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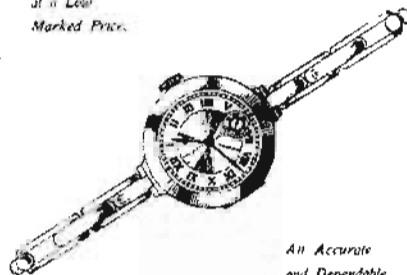
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# The Navy League Journal

VOL. IV. No. 3.

SYDNEY, JULY, 1923.

PRICE 3d.

## THE SINGAPORE PROPOSAL. ✓

(BY LIEUT. COMMANDER C. H. HOLLETT, R.N. (RETIRED).)

FROM the Naval point of view two recent items of intelligence stand out as being of paramount importance to Australia. The first, and more interesting, of these is the proposal—it is to be hoped it is still only a proposal and not a decision—by the Admiralty to construct the badly needed base for Pacific defence at Singapore. The second is the report received in Sydney about the second week in June to the effect that just prior to the Washington Conference the Japanese completed a large naval base in the Bonin Islands, about 480 miles south-east of the nearest point of Japan. As no denial has yet been published by the Japanese, it may be taken that the latter report is correct.

Australia is very particularly concerned with both these items of news, and it is a deplorable fact that the general public—in New South Wales, at any rate—appears to be totally disinterested. Not one of the three daily and evening papers that the writer sees has published a letter from any member of the public on either of these questions, though one would

have thought that somebody would have put in a word from the Australian point of view, even if only for commercial reasons. If the public is going to be absolutely apathetic about questions of defence, steps should be taken to awaken interest in the matter.

Anyone about to examine the question of where the British Pacific Naval Base should be situated must have several points quite clear in his mind:—

1. What nation, if any, shall we possibly have to fight?
2. Which will be the aggressor?
3. What will be the enemy's objective on war breaking out?
4. What should our Fleet do to prevent the enemy reaching his objective?
5. Where should our Fleet be stationed in peacetime, and therefore also on the outbreak of war, in order to be in the best position to get between the enemy and his objective?

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My answers to these questions are:—

1. Japan.
2. Assuredly not ourselves.
3. To attack Australia or, first, some British Pacific possessions and then Australia.
4. To get between the enemy and his objective.
5. On the east coast of Australia.

There is no conceivable enemy in the Pacific except Japan, but a war with that country is not by any means inevitable. It would be foolish, however, to neglect the possibility that for some reason or other, good or bad, the Japanese may see fit at some time in the future to pick a quarrel with England or Australia, possibly over the White Australia Policy. Japan would have a certain amount of justification if she were to challenge us on that subject.

It is unbelievable that we should be the nation to start the quarrel or that we—by which I mean the British Empire—should be the aggressors in this possible war. We are the pre-dominating power in the Pacific, and are very content with our possessions there and not a bit desirous of extending them. We have no "congested population problem" to deal with, as the Japanese have, and all the Empire wants is to be left alone.

So whatever reason operates to bring Japan and the British Empire to a state of war, we shall be content to protect our present possessions, and will leave it to the Japanese to do the attacking. But we must be prepared for war, and that preparation demands that we shall have an adequate Fleet in the vicinity of the Western Pacific and an adequate base from which that Fleet can operate, such base to be in a position which will enable the Fleet to get to its war-station before the enemy can reach his objective.

To determine where that base should be, we must find an answer to the question: "What will the Japanese Fleet do when war is imminent?" It will do one of two things; either make south-west and attack British possessions and prestige in the Malay Archipelago and Borneo with an ultimate eye on India, or it will come south-east, and attack some of the British Pacific Islands or Australia, or both.

To get to Borneo or Singapore, the Japanese Fleet would have to steam for many hundreds

of miles through seas studded with islands and containing many narrow channels where, with a proper scouting or reporting service, we could be aware of their movements, and could make their passage through the islands exceedingly hazardous, if not impossible. We must have a large number of destroyers and submarines at Singapore for this purpose, and it would be very doubtful if an enemy's Fleet could get through those waters without our taking heavy toll of it. Mines could also play an important part in checking the advance, and even the existence, of a Fleet in that part of the world.

In fact, so many would be the dangers that could beset an enemy's Fleet trying to do any considerable damage in that neighbourhood that the possibility of the Japanese going in that direction may be ruled out. The westward passage would be very hard to attack with success and would be easy to defend.

This leaves the south-eastern and most natural objective to be considered, and the construction of a base in the Bonin Islands, which are almost in a direct line from Japan to Australia, lends colour, at any rate, to the supposition that Australia will be the Japanese objective.

We must assume that when, and if, the relations between the Empire and Japan become strained, the two Fleets will be at their main bases, and that both will start more or less simultaneously for their war-stations. If our Fleet is then at Singapore, it will have nearly 1,500 miles to steam through the same island-studded narrow seas that we considered would be so dangerous for the Japanese and that separate Singapore from open sea. The Japanese can make that passage just as dangerous for us as we can for them. If they are properly prepared for war—and it is quite certain they will not contemplate a quarrel with us until they are so prepared—they will have submarines and destroyers, and possibly also minelayers, in position to make our Fleet's passage to open sea exceedingly dangerous. Even if no hostile craft were known to be in the vicinity, we could not afford to take any chances, and our Fleet would be compelled to steer zig-zag courses during daylight and moonlight nights in order to throw off the aim of any torpedo-firing craft that might be about. This zig-zagging would have the effect of seriously reducing the speed of our Fleet, and open sea would be perhaps 2,000 miles away instead of 1,500.

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Also, the Japanese will not go to war till they have an efficient reporting system established in the islands which our Singapore Fleet must pass, and they must, therefore, be

Fleet on the way to Australia. If they start from the Bonin Islands base, they could beat us to Australia by about 44 hours, which would give them ample time to land a strong force,



assumed to be able to get almost immediate information of our movements, the while they themselves, starting from Japan or the Bonin Islands, have small need to zig-zag, and can use all their speed to get ahead of our

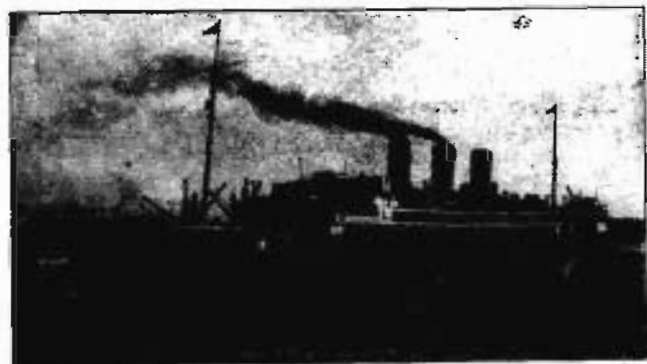
such as could be carried on board the Fleet itself or in fast transports accompanying it.

The Japanese would only require a few hours to fill up with fuel on the way, possibly in the Carolines; but they would lose nothing

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by doing that, because if they needed fuel during the passage, how much more would our Fleet need to do so when they would have so much further to come? This war, if it should unfortunately eventuate, may not take place for another ten or twenty years, and by that time who knows what may be the steaming radius of a Fleet?

Singapore, therefore, to my mind, is not at all the best place for our Fleet to be stationed. We should, and must, have a strong force of small craft there and an air-station for reporting and other purposes, but the main Fleet must be somewhere else, in some place where it will not have to try and cut the enemy off by approaching his course from one side, and probably missing. It must be at some place from which it can go and meet the enemy, and where as short a distance as possible will separate it from a war-station where it can wait for news with the certainty that when the news come it can go east or west and know the enemy is in front of it. If the Japanese were intending to attack Australia's east coast, they would make either for the passage between New Ireland and the Solomons, or else, more likely, they will go east of the whole Solomon Group. If our Fleet were to be in the vicinity of the Southern Solomon Islands it would be in an ideal position to cut the Japanese off whichever way they came. Knowing approximately when they may have started from the Bonin Islands, we can calculate when the Japanese should be reported near New Ireland or Buka. If no news were received from that neighbourhood by a certain time, it would be a fair assumption that they were coming east of the Solomons, and we could act accordingly to cut them off. If they were coming west of the Solomons, we could also cut them off by Rossel Island. Possibly they might effect a landing on one of the Solomons or at Rabaul, but this would not matter much as it would give us the information most required—that is, the knowledge of their position, so that we could then bring them to action.

It may be argued that if our Fleet were not

at Singapore or thereabouts our vast trade in that neighbourhood would be in danger. As against this it must be remembered that the best way to protect our trade is in the end by bringing the enemy's Fleet to action and destroying it. With that accomplished, only isolated attacks on merchant ships or convoys become possible, and, as in the late war, when the enemy's main Fleet is out of action, the raiders can be gradually cleaned up.

The east coast of Australia is, therefore, to my mind, the proper and only locality for our main Fleet base, and Port Stephens is the harbour, at present totally neglected, which should be used. It is a really wonderful harbour, and with proper wharf accommodation in Salamander Bay, about thirty big ships, each 900 feet long, could find berthing space in the Outer Harbour, either at anchor or alongside the wharves. More than ample space would still be left in the Inner and Outer Harbours and in the Narrows for all the smaller craft that such a Fleet could possibly require.

Port Stephens is at the centre of the iron and coal industry of Australia, and is only twenty miles or so from Maitland and Newcastle. All supplies for the construction of docks and workshops would therefore be practically on the spot, and costs as compared with Singapore would be proportionately reduced. The only thing lacking is oil. But oil would also have to be freighted to Singapore, and an oil depot built there; and in any case, if the fighting is to be done in the New Guinea or Solomon Islands neighbourhood, which seems inevitable, there will have to be an extensive oil depot on the east coast of Australia whether Singapore is to be the base or not. And there is always the possibility that oil may be found in Australia; but even if not, the New South Wales oil shale deposits could, if worked, supply all requirements.

Port Stephens is only just over 1,400 miles from the Southern Solomons, and our Fleet could take its time getting there on the outbreak of war; while the Japanese, even starting from the Bonin Islands, would have over

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2,000 miles to go before they got down to the latitude of Buka.

Australia will be protected by a Fleet based on Port Stephens, but not by one at Singapore, which should be only a light craft, minelayer, and aircraft base.

### THE WHITE AUSTRALIA PROBLEM.

In a letter to the Editor, Dr. F. Antill Pockley, of Sydney, writes:—"I unfortunately missed Commander Rolleston's article in THE NAVY LEAGUE JOURNAL, but have read that of Capt. C. E. W. Bean.

As a modern historian everyone has the greatest respect for Capt. Bean's knowledge; but the facts of history, as well as those of heredity and physiology, are unfortunately all against him in his contention. As an Australian I am as fully wedded to the White Australia Policy as any one, but confronted with facts cannot get away from the conviction that if we are to retain tropical Australia we must have coloured labour for its development. I have suggested Chinese, as they do not bring their women folk—do not multiply, and are always eager to get back to their own country. Captain Bean's reference to the white men being able to work in the Panama Canal zone is unfortunate, as all the manual labour was done by negroes. Even if correct, it would prove nothing. It is admitted that white men can, for a time, do a certain amount of manual work in the tropics, but that is a different proposition from permanently occupying the tropics. To my mind, Sir Henry Barwell, though courting unpopularity in consequence, is the only Australian statesman who understands the problem, and has the courage to voice his opinion.

If it can be shown by those who are opposed to the employment of coloured manual labour in tropical Australia that there has been in the history of the world a single instance where whites have thrived or produced a third generation while occupying tropical zones, then I shall be prepared to re-consider my opinion.

It is because I am a really patriotic Australian that I dread the result of attempting to permanently colonise the North with whites. To make the experiment would take at least three generations. It would be doomed to failure—and what might happen in the meantime?"

[Commander Rolleston's article appeared in the February issue, and that of Capt. Bean in the issue of April.]

## NAVAL NOTES.

In the Federal House Mr. Marks asked the Prime Minister:—

1. Whether his attention had been drawn to the appeal made by Admiral Sir Doynton Sturdee to the Empire for funds to repair Nelson's flagship, H.M.S. *Victory*?

2. Whether, having in mind the part played by this historic ship in deeds and the maintenance of Empire sentiment, the Government will consider making a contribution on behalf of the people of the Commonwealth to the "Victory Fund," and thus follow the lead set by the British Government?

The Prime Minister, in reply, said:—

It is understood that a sum of £150,000 is required for this work. The public in Great Britain have subscribed about £58,000, and one donor, it is believed, subsequently gave £50,000. I am informed that the British Government is not providing any funds for the purpose, but is allowing an appeal to be made to the public. Under the circumstances it would seem reasonable for the Commonwealth Government to adhere to the same principle. An appeal might, if desired, be made to the people of Australia, under the auspices of the Navy League.

In reply to a question by Mr. Marks, concerning the suggested interchange of Units of the Australian Fleet with those of the British navy, the Minister for Defence said:—

The present position is that we are in communication with the British Admiralty to give effect to the scheme suggested. The Admiralty authorities desire that the exchange should extend over only six months. Our suggestion was that the Australian cruisers should remain for training with the Grand Fleet for twelve months. The Australian ships are at present on a northern cruise, and will not return until about the end of August or the beginning of September. In the circumstances it is considered advisable that the whole question should be discussed by the Prime Minister when he is in England.

The following appointments and promotions are announced in connection with the Royal Australian Navy:—Lieutenant Henry H. Palmer to Melbourne as Fleet P. and K. T. Officer, June 14; James C. D. Eastlake to Penguin, additional, to await passage to United Kingdom, June 14; Midshipman Harold S. Barnett, Donald M. Hole, James C. Morrow, Kenneth McK. Urquhart, and John A. Walsh, to Adelaide, May 17; Sydney F. Bolton, Frederick N. Cook, Richard F. Halberdell, Eric S. Mayo, Alan J. Travis, and James K. Walton, to Brisbane, May 17; John W. Bull and Kenneth D'A. Harvie, to Adelaide, May 17, and to Penguin, additional, to await passage to United Kingdom, June 14; Engineer-Lieutenant Henry Dustin, to Melbourne, additional, June 8, (appointment to Penguin, additional, cancelled); Surgeon-Lieutenant Charles A. Crothers, to Platypus, June 7; John J. L. McDonald to Penguin, additional, June 7; Paymaster-Lieutenant John Heble to Platypus, and for flotilla duties, as Acting Paymaster Lieutenant-Commander, June 5; Frederick C. J. Denton to Penguin, June 8. Promotion:—Lieutenant Edward Russell Lewis, D.S.C., to be Lieutenant-Commander, to date May 15. Auxiliary Services:—Warrant-Inspector Charles Frolick, to be Sub-District Naval Officer, Geelong, as Acting Commissioned Instructor, May 19; Warrant-Officer Francis C. Type to be Sub-District Naval Officer, Launceston, May 19. Royal Australian Naval Reserve (seagoing):—Sub-Lieutenant Harry R. Hodges to Anzac, additional, for training, June 10.

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# The Story of the Sobraon

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BY CAPTAIN JAMES H. WATSON, R.N., FRANKLIN

HIS MAJESTY'S Australian Training Ship Tingira, at anchor in Rose Bay, a familiar sight to the residents of the suburb of the same name, as well as to all who pass down or up the harbour, was originally one of the finest ships that visited Port Jackson when sailing ships held pride of place—her name being the Sobraon.

She was built at Aberdeen by Hall, a noted shipbuilder, in 1866, and was what was termed a composite ship—that is, she had an iron frame,

voyage home he developed aberration of mind, causing the ship to be similarly afflicted in her compass, and instead of sailing up the English Channel the Sobraon found herself up the Bristol Channel. This contre-temps caused a change in the command, and Mr. J. A. Elmslie, the chief officer, was appointed captain.

On his first voyage in command he had as passengers Lord Belmore, with his wife and family. The ship reached Sydney on January 7th, 1868,



THE SLENDID CLIPPER SHIP, SOBRAON, AS SHE APPEARED WHEN SAILING THE OCEANS OF THE EARTH.

planked. Whilst being built her owners got into financial difficulties, and she was sold. She had been intended for a screw steamer, but her new owners (Messrs. Devitt and Moore) did not want steam—they pinned their faith to canvas, and completed her as a sailing ship, her timber being teak. Her dimensions were: 300 feet long, 40 feet broad, with a depth of 28 feet of hold; she was 2,130 registered tonnage, with a carrying capacity of 3,500 tons.

She made her first voyage to Sydney in 1867 under command of Captain Kyle, and on her

and Lord Belmore was sworn-in as Governor of New South Wales on the following day.

The Sobraon made seven voyages to Sydney, and always secured a full complement of cabin passengers, both on account of the ship herself, and also because Captain Elmslie had an attractive and genial personality.

The eighth voyage was made to Melbourne, and as a passenger and cargo vessel Sydney saw her no more, and she made regular voyages to the Southern capital, retaining her popularity to the end under Captain Elmslie.

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In 1891 she was purchased by the New South Wales Government, to be transformed into a nautical ship to replace the Vernon, which had been in use as such for 24 years, having been bought at Brisbane in 1867, and as she was an old ship then, she had become quite unsuitable.

The Vernon terminated her career in Berry's Bay, where she took fire, and was destroyed on May 29th, 1893.

The first officer to command the Vernon was Captain James S. V. Main, who died on her on March 18th, 1878. He was succeeded by Captain Frederick William Neuenstein, who, on the Sobraon replacing the Vernon, took command of her, which he held until he was appointed Controller-General of Prisons. On reaching the age limit he was retired, and died on April 23rd, 1921, aged 71 years.

The next Commander of the Sobraon was Captain W. H. Mason, for some time previously the chief officer of the ship, and he retained the position of command until she passed into the possession of the Federal Government, to be used as a training ship for boys for the Royal Australian Navy.

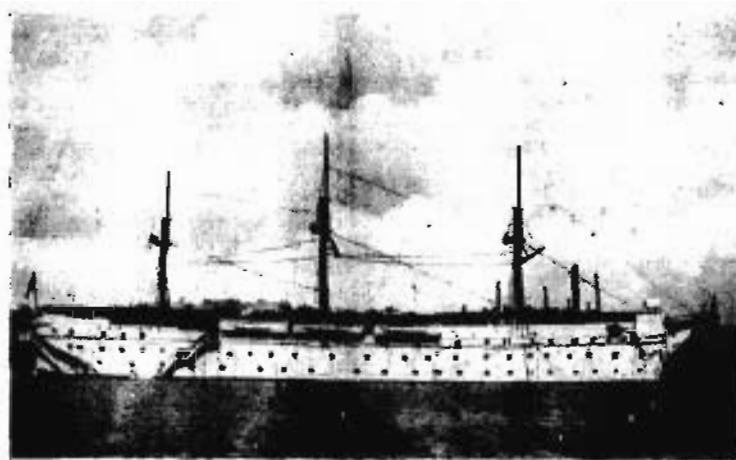
There seems to be some misunderstanding as to what the Sobraon actually was whilst she was the property of the New South Wales Government, and what she is now under the name Tingira, which she now bears.

Her official status was the "Nautical School Ship Sobraon," as part of the Public Instruction Department, under the Minister of Public Instruction, and was in no way connected with the Prison Department as some have supposed. The boys who were sent on to her were those who, by the loss of their parents, or had been neglected by them, became a charge on the State.

Now, as the Royal Australian Navy training ship, the Tingira stands to the lower deck ratings, what the Naval College at Jervis Bay does to the ranks, and a boy to get on her (it is understood that the number of suitable boys offering at the present time, is below requirements) must be able to produce the highest testimonials as to his character, thus ensuring that the men of the Australian Navy are of the best type.

A Sydney paper, some years ago, in discussing

"The Bluejacket in the making," and what Australia had to do in manning a proposed navy, said: "The mainspring is the man behind the gun, and as the gun and the ship become more and more subtle and complex, so must the man become of higher mental calibre and capable of fine accomplishment"; and it is to give Australian boys that mental calibre that the old Sobraon—now H.M.A.S. Tingira—has been specially fitted up for, and the boys to whom so much attention is devoted are selected as suitable to receive it.



HIS MAJESTY'S AUSTRALIAN TRAINING SHIP, TINGIRA,  
(FORMERLY SOBRAON) MOORED IN ROSE BAY,  
SYDNEY HARBOUR.

So far the effort of the Defence Department has been eminently satisfactory, and officers commanding have expressed themselves as quite satisfied with the result.

The result here meant is, of course, as fitting the boy to go "behind the gun" when his time comes, but it means more to the boy himself—and that "more" is what he himself makes it. First, by close attention to what is being taught him; and secondly, by the application of what he has learned.

There is an old saying that every French soldier

carries a field-marshal's baton in his knapsack, which is equivalent to saying a private can rise from the ranks to the highest position in the army. A seaman in the Royal Australian Navy may not have a flag officer's commission stowed away in his kit bag, but it is possible for him to attain commissioned rank—and that is what boys on H.M.A.S. Tingira should keep in sight, and so regulate their conduct, that by a strict adherence to duty, and all that the word means, they may get the envied position.

### COCKATOO DOCKYARD and GARDEN ISLAND.

The Prime Minister (Mr. Bruce) speaking in Parliament on 4th July, said:—"It was imperative that the Navy should have a dockyard and machinery adequate to do all repair work in Australia."

Continuing, the Prime Minister said: "The only machinery in the Southern hemisphere capable of handling large turbines was installed at Cockatoo Dockyard; therefore, it was essential that the Government should retain some control over the works. The Ministry felt that economy could be brought about at the Garden Island Establishment as well as at Cockatoo. The Royal Commission had recommended that the only work done at Garden Island should be that which could be carried out by navy ratings. This recommendation had not been given effect to, with the result that there was a large civil staff at Garden Island doing work that could be done at Cockatoo. The Ministry proposed carrying out the commission's recommendations."

## The Shadow on the North Sea.

RIVAL NAVIES AS THEY MIGHT HAVE  
SEEN TO-DAY.

(This very interesting article, written by Mr. H. G. Hywater, is from "The Nation," the organ of the Navy League, London.)

OF the half-dozen men whom history will brand as the prime instigators of the Great War, Grand-Admiral von Tirpitz was probably the ablest and most resolute. While others talked and dreamed of the war that was to give Germany dominion over half the globe, he worked for nothing else. He was the moving spirit, not only of the policy which had raised his country to a commanding position afloat, but of the raging, tearing propaganda of hate against England which reconciled the German people to the heavy financial burden of a great navy. Tirpitz, politically, was the most dangerous man in Europe. From the date of his appointment, in 1897, as head of the naval administration, he wielded greater influence in Germany than any other individual, not excepting the Kaiser himself, who became, in

fact, the unconscious instrument of his powerful servant. But for Tirpitz it is more than doubtful whether the vague ambitions of William the Second to possess a navy of capital rank would ever have taken concrete form. Tirpitz alone seemed able to inspire that popular enthusiasm for sea power, without which no big scheme of naval expansion could have been carried out. Both as a politician and administrator he towered far above his colleagues in the Imperial Government, and had the war ended favourably for Germany he would, no doubt, have occupied in the Teutonic hall of fame a niche no lower than that accorded to Moltke, or even to Bismarck himself. As it is, however, destiny has reserved for him the bitter experience of seeing his life's work brought to utter destruction. Scarcely a vestige remains of the splendid armada he was building up with infinite toil, and of which the High Sea Fleet of 1914 was to have formed but a part. For in that year the Imperial Navy was still in the making, and was not due to attain its full strength for another decade.

To this day Tirpitz will not admit that the tremendous weapon he forged was aimed at England; nay, he even denies that his policy had any effect in fomenting the war. But these disclaimers are overborne by a crushing weight of evidence to the contrary. Looking back from the vantage point of to-day, everyone not wilfully blind can see that war between Germany and this country had become inevitable long before 1914, if only because of the former's overt challenge to that naval supremacy upon which our very existence depended. In setting himself deliberately to overthrow our sea power Tirpitz can have been under no illusion as to what the end must be. He was gradually forcing Britain into a position where she would have been faced with the alternatives of fighting to retain the trident or tamely surrendering it to Germany. Knowing what he did of the characteristics and traditions of the British race, he must have foreseen what our choice would be. Tirpitz was therefore working for war, and it is useless for him at this time of day to dispute so notorious a fact. According to interviews published recently in the German press, he is now a well-wisher of this country, whose interests, he thinks, are closely allied with those of the Fatherland. But it puts a severe strain on one's credulity



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to be told that Germany's bitterest Anglophobe has been suddenly converted into an affectionate friend of the country for whose destruction he laboured so long.

Events have marched so swiftly during the last ten years that the public's recollection of the intensive pre-war naval rivalry between Britain and Germany is already growing dim. It may, therefore, not be amiss to hark back to the state of affairs that prevailed in 1914, in order to determine whether the German menace was really as formidable as it appeared to be. In the interviews referred to, Tirpitz is quoted as saying that Germany's naval preparations had always been "moderate," and need never have aroused alarm in England. Let us, then, recall what happened in the comparatively brief period of fourteen years. By the first "Flottengesetz," or Navy Law, of 1898, the future strength of the Imperial Fleet was fixed at—

- 19 battleships,
- 12 armoured cruisers,
- 30 light cruisers,

by the "Flotten-Novelle," or Amending Act of 1912—and in consequence of previous amendments to the original law—this establishment was increased to—

- 41 battleships,
- 20 armoured (or battle) cruisers,
- 40 protected cruisers

This would eventually have given Germany a fleet of 61 capital ships, together with 40 fast cruisers, 12 destroyer flotillas, and six submarine flotillas. "Moderate" is hardly the adjective one would apply to such a programme. But even these figures do not reveal the full significance of the Amending Act of 1912, which caused so much well-founded apprehension on this side and removed the last shadow of doubt as to Germany's designs. Besides adding an entirely new squadron to the High Sea Fleet, and increasing the number of capital ships in full commission to 33 it provided for the maintenance of more than two-thirds of the destroyers and submarines on a footing of immediate readiness for war. As Mr. Winston Churchill pointed out in his statement to Parliament on this question, "nearly four-fifths of the entire German Navy will be maintained in full

*Continued on page 22.*



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**Balmain Company.***Headquarters: ST. JOHN'S HALL.**Officer-in-Charge: MR. A. WOOD, M.M. late A.I.F.**Hon. Secretary: MR. EDGAR FIDDEN.*

Mr. T. Fox, of Balmain, takes a great interest in the welfare of our boys. Mr. Fox is a regular visitor to the hall on drill nights.

Mr. Fidden is still in hospital, but hopes to be up and about very soon.

C.P.O.'s Ernest Gates and Ronald Gault are rarely, if ever, absent from duty on drill nights. These C.P.O.'s have rendered splendid service to Balmain Company.

Mr. McDonald is giving his services as signalling instructor to the Company, the said services being much appreciated.

The Cadets are doing very satisfactory work, and interest is maintained. New uniforms are badly wanted.

**Drummoyne Company.***Headquarters: N.I. DEPOT, BRIDGE ROAD.**Acting Officer-in-Charge: H. MACKENZIE, late R.A.N.R.**Hon. Secretary: E. V. TERRATT.*

PROMOTIONS—Eric Hornshaw to Chief P.O.; Keith Buchanan, Gordon Driscoll to P.O.; Oliver Davis, Leslie Hopkins to Ldg. Sea Cadet.

During the month of July Drummoyne Company was completely re-organised. With the sanction of Headquarters, it has been decided to have a Junior and Senior Section in future, the cadets forming the Junior Section will be 10 to 13 years of age, and the Senior boys will be from 13 to 16 years old. It has also been decided, in consultation with Central Headquarters, Sydney, to permit Senior cadets who are in a position to provide uniforms at their own expense, to wear slacks and jumpers. The age limits imposed with regard to cadets are not necessarily applicable to Petty Officers. In these cases the O-in-C. will use his own discretion. Uniforms and equipment have been checked and re-issued.

P.O. Hornshaw, who has served in the Drummoyne Company since its inauguration, has been

AWAY CUTTERS.



New South Wales Navy League Sea Cadets Manning their Boats prior to the Race for the Oswald McMaster Cup.

Courtesy Sydney Mail.

# PEARSON'S CARBOLIC SAND SOAP

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promoted to C.P.O., and will take charge of the Junior Section, P.O. Driscoll will take charge of the Bugle Band.

The Cadets under P.O. K. Buchanan, attended the "Presentation of Colours" ceremony, to the local Girl Guide Company on Saturday, 23rd ult. The Senior Officer-in-Charge and a number of cadets decorated the Presbyterian Church grounds for the function. The Girl Guides assisted at the opening of the Drummoyne Depot, and it was a pleasure to be of assistance to them.

Our many thanks are due to Mr. C. R. Mackenzie, St. George's Crescent, Drummoyne, for the gift of a crab winch, which will be used in conjunction with the cradle and slip, for slipping the cutters.

Instructional classes are held on Wednesday nights at the Depot, from 7 p.m. till 9 p.m. Saturday Parades, unless otherwise ordered, are held at the Depot at 1.30 p.m. The Senior Section, under formation, will when completed, meet on a different night for instruction.

Mr. Harold Mackenzie, who has joined the Cadet Corps, as Assistant to Mr. Mellor at Drummoyne, has had wide experience in the Mercantile Marine and in the R.A.N.R. Mr. Mackenzie, in conjunction with the Senior Officer, is at present erecting W/T installation at the Depot.

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## North Sydney Company.

Headquarters: DRILL HALL, ERNEST STREET.

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

Assistant and Hon. Secretary: MR. F. MACGEE (late R.N.V.R.)

NEW ENTRIES: Mr. F. Macgee has been appointed to assist the officer-in-charge; Cadets L. Cookson, A. Powers, E. Whittaker, F. Mall, and F. Paton.

DISCHARGES: Cadets S. Whitehouse, R. Eaton, and W. Coote, for non-attendance.

21/6/23.—65 cadets mustered at boat-shed, Careening Cove; 2.15 p.m. took cutter's crew out pulling, left remainder ashore playing football, etc. Dismissed 5 p.m.

4/6/23.—Cadets mustered at boat shed 9.30 a.m.; took 35 cadets in cutter to Clifton Gardens, sent remainder of cadets round by train, as there was no room in cutter for them. Arrived Clifton 11 a.m., and played football before lunch: 1.30 marched cadets to George's Heights Naval Magazine, when the various kinds of shells stored there were described to the cadets by their O.C. Left Clifton 4 p.m. Dismissed at boat shed, Careening Cove, 5.45 p.m.

5/6/23.—66 cadets at Drill Hall 7.30 p.m.; carried out physical drill and compass lessons. Mr. Macgee did excellent work with signalling classes. Dismissed 9.15 p.m.

9/6/23.—40 cadets mustered at Central Railway Station 12 noon. Entrained 12.30 in company with Balmain Unit; also cadets from Drummoyne for Richmond to witness the launching of the Richmond Unit's cutter. The trip was thoroughly enjoyed by officers and cadets.

12/6/23.—60 cadets present at Drill Hall 7.30 p.m. Seamanship classes, also Semaphore signalling classes under Mr. Macgee doing excellent work. Dismissed 9 p.m.

16/6/23.—Cadets employed cleaning out cutter. Later, took full crew out pulling. Remainder of cadets ashore playing football. Dismissed at 4.45 p.m.

19/6/23.—61 cadets mustered at Drill Hall 7.30. Unable to carry out the usual routine, as military had a special parade on in Drill Hall. Capt. Beale was present. Dismissed at 8.45 p.m.

23/6/23.—Cadets mustered at boat shed 2.30. Took full cutter's crew to Rushcutters Bay Naval Depot to pick up oars for Navy League. Remainder of cadets were left in charge of Mr. Macgee. Arrived back at boat shed 4.45.

24/6/23.—25 cadets mustered at Post Office, North Sydney, 10.30 a.m., for Church Parade. Marched to Congregational Church. Dismissed 12.15 p.m.

16/6/23.—No Parade on account of rough weather. O.C. unable to attend on account of illness.

30/6/23.—Cadets at boat shed 2.30 p.m. Took 30 out in cutter for a mile pull.

3/7/23.—46 cadets on parade. Number of boys absent with ill. Mr. A. G. Milson, of N. L. Executive Committee, and Mr. C. P. Bartholomew were present, and witnessed cadets at work. Mr. Bartholomew has kindly presented a dozen pairs of semaphore flags to the company.

Officers and cadets wish to thank Mrs. Hamilton for the kindly interest she has taken in the Corps.

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## Richmond Company.

Headquarters: RICHMOND.

Officer-in-Charge: MR. R. H. WADE.

Hon. Secretary: MR. L. RAY.

A very interesting ceremony was performed at Richmond last month, when the Navy League 28 ft. cutter was officially launched upon the waters of the Hawkesbury River.

Amid scenes of great enthusiasm Mrs. R. H. Wade performed the act of launching the boat. Prior to the cutter leaving the slip, Mrs. B. E. Sullivan (in the unavoidable absence of Mrs. Mayo) christened the cutter "Richmond."

Brief speeches were made by well-known members of Parliament and other public men, eulogising the work of the Navy League, the officers and cadets.

The function, which was one of the most successful held in the district, was very largely attended. Amongst those present were Messrs. Walker, Fitzsimons and Molterworth, members of Parliament; Messrs. B. E. Sullivan, R. H. Wade, L. Ray, T. Stead, S. Eazy, A. P. Bidde, F. Hough, C.

Devlin and Woodhill; Revs. F. J. Dillon and W. R. Milne; Mrs. and Miss Fitzsimons, Miss Frances Glasson, Mrs. R. H. Wade; Councillor Anderson, Alderman J. O'Brien, and officers and cadets of Sydney units.

A complete account of the event appeared in the *Windsor and Richmond Gazette*.

The Executive Committee of the Navy League thanks the Richmond Sub-branch for the great efforts it has made in establishing the Cadet Movement in Richmond and district.

## Concord Company.

Headquarters: CAHARITA ROAD, CAHARITA.

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

Excellent progress is being maintained by this company. We hope to make it as efficient, and as strong numerically, as any unit in the Sea Cadet movement.

Two cadets severed their connection with the company last month; one passing to H.M.A.S. Tingira, and the second to the merchant steamer Zealandia. We wish them success.

## NAVY LEAGUE FUND.

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permanent commission—that is to say, instantly and constantly ready for war." Such a proportion, be added, was remarkable, and found no parallel in the previous practice of any modern naval power.

Let us imagine the position that would have confronted us to-day had not the war intervened. Even if no further extension of the Navy Law had been made—and that is assuming a great deal—Germany by now would have disposed of a first-line fleet of 28 Dreadnoughts and 15 battle-cruisers. The latest ships of this fleet would have been at least equal in power to the best of ours, for in 1913 Germany had abandoned her former policy of keeping to smaller displacements and lighter guns than those of contemporary British types, and was preparing to lay down vessels of the largest dimensions. For instance, the *Baden* and the *Bayern*, commenced in that year, were 28,000-ton ships, and thus slightly heavier than our *Queen Elizabeths*.

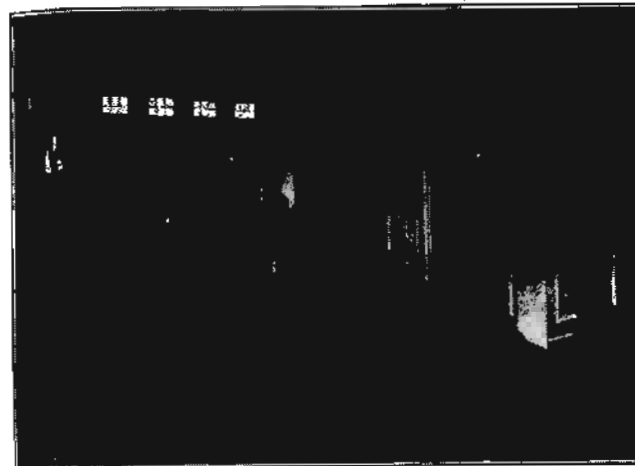
In addition to this imposing fleet of all-big-gun ships, Germany would have had 40 light cruisers, not counting a number of old but still effective vessels of that type; 144 modern destroyers, and 72 submarines, most of the latter being large ocean-going craft. The personnel would have been sufficiently numerous to provide full war complements for every vessel on the active list and in reserve, with a balance for manning ships approaching completion and auxiliaries. While the major part of this immense armament would naturally have been stationed in the North Sea, the German flag would have been strongly represented in foreign waters. It was intended to keep in the Mediterranean a squadron comprising two battle-cruisers and four light cruisers, for co-operation with the Austrian fleet. In the Far East the *Scharnhorst* and *Gneisenau* were to be relieved by modern ships, probably battle-cruisers. Had these plans matured, we should have been compelled to counter them by reinforcing our squadrons in the Mediterranean and China, thus weakening the Home Fleets.

Germany at the same time had set the pace in developing new and more deadly weapons of naval warfare. She was already manufacturing 15-inch guns of greater power than ours; she had trumped

our 21-inch torpedo by one of 23 6-inch, and she was continually experimenting with new explosives to make her shells, mines and torpedoes more potent. What part aeronautics would have played in her naval organisation it is difficult to conjecture. That she would have gone on with the building of Zeppelins is certain, for their dangerous vulnerability to hostile attack was only revealed by the test of actual war. Moreover, the erection of great airship stations at several points along the coast showed that a large fleet of Zeppelins was to be constructed for working with the navy as scouts or bombardment units. In 1914 very few aeroplanes were being built for naval purposes, as their utility for such work was not yet realised. During four years of war heavier-than-air craft probably developed to a greater extent than they would have done in ten years of peace; but, even so, it is likely that the German Navy of 1923 would have possessed a considerable service of aeroplanes and flying boats, and perhaps aircraft carriers as well.

To maintain even a 60 per cent. superiority over this huge fleet would have placed a heavy strain on the resources of Great Britain, though the Dominions would no doubt have shared the burden. Between 1914 and 1920 we should have had to build not less than 24 new capital ships, with a proportionate number of ancillary vessels; and since a progressive increase in tonnage and armament was unavoidable, by now the average cost of each new battleship could not have been much less than £5,000,000. Substantial additions to personnel would have had to be made year by year, involving a corresponding increase in the cost of the naval service. Further, many millions must have been spent on the construction of docks and other works at the fleet bases at home and abroad, for even in 1914 we were none too well off in this respect, and the existing docks would long since have become too small and limited to accommodate our ever-growing fleet of mastodons.

Such, then, would be the position to-day if war had been averted in 1914. Two rival fleets, each of tremendous strength, and both instantly ready to fight, would be facing each other across the North Sea. Apart from the financial burden which it imposed on each country, this threatening array of armaments must have kept political relations on



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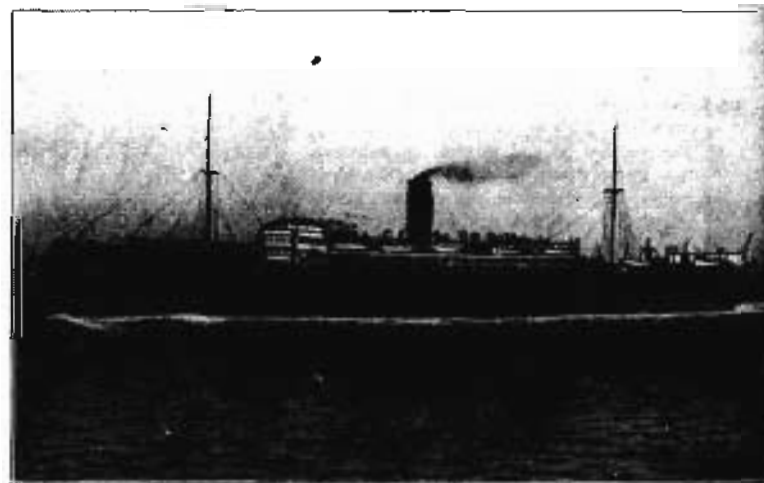
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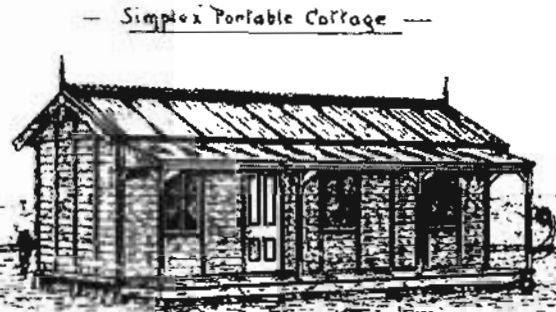
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a hair trigger. Any incident, however, trivial in itself, might have precipitated the clash. The strain would indeed, have become intolerable, and unless Germany had seen fit to modify her naval ambitions it is doubtful whether the utmost efforts of diplomacy would have availed to prevent an explosion. All this was plain enough in 1914 to those who had full knowledge of the facts and courage to face them squarely. It is, therefore, impossible to accept the belated assurance of Grand-Admiral von Tirpitz that the German Navy was built to preserve the peace. If that were so he would stand pilloried as the most obtuse and purblind statesman of his day, instead of being, as we know him to be, a singularly shrewd and calculating man of affairs, whose one foible is his abiding faith in British gullibility.

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### The Boy Scout—Estimating Heights.

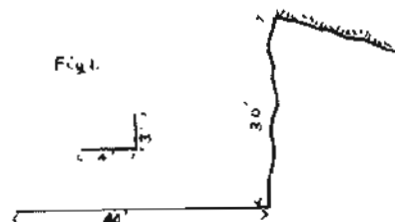
(CONTRIBUTED BY F. DARVEN POWER F.C.S.)

It is often required to ascertain the height of an inaccessible object, such as a house, against which it is desired to raise a ladder; the height of marketable timber of a tree; the height of a cliff, flag-pole, chimney stack, etc. The height of a building built of brick, when one can count the number of courses may be estimated by allowing 10-in. for each 3 courses including the mortar. When it is possible to reach the base of the object and the ground is fairly level, the height may be roughly found by one of the following methods.

**SHADOW METHOD.**—This can be used when the sun throws a shadow which is not too short as when nearly overhead at noon. Place a stick of a known height in the ground so that it stands vertically, say 3-ft. above the surface: then measure its shadow and also that of the object the height of which it is desired to ascertain. The height of the object is then found by a proportional sum. As the shadow of the stick is to the height of the stick, so is the shadow of the object to the height of the object. Example: Let the height of the stick

above the ground be 3-ft., its shadow 4-ft., and the shadow of the object 40-ft; then  $3 \times 40 \div 4 = 30$  ft. Fig. 1.

Fig. 1.



**ANGLE OF 45 METHOD.**—This can be used when the sun is not shining. A right angle triangle having its other two angles of 45 deg., has its base equal to its perpendicular. Nail two laths together

at right angles so as to form a T, having each half of the horizontal piece equal to the length of the vertical piece. Walk away from the object to a distance you consider equal to its height and lie on the ground, then place the T as shown and shift your position till your lower eye, the top of the T and the top of the object to be measured are in line: then measure the distance from your eye to the base of the object which is equal to the height sought. When lying on the ground to obtain the sight it is advisable to lie on your side at right angles to the line as you can get your eye closer to the ground than if lying on your chest or back, besides obtaining a better view of the T. Fig. 2.

Another way of obtaining an angle of 45 deg. is to judge the height of the object by eye, which may be done by taking your own height in nearest feet as an unit, and then pace that distance from it. Place a pole a little higher than yourself in the



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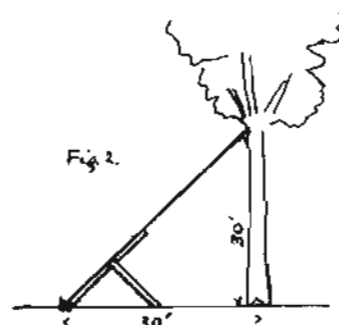
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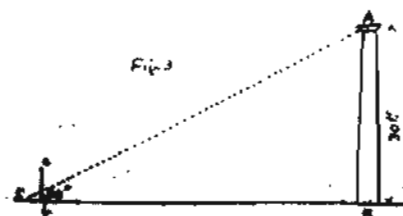
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ground at that point, then stand up alongside it and cut a notch on it level with your eye. Lie down with your feet against the pole in line with the object and note if your eye, the notch and the top of the object correspond: if so you have found the angle of 45 deg. first time, and the distance from your eye to the base of the tree is equal to the height required: but should the line from your eye to the notch produced come above the top of the object, you are too near the object: on the other hand if the line strikes the object below the top, you are too far off, and must shift your position accordingly until you get the correct line.



**INCH PER FOOT METHOD.**—Mark off twelve 6ft. lengths from the base of the object to be measured. At the 11th unit place a pole vertically in the ground, and at the 12th unit make a distinct mark. Lie down sideways and note where a line drawn between your eye and the top of the object to be measured cuts the pole. Measure the distance of the point thus determined to the ground in inches. The number of inches found corresponds with the number of feet in height of the object: for instance if the pole is cut at 30.in. the height of the object will be 30-ft. If the ground is not even, or the eye close to the ground, the number of inches on the pole should be measured to the point where a horizontal line from the base of the object cuts the pole, and not necessarily all the way to the ground.



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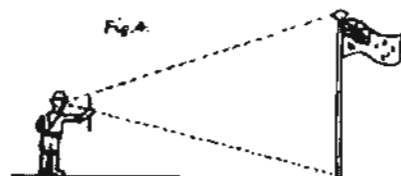
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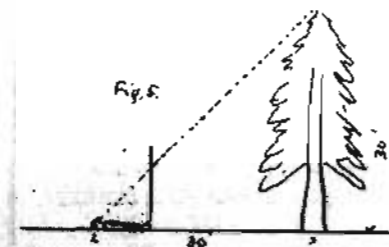
The explanation is obvious for as the larger triangle  $ABC$  has the same shape as the smaller triangle  $abc$ , and since the distance  $BC$  is exactly twelve times that of  $bc$ , the height of the object  $A$  must be twelve times the distance measured on  $Aa$ , consequently every inch (since there are 12-in. in a foot) on a pole is equal to 1-ft. of the object. Fig. 3.

**SIGHTING STICK.**—Measure the length of your reach, and to ensure that this remains constant while measuring it is a good plan to have a piece of string between your neck and hand which must be kept taut. Walk a distance from the object ten times the length of your reach, counting inches of reach as feet of distance, i.e., if your reach is 24-in. call it 24-ft. and multiply it by 10, you would



then have to walk 240-ft. from the object. Hold a pencil or other similar piece of wood vertically (otherwise it becomes foreshortened) at arms length so that the top of the pencil is in line with the eye and top of the object to be measured; move the thumb till it is in line with the eye and base of the object. Measure this distance on the stick in inches. Supposing the distance on the stick to be 3 in., call this 3-ft. and multiply by 10, this will make the height of the object 30-ft. Fig. 4.

**REFLECTION METHOD.**—Obtain a looking glass, a basin of muddy water or some other reflecting surface: the point where a ray of light strikes the reflecting surface is called the point of incidence; the angle between this ray and a perpendicular



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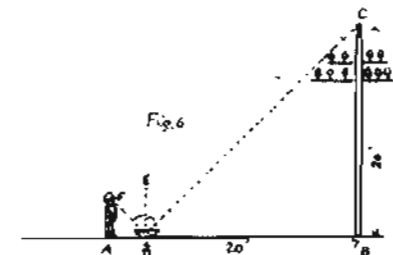
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drawn from the point of incidence is known as the angle of incidence: the angle at which the ray is reflected at the other side of the perpendicular is called the angle of reflection and is equal to the angle of incidence. Making use of this fact and that a right angle triangle having its other angles of 45 deg. has its base and perpendicular equal, the reflecting surface is placed a distance from the object approximate to its height, then stand so that you, the reflecting surface, and the object are



in a line, your distance from the reflecting surface being equal to the height of your eye above the ground. If the reflecting surface has been placed the distance from the object equal to its height, you will see the reflection of the top of the object in the looking glass or water: if it cannot be seen you will have to shift the reflector backwards or forwards till you can see the reflection when standing the proper distance from it. Figs. 5 & 6.

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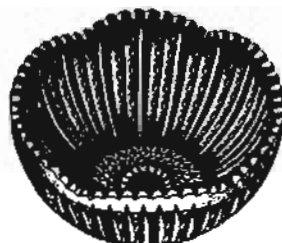
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# The Navy League Journal

VOL. IV. No. 4.

SYDNEY, AUGUST, 1923.

PRICE 3d.

## Australia's Defences and the Imperial Conference.

THE great Imperial Conference draws near. The Prime Minister (Mr. Bruce) goes to that Conference. Together with the accredited representatives of Britain and her other partner nations, Mr. Bruce will doubtless contribute his share in a further attempt to solve the very vital and complex problems of Empirehood. Mr. Bruce will speak on behalf of a country with many problems peculiar to itself—problems that are imperfectly understood even by Englishmen of education and influence, and by the average man-in-the-street Englishman they are understood not at all. Australia's future is bound up in three of these problems, namely—Empire Preference, Empire Migration, and Defence. They are inescapable. The one that closely concerns the Navy League is Defence. In this matter we believe that Mr. Bruce will speak for Australians as a whole. For all real Australians, be they political chameleons or die-hard Labour extremists, or the 15-inch gun variety Nationalists, are intensely proud of their Australia. From a large number of inquiries made we believe that these real Australians, representing as they do nine-tenths of our total population favour (1) the retention of an all-Australian manned navy, no matter how small; (2) the building of aeroplanes for defensive purposes, and the maintenance and development of an air force personnel; (3) the construction as soon as practicable of a naval base

on the eastern coast of Australia, preferably at Port Stephens. For a number of reasons, which we need not enlarge upon here, we are of the opinion that Australia as a whole if asked would be against a financial contribution towards the building of a great Imperial naval base at Singapore. We do not for a moment expect that England will be swayed in this matter by opinion in Australia; she has vast interests in India, in the East Indies, and along the Persian Gulf, and these must be considered. In the long run, we in Australia will find that if we are to preserve our land inviolate it will be necessary for us to provide our own defences, and not to look for assistance to our sorely-tried tax-bearing kinsmen in the old land. It is our duty. And let us make no mistake, we shall have to pay more than 17s. 3d. per head for the privilege of doing it.

The proposed naval station at Singapore—even if 30,000-ton battleships are based there, and remain the first line offensive and defensive units of a nation (which we doubt)—will not, as this JOURNAL has consistently maintained, adequately protect Australia; this is especially true with regard to the populous cities situate on our eastern seaboard. And so it behoves Australia to design and construct a few locks and bolts for her wide doorways against the coming of a strongly armed burglar—the Imperial Conference notwithstanding.

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# Henry Morgan, Buccaneer, Governor and Knight.

ROBERT A. HILL.

FEW characters in history or in fiction have more fascination for the romanticist than Henry Morgan erstwhile buccaneer, Governor and Knight.

The lapse of centuries has cast a glamour of romance and a halo of heroism over the deeds of this versatile being, which if seen in the light of our present day ethics could not fail to arouse cries of horror and disgust. That Morgan, like Drake and his compeers, strove against the natural enemies of his country, whether at peace (officially) or at war with them, is but a poor excuse for the atrocities perpetrated by the forces under his command. Such atrocities rivaling in sheer bestial horror any of the tortures devised by the Spanish Inquisition, and if they were intended as a reply to them, then they lacked nothing by way of exquisite ingenuity and sheer brutality.

Undoubtedly, Morgan was a great leader of men—a sailor or soldier, for he was both of no mean order, or, perhaps, we of the present day are more inclined to look on his prowess as such, even as his king-elect rather than criticise his more than doubtful doings as a buccaneer.

Morgan was born in 1635. He was the son of a well-to-do Welsh gentleman, but feeling there was little scope for his talents at home he joined a ship when a mere boy that was sailing for the Indies. Arrived there, it would seem that he was sold into slavery, for we read that "he served his time in Barbados, and when he had obtained his liberty thence transferred himself into the island of Jamaica, there to seek new his fortunes." Here he threw in his lot with the "Pirates," and very soon rose to a position of command among them. After one of his cruises when he returned to Jamaica he came under the notice of an old pirate named Mansvelt, who was busy equipping a large expedition to "land upon the Continent, and pillage whatever came in his way." Mansvelt was so impressed with Morgan's capabilities as a successful leader that he made him vice-admiral of his fleet, which consisted of fifteen ships and 500 men.

This expedition resulted in nothing of importance, and Mansvelt returned to Tortuga where he very shortly after died. This left Morgan as supreme head of the "pirates," and he did not keep them waiting long as to his intentions. At a council-of-war they debated as to whether Havana, then the principal town of Cuba, or Puerto del Principe, another town of considerable importance on the North East Coast of the same island, should become the object of their attentions. It was decided in favour of the latter. This town was duly captured and pillaged despite the fact that it was strongly garrisoned by horse and foot.

After the town was in their hands "they fell to banquetting among themselves, and making great cheer, after their customary way." Needless to say at the expense of the good citizens. Fifty thousand pieces of eight\* (£12,500) was all they could induce this town to endow them with, and "the same being known it caused a general resentment and grief to see such a small purchase, which was not sufficient to pay their debts in Jamaica.

After this expedition the French element among Morgan's "tarry buccaneers," not altogether approving of his methods, deserted his flag and sought a leader of its own. This did not worry Morgan, for, by his force and eloquence, he "infused such spirits into his men as were able to put every one of them instantly upon new designs." Shortly after Morgan left Jamaica at the head of nine sail and 460 "military" men, bent on plundering Puerto Velo. He kept his design secret until they arrived off the Coast of Costa Rica, and when his captains heard his intentions they suggested that their force was insufficient "where with to assault so great and strong a city." Whereupon Morgan made answer in a style, which apart from its moral aspect was truly Nelsonian. "If," quoth Morgan, "our number is small, our hearts are great, and the fewer persons we are the more union and better shares we shall have in the spoil."

The town of Puerto Velo was the third "strongest place that the King of Spain possesseth in all the

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West Indies." It was well fortified and garrisoned by 300 soldiers, and contained 400 families more or less.

Here Morgan distinguished himself in anything but a knightly fashion for having taken or blown up all the castles protecting the town save one—and that one containing the Governor and his remaining soldiers. Morgan ordered "ten or twelve ladders to be made in all possible haste"; these being finished he ordered "all the religious men and women whom he had taken prisoners to fix them against the walls of the Castle." But the Governor was not to be intimidated by this, and so, "many of the religious men and nuns were killed before they could fix the ladders." The castle was ultimately captured—and with it fell the town. "The remaining Spaniards were put to the sword, and then followed "many insolent actions of rape and adultery," the pirates delivering themselves up to all sorts of debauchery," that if there had been found only fifty courageous men they might easily have re-taken the city." It seems that Morgan used a certain amount of foresight when butchering all his male prisoners—he knew the habits of his pirates. At Panama it will be seen that he took different steps to ensure his safety.

Before leaving Puerto Velo, Morgan received a message from the Governor of Panama who was so astonished at Morgan's success that he desired him to "send him some small pattern of those arms wherewith he had taken with such violence so great a city." Rather a naive fellow this Governor.

Morgan treated the messenger "very kindly and with great civility," and, giving him a pistol and a few small bullets, he bade him give the same to his master, and say that he "desired him to accept that slender pattern of the arms wherewith he had taken Puerto Velo, and keep them for a twelve-month, after which time he promised to come to Panama and fetch them away." In view of subsequent events it is rather interesting to read the Governor's answer to this apparently bombastic message of Morgan's. He (the Governor) sent Morgan a gold ring with this message: "That he desired him not to give himself the labour of coming to Panama as he had done to Puerto Velo, for he did certify unto him he should not speed so

well here as he had done there." And, strange to say, the bombast was with the Governor.

"The capture of Puerto Velo was productive of 250,000 pieces of eight (£52,500) and a great deal of merchandise. On the whole, a profitable undertaking.

After this, Morgan occupied his time by sacking Maracaibo and Gibraltar and other towns in Venezuela, using his prisoners always with the utmost barbarity, having respect for neither age, sex, or condition.

"Towards the end of October, 1670, we find Morgan preparing that expedition which was to set the whole world ringing with his name, and proclaimed him easily the greatest buccaneer of all time. This was the capture and insensate burning of Panama, thought by the Spaniards to be perfectly safe from all piratical raids. Before starting out in this—the greatest of all raids by buccaneers—special agreements were drawn up. Morgan, himself, was to receive one-hundredth part of all the plunder taken. Anyone "who ventured on a Spanish ship and took her was to receive a tenth part of her value."

Bravery in the field was not ignored, and anyone who was first through the breach in a castle, or hauled down the Spanish colours, and set up those of the English, received 50 pieces of eight. Morgan left Jamaica in command of thirty-seven vessels and two thousand men, this being the largest force under the one command that had ever been brought together by the buccaneers. He first seized and garrisoned the Isle of St. Catherine, and then steered for the mouth of the Chagres River, on which at the present day stands the town of Colon and the Atlantic entry into the Panama Canal.

At Chagres he met with considerable resistance by the garrison there—an incident in the storming of which place is worth mentioning as exemplifying the fortitude of these pirates.

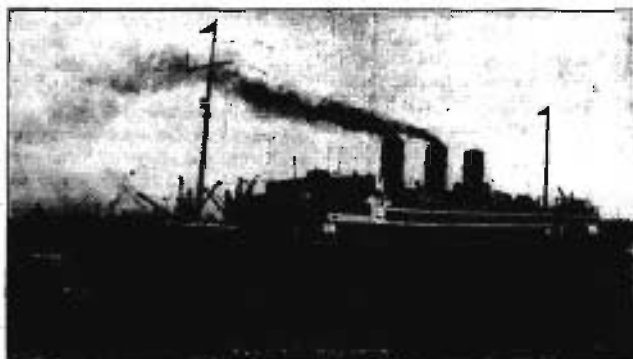
We will quote the words of an eye witness.

"One of the pirates was wounded with an arrow in his back, which pierced his body to the other side. This instantly he pulled out with great valour at the side of his breast, then taking a little cotton which he had about him he wound it about

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the said arrow, and putting it into his musket shot it back into the castle." It was a lucky shot, for the cotton becoming kindled by the discharge set fire to a shed containing powder, which blew up and created a breach through which the pirates were enabled to enter and capture the castle.

Leaving a garrison of five hundred men at Chagres, with one hundred and fifty more on his ships, Morgan on the 18th day of January, 1671, set forth on his journey across the Isthmus of Panama. He had "under his Conduct 1200 men, five boats with artillery, and 32 canoes filled with his people." His intention was to follow the Chagres River as long as there was water sufficient to float his canoes, and then to leave them in charge of a guard, and proceed the rest of the way by foot. Expecting to obtain ample provisions by the way, his army took little with them beyond their arms. They were speedily to regret this. On the fourth day of the march, having encountered no opposition, and not a vestige of food, they left the canoes, and commenced their overland march guided by an Englishman who had been a prisoner in those parts. By this time one and all were in a pretty bad plight, for the Spaniards being advised of their coming had cleared the entire country of all live stock, and the farms of everything edible. On the sixth day they saw some Spaniards who fled at their approach, and coming to the spot where they had been, found a number of leather bags. These, so famished were the pirates by this time, "they fell to eating, as being desirous to afford something to the ferment of their stomachs, which now had grown as sharp as did gnaw their very bowels."

By the ninth day they came to a high mountain, from the top of which they caught their first glimpse of Panama, which put fresh heart into their famished bodies. "All their trumpets were sounded, and every drum beaten in token of their universal acclamation of huge alacrity of their minds."

Moreover, and what was more to them at the moment, they came across quantities of cattle, many of which were promptly slaughtered, and without bothering about the formality of cooking were just as promptly devoured.

Having eaten and rested, Morgan ordered them

to resume the march, and this they did with more contented minds. Instead of keeping to the main road, which Morgan rightly guessed would be well protected, he led them a roundabout way through the woods. This upset the Spaniards' calculations. They were awaiting Morgan with a force of 400 horse, 2,400 foot, and 2000 wild bulls herded by 50 Indians. These bulls were intended to play the same role as Suraja Dowlah's elephants at the battle of Plassy—and, as a matter of fact, they did; for, like the elephants, instead of rushing pell-mell for the enemy and trampling them under foot, they were so frightened by the discharge of the firearms that they scattered all over the country, many of them breaking straight back for the Spanish lines. A few, we are told, did reach the English, but the only damage they did was to "tear the colours to pieces."

The Spaniards, in spite of their overwhelming superiority in arms and personnel—to say nothing of a series of elaborate fortifications—made but a poor resistance to the muskets and cutlasses of the buccaneers. Within two hours, although losing a good many of his men, Morgan was in possession of the town, and the Spaniards flying for their lives.

The town once captured, Morgan assembled his men and warned them against the danger of drinking wine, as he informed them he had good reason to believe it was poisoned. No doubt this was merely a precaution, as he did not wish to have a drunken rabble wherewith to resist at any time another attack by disciplined Spanish troops. It is doubtful whether his men took Morgan's warning to heart, for there followed several weeks of wild debauchery, attended by the utmost cruelty to the prisoners, which were brought in from time to time. An eye-witness states that "they spared in their cruelties no sex nor condition whatsoever. For as to religious persons and priests they granted them less quarter than unto others," always providing they could not produce a ransom of some kind to save their skins. Some of the tortures inflicted by Morgan's men during these weeks are quite unprintable, so awful and disgusting were they—whether at Morgan's instigation or not, history does not say; at least, he must have been well aware of what was going on.

Soon after the town had fallen into Morgan's

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hands be, for a reason that has never yet been satisfactorily explained, gave orders for it to be set on fire. It is said that these orders were secret. It may be so, for his men certainly strove their hardest to quell the flames, but to no purpose, and very soon the entire town was lost to a smoking ruin.

After having collected all the money he could by way of ransoms, etc., and quantities of jewels and merchandise Morgan began his return journey on February 24, 1671. "Of the spoils whereof he carried with him 173 beasts of carriage laden with silver, gold, and other precious things, besides 600 prisoners—between men, women, children, and slaves.

He arrived at Chagres where the dividend was declared, which, according to Morgan's reckoning, only panned out at 200 pieces of eight per man—that is to say, one share, a man's portion of the plunder was worth only £50. However, no balance-sheet was issued, and as Morgan "went secretly on board his own ship without giving any notice of his departure," they had to be content.

Arrived back at Jamaica, Morgan was acclaimed as a public hero, and received the formal thanks of the Governor and Council. When the news reached Europe it naturally caused a sensation, and Morgan was sent for to answer several questions. He was taken to England in the frigate "Welcome," and arrived there he seems to have made himself very popular with the king, who "reposed particular confidence in his loyalty, procedure and courage," and by way of giving concrete form to this "particular confidence," knighted him, made him a Colonel, and incidentally, Lieut. Governor of Jamaica, to which in the winter of 1674 our buccannier returned quite a reformed character, and spends the remainder of his days suppressing (at least officially so) the notorious trade in which he had spent most of his life, and earned a considerable fortune thereby. He died on August 26, 1688, and was buried in St. Catherine's Church at Port Royal, where his wife, who was his first cousin, and daughter of Col. Ed. Morgan, whom he married in 1665, joined him eight years later.

\*N.B.—The "price of eight" was roughly 3s. of our money of the day; but it must be borne in mind that 3s. in the 17th century was worth at least 35s. computed by present-day values.

## ROYAL AUSTRALIAN NAVY.

MR. WALTER MARKS, in the House of Representatives, asked the Minister for Defence—

1. Whether it has been found that the local higher R.A.N. ratings who have not had R.N. experience, are generally not sufficiently competent in the discharge of the practical side of their duties?

2. Are our local facilities for training ratings for the R.A.N., especially those of the engine room department, entirely satisfactory?

3. Would it not tend to greater efficiency if all ratings were made interchangeable with those of the R.N.?

The MINISTER answered as follows:—

1. This has been found to be the case in some instances, particularly in the Engine Room Branch, but it is not general.

2. Yes, generally. Certain ratings are sent to the United Kingdom for training. The question of the training of engine-room ratings is being considered at present, with a view to increasing efficiency.

3. Yes.

The following appointments in the Royal Australian Navy (permanent naval forces) are notified by the Navy Office:—

Lieutenant: (G) Robert T. Young, to Cerebus, for charge of gunnery school, July 3.

Mate: Alexander E. Fowler, to Adelaide, additional, July 1.

Midshipmen: Kenneth D'A. Harvie and Kenneth McK. Urquhart, July 11; John W. N. Bull, July 7; all to Cerebus, additional, for passage to United Kingdom.

Engineer Captain: Ernest D. Sydenham, to Cerebus, additional, for duty at Navy Office as engineer assistant to first naval member, July 12.

Surgeon Lieutenant-Commander: V. Ranway-Smith, to Penguin, additional, July 9.

Surgeon Lieutenant: David S. Prentice, to Penguin, and for naval establishments, as acting surgeon lieutenant commander, July 9; Harold C. A. Haynes, to R.A.N. College, July 4.

Engineer Lieutenant-Commander: John L. Deacon, to Cerebus, additional, for passage to United Kingdom for reversion to Royal Navy, July 12.

Gunner: Thomas A. Johnstone, to Cerebus, additional, for passage to United Kingdom for reversion to Royal Navy, July 7.

On the occasion of a recent visit of His Excellency Sir Walter Davidson to Balmain and District Hospital, a party of cadets under Chief Petty Officer Gates, assisted by Petty Officer R. Gaul, acted as a Guard of Honor. Bugler Bartlett sounded the general salute, after which His Excellency inspected the Guard and the Fairfax and Moffat Colors, and congratulated the Petty Officers on the smart appearance of the cadets; His Excellency remarked he had heard of Balmain having the Mother Unit of Sea Cadets.

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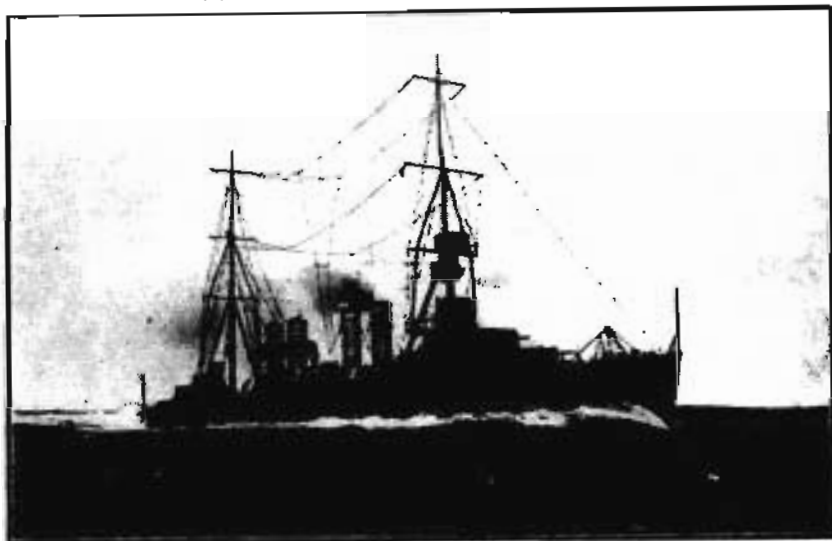
## WHITE AUSTRALIA PROBLEM.

BY CAPTAIN C. E. W. DEAN (THE WELL-KNOWN WAR HISTORIAN)

Dr. Antill Pockley suggests that the only way in which a modified White Australia can be preserved is by indenting Oriental labourers for our tropical zone. I think, however, with all deference, that he under-estimates the intelligence of a majority of his countrymen, who think as I do, when he assumes that they unthinkingly reject this proffered solution. It is not because they have

not believe that a system of indentured labour in Northern Australia could continue without disaster for 50 years, much less for all time, and they are convinced that it would inevitably result in exactly the danger which they wish to avoid, namely, the overrunning of Northern Australia and eventually of the whole continent by an Oriental race, and the importation of those undying race hatreds

### AN OCEAN GREYHOUND.



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not earnestly considered it, that many Australians reject Sir Henry Barwell's policy, but because they do not regard it as a solution. Can Dr. Pockley point to any nation in history which has managed to solve a national labour problem by the importation of indentured or even slave labour, without producing either a permanent mixture of races or other problems more disastrous than those which it was intended to solve? Most Australians do

which have always existed where the East has bordered upon the West without any physical boundary between them.

Most Australians do not accept Sir Henry Barwell's solution, simply because they believe it solves the problem only by giving up its solution. So long as Oriental labour is not imported there still remains, at least, a fighting chance of keeping Australia white. Our difficulty, in spite of all that

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is said, has never yet been thoroughly tackled by us with the aid of modern organisation and science, and some of us have sufficient trust in the brains and energy of our countrymen to believe that when the nation can be induced to apply itself wholeheartedly to this problem the solution will be discovered. If the tropical regions, for example, cannot be colonised by Australians from the districts fringing upon them, as many of us hope, numerous schemes of white colonisation, including that of part time residence in the north, have to be tried. Our part as citizens is to urge our Government to vigorous action. Meanwhile, our future has to be kept open. Were Sir Henry Barwell's solution adopted we firmly believe our future would have been destroyed beyond hope; for once the coloured problem is admitted no power in all time can again thrust it out.

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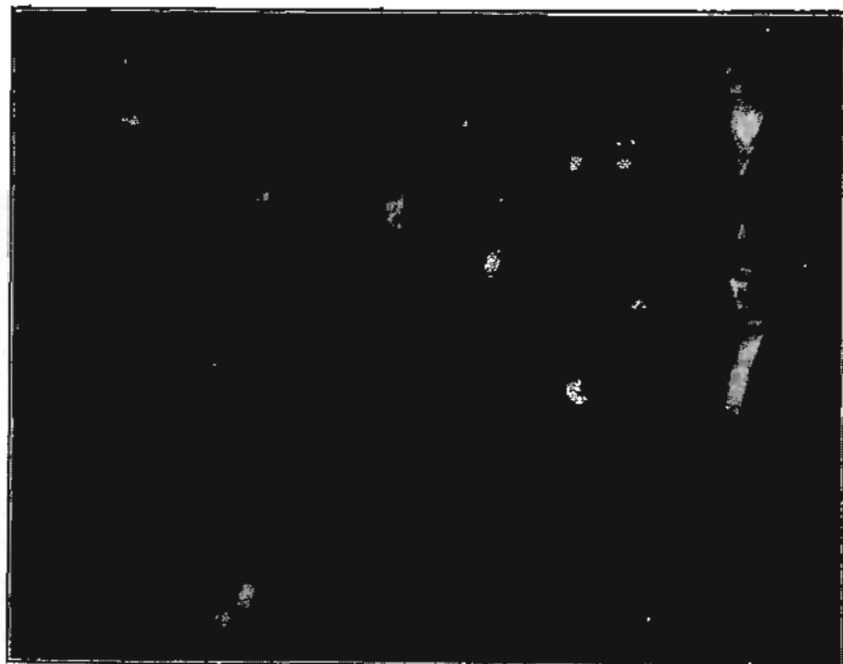
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Middle (sitting)—MISS ARGER MITCHELL, MISS DUNCAN CHURCH, MISS VENOUR NATHAN (Hon. Organist), MRS. BYRKS, MISS MORRIS BRADY AND MISS DAISY FRIE.

Front—MISS BARLEY WESTMACOTT AND MISS VALERIE BRADDON.  
Miss KAYE, Miss MCKILLIP and several others are not included in the above group.

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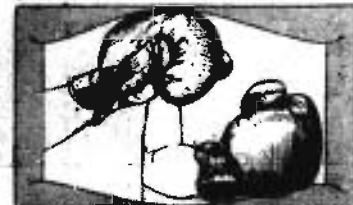
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PRICES: £1/1/-; 10/6; 5/- and 3/-.

First Opera at Pallings'—AUGUST 1906.

Under the Presidency of Dame Margaret Davidson successful meetings have been held in connection with the entertainment in aid of the Sea Cadets' Fund, which is being organised by Mrs. Venour Nathan and a number of well-wishers of the League. At the meeting, which took place at Government House on the 8th inst., Dame Margaret eulogised the Sea Cadet movement, and appealed to those present to assist Mrs. Venour Nathan to make the entertainment a financial success. Proceeding, Dame Margaret said that the cost of printing, advertising, orchestra, etc., had to be met if the entertainment was to start debt free. Mr. Westmacott had told them that Miss Lee White and J. C. Williamson, Ltd., had most generously placed the Theatre Royal at Mrs. Nathan's and the Navy League's disposal for the matinee on August 28. He had also said Miss Madge Elliott had purchased a box for ten guineas, but would be willing to dispose of it if anyone would bid higher.

"You have heard what the Sea Cadet movement is, and you have listened to Capt. Beale detail the expenses, in connection with the entertainment. Will anyone help to defray the cost?" Dame Margaret concluded.

The response was immediate, Mr. Venour Nathan, £50; Mrs. P. Mitchell, £21; Mrs. A. Amos, £16; Messrs. A. G. Milson, W. MacRae & S. C. Nathan, £5 5s. each; Mesdames Glasson and F. W. Hixson, £5 5s.; Miss Francis Glasson, £5 5s.

Rehearsals for the matinee (advertised above) are taking place at Quambi, Woolahra, the home of Mr. and Mrs. Keiso King. They are under the guidance of Mrs. Vernon Nathan, and point to a very successful entertainment on August 28.

## NAVY LEAGUE FUND.

The Navy League acknowledges with a deep sense of gratitude the receipt of the under-mentioned contributions:—

Acknowledged in last issue	£152 2 0
Harry Shelley, Esq.	10 10 0
Mrs. J. C. McDonald	10 10 0
Messrs. Farmer & Co., Ltd. (Victoria House)	10 15 0
Sir Samuel Hordern	5 5 0
The Right Hon. W. M. Hughes, M.C., K.C., M.P.	5 5 0
Lever Bros., Ltd.	5 5 0
Sun Newspapers, Ltd.	5 5 0
Messrs. Hilt & Co., Ltd.	5 5 0
Mrs. G. H. Helden	5 0 0
A. T. Cooper, Esq.	5 0 0
His Honor Judge Backhouse	2 2 0
Sir David Storey	2 2 0
Mrs. Howard Bullock	2 2 0
F. W. Stoddart, Esq.	2 2 0
L. A. Parker, Esq.	2 2 0
Parke W. Pope, Esq.	2 2 0
Col. J. Macanthur (Unslow)	1 1 0
Russell Sinclair, Esq., O.B.E.	1 1 0
Nock & Kirby, Ltd.	1 1 0
Mrs. Ross	1 0 0

Mr. W. M. Hughes, M.P., wrote:—"The League is doing splendid work, and I wish it very success."

Almost every letter received contains an expression of goodwill.

## Concord Company.

Headquarters: CAHARITA ROAD, CAHARITA.

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

Hon. Secretary: MR. A. JACKSON.

NEW ENTRIES—Cadets R. Dornier, J. Frazer, J. Clunes.

DISCHARGES—S. Davies, A. Davies, J. Henning and E. Hillier.

Progress is being made by the cadets in semaphore signalling, knotting, splicing, bends and hitches.

A meeting of parents has been called for August 13th for the purpose of stimulating interest in the work of the cadets. At the meeting it is hoped to form a local Committee, and thus give the Concord Company a backing of interested residents.

A party of eight boys recently rowed the 28 ft. cutter, on loan from the Naval Authorities, from Cabarita to Garden Island, a distance of about six miles, in an hour and a half.

We are very anxious to obtain a cutter for our use permanently.



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SHOE SALMON—every particle is  
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NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

Senior Officer-in Charge: MR. ARSOLD MEEFOR, late R.A.N. (attached to Drummoynes).

## The Navy League is Non-Sectarian.

**Balmaln Company.**

Headquarters: ST. JOHN'S HALL.  
Hon. Secretary: MR. EDGAR FIDDEN.

## WATCH WORDS.

COURTESY. CLEANLINESS.  
OBTEDIENCE.

Mr. M. Mayne, with characteristic generosity, has recently presented a dozen uniform jerseys to this Company.

Mr. J. J. Booth is another staunch friend and supporter of Balmaln Cadets. His gifts include a set of splendid boxing gloves and a useful portable hurdle, suitably marked in feet and inches, for jumping.

We are exceedingly glad to hear that the Executive Committee of the Navy League has decided to subsidise Companies on a per capita basis.

It will be a great incentive to Companies to maintain their numerical strength, in addition to the favourable effect it will have on local opinion. We believe the decision of the Executive will encourage a larger measure of support from residents of the district who are becoming interested in the N. L. Sea Cadets movement.

## The Navy League is Non-Political.

**Drummoynes Company.**

Headquarters: N. L. DEPOT, BRIDGE ROAD.  
Acting Officer-in Charge: MR. H. MACKENZIE, late R.A.N.R.

Hon. Secretary: MR. E. V. FERRATT.

NEW ENTRIES.—Ken. Berry, Edward Marsh, Thomas Bromley, D. Milham, D. Livingstone (Juniors), William Avery, Robert Hutchinson, Jack Dempster (Seniors).

PROMOTIONS.—Leonard Watson and Donald Smith to Ldg. Sig. Cadets, Mervyn Ling and Nat. Duggan to Ldg. Seamen (Seniors), Joseph Lofthouse and Alec. McNee to Petty Officers (Seniors).

BUGLE BAND.—P. O. G. Driscoll (in charge), Ldg. Sea Cadet Davis, Sea Cadets K. Horn, S. Buchanan, E. Marsh, R. Swain (bugles), Sea Cadets K. Berry, M. Livingstone (drum), Sea Cadet D. Boulton (bass).

A portable mast-head signalling lamp has been fitted at the Depot. Morse practice between cutters and Depot on Thursday nights can now be carried out. Petty-Officer Buchanan is becoming very efficient in sending and receiving by lamp; others also are making satisfactory progress.

## THREE SEA CADETS OF CONCORD COMPANY



AND ONE SAT ON THE BOW-SPRIT END.  
One of Drummoynes's Navy League Cutters in the Distance

Good results in the Knotting and Splicing Class, under Mr. Mackenzie, have been obtained during the month.

The Commanding-Officer, in company with Messrs. Mackenzie and Docking, O.C.'s Drummoynes and Concord, respectively, with a party of cadets from Drummoynes and Concord, in 1st cutter visited the Commonwealth Dockyard, Cockatoo Island, and inspected the new vessel "Fordsdale." The visit was much enjoyed by all, and our thanks are due to Mr. J. Payne, the manager, for his courtesy in personally conducting the party over the ship.

Visits have also been made during the month to South Head Signal Station and the South Head Lighthouse.

**North Sydney Company.**

Headquarters: DRIED HALL, ERNEST STREET.

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

Assistant and Hon. Secretary: MR. F. G. MACKEY (late R.N.V.R.)

PROMOTIONS.—Sea Cadets A. Smith and A. Hush to be Leading Signallers (Act.).

RECOMMENDED FOR PROMOTION.—Petty Officers Hamilton and Roberts.

Work is progressing favourably though the



Members of the Navy League Sea Cadets Bugle Band

Steamship "Sava" Curtains in Pacific Street. Photo Miss Hanford

## PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK  
WELL

USE NO OTHER

weather has slightly curtailed our attendance. We are badly in need of a Depot. If one were obtainable our Company would be well over 100 strong.

We would esteem it a favour on the part of other Companies interested in boat work to inform us of any spare sails of which they have no further use.

The Officers and Cadets desire to thank Miss Frances Glasson for her great kindness in arranging to present this Company with a much needed dinghy.

On Saturday, 14th July, by courtesy of the Naval Authorities, the Office-in-Charge was enabled to take a party of officers and cadets aboard H.M.A.S. Australia where a most enjoyable afternoon was spent.

At the invitation of the Richmond Corps, twenty cadets, under the command of Mr. M. MacLennan, visited Richmond on the 21st July, to play soccer. After a very strenuous game we were successful in winning by 2 goals to nil. The game was much better than even these scores denote. An eyewitness stated "that it was only our superior combination that gave us victory."

**ASK A FRIEND TO JOIN.**

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gives better results.

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WORTH A LOT MORE.**

£100 in Cash Prizes — Save the lids.

### Richmond Company.

Office-in-Charge: MR. R. H. WALKER.

NEW ENTRIES—Cadets J. Perry, Arthur Kidd, Aubrey Kidd, T. Williams, K. Ranger, F. Knott, C. Anderson, T. Martin and P. Shields.

DISCHARGES—A. Barnes, A. Ney, G. Ney, A. Caterson and W. Crozier.

Mr. J. Kelynaek is giving his services as signal instructor, and under his direction the cadets are making satisfactory progress.

The Warrington Pictures, Ltd., are giving this Company a "benefit show," and it is anticipated that the financial results will be in keeping with the big-heartedness of the Cinema management, and with the excellence of its pictures.

Mr. S. J. Lea-Wilson has donated a silver cup to the local corps for competition. Seamanship, conduct and attendance during the year will count in allotting points. The winner each year to have his name recorded on the Cup.

The Officer-in-Charge takes this opportunity to thank all those ladies and gentlemen in Richmond and district who have contributed in cash, in kind, and in service to our Company of Sea Cadets, and so assisted it to attain to a high degree of efficiency and to a large measure of popularity and success.

### Estimating Distances.

(CONTRIBUTED BY F. DANVERS POWELL, F.C.S.)

A SCOUT should know the length of his pace; that of an ordinary man when marching is 30-in., in which case 120 paces go to 100 yards. It is far easier to measure a distance by taking one's usual pace than to overstep by trying to pace a yard, for in the latter case the pace is not so likely to be even. It is also advisable to know the distance you can span with your hand—the length of the first joint of your finger, the length from the elbow to the wrist, and the length of the stretch of your arms from finger-tip to finger tip. Of course, while a boy is growing, these measurements gradually increase, so must be checked from time to time. It is also a good thing to keep in mind the length of a foot, six feet, and a hundred yards, so that they can serve as units. In the country one might note the distance between the telegraph poles; in towns the distance apart are not so regular on account of various obstructions.

THE RANGE FINDER—Obtain a strip of thick card-

board or of smooth, straight wood; get a person of known height, or some object, say, 5ft. or 6ft., to serve as a unit, then walk 50ft. away. Hold the sighting stick exactly vertical, and a given distance from the eye, so that the top of the stick corresponds with the top of the object; make a mark on the sighting stick at that point which is in line with the bottom of the object, and call it 50ft. An object of the same height 100ft. away will appear half the height on the stick that it did at 50ft., and so on in proportion—in this way the stick can be graduated for various distances. The figures will appear clearer if looked at through a small, clean-cut hole in a piece of cardboard blackened on the side nearest the eye. The stick and eye-piece may be connected by a piece of string so as to make sure that they are always the same distance apart, which is most important.

If it is desired to find the distance between two objects which are an equal distance from you, and the height of one object is known, measure its apparent height on your stick; use that height as a unit, then hold the sighting stick horizontally between the two objects, and note the apparent distance on it.

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now nearing completion and to be opened shortly in George Street, exactly opposite Hunter Street will continue on a much enlarged scale, the business so successfully carried on for almost sixty years. All Departments will be augmented and a number of new sections added, among them one devoted exclusively to Boys' and Youths' Outfitting and another for Cigars, Cigarettes, Tobacco and all smokers' needs. The opening date of the new premises will be announced in a later issue.

PEAPES & CO., LTD.  
MEN'S OUTFITTERS

309-311 GEORGE ST., SYDNEY.

The estimation of distances is affected by one's eyesight. Each individual should ascertain the distance at which he can distinguish a man's eye, head, motion of his limbs, etc. A person who is accustomed to estimate distances with a fair amount of accuracy under certain conditions may be considerably out in his estimates under other conditions. For instance, it is found that objects are under-estimated. (a) When the sun is behind the observer—(b) in bright light or clear atmosphere—(c) when background and object are of different colours—(d) when the intervening ground is level or covered with snow—(e) when looking over water or a deep chasm—(f) when looking upwards or downwards—(g) when the object is large. Objects are over-estimated—(a) When kneeling or lying—(b) when both background and

Method 2.—Select a point on the opposite bank (A) fig. 1 then place a stick in the ground at (B) directly across the river from (A). Next pace along the ground at right angles to (A B), and place sticks in the ground at (C) and (D), making (B C) equal to (C D). Then walk away from the river at right angles to (D B) until the points (A) and (C) appear to be in a line. The distance (D E) will now be equal to the required width of the river.

Method 3.—This is similar to the foregoing, but is used when it is impossible to pace a line at right angles to the line across the river. In this case Fig. 2, before pacing the line (A C D) fold a piece of paper to the angle (A B C) as a guide for the direction to pace the line (D E) upon arrival at the point (D). The angles (A B D) and (B D E) must of course be equal.

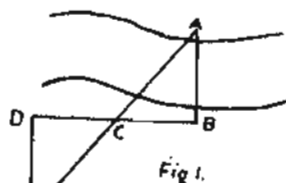


Fig. 1.

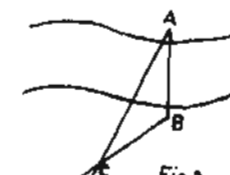


Fig. 2

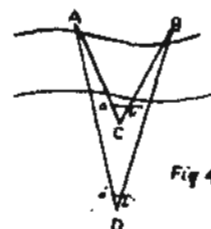


Fig. 4

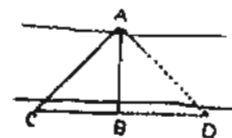


Fig. 3

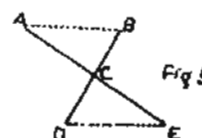


Fig. 5

object are of a similar colour—(c) on broken ground—(d) when looking over a valley or undulating ground—(e) in avenues, long streets, or ravines—(f) when the object is in the shade—(g) when the object is viewed in mist or falling light—(h) when the object is only partly seen—(i) when heat is rising from the ground.

To find the width of a river, chasm, or some similar inaccessible object. Method 1. Pull your hat over in front so that the brim is in line with your eye and an object on the other side where it touches the ground. Turn carefully so as not to alter the level of your head, till you are facing a level tract on your side of the river; note where a line from your eye and brim of your hat strikes a spot on the ground; measure this distance, and if you have been careful, this will be the width of the river.

Method 4.—Select two landmarks (A) and (B) Fig. 4 on the far side of the river. Stand at (C) and hold a sighting stick horizontally at arm's length, and note the apparent distance between the landmarks on the sighting stick. Divide this distance on the stick, and walk back from the river to what you judge to be about the width of the river, and take another sight. If the apparent distance between the two landmarks corresponds with half the former measurement, well and good; if not, walk backward or forward until the two landmarks are exactly half (A B). The distance (C D) will then be equal to the distance from the centre of the line (A B) to (C).

Method 5.—Half-square method. Take a piece of paper about 4-in. square, double over diagonally so as to form a right-angled triangle of 45 deg. Note a point (A) Fig. 3 on the far side of the river,

and place a stick (u) on your side opposite to it. Pace from (u) to (c) until it is found by trial that the points (a) and (b) subtend an angle of 45 deg. from the eye with the paper triangle held in the position indicated by the full lines in Fig. 3. The line (u c) will now be equal to that of (a b).

Method 6.—To find the width of a river by means of a compass. Let (A) be a well-defined mark on the opposite shore, Fig. 3. Mark your position by the peg (B). Take the bearings (A B), let us suppose it to be N 6 in this case. Walk along the bank on one side of and at right angles to (A B), say to (C) till the angle (B C A) is 45 deg. in this case the bearing would be E. Then (B C) will be equal to (A B). To check this in case the reading of a small compass is not quite correct, repeat the operation in the opposite direction as shown by the dotted lines, and if they do not quite agree, take the mean.

To find the distance apart of two objects (A) and (B) Fig. 5, when the distance of each from the observer at (C) is known. Let the distance (A C) be 150 yds., produce (A C) another 150 yds. to (D). Let (B C) be 100 yds., and produce it another 100 yds. to (E). Place sticks at (D) and (E). Measure the distance (D E), which will then be equal to the required distance (A B).

A rough method of estimating a distance is to judge the maximum distance; also the minimum distance, and take the mean of the two.

### THE WINE OF LIFE.

"When I've left off carin' the way I do,  
For the things that's old an' the things that's new,  
For the things that's happenin' every minute,  
An' all the sights as the world's got in it,  
When I've got no manner of use no more  
For a song an' a yarn with my pals ashore;  
When a ship's no more than a ship to me  
An' there's nowhere left as I want to see;  
When the fun 's all flat an' the jokes all stale,  
An' there ain't no taste in the cakes an' the ale—  
You can stitch me up as soon as you like  
In a corner o' 'wore-out sail," said Mike.  
"With 'olystones at my 'eels and 'ead,  
An' doltop me overboard—I'll be dead!"

—C. F. N. in London "Press."

Ask a Friend to Join the Navy League

## The Navy League in Australia.

As Seen by a Visitor.

BEFORE leaving Australia I would like to record a few impressions I have formed concerning the work of the Navy League here; writes Mrs. Henry Dorian, a well-known member of the Chelsea branch of the Navy League, London, who has been spending a long holiday in the States of the Commonwealth.

There is no doubt that the Washington Conference, with its agreement for a limitation of armaments, destroyed a great deal of the interest felt in Naval Defence during the war. People fondly imagined that the Washington Pact and the League of Nations between them, would put an end to war for ever and a day, and that it was sheer waste of time, as well as money, to keep fleets or docks, or training ships and establishments like Jervis Bay—and that the idea of universal peace had come to stay. Unhappily facts are stubborn things, and the facts we see in the world around us are not peaceful ones, quite the contrary. The old Latin tag "Si vis pacem, para bellum,"—if you want peace, be prepared for war—still sounds its warning in our ears, but the rôle of the prophet has never been a popular one. It is not the fault of your Press, which almost daily draws attention to Australia's unprotected and unprepared condition. Like the greatest of Press men, the late Lord Northcliffe, I have been deeply struck by the excellent standard of news and writing shown in the leading Australian newspapers. Yet in spite of Press warnings and Parliamentary and after dinner speeches, the public turns a cold shoulder and the glassy eye of indifference to all talk of Naval Defence and on the vital necessity of Sea and Air Power.

The Navy League in Australia has suffered greatly from this strange indifference, but has struggled bravely on in its appointed work of training boys in Navy League Sea Cadet Units, by celebrating Naval occasions such as Zeebrugge, and the Battle of Jutland, by Navy League meetings and educational propaganda.



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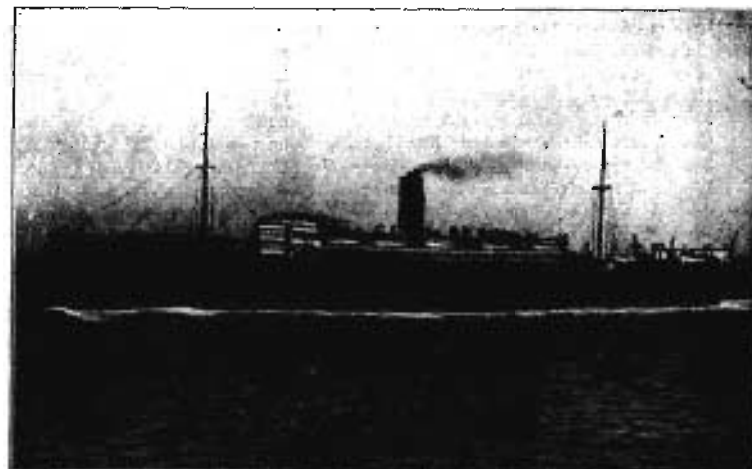
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City 9164 and City 9165.

At Brisbane it was my good fortune to speak to large meetings at the Royal Queensland Yacht Club, at the Central Hall, and at St. Margaret's School on Sea Power, the History of the British Navy with the achievements of the Australian Navy during the Great War. A review of Sea Cadets, all in uniform, trained by a Naval instructor and under the direction of Commander W. Weatherill, and a committee, showed zealous and devoted work, only limited in numbers by the same old difficulty everywhere, viz.—want of funds. The little fellows themselves were keenness itself, and their instructor, when I remarked how glad I was to see Naval uniform again, replied "Yes, I've worn the uniform for 50 years, and I'm not tired of it yet."

A Navy Leaguer, Mr. Pascoe of Toowoomba, having read in the papers of my visit and addresses at Brisbane, met the mail train just to have half-an-hour's talk with me at the station and to entertain a complete stranger at luncheon because we were both members of the Navy League.

### THE LEAGUE IN VICTORIA.

The Navy League at the Victorian capital appeared to suffer a very great loss of power and interest, though members like Admiral Sir William Creswell and Lady Creswell still keep the fires burning, and Dr. Percy Webster exhibits his interesting slides, illustrative of Sea Power and Commerce Routes and the necessity for their protection. In Victoria the League seemed to be hampered from being too much a social and exclusive organization. The National Council of Women and the Australian Women's National League invited the writer to address them and thus reach much wider and more deeply interested circles.

### VALUABLE WORK IN N.S.W.

Of the activities of the N.S.W. Branch of the Navy League I cannot speak too highly. What especially appealed to me was the Sea Cadet movement. The fact, that in less than three years of existence the movement numbers about 350 cadets in uniform and in training under splendid

ex-naval instructors and other loyal and far-seeing Australians, compares very favourably with any other progressive branch of the League within the wide boundaries of the Empire. To see for oneself and to know that many of these sturdy young volunteer cadets are being helped to become better citizens, in addition to the training, free of cost to themselves, that will fit them for careers at sea if they so desire, is indeed encouraging to anyone who has at heart the welfare of our great Commonwealth of Free Nations.

Apart from financial considerations, one of the greatest difficulties in movements such as Sea Cadets and Sea Scouts, is to hold the enthusiasm and interest of supporters as well as that of the cadets themselves. That success is attending the efforts of the League in N.S.W. in this direction speaks volumes for the Executive and for the zeal and devotion of the Organiser and of the officers and instructors.

There is no doubt that the advent of the NAVY LEAGUE JOURNAL, and its continuance, has had and will have a great deal of influence on the life of the League in New South Wales. It is clear that a bright and remarkably well got up organ, such as is the JOURNAL, makes membership of an organisation much more alive and attractive. It is with the realisation of this fact that I wish the NAVY LEAGUE JOURNAL an ever widening sphere of usefulness and increased prosperity.

In conclusion may I say that the teaching of Australia's sons, under the auspices of the Navy League, in habits of obedience, of esprit de corps and ready self-sacrifice and devotion to duty, does produce the very finest type of men—men who are respected and popular all the world over, whose cheery faces are welcome in every port and in every clime—Floreat, Floreat.

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## Australia's Defence.

[Under the abovementioned title the following article, written by W. Allison, appeared in the *Sydney Morning Herald* last month. As it deals with a subject that is, or should be, of vital interest to every Australian worthy of the name, we make no apology for reprinting it here.—  
Ed. N.L.J.]

IN England, France and Germany immense interest is being taken in their aerial fleets. France is supposed to have the largest fleet of 'planes in the world, and anyone who can read between the lines must see that England is now devoting more time to her aerial forces than to her traditional navy. Times have changed, and the future war will be in the air.

Australia is more interested than any other country. Her defence lies in the air. We are continually pestered by people who talk sometimes of our unoccupied Northern Territory (as if anybody wanted to go there), sometimes of our defenceless position without England, while all the time we have a perfect defence in the air. The trouble is that no one will think in large enough numbers of aeroplanes. To suggest 10,000 aeroplanes makes some smile, and to suggest 50,000 aeroplanes makes them openly jeer.

Yet 10,000 'planes would make Australia practically safe from invasion, and with 50,000 no enemy could ever invade Australia. They could never land.

To invade us an enemy must do so by sea. Their fleet must be accompanied by transports carrying troops and guns. Granted we have aeroplanes they could not approach within 500 miles of our shores without being seen. Under constant observation their point of attack would be approximately ascertained— aeroplanes carrying half-ton bombs are in existence. Such a bomb would be serious for a battleship and deadly for a transport. Picture an enemy fleet within landing distance of any part of Australia. Our aerial fleet would be concentrated there, as ample notice would be given. At present an enemy can cut our communications, say, at the Hawkesbury Bridge, but no enemy could cut our communications in the

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air—we could concentrate anywhere.

With our present break of gauge on the railways, weeks and even months, would be needed to concentrate our troops anywhere at the point of attack. Even if bur gauge were uniform, concentration would be slow and difficult. Passenger aeroplanes are said to be built capable of carrying 100 passengers. One hundred passenger aeroplanes could land 10,000 troops almost anywhere within a week. Yet this is the least of all. For our fighting aeroplanes could be at any threatened point before the enemy could begin to land. The only means of landing as yet known is by boat. The only alternative would be to land by passenger planes, and that is clearly impossible in face of fighting planes. Landing by boat is nearly as impossible in face of thousands of fighting planes bombing and machine-gunning. Even if they succeeded in landing, they would be met by some thousands of troops brought there by passenger aeroplanes, and being constantly reinforced.

Britain is about to make Singapore a naval base. Our contribution should be to take the aerial observation and defence off their lands. We waste time trying to build battleships and cruisers, which we have not the appliances or experience to build. Let us, then, concentrate our attention to the aeroplane side, for which the genius and individuality of our men are well so suited.

Many advantages are gained by Australia turning its attention to aeroplanes. Men can be expertly trained to fly in about four months. They can then return to their usual occupations, with an occasional practice to keep them up-to-date, whereas to build and man battleships and cruisers means that men would be permanently away from civil occupations for years. An expert sailor is not made in four months. Large aerodromes would have to be made at different places—Roper River, Port Darwin, Thursday Island, Brisbane, Newcastle, Sydney, Melbourne, Adelaide, Albany, and Perth—and probably a landing station on the railway line, between Perth and Adelaide. Each, of course, would be out of reach of gunfire from a fleet.

Then comes the question of relative cost. An up-to-date battleship costs about £3,000,000, and a cruiser about £2,500,000. They can be sunk in

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a few minutes by a torpedo or 15in. or 16in. gun, whereas the loss of any sort of aeroplane is comparatively trifling. An outside estimate of all sorts of aeroplanes—observation, bombing, fighting, and passenger—would be about £2,000 each. At that outside estimate 10,000 aeroplanes would cost £20,000,000, or the equivalent of four battleships, and three cruisers. Another £5,000,000 would be required for aerodromes and hangars. But that is offset by an equal or greater amount for docks and ports for battleships. We must also take into consideration that even if we choose battleships instead of aeroplanes there must be many fighting and observation planes. Let us then leave Britain to find the battleships and cruisers, for which, by centuries of experience, she is particularly suited, and let us devote our attention to aeroplanes for which, by our national genius and individuality, we are particularly suited.

Let us not forget that aeroplanes were made possible by the genius of Lawrence Hargrave, an Australian. Who knows what inventions in aeroplaning may yet be made by the genius of some other Australian, if we devoted our attention to it, instead of troubling with battleships, etc., of which we know little, and for which Australia is singularly unsuited from our lack of steel and appliances to make huge marine engines, and 15in. and 16in. guns! Why import them, when they can be so much better put together in England? To make aeroplane engines there is no such difficulty. They are small and practically of a standardised quality. No difficulty presents itself in that respect beyond the scale on which they must be produced. It is argued that we have not the proper wood to make aeroplanes. Whether this be correct, which is doubtful, or not, the indications are that not an ounce of wood will be used in future aeroplanes beyond the propellers. If aeroplanes are improved, still the obsolete ones will be useful in postal or mercantile uses, or perhaps convertible. When a battle cruiser like the Australia is scrapped, at one blow away goes £2,500,000.



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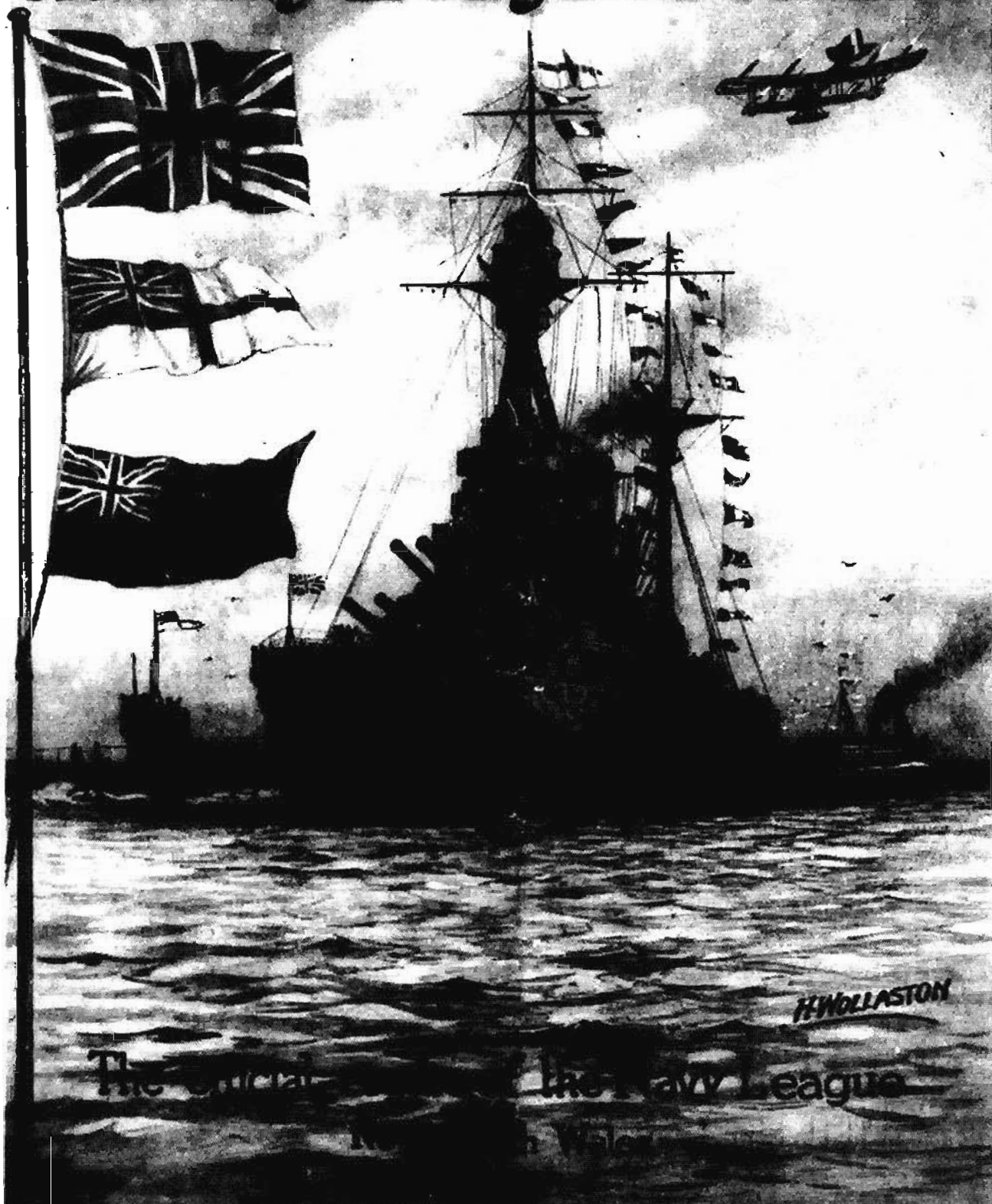


VOL 4. No. 5.

SEPTEMBER, 1923.

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# The Navy League Journal

VOL. IV. No. 5.

SYDNEY, SEPTEMBER, 1923.

PRICE 3d.

## R.N. or R.A.N.?

**L**IEUT. Commander Rolleston, R.N. (Retired)  
speaking at the National Defence League  
gathering in Sydney last month, boldly  
declared that he had it an "high naval authority"  
that the Admiralty would be glad to see Dominion  
Navies abolished.

The ideal, of course, is one Navy for the whole  
Empire, controlled from London, and the natural  
corollary would be the provision by the Dominion  
Governments for the establishment of adequate  
fleet bases in their respective countries.

But as is well known, there is not a single dock  
in any of the great self-governing Dominions of  
the Empire capable of accommodating a battle  
cruiser of the dimensions of the *Hood*, and there  
is not a base that could possibly cope with the  
multifarious needs, mechanical and otherwise, of  
a modern battle fleet.

That is the real position to-day. Britain is  
taking steps to prepare Singapore. What is  
Australia, the only Dominion left with what can  
be termed a Navy, going to do? The Prime  
Minister (Mr. Bruce) speaking a few days ago  
at Perth, W.A., declared that "no longer were

we a dependency leaning on the Motherland.  
We were a great and free nation, equal in status  
with others." Presumably, Mr. Bruce is going to  
tell the Imperial Conference that we are going  
to stick to our Navy and fend for ourselves.  
Mr. Bruce will be doing the manly thing. We  
do not believe that Australian tenacity of purpose  
and Australian pride, which after all are chips  
from the old block, will see the R.A.N. abolished  
and replaced by a substitute, even though that  
substitute is the Hall mark of navies—the R.N.  
In our opinion nationhood, as well as sentiment,  
demands that Australia should shoulder the  
responsibilities accepted by her, and that not the  
least of those responsibilities is the development  
and maintenance of her Navy and the provision  
at Port Stephens of a base with facilities necessary  
to the efficient handling of the latest types of  
fighting ships.

The time is not far distant when some of these  
growing Dominions of the Empire will be chal-  
lenged, and it is well that they should prepare  
now, lest the day come upon them, when Britain  
is unable to send help.

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TELEPHONE

# THE STORY OF THE FOUR-MASTER.

BY CAPTAIN JAMES H. WATSON, R.N., FRANKLIN.

FIFTY years ago Lloyd's Register contained so few steamers that there was no special section for them, and the sailing ship monopolized the pages of that most valuable book.

At the present day the steamers not only have a section to themselves, but that section is the largest portion of a very bulky book, whilst in comparison the sailing ship has but a few pages, and of those that class which trade to Australia the majority are four-masted barques.

The advent of steam was of course responsible for the disappearance of the sailer, and those owners who kept to canvas to make it pay had to build large cargo carriers, and worked them with as small a crew as possible. And as under these conditions the passenger trade was dropped, the ships had few "sogers" aboard. The four-masted ship seems to have given offence to some "ancient mariners," who regarded the fourth mast much in the same way as it is proper to speak of the fifth wheel of a coach; and some nautical writers spoke depreciatingly of "this new fangled thing," and gave it opprobrious names—one saying "the four-masted abortion belongs to a degenerate class of ship," though why the maximum number of masts should be limited to three he does not say. The shipowners of the United States have long since exceeded that number, having got as far as seven masts. This vessel was the Thomas W. Lawson, built in 1902, and lost in 1907 off the Scilly Isles. Six-masted and five-masted schooners are quite common, and the six-masted barquentine E. R. Sterling is a well-known visitor to this port.

The four-masted modern ship when she made her appearance about 1874-5 was regarded as a novelty, but she was only the revival of what was usual five hundred years ago, for pictures of the vessels that Christopher Columbus crossed the Atlantic in depict the vessel which he sailed in—the Santa Maria—as having four masts. Then the vessel which Henry VIII. built for the Royal Navy and named "Henry Grace de Dieu," was a four-masted ship with square sails on every mast. A painting by Volpe, in the gallery at Hampton

Court Palace, which commemorates the embarkation of Henry VIII. at Dover, has at least two of the ships of the fleet with four masts, and ships of Elizabethan period are of the same class. Those fine old tapestries which hung in the House of Lords, but were destroyed when the Houses of Parliament were burned down in 1834, had among them some which showed the Spanish Armada coming up the English Channel, and the English going out to meet it, each fleet having four-masted ships. In 1636 Charles I. had built at Woolwich Dockyard the Sovereign of the Seas, the first three-decker in the Royal Navy, and the largest ship ever built up to that time, but was a mere pigmy in comparison with ships of the present day, for she was only 232 feet long, and of 1,637 tons. She also was four-masted. From this time they gradually disappeared.

England at the commencement of the last century was practically at war with the world, and her fleets were scouring the seas for enemy ships. In July, 1801, whilst cruising in the Atlantic H.M.S. Immortalité, after a seven-hour chase, overhauled a large French privateer named L'Invention, which mounted 26 guns, and carried a crew of 220 men. In Naval Chronicles for 1802, vol. vii., there is an illustration of this full-rigged four-masted ship with a description of "this great curiosity," which, after a sharp engagement, struck her colours to the British frigate. L'Invention was a new ship, and had only been out of Bordeaux eight days.

For fifty years we hear nothing about four-masted ships. But when the Californian and Australian diggings were attracting people by thousands the old packet ships were both too small and too slow, and Donald McKay came to the front with his wonderful clipper built ships. Amongst those prodigies which he turned out at East Boston was the Great Republic, the largest sailing ship ever built. She had four masts, and was 3,357 tons, over a thousand tons more than the Sovereign of the Seas, which he had built the previous year; although Arthur H. Clarke in his "The Clipper Ship Era" credits her with being 4,555 tons register.

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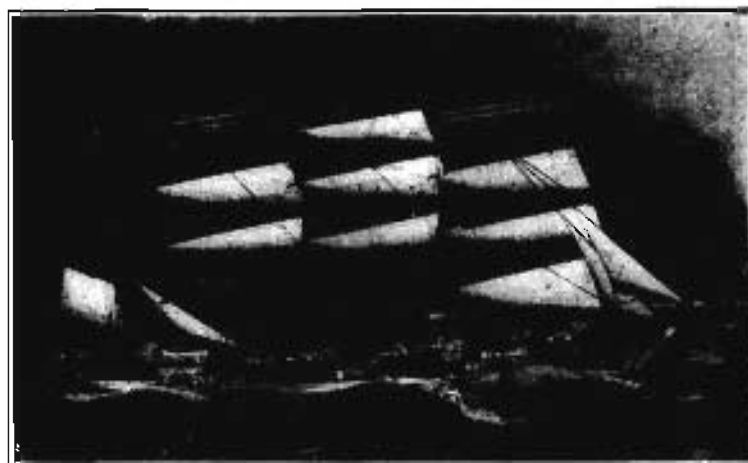
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This fourth mast has caused much trouble as to what name to call it. At the present day it is the jigger; in the Great Republic it was the spanker-mast. It has had other names also. This ship after being taken to New York and being prepared for sea, took fire and was scuttled. On being refloated she was sold, and as reconstructed she was a much smaller ship, and the two measurements are those of before and after the fire.

Following the Great Republic four-masted ships

of Glasgow, and owned by R. and J. Craig, followed by the County of Caithness, in 1876, and the County of Inverness. These were all iron ships about 1,700 tons. Ten years later the same owners were getting from Barclay, Curle and Co. other "County" ships also of iron, 500 tons larger, but of the nine four-masted iron "County" ships in the 1868 Register all have now disappeared. Steel soon displaced iron in the building yards; and one of the first of the six to come to Sydney was

OFF STEWART ISLAND.



COAL LADEN.

MODERN FOUR-MAST STUMP TOP GALLANT BARQUE BOUND FROM NEWCASTLE,  
NEW SOUTH WALES, TO CHILE, SOUTH AMERICA.

did not take on, and the great development of Australian trade was made by three-masted ships from 1,000 to 1,500 tons in size.

But as steam took possession of the trade the fight to keep the sailer afloat could only be carried on by larger ships and cheaper freights, and hence the four-masters of to day.

It was not till the mid-seventies that these made their appearance—one of the earliest being the County of Peebles, built by Barclay, Curle and Co.,

the Fimmore, a four-masted steel barque of 2,431 tons, built at Port Glasgow by J. Reid and Co.

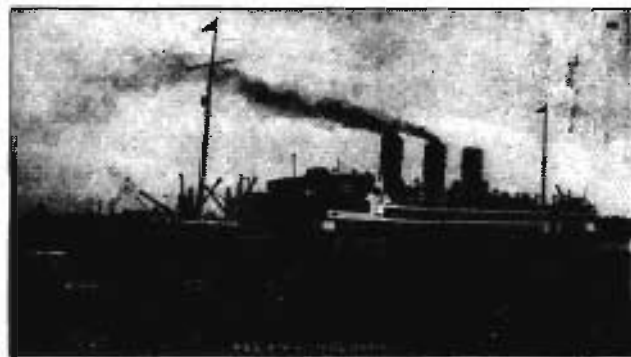
The Earl of Dunmore, a steel barque of 2,281 tons, created a sensation in 1905 by taking fire below Garden Island, and being towed into Rose Bay.

The Marlborough Hill, an iron barque of 2,452 tons, four-masted, had the same experience at Newcastle in 1906, by her large quantity of dunnage wood taking fire, by which she was

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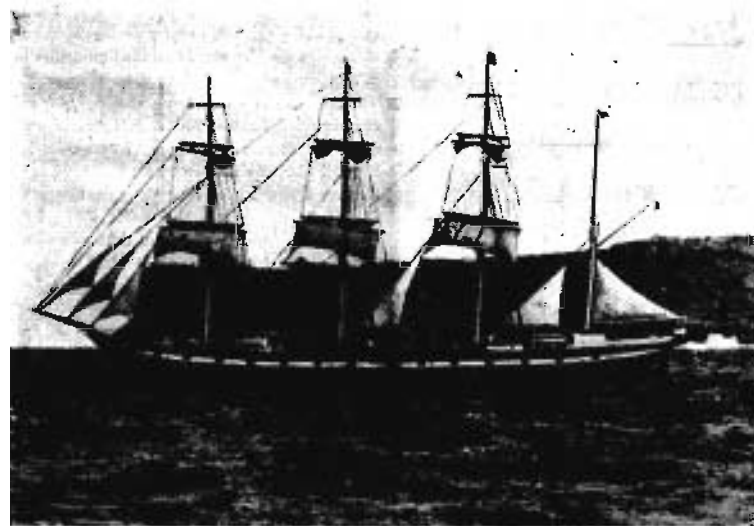
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guttled. She was brought to Sydney and thoroughly refitted. A vessel which arrived here recently under the Norwegian flag was formerly the Glasgow built barque Ivernia of 2,313, which when being towed into Newcastle by the tug Advance crashed down on the tug and sank her, all hands but the mate, an old Aberdeen line officer, being lost.

And it was from Newcastle that the four-masted steel barque Swanhilda of 2,130 tons sailed, when

quehannah foundered, and the Shenandoah became a coal hulk. Another of this firm's ships was the Arthur Sewall which left an Atlantic port in 1907 with coals for the U.S. fleet in the Pacific, and was unheard of until a vessel saw the four mast heads of a square rigged ship projecting above the water with the royals set, between Cape Pillar and Cape Horn. The crew were never heard of, and it is thought they were all killed by the cannibals of New Island.



WHEAT LADEN.

BARQUE CARRYING ROYAL YARDS, LEAVING SYDNEY, NEW SOUTH WALES.  
FOR THE UNITED KINGDOM.

she had as one of her crew the murderer, Butler, who was brought back to Sydney and hanged for the murder of Captain Lee Weller in 1897. This ship was lost on the coast of South America in 1910, Captain Pyne and his wife being drowned.

The American firm of Arthur Sewall and Co. had some large vessels of the class—the Roanoke 3,539 tons, the Susquehanna 2,745 tons, the Rapahannock, and the Shenandoah 3,407 tons, were all wooden ships, and had all visited this port. The first and third were burned at sea, the Sus-

Great numbers of "four-poster" ships have visited Sydney since they came into the trade, carrying wool and wheat to England and the Continent, but many of them met their fate by being lost or burned. The Eulomene, 2,725 tons, lost in the North Sea; the Nivelle, 2,140 tons, loaded coals at Newcastle, and was lost on the coast of South America; the Morven, 2,150, loaded wheat at Sydney, and was lost on the coast of Ireland in 1906; the Ancona, 2,852 tons, abandoned on fire in the Bay of Biscay, in 1906;

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the Dundonald, 2,205 tons, left Sydney for Fairbairn in February, 1907, and was posted as missing on September 13th. Then the Norma, 2,120 tons, while at anchor off the Semaphore lighthouse in 1907 was run into by the iron ship Ardencraig and sank.

Numbers of others could be mentioned which goes to show that as few now are built the overseas trade will soon be in the hands of the steamers. At present there are several of the remaining ones in Sydney, one of which came into port at the end of last year, left her figure head (which was that of Queen Victoria) in Bass's Strait, after being in collision with the Norwegian steamer Yara. This four-masted steel barque was originally named Buckingham, but is now the Muscota, sailing under the Stars and Stripes. Immediately she has had Ottawa and Bertha on her stern, and the German flag flying over it. She next hoisted the Stars and Stripes over the words Flying Cloud, given her to commemorate the time when Donald McKay turned out clippers at East Boston over seventy years ago that were the admiration of the shipping world. Changing hands again, but not her flag, she became the Muscota, an Indian name given her, it is said, by Mrs. Wilson, wife of the ex-President of the United States. Originally a full-rigged four-masted ship, built at Liverpool in 1838, of steel, by T. Royden and Sons, she is now a barque, and in spite of her age, service, and knocking about she carries her 2,665 registered tonnage with a jaunty air. Another big four-masted barque made her appearance here in March last, although it was doubtful whether she would reach the Heads when the tow-line broke as the tug boat was bringing her in, and she had a narrow escape of going on the rocks near Long Reef, but a new line was quickly got out, and she reached her anchorage off Longnose Point safely on the evening of the 11th.

This vessel's name is now Janet Dullar, and was built at Glasgow in 1902, and launched as the Eclipse of 3,091 tons. She was sold to German owners ten years later, when she was re-named Egon, and registered at Hamburg. During the war she was interned in a Mexican port, and was taken over by the United States on peace being declared. The Robert Dollar Line became her owners, and gave her the name she now bears.

## NAVAL NOTES.

After an extended cruise in Northern waters the Australian fleet has returned to Sydney.

The fleet under the Commodore commanding (Commodore A. P. Addison, C.M.G.), will again leave port early in October. The flagship *Melbourne*, accompanied by H.M.A.S. *Brisbane*, will proceed to Albany and Fremantle; the latter port will be left on November 2, and the two vessels will steam to Melbourne. The cruiser *Adelaide*, together with the destroyers *Anzac*, *Tasmania*, and *Stawart*, and the supply ship *Platypus* will proceed to Port Lincoln, Port Adelaide, and Portland. The fleet will ultimately assemble at Port Phillip, and leave there on November 19th for Westernport and Jervis Bay, arriving at Sydney on December 1.

The Navy Board is to be congratulated on its desire to keep the fleet moving, for by doing this a far greater incentive is given our young Australians to join their navy.

In connection with this matter the naval authorities will do well to give a far wider measure of publicity to the movements of the ships, for only by intelligent co-operation with the Press—inviting representatives to accompany the fleet on its cruises—can they hope to make the service the popular one it so richly deserves to be.

A highly placed Royal Naval Officer referring to the recent cruise of vessels of the R.A.N., said that the crew of his ship was one of the very best that he had ever sailed with.

## APPOINTMENTS.

The following appointments are announced by the Navy Office to the permanent Naval Forces, to take effect from the dates mentioned:—

Commander Ralph D. Binney, to Cerberus, additional for duty at Navy Office, as Assistant-Chief of the Naval Staff and Director of Naval Intelligence, August 14.

Lieutenant-Commander A. Paul Bush, D.S.O., to Cerberus, additional for passage to United Kingdom, August 29.

Lieutenant Geoffrey P. Dixon, to Cerberus, additional for passage to United Kingdom for reversion to Royal Navy, August 25; Samuel R. Symonds, to Geranium; (S) Reginald V. Barton, to Melbourne, additional as Flag Lieutenant and Fleet W/T and Signal Officer, September 16; (S) Edmund H. N. Harvey, to Cerberus, additional for passage to United Kingdom, for reversion to Royal Navy, September 22.

Paymaster-Commander Norman F. Roy, to Cerberus, additional for passage to United Kingdom, September 1.

Engineer-Lieutenant John Webster Wharff has been promoted to be Engineer Lieutenant-Commander, to date from June 23 last.

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## ✓ The Unsuitability of Sydney as a Naval Base.

By LIEUT. COLONEL W. H. BOLTON, R.N. (RETIRED.)

It has been asked why Port Stephens should be used as a Naval Base when Sydney harbour is available, and already has facilities such as rail connection and workshops and dock-yards at Garden Island and Cockatoo.

One excellent reason is the size of the harbour. A fleet of modern men-of-war takes up a great deal of room, and when the actual space available at Sydney is considered it will be realised that to berth a fleet of, say 15 large ships, in the harbour, every bit of fairway practically from the Heads to Pyrmont Bridge would have to be used. The Fleet would be very much scattered, and inter-communication between ships would be a matter of considerable difficulty either by boat or by signal. A ship near Bradley's Head having a message for another in, say, Neutral Bay, would be obliged to pass it through several other ships or through stations erected on shore for the purpose. Short range wireless might be used certainly, but the volume of signalling that takes place in a Fleet is fairly considerable, and it is doubtful if wireless could carry it all without serious delays.

The lack of space operates also in another way than by virtue of the actual space taken up by a ship at anchor or at a buoy. The operation of taking a big ship to a berth in any harbour is not so very difficult, but the reverse operation is under certain conditions a very tricky business. Supposing, for example, a Fleet berthed in Sydney Harbour, wanted to get to sea in a certain time, that at that time the tide was slack and the wind from the west. All the ships would be swung with their bows "up harbour," and their sterns towards the Heads. With very little room in which to manoeuvre, the process of turning these ships round in practically their own lengths, and with no "sea room" to speak of, would not be impossible, but it would take a very long time. In war time, or with war threatening, time might be the essence of the contract, and every half-hour saved might be of inestimable value. Having decided that he must go to sea as soon as possible to deal with an emergency the Admiral could not wait till wind and tide were favourable.

Another disadvantage is the very sharp angle which the deep water channel takes by the Sow and Pigs. A big ship can get round that corner all right without easing speed provided she hits off exactly the correct moment at which to put her helm over. But the turn is so sharp that this moment, as well as the amount of helm used, must be both exactly right. A very slight miscalculation would upset matters and necessitate the ship going astern with one or both engines in order to get straight. Such a calculation might arise through the ship having a slight swing in the opposite direction which would have to be overcome before the new helm would take effect. Insufficient allowance might easily be made for this. Also, it might not be known exactly what helm the ship "was carrying," due to wind or other causes, and due allowance might not be made for this factor. If some miscalculation was made and the wind was at all strong from the north, going astern would not help matters very much, because the tendency in a ship whose engines are reversed is always for her stern to go up into the wind irrespective of the rudder. All this means that every ship in the line either entering or leaving harbour would have to wait till her next ahead was definitely round that corner before she could approach it herself. That bend alone would, therefore, make the progress of a fleet of big ships entering or leaving harbour exceedingly slow.

The first of these difficulties—due to lack of space—could be overcome by berthing the ships at buoys to which they could make fast ahead and astern. They would not then swing to the wind or tide, and could be berthed with their bows pointing to seaward, so that no turning round would be necessary before going to sea. But this would not be entirely satisfactory as there would still be a great loss of time in getting the ships berthed on arrival, and the mere existence of the buoys would restrict the available space just as effectively whether there were ships berthed at them or not. The buoys would also be a constant source of danger to traffic at night.

The very large volume of traffic in the harbour is another drawback to basing a Fleet there. Even

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as it is ferries are constantly crossing and re-crossing in all directions. Collisions sometimes occur now, and if there were the added danger of the view of the ferry captains being blocked by large ships trouble would constantly occur. Unless a very wide berth were given to every ship by the ferries and other traffic collisions would be frequent on account of the various craft not being able to see each other soon enough. The North Shore Bridge will certainly minimise this danger, but the constant coming and going of ship's boats will make up for any reduction in the number of ferry craft.

Sydney also is a large city, and has at times, and especially on the water front, a more or less cosmopolitan population. It would be next to impossible to keep the condition of the ships, their projected movements, and other information from being known. In peace time anyone who really wished to do so could find out with very little trouble exactly how many ships were in dock or refitting as well as any other information he or she might wish to obtain. Daily or weekly reports on the condition and actions of the Fleet could be

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**B. M. MACKENZIE,**  
Secretary.

sent anywhere. Anyone who could read semaphore signals could sit on the shore with a telescope and might pick up valuable information at a time when possibly relations with another country were strained. The fact that the Fleet was raising steam preparatory to putting to sea would be patent to anyone immediately the order was given. This information in the wrong hands at a time when tremendous issues might depend on the secrecy or otherwise of the Fleet's projected movements, might have very serious results. In fact, whatever information there was that could be gained by an outsider or enemy agent would be more easily picked up in a place like Sydney, with the Fleet at the agent's front door, than anywhere else. If there are other places to choose a large city with a large commercial port should not be selected.

It may be presumed also that the Fleet will spend a fair portion of its time at its base, and it is therefore desirable that the base should be a place where the ordinary practices and drills can be carried out efficiently. Instruction in boat pulling or handling steamboats could certainly be carried out in Sydney Harbour; but anyone who has had any experience as an instructor knows how difficult it is to hold the attention of a class when there are all sorts of things happening within range to distract attention. The passing of ferry boats or pleasure craft, or a merchant ship going to sea, or any of the thousand and one other events that are constantly taking place will make instruction more difficult and slower than it need be. The same applies to the ordinary work on board ship, or, at any rate, to such of it as is being done on the upper deck.

Another disadvantage from the point of view of efficiency is the mere existence of a large city "under one's lee," with its theatres, cinemas, golf links, hotels, and all the other appurtenances of civilisation, to say nothing of more doubtful sources of enjoyment. Every day every officer and man would simply live for the end of working hours so that he could get away to the "beach." This would be bound to react on the efficiency of the Fleet, and the only remedy is to take the Fleet away from the distractions. This particular factor was very evident in the Grand Fleet during the war. Up till the end of 1916 the Battle Fleet was based on Scapa Flow, which from the naval point

of view is synonymous with "Woop-Woop." The attractions of civilisation were totally lacking. There was certainly a town at Kirkwall, but it meant a five mile trip in a steamboat and two miles of road to get there. There was no cinema and no canteen. A rough golf course was laid out on Flotta Island, and football grounds of a kind were made there also. But that was the end of it. The result was that there was no wild anxiety on anyone's part to get the day's work done so as to get off to the shore—and the officers, at any rate, were driven to work and study, if for no other reason than to pass the time away. Efficiency was high; but with the moving of the Fleet to Rosyth where Edinburgh was handy, and where Dunfermline was nearer still, where the officers had the choice of half-a-dozen golf links, and where the men had a canteen, efficiency slumped badly. Officers' wives could not come to Scapa Flow because there was nowhere for them to live, but they could, and did, come to Edinburgh and its neighbourhood. The natural result was that after working hours it was hard to find anyone on board unless he was actually on duty. If these conditions had ruled during the early days of the war many schemes and devices that were worked out in the dog watches and evenings by those who had perforce nothing else to do would never have had seen the light of day.

Of course, these differences between a big city and a desert island as a base are bound to be more marked in war time than during peace—but, all the same, the difference is still there. At a place where there are few outside attractions internal progress will be quicker, and officers, at any rate, will have more opportunity to set their minds to work on the problems of the moment than if wives and families and theatres and so forth are constantly beckoning them ashore.

I would not wish to banish the Australian Squadron from Sydney altogether. No one can work all the time. But I would not make the Fleet base there as a permanency even if the harbour were twice its size. It is good for man to have a fairly liberal amount of relaxation, and from this point of view, the proximity of Port Stephens makes it an ideal place for a base. Sydney could be easily reached during the week-ends, but would be too far away to admit of either officers or men

going there daily, and the Fleet could come to Sydney when long leave was being given without strategical dispositions being affected to any great extent.

It may be argued that if Port Stephens goes ahead as a naval base, and if it is connected by rail with the interior lines, it will also become a big commercial port - and that, therefore, the same objections on this score will eventually operate. This will be true to a certain extent, but the harbour is so big and so well laid out by Nature that it would be quite simple to devote the southern side to naval purposes, and the northern to commercial. Merchant ships could be given a definite course to follow when approaching or leaving the commercial docks and wharves, which would not necessitate their passing through the Fleet. Any city which grew up would then be on the north side of the harbour, and the naval base in Salamander Bay would be far more off the beaten track than could possibly be the case at Sydney. At the latter place the Fleet would presumably lie below a line joining Kirribilli Point and Circular Quay, and merchant ships on their way to Darling Harbour would have to thread their way through the Fleet. Endless delays to ferry and other traffic would result, in addition to the necessity for closing the harbour for long periods when the Fleet was entering or leaving.

### YACHT "SEA SCOUT."

Mr. Harry Shelley's new auxiliary yacht "Sea Scout" was launched on the 13th inst. from the yard of her builders, Messrs. Morrison & Sinclair, Balmain. Ketch rigged, with an overall length of 52ft., 13ft. beam, and 4ft. 6in. draft, she has been especially designed by Mr. Walter Reeks, Naval Architect, for ocean cruising, and should prove a good sea boat and a credit to her designer and builders. She will fly the flag of the Royal Sydney Yacht Squadron of which her owner has been a member for many years.

Navy League boys will be pleased to know that the "Sea Scout" has a powerful engine installed which will enable her to tow cutters full of cadets, and also has ample stowage room for peanuts and other medical comforts so necessary for growing boys.

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### COMMITTEE MEETING.

The monthly meeting of the Executive Committee of the Navy League was held at Royal Naval House on the 10th inst., His Honor Judge Backhouse in the chair.

On the motion of Mr. Alfred Milson, a vote of sympathy to the relatives of the late Sir James Burns, was passed, the Committee as a mark of respect standing.

The Chairman, in a few simple words, expressed the feelings of members when he said that the community and the Navy League, of which Sir James had been a member of the Executive and also an honorary treasurer, had lost a great and good man!

Mr. Harry Shelley was appointed an Honorary Treasurer in the place of the late Sir James Burns.

The Committee expressed great satisfaction at the result of the Matinee held at the Theatre Royal on 28th August; and on the motion of Mr. A. G. Milson, the following resolution was put to the meeting, and carried unanimously:—

"The Executive of the Navy League (N.S.W. Branch) desires to place on record its very high appreciation of the kind efforts of Mrs Venour Nathan and Mr. C. B. Westmacott and those ladies and gentlemen assisting them in carrying out such a splendid entertainment to aid the fund of the Navy League Sea Cadets, which has resulted in so handsome a sum being obtained.

In connection with the above a hearty vote of thanks to Mrs. Kelso King and Mr. Venour Nathan be tendered for their kind interest and part they took in the matter."

It was reported that two cadets from Concord Company had recently passed to H. M. A. S. *Yngira*, and that two others had expressed a desire to join up. Seven cadets from Richmond Unit had also made up their minds to join the R.A.N. or the Mercantile Marine, and through their O.C. were making application for service. The Committee expressed pleasure and satisfaction with the reports.

Sums of money were voted to the Committees of N. L. sub-branches to be utilised in the best interests of the respective Companies of the Navy League Sea Cadets.

Present at the meeting were: Judge Backhouse, Mr. Kelso King, Captain Crauford, R.N., Commander Quick, Messrs. A. G. Milson, Harry Shelley, J. Payne, T. Fox, and W. W. Beale.

### SEA CADETS MATINEE.

Leading members of Sydney's society, with the assistance of eminent professional artists, gave a most successful entertainment at the Theatre Royal on August 28th in aid of the Navy League Sea Cadets Fund.

Mrs. Venour Nathan and Mr. C. B. Westmacott were the organisers. Dame Margaret Davidson, attended by Miss Henderson, was received by Mr. Alfred Milson and Mr. Venour Nathan on behalf of the N.S.W. Branch of the Navy League, and escorted to her box through the flower-decked vestibule, and between a detachment of Navy League Sea Cadets forming a guard of honour.

Mrs. David Cohen, Miss Kelso King, and several other ladies sold sweets and programmes. Flowers were disposed of by Miss Glasston, Mrs. Roach Pierson, Miss Wall and the Misses Coombe. Mrs. Pat Levy and Misses Ruth Morton and H. King sold flags.

The house, filled almost to capacity, enjoyed and applauded excellent items by Mrs. Venour Nathan, Miss Lee White, and Mr. Clay Smith, Lady Forbes Robertson, Messrs. J. and E. Landeryou, Mr. Jack Cunnott, Miss Billy Lockwood, Miss E. McKellar, Mrs. Leslie Walford, Mrs. C. Jacques, Mrs. Duncan Osborne, Mrs. R. Watson, Mrs. Roy Buckland, and the Misses Brady, Braddon, Dibbs, Westmacott Knox, Schute, Friend, Anderson, Littlejohn, Downes and Ewing.

The Theatre Royal has rarely seated such a large gathering of Sydney's society, and it was to that fact the financial success of the matinee was due, and for which the Navy League owes its grateful thanks.

During the interval, the Premier, Sir George Fuller, gave a short address on the work of the League, particularly with reference to the Sea Cadet movement. "The Navy League," said Sir George, "is doing a great work, and deserves the support of every member of the community. These sea cadets," said he, indicating the fifteen fine boys drawn up on the stage, representing Balmain, Drummoyne, Concord, North Sydney, and Richmond Companies, "are but typical examples of over three hundred wearing the Navy League uniform in New South Wales. All will be better citizens for the training voluntarily given and voluntarily received; many will go to sea and uphold the fair name of Australia and the dignity of the British Empire in the ports of all the world. I am proud," concluded Sir George, "to commend this very excellent movement, reflecting the greatest credit as it does on the Navy League, and on all those associated with the training of the boys."

The cadets were given a splendid reception by the large audience.

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

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

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

## HEADQUARTERS' NOTES.

The Committee of the Royal Shipwreck Relief and Humane Society of New South Wales, with its usual kindly thought, has invited the Navy League Sea Cadets to be present at the Town Hall, Sydney, on the occasion of its 46th Annual Meeting, which will take place on the evening of the 17th September.

His Excellency the Governor, Sir Walter Davidson, K.C.M.G., will preside, and the Life Saving Awards will be presented by Dame Margaret.

It is expected that the various Navy League Sea Cadet Companies will be well represented.

The Committee of the Royal Sydney Yacht Squadron has again arranged for a cutter race on its programme of events to take place on October 20, the opening day of the yachting season. Crews, the members of which must be under fifteen years of age, representing Balmain, Drummoigne, Concord, North Sydney and Richmond Units, will compete in the race, which will be over a half-mile course. A distinguishing pennant must be flown over the bow of each cutter as under: Balmain, maroon; Drummoigne, navy and white; Concord, white; North Sydney, emerald; Richmond, royal blue.

Coaxing in each case must be officers or instructors actively associated with the Navy League Sea Cadet movement.

Drummoigne Company's depot is being much improved, and reflects great credit on Messrs. Mellor and Mackenzie, and all who are associated with them.

On the 8th inst. Richmond Unit's "soccer" team visited Concord, and contested a very exciting game with the local cadets.

As each of the five units of the Navy League Cadets has now the exclusive use of a cutter, it is anticipated that an intensified form of the healthy rivalry existing last season will be in evidence this season when representative crews meet in the several aquatic events.

Mr. P. McDonald has been appointed Bugle Instructor to the Sea Cadets Corps. At all Navy League functions where the combined cadets are present, Mr. McDonald will be in charge of the bugle band.

The post of Physical Training Instructor to the Navy League has been accepted by Mr. Wood, M.M. Mr. Wood's experience in this particular sphere of activity, and the practical application of his trained knowledge will be of inestimable benefit to our sea cadets.

It is hoped that officers in charge of Companies will take advantage of Messrs. P. McDonald's and Wood's services as opportunity offers.

## Balmain Company.

Headquarters: ST. JOHN'S HALL.

Hon. Secretary: MR. EDGAR FIDDEN.

## WATCH WORDS.

GODLINESS. CLEANLINESS.  
COURTESY. OBEDIENCE.

The warmer weather is eagerly looked forward to by the Cadets; sailing, rowing and swimming will be the order of the day.

On Thursday, 13th inst., the annual presentation of prizes took place at the Drill Hall.

Silver medals, suitably engraved, were awarded to the 1922-23 Cutters' Crews and knives and

Mr. J. J. Booth has sent along knives containing marine spikes and it is proposed to present these to the Cadets who have shown the best improvement in heads, hitches and splices.

A deputation is being arranged to the local Council for a grant of a piece of land on which to erect a Drill Hall and boat shed; a previous application in this connection was not entertained by the local Civic Fathers who seem to have gained the impression that the boys were being taught the uses of cutlass and rifle. An opportunity was taken to dissuade them in this regard and it is believed the proposed deputation will bear fruit.

The promotion of a Cricket Competition between the different Companies during the summer months should be enthusiastically received; the teams could be taken to a harbour resort, per cutter, and many an enjoyable afternoon's sport indulged in.

## TAKING THE STRAIN.



Photo by G. Lovegrove

Drummoigne Cadets Lifting a Crab Which up the Beach at their Depot.

pocket compasses to those who had shown the most improvement in the particular classes of the syllabus.

A Special Prize of £1.00 was presented to the Cadet whom the Officer considered had proved the most proficient during the preceding 12 months. Mr. T. Fox was thanked for this kind donation.

Mrs. M. Mayne donated the medals, knives and pocket compasses. It is by such kindnesses that an incentive is offered the lads to become proficient in the different classes.

## North Sydney Company.

Headquarters: DRILL HALL, ERNEST STREET.

Officer in Charge: MR. M. MACDONALD.

NEW ENTRANTS—A. Norton, E. Coston, M. Davoren, A. Harper, A. Davey, J. Chester, J. Bindon, P. Davoren, C. Coston, S. Hoare.

POSTINGS—1st Officer: Mr. F. G. Macgee is posted to "A" Company; Mr. A. E. Bone is taken on the strength as Second Officer, and is posted to "B" Company.

PROMOTIONS—Sea Cadet G. Hornby to be Ldg. Sea Cadet (Acting); Sea Cadet H. Wilcox to be Ldg. Sea Cadet (Acting); Sea Cadets

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L. Butcher, N. Doyle, D. Cooper to be Ldg. Signal Cadets (Acting); Petty Officer W. Ellis to be Petty Officer Writer (Acting).  
**REASSIGNATION**—Ldg. Sea Cadet C. Burmister is accepted to date from August 21st.  
**DISCHARGES**—Sea Cadets T. Fox (own request); R. Lynn (insub.), Reg. Burnett, Roy Burnett, E. Hinder, C. Hinder, J. Hinder (non-attendance), E. Whitaker (own request).

For the purpose of organization, companies of 1 Officer, 2 Petty Officers and 30 Cadets have been formed. During the month the attendance has been good, and much valuable work in knotting and splicing, boat work, and signalling has been done. Our cutter has been scraped, and the paint burnt off. It is expected that it will be ready to take the water almost immediately.

Recently the officer-in-charge took a party of cadets to Fort Decision, the boys evincing the keenest interest in the story of the historic places related by the caretaker.

Prior to the sailing of the United States Scout cruiser *Milwaukee*, a party under Mr. M. MacDonald, spent a very useful and interesting afternoon on board.

This Company now meets on Friday night instead of Tuesdays, and it is fortunate in having the undisturbed use of the Drill Hall.

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## ✓ CORAL ISLANDS.

RECENTLY Mr. F. Danvers Power, F.G.S., delivered a lantern lecture at the Royal Colonial Institute, Sydney, on Coral Islands, with special reference to Nauru and Ocean Islands.

Nauru or Pleasant Island, said Mr. Danvers Power was discovered by Captain Fearn, of the "Hunter," in 1798. Nauru is the native name: Pleasant Island was given it on account of the pleasant appearance of the natives.

Panapa, or Ocean Island, was discovered in 1804. The native name Panapa means rocky island; the name Ocean was given it after the ship on which its discoverers were sailing.

In 1888 a line was drawn between the islands claimed by Great Britain and those claimed by Germany. Ocean Island came under the flag of Great Britain while Nauru was annexed by Germany.

The former for political convenience was classed with the Gilbert Group, the latter for similar reasons with the Marshall Group—though, as a matter of fact, each island was independent of the other or any group.

A little over 20 years ago Nauru and Ocean Islands were of no account except for the few tons of copra they produced. The captain of one of the trading ships brought to Sydney a piece of rock which struck him as looking peculiar from one of the islands. There it was kicking about in the office for some time till one day someone thought fit to test it, when it was found to be rich phosphate rock. The Pacific Phosphate Company was formed, and developed the deposits which were found to be the richest deposits of phosphate in the world.

In September, 1914, the Australian Navy captured Nauru, which was the first land taken from the Germans during the war.

After the war a mandate was given to Great Britain over Nauru. Great Britain, Australia, and New Zealand paid the Pacific Phosphate Company £3,500,000 for their rights and plant; the two former paid 42 per cent. each, while New Zealand paid the balance of 16 per cent.

There are different kinds of coral reefs which are classed according to their relation to land, but one kind may merge into another. A fringing or shore reef is near the land. A barrier reef is a greater distance from land, and has more or less deep water between it and the land; it may follow the coast line of the main land—as in the case of the Great Barrier Reef—or may encircle an island. An atoll is a reef which surrounds a lagoon with no land in the centre. When the coral forms a solid island it is known as a cay. As the bottom of the ocean is subject to wavelike undulations, land rises and sinks, and thus it is one class of reef may be converted into another. The coral polyp—incorrectly called by some a coral insect—cannot live out of the water, neither can it live below a certain depth, depending on its variety—probably 12 to 26 fathoms are the limits. If a fringing reef sinks, it gives the coral polyp an opportunity of building upwards, and a channel of water may be formed between it and the land, thus converting it into a

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barrier reef. By still further sinking, the central land may become covered with water, and we get an atoll.

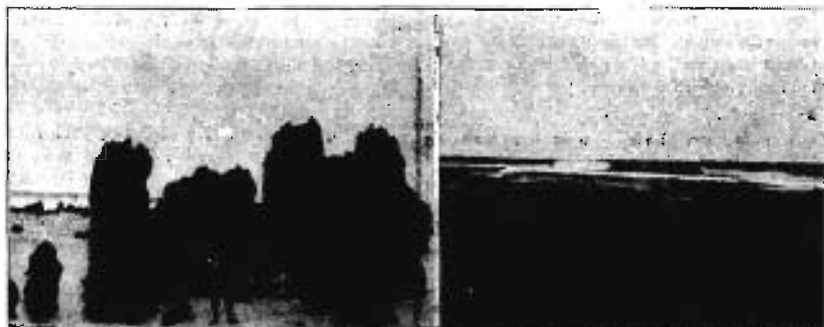
Speaking of a reef, one is apt to think a reef is continuous; but, as a matter of fact, it consists of a series of reefs, with passages between them. The Great Barrier Reef off the East Coast of Northern Queensland, is over a thousand miles long, and is the longest barrier reef in the world; it varies in distance from the land between 20 and 80 miles. The next longest reef is that off the west coast of New Caledonia, which is one-eighth of a mile off the land.

Nauru and Ocean Islands do not show any terraces by which we can read how often they have risen above or sunk below the surface of the water as is the case with some islands, but we can read their past history by observing the phosphate deposits. When the islands first rose above the ocean numerous sea birds used them for camping and breeding purposes. The droppings of these birds form what we call guano. The phosphate in this guano is soluble in water, and so was washed out by the sea spray and rain, and carried down to the coral rock underneath. Here the phosphoric acid took up sufficient lime to satisfy it and make it fixed, and this occupied the pores in the coral and other spaces. Then the islands sunk, and the waves broke up the coral, and also dissolved some of it, but the phosphate being tougher and not so

easily soluble, collected in gulleys cut out in the coral rock. The island rose again—more guano was deposited, and what was leached out cemented the phosphate sand together to form a sandstone, and some of it collected in the pores of the coral as before. Again the islands sunk, for the phosphate sandstone was broken up and water-worn. Finally, the islands were again lifted up, for we find these water-worn boulders on the top of the island.

At Walpole Island, 100 miles south of New Caledonia, we can see the traces of at least five terraces on its precipitous cliffs which are some 200 feet high. This cay is in contrast to the Huon atoll north of New Caledonia, where the islands only rise 12 to 15 feet above the sea. Atolls are stronger from the direction of the N.E. and S.E. trade winds, as the waves cast up coral debris from those directions, and apparently the coral polyp thrives better, probably because more food comes within its reach. One only has to look at the swell breaking on the seaward side of these reefs which gives a line of white surf against the greener water inside the reef, to appreciate the comparison the early sailor-miners of Australia made between it and white quartz reefs cropping out of grass.

It is a sight never to be forgotten to examine a reef at low water, when you can see the living coral; for, beautiful as the dead corals may be, they are nothing compared to the living creature with its delicate colouring of mauve, brown, red,



Great Pinnacles left on the Shore—Nauru.

Worn Down Great Pinnacles—Nauru. Note the Surf.



A Coral Pinnacle (dark) with Phosphatic Sandstone (light) that belittles in the channels between the Coral Pinnacles Xauru.

yellow and green. But, besides the corals, there are various shells with beautiful markings—sea urchins, and bright coloured fish. Beautiful as all this is, one has to look out for danger. Coral is very sharp, and soon cuts through leather, so it is better to wear rope-soled shoes; and should you scrape the skin off your legs with coral, the wound takes a long time to heal; also, if you eat fish at full moon, which fed on coral, you are liable to be poisoned.

There is scarcely an island which has not a tragic history. It may be a tidal wave which swept over it—the scene of a wreck, castaways driven there who perished for want of food or water, cases of cannibalism, or the haunt of pirates. But, in spite of all this, there is a romance about coral islands which lures one to them like a Siren.

Ask a Friend to Join the Navy League.

## The White Australia Problem.

Several able articles and letters dealing with this very important matter have appeared in recent issues of the *Navy League Journal*. The series originated in an article from the pen of Lieut. Commander R. S. (Harbours) Beattie, "Is the White Australia Policy Tenable?" in a subsequent issue of the Journal, Captain A. E. B. Bean, the eminent Australian war historian, and Fellow of the Navy League, questioned the wisdom of Commander Beattie's conclusions. A number of letters have since been received from Members of the League whose replies have been published, and these, together with the original article, form a most interesting and valuable contribution to the subject.

"I AM conscious of my temerity in continuing a magazine controversy with such an experienced journalist as Captain Bean, but having entered the lists, cannot well withdraw.

I am sure that Captain Bean is, as I am, sincere and earnest in endeavouring to advocate what we each feel to be best for the future of Australia in general, and the Northern Territory in particular, but we view the problem from different angles.

In my last letter I asked to be told of a single instance in history where whites have been able to permanently occupy tropical zones, or produce a third generation there. Captain Bean does not answer this challenge: presumably, he cannot cite an instance—and no one else, so far as I am aware, has been able to. Instead, he asks me a question: "Can Dr. Pockley point to any nation in history which has managed to solve a national labour problem by the importation of indentured, or even slave labour, without producing either a permanent mixture of races, or other problems more disastrous than those it was intended to solve?" I need not go far either in time or place for an instance. In the latter part of last century the sugar plantations of Queensland were developed by indentured Kanaka labour. That did not result in a permanent mixture of races or any disastrous consequences. On the contrary, Queensland was never so prosperous as during the period of indentured labour. All round Maryborough and Bundaberg there were flourishing sugar plantations and dependent industries. Whereas now, I am credibly informed, there are almost none about Maryborough, and very few around Bundaberg; they began to decay directly indentured labour ceased.

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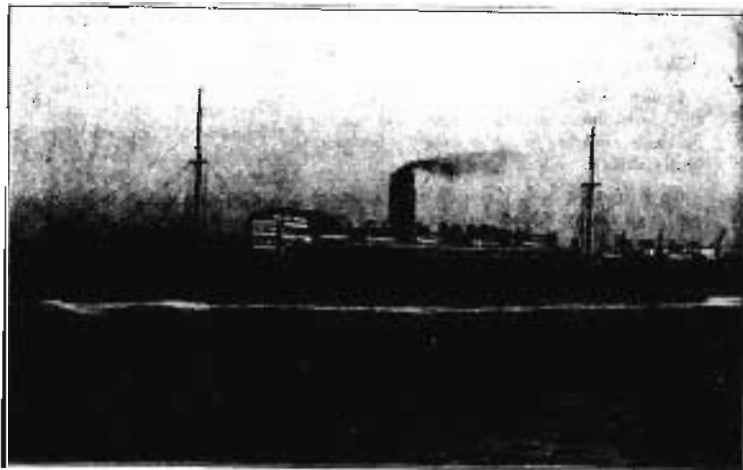
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A point that I would emphasise is that for every three kanakas, one white man got employment as overseers, engineers, office hands, or at other skilled occupations.

Samuel Griffiths got into Parliament on the anti-kanaka ticket, but later recanted, and came to the same opinion as his erstwhile opponent, McIlwraith.

To go further back, I am not aware that the system of slavery carried on under the ancient Greeks and Romans resulted in disastrous consequences. Captain Bean mentions the only instance I know of where slavery has acted prejudicially as in the United States.

Now, in the first instance, I did not advocate slavery—but labour indentured for a period with the return of the labourers at its expiration. Secondly, I suggested Chinese specifically. Captain Bean quotes me as advocating "Orientals." Chinese have been, and are still employed in other places with great advantage. In Samoa, for

instance, the plantations were threatened with extinction, for the Samoans will not do hard manual labour. Chinese were employed, and the problem was solved. Chinese do not bring their women folk, they rarely marry whites, and they always aim at returning to their country. From the middle of last century there were a very great many Chinese in Australia, and I do not know that they hurt us; and though they were free and not indentured their numbers have been reduced till now they are less than half what they were 50 years ago. (In passing, I might say that if allowed to employ Chinese in Australia it would largely solve the domestic servant question, and indirectly lead to increase of the white population, because there can be no question but that the difficulty—in fact, amounting to impossibility—of procuring domestic labour deters people from marrying, or from having children when married).

The negro problem in America is quite different. Male and female slaves were imported. They are notoriously prolific, and breeding was encouraged

by the slave owners by early marriages, as every slave represented so much money. The coloured population outnumbers the whites in many of the Southern States of America; but it must be remembered that Mulattoes, Quadroons, and Octaroons, and anyone who has a drop of negro blood is considered coloured in the States. Further, the increase of the negroes in the tropical and sub-tropical parts of America is really a proof of the contention that races thrive best in the climate to which they are ancestrally accustomed. The nearer the Equator, the greater the number of blacks: Hayti is entirely black, and as the distance from the tropics increases, the proportion of coloured people diminishes. About New York, for instance, the negroes cannot survive and per

petuate because the climate does not suit them (they mostly die of tuberculosis), while in the hotter parts the white goes under to the black; all of which goes to prove the truth of the contention that races can only establish themselves in climates similar to their ancestral zones. As the writer of the leading article in a recent issue of the *Evening News* well puts it, when speaking of Nature, he says, "the only thing certain about that ancient old lady is that she delights in killing off tribes and nations that do not harmonise with their own environment."

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## ANNUAL MEETING

OF THE

Grand Council of the Navy League,  
London.

THE Annual Meeting of the Grand Council of the Navy League was held at the Central Hall, Westminster, S.W., 1., on 30th May, 1923, when His Grace the Duke of Sutherland (President) occupied the chair, and was supported on the platform by William G. Black, Esq., C.B.E., LL.D., Lieut.-Col. C. Forbes Buchanan, C.B.E., Sir Cyril S. Cobb, K.B.E., M.V.O., M.P., Gerard Giennes, Esq., C.B.E., Admiral the Hon. Sir Edmund R. Fremantle, G.C.B., C.M.G., W. H. Hardey, Esq., Francis Henderson, Esq., Prof. A. Bostock Hill, M.D., M.Sc., Basil E. Petro, Esq., M.P., Admiral I. G. Tufnell, C.M.G., Arthur F. B. Welch, Esq., and the Hon. Lieut.-Comdr. H. W. Wheeler, R.N.V.R.

The President (the Duke of Sutherland), in the course of his address, said: "I feel sure I voice the sentiments of the Executive Committee when I say that we are very very grateful indeed to all those voluntary helpers who have assisted us in launching our appeal and in the Jutland Day Collections, and to those also who have helped us in other ways financially. Further, our thanks are due to the Executive Committee for the very hard work they have done during the past year. I think I am right in saying that the whole of the Committee met on twenty occasions, and with the many sub-Committee meetings to thrash out the details of the reorganisation which they are carrying out they have met, on an average, twice each week, and I think we all ought to be grateful for the hard work that they have done in support of this great cause."

"I think I am right in saying that the Navy League owes its inspiration, partially if not entirely, to the great support we hope to get and are getting from those Dominions overseas, some of whom are even more enthusiastic, were it possible to be so, about the Navy League than we ourselves are."

The Chairman (Sir Cyril Cobb) in outlining the activities of the League said: "that the League was in a much more secure position than it was the previous year." "I want to say emphatically," the Chairman continued, "that the Executive Committee has not the slightest idea of winding up the activities of the League. The activities of the League not only can, but *must* go on."

After stressing the need for greater publicity work, the Chairman said he wished to point out three

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things which would be useful when advocating the aims of the Navy League. "First, the Navy must be large enough to go anywhere at all times, and the Navy is not large enough at the present moment. The First Lord in his speech on the Navy Estimates admitted this, and he added that this year's Estimates are exceptional in the way of reduction. If that is so, if that is admitted by the First Lord, we must see to it that in future years it shall be no longer true that the concentration of the British Fleet on one particular strategic point in the world means that we have no ships left if an important crisis should arise in some other part of the world which would also demand the presence of British ships. That is the first point.

The second point is this. The Navy has become an oil-fuel burning Navy, and the First Lord in his speech on the Navy recently admitted that at the moment we have not the oil fuel stations all the world over. That is the second thing that the Navy League need to see to: that the country has its eyes open to that, and must be ready to find the money for the provision of oil-fuel stations, wherever they may be wanted, for the use of the British Navy.

And the third point is this: that the Navy must have a completely equipped naval base in the East. We have no naval base east of Malta that is large enough to take the fighting ships or fleet of the present day, and the Admiralty has settled on Singapore as the great strategic point in the Pacific to which the balance of power on the sea has shifted. There is a great deal of opposition in Parliament and outside it to the necessary expenditure of money for the turning of Singapore into a fully equipped strategic naval base of a permanent character. It means a scheme costing millions of money, but the Admiralty have said that the cost is to be spread over something like nine or ten years, which I say is too long a period to risk the danger of there being no great base in the Far East for our Fleet. Therefore, that is the very thing we want to bring home to the people of this country at the present moment, that they must not be niggardly with their money in providing necessary funds for the full equipment of this naval base in the Far East for strategic purposes and for increasing the mobility of our Fleet.

I think these are the three definite and concrete things that you may well put before the people, and that they are worth fighting for; and we need not worry any longer about the formula of the Two-power standard. The First Lord said in the debate on Naval Estimates: "We cannot drop from our position as first-rate naval power because we have everything at stake on the sea even in times of profoundest peace." If that is true we can keep at least those three concrete things

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WRITE FOR BOOKLET.

before our minds in talking to people with regard to the Navy League, and impress upon them that unless we have those three things and the Fleet is large enough to go anywhere it is wanted, unless we have the oil-fuel stations and the naval base in the East, we shall not be safe."

"The safety of British nationals, wherever they may be, the protection of British trade and the linking together of all settlements of Britishers wherever they may be found, is," said Sir Cyril, "the real object of the Navy League, and, in fact, means the preservation of the British Empire."

C. H. Nicholls, formerly a member of the Balmain Company of Navy League Sea Cadets, is now in the Royal Australian Navy and rated as Ordinary Seaman. A summary of Nicholls' career in the Navy will interest our Sea Cadets. This is it. Joined H.M.A.S. Tingira 2nd May, 1922. Passed seamanship (Navy League preliminary training) examination with highest number of marks in the class, and second highest for the year.

Third highest on list for physical training during 1922. Awarded a wristlet watch for his efforts.

Awarded Certificate and Bronze Medallion, also Certificate and Medal of the Award of Merit for Life Saving (swimming) Tests, season 1922-3.

Passed examination in Signalling 7th May, 1923. Drafted to H.M.A.S. Cerberus for further training 1st June, 1923.

Not bad for a boy who has only just reached his 17th birthday.

The Navy League, N.S.W. Branch, wishes C. H. Nicholls, success and long and useful service in the Royal Australian Navy.

From time to time Nature reveals a muscle of her immeasurable strength, and in the revelation man's impotency is made manifest.

"... the philosophies, all the sciences, poetry, varying voices of prayer; all that is noblest with all that is basest, all that is filthy with all that is fair," avail nothing. The Japanese catastrophe, appalling in its terror and in its magnitude, levelled rich and poor, young and old, good and bad, in a common grief, and in a common death; but it will be forgotten, and with it Creation's law that all men are born on to the earth equal, and equal their dust will remain on the earth when they have passed.

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also with the object of securing British prestige  
on every sea and in every port 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  
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3. To bring home to every person in the Empire  
that commerce can only be guarded from any  
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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  
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