. MACDONALD,
late R.A.N.

NEW ENTRIES.—D. Anderson, A. Smith, H. Wilcox.

PROMOTION.—Ldg. Sea Cadet W. Ellis to Petty Officer.

DISCHARGES.—M. Hall (left district).

During the month the cadets have put in a good deal of useful work—compass classes, semaphore signalling, physical drill, route marching and knotting and splicing. The cutter has been cleaned and painted and the cadets have had a fair amount of rowing practice in anticipation of the 26th inst. when the Championship Cutter Race will find us there, or thereabouts, at the finish.

A good many hard southerly blows have to some extent interfered with boat work round our part of

the harbour, but we suppose the other Companies have had to put up with them too.

The North Sydney Military Authorities have been courtesy itself, and their desire to assist us in little ways is much appreciated.

Visitors in Mrs. Mayne, Miss Glasson, Mrs. Glasson, Miss Dunstan, Dr. Isbister, and Dr. Moreau saw the cadets on the evening of April 24th, when Mrs. Glasson presented a bugle and Mrs. Mayne clasp knives to the Company. It is very encouraging to know that friends of the movement are taking a personal interest in the boys and their work.

Before very long we hope to bring this Company up to 100 strong.

Dr. S. J. H. Moreau of Miller Street has kindly consented to act as Honorary Medical Officer to the North Sydney Company.

During the war Dr. Moreau had considerable service with the Army Medical Corps in Egypt, and as a Medical Officer on transports conveying American troops across the Atlantic to France. We welcome the doctor's kindly interest in the boys.

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THE SECURITY OFFERED BY AN INSURANCE POLICY IS OF THE UTMOST IMPORTANCE.

Between 40 and 50 cadets, under the Officer-in-Charge, attended the Anzac Church Parade in company with the Senior Military Cadets and Band. The lads made a very creditable showing.

Mr. Wood, of Balmain Company, came over on the 17th ult. and put the cadets through a number of physical exercises.

Richmond Company.

Headquarters: RICHMOND.

Officer-in-Charge: Mr. R. H. WARD.

Hon. Secretary: Mr. L. RAY.

The Cadets under their O.C. recently spent three days under canvas near Cornwallis on the banks of the Hawkesbury River. The camp benefited the boys considerably. Opportunity was taken to invite the Balmain Company, under Messrs. Macdonald and Wood, to Richmond on the Saturday. Mr. Woodhill, a Fellow of the Navy League, very kindly placed his motor ferry at the Cadets disposal on their arrival by train from Sydney, and upon this they were conveyed to the camp of the Richmond boys, where they met with a royal reception. In the afternoon a cricket match was played, which resulted in a win for Richmond by the narrow margin of 85 runs against 79 compiled by Balmain.

A large number of local residents visited the camp during the week end, and were very favourably impressed with what they saw.

The cutter newly painted was in commission, and several interested visitors made their first voyage in an ex-service boat—the experience being enjoyed immensely.

Thanks to the generosity of some of our supporters, there was no lack of food supplies—every boy getting full and plenty.

A very eventful trip was undertaken during the month at the invitation of the Windsor Swimming Club. The boys were invited down to the annual carnival held at Windsor. Owing to low tide and many sand banks to be negotiated, it took the lads two and a half hours to get through a distance of 6½ miles, with the use of only six oars (kindly loaned by the local Council). On arrival at Windsor the boys received a hearty welcome, and plenty of refreshments. The trip home was attempted and all records broken. On a rising tide we made Richmond in an hour and three-quarters—a very creditable performance considering the "greenness" of the youthful rowers.



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Satisfactory progress is being made by the cadets in flag signalling, compass work, and knotting and splicing. Whilst physical drill has become popular, under Lieut. W. H. Ray, owing to the welcome cool change.

The principal recreation indulged in is "soccer" football. Mr. L. Ray having presented the boys with a high-grade "soccer" ball.

The President (Mr. B. E. Sullivan) and local Committee take this opportunity to extend a cordial invitation to Sydney Leaguers to be present at the official launching of our Navy League cutter on the Hawkesbury River on Saturday, 2nd June, at 3 p.m. Refreshments provided.

A Concert will be given to the Navy League Sea Cadets at Royal Naval House, Grosvenor St., Sydney, on Thursday, 31st May (Jutland Day) at 7.45 p.m. Navy Leaguers are cordially invited to be present. Admission free.

NELSON said: "I consider the protection of our trade the most essential service that can be performed."

Concord Company.

Officer-in-Charge: Mr. J. DOCKING.

Headquarters: CABARITA ROAD, CABARITA.

NEW ENTRIES—R. Jackson, F. Allen, A. Griffiths, R. Ashton, N. Chadwick, J. Steel, G. Fuller, W. Thompson, F. Johnston, R. Ritchie, H. Brown, J. Duncan, R. Darling, J. Smith, A. Morgan, T. Hall, G. Sculler, N. Pardoe, A. Cope, G. Davis, L. Hart, H. Taylor, W. Thompson, W. Miller, J. Watson.

PROMOTIONS—Sea Cadets H. Brown and R. Jackson to P.O. (Acting); Sea Cadets A. Griffith and F. Allen to Ldg. Sea Cadet (Acting).

It is a pleasure to see the Concord lads make a start in the Cadet movement. Mr. Docking with a few lads has served at Headquarters Depot. The two P.O.'s have had previous experience in the Sea Scouts and will be valuable assistants to Mr. Docking. Accommodation for a Depot has been secured near Cabarita Park, including a wharf and mooring for cutter.

This Company expects to enter in the Cutter Championship, and the Senior Officer has placed the Drummoyne's and Cutter at its disposal for practising. Although late at getting the required tuition Concord hopes to be in at the "kill."

Distinguishing stocking top for Concord Company is White.

A party of cadets under Mr. Docking visited the S.S. "City of Brisbane" lying in Kerosene Bay. This being the first outing of the lads together it was much appreciated.

It is hoped that the Company will secure the services of a few ex-service men as Seamanship Instructors. A compass board, splicing bds, etc., are being obtained to commence classes immediately.

Mr. Kelso King has very kindly caused a splendid packing case, 12ft. by 12ft. by 8ft., to be despatched to Drummoyne Depot. It is just what the Officer-in-Charge wanted, and will prove most useful.

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PARTS OF A BOAT.

(Illustrations taken from the *Manual of Seamanship*, Vol. I.)

BACKBOARD—A piece of wood, usually ornamented, shipped across the after end of the stern benches.

BARRIKERS—The small casks which are stowed between the thwarts on the bottom boards, and contain provisions, drinking water, or water ballast.

BOOMKIN—A portable boom fitted at the stern and overhanging it. At its outer end is a block through which the main sheet is led.

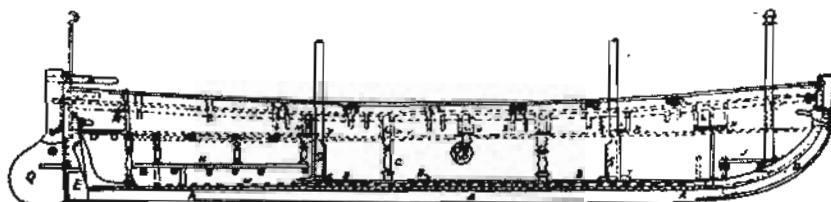
FLOORS—Are the transverse frames or ribs which run across the boat from gunwale to gunwale, fitting against and fastened to the planking, and assisting the latter to retain the form.

GADGEL—The boat's cable, made of chain or rope.

GRIPPS—Two pieces of sword matting, the upper ends being secured to the davit heads and the lower ends being secured to a monkey tail slip on the opposite davit, they cross diagonally on the outside of the boat and keep it hard against the gripping spar.

GUDGEONS—Eyes which slip over the pintles. The lower is on the rudder and the upper on the stern post.

PROFILE OF A 30-FT. CUTTER.



A Keel
B Keelson
C Bottom Boards
D Stern
E Sternpost

F Transom
G Stanchion
H Thwarts
I Head Sheets
K Stern Sheets
L Knees

M Backboard
O Rowlocks
P Puppets
Q Rudder
R Tiller
S Tabernacle

T Mast Step
V Mast Clamp
W Floors
X Rising
Y Rudder

BOOMKIN CLAMP—A metal clamp on the transom for keeping the boomkin down in its place.

BOTTOM BOARDS—Are pieces of wood fastened together, laid over the bottom of the boat as a flooring, for gear to rest on, &c.

BOW—The foremost end of the boat.

CLATS—Pieces of wood or metal secured to the sides of a boat for belaying sheets and halliards to.

COUNTER—The overhanging portion of the stern.

CRUTCHES—The substitute for rowlocks in single-banked boats. They are made of metal, more or less fork-shaped, and shipped in the gunwale for the oars to work in, and are fitted with lanyards.

GUNWALE—A square piece of wood running round the inside of the boat at the top. The upper edge of the boat.

HEAD SHEETS—The small platform at the foremost end of the boat.

KEEL—The lowest part of the boat; it forms a backbone into which the boat is built.

KEELSON BOARD—A piece of wood at the middle line of the boat, running along on the top of the floors; it extends for about two-thirds the length of the boat, to which the mast steps are secured, and into which the thwart pillars are stepped.

KIXES—Pieces of wood grown to the shape required, and used for securing the thwarts to the sides of the boat.

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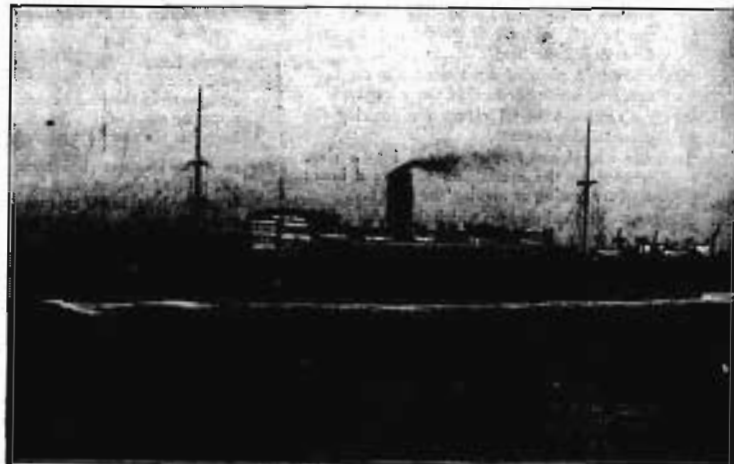
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LAZY PAINTER—Similar fitting to a painter, but of smaller rope; used for hauling a boat up to the Jacob's ladder. It should not be used for securing the boat.

MAST STRAP—A piece of wood secured to the keelson, into which the heel of the mast steps.

MAST CLAMP—A metal clamp for securing the mast to the thwart.

PAINTER—A piece of rope spliced into a ring, secured to the apron and stem of a boat; used for towing or making the boat fast.

PINTLES—Vertical pins on which the rudder ships and turns. The lower one is on the stern post and the upper one on the rudder.

POPPETS—Are pieces of wood which fit into the rowlock spaces. They are shipped whenever the oars are not being used, except when the boat is hoisted as a lifeboat. They are fitted with lanyards.

ROWLOCKS—Spaces cut in the boat's gunwale to work the oars in.

RUDDER—Either of wood or metal, hung on the stern post, by means of which the boat is steered. Is fitted with a lanyard, which is secured to the boat.

RUNNING HOOK—A hook fitted in bow of boat, from which tack of foresail is shifted for running.

STEADYING LINES—Arc of hemp and chain, and go from the ring in the centre of the slings to the gunwale, the chain on each sling being on opposite sides of the boat. Their use is to keep the boat upright when being hoisted.

SLINGS—Two spans of chain, one forward and one aft. The foremost sling has one end secured to a ring bolt in the stern and the other end to a link plate fastened to the keel.

STEM—Is the foremost continuation of the keel, scarped or tenoned into the same, and to which the planking at the fore end of the boat is fastened.

STERN—The after end of the boat.

STERN POST—Is the after continuation of the keel scarped or tenoned into same, and on which is hung the rudder by means of pintles and gudgeons.

STERN SHEETS—Is the platform extending from the after thwart aft.

STRETCHERS—Pieces of wood laid athwart the bottom boards, and fitting into chocks on them, against which the rowers place their feet.

TABERNACLE—A wooden frame extending from the mast thwart to the mast step, for guiding the heel of the mast into position.

TACK HOOK—A metal hook on the stem for hooking the tack of the foresail to.

THWARPS—Scars placed across the boats for rowers to sit on.

TIEBER—A long piece of wood or metal fitting into the rudder head for working it.

TRANSON—A board fitted to the after side of stern post, to which the after ends of side planking are fastened.

YOEK—A crosshead of wood or metal shipping on the rudder head, to which yoke lines are attached for working the rudder.

NELSON'S SHIP "VICTORY."

Speaking of the *Victory* recently Admiral Sir Doveton Sturdee of Falkland Island fame, said: "She is the fifth ship of the name. The first dates back to 1860, and was given the name *Victory* by Queen Elizabeth. The traditions of the ship are older than any regiment, than any other ship in the Navy. Nelson's *Victory* was laid down at Chatham Dockyard in 1759, that year of victories. Therefore, she began her career before the constitution of the United States, before Australia was thought of as a white man's domain, and when South Africa was a Dutch possession.

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A tremendous effort is being made to preserve the famous ship to the nation. Those interested should forward donations to Admiral Sir Doveton Sturdee, Bt., Victory Office, 233 High Holborn, London, W.C.1



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The Boy Scout—Recipes.

(CONTINUED BY F. DAVENY, POWELL)

A former article explained different methods of cooking: in this article some recipes useful in the bush will be given.

DAMPER.—The old style of damper was made without yeast or baking powder; but the so-called damper of to-day is really soda bread.

Ingredients: 4 teacups of plain flour: 4 heaped teaspoons of baking powder: $\frac{1}{4}$ teaspoon of salt: $\frac{1}{4}$ cups of water.

Method: Mix up the flour, baking powder and salt. Add the water gradually and mix quickly and lightly to a soft dough. Turn out on a floured board or sheet of bark. Knead very lightly. Make into a circular shape about two inches thick and sprinkle with flour. Bake in a native oven. A piece of tin or leaves may be placed on the top and bottom of the loaf to keep the ashes from sticking to the dough. First a layer of warm ashes is spread on the top and finally hot ashes. If the hot ashes were put on first they would char the crust. The time taken to bake the damper depends on the heat applied. One can tell when the bread is ready by pushing a small clean stick into the loaf. If dough is found adhering to the stick the bread is not ready. When the loaf is baked prop it up on its edge against something to cool, as this prevents it from becoming sodden. To clean dough off your hands rub them with flour. New bread is best cut with a hot knife.

If there is not sufficient time to bake a loaf, a twist can be made, but in this case the dough must be made a little stiffer. The dough is worked into a ribbon about 2in. wide, which is then wound round the thick end of a clean barked stick some

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3ft. long, pointed at the thin end, so that it can be stuck in the ground at an angle towards the fire. Turn occasionally so as to heat all sides equally.

BROWNIE.—This is a bushman's cake.

Ingredients: 3 cups of flour; 3 teaspoons of baking powder; 1 cup of sugar; $\frac{1}{4}$ -cup of dripping; 1 cup sultanas or currants; a pinch of allspice.

Method: Rub the flour well between the hands, then mix in the baking powder, sugar and spice. Rub in the dripping thoroughly till all is well broken up; if the dripping is very hard, soften it first by warming. Add the washed and dried sultanas or currants. Add about a cup of water and mix quickly and thoroughly. If in the bush bake and test as for a damper, but if baked in an oven place in a greased cake dish in a moderately hot oven for about an hour.

KAKOR.—Meat for a meal for one or two can be quickly prepared by cutting it into pieces about an inch and a half square and a quarter of an inch thick and placing them on a skewer of hardwood or fencing wire and roasting in front of a fire for a few minutes.

Small fish may be cooked as above.

HUNTER'S STEW.—This can be made out of any kind of meat, to which can be added onion, carrot and turnip if available.

Ingredients for one boy: $\frac{1}{2}$ lb. steak; 2 potatoes; 1 onion; 1 small carrot; 1 small turnip; 1 pint of water; $\frac{1}{2}$ oz. flour; $\frac{1}{2}$ teaspoon salt; $\frac{1}{4}$ teaspoon pepper; a few drops of Worcestershire sauce.

Method: Remove the fat from the meat, and wipe the meat with a damp cloth, or wash quickly in water. Cut the meat into small pieces, sufficient for a mouthful. Boil the water. Add the meat to the water and boil for five minutes, then simmer gently for twenty-five minutes with frequent stirring. Wash the vegetables. Peel the potatoes and cut up into suitable pieces. Peel the onion and slice it up. Scrape the carrot and cut it into slices. Peel the turnip thickly and cut it up. Add the prepared vegetables to the meat and simmer for three quarters of an hour, keeping the whole well stirred. Blend the flour with cold water. Strain off the gravy, bring it to the boil and add blended flour to thicken it, also the salt and pepper and continue to heat for five minutes, stirring all the time. Return the gravy to the stew and serve hot.

BOILED RICE.—**Ingredients:** 1 cup of rice for 5 boys.

Method: Wash the rice. Boil some water. Add the rice. If the rice is dropped into a large

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quantity of water there is less chance of the rice caking or getting burnt, and it gets more thoroughly cooked. Boil for 20 or 25 minutes or until the grains of rice are seen to be cooked through. If boiled too long the grains become stuck together. Strain through a colander and pour cold water over the rice so as to keep the grains separate.

BOILED SAGO.—**Ingredients:** 1 tablespoon of sago and a cup of water for each person.

Method: Wash the sago. Boil the water, to which is added a pinch of salt. Add the sago and stir well till quite transparent. If desired, milk may be stirred into the sago before it is removed from the fire. Pour out into a wetted basin, allow to cool and serve with sugar, treacle or jam.

PORRIDGE.—There are several breakfast foods served under this name: some which, when fine in grain or crushed like flaked oats, do not require to be cooked so long as the ordinary oatmeal.

Ingredients: A heaped tablespoonful of oatmeal and a cup of water for each boy. An extra cup of water for every five so as to allow for evaporation. A good teaspoonful of salt for every six cups of water.

Method: Place the required amount of cold water in the vessel in which the porridge is to be cooked. Sprinkle in the oatmeal, stirring all the time so as to prevent lumps from forming. If there is time do this the evening before, and allow the oatmeal to soak all night. Heat for about an hour, stirring at frequent intervals, till quite cooked: this can be told partly by the smell and partly by the appearance, also by the taste. In a house the porridge is generally cooked in a double saucepan, but in camp it is usual to cook it in a large billy. Care must be taken not to heat it too strongly, for the porridge, though moist, is thick, and easily gets burnt on the bottom and where it splashes on the sides. It should be cooked over hot charcoal, not over a flame.

PLEASE NOTE.

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

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

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

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The Navy League Journal

VOL. IV. No. 2.

SYDNEY, JUNE, 1923.

PRICE 3D.

Why the Australian Navy is Unpopular.

(BY YOKITAKI.)

THAT the Australian Navy as a service of means of earning one's livelihood has become unpopular is made manifest by the very grave shortage of recruits coming forward in the various naval depôts throughout the country. So serious a view of this shortage have the naval authorities taken that as a last resource they have, by a navy office order, authorised the payment of a bounty or capitation fee of £1 for every recruit passed into the service. This bounty is payable to all ratings under the rank of commissioned officer. This, of course, may give an added stimulus to the navy's recruiting staffs, but can have no effect whatever in the minds of potential seamen who see rather further than the recruiting officer's smart uniform and suaveness of speech.

If the Australian Navy was the popular service it so thoroughly deserves to be, there would be no need for this artificial stimulus in order to obtain recruits. But, the fact remains, that, among the class of lads the navy is desirous of employing, it is anything but popular. It is the writer's intention to suggest some of the reasons which in his opinion are contributing to that lack of enthusiasm among

Australian lads to-day to enrol under the banner of the Royal Australian Navy.

As one who has served a good many years in all classes of ships of the R.A.N., one of the chief causes of discontent among the lower deck ratings, and even in the ward room itself, would seem to be the presence of so many R.N. pensioners. To be explicit, in the R.A.N. there are a number of warrant and petty officers who having been pensioned off from the Imperial Navy are now filling similar positions in the R.A.N., thus barring promotion to our own native-born ratings. These pensioners are no doubt men of the very best type; but that is poor consolation to the young R.A.N. warrant or petty officer who sees his efforts towards advancement nullified by men who are not only drawing a pension from one service, but are getting very well paid by another.

With so few ships now in active commission there should be quite enough of our own people to man them without seeking the aid of retired members of the Royal Navy; or, as in the case of some of the officers, men who are seeking a change of climate to the rather more exigent service of the R.N.

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Looking down the current issue of the Australian navy list, one is surprised to see the number of officers and warrant officers who bear the stamp—"lent from the Royal Navy," or R.N. retired. That our senior officers should be R.N. officers is for a few years inevitable, and only common sense, and that these officers are very capable men, thoroughly competent to mould the raw material of our young navy to the right shape is undeniable, but that the junior ranks of the service, including all those ranks and ratings between lieutenant-commander and petty officers, should be choked to the detriment of our own people by pensioners or otherwise of the R.N., is a fact which must be anything but stimulating to the naval recruiting returns.

Another reason, which I will call the "immobility of the R.A.N.," in a general sense, has its influence on the minds of would-be recruits. The average lad who makes up his mind to a seafaring career, looks forward to seeing something of the world; in fact, that is three-fourths of the fascination of a life on the ocean wave to most lads. Now that the war is a thing of the past, and the ships of the R.A.N. are not called upon to venture outside their own waters, with the exception maybe of an occasional visit to neighbouring Pacific Islands, there is not much romance to the average lad who sees nothing more exciting in a naval life than a trip to Melbourne, Hobart, etc. And let it be known that however much we live in an age of science and mechanism, romance still flourishes in the heart of the young to-day as ever it did in the brave days of old when Yeo, with his inscribed horn, fascinated the youth of Bideford town with his tales of gold maidens and pieces of eight. The young aspirant to the mantle of Neptune has heard of "faery lands forlorn," and he can't imagine his native shores coming under that category. It is not surprising, therefore, to find that the experience of the Navy League (N.S.W. Branch) is that its trainees when they elect to go to sea almost invariably declare for a career under the Red Ensign; only three of its lads having accepted service in the Royal Australian Navy.

Latterly there has been a good deal of talk about exchanging units of the R.A.N. with those of the R.N., in order that our personnel may become better acquainted with their R.N. brothers

and the methods of their work—especially fleet work. Such a policy sounds distinctly hopeful, and may lead to an improvement in the recruiting returns. But this very fact leads us to two others, which, although only perhaps minor details in the complex human machine which we call the personnel of the Navy are yet well worth considering. I refer to the custom of serving out a rum issue to all H.M. ships, and the very distinct and useful privilege of all R.N. ratings obtaining their tobacco free of duty.

Now, putting aside all questions of temperance, the lower deck of the R.A.N. have a distinct grievance in the matter of this rum issue. From time immemorial all R.N. ships in commission have issued grog to the hands at noon—and continue to do so. For some reason best known to the authorities, while permitting the officers and warrant officers to carry what wine and spirit stores they desired, denied the same privilege to the lower deck. This is neither sporting nor British—for it is, I think safe to say, that if ever the British Admiralty thought that alcohol was militating against the good conduct of the service as a whole it would not hesitate to cut out alcohol at as well as forward.

Naturally, when R.A.N. meets R.N., as they most certainly will, if the abovementioned policy of interchanging units ever reaches concrete form, much argument will arise out of this self-same question. In ordering naval estimates and organisation the matter of psychology as a rule is lamentably absent. Yet throughout history our greatest leaders have been psychologists. The average matelot looks to his officer to know everything there is to know about the job he—the matelot—may be doing at any one time. He knows, generally speaking, that no officer will order a man to do a thing that he could not, or would not, perform himself if circumstances required him to do so. He knows that in time of stress the officer shares exactly the same risks as himself, and knowing this, feels that he is on the same human plane as those placed higher in rank than himself. But tell him that the officer may be permitted the use of alcohol, or any other creature comfort if it comes to that, while on board, whether at sea or in harbour, and deny the same privilege to him, and the whole question at once assumes quite a

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different aspect. Long before America as a nation went dry, the Americans cut out the use of alcohol in any form in their navy, and it was just as great—in fact, a greater—offence for an officer to be convicted of drinking spirituous liquors while on board his ship than it was for one of humbler rank.

The subject, I know, is one for delicate treatment, and fanaticism or tradition should at least be subordinate to justice and the spirit of fair play. I can safely assure my readers from personal experience that the average seaman on the lower deck of the R.A.N. contemplates gloomily the picture of the ward-room or gun-room imbibing from the "Cup that clears To-day of past Regrets and Future fears," while he is denied even the solace of a mild beer.

Up to the time war was declared, in the matter of tobacco the R.N. and R.A.N. were on the same footing: that is to say, they both obtained their tobacco free of duty. To-day the men on the "Fantome," for instance—the only R.N. ship in these waters—obtain their tobacco at a cost of 1s. 2d. per lb., while the R.A.N. must pay whatever it costs to buy it on shore. Nobody quite seems to know why this should be; but having personally seen a few letters from the Chief Collector of Customs on the subject, I am quite satisfied that the R.A.N. will continue to pay duty on its tobacco until a law is passed to the contrary. The average sailor is a fairly heavy smoker, and the difference between 1s. 2d. and say, 9s. per lb., is very considerable. Here, again, the authorities offer no inducement to a lad to join the service. In the Merchant Service he can get his tobacco duty free, and thus make a considerable saving. This, like the rum issue, may be only a trifle; but in the life of a sailor afloat it is such trifles as these which have at times a habit of assuming quite large proportions.

After all, R.A.N. and R.N. fought in the war as one service. They shared exactly the same risks and hardships—at least those who went to Europe did, there were none of either out here—then why differentiate in the treatment of the two services? If, as it has been suggested, the two services will in the unnamed future mix together again as they did during the war it can hardly be a wise policy

Navy League—N.S.W. Branch

Women's Auxiliary Committee.

Mrs. Kelso King presided at a meeting at Royal Naval House, Sydney, held in the interests of the Navy League Sea Cadets of N.S.W.

Capt. Beale described the growth of the movement in this State. The substantial results achieved, he said, were in a large measure due to



MRS. KELSO KING.

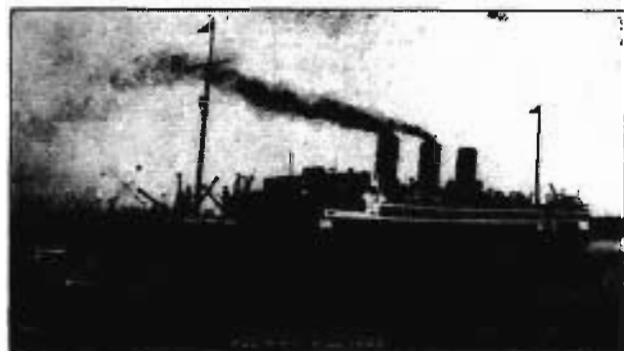
the munificence of about half-a-dozen members of the League, and also to the sterling services given voluntarily by officers and instructors to the cadets. It was decided to form a Central Women's Auxiliary Committee to further the interests of the boys, and to give the Navy League and its cadet movement wider publicity.

Amongst those present were: Mrs. Kelso King (in chair), Mrs. Henry Daman (of Chelsea branch of the Navy League, London), Miss Rosenberg (of Navy League, New Zealand), Mrs. Mayne, Mrs. Hamilton-Marshall, Mrs. T. Fox, Mrs. J. J. Booth, Miss Frances Glasson, Mrs. Roche-Pierson, Mrs. G. Brown, and Miss Dunstan.

to make fish of one and flesh of the other. Give the R.A.N. officer and rating the promotion that his seniority and knowledge entitles him to—give the men of the lower deck the same privileges as those sanctioned by the British Admiralty, and I venture to think that, although there may be no great rush to the colours, the Naval College and the "Tingira" will not be quite so lamentably empty as they are at the present day.

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The British Navy Estimates.

THE following letter, signed by SIR CYRIL COBB, M.P., Chairman, and MR GERARD FIENNES, Vice-Chairman, Navy League Executive, London, has been sent to the Press.

"The further decrease in the cost of naval defence disclosed by this year's Estimates is proof of the loyalty with which the Board of Admiralty have accepted risks for the sake of national economy, and should help to secure the ratification of the Washington Treaty by the further proof it gives of our trust in the good faith and goodwill of the Assenting Powers. But, if the country is to be asked to acquiesce in this surrender of supremacy, and even security, it should do so with its eyes open. The Executive Committee of the Navy League, therefore, desires to draw public attention to the following facts:—

(1) As stated in the House of Commons on 2nd March, the fleets maintained in full commission by Great Britain, Japan and the United States compare as follows:—

	U.S. of America.	Japan.	Great Britain.
Battleships	18	4	13 (a)
Battle-cruisers	Nil.	3	2
Cruisers	5	3 (b)	Nil.
Light Cruisers	5	11	37
Destroyers	109	22	65 (c)
Submarines	73	11	39

(a) Does not include two battleships which have reduced complements, although serving with an active service squadron.

(b) Includes eight Flotilla Leaders.

(c) Training squadron.

(2) There is no reserve of battleships or battle-cruisers worthy of the name, except ships on special duty or undergoing extended refit, owing to the scrapping of 17 capital ships in anticipation of the Washington Treaty being ratified.

(3) Of the capital ships now on the active list, only one, the *Hood*, is partially post Jutland, while the United States possess three, and Japan two, ships of this type. Of ships over 30,000 tons, we have one only, as against ten United States of America and six Japanese. We are, therefore, a long way behind even a One-power Standard.

(4) In consequence of this great reduction in the number of ships maintained, if any call for a display of naval force arises in any part of the world it can only be met by

drawing on the Main Fleet maintained in Home Waters.

(5) The personnel of the Navy has been reduced to a point at which it becomes difficult to man fully even the reduced number of vessels borne on the active list. The number of officers and men is actually 17,000 behind that maintained by the United States of America.

(6) The Navy is as yet unfurnished with a sufficient Air Force to meet the needs of modern naval warfare.

(7) Unless or until a new scheme of Imperial Defence is agreed upon by an Empire Conference, the naval forces of the Dominions, as the result of their recent reductions, are and will remain ineffective for Imperial purposes.

(8) While the intention to develop Singapore into a modern naval base, capable of accommodating the largest ships, is to be welcomed, it is alarming to know, on the authority of the First Lord, that "we could neither sent a fleet to the Far East nor maintain it there," and that there is no dock in British territory in that part of the world capable of taking a modern capital ship. This is of serious consequence, now that the sphere of possible naval action has ceased to be confined to the Narrow Seas.

(9) The most important units of the Fleet are now oil-burning, and therefore adequate provision must be made for oil-fuel depots in naval stations outside European waters.

(10) Reserves of stores and ammunition have been cut down to the very minimum of safety, and the provision of works, which, from a purely naval point of view, ought to be undertaken without delay, has been postponed and spread over long periods.

The Executive Committee of the Navy League, therefore, feels bound to express the opinion that the provision for the ensuing year is below the margin required for the security of the Empire, and that it can therefore form no standard by which the requirements of the Navy in future years can be judged."

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Jutland Anniversary.

(W.W.N.)

THE occasion of the seventh anniversary of the Battle of Jutland was commemorated by the Navy League N.S.W. Branch, at the Royal Naval House, Sydney, on the night of May 31st.

In addition to members of the Navy League and their friends there were present cadets drawn from Balmain, North Sydney, Drumoyne, and Concord Companies.

The function was presided over by Mr Alfred Milson, a life vice-president of the League.

The Chairman, in opening the proceedings, said that, although every patriotic member of our great British Empire was proud of Jutland and its results—results culminating as they did in the surrender to the British, under Admiral Beatty, of the flower of the German Navy two and a-half years later, and their internment at Scapa Flow, yet they always associated with the battle the irreparable loss of many of Britain's finest seamen who went down with their ships on that fateful afternoon in May, seven years ago.

Mrs. Henry Daman, a visitor to New South Wales, and a member of the Chelsea Branch of the League in London, delivered the only address.

During the course of her remarks, Mrs. Daman mentioned that the Navy League was founded in England 30 years ago, and to-day it had branches throughout the Empire.

In her travels the speaker had had many opportunities of observing the activities of branches of the League, and nowhere was there a branch that was more alive or more productive of results than the one in New South Wales. (Great applause.)

Continuing, Mrs. Daman said that the Navy League knew no particular political party, nor any specific religious creed. It stood for every class which had the safety and the prosperity of the Empire at heart. (Applause.)

Mrs. Daman went on to outline the growth and achievements of the British Navy from the days of Alfred to the present time. The story was unfolded in a simple and interesting manner, and gave much material for profound thought. The

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Battle of Jutland, said the speaker, marked the German fleet's only real attempt to measure its power against the British navy. They all knew that after the battle the German surface ships returned to port, and never again shewed their teeth.

A very interesting map, drawn in Germany, and exhibited there for propaganda purposes, was displayed. It depicted the work of Hun submarines sinking enemy merchant ships round the coasts of Great Britain and Ireland in their great efforts to starve us into submission.

Mrs. Daman, in concluding her address, reminded the Sea Cadets that they lived in the freest and greatest Empire known to history. It was a heritage worthy of just pride, and a splendid gift for our descendants.

During an interval, Mr. Milson, on behalf of the League, presented floral tributes to Mrs. Daman and the lady artists; also, a "soccer" football—the second prize for the cutter race for the Oswald McMaster Cup—to North Sydney's cutter's crew.

During the evening an excellent programme consisting of musical, vocal and conjuring items was rendered by the following artists:—Miss W. McCartney (Conservatorium of Music); Mr. Clement Hosking, Miss L. R. Hammond, Mr. Donald Stuart (Fullers' Theatres); Miss Nancy Holmes (Studio of Mr. Lawrence Campbell); Colonel Ayres, Mr. Charles Lawrence, and Capt. F. East.

Mr. Sanday, of the Royal Naval House, decorated the hall with flags appropriate to the occasion. The grand piano was very kindly lent by Messrs. Beale and Co., Ltd.

To the question: "Wouldn't you like to join the R.A.N.?" Navy League boys have usually replied "No," the period (12 years from the age of 18) of service is too long.

NELSON said: "Nations are like individuals—make it their interest to do what is right, and they will do it."

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The Romance of the East India Company.

BY HERALD A. HILL.

(Continued from May 1916.)

IV.

BY the beginning of the 18th Century the honourable East India Company had grown to very large proportions indeed, and as the Company grew in size and power so also did the size, speed, and equipment of their ships grow in proportion. We see at the close of the 17th Century that the Company did not possess a vessel larger than 495 tons, a hundred years later they possessed a magnificent fleet of ships averaging 1,700 tons, the largest being 5,500 tons.

All these ships were built on frigate lines and heavily armed and manned; some of the larger ships carrying as many as 170 men and 36 guns. When I use the word "frigate" I mean they were built on the general plan of the frigates of H.M. Fleet, but in order to carry the maximum amount of cargo they were a good deal fuller in the beam than the frigates and consequently lost a certain amount of speed in proportion. It wasn't until the day of the clipper ships a century or more later that such fine lined craft as the "Challenge," "Ariel," "Taeping," and "Fiery Cross" came to be built.

The Company at this time had assumed a position of national importance. Besides ruling an Empire many times larger than the little island from whence they sprung, they loaned money to the Government on more than one occasion never to have it returned, as witness that merry monarch, Charles I., when in want of funds for a campaign in Scotland. Finding that the Company held stocks of pepper to the extent of about 200,000 lbs. he coerced them into selling it to him at 7/- per lb. and then resold it at a figure considerably above that price quite forgetting in his genial way to pay the Company the original sum, a matter of £20,000 which the Company had to write off its books. In its numerous wars England availed itself of the Company's ships not only as transports for its troops, but quite frequently granting letters of marque to their Captains to act as privateersmen.

On more than one occasion fleets of East Indian ships had engaged in open combat enemy warships

far superior to them in weight of metal and men and come off victorious, notably among such exploits being that of Commodore Dance of whom more anon.

The English Navy during these years and right up to the final dissolution of the Company looked on the East Indian as an unfailing source of supply to make good their own deficiencies. A ship hardly ever came to in the Downs but she was boarded by one of H.M. ships and many of her best men "pressed." Frequently the Captains of these ships found after one of these raids he was so short handed as to have insufficient hands to work the ship up the Thames.

It must be remembered that a man, or officer, trained in one of these East Indian ships was in every way thoroughly competent to take up a similar position on a frigate or line of battle ship.

The routine and discipline on the Company's ships was almost identical with that of the Navy. The Captain of one of these ships was no mere merchant skipper to use a present day phrase—he was a very great personage indeed, fit to rank with Governors, Presidents and Chief Magistrates. On arrival in India he was received with a salute of 12 guns and every mark of respect was paid him on landing or departing.

Before an officer could obtain command it was necessary that he should be twenty-five years old and have made at least one voyage in the Company's ships to either India or China as chief mate. A chief mate had to be twenty-three years old and have made at least one voyage to India or China as second or third mate in the Company's service. A second mate had to be twenty-two, a third mate twenty-one, a fourth mate twenty, and all these to qualify for the higher rank must have made at least two voyages to the East in a junior grade. The pay of these officers was meagre in the extreme, but as they were allowed certain privileges by which their pay was considerably augmented and in the case of commanders swelled to most amazing pro-

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portions it will be seen that the officers in these ships were by no means badly off.

These privileges consisted of apportioning to the captains and officers for their "due and fitting encouragement" a part of the ship's cargo carrying capacity, and the Company paying them for it or allowed them to trade with it. The exact amount of space allowed by the Company was 97 tons, of which the captain took 56½, the balance being divided, according to rank, among the officers, warrant and petty officers. In addition to this privilege the captain was also allowed the passage money, excepting that paid for troops, so that, although his actual pay only amounted to £10 per month, the proceeds of a single voyage often multiplied that sum as much as one hundred times. Indeed, it is on record where the commanders of one of these vessels cleared £30,000 in a single voyage lasting eighteen months.

Added to all these emoluments there is no doubt that these East India men were great smugglers. The duty on tea during the hey-day of the Company was 5s. per bonded pound, what more easy then than to meet by arrangement one of the small but swift smuggling craft well out of sight of the land and transfer a thousand or so pounds of Hokea or Orange Pekoe to her rapacious hold, receiving spot cash for the transaction.

For over a century the commanders of the East India men on retiring, and most of them having made a fortune in the course of a few voyages did retire early, were permitted to sell their commands to the highest bidder. From the fact that so great a sum as £20,000 on more than one occasion changed hands for the right to command one of these ships it will be seen how eagerly these positions were sought after.

As this custom was not always beneficial to the Company's interest in producing at times men not fit and proper persons for such responsible positions, the Company put an end to the custom and the commands were given only to those whose seniority and credentials in the Company's service fitted them for that rank.

The uniform during the latter years of the Company worn by their officers consisted of a blue coat, with black Genoa velvet facings, gilt buttons



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with the Company's crest, buff waistcoat and breeches, and the usual cocked hat and sword.

Life on board one of these ships was much the same as life on a man-o-war. Discipline was carried out with a firm hand. Floggings were frequent, and the go slow and job control policy of the present day mariner did not pay in those times. The ships were kept scrupulously clean, gun drill and the exercise of small arms was carried out regularly. The ship was pumped out every watch, and they were "strictly required to keep up the worship of Almighty God." Everyone had plenty to eat, if the victuals were not of a very dainty description, beer they had, and also rum, while every Thursday and Sunday champagne and plum pudding graced the saloon table.

By the commencement of the 19th century the Company possessed a fleet of some fifty ships of an aggregate tonnage of some 45,000 tons. As stated elsewhere, time and experience had considerably altered and improved the East India men. That old relic of the past, the spritsail, had been done away with, and now the bowsprit was steered considerably lower, and carried much the same head sails as our ships of to-day. With the departure of the spritsail, the high sterns also vanished, while topgallant and royal yards came into fashion. The old lateen-rigged mizen had given place to a "spanker" or "driver," as it was sometimes called, over which, as may be seen to-day, a gaff topsail was spread. In a word, they had lost a lot of their ungainliness, and with their tall tapering masts, these yards carrying clouds of white sail, their immaculate gun-ports and shining brass fittings were things of beauty indeed.

Just such a squadron of ships was commanded by Captain Nathaniel Dance in the "Earl Camden," when on January 31st, 1803, she left Whampoa for England. The names of the individual ships were the "Wexford," "Earl of Aberavenny," "Alfred," "Bombay Castle," "Warley," "Royal George," "Warren Hastings," "Ganges," "Hope," "Exeter," "Dorsetshire," "Coutts," "Henry Addington," "Cumberland," and "Ocean." Of this fleet Dance held the rank of Commodore, and they could not have had a better man for the position. On February 14th, at dawn, four strange ships were sighted, and Dance sent one of his

smaller ships to investigate. She soon returned and informed him they were a squadron of the enemy, consisting of a line-of-battleship, two frigates, and a brig, which proved to be the French ships "Marengo," 84 guns, 1,200 men, "Belle Poule," 44 guns, 490 men, "Semillante," 36 guns, 400 men, and the "Berceau," 32 guns, and 350 men. There was also an 18-gun brig flying Dutch colours. Dance immediately formed the ships in line of battle in two

But seeing this chase would take him too far out of his course, and his first duty being to the Company now that the safety of his ships was assured by the defeat and rout of the enemy he recalled his ships and recovered his original course. In this action Dance's entire fleet suffered two casualties, both confined to the "Royal George," which had one man killed and another wounded. Considering the heavy armament carried by the enemy in comparison with their own



H.M.A.S. SYDNEY, THE MOST FAMOUS SHIP IN THE AUSTRALIAN NAVY.

THE SYDNEY HAS GONE INTO THE RESERVE AND HER PLACE IN THE FLEET HAS BEEN FILLED BY H.M.A.S. BRISBANE.

columns abreast, the enemy being on his weather quarter, and fast overhauling him. Dance resumed his course with his crews at action stations. All that day they sailed on the enemy, making no attempt to attack. At 9 a.m., the following morning, the enemy tried to cut off Dance's rear ships. The Commodore seeing his intention at once gave the order to tack, and with his two lines of merchantmen went straight for the enemy. Holding their fire until well within range they gave the Frenchmen, in spite of the light calibre of their guns, such a warm time that by 2 p.m. he cried enough—haunted his wind and stood away to the eastward, with Dance and his merry men in hot pursuit.

this was a remarkable performance.

Dance, with his fleet, which with the cargo they conveyed was valued at eight million sterling, duly arrived in England, and received a great ovation. He was offered a baronetcy, which he refused, but accepted a knighthood. While the Company, to show its gratitude to Dance, his officers and men, voted £50,000 for their reward. Dance himself received 2,000 guineas and a piece of plate valued at 200 guineas, while every captain, officer and man down to the least boy was rewarded in proportion, the seamen getting six guineas a piece, each individual receiving sums, which were far in excess, if in comparative values, only to those paid

NAVAL NOTES.

Captain Crauford, R.N., Commander Rupert Garsia, R.A.N., and Commander H. L. Quick, R.A.N., D.N.O., were present at the Navy League gathering at Drumoyne on May 26.

H.M.A.S. *Melbourne*, flying the broad pennant of Commodore Addison, C.M.G., R.N. (Commodore commanding H.M. Australian fleet), together with the *Adelaide* and *Brisbane* light cruisers, the destroyers *Anzac*, *Stuart*, and *Tasmania*, and the supply ship *Platypus*, are scheduled to leave Sydney on the 15th inst. for an extended cruise touching at many points on Australia's eastern seaboard, the East Indies, and the Pacific Islands.

Let it not be imagined that a cruise such as the one planned is a "joy ride"; it synchronizes with plenty of hard work, from the senior officer to the newest recruit. To the juniors the thought of visiting new and strange (to them) lands helps to make duty a joy, and a career in the navy worth while. It is our belief that these periodical cruises of the ships of the R.A.N. should be given much wider publicity in the press, and that pictures of interest connected with the ships and crews, and also with the various places visited, should be exhibited throughout the schools on the Australian Continent. As a recruiting agent for the navy this would probably be a most effective and economical method of obtaining the desired results. However, that is a matter for the responsible Minister, and for the Navy Board.

H.M.A.S. *Gerranium* is at present engaged on survey work on Australia's northern coast.

H.M.S. *Fantome*, the British Admiralty Survey Ship in Australian waters, has left Sydney for the North where she will carry out hydrographic duties for some months. It is expected that she will return to Sydney towards the end of the year, when she will be relieved by H.M.S. *Herald* (formerly the sloop *Merry Hampton*) from England.

Many people, who are interested in Australia's sea defences are wondering what the published results of Vice-Admiral Sir Allan Everett's recent visit to Sydney, Newcastle, and Port Stephens, will be. The N.S.W. Branch of the Navy League is wondering too.

Owing to lack of space we have been compelled to curtail the various Company reports this month. Expect to give full measure in next issue.

to the rank and file of the British Navy by way of prize money for the whole period of the Great War.

This was by no means the only instance where East Indiamen encountered and defeated enemy warships, but space forbids me to enumerate any more.

By the year 1813 the monopoly of the India and China trade, so long held by the Company, caused so much dissatisfaction among the English merchants generally that the trade to India was thrown open to the whole country, the Company retaining only the monopoly of the China trade. This latter, in itself, was in view of the amount of tea now consumed exceedingly valuable, and gave birth to those famous clippers, with their record smashing runs, already alluded to. But this monopoly was not to last long, for by the insistence of the country China, too, in 1833 was thrown open to all who wished to trade with that country, and the Company, quite unable to cope with so much competition, wound up its affairs and departed into the limits of the past.

Thus vanished the old East Indiamen, which for two and a half centuries had carried on the Eastern trade in the teeth of storm and tempest, pirates and the King's enemies. Some of the gallant old vessels, however, still did good work on other routes, but all that is left of them to-day is a figure head or two and perhaps a few hulks rotting their bones away in the seclusion of God knows what harbours of the world.

The ruin of age is upon you now
And storms have strained your frame.
The gallant ship that once seemed to be
A living thing on a living sea,
Is now but a ship in name.

DUTY.

Nelson only left his ship three times, and then on the King's service and for an hour at a time, from May, 1803, to August, 1805. "Not a ship in this fleet has been into any port since the war (began), and at this moment I never have had my foot out of the ship."

Ask a Friend to Join the Navy League

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

Senior Officer-in Charge: MR. ARNOLD MELLOR, late R.A.N. (attached to Drummoyne).

The Navy League is Non-Sectarian. The Navy League is Non-Political.

PARRAMATTA RIVER DEPOT

(W.W.B.)

THE first official depot for Navy League Sea Cadets in Australia was opened by Captain Craufurd, R.N., at the invitation of the Executive of the Navy League, on Saturday afternoon, May 16.

The weather was on its best behaviour, genial sunlight was at the flood and sparkled on the wavelets of the river, a gentle breeze softly fanned the autumn day, whilst a few squadrons of silvery clouds—raised high above their shadowed forms in the waters of the Parramatta.

There was movement ashore in the grounds of the depot, multi-coloured; movement afloat—white, brown, grey: shining yachts and pinnaces, naval cutters, "fours," and diminutive canoes, each with its solitary youthful occupant—the whole presenting a moving picture crowded with incident and beauty.

At 3 p.m. Captain Craufurd stepped ashore and was welcomed by Mr. A. G. Milson on behalf of

the Navy League Committee, and by Mr. A. Mellor on behalf of the Sea Cadets.

After having inspected the Cadets Captain Craufurd briefly addressed them. He counselled them to remember when in foreign lands that they were Australians and of the same breed as Britishers. Continuing, Captain Craufurd said: "To be a good sailor you have to be the most unselfish man in the world. I have lived with sailors 25 years or more, and found that the great sailor was always ready to do his duty. The sea is a different service from any other in the world. If a sailor does not do his duty he is sure to hurt somebody else. Whenever a ship has been lost it has always been because one man on board has not done his duty. Now, when you go to sea, I want you to always remember that, and if you watch you will understand it. The sea is the most useful service in the country, for without it you cannot get your stuff away from Australia. It is the same in England. England depends on the sea to send her goods to all parts of the world, so the sailor is one of the most important of men." "When," Captain Craufurd concluded, "you return

Continued on page 18.

AUSTRALIA'S FUTURE SEAMEN.



Captain Craufurd, R.N. (in centre of picture) addressing Sea Cadets on the occasion of the Opening of the Parramatta River Depot.

Courtesy Sydney Mail.

PEARSON'S CARBOLIC SAND SOAP

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to Australia from your voyages abroad do so feeling proud that you always upheld the honour of your country." (Cheers).

After the opening ceremony, the event of the afternoon was the race, over a course of half a mile, for the "Oswald McMaster Silver Cup." Six double crews competed in 28 and 30-ft. cutters, and the result was a win for Drummoyne, with North Sydney second, Concord third, Balmaln fourth, Richmond fifth, and Drummoyne second crew last.

After the race the winning crew under Mr. Wallace was paraded, and Mrs. Oswald McMaster presented it with the handsome Cup amid much enthusiasm. Rounds of cheers were given for the donor.

The Sea Cadet Companies present, and their respective strengths, including cutters crews, were:—Drummoyne 79, under Mr. Wallace; Balmaln 58, Mr. Wood, M.M., in charge; North Sydney 69, under Mr. M. MacDonald, late R.A.N.; Richmond 32, Mr. R. H. Wade in charge; Concord 26, under Mr. J. Docking.

The Royal Australian Naval Band from Rushcutter Bay, under Warrant Officer Pitt, very kindly

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supplied a number of items of inspiring music during the afternoon, which were much appreciated by the two hundred visitors present.

Refreshments were served by the Drummoyne troop of Girl Guides.

Captain Craufurd, who arrived by launch from Sydney, was accompanied by Mrs. Craufurd, Commander Garsia, R.A.N., Commander Quick, R.A.N., and Mrs. Quick. Amongst others present were:—Messrs. Kelso King, A. G. Milson, G. E. Fairfax, Harry Shelley and F. W. Hixson, O.B.E. (members of the Navy League Executive), Mrs. Kelso King (Chairman Ladies' Auxiliary Committee of Navy League), Mrs. Henry Daman, of the Navy League, London, Mrs. Oswald McMaster (donor of Silver Cup) and party, Mr. Q. L. Deloitte, Mrs. Mayne, Miss Hay, Mrs. Glasson, Mrs. W. W. Beale, Miss Glasson, Mrs. Hamilton Marshall, Mr. Arnold Mellor (Senior Officer N. L. Sea Cadets), Mrs. Mellor, Mrs. Wallace, Lieut. Comdr. G. A. Hill, Capt. Roche-Pierson and Mrs. Roche-Pierson, Mrs. Norton, Capt. J. H. Watson, Mr. G. B. Smith, Mr. J. Payne (Manager H.M.A. Dockyard, Cockatoo), Messrs. T. H. Silk (General

Manager), R. R. King and S. Turner (Mort's Dock and Engineering Co. Ltd.), Mesdames, Silk, King and Turner, Mr. and Mrs. T. Fox, Mr. and Mrs. J. J. Booth, Mr. and Mrs. Edgar Fidden, Mrs. R. H. Wade and party (Richmond), Mr. and Mrs. G. Boulton, Miss G. Hansford and Mr. J. Hawley.

The work of completing the depot and grounds was performed under the supervision of Messrs. A. Mellor and Wallace, and they, together with their assistants, deserve great credit for the results achieved. To Mr. Harry Shelley, the Committee of the Navy League and others, thanks are also due for assistance and support.

The Parramatta River Sea Cadet Depot is a start in the right direction. With the Navy League movement it has come to stay and to expand.

We deeply regret to report that Mr. Edgar Fidden, Hon. Secretary of Balmaln Company, is at present laid aside in Hospital. Needless to say, we very sincerely wish Mr. Fidden a speedy recovery.



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REPORT ON RACE FOR "OSWALD McMASTER CUP."

After some trouble all crews were sent away to a perfect start on a correct measured half-mile, No. 1 position having a slight advantage at the mid-stream position, with the force of the incoming tide. Drummoynes No. 1 crew were rowing a well-timed stroke, with a bright catch and longer swing than the others, which soon placed them in the leading position, gradually increasing it to eight lengths at the finish. North Sydney rowed a plucky race, but were not equal to Drummoynes. If they put more body swing into their rowing it would be an improvement. Balmain were short and snappy, which soon told on their light crew. Concord were physically the best crew of the race, but lacking in combination. Richmond and Drummoynes No. 2 crew crabbed badly, due no doubt to lack of training. Richmond, who I am informed, only handled service oars on the morning of the race, are to be complimented on competing, and with more practice should make a good crew for next race.

(Signed) G. W. MACKENZIE (UMPIRE)

Sydney Grammar Coach and Interstate Selector.

Mr. A. Mellon, Senior Officer of Navy League Sea Cadets, wishes to take this opportunity to thank the

undermentioned for very valuable assistance rendered to Drummoynes Company:—Mr. Hinchcliffe, personal service; Mr. R. Dodimead, loan of crockery; Lady Henley, loan of crockery; Mr. Atkins, transport and palms; Sydney Rubber Works, length of rubber hose and fittings; Bullivants (Aust.) Ltd., 500-ft. wire (rigging); R. Hughes, Ltd., 200 pannikins; Co-operative Box Factory, pine for notice boards

North Sydney Company.

NEW ENTRIES—S. Dooney, W. Aylott, C. Small, J. Sayer, H. Smith, R. Deacon, V. Costa, W. Jones, S. Dryden, J. Tonalin, R. Williams, J. Dryden, C. Hart, J. Pringle, G. Powers, P. Dryden, Reg Burnett, Roy Burnett, W. Adamson.

PROMOTIONS—A. Hamilton, Act. I. Sea Cadet to Petty Officer.
K. Mitchell
B. Roberts " " "

Concord Company.

NEW ENTRIES—Ron. Peterson, Reg Peterson, V. Browning, S. Wilson, H. Wilson, J. Henning, R. Lee, A. Davis, S. Davis, E. Hillier, J. Gilligan, R. Bloomfield, F. Allen, A. Cawthron, N. O'Driscoll, R. Ryder, R. Brennan.

PROMOTIONS—Idg. Sea Cadet F. Allen to P.O. (Acting) for Writer Duties.

The Navy League—New South Wales Branch.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 31st DECEMBER, 1922.

	£	s.	d.
RECEIPTS.			
To Balances brought forward from 31st December, 1921—			
Bank of New South Wales	86	6	1
Cash	9	0	8
London Office	14	15	2
	110	1	11
Subscriptions	386	10	0
" Sale of Badges	1	8	0
" Navy League Journal—			
Advertising Accounts and Special Subscriptions	48	4	6
Less: Expenses of Production and Distribution	396	16	7
	90	7	11
" Navy League Sea Cadets—			
Subscriptions and Donations	528	18	0
Less: Expenses of Equipment, etc.	338	17	5
	190	0	7
	£778	8	5

	£	s.	d.
PAYMENTS.			
By Salaries	560	10	0
" Petty Cash—			
Postages and Duty Stamps	19	0	7
Telegrams and Sundry General Expenses	25	4	0
	44	4	4
" London Office—			
Cost of Wreath, Nelson Day	3	3	0
" Balance carried forward—			
Bank of New South Wales	152	6	3
Cash	6	12	8
London Office	11	12	2
	170	11	1

AUDITED AND FOUND CORRECT.

ALFRED G. MILSON,

HON. SECRETARY.

2nd May, 1923.

H. RUSSELL CRANE, F.C.P.A.

H. J. GIBBONS, F.C.P.A.

HON. AUDITORS.

Mrs. Henry Daman

A Prominent Navy Leaguer and Her Work.

SINCE 1908, when Mrs. Henry Daman first joined the Chelsea (London) Branch of the Navy League, she has devoted a great deal of time and thought to the study of Sea Power and everything connected with the Sea Services—both Naval and Mercantile Marine. She has been instrumental in sending many boys to be trained for the sea on the "Warspite," which lay in the

Dart which here flows into the English Channel between two great rocks, locally known as the Jaw Bones.

One of the many bare-faced attempts made by Germany before the Great War to undermine the Sea Power of Britain was the infamous Treaty known as the "Declaration of London in 1910." This was so violently opposed by the Navy League, supported by all the British Chambers of Commerce, that it was never ratified, and the Empire was saved from this insidious attempt to tie our hands behind our back by new laws of contraband, which would have been absolutely fatal to any island belligerent.

In 1912 and 1913 Mrs. Daman was invited to Quebec, Toronto, Hamilton, Winnipeg, Calgary, Vancouver and Victoria, where many meetings were arranged for her by the Daughters of the Empire. She spoke on Sea Power and the necessity of preparation for the Great War which was then foreseen by all who heard the warnings of Field Marshall Lord Roberts, and who had witnessed the preparations made by Germany in widening the Kiel Canal and bringing up her military railways along the Belgian frontier.

During the war Mrs. Daman was Chairman of the British Women's Patriotic League, and worked in canteens, and for the British Prisoners of War Committee.

When the British League of Help for France was started in 1926 Mrs. Daman went with other delegates from Yorkshire, Worcestershire and Suffolk to see where help was most needed, and in consequence of her visit, the City of Ipswich Suffolk adopted two villages—Fricourt and Bazentin near

Albert, well known to many Australians on the Somme front. The Mayors of these villages asked for a steam thrashing machine to replace the implements stolen and destroyed by the Germans. So Messrs. Ransome, Sims and Jeffries, the great firm for agricultural machinery, at Ipswich, supplied a fine "batteuse à vapeur," and despatched it to Fricourt, with an inscription on it—"Le don de la ville à Ipswich." The delegates from Worcester sent fruit trees, seeds, spades, etc., to the fruit growers at Hébuterne, and the Yorkshiremen provided a new water supply at Havrincourt, as the whole water system there had been destroyed by the departing Huns. The desolation on the Somme area even then was indescribable, and no one who has not seen those areas can imagine what they have suffered—and are still suffering.



MRS. HENRY DAMAN.

Thames off Greenwich, and was supported by the Marine Society, which was founded in 1756 by a number of London merchants, a very early forerunner of the Navy League. Now the Navy League in Great Britain has its own training ships and its own Sea Cadet Units, and helps boys who want to go to sea but are not able to get into the Royal Naval School at Shotley, Essex, where 4,000 boys are always in training for the Navy. The Training School for Naval Officers is at Dartmouth on the South Devon Coast. It is a great sight when these boys, let loose from their studies, rush down to the harbour and start off in their cutters to race one another on a given distance in a given time along the broad estuary of the river

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S.S. "ASCANIUS"	10,000

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"BALANAT"	13,300 Tons	"HORDA"	11,120 Tons
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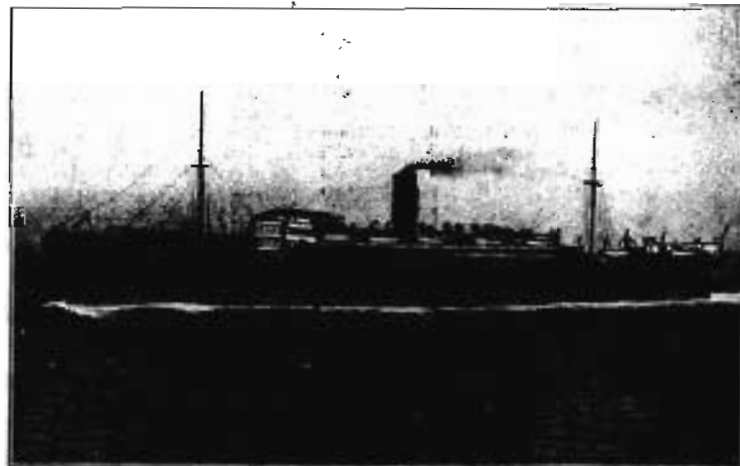
Fares to LONDON
£37 to £45
Single.

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Return.

Fares to AFRICA
£21 to £27
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During her residence in Suffolk Mrs. Daman formed a Navy League Committee with Earl Cadogan as President. At their request the County Education Authority accepted and distributed in all the schools of East Suffolk a little book by Arnold White, called "Our Sure Shield the Navy."

After studying this book the children wrote essays on this subject, and prizes and certificates were awarded according to merit.

Most of these essays showed a wonderful grasp of the subject, and most enthusiastic keenness on the part of all the girls no less than the boys.

Mrs. Daman, who at present on a visit to New South Wales, appeals especially to women to join the Navy League, and interest themselves in its activities. The honour and safety of their country should be—and is—as dear to them as it is to men, and it is on the women and children of the Empire that the worst suffering must always fall should adequate Sea Power and Sea Defence not be maintained for the protection of ocean travel and of ocean-borne goods, as well as for national defence.

The Navy League of Great Britain publishes a

fine wall map of the Empire, as well as a pocket edition, which should be familiar to every child in our school.

It teaches the fact that Sea Power is the source of all our well-being and prosperity—that it links up the scattered parts of the Empire in one united whole—united in heart as well as in interests, and that it is up to them—the young people of the Empire—to maintain and defend the glorious inheritance which they have received from their fore-fathers.

"We sailed wherever ship could sail,
We founded many a mighty State.
Pray God our greatness may not fail
Through even fear of being great."

The Duke of Sutherland, when presiding at the annual meeting of the Navy League's Council, held in London on May 30th, remarked that, to a great extent, the League drew its inspiration from the Dominions. Other speakers, according to a cable message, mentioned that a year ago the winding up of the League was being seriously considered, but it was now the council's opinion that its existence has never been so necessary as at the present time.

THE RULE OF THE ROAD AT SEA.

All Ships must keep a good look-out.

AIDS TO MEMORY IN FOUR VERSES.

(BY THE LATE MR. THOMAS ORR, C.B.)

1. Two Steam Ships Meeting.

When both side Lights you see ahead—
Port your helm, and show your RED.

2. Two Steam Ships passing.

GREEN to GREEN—or, RED to RED—
Perfect safety—Go ahead!

3. Two Steamships crossing.

NOTE—This is the position of greatest danger; there is nothing for it but good look out, caution, and judgment.

If to your starboard RED appear,
It is your duty to keep clear;
To act as judgment says is proper;
To Port or Starboard—Back—or, Stop her!
But when upon your Port is seen
A Steamer's Starboard Light of GREEN,
There's not so much for you to do,
For GREEN to Port keeps clear of you.

Both in safety and in doubt
Always keep a good look-out;
In danger, with no room to turn,
Ease her! Stop her! Go astern!

INDWELLING

"Is thou couldst empty all thyself of self,
Like to a shell disabled
Then might He find thee on the Ocean shell,
And say—"This is not dead."—
And fill thee with Himself instead.

But thou art all replete with very thou,
And hast such shrewd activity.
That, when He comes, He says:—"This is now
Unto itself—'Twere better let it be:
It is so small and full, there is no room for Me."

—T. K. BROWN.

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Newcastle and Hunter River Steamship Co., Ltd.

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Clyde River	Port Kembla
Colls Harbour	Port Macquarie
Eden	Port Stephens
Hastings River	Raymond Terrace
Jervis Bay	Richmond River
Kororua River	Tallera
Kiama	Tea Gardens
Wreck Bay	Widells
Woolong	Willow River
Woolah	Woolongong
Woolah	Woolongong



The Boy Scout—Finger Prints

(CONTRIBUTED BY F. DAVERS POWER.)

FROM early days in the East when a Monarch could not write, yet it was necessary to obtain his signature to some document—it was usual to take an impress of the markings at the end of his thumb, and this was known as his "sign manual." If you look at the ends of your fingers you will notice that just above the third joint there are some horizontal lines running across the fingers, while at the tips the lines are rounded or arched, but in the space left at the centre of the bulb the ridges have various curves forming a pattern which is the same from birth to death in the same person. This peculiarity has been made use of for detecting criminals.

The pattern may be "an arch" (figs. 1 and 2), when the ridges which form the arch run from one



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side of the bulb to the other without making any backward turn or twist: a "loop" when there is a backward turn in one direction only, either towards the thumb or the little finger, but there are no twists in it (fig. 3)—a "whorl" when there is a turn forming a single spiral which may be to the right or the left (fig. 4), and a "composite," which is a double turn in the form of a duplex spiral (fig. 5).

In the loops, whorls, and composites there are certain fixed points—(1) the "delta" or outer terminus, (2) the "point" of the core or inner terminus. The delta may be formed either by (a) the bifurcation of a single ridge, or (b) by the abrupt divergence of two ridges that had hitherto run side by side. In loops there is but one delta—in whorls there are two, and in composites two or more. The core of a loop may consist either of an even or uneven number of ridges not joined together at the summit. The prints of the same individual may vary in type. It is only necessary to note those marks which are definite and distinctive, together with their position, size, and direction. The variation in the pattern, number of ridges between fixed points, direction, breaks, junctions, etc., are so great, to say nothing of accidental scars, that the chances of two finger prints being the same with two individuals is as 1 to 64,000 million.

In case of burglary, murder, or other crime, when a finger print might be left behind, care should be taken not to handle any article that may have been touched by the perpetrator of the crime before the police have examined it. There is a certain amount of grease given off by the skin, some of which is left behind on articles touched, and as the ridges of the skin come in contact with the article the mark of the pattern is left on it. This, however, is too indistinct to photograph for record purposes, so an intimate mixture of French chalk (talc) finely powdered, and quicksilver is sprinkled over the finger prints, some of which adheres to the grease, while the excess is gently removed. A special camera with a light-tight box in front, and a fixed focus is then placed over the print, a plate exposed, and a small electric light inside the apparatus turned on for the necessary length of time.

To practice taking finger prints, an ordinary rubber stamp pad may be used, but it is better to use a sheet of glass or smooth metal and printer's ink. A drop of the ink is spread evenly over the surface of the glass or metal, but should be so thin that the colour of the sheet can be seen underneath it. The ink is required to mark the ridges of the skin only; if too much ink is used it gets between the ridges, and the impression will be blurred. The ink is spread out with a rubber roller, which can be made out of a short piece of garden hose, slipped over a cylindrical piece of wood which

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projects two or three inches on each end of the rubber to serve as handles.

There are two kinds of impressions—the rolled and the plain. To take a "rolled" impression, the first joint of the finger, is placed sidewise on the inked surface so that the plane of the nail is at right angles to the plate; the finger is then turned over until it becomes inked to the other edge of the nail. A similar movement is then made over a sheet of slightly glazed paper, a gentle even pressure being exercised. A "plain" print is made by placing the bulb of the finger on the inked surface and then on the paper, without any turning movement. The whole pattern is not always included in a plain impression—hence the advantage of the rolled impression which shows the pattern where it extends towards the sides. For record purposes rolled prints of both thumbs and all the fingers are taken. Plain prints of all the fingers of each hand are taken immediately afterwards above the rolled prints, these being chiefly used as a check to show that the rolled prints have been taken in their proper order. It is always advisable to wash the hands before taking impressions, and if the skin is hard and rough it is an advantage to add a little washing soda. The rubber roller and inking sheet must be thoroughly cleaned with benzine, dried with a rag, and put out of the way of dust when finished with. The fingers can also be cleaned with benzine or turpentine, but be careful not to do so near an open light.

Professional criminals who are afraid of leaving tell-tale finger prints behind wear gloves; some even go further, and have false finger prints made on rubber gloves, which they put on with the object of hoodwinking the police. The police have such a good method of filing their records that they can pick out the prints of any criminal of which there is a record from among the thousands which they have in two minutes, or less, and see at a glance the record of the past history of the individual.

PLEASE NOTE.

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

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

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

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"Clever Mary" is always ready to help the man, woman, boy or girl whose hands are troubled by dirt, grease, oil, paint varnish, pot-black, fruit or chemical stains. "Clever Mary" has such wonderful neutralizing powers that the dirt slips swiftly away leaving the skin fresh and soft. It works equally well in hot or cold, fresh or salt water.

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MARY

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The **NAVY LEAGUE** is a Voluntary Patriotic 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. It upholds as the fundamental principle of National and Imperial policy **COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.**

Its objects are:—

1. To enlist on Imperial and National grounds, 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 trade and Empire, but also with the object of securing British prestige on every sea and in every part of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that **SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.**
3. 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.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that **THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEIGHS US INTO ONE IMPERIAL WHOLE.**
5. 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 OF THE EMPIRE**, by learning discipline, duty and self-respect in the spirit of their Motto—
"For GOD, for the KING, for the EMPIRE."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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