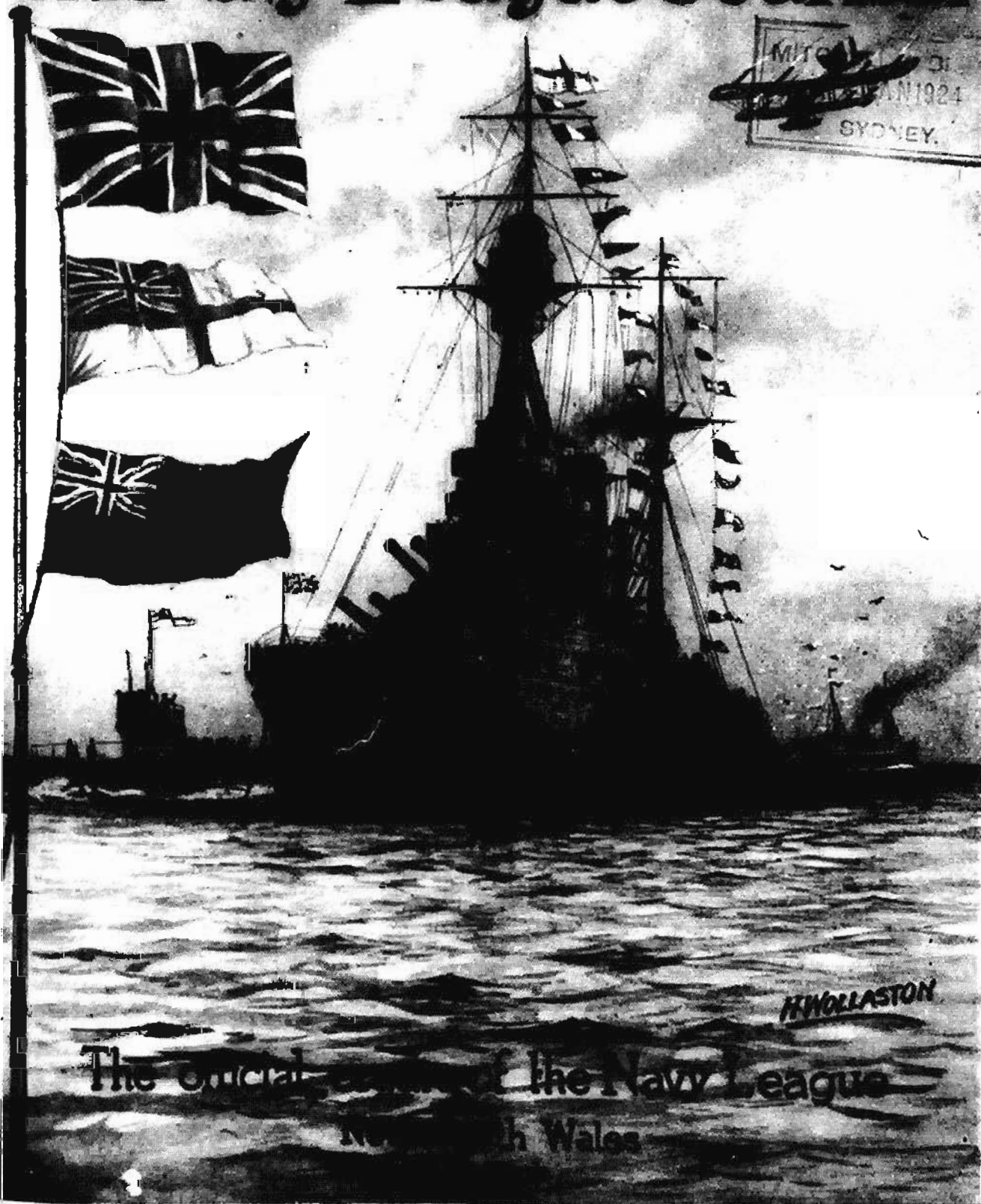
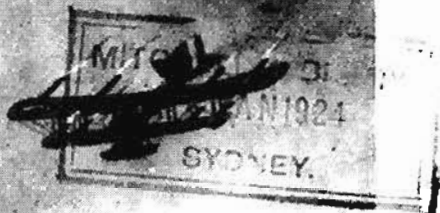


Vol. 4, No. 9.

JANUARY, 1924.

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The Navy League Journal



The Official Journal of the Navy League
New South Wales



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The Navy League Journal

VOL. IV. No. 9.

SYDNEY, JANUARY, 1924.

PRICE 3d.

NAVY LEAGUE CO-OPERATION.

IN connection with the resolution passed by the Executive Committee of the Navy League, London, and printed on page 9, this Journal unreservedly agrees that the matter is of vital importance, and calls for immediate action. With particular respect to the suggestion for 'closer co-operation' between the many branches of the League scattered all over the world, we venture to think that this is the pivot on which the whole future success of the League turns. It is only by the presentation of an united whole that we can hope to influence public opinion, and those who from time to time are responsible for the civil direction of matters connected with the naval and air defences of the Empire. We think we cannot do better than commence the good work here at home. Owing to Australia's great distance from the centre of Empire, and owing, too, to the totally inadequate protection offered this country by the greatly reduced Royal Australian Navy, and in view of the lack of facilities for docking and repairs to capital ships of the Royal Navy, should

the necessity arise, we believe that the time has arrived when Australian branches of the League should take steps to evolve a common direction over the functions and activities (other than domestic) of the many branches at present acting in absolute independence of one another, and in a lesser extent of the Parent League. That some satisfactory arrangement whereby greater unity of effort, with strict regard to financial considerations, would be possible, is surely within the compass of navy leaguers to conceive and accomplish.

Difficulties will arise, but with an earnest desire to achieve results that would benefit the league and Australia's sea defences, delegates would find on examination, based on national, as opposed to State outlook, that every difficulty would melt away.

We sincerely hope that our sister branches throughout the Commonwealth and New Zealand will join with us in a whole-hearted effort to bring to fruition the ideals outlined in the Parent League's resolution.

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MALTA.

THE WONDER ISLE OF THE WORLD.

BY DONALD A. FRITZ.

AMONG the many island possessions of the British Empire none proved during the war so valuable an asset as the diminutive island of Malta. Could those knightly crusaders of old who used Malta as a base, and relics of whom are to be found in all the churches of antiquity in Valetta and Civita Vecchia, etc., have seen but a little of the magic worked in Valetta dockyards during the period of the war they might have sheathed their swords and ungirt their harness sure in the conviction that time and their descendants would settle the Saracen question once and for aye.

Lying, roughly speaking, about half-way between Suez and Gibraltar, Malta became during the war the port of call and assembly for nine-tenths of the convoys sailing the Mediterranean. Obviously Fritz (the term in common use denoting an enemy submarine) early became aware of this fact, and as his own bases in the Adriatic (Durazzo, Cattaro and Pola) were nicely adjacent to the island, he concentrated much of his energy in making the approaches to Malta from any direction a distinctly nervy affair. The result from this Fritz point of view was eminently successful. Glancing at a map of Malta it will be seen that there are three harbours in the island capable of sheltering ships of any size or draught. These are Valetta (known as La Valette to the Maltese), the main harbour containing the naval dockyard and arsenal, etc., and the two subsidiary harbours of Marsa Sirocco and St. Paul's Bay. These two latter harbours only came into prominence during the war as entry ports for convoys and places of shelter for the same when arriving off the island too late to enter Valetta, the protecting booms of which were closed each night at sundown.

In order to pulverize our shipping as much as possible Fritz sprinkled mines with no niggardly hand around, not only the approaches to these ports, but round the entire island—not forgetting a couple of shallow patches some miles to the east-

ward lying directly in the track of shipping. These mines were, of course, all anchored, and it is, thanks to this fact, and the universal deepness of the Mediterranean which prevented the anchoring of mines—except in the shallow waters round the coast and the few occasional shoal patches—that our losses in shipping were not even greater than they actually were.

Fritz backed up his mine fields around Malta by always having at least three submarines in attendance night and day to the approaches of the island; so it will be readily understood that in spite of the fleets of mine sweepers which daily swept the channels round Malta, and in spite of the naval escorts provided the convoys, Malta soon became a vast marine hospital where ships of all descriptions, from battleships to the humble tramp lay getting their wounds dressed, and made seaworthy once more.

There are in Valetta five dry docks capable of holding vessels of almost any size afloat; and once Fritz started his unrestricted campaign these docks were soon all filled, and kept filled for practically every day until the end of the war, while a sort of marine queue formed a waiting list in the wet docks without. The writer has seen as many as six ships with vast holes in their sides made fast to buoys in the Marsa Creek, either discharging their cargo or having discharged it, waiting until a like companion in misfortune has been proclaimed fit for sea again—and a dock became empty.

From this it will be seen that in merchant ships alone Valetta dockyard was kept more than ordinarily busy. But in the Mediterranean the British Navy was represented by some hundred odd fighting ships, the majority being destroyers, in addition to which were many escort trawlers, motor launches (commonly known as M.L.s, and used principally for mine sweeping) and other subsidiary craft, all of whom relied on Valetta to make good any defects they incurred, and also for their annual refit. You cannot run

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any ship—be it a destroyer, a battleship, or a 30,000 ton liner for twelve months without numerous defects occurring, which the ship's staff are unable to cope with. Therefore, these defects—in addition to scraping and painting the ships underwater service—have to be made good at her annual refit.

Valetta offered better facilities for marine overhaul than any other Allied dockyards in the middle Mediterranean, save perhaps those of the Italians, namely—Spezia and Genoa. Hence the Japanese who maintained a considerable naval force in that sea, relied on Valetta to make good all necessary repairs to these ships. Again, the French in the Eastern Mediterranean also found that Valetta was the most desirable port to dock their vessels based on Corfu, and so it was a common sight to see one of their big dreadnoughts, such as the "Jean Bart" or the "Paris," spending a few weeks in the hands of this indefatigable and resourceful yard.

In Valetta they will not build a ship, but they will make or supply and fit any portion of a ship from a rivet to a boiler, or a pistol to a fifteen-inch gun.

On entering the Grand Harbour of Valetta—and that is about all the passenger ever sees of waterside Valetta—one sees on one's left or port hand two long creeks divided by a tongue of very much built on land, whose apex terminates in the ancient fortress of St. Elmo, with its curious old bell tower boasting a pair of eyes and a pair of ears which has kept watch and ward over Valetta since Richard Coeur de Lion and John of Anjou knelt and asked a blessing on their enterprises in the Church of St. John on the opposite shore, more than four hundred years ago.

These two creeks, the first known as Dockyard Creek and the second French Creek, are the heart and sinews of Malta, and by Malta I do not mean Valetta harbour and town only, but the entire island. These creeks with their docks, arsenals, store houses, and machine shops, their gun sheds, boiler sheds, and boat sheds employed during the war some 15,000 Maltese, skilled and unskilled workmen, besides numerous officers and ratings from the R.N., and a small army of English civilian engineers, draughtsmen, and shipwrights. Made fast to buoys and double-banking the wharves

along their entire length one could see any time during the last years of the war such a heterogeneous collection of vessels of such amazing build, power, and construction as no other port in the world could produce.

A few years ago, putting aside the odd merchantman or two waiting to have their wounds dressed, looking down French Creek some strange craft might have been seen. At the head of the creek just off the magazine wharf whereon was stowed shot and shell of all calibres for H.M. ships, would be what looked like a cruiser. Her sides instead of dipping straight down out of sight below the water like any other self-respecting cruiser, suddenly, as the water-line is reached, bulge out some ten or twelve feet at a curving right angle. In fact, she has the appearance of having twin submarines moored one on either side of her. It was just the British Navy's reply to Fritz. A vast "blister," (the technical term) was formed along the whole length of many of our large ships since the potency of Fritz was taken seriously. This blister starts at the water-line, and descends to a depth level with the keel of the ship, and though detracting slightly from the speed of the ship—roughly in the later classes 5 per cent. to 7 per cent.—afforded a most efficient safe-guard against sinking, as the direct result of being torpedoed.

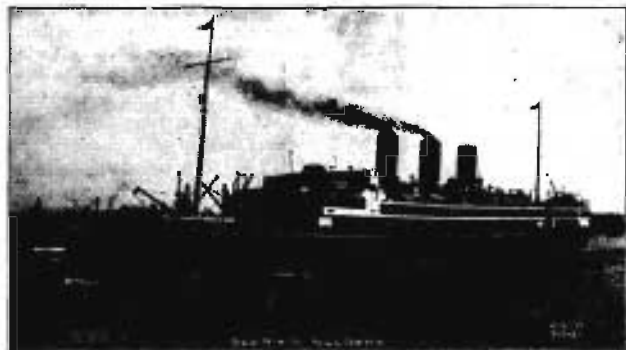
Moored close beside the "blister ship" would be a vessel which most people in Southampton and Havre would know. She no longer conveyed happy tourists between those two ports. Instead she was fitted with "paravane gear." In other words, she was a high-speed mine sweeper. A mine-field having been located she would dash through it with her trailing paravanes—cutting the wires by which the mines were anchored, the mines would then rise to the surface, and the mine-sweeping trawlers coming up astern would do the rest.

Next to the magazine is the Club's wharf, so named on account of a modest sort of club dedicated to junior officers. A very useful place this Club, where one could wander in in any old rig straight from the ship and indulge in fives, squash rackets, billiards and tuppenny ale—or, if musically inclined, thump out popular strains from a

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Here at the Club's wharf might be a brace of destroyers, both very much *en deshabille* owing to annual refit, with their insides strewn all over their decks. Close to these latter, a "dazzle-painted" tramp might be seen. Tramp she was to the uninitiated, but go aboard her and one would stumble over 4-inch guns of the latest mark, carefully and skillfully screened from outboard, and if allowed down below one might find a torpedo tube or two. "Mystery ship," known in the service as a "Q" ship, for that is what she was; her crew got 6s. a day "danger money," beyond their usual pay—and "no married men need apply." Most of them earned it. Now to the Palatona wharf where a type of ship like so many others was entirely a product of the war. In service language they were designated "sloops," but had absolutely nothing in common with the sloops mentioned in Admiralty archives of fifty years back, or taking a prominent place in the fascinating stories of Maryatt and Kingston. To the layman these sloops, once the white ensign was down, would appear to be a superior kind of coasting cargo boat. What struck the sailor most of all on first seeing one of these vessels was their straightness. Not a semblance of "make or sheer" in any one of their straight up masts and funnels and straight line of hull. The primary object of these vessels was escort duty over comparatively long distances. Being far more commodious than a destroyer—able to keep the sea in any weather, and having large bunker capacity, these ships were turned out by the dozen between 1915 and 1917 to relieve the strain on the destroyers. Properly speaking, they were not intended for fighting ships; their sole possible enemy by 1915 being the submarine—and him they were more than capable of dealing with. The best of them might do seventeen knots, but few ever exceeded fifteen, and most of them less than that. They were armed with old pattern guns—4-in. and 12 pounders—and carried a generous supply of depth charges. Their crews would tell you that they were remnants of all the old ships long since scrapped in the yards of Britain, hastily slung together—just as you might pull down an old house and build a new one with the original stones—and sent to sea. They would tell fearful tales of bulkheads buckling under the stress

of weather, of rivets falling out, and guns jumping off their bed plates, but all the same these ships did a vast amount of work during the war, and accounted for many a Fritz and his murderous crew.

Further along, still, another type in a 15,000-ton monitor was often to be met with. Built absolutely square like a box, "blistered" against torpedo attack, carrying a couple of 15-in. guns, and a battery of smaller ones. This type had one big tripod mast stepped amidship, their utmost speed seven knots, and quite the ugliest craft that ever bore the title of ship.

Trawlers with hydrophones which locate a "Fritz" ten miles away and follow him up and kill him, wooden motor launches with a cocky little three-pounder, and a bevy of depth charges, ancient paddle-wheel steamers which once used to flaunt much gilt and paint between London Bridge and Southend or Margate, but there dedicated to the rather more dangerous task of gathering up the eggs laid by a too fertile Fritz; old coasting brigs, built anything up to four decades back, and fitted with disappearing guns, depth charges, Diesel engines, and a crew of naval men dressed like pirates—the better to deceive the wily Fritz and lure him to destruction—were a few more of the graft turned out by the ingenuity of our naval constructors during those years of necessity, and sent to the Mediterranean there to work out their destiny, and all of them might from time to time be seen in Valetta.

Leaving aside all mention of the mysteries once contained at Barrate, the naval headquarters office, of the charm and quaintness of old Fort St. Angelo, the marvellous work done at the handsome naval hospital at Bighi, and its "opposite number," the military one at Tigné, and the thousand and one other places and sights of interest to be found in this most interesting of islands, a word or two about the Maltese himself might be apropos.

The "Malt," as he is familiarly known in the service, has served the British Navy faithfully and well ever since the British by their own urgent request of the Maltese, took over the island in 1814, but not as a fighting man. The "Malts" great forte is that of either steward or bandsman, and in both these capacities he excels. The blood

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In gladness all around
And folded its wings: O welcome night!
And all our world grew still.

Your treasured acts but few may know,
And none can take away,
We thank you with the thanks that grow
And outlive solar day.

Exeter, 1925

The Navy League



SEA PLANE OF RECENT BUILD "TAKING OFF."

At 11.1.3—Continued from previous page.

of all Europe and a good portion of Africa in his veins, speaking a mixed language, the roots of which appear to be most strongly influenced by old Latin and Arabic, he, under the tuition and supervision of Europeans, makes an excellent craftsman. He is as fond of display and brilliant colours as Nature herself—witness the manner in which he paints his dhajira (harbour boat). He revels in fêtes, especially those of a religious order, is as superstitious as the middle ages, can live on a few pence a day, and rears tremendous families. However, small and insignificant as amongst nations they may be, the British Navy owe a good deal to the humble José (all Malts are José's more or less) for without him Malta could never have been the Wonder Isle that it is to-day.

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The following **RESOLUTION** has been
passed by the Executive Committee of
the Navy League, London.

"In the interests of the Empire, the Executive Committee of the Parent Navy League ventures to suggest that the fundamental principle determining the policy of all Dominion Leagues and Overseas Branches should be based on the requirements for Naval Defence of the Empire as a whole, and that the necessary steps be taken forthwith to draw the attention of all Members of the League throughout the World to the urgency of this matter, the late War having conclusively shown that the Navy was the sole means for maintaining the connection between the heart of the Empire and the Dominions and Colonies overseas.

It is, therefore, suggested that some machinery should be devised in order to make the Navy League more thoroughly representative, by bringing about a closer connection between the Parent Body, the Dominion Leagues, and the Overseas Branches, so that all may be able to take an active share in framing a common policy on the Naval Defence of the Empire."

(A resolution similar to the above has also been passed by the Dominion Council of the Navy League of Canada.—Ed. N. L. J.)

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THE EMPIRE CRUISE.

(With full acknowledgments to *The Argus*, Melbourne, and to the distinguished Author, Mr. Archibald Hurd.)

THERE is frequent reference whenever the problems of Imperial defence are discussed to "unity of the seas." But does that phrase carry any significance to most people's minds? We are accustomed to speak of the Atlantic, Pacific and Indian oceans, as well as of the North Sea and the Mediterranean, as though there were physical boundaries between them. The Admiralty distinguishes the various squadrons of the British Navy by such localising terms—the Atlantic fleet, the Mediterranean fleet, and so on—and it is not generally realised that this custom is pursued merely for administrative reasons in time of peace, and that on the outbreak of hostilities, as was illustrated during the Great War, all such artificial distinctions disappear. The seas are all one, and the naval strategist recognises no divisions of any kind or description. His only purpose is to plan that when war comes the right force shall be at the right place at the right moment, and, so long as bases of supply and repair are available, he makes his dispositions of ships without any regard to the manner in which the various seas and oceans are designated, in a very sketchy way, on the maps in everyday use. It is that world view of the naval strategist which renders the proposal to convert Singapore into the "Devonport of the Pacific" of interest to everyone in the Dominions—South Africans and Canadians are little less concerned, in the last analysis, than the Australians and New Zealanders, for in the day of ordeal, if it should unhappily come, they will all be conscious of their vulnerability to sea attack—if not on their coasts, then on their ocean-borne trade.

THE PERIL OF THE TRADE ROUTES.

There are always about 1,000 ships of the British register traversing the trade routes at any given moment, and those trade routes have a length of 80,000 square miles. The cargoes in these vessels consist largely of the products of the Dominions,

Crown colonies, and protectorates, and in war they must be protected. That conclusion raises the most urgent of all Imperial problems. How are those ships and valuable cargoes to be defended in an emergency? It is impossible, even if all the peoples of the Empire were to empty their purses, to provide squadrons of cruisers, with the necessary supporting capital ships, at every conceivable point of possible, or even probable, attack. The cost of any such provision would constitute an unbearable financial burden. It happens, fortunately, that we are under no such necessity as long as adequate naval bases are provided and equipped at strategic points on the trade routes. That consoling statement leads to a consideration of the two kinds of naval defence which must exist if the Empire is to be made safe—the one local defence, which each territory can provide in the form of a few light cruisers, and a great number of destroyers, submarines, and minelayers, and the other general defence—a reservoir of naval power consisting of capital ships and light cruisers, held on the leash at any convenient place "ready to go anywhere and do anything," in the late Viscount Goschen's historic phrase when he was First Lord of the Admiralty. Such a force is as mobile as mercury; an order from the central naval authority and it moves to any point of peril—even before the peril has developed. That is the answer to the criticism that is sometimes uttered of the disposition of the various squadrons of the British Navy: they are stationed in various seas and oceans in peace as a matter of convenience of supply and repair, but as soon as relations with any country become strained—before, that is, war has become inevitable, they will be on the move—swiftly and secretly. That is the peculiar value of naval power, as the opening moves in August, 1914, showed: the ships are always manned, with all their ammunition and stores on board, and without a day's delay, such as must occur when armies or the paraphernalia of air power have to be transported overseas, they

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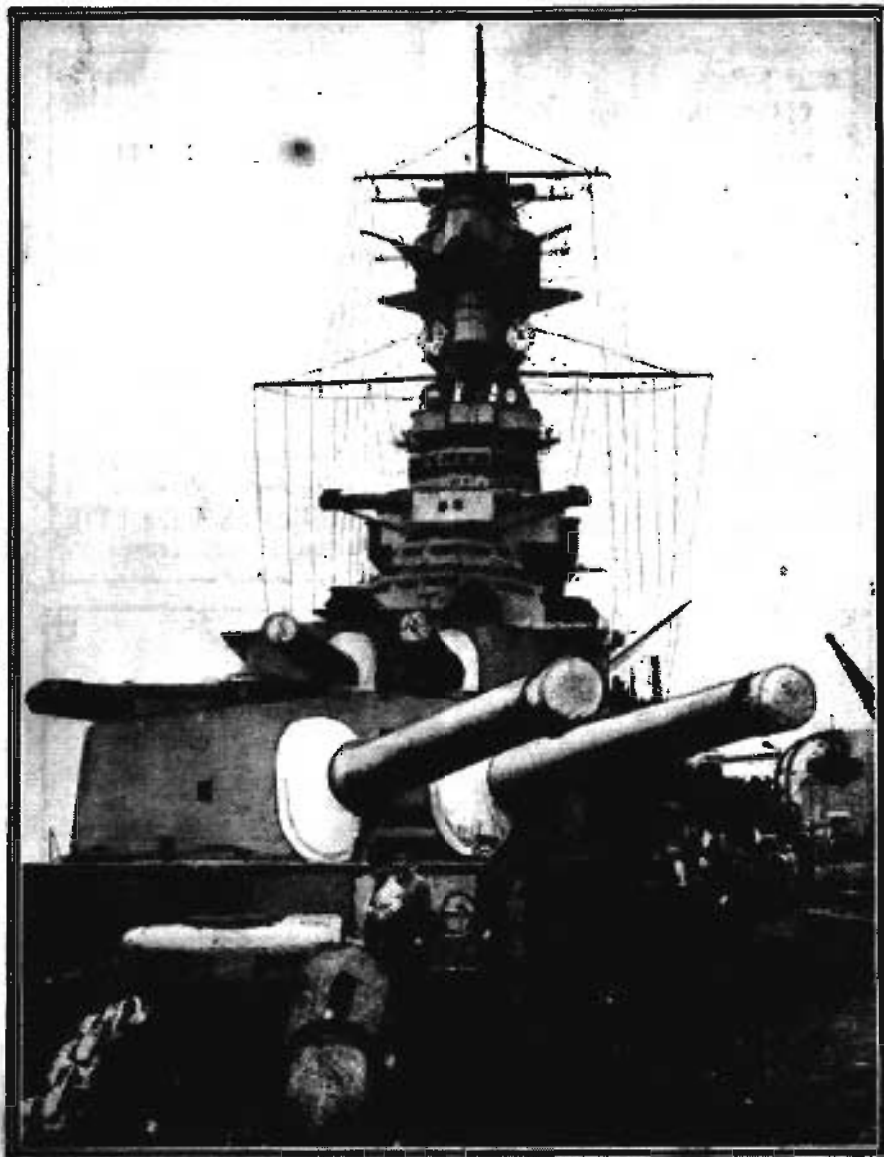
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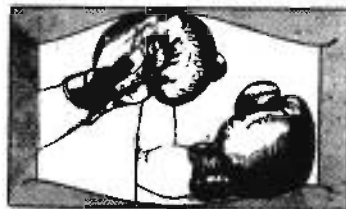
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The Empire cruise will illustrate the fluidity of
naval power, while at the same time "showing the
flag" to the increased prestige of the whole British
Empire and the advantages of its trade and com-
merce. For this is no ordinary naval unit, which
is to make the circuit of the Dominions under the
command of Vice-Admiral Sir Frederick Field,
until recently one of the Sea Lords of the Board
of Admiralty. He will fly his flag on the Hood,
the largest, swiftest, and most powerful man-of-war
in the world—a combination of the qualities of the
battleship and the battle-cruiser on a displacement
of no less than 41,200 tons. When it is realised
that the Victorian battleships of the Majestic class,
on which some of us gazed in wonder, displaced
only 14,900 tons of water, some conception may
be formed of the size of the Hood—810ft. long,
with a beam of no less than 104ft. on a draught of
28ft. She is a triumph of the constructor's art and
the shipbuilder's courage and ingenuity. The
Majestic's speed was less than 18 knots; that of
the Hood is 32 knots—nearly twice as much.
The Majestic had only four long-range battle guns
of 12in. calibre, firing a shell weighing 850lb.,
while the Hood mounts eight 15in. guns, which
can fire six projectiles of 1,900lb. a minute, so as
to penetrate 50in. of wrought iron at the muzzle.
Do these figures convey any idea of the character
of this ship of wonder? On a moment's reflection
it must be apparent that, as this special service
squadron makes its furrow through the oceans,
spectators at the ports visited are going to look
upon a very wonderful embodiment of power.
And with the Hood will be the Repulse, sister-ship
to the Renown, in which the Prince of Wales has
travelled in his Empire tour. She is much smaller
than the Hood—of 26,500 tons only—but is as
swift, and carries six 15in. guns. There has been
a great deal of talk of capital ships since the
Washington Conference. These ships reveal what
they are like, and the Hood has the special dis-
tinction that she embodies in large measure the
lessons of the battle of Jutland, being protected
alike from the menace that moves under the sea—
the submarine—and the peril that lies above the

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sea—the aeroplane with bombs. When the new battleships Nelson and Rodney, now building in British shipyards, have been completed, no fresh capital ships can be laid down in any part of the British Empire until 1931, for so the Washington treaty declares. The Hood, the latest capital ship so far launched for the British Fleet, is therefore a vessel of special interest.

THE LIGHT CRUISER SQUADRON.

But the Hood and Repulse constitute only the head and front of the special service squadron. They will be accompanied by five light cruisers, the very latest type turned out of British dockyards. They are of the "D" class, and, like the two capital ships, use oil and not coal, a revolution in fuel which was begun by Lord Fisher, and is now all but complete in the British Fleet. Battleships, battle-cruisers, light cruisers, destroyers, and submarines, all now use liquid fuel, instead of "Admiralty steam" coal, as in former days. Indeed, this squadron reminds us that, while oil has conquered coal in the British Navy, it is making rapid progress also in the British mercantile marine, as well as in foreign mercantile marines, as the latest shipbuilding returns from Holland, Sweden, Germany, and the United States, and other countries attest. Coaling ship has lost its terrors in the British Fleet, and if Lord Fisher had not insisted on the abandonment of coal in pre-war days, the British Navy could not have carried out its duties in the Great War—for so many ships would always have to be engaged in the dirty and arduous task of coaling that the Grand Fleet, as well as the auxiliary squadrons, would always have been far below full strength. Coal instead of oil, which can be pumped on boards as easily and quickly as water, might have meant the difference between victory and defeat, not only for the British powers, but for the Allied cause.

"OCEAN" LIGHT CRUISERS.

The light cruisers of the "D" class are very remarkable ships, which were, for the most part, launched as the Great War was drawing to a close. They displace 4,750 tons, and have a speed of 29 knots; each mounts six 6-in. guns as well as two 3-in. anti-aircraft guns, and can carry aeroplanes for gun-spotting and reconnaissance, though, unhappily, owing to the failure of the Air Ministry to have machines ready in time, the "D" cruisers on

Continued on page 21.

NAVAL NOTES.

Rear-Admiral Addison's period of service in command of the Royal Australian Navy will shortly expire, and he will return to England and the Royal Navy.

Captain Thomas Wardle, R.N., has been appointed to the command of the R.A.N. in succession to Rear-Admiral Addison. Captain Wardle will probably arrive in Sydney towards the end of April.

H.M.A.S. "Platypus," which came to Australia as "mother" ship to the "J" Class submarines, and repair ship to the R.A.N., has been undergoing a thorough overhaul at Cockatoo Dockyard, Sydney.

H.M.S. "Fantom" has completed her survey of Torres Straits and is now at Sydney. H.M.S. "Herald" (formerly Merry Hampton) will arrive at Sydney about the middle of April. She has been sent out by the Admiralty to replace the old "Fantom" as survey ship in Australasian waters.

NAVAL APPOINTMENTS.

The following appointments to the permanent naval forces of the Royal Australian Navy are announced from the Navy Office, Melbourne, to take effect from the dates mentioned:

Commander: Desmond F. H. Dolphin to Adelaide, December 31, 1923; James C. Washope to Penguin, additional, January 2, 1924; Roland A. Clark, O.B.E., to Cerberus, additional, December 25, and to Cerberus January 26; Claude C. Dolson, V.C., D.S.O., to Cerberus, additional, for passage to United Kingdom, for reversion to Royal Navy, January 26. Lieutenant-Commander: Nelson Clover to Penguin, in command, December 3; George F. Langford to Penguin, as master attendant, December 3. Lieutenant: (E) Donald J. H. Clarke and (E) Richard M. Rowlands to Cerberus, additional, December 8; Cecil C. Baldwin to Melbourne, December 8; Henry H. Palmer to Cerberus, and for P. and R.T. duties, December 10; (E) Frederick C. Hodgson to Cerberus, additional, December 18. Paymaster-Commander: Ernest W. Trivett to Melbourne, and as fleet accountant officer, January 1, 1924. Paymaster-Lieutenant-Commander: Eric Kingsford-Smith, to Penguin, January 1, 1924. Mate (A): James C. Robinson (provisional) to Melbourne, additional, December 6, 1923, and to Adelaide, additional, January 21, 1924. Warrant writer: Thomas Lee, to Trigum, January 21, 1924.

The following promotions are also announced:—

Engineer Lieutenant Leopold J. P. Carr to be engineer lieutenant-commander, to take effect from November 15, 1923. Paymaster Sub-Lieut. Alfred I. Credlin and Edward H. Leitch to be paymaster-lieutenants, to take effect from December 1, 1923. Chief-writer James Charles Robinson to be acting mate (A) (provisional), and Second-writer Charles Herbert Blacklock, to be acting mate (A), both to date December 6, 1923.



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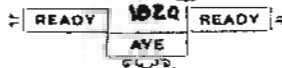
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HEADQUARTERS' NOTES.

Miss Charles Fairfax "Colours" were competed for by the various Companies of N.L. Sea Cadets at Richmond on Saturday, December 8, when Richmond was successful in winning the coveted trophy from the holders, Balmain.

The maximum number of points possible was 500, the Cadet Companies registering as follows:—Richmond, 448; North Sydney, 419; Balmain, 415; Drummoyne, 329.

The Oswald McMaster Gold Medal for Signalling was also competed for and was ultimately won by North Sydney after a very keen contest. Out of a possible 100 points, North Sydney scored 92; Richmond, 85; and Drummoyne 80.

NAVY LEAGUE SPORTS AT RICHMOND

DECEMBER 8TH, 1923

RESULTS:

50-yds. Foot Race, Cadets under 12 years.

- R. Hayward, Balmain - 1
R. Lines, Balmain - 2
K. McMoore, Richmond - 3

75-yds. Foot Race, Cadets over 12 and under 14.

- S. Ailsopp, Richmond - 1
L. Hayward, Balmain - 2

1ST HEAT—100-yds Foot Race, under 16 years.

- S. Locke, Richmond - 1
N. Duggan, Drummoyne - 2
F. Perkins, North Sydney - 3

2nd HEAT—G. Hornby, N. Sydney - 1

S. Ailsopp, Richmond - 2

C. Hart, North Sydney - 3

FINAL—S. Locke, Richmond - 1

100-yds. Foot Race, over 16 years.

N. Duggan, Drummoyne - 1

R. Brennan, Concord - 2

J. Allen, Concord - 3

Sack Race—(Open).

1ST HEAT—J. Bedford, Richmond - 1

G. Nay, Richmond - 2

J. Hayward, Balmain - 3

2nd HEAT—K. Buchanan, Drum. - 1

H. Shields, Balmain - 2

L. Butcher, N. Sydney - 3

FINAL—G. Nay, Richmond - 1

J. Bedford, Richmond - 2

H. Shields, Balmain - 3

440-yds. Relay Race under 16 years.

F. Perkins, North Sydney - 1

W. Duggan, Drummoyne - 2

Tug-of-War—Teams of 8 aside.

Concord (1) v. North Sydney.

Balmain (1) v. Drummoyne.

Richmond (1) v. Scratch team.

Balmain (1) v. Concord.

FINAL—Balmain v. Richmond.

Balmain won after a spirited and prolonged struggle.

High Jump—(Open).

G. Hornby, North Sydney - 1

N. Duggan, Drummoyne - 2

S. Locke, Richmond - 3

"When Winds are at War with the Ocean."



Many N.L. Sea Cadets visited the splendid 5-masted Danish training ship, "Kobenhavn" during her stay in Sydney recently. This is what she did when making her way through the storms of the Southern Ocean on the voyage to Australia. The "Kobenhavn" is loading at Port Germain for the United Kingdom.

The Royal Sydney Yacht Squadron has very kindly arranged on its Anniversary Day programme, a cutter race for Navy League Sea Cadets over a half mile course. Officers in Charge of Companies are requested to kindly inform this office as to the number of double banked crews, comprising cadets under 16 years of age, they are prepared to enter.

Messrs. A. G. Milson and Harry Shelley of the League's Executive have again most generously promised a valuable prize to the winner.

On handing the dinghy over to North Sydney Company, Miss Frances Glasson, the donor, said she would like to think that the Cadets using the boat—the "Francis Drake," would always remember the great seaman after whom it had been named, and what he had done for England.

North Sydney N.L. Sea Cadets are hopeful of establishing a small library of useful books at their new water-front depot. Books of a suitable nature will be welcomed from Navy Leaguers and others interested.

After much time and effort arrangements have been made with the North Sydney Council and the Sydney Harbour Trust Commissioners, to rent the building and ground situate at the foot of High Street, Neutral Bay, as a depot for the North Sydney Company of Sea Cadets. The building is ideally situated and with the jetty and ground will serve the Cadets splendidly. We wish the boys much success, and express the hope that their new depot will be a credit to the Navy League in New South Wales.

A Sub-Committee of the Navy League's Executive is in touch with the State Entertainment Committee in connection with the forthcoming visit by the British Service Squadron. The League is anxious to assist in making the welcome to the visitors well worthy of the Mother State.

A Japanese Training Squadron, under the command of Vice-Admiral Saito, is due to reach Sydney on the 24th inst. A warm welcome is assured.

SUB-BRANCH AND COMPANY NEWS.

SENIOR OFFICERS, N.L. SEA CADETS, N.S.W.: MR. A. HELLER (late R.A.N.)

Officer-in-Charge, Balmain Company	Mr. EDGAR FISHER	Officer-in-Charge, Brumby Company	Mr. H. MADDISON
Hon. Secretary, Balmain Company	Mr. H. MADDISON	Hon. Secretary, Brumby Company	Mr. H. SANDWELL
Officer-in-Charge, North Sydney Company	Mr. A. J. HAMILTON	Officer-in-Charge, Richmond Company	Mr. R. H. WARD
Hon. Secretary, North Sydney Company	Mr. J. DOUGHERTY	Hon. Secretary, Richmond Company	Mr. W. H. RAY
Officer-in-Charge, Concord Company	Mr. J. DOUGHERTY	Hon. Secretary, Concord Company	Mr. H. JACOBSON

BALMAIN.

This Company held its Annual Xmas Social at the Drill Hall on the 20th December. Thanks to the kindness of Mrs. Mayne and her friends, refreshments were served. Petty Officer Gaul was presented with a fountain pen by the Navy League for his essay; and Cadet R. Hayward with a Jack-knife for having won the 50 yards, under 12 race, at Richmond on the occasion of the Annual Sports.

On Monday, 31st December, a trip down the harbour was made in our cutter. Fort Denison was the first port of call, and by the courtesy of Mr. Sumner, caretaker, the cadets were shown around the historic islet. At 1 o'clock they witnessed the firing of the gun by another visitor.

Many of the cadets had not previously inspected Fort Denison, and the visit proved interesting to them.

Mrs. Graham, of the Ex-Service Womens' Club, advises that arrangements are to be made to entertain this Company at a launch picnic. It is, indeed, thoughtful of these ladies, and their kindness is keenly appreciated.

CONCORD.

NEW ENTRIES.—Cadets J. Maddon and J. Wells. PROMOTIONS.—L.S.C. R. Newbury to Petty Officer.

The past two weeks have been spent in camp at Cronulla. The Cadets employed most of the time in swimming and general instruction. The boys are looking forward with eagerness to the cutter race on Anniversary Day. This Company is now very happy in the possession of International code flags.

Where Stars are Suns.

BY W.W.B.

"THE illimitable wilderness of worlds makes soaring fancy stagger," so said the immortal Shelley. Shelley was right; he knew. Did he not see with those inward spiritual eyes which are the special gift of the Creator, and the mark of genius transcending that given to us lesser lights that "darkling grub this earthly hole?" Did Shelley not see the Soul of his Adonais, "like a Star, beacon from the abode where the Eternal are?" And where stars are suns, and planets are immeasurably more beautiful and varied than our own wonderful earth, may not what to mortals is indescribable, and even unthinkable, be a commonplace? Who can say?

When one walks out into the clear dark night, alone, apart, after the successes, the failures, the disappointments of the day, in the ugliness

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ness and noise of the city, one can gaze through the silent spaces of the soft blue cloak of the atmosphere and on to the wondrous plains of the Great Beyond. There along the broad highways of the Infinite the glorious beacon lights of celestial splendor shine out, and give their unfading light to the planet cities of the skies where time and distance are not measured by terrestrial standards.

It costs at least twopence for a Sydney tram ride; but it costs nothing to behold the exquisite jewels of the Galactic Ring or, as it is usually known, the Milky Way. There, in that circling band of blazing glory, are held by inviolable laws designed by the Great Architect, rushing suns and rolling systems with planet families and attendant satellites and streaming meteors, billions of millions of miles from our politic riddled and war worn Earth.

Leave your jazz and picture shows and go out into the night, young man; away from artificial light, look in the direction where the "southerly busters" have their origin, and then cast your eyes heavenward and you will see Alpha Centauri, the

nearest 'fixed' star to the Earth; not far away sister Beta, immeasurably larger than our own Sun, sparkles with a lively radiance beside which our most powerful searchlights would degenerate into a dim cold stare at a twenty million millionth part of the distance. Don't stagger! but lift your gaze a little above and to the west, and two little luminous patches will be seen, they are the Magellan Clouds, and are composed of countless glowing suns careering in what is apparently two universes separated from each other and from all other celestial systems by stupendous abysses of space. Now travel back to the Galaxy and pass northward with a little westing, and have a look at the gems by the wayside, among which will attract attention are Sirius, Arcturus, Fomalhaut, Rigel, Antares, Aldebaran, together with many marvellously glorious constellations till you arrive at the Pleiades and there I will leave you looking for the lost Sterope, and also, perhaps, murmuring in awed tones the words of Tennyson "Let knowledge grow from more to more, but more of reverence in us dwell."

EMPIRE CRUISE—Concluded.

this cruise will not be provided with "eyes" as they would be for war. But they form, nevertheless, a notable group of light craft, swift, with a yin, armoured deck. Though their displacement is moderate, each vessel carries no less than 1,050 tons of oil, as compared with 4,000 tons and 4,350 tons respectively in case of the Hood and Repulse.

The "D" cruisers are relatively small in contrast with some light cruisers now building in Japan and the United States, which will be of 10,000 tons displacement and armed with 8 in. guns. That is the limit fixed in the Washington Treaty, and it represents a great increase in radius of action as well as power. As the British peoples must now think in terms of "oceans" rather than "seas," they must have long-range cruisers for duty on the trade routes—vessels that can steam for long periods without refueling—hence the decision to build a group of large and more powerful "Washington light cruisers" at once in British shipyards. They are essential to the safety of the ocean-borne cargoes of the British peoples. But the "D" class are good ships for their size, and only outclassed because the centre of naval gravity has shifted from the confined limits of the North Sea to the broad, open spaces of the Pacific and Atlantic oceans.

TEN MONTHS' CRUISE.

Such is the special service squadron which has set out on a 10 months' cruise. This demonstration of naval mobility and power will cost the British taxpayers upwards of a quarter of a million pounds, in addition to the normal expenditure which would have been incurred if the vessels had remained attached to the Atlantic fleet. But the

cruise is worth all that it will cost. The ships are about to make as complete a circuit of the globe as is possible, covering a distance of upwards of 30,000 miles. They will sail down the west coast of Africa, make a stay at Cape Town, and afterwards call at all ports on the east coast in accordance with the itinerary already published. On leaving the African coast the ships will steam across the Indian Ocean to Singapore, the site of the new naval base. From Singapore the voyage will be continued down to Australia and then on to New Zealand with a stay in Australasian waters. Turning homeward from New Zealand the objective will be Canada, and there will be an opportunity en route of touching the Fiji Islands. Vancouver, the chief port of British Columbia, will be visited in due course, and thereafter the ships will come down the west coast of the United States. The heavy ships are to make use of the Panama Canal, and it is proposed that the light ships shall go round by Cape Horn. A visit will be made to the West Indian Islands, and afterwards the voyage will be continued up the east coast of Canada, with the object of visiting the ports on that side of the Dominion.

When the Canadian part of the programme is completed the ships will steer for home, and on making England at the end of September next, after what will be in fact a world tour, they will have covered, as has been said, upwards of 30,000 miles.

(The above appeared in *The Argus*, Melbourne, on 5th January, and is from the pen of Mr. Archibald Hurd, the eminent English writer.—Ed., N.L.J.)

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DEFENCE.

MASTER MARINER, writes: "In your issue of December under the heading 'Australia and Air Defence,' are the words, 'we must have adequate aerial protection in conjunction with naval defence.' As one who had a vast amount of war experience hunting U-boat submarines in the North Sea and off the South Coast of Ireland from the end of 1915 to the middle of 1918, I would like to say that in my modest opinion the form of naval defence suited to Australian coastal conditions is the submarine supported by an efficient air service. The guiding minds at the Admiralty to-day are outspokenly in favour of fast and expensive bases, and "Hounds" and super "Hounds" bristling with 15 inch guns to fill those bases (which is about all they will ever be good for), but by the effluxion of time, new chiefs will grace the Admiralty and will doubtless share the belief of most thoughtful people, i.e., that light surface craft, with submarines and aircraft will be the seaward defence weapons of the future.

Ask yourself this question, and your common sense will immediately supply the only possible answer. Suppose Australia was a huge estate and you were the fortunate owner, would you employ for purposes of defence one six million pounds battleship, costing over half a million a year to maintain, or would you decide on *twelve hundred* aeroplanes and seaplanes, or *forty* submarines?

The total cost is approximately the same in each case, except that the battleship would require a dry dock of which we have none suitable.

In conclusion, don't mislead your readers with the bogey that an enemy could prevent merchant ships landing essential stores on Australia's 10,000 mile coastline, no, not a dozen enemies."

(Correspondence bearing on the subject of Defence is invited from Navy Leaguers.—E.N.L.J.)

North Sydney Company of N.L. Sea Cadets is extremely fortunate in having Mr. C. P. Bartholomew, a gentleman who takes a practical and helpful interest in the welfare of the Company, as its Honorary Treasurer. Mr. Bartholomew's advice and assistance is greatly appreciated by those who have the welfare of the Cadet movement at heart.

The Navy League's Nelson Day Message.

(Reprinted from "The Navy," the official organ of the Navy League, London.)

ANOTHER anniversary—the 118th—of the Battle of Trafalgar and of the death of Nelson is upon us, and, in accordance with its custom, the Navy League once more ventures to address its message to the public of the United Kingdom and of the British Commonwealth Overseas.

While the after effects of the war are still bitterly felt here, we have continued to enjoy immunity from the political and economic chaos in which a great part of the Continent of Europe is engulfed. We are not threatened with revolution; our currency is reasonably steady in the markets of exchange; and, while we cannot entirely emancipate ourselves from the questions which agitate Europe, we can find satisfaction in the concord which exists in our own community of nations and in the loyal friendship of the United States.

These are the fruits of Sea Power which has linked us more closely with the communities that have sprung from the British stock and share our speech, our thought, and our literature. It is a happy coincidence, and an outward and visible sign of this unity, that the Prime Ministers of the Dominions and the representatives of India should be at this time assembled in London seeking opportunity by which the bonds of brotherhood may be drawn yet closer. Their presence typifies all that we have inherited from Nelson and all the other mighty seamen whose deeds through the centuries have shaped our fate.

The British nation must continue to realise that by the sea it has its being. The influence of Britain on international events, and more particularly on events in the Near East during the past year, has been due to her Navy. But for that force the victorious resurgence of the Ottoman



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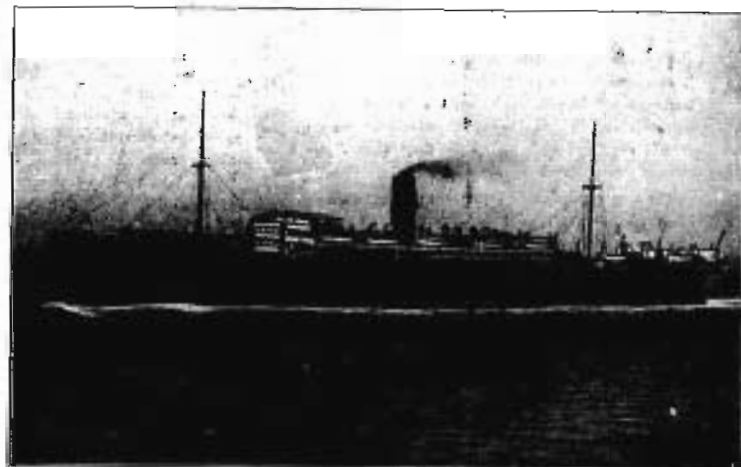
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Power would have flowed back over the debatable lands of the Balkans with a destructive force to which no one could foresee the limit. British ships in the first instance and subsequently the troops and Air Force which were hurried by sea transport to Chanak, dissipated the danger. As a consequence, British prestige by universal consent, stands higher in Constantinople than that of any other Power.

The one much-debated question of the year has been the proposal of the Government to turn Singapore into a fortified naval base of the first class. This has been vigorously opposed alike by those who regard all such expenditure as waste and by those who believe that Sea Power has given way to Air Power. The inherited sea-sense of the nation has, however, refused to allow itself to be blinded by the argument of either. If the unity of the British Commonwealth is to be maintained, the way of the sea must remain open in all circumstances whether of peace or war. If the way of the sea is to remain open, there must be a force of

fighting ships ready to defend it; and if there is to be such a force of fighting ships, it must have bases of supply secured to it in all waters where it may be called upon to operate.

Whether Singapore is the best base for the purpose in the area in which it is situated is a question for expert strategical thought to decide; and as the responsible authorities, both in the Mother Country and in the Australasian Dominions are unanimous in declaring it to be so, the only reasonable course is to accept their decision. The strategical advantages of its position is a base from which the routes both to India and Australia can be defended are sufficiently evident to anyone who will study the map, and more detailed discussion is unnecessary. The offer of New Zealand to contribute towards the cost is sufficient to show the opinion held by our brethren overseas.

An attempt was made to show that the proposal to fortify Singapore was an act of Punic faith towards our co-signatories of the Washington

Treaty. But it has been made abundantly plain that the boundary of the neutral zone was drawn as it was for the express purpose of leaving our hands free in this matter. The position of Singapore in relation to any possible maritime rival exactly fulfils the condition that naval bases should be placed so that they may be powerful for the defence of threatened interests, but impotent as foci of aggression.

The Navy League has strongly supported the policy of the Admiralty in this particular, and claims that, in so doing, it has been true to its functions of assisting to maintain the inviolability of the sea routes and strengthening the tie which unites the scattered members of the British Commonwealth.

THE RULE OF THE ROAD AT SEA.

By the late Mr. Thomas Gray, C.B., in
Lloyd's Calendar.

1. *Two Steam Ships meeting.*
When both side Lights you see ahead—
Port your helm, and show your RED.
2. *Two Steam Ships passing.*
GREEN to GREEN—or, RED to RED—
Perfect safety—Go ahead!
3. *Two Steam Ships crossing.*
If to your Starboard RED appear,
It is your duty to keep clear!
To act as judgment says is proper:
To Port—or Starboard—Back—or stop her!
But when upon your Port is seen
A Steamer's starboard light of GREEN,
There's not so much for you to do,
For GREEN to Port keeps clear of you.
4. *All Ships must keep a good look-out.*
Both in safety and in doubt
Always keep a good look-out;
In danger, with no room to turn,
Ease her! Stop her! Go astern!

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TOTAL ASSETS, June 30th, 1923 £41,445,206.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1834	£d1 863	1873	£3,619,086	1893	£13,056,493	1913	£24,526,011
1893	£1,520,919	1893	£8,466,621	1903	£14,717,918	1923	£41,445,206



A GIANT AMERICAN AIRSHIP.

Names of Places.

BY F. DANVERS POWELL, F.R.S.

It is often interesting to know the origin of the names of places, for this frequently throws side lights on past history. Many parts of Australia have been named after places in the old world by people who wished to perpetuate—in the country of their choice—the name of the place from which they came. Thus we have Exeter and Exmouth which originally owed their names to the river Exe, formerly known as Isca, in Devonshire. Wellington, in Somerset, is the place from which the Iron Duke took his title, while its manor was purchased for him in 1813. Dundee, in Forfarshire, Scotland, gets its name from *dun*, the Celtic word for a hill or fortress, likewise Maldon, in Essex, is a compound of *mael* or *mael*, a round hill, and *dun*. Richmond, in Yorkshire, is a Norman-French name. Ipswich, in Suffolk, is of Danish origin, *wick* meaning a bay which could easily be defended. Strathfield is from the Latin *strata*, a way—so Strathfield means a field on the Roman street: thus one speaks of Strathfield Say, or the field on the Roman field belonging to Lord Say. Penrith, in Cumberland, obtains its name from *pen*, a head or point, probably from the same root as pin, pinnacle, pine tree, etc. Maryborough, the capital of Queen's County, in Ireland, is named after Queen Mary, the wife of King Philip; the word *borough* meaning a fortified town. Tamworth in the counties of Stafford and Warwickshire, is from *worth*, a small estate—in this case on the river Tame. Fairfield, in Westmoreland, obtains its name from the Norse *faer*—heep. Gattin, in the neighbourhood of Reigate, means the gate to the town; town is from the Anglo-Saxon *twu*, a stockaded settlement. Beverley, in Yorkshire, means the beaver's haunt. Woodford, in Essex, means a ford near a wood; and in early times in England before bridges were as common as they are now, fords were very important places. Windsor, the or is derived from the Anglo-Saxon *weyr* and *ora*, meaning a sea shore or the bank of a river. Newcastle is called after the new castle, now about 800 years old, built by the Normans on the Tyne in Northumberland.

Most of these old-world names are unsuited to

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Australia, and appear to have been adopted promiscuously—for instance, Lewisham and Blackheath, which adjoin each other near London, are in New South Wales, 73 miles apart, and neither are in the least like the places they are named after.

Some places have been called after people, mostly those who have had to do with the building up of Australia. Sydney, which by the way, is a corruption of St. Denys, was named after Lord Sydney (the Home Secretary) who sent out the first batch of convicts to Australia. Melbourne was named after the English statesman Lord Melbourne. Brisbane was named after Sir Thomas Brisbane, the governor who followed Macquarie. Adelaide was named after the then Queen of England. Tasmania obtains its name from its discoverer, Anthony van Tasman—though Tasman originally called the island Van Diemensland in honour of the man who had sent him out on the voyage of discovery. Governor Macquarie lent his surname to the Macquarie River, and his christian name to the Lachlan River. The Hunter River owes its name to Governor Hunter. Burketown in North Queensland was named after Robert O'Hara Burke, the explorer, who with his companion Wills met with such disasters. Bass Straits was named after George Bass, the surgeon of the Reliance; while Flinder's River was named after his shipmate midshipman Matthew Flinders. The Murray River was named after Captain Murray.

Other places were named after some local feature—such as Waterfall, Blue Mountains, Fish River, or after the day or time of year when the place was discovered—such as Thursday Island and Whitsunday Passage.

In fact, the reasons for naming places are numerous—some have good grounds, others have not. Even superstition has played its part, as in the case of Bendigo in Victoria, originally named after a local prize fighter during the "good old days." Later on it was thought better to change the name, so it was called Sandhurst after the Military College at which the then Governor of Victoria had been trained. But when the gold yield fell off—as it must inevitably do sooner or later in all goldfields—the name was changed back to Bendigo, in the hopes that the original name

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WRITE FOR BOOKLET.

would bring back the old prosperity.

Some names, such as Bethanga and Tallangatta, are aboriginal names. It is a pity that native names have not been more generally adopted, for not only have many of them a pleasing sound, and refer to some local peculiarity, but they are distinctive, and so avoid confusion with places in other lands.

ENGLAND.

"Anzac," writes:—"Quite recently I was discussing the time worn subject, the Great War, with a distinguished Englishman. He was almost apologetic in a quiet way concerning England's part. He praised the French, the Scots, and the Dominions troops. I have been making a few investigations since that little chat. England, not Wales, Scotland, Ireland, and the great Dominions, but England herself provided approximately 70 per cent. of the Empire's total of fighting men on land and in the air, while her percentage of officers and men in the navy and in the mercantile marine was well over 90 from start to finish. To this must be added England's unwavering determination, air attacks on her civil population notwithstanding, to see it through; her gigantic loans to the Dominions and to the Allies, and her resources in material—including ships, and the realisation of the magnitude of her share will stagger the imagination.

I am a New Zealander by birth, and I am beginning to think that England could do very well without the Dominions in nearly everything, but it is extremely doubtful if any one of the Dominions could exist to-day let alone maintain its freedom, without the backing of England."

"The man who telleth his joys to his friend, joyeth the more; and he who telleth his griefs grieveth the less."

—BACON.

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Its objects are—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the NAVY at the requisite STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every 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 CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy. IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend, and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SHIELD OF THE ROYAL NAVY, WEEDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self respect in the spirit of their Motto—
"FOR GOD, FOR THE KING, FOR THE EMPIRE."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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

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

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

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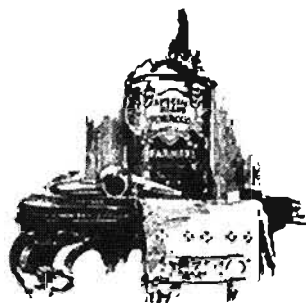
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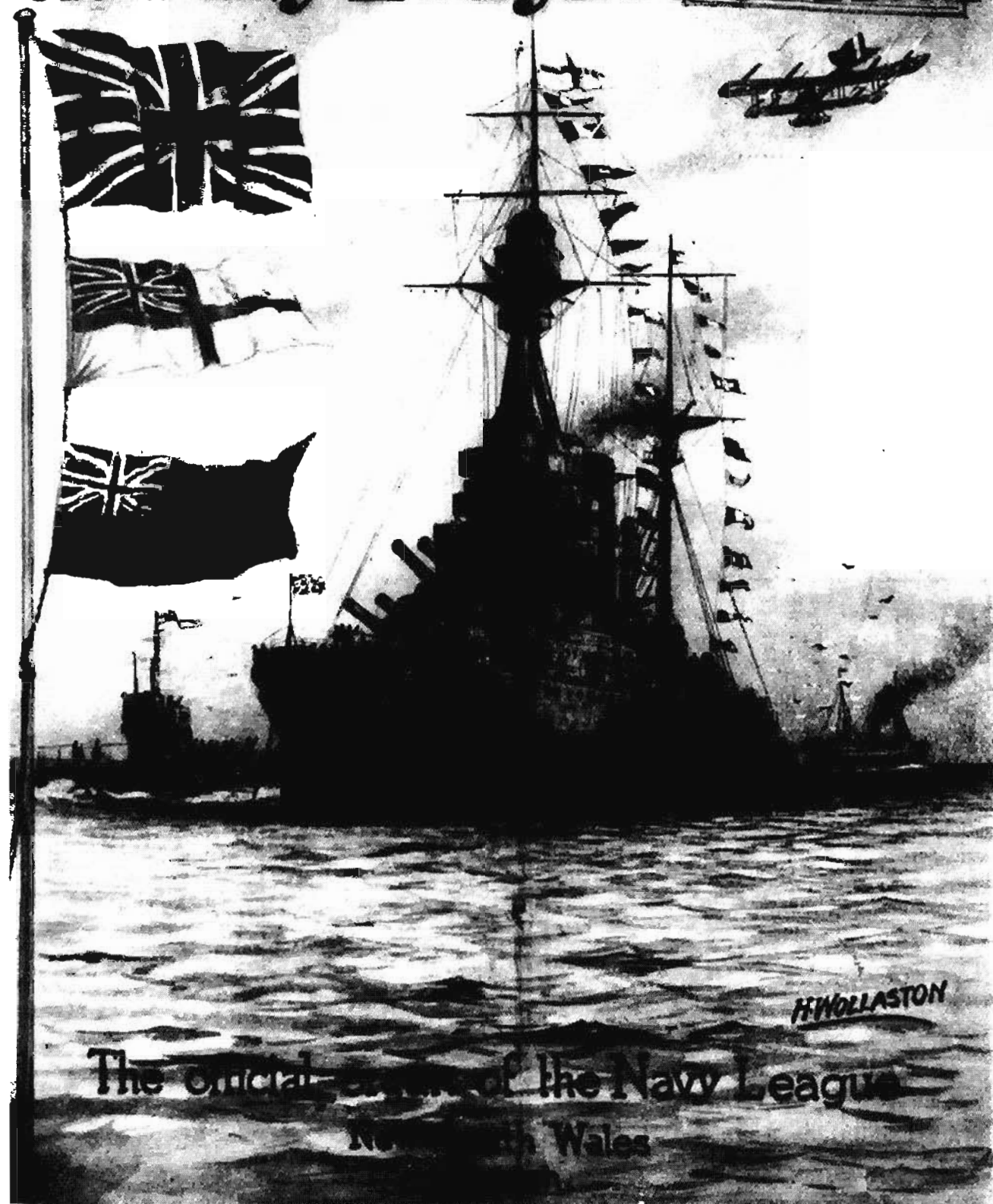
Vol. 4, No. 10.

FEBRUARY, 1924.

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The Navy League Journal

MITCHELL L. S. ADY



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The official journal of the Navy League
New South Wales



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The Navy League Journal

VOL. IV. No. 10.

SYDNEY, FEBRUARY, 1924.

PRICE 3d.

DEFENCE.

AUSTRALIA to-day is the home of many people who declare that there is no need for the Government to make any provision towards the future defence of this rich land. They argue that we have no enemies in sight, and to establish naval or air bases or any other form of insurance against a mythical aggressor from without, is bad policy, in that it is merely sowing the seed that will ultimately yield the fruit of international hatred and discord. We often wonder whether these good people leave the doors and windows of their homes unfastened when they go away on holiday; whether their cherished belongings are left lying about for the use of whosoever may take a fancy to them. That which they would apply to national life, they are not game to test in the suburban life they know best. The prudent man if he is in a position to do so, insures against the uncertainties

of the future; the prudent nation acts similarly. Are we then, as a nation "equal in status with others," to throw prudence to the winds, and leave posterity—our own flesh and blood, to take care of itself? The future of the Empire has its roots in the past, and if those roots are allowed to suffer dry-rot, the branches of the future will wither and the tree fall down and perish.

In the opinion of the Navy League the attitude of these people is a mistaken one, and the League will use every legitimate means in its power to combat it. The avowed policy of the Navy League is to uphold the principle of adequate defence and complete naval protection for British Empire Subjects and Empire Commerce throughout the world. We believe that such a policy has the unqualified support of every member of the Navy League, and of every other thoughtful citizen who has the welfare of this splendid country at heart.

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TELEPHONE

Benjamin Boyd

Owner of the celebrated Yacht, *WANDERER*; Founder of Boyd
Town, Tasmanian Bay; Whaling Fleet Owner, etc.

BY CAPT. J. H. WATSON, F.R.A.N.Z.

It has been sought by writers at various times to weave a web of mystery around the memory of Benjamin Boyd.

In his day Boyd took a prominent part, both in the mercantile and social life of Sydney, and his tragic fate caused a great sensation among the commercial community of the time. As little connected history of this remarkable personage has been written, though much has been made public of incidents in his career and of his celebrated yacht, *Wanderer*, the object of this article is to collect these together, and by verifying them with public documents, so get together what we may look upon as the true history of that adventurous spirit, so far as relates to New South Wales. Boyd was born in London in or about the year 1803. The earliest traceable record of him is in 1824, when he was a stockbroker in the city of London. Previous to coming to Australia he had some interest in the St. George's Steam Packet Company, being also broker to the company; and he seems to have been indebted to them to the extent of £3,943, which debt was merged into the account of B. and M. Boyd. About 1840 he floated the Royal Australian Bank, he and his brother Mark being the brokers. At Mark Boyd's bankruptcy, which took place in 1854, after Benjamin's death, he stated in his examination:—"That his brother went to Australia as representative of the Royal Bank (of which he was the manager). Debentures of the bank to the amount of £200,000 were sold. This sum was taken by his brother to Australia. The amount of bank debentures ultimately issued was £340,000. The whole of the money went to his brother and his colleague, Mr. Robinson, in Australia. Mr. Benjamin Boyd also constituted the Australian Wool Company. He formed himself into this company in November, 1841. He issued debentures in the name of the Australian Wool Company, and these, to the extent of £15,000, were deposited with the Australian Banking Company, of which his brother was the manager, and he was a director." It is

not necessary to follow this subject here, but this much has been introduced so that we may see what it was that caused the advent into Australia of Benjamin Boyd.

The *Port Phillip Gazette* of June 15th, 1842, has in its shipping news this item:—

"Arrived.—*Wanderer*, yacht, from Cape of Good Hope. Passenger, Mr. Boyd."

And amongst the news of the day the *Wanderer* is referred to as being celebrated in song and story, and that her arrival had been looked for with a degree of pleasure, mercantile advices to the Seahorse Steam Company having mentioned the visit of Mr. Boyd. The *Seahorse*, steamer, and sister vessel, the *June*, is also referred to as having both previously arrived at Sydney. The other passengers by the *Wanderer* are stated to be Mr. James Boyd, the owner's brother, and Mr. O. W. Brierley, a marine artist well known to fame, as well as other gentlemen whose desire for adventure had led them to join Mr. Boyd.

We learn that the *Wanderer* left Plymouth on December 23rd, 1841, under the command of Captain Bushby, R.N., and with a sailing master, whose abilities had been proved in the service of the Hudson's Bay Company. She had a picked crew of fourteen hands. Captain Bushby left the yacht at Rio de Janeiro, and including stoppages at Cape Verde, St. Helena, Rio, and the Cape, Melbourne was made in 157 days.

Another Melbourne paper of the same period informs us that a newspaper was published on board during the passage, and from specimens reprinted it appears to have been of a jocular and punning character. Amateur theatricals were also indulged in.

It is also stated that the mercantile community were desirous of giving a banquet to Mr. Boyd, who, however, in a letter to Mr. J. B. Were, declined the honour.

Then on July 13th, 1842, appears the notice

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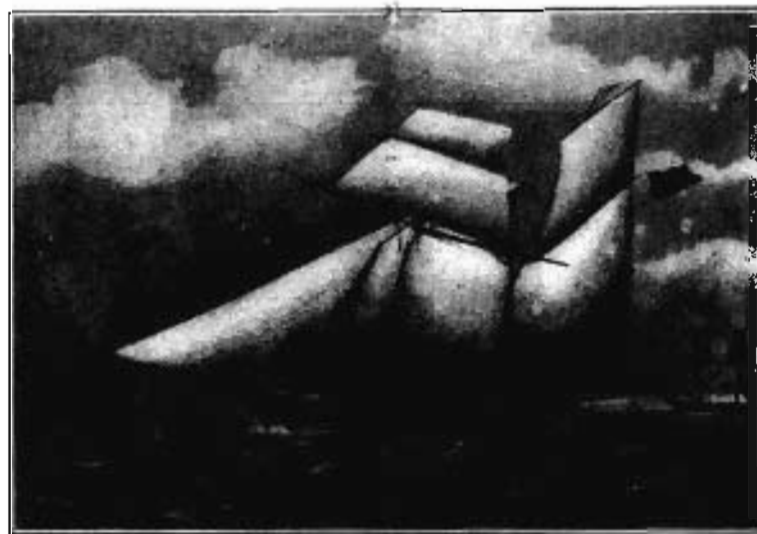
that the *Wanderer* had sailed on the 12th for
Sydney, via Launceston.

Some difference in the tonnage of this yacht
appears to exist, for in all the "arrivals" and
"departures" she is stated to be of eighty-four
tons, whilst in the book, by James Webster, "The
Last Cruise of the *Wanderer*," her dimensions are
given as of 240 tons.

Melbourne newspapers had prepared Sydney
people for the arrival of the *Wanderer*, and the

pestuous passage of six days. On coming to an
anchor in the Cove the *Velocity*, schooner, belong-
ing to Mr. Boyd, fired a salute, and the neigh-
bouring heights were crowded with spectators to
witness her arrival. The *Wanderer* is armed to
the teeth, and is fitted up in the most splendid
manner; in fact she fully answers the descriptions
which have been lavished on her by the Port
Phillip journals."

Such, then, are the newspaper accounts of Mr.



THE CELEBRATED YACHT "WANDERER."

From a painting by Sir Oswald Brierley which was saved from the wreck, and is now the property of
Alfred G. Milson, Esq., Sydney.

Sydney Herald duly announced it, as follows:—

"July 18th.—Arrived from Port Phillip, having
left 12th instant. Royal Yacht Squadron
schooner *Wanderer*, 84 tons. B. Boyd, Com-
mander. Passengers: James Boyd, Esq.,
Messrs. Brierley, Bogue, Goddard, Downes,
and Prathent."

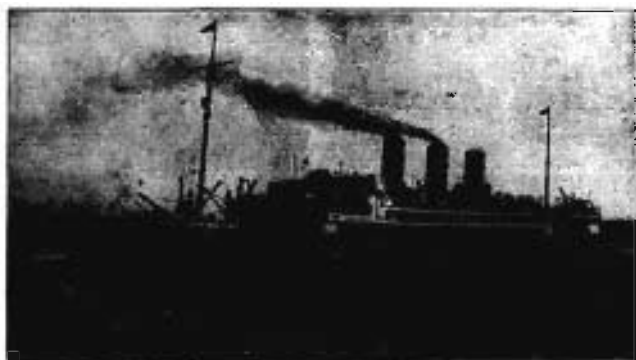
This announcement was followed up by a para-
graph which stated that "This beautiful yacht
arrived yesterday from Port Phillip after a tem-

Boyd and the *Wanderer*, but in none of these do
we find any reason given for his arrival in the
colony; but a close investigation of the shipping
columns of the *Sydney Herald* give much informa-
tion associated with his name, and from which we
are able to gather the history of his advent. The
first mention of his name, as far as can be traced,
is when a steamer named *Starhorse* arrived in
Sydney on 2nd June, 1841. This boat, which
became well known in the intercolonial trade, was

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of 243 tons, and was brought out by Captain Ewing. Amongst the cargo was a quantity of wine for B. Boyd and some office fittings and paper for the Royal Bank.

On March 28th, 1842, another steamer, the *Juno*, of 362 tons, reached Sydney under command of Captain Spiers. The entire cargo of this vessel also according to the manifest, was for B. Boyd, and consisted of flour, bread, pork, wines and spirits. The agents were Boyd and Co.

This steamer was followed by another on June 6th same year, the *Cornubia*, a small paddle-wheel boat of ninety-four tons, in charge of Captain Keen. Her cargo also appears to have consisted of such provisions as would be supplied to ships, and wines and spirits. Mr. J. P. Robinson, afterwards member of the Council for Port Phillip, came as a passenger by this vessel.

This Mr. Joseph Phelps Robinson is, in the various papers and documents consulted, styled sometimes the manager of the Royal Bank, at others as Mr. Boyd's partner, and also as managing director of the Royal Bank of Australia.

The schooner *Velocity*, referred to as having fired the salute in Sydney Cove on the arrival of the *Wanderer*, is stated to have belonged to Mr. Boyd, had arrived in Sydney on May 1st, 1842, or two months and a half before the *Wanderer*. The *Velocity* was commanded by Captain Browning.

The cargo of the *Velocity*, like that of the other vessels mentioned, consisted almost entirely of what could be called ship's stores and wines and spirits, as also some furniture. Neither of the vessels appear to have had what is generally known as general cargo.

The inference to be drawn from this is that the three steamers named were in some way connected with the St. George's Steam Packet Company, of which Boyd was both a broker and a director. And Arden's *Sydney Magazine*, published in 1843, tells us that the *Juno* and *Cornubia* were understood to have been sent out for sale on commission to Mr. Boyd. The Port Phillip papers associated them with Mr. Boyd, and said they were under offer by him to the Port Phillip Steam Navigation Company.

Looking carefully into the manifests of these vessels, the only conclusion to come to is that Boyd had made all his plans before he left England, and the cargoes were such goods as would supply his whaling fleet, which he had yet to create, and to stock his store and hotel in his yet unfounded town.

Whilst dealing with these, the first of Boyd's vessels, it will be as well to here correct one of the many errors published respecting the incidents in connection with his career.

In a long obituary notice of the late Captain Browning, published at the time of his death, it was stated that this gentleman was given by Boyd "charge of one of the large steamships, the *Sea Horse*, she was brought out to Tasmania and Sydney by him." This was not the case; the steamer came out under the command of Captain Ewing, who held the position of master of her for the first three trips she made in the intercolonial trade.

The notice just referred to is responsible for the statement that Captain Browning's brother induced Boyd to come to Australia by the stories he told him, and the narrative he published, of his adventures in Australia and the South Seas.

Of those whose names are published as having arrived with him in the *Wanderer*, Mr. Brierley's is the best known, he having, even at that early date, been recognised as an artist of note. Mr. James Boyd went to the Sydney office of Boyd and Co., and Messrs. Bogue and Downes were afterwards captains of some of Boyd's whaling fleet. Messrs. Goddard and Prathent, the other passengers named in the list, would probably be connected with Boyd's business venture, although their names have not been met with in any of the sources of information that this article is indebted to.

Boyd was not long in establishing himself in Sydney, for in the October number of Arden's *Sydney Magazine* for 1843 appears this advertisement:—

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J. P. ROBINSON, Resident Director.

Office, 2 Church Hill.

Low's directory for 1844-5, which is the first issue of that work, gives the address of Benjamin Boyd, Esq., Ruyal Bank, 10 Church Hill, and a later edition of the same tells us that Boyd and Co., Merchants, have their offices at Church Hill, and their stores at Duke's Wharf.

If we consult the Shipping Gazette and General Trade List, the first number of which was issued on 23rd March, 1844, we can there read that the firm of Boyd and Co. had in port the three steamers before alluded to and all "laid up," and the whaling barque, *William*, of 344 tons, which is entered as refitting. The barques, *Terror*, of 257 tons, and *Fame*, of 208 tons, are listed as being at sea, so by this it is apparent that he had entered on that industry to which he was to devote his wonderful energy for the next few years and which was to prove so disastrous.

Boyd very early after his arrival commenced to put his claims into operation, and took up large tracts of land in Monaro, Riverina, and the western district. These must not be confounded with lands held by Archibald, and W. M. Boyd, who were squatters in New England, and in no way connected with the subject of this article. But it is with his enterprise in the south part of the colony that he was more closely associated. The rich pasture lands of Monaro he largely stocked both with cattle and sheep, and as these at that time were outside the settled districts, and could boast of no roads, he determined to take advantage of the natural outlet of the district, Twofold Bay, by founding a town there, and shipping from there the produce of his territory.

This bay, which was discovered by Bass on December 19th, 1797, when he made an exploration of the South Coast, is situated 240 miles to the south-west of Sydney, and up to the advent of Ben Boyd, remained much in the same state its discoverer found it.

It was on the south side of this bay that Boyd in 1843 commenced to build a town, with wharves, stores, an hotel, residences for those connected

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with his various works, and a church. At East Boyd he founded his whaling establishment, not only as a rendezvous for his own whalers, but in the hope of attracting other ships engaged in that industry in the southern seas.

(TO BE CONTINUED)

Navy League Activities.

BY W. W. H.

THE activities of the Navy League, New South Wales branch, during the year 1923, were not marked by untrodden ways, but by a number of well defined paths of which the League's recognised Aims and Objects were the finger posts and beacon lights. Influential speakers at Navy League gatherings, including the Rt. Hon. W. M. Hughes, former Prime Minister of Australia, the Hon. Sir George Fuller, Premier of New South Wales, and the Chief Justice, Sir William Cullen, have emphasised these aims and objects and the value of the work undertaken by the League, and their well considered and weighty utterances have been reported in the powerful and far-reaching metropolitan press, thus ensuring that the Navy League is at least known by name to newspaper readers to the uttermost parts of the State.

In addition to this many addresses have been given to interested gatherings in clubs and schools and private homes with the result that the year under review has been the most successful in every way since the inception of the League in New South Wales.

The way to this reasonable measure of success was not easy and smooth—it never is. Difficulties in many guises rose up frequently and unexpectedly at awkward places, which called for tact, for persuasive argument, or firmness in dealing with them. Sincere—and feigned—reliance on the League of Nations as the only League necessary to safeguard the honour and liberty of a nation and provide against the possibility of war, was by many people a favourite argument against the Aims and Objects of the Navy League. That was, and is, the king difficulty to be combated. Other difficulties included the refusal for various reasons, mostly the plea of poverty, by many shipping companies to assist the League in its work even to the

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extent of a small advertisement in its organ—THE NAVY LEAGUE JOURNAL; the dearth of suitable men to act as honorary officers and instructors in the Sea Cadet Movement; the provision of water front depôts sufficient for the needs of the various units of Sea Cadets. Those obstacles notwithstanding, much was accomplished, as the following very brief summary will show:—

STRENGTH OF SEA CADETS.

For the purposes of comparison total figures are given as in December for each of the last four years. The first unit of the N. I. Sea Cadets in N.S.W. was formed at Balmain in October, 1920.

December, 1920	24 Cadets	2 Voluntary Officers and Instructors
December, 1921	120 Cadets	4 Voluntary Officers and Instructors
December, 1922	283 Cadets	9 Voluntary Officers and Instructors
December, 1923	365 Cadets	10 Voluntary Officers and Instructors

CAMPS.

In January and December camps were held at Cornwallis on the Hawkesbury River and at Cronulla, when a most satisfactory attendance of cadets was recorded. The total duration of the camps was 10 days at Cornwallis and 14 days at Cronulla. The boys are keen on these healthy, interesting, and instructive outings, and it is hoped that every company will endeavour to make them annual events.

SWIMMING.

Cadets took part in the State Swimming Carnival when two prizes were won by Drummoine. Contests also took place at Lane Cove Baths when prizes presented by Mr. Harry Shelley were also won by Drummoine.

RACES FOR SERVICE CUTTERS.

Through the kindness of the Anniversary Committee and the Committee of the Royal Sydney Yacht Squadron races were arranged on Anniversary Day, and also on the Opening day of the Yachting Season in October.

Messrs. A. G. Milson and H. M. Shelley very generously donated a ten-guinea prize on Anniversary Day, which in 1923 was won by Balmain Company. On the Opening Day, in October, North Sydney Company was successful in winning the race from five other crews of sea cadets. The prize was an Aneroid Barometer presented by the R.S.Y.S. Committee, and originally won by Balmain.

On the 26th May, six cutters' crews competed for the Oswald McMaster Silver Cup—a handsome trophy presented by Mrs. Oswald McMaster for annual competition between Sea Cadet Companies—on the Parramatta River, the event being won by Drummoine.

In addition to the races mentioned above, crews of Sea Cadets are frequently afloat in their cutters sailing or rowing, and many of the boys are expert at both.

CADETS IN PUBLIC.

Through the generosity of Mr. and Mrs. Kebo King, more than 200 sea cadets and 150 guests (mostly members of the Navy League) were entertained at Taronga Park on the 10th February. The outing was one of the most successful and enjoyable ever arranged for the cadets.

100 cadets, including representatives from each unit, were present at Garden Island on the occasion of the presentation of plate to H.M.A.S. Parramatta in 1923.

On Anzac Day about 200 sea cadets took part in the procession.

On the occasion of the seventh anniversary of the Battle of Jutland a concert was held at Royal Naval House when the hall was well filled with sea cadets and members of the League.

Trafalgar night was also the occasion on which a Concert was arranged at Royal Naval House when about 200 cadets were in attendance. Cadets to the number of 150 participated in Empire Day celebrations.

120 cadets were present at the Royal Humane and Shipwreck Relief Society's big Concert at the Sydney Town Hall on 17th September.

A Guard of Honor of Sea Cadets under Mr. Macdonald, received Lady Davidson at the Theatre Royal on the occasion of the very successful entertainment of "Music, Song, and Dance," organised by Mrs. Venour Nathan and Mr. C. B. Westmacott, on behalf of the Sea Cadets movement.

In addition to the above, N. I. Sea Cadets have been prominently before the public on many other occasions.

DEPÔTS.

During the year Drummoine Company's Depôt was opened by Capt. Crauford R.N., on behalf of the Executive Committee and the Officer-in-Charge.

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The acquisition of the depot was due mainly to Mr. A. Mellor, and the improvements were made possible owing to financial assistance from the League, and to the efforts of the officer-in-charge, assisted by instructors and cadets. In this connection (as in many other directions relating to the League) Mr. Harry Shelley was most helpful—financially, and in the provision of material and skilled labour.

Splendid depôts have also been acquired by Richmond and North Sydney Companies. With regard to the latter, thanks are due to Mr. A. G. Milson and Mr. C. P. Bartholomew and Miss Frances Glisson for much practical help. To Mr. M. MacDonald, the Officer-in-Charge, and his colleagues much credit is also due.

CUTTERS.

The League has now on loan from the naval authorities five Service cutters which are used for instructional purposes.

In addition the League purchased one 28-ft. cutter, and handed it to Richmond unit. By permission of the Hawkesbury College authorities it is housed at the boatshed of the College, and, as it is available for the N. L. Sea Cadets at all times, it is made good use of. Balmain, North Sydney, and Drummoyne Companies also own dinghies, the gifts of Navy League supporters.

ROYAL LIFE SAVING SOCIETY'S AWARDS.

Proficiency Certificates and Bronze Medallions were won by eight Drummoyne N. L. Sea Cadets during the year under review.

SHIPS VISITED

Seven war ships, five deep-sea sailing ships and over twenty merchant steamers were visited by the various Companies of Cadets at different times during the year.

FAIRFAX COLOURS AND MCMASTER GOLD MEDAL

The inter-unit competitions for the Miss Charles Fairfax Colours and the Oswald McMaster Gold Medal resulted in Richmond winning the Colours (from Balmain (the holders) and North Sydney taking the Medal.

SEA SERVICE.

Seven N. L. Cadets entered the Royal Australian Navy, while a number went to sea in vessels of the Merchant Marine. There are now nine boys waiting to enter the Merchant Service immediately vacancies occur.

EMPLOYMENT.

The Navy League was instrumental in finding employment ashore for eight ex-naval ratings during the year.

PUBLICITY.

Without cost to the League a very considerable amount of publicity was given to our activities by the Metropolitan Press. THE NAVY LEAGUE JOURNAL successfully passed through the third year of its existence. Eight pages were added to it, and its steady progress was favourably commented on by well-known journalists and others. In addition to the JOURNAL being posted to every member of the Navy League in N.S.W., copies were sent regularly to Headquarters, London and to Sister branches throughout the Empire: while a number of copies were made available every month to the depôts for the use of the Sea Cadets.

MORAL AND PHYSICAL EFFECTS.

The useful work the cadets have been called upon to do, the measure of discipline maintained, the healthy recreations indulged in, and the smartness and cleanliness encouraged, have contributed much towards creating for most of the boys a more wholesome outlook and outlook, and the obvious sequel to this will be better men and better citizens.

HELPERS IN THE CAUSE OF THE LEAGUE.

We cannot close this skeleton outline of the League's efforts without recording grateful and sincere thanks to members of the Executive who have done so much to promote the welfare of the League and its cadets; and to Mrs. Kelso King, Mrs. Venour Nathan, Mrs. Mayne, Miss Glisson, Mrs. Oswald McMaster, Mr. Venour Nathan, Mr. Chas. Westmacott, O.B.E., Capt. J. H. Watson, F.R.A.H.S., Mr. Danvers Power, F.G.S., the Press, Walter and Eliza Hall Trust, C.S.R. Co., Ltd., the Bank of N.S.W., Commercial Banking Co. of Sydney, J. C. Williamson & Co., Ltd., Advertisers in JOURNAL, the Officers and Hon. Secretaries of Sea Cadet Companies, including Messrs. A. Mellor, M. MacDonald, R. H. Wade, Edgar Fidden, A. Wood, and J. Docking, all of whom have worked long and well in a voluntary capacity to further the Cadet movement—and, finally, all those good friends too numerous to mention here, who have helped at Concerts, financially and otherwise, to make it possible for the Navy League to write: "Something attempted, something done."

A Cargo of Kings.

(BY L.G.)

"THE mail, Sir." The P. & O. Skipper turned in his chair to take the pile of correspondence which the quartermaster handed to him.

It was a hot sultry evening in Bombay Docks. The afternoon breeze had died away, giving place to an intense heat, which penetrated every corner of the big liner's cabins. Those on board could only think with longings of the big stone arches and spacious verandahs of the hotels and houses on shore.

The Skipper glanced casually through the mail. The usual letters about freight, specie, mails, etc., were soon tossed aside, for these, in his many years of service, had become the usual routine of the day before sailing. He looked forward to the morrow and to the cool breeze of the Arabian Sea as the big ship pushed her way home with the Eastern Mail and the usual valuable freight.

One letter at least called for immediate attention. It was from the Superintendent, and ran as follows: "Sir:—We beg to inform you that the Maharajah of Dulwullah and the Nawab of Jaipore are arriving by to-night's Punjab mail train, and will proceed on board the 'M——' for homeward passage. The usual ceremonies will be observed, and you will take care that every attention is paid to their Excellencies on arrival and during the homeward voyage, etc."

The Skipper yawned. Indian princes were no curiosities to him, and he had accepted an invitation to dine with his opposite number of the incoming mail steamer at the Taj Mahal Hotel that evening.

A messenger was despatched for the Chief Officer, and the letter was turned over to him with the remark, "I shall be sleeping ashore so you might keep an eye lifting for these johanies." Half-an-hour later the Chief had visions of the last night ashore, and sending for the 2nd Officer he said, "There's no need for me to hang around here—just read this and keep a look out for these people some time this evening."

The 2nd spent some time making up his cargo



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USE NO OTHER

papers, but the night was hot and the cabin was sultry, so sending for the 3rd Officer he said, "Oh! Here's a letter from the Office—couple of coloured swells are arriving to-night. I'm going ashore for a snack—just look after them."

The 3rd was dreaming of a girl in the Bandmann Opera Company. He could not bear the last night in harbour on the ship, so he confided in the 4th Officer. "Look here, George, I'll be at the theatre if you want me, here are the night orders. The Punjab sails gets in about 10—do the necessary."

The 4th had a pal across the Docks in the Indian Marine ship. He loathed responsibility and wisely argued that he didn't sign on to meet Royalties, so he sent for the 5th and explained. "There's a couple of 'big noise wallahs' coming out to night. Here's the book of words. I'm just going over to the 'Dufferin' where there seems to be a little music and fun."

The 5th was young and energetic—but a hard day's work in the sultry heat counting boxes of gold and bars of silver had made him tired. He knew not the times of the Punjab trains and midnight passed, and the yawning Fiver then confided in the old Quartermaster of many years' service that he was going to have a lie down.

The Q.M. adjusted his spectacles, and slowly read the missive. Then he lit his pipe and thought the same old thoughts of a tavern in the Commercial Road.

It happened about 2 a.m. The Q.M. was below in the 1st saloon galley watching a savoury cutlet frizzling on the fire. The ship was silent as the tomb. The few police lights shone out and cast big black shadows along the promenade decks. The Maharajah of Dulwallah and Nawab of Jaipore arrived at the Dock siding in a special. They were accompanied by the usual retinue of aides, advisers, snake charmers and baggage wallahs. The great men walked first and led the way up the deserted gangway. To the right was the first saloon and to the left the fore cargo deck. They chose the latter. Littered around No. 2 hatch were bales of jute and silk, the hatches were off and six feet below was the miscellaneous top of the homeward general cargo.

Some inspiration moved the Quartermaster, and

he decided to go rounds. He came across the procession at the precise moment that the great men and a considerable number of their subjects took the headlong dive into the darkness beneath.

The Quartermaster took in the situation at a glance, and the din of the confusion added to his now lightning-like movements. In two seconds he had burst into the 5th Officer's cabin and seizing the Fiver, shouted in a horrified voice, "Come out, Mister, come out! them two bloomin' Kings 'as fallen down No. 2 Hatch and there's no end of battle going on."

That P. & O. Skipper always sleeps on board the night before sailing now.

THE IRON FLAIL

Time beats out all things with his iron flail.
 Things great, things small,
 With steady strokes that never fail,
 With slow, sure strokes of his iron flail,
 Time beats out all.

From "BEGS IN AMBER" by
 JOHN OXENHAM

NAVAL NOTES.

The Australian Fleet left Sydney recently and after sinking the old-timer "Barcoo" by gunfire proceeded on its Summer Cruise to the South.

The Flagship "Melbourne," with Rear-Admiral Addison on board, the cruisers "Brisbane" and "Adelaide," the destroyers "Anzac," "Stalwart" and "Tasmania," and the supply ship "Platypus" are taking part in the visit to Hobart, and several other Tasmanian ports.

After leaving Tasmania the flagship, "Melbourne," will proceed to New Zealand calling at Auckland, Wellington, Dunedin and Milford Sound, from there she will make for Jervis Bay where other units of the fleet will be assembled.

The vessels will arrive at Sydney on or about March 18, and will prepare to receive the British Squadron on its arrival in April.

The light cruiser "Dauntless" which accompanies the British Squadron on its world tour, is commanded by Capt. C. W. Round-Turner, R.N. This officer will be remembered by many as Captain-in-Charge at Garden Island, Sydney, in the year 1920.

Another light cruiser with the R.N. Squadron is the "Dunedin." On arrival at New Zealand (where she will remain) she will be re-named "New Zealand."

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NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

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

HEADQUARTERS' NOTES.

TO HONOUR THE BRITISH SQUADRON.

The Executive Committee of the Navy League has decided that the League will give a dinner to Admiral Field, the Commander of the British Squadron, during his visit to Sydney. The date for the function has not yet been allotted by the State Entertainments Committee, but immediately this is done, details will be made available to members of the League.

The resignation of Mr. A. Mellor, as Senior Officer of the Navy League Sea Cadets, has been received by the Executive Committee, and accepted.

The Central Executive is gratified at the keen interest that is being displayed by the Chairman and members of the Drummayne Sub-branch Committee in connection with the welfare of the local N. L. Sea Cadets. Present indications are that this sub-branch will enjoy a successful year, and that its cadets will be prominent in work and in sport when competing against the representatives of other N. L. units.

In the March issue of the JOURNAL it is hoped to reproduce some interesting pictures of Concord cadets.

The Navy League is hopeful that Signaller C. H. Nicholls of the R.A.N., and formerly a Navy League Sea Cadet, will be chosen as a member of the crew of H.M.A.S. Adelaide on her voyage to England. The League has made representation to the responsible naval authority with this object in view.

Charles Stephenson, a native of Norfolk Island, and a member of the Navy League, N.S.W. Branch, has entered the R. A. Naval College, Jervis Bay, as a Cadet midshipman. The Navy League wishes its young member a successful career in the profession he has adopted.

The Editor will be pleased to receive interesting photographs, letters, or articles dealing with any phase of Navy League and Sea Cadet activity. Suggestions for the improvement of the JOURNAL will also be welcomed, and should be addressed to Royal Naval House, Sydney.

SUB-BRANCH AND COMPANY NEWS.

Acting Officer-in-Charge, Balmain Company	Mr. F. OGDEN	Officer-in-Charge, Drummayne Company	Vacant
Hon. Secretary, Balmain Company	Mr. EDGAR FIDDER	Hon. Secretary, Drummayne Company	Mr. R. BARNWELL
Officer-in-Charge, North Sydney Company	Mr. M. MACDONALD	Officer-in-Charge, Richmond Company	Mr. R. H. WADE
Hon. Secretary, North Sydney Company	Mr. A. J. HAMILTON	Hon. Secretary, Richmond Company	Mr. W. H. BAY
Officer-in-Charge, Concord Company	Mr. J. DOCKING		
Hon. Secretary, Concord Company	Mr. R. JACKSON		

FINISH OF N. L. SEA CADETS' CUTTER RACE.



Photo Courtesy Sydney "Daily Telegraph."

North Sydney, No. 1 (in foreground) Mr. M. Macdonald in charge, winning by two feet from Balmain. Mr. Pearce Richmond cutter under Mr. R. H. Wade, Concord with Mr. J. Docking in charge, and North Sydney, No. 2, under Mr. Roberts also competed. Drummayne crew was absent.

BALMAIN.

First-class Signaller C. H. Nicholls, of H.M.A.S. "Melbourne," one of the first Navy League Sea Cadets of this Company, has had charge of the Signalling Class on drill nights, and the cadets have made good progress under his tuition.

Bugler F. Humphrey, of this Company, is to join H.M.A.S. "Tingira" shortly. Other cadets intend joining up during the year.

Mrs. M. Mayne has presented us with a Dinghy, which will be used for instructing the recruits in

rowing and sailing, as well as serving as a tender to the Cutter.

The Cutter Race held on Anniversary Day was voted the best of its kind yet held. Up to within 10 yards of the finish it was not possible to pick the winner. North Sydney and Balmain were neck and neck over the whole course, the former winning by about two feet. Unfortunately the lower rudder pintle of Balmain's Cutter broke at the start of the race, and the Cutter was thus partly out of control. Good luck North Sydney, it was a most deserved win. We hope to reverse the result on next occasion.

NORTH SYDNEY COMPANY.

PRESENTATION OF TROPHIES.

The Navy League Depot, North Sydney, was the scene of a pleasing function on the afternoon of 26th January last, when Mr. F. W. Hixson, O.B.E., of the Navy League Executive, and joint Hon. Secretary, presented the "Miss Charles Fairfax Colours" to Richmond Unit of Sea Cadets.

The opportunity was also taken by Mr. T. Fox, on behalf of Balmain Company, to present the Aneroid Barometer to Mr. M. MacDonald, representing the North Sydney Company, as the winners of the last cutter race.

Mr. Hixson, in addressing the boys, said that the "Colours" were given by Miss Charles Fairfax to the Navy League in the latter part of 1922. It was Miss Fairfax's desire that the Colours should be competed for annually by the various units of Navy League Sea Cadets—the successful unit to hold them for twelve months, or until such time as it lost them to a competitor.

Balmain, being the senior company, had the honour of holding the Colours for the first year; now, Richmond Company is entitled to hold them for the ensuing twelve months, having recently won the privilege in open competition against the late

holders, Balmain, and also against the other Navy League Units, viz., Drummoyne, North Sydney and Concord.

"I have much pleasure," continued Mr. Hixson, in handing over the Colours on behalf of Miss Charles Fairfax (who is at present on a visit to England) to Mr. Wade, as the Officer representing the winners. I am quite sure that our Country lads will uphold the great traditions of the great Empire, of which this magnificent flag is a symbol, and that when the time comes, if it ever should come, the Navy League Sea Cadets will know how to stand by the flag which has stood by them and their ancestors through centuries of wonderful progress and freedom, the like of which has not been enjoyed by any other Empire in the history of the world."

NAVY AND ARMY PAY.

Colonel T. W. Thomas, Commander L. H. Bracegirdle, Brigadier-General T. H. Dodds, Warrant-Officer W. T. H. Robertson, Mr. E. W. Cooley, and Mr. F. G. Shedden (secretary) have been appointed as a committee to consider and review rates of pay of permanent naval auxiliary services and the permanent military forces

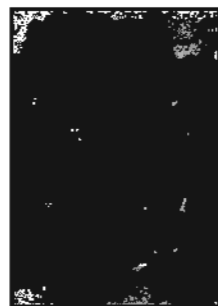
PRESENTATION TO BALMAIN.

Mrs. Hamilton Marshall and Mrs. Mayne recently had a pleasant surprise for the Company.



Sir Alexander MacCormick
handing to Mr. Gurr.

Black—
Courtesy Green Room Magazine



Signaller C. E. Nicholls (holding
flag of H.M.A.S. Melbourne and
formerly a N.I. Sea Cadet).

On Saturday, January 12, Mr. Shelley towed the cutter to Rose Bay where Sir Alexander MacCormick's yacht 'Morna' was moored. The yacht was boarded by the officers and cutter's crew and Sir Alexander handed over to them a Motor Skiff. Mr. T. Fox and Mr. F. Gurr thanked Sir Alexander for his kindness and assured him 'Morna' (the name chosen for the boat) would be a great acquisition to the Company. After this formal ceremony the Cadets visited the home of Mrs. Hamilton Marshall where afternoon tea was served on the lawn. If all Navy League Companies had such ardent supporters as Balmain the complete success of the movement would be absolutely assured. The officers of this Company desire through these columns, to sincerely thank them, one and all, for their thoughtfulness.



(Courtesy Sydney Mail.)

A PINNACLE BERG.

At certain periods of the year these icebergs—mostly of the tabular variety—are occasionally seen in the North Atlantic Ocean, and in the vicinity of the Falkland Islands; they have also been met with off the Kerguelen Islands. Obviously, when they drift into the tracks of shipping they constitute a grave danger to mariners and ships.

Sympathetic reference to the death of Mr. J. P. Franki was made by the Chairman (Judge Backhouse) at the meeting of the Navy League Executive held on February 11. It was decided to write a letter to the late Mr. Franki's widow, expressing sorrow and sympathy with her in her great loss. Mr. Franki until recently was Managing Director of Mort's Dock and Engineering Co., Ltd.; he was also a member of the Navy League Executive. The deceased gentleman was one of the best known figures in the commercial life of Sydney.

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THE WHITE STAR HOUSE FLAG.

(*Notes.* Dalgety & Co. have forwarded copies of the first four numbers of the "White Star Magazine," a very excellent and informative publication. The "White Star Magazine" is the organ of the world-famed White Star Shipping Company. We reprint the story of the Company's House Flag.)

THE red swallow tail with five-pointed star which now flies at the mast-head of great steamers all up and down the oceans of the world had its origin in those romantic years when the discovery of gold in Australia (1851) followed



It will be noticed that the "Red Jacket" (sail) was under penalty to make the voyage from Liverpool to Melbourne in 68 days or less.

hard upon the heels of the finding of gold in California in 1848. The first Australian gold reached London in the February of 1852, and a few weeks later a consignment of gold bars came into Liverpool. The arrival of these tangible evidences of the reality of the Australian gold rush caused such Thames shipowners as Greens, Money

Wigram, and others to take their vessels off the Indian trade and hurry them out to Melbourne. Liverpool shipping firms immediately chartered American ships for the same run.

Liverpool became the centre of the shipping rush to Australia, such names as those of James Baines & Co., Pilkington & Wilson, James Beazley, and others being prominent. The flying clippers of the Black Ball Line, the White Star Line, the Golden Line, the Fox Line, and the Red Cross Line carried thousands of gold seekers on their 13,000-mile voyage to far-off Australia.

Admittedly, at first the Black Ball Line (famed in more than one old-time chanter) stood pre-eminent, but two young Liverpool shipbrokers, John Pilkington and Henry T. Wilson, made a strong bid for the Australian trade, and putting on the *Ben Nevis*, *Guiding Star*, and other soft-wood ships built at St. John, N.B., gained headway even against the beautiful Black Baller, *Maroo Polo*. By 1854, James Baines and Co. (Black Ball Line) had such lovely craft as *Lightning*, *Champion of the Seas*, and *Donald McKay* running. Pilkington and Wilson chartered *Chariot of Fame*, *Red Jacket* and *Blue Jacket*, all New England-built.

We are able to reproduce the sailing bill of *Red Jacket*, from which it will be seen that it represents an Indian chief (after whom the famous clipper was named), whose bosom is adorned by a white star. Here, then, is to be found the actual origin of the symbol which was embodied upon Pilkington and Wilson's house flag, and caused the name of their firm to be ordinarily known as "The WHITE STAR Line." *Red Jacket* crossed from Sandy Hook to the Mersey in February, 1854, and, apart from the figure of the Indian chief carved as her figure head, her handsome lines created quite a sensation. She went out to Melbourne in 69 days, and returned in 73 days, being delayed among ice bergs off Cape Horn; she brought 45,000 ounces of gold, and, on her return to Liverpool, was bought by Pilkington and Wilson for £30,000,

remaining in the Australian trade for some years. It is often painful to follow the career of a crack clipper after her palmy days are over. In the case of *Red Jacket*, she came down to timber-carrying, and when last heard of was a coal hulk at Cape Verde.

Pilkington and Wilson owned another clipper, *White Star*, which made the best passage of the year to Melbourne in 1858. The numerical total of the fleet of the WHITE STAR Line of clipper ships was never very great, and, as they were mostly soft-wood ships, they grew water-logged and strained after no prolonged period. Messrs. Pilkington and Wilson sold off their fleet in 1867, and when Mr. T. H. Ismay made an offer for the WHITE STAR house flag, it was accepted. Mr. Ismay also acquired several vessels which had been carrying the swallow-tail and five-pointed star, but these he speedily replaced with iron ships, and two years later launched out into the North Atlantic passenger trade with the (first) *Oceanic*.

NAVAL APPOINTMENTS.

The following appointments to the permanent naval forces of the Royal Australian Navy are announced from the Navy Office, Melbourne, to take effect from the dates mentioned:

Lieutenant—(E.) Richard M. Rowlands to Adelaide, additional, January 19; (E.) Donald J. H. Clarke to Brisbane, additional, January 19; (E.) Frederick C. Hodgson to Platypus, additional, January 29; (E.) Kelvin Dudley to Penguin, additional, December 27, 1923; (G.) Jack L. Davies to Adelaide, January 18; (G.) Patrick A. Trier to Penguin, additional, January 18, and to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, February 6; Arthur K. Hazendell to Geranium, January 4.

Engineer Lieutenant-Commander.—Leopold J. P. Carr to Adelaide, January 24; James K. Macleod to Penguin, additional, as assistant to engineer manager, January 7; John W. Wishart to Melbourne, January 26.

Engineer Lieutenant.—Henry Austin to Platypus, January 21.

Surgeon Lieutenant.—Kingsley E. F. D. Hulston to Penguin, additional, January 1.

Paymaster Lieutenant-Commander.—Robert C. Negus to Adelaide, January 17; Alfred E. Sharp (acting) to Brisbane, January 17.

Instructor Lieutenant-Commander.—John C. Slater to Brisbane (temporarily), January 10.

Instructor Lieutenant.—Brian J. McGrath to Adelaide (temporarily), January 31.

Shipwright Lieutenant.—Henry J. Adams to Marguerite or ships in reserve, January 25.

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COCOANUTS. THE NATIVE'S TAXPAYER.

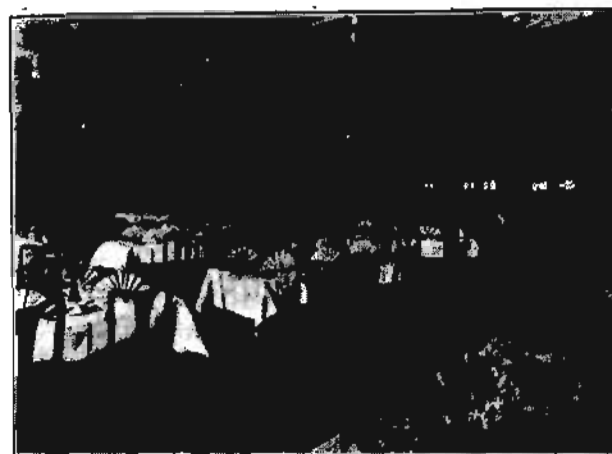
BY F. DANVERS POWERS, F.C.S.

TO those who live on low coral islands of the Pacific the coconut tree is the most useful tree available, for it not only supplies food and drink, but also material for building, clothing, mats, ropes, and various other purposes. The coconut itself being heavier than water does not float, but it is enveloped in a husk which bungs up the nut besides protecting it from damage when dashed on reefs by the waves. It is this husk which allows a nut grown on one island to be carried by currents to some other shore, and so make it possible for people to live, who in many cases reached these islands as castaways like the cocoanuts themselves. The fibre of the husk when soaked in water and rubbed together between a hand and naked thigh, forms a string, and this string or sennit is frequently made into rope. This material—coir—has the valuable property of not rotting in water.

Kanakas do not eat the old dried flesh of the coconut as we do; that is known as copra, and is collected for export to be manufactured into soap and other things; but they eat the soft flesh of the young coconut, and drink the sweet liquid accompanying it. The husk of the young coconut is green, smooth, and fairly hard, not fibrous like that of the old cocoanuts. One can tell when the contents of a nut is too old to drink by hearing the liquid when the nut is shaken about. To carry green cocoanuts a strip of the husk is ripped up, one end remaining attached to the nut; the strips of two nuts are tied together, and they are slung over the mid rib of a coconut leaf in pairs, which is then carried over the shoulder. To obtain a drink of the so-called milk, which, by-the-by, is not like milk either in flavour or appearance, a triangular hole is cut through the husk and thin shell of the nut. It is not an easy matter to drink the liquid from the shell, and should it spill on white clothes it leaves a stain even after washing. When drinking from a young coconut which has been husked, kanakas knock in one of the eyes and drink from that. Europeans make a larger hole, place their lips inside it, and drink what does not leak out at the sides. At table a tumbler or cup is used as a coconut holder, and the piece of

shell cut out of it is replaced temporarily to keep insects from falling in, for the shell not being transparent you would otherwise have to drink on faith. When the liquid is disposed of, the coconut is broken in halves and the flesh scooped out with a spoon made from a piece of the green husk. When the nuts are husked they are carried in baskets made out of a coconut leaf, the segments of which are plaited together. A native will not steal a coconut from the tree of another person for his own benefit, but will take one for a white man. Kanakas are notoriously unthrifty, and will waste cocoanuts if not kept in check: as taxes are paid in cocoanuts it is sometimes found necessary to taboo certain trees so as to make certain of sufficient cocoanuts. This is done by tying a coconut leaf against the tree. Anything tabooed is so respected by kanakas that a man may leave his house open and go away from the island for months resting assured that he will find things as he left them, so far as the natives are concerned, if he has taken the precaution to taboo the premises.

Cocoanuts grow in bunches something like grapes. The tree sheds two leaves a month, grows others to replace them, and also a fresh bunch of cocoanuts. If when the nuts just form, the fruit spike is cut short, the juice which would otherwise have gone to nourish the young nuts flows from the wound. This is caught in an empty coconut shell, and when fresh is known as sweet toddy but after three days it ferments, when it is known as sour toddy, and is intoxicating. One sprout will yield toddy continuously for about six weeks. A Gilbert Islander castaway is credited with having introduced the art of making sour toddy to Nauru. It was noticed he climbed a certain tree morning and evening, and that on descending he was always jolly, so other kanakas followed in his footsteps, also drank of the liquid, and became drunk. The manufacture of toddy is now forbidden. While on the subject of drink, it is interesting to note that thatching is not a good surface from which to collect water, but the more or less smooth surface of the coconut tree stem serves the same purpose as our galvanized iron roofs. A coconut tree leaf is so tied to the butt of the tree that the segments of the leaf act as guides to the water running down the stem which is led into some vessel. When



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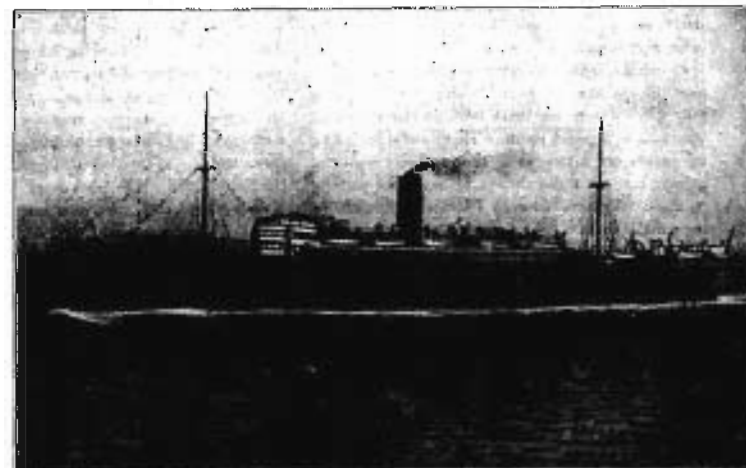
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carrying water about, it is placed in old coconut shells which have been hollowed out, the shells being tied together in bunches with sennit.

Coconut trees are better bearers on the flats near the sea than at greater altitudes; they generally have a lean on them towards the direction where there is most room. There are some 20 to 24 leaves on a tree at a time; the moonlight passing through these throws a carpet-like pattern on the coral gravel below. The inclination of the trees make them easier to climb. Kanakas who, of course, go about with bare feet, climb these trees quickly by a series of bounds. The top of the mid rib of a coconut leaf is torn off and made into a loop; into this loop the feet are placed so as to keep them from spreading when placed against the stem of the tree; the feet are raised in a series of jumps, but the hands are placed one after the other. As toddy trees are ascended twice daily toe holes are cut to assist the climber. A missionary was trying to teach a kanaka to sing white man's fashion—but he sang do, re, me, fa, sol, la,

si, do in a monotone. The missionary explained to the kanaka that he must sing them up and down. Early the following morning the kanaka was heard singing do, re, me, fa, sol, la, si, do, si, la, sol, fa, me, re, do in the same old monotone; and when the missionary went out to see what was happening, he found the kanaka jumping up and down the tree as he uttered the sounds. During the time that the Germans were in possession of Nauru one of their warships called at the island, and to give the kanakas a treat, the ship's brass band went on shore, but when it struck up, the kanakas were terrified, thinking it some sort of punishment. They hid behind the coconut trees and watched the performance, wondering what was going to happen next, remarking to each other: "What's the matter with the white man now? What for he make that noise? What have we done wrong?" When it was explained that the music was intended to give them pleasure, not to frighten them, they came round the performers and criticised the various instruments. They did

not care for the hautboy, as it squeaked too much like pig; but they thought the bass drum fine, and one old man wished to cut it open to see what made the noise.

Spears and daggers are made out of coconut wood; but, in the former case, being too heavy to throw, the weapon is held in the hand and used more as a lance. As a protection against spear thrusts armour used to be made out of sennit, which is woven into corselets, sleeves, leggings, helmet, and a covering for the back of the hands. The fat man of the village used to be dressed up in this armour when he acted as an animated castle, his chief duty being to protect with a quarter-staff two more active men, each provided with a spear, and placed one on each side of him; these attacked two other men from another village also protected by a human castle. Sometimes such fights would continue all day without any damage being done to either side.

When the gun and gin stage was introduced by the early traders kanakas could not understand the Winchester rifles, but used them as they would a coconut spear—only instead of trying to push the barrel into the flesh of an opponent, they would

pull the trigger, so there was no doubt about the bullet hitting the target. At first the kanakas tried to propagate Winchester rifles by planting them in the ground, but, needless to say, they bore no fruit. Finally dawned on their consciousness that it was necessary for them to provide 25,000 to 30,000 coconuts in exchange for a rifle.

Kanakas say that the reason why a coconut has two eyes and a mouth is because the first coconut grew out of a human skull.

Coconut trunks are used for posts and wall-plates when building huts. Among minor uses of the coconut tree, the flesh of the young coconut is said to be good for black eyes, also for headaches. Coconut oil is expressed from the copra; it is a duty of the women to rub this oil on the men and children at night, this serving the double service of a blanket to keep them warm, and to drive off the mosquitoes. The dried leaves of a coconut, when three are tied in a bunch, make a good torch; the mid rib of a leaf serves as a carrying pole. The mid ribs of the segments of a coconut leaf when tied together are used as a broom.

A slight drought is good for the trees as it gives them a rest, after which the trees fruit all the better; cutting the young sprouts or flower spikes when desired to make toddy is said to have a similar effect.

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BY R. K. HACKETT.

ON Friday, 23rd June, 1922, the Sydney Branch of the Royal Colonial Institute was officially opened by His Excellency the Governor of N.S.W. The opening was most auspicious and augured well for its future. At the opening ceremony there were present some 250 people, all most enthusiastic and keen in their appreciation of the munificent and remarkable gift of the President, Sir Hugh Denison, and one and all imbued with a true and sincere wish for the prosperity of the new and firmly established Sydney Branch. At that time few indeed could have foreseen its remarkable growth and development, nor could they have anticipated the keen interest shown, which was soon to be manifested in the growth of the Sydney Branch. It will be admitted that the Branch's activities during its first year have been considerable, and far-reaching, and most encouraging to members and to citizens, showing that the great objects for which it stands have been more than fully justified.

HISTORY AND SCOPE.

The Society was founded in 1868, with the idea of counteracting the Separatist tendencies of that time. It was incorporated by Royal Charter in 1882.

The Institute has always endeavoured to spread a knowledge of the history, conditions and resources of the countries comprising the British Empire, and to facilitate their mutual intercourse.

OBJECTS OF THE N.S.W. BRANCH.

To promote and assist in carrying out, within its area, the objects and aims for which the Institute was founded, as specified in the Charter, viz.:—
To promote the increase and diffusion of knowledge respecting as well our Colonies, Dependencies, and Possessions, as our Indian Empire, and the preservation of a permanent union between the Mother Country and the various parts of the British Empire.

To provide as its Headquarters a suitable building or place of meeting designed as far as possible to afford facilities similar to those of the Institute Building in London.

To hold meetings from time to time for the

reading and discussion of papers on Empire subjects and to hold Public Meetings.

To promote Empire Trade and Industry.

To watch the Migration Movement in N.S.W., with a view to keeping the Migration Committee of the Institute in touch with every development.

To arrange for the delivery of Lectures.

To assist in the holding of Conferences.

To arrange for Luncheons for the entertainment of visitors from any part of the Empire who are visiting the State, followed by short discussions on Empire subjects.

To establish a local Lending Library of books and papers, to be formed in connection with the Library of the Institute.

Generally, by such other means as the Branch Council—with the approval of the Council—may from time to time determine, and as a non-sectarian, non-party organisation, to work for the good of the Empire in every possible way.

The Building now occupied by the Branch contains the Secretary's Office and an extremely valuable library, which consists of reference books, magazines and many pamphlets and newspapers, which are from time to time being added to by the generosity of members and purchases made by the Library Committee. The Library is also a lending one, which is of interest to all members, who frequently avail themselves of its facilities. On the first floor are situated the Men's and also the Ladies' Lounge, Writing and Smoking Rooms, which are luxuriously furnished throughout, and as many members have discovered, are most soothing and restful after hurrying around the City on one of Sydney's typical summer days. Members can make use of these delightful rooms after any of the Lectures, when all repair to the first floor, where the rooms are tastefully decorated, and thrown open for the members to partake of refreshments, and generally to come together in that true friendly spirit, which always permeates these very pleasant gatherings. The third floor contains the Institute's Lecture Hall, which is indeed the veritable concrete link that assists in a material way to keep the aims and ideals of the Institute constantly before members.

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1903	£1,920,948	1908	£3,400,000	1909	£16,717,018	1922	£41,442,206

members when they meet to discuss the various addresses which have been delivered, and general topics of the day. Again, one might take the Lecture Hall as the starting place for most functions, as it is very closely allied with our whole work and objects. In addition it is of great value from a revenue point of view, and is let to other Societies. Many eminent men have, at the sacrifice of much time and personal convenience, given most interesting and instructive addresses on varied subjects, all of which have been well received, and many lectures and addresses have been given under the auspices of various societies throughout the year.

The N.S.W. Branch, consisting of some 1,100 members, many of whom are also members of the Navy League, is surely on the high-way, not only to becoming a boon to all its members, but to being a helpful and strengthening influence to all in the community; also to becoming a centre for the meeting of all bodies and Societies whose aims are kindred.

BUSINESS MEN AND TRAVELLERS.

The facilities and comfort offered to business men and travellers in general are unique—in fact, anyone whose business or pleasure takes him abroad, should, on that account, belong to the Sydney Branch of the Institute. As the Institute has Honorary Corresponding Secretaries throughout the Empire, and indeed the whole world, the advantages to members are unquestionable. There is no body or Institute in the World that can surpass it in its general usefulness to its members, and their welfare and hospitable treatment, more especially when one considers the very moderate membership fee amounting to £1 1s. 6d., which entitles one to all the Institute's privileges throughout the world. Should news or data be required by any member of any Branch it is the pleasant duty of the Secretary to collect the same from any quarter. For example, a member who wishes either to visit foreign lands or only to acquire first-hand information at home, can either bear a letter of introduction to the local Secretary, or make a written request to his home Secretary for certain information, which will be supplied as promptly as possible. A traveller will be taken in hand on arrival, and will be cared for and assisted generally. Again, a member can always be sure of a very warm welcome within the hospitable walls

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WRITE FOR BOOKLET.

of the Institute in London, and of coming in contact with a kindred spirit, whether he be a fresh arrival from Australia, New Zealand or Central Africa. It is well known that since the Great War there has been created a more general feeling of co-operation between the various Dominions and Dependencies of the Empire by the intermingling of troops from outlying posts, and, generally, from the knowledge gained of men and countries. It is to be sincerely hoped that the fresh impetus, which has gradually permeated the many Dominions will surely take a strong and lasting grip in the hearts of our fellow men in order to promote and preserve the unity of a great Empire.

The monthly Social Gatherings of members and their friends were inaugurated during the present year, and have proved of great interest to all members, and have tended to strengthen and bind that good fellowship, which is a very vital factor in the welfare and aims of the Institute.

The following programme for members and their friends is carried out regularly each month by the House and Social Committee—a Social Gathering of Members from 3.30 to 5.30 p.m., a Lecture at 4.30 p.m. (lasting some 40 minutes), and a Lecture or Address at 8 p.m. With the opening of Branches another important step forward was taken. The Fellowship subscription to a Branch or to the Institute in London now gives the right to use all the Branches, in addition to the London Headquarters. This greatly increases the attractions of membership. Increasing interest is being taken in the Library and Reading Rooms by members, and the splendid assortment of periodicals contained therein is much appreciated.

MONTHLY MAGAZINE.

All Fellows and Associates of the Institute have sent to them from London, post free, the Institute's Monthly Magazine, "United Empire," which aims at keeping its readers throughout the world posted on all current matters of Imperial interest. This is now under the editorship of Mr. Edward Salmon; it contains contributions by leading writers and well-known authorities on Empire subjects, in addition to the addresses and papers delivered at the Institute Sessional Meetings. "United Empire" has established its position as a well-informed and impartial journal, and its educational value is being more and more widely recognised. In the opinion of many of the Institute supporters "United Empire" alone is worth the membership subscription.



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Its objects are :-

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the NAVY at the REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every part of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy. IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEALS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self respect in the spirit of their Motto:-
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Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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

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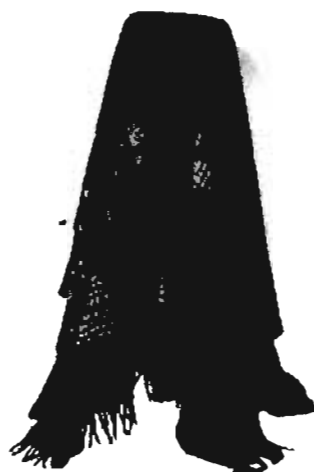
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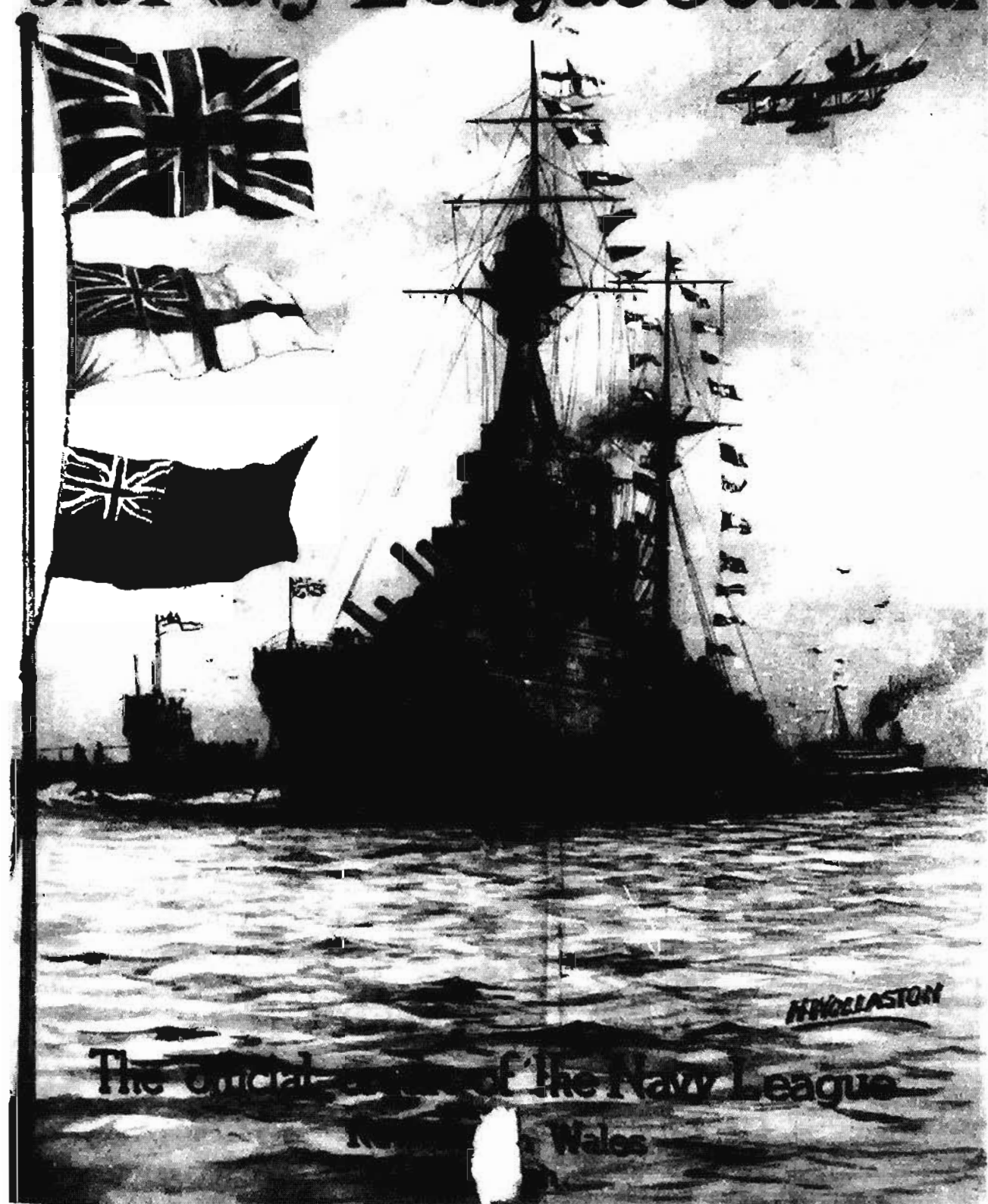
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VOL. 4. No. 11.

MARCH, 1924.

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The Navy League Journal

VOL. IV. NO. 11.

SYDNEY, MARCH, 1924.

PRICE 3D.

Country and Sea.

IN this Australian land of great distances, there are of necessity many people who live their lives far removed from the sea-board. It is a fact that a large percentage of them imagine that they have not the slightest interest in the sea. It is doubtful even if the visit of the Special Service Squadron of the British Navy, containing as it does the largest, swiftest, and most powerful battle cruiser in the world among its units, will arouse their enthusiasm. The time is perhaps opportune to remind our country friends that they are very vitally interested indeed in the sea, and in the Empire's ships of both navies, the fighting and the merchant, that move thereon. Country-folk are more or less engaged in primary production, and it is the results of their labours in this important sphere of our national wealth and stability, that principally cross the sea. Were it not for the sea, and the fact that the British Empire, owing to its geographic position and maritime initiative, has free use of it, primary production in Australia would stagnate. The reason is quite

simple. Local markets cannot absorb more than a fraction of a normal season's yield, and so exportation becomes imperative. And we would emphasise it is only by virtue of the fact that we have unrestricted use of the seas, that remunerative markets are available to this isolated land of ours. Until the day arrives when Australia is in a position to utilise locally the whole of what she reaps, the sea will be as vitally and as inseparably necessary to her economic existence as fresh air is to healthful life.

This being true, every Australian whether he be one thousand miles, or one mile from the sea, should be prepared to cheerfully support an organisation which, like the Navy League, has for its object the training, in its initial stages, of Australian boys to man Australian ships, and for disseminating knowledge calculated to stimulate our children to take an intelligent interest in our well tried and trusty shield the British Navy, the Royal Australian Navy, the Empire's mighty merchant marine, and the seas of all the world whereon they float.

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TELEPHONE

Benjamin Boyd

Owner of the celebrated Yacht, *Wanderer*; Founder of Boyd Town, Twofold Bay; Whaling Fleet Owner, etc.

BY CAPTAIN J. H. WATSON, F.R.A.N.Z.

(CONTINUED FROM FEBRUARY ISSUE)

The founding of Boyd Town involved the expenditure of vast sums of money, the materials for building having to be taken from Sydney, as well as all the workmen required for the purpose. A great deal of information respecting the career of Boyd is to be found in the weekly paper, the

In the same issue it is stated that the *Wanderer* had maintained her character as a fast vessel, having run the distance from heads to heads in the space of 24 hours. It is also stated that a post office had been established at Boyd Town and that the *Wanderer* had brought the first mail.

The best description of Boyd Town is to be found in the *Gazette* of the Australian colonies, by William Henry Wells, published in Sydney in 1848. To it sixteen pages are devoted, whilst the author is content to give four and a half lines to the Government township of Eden, its competitor in Twofold Bay. We are told that Boyd Town, "although but lately founded, is already a flourishing seaport enjoying a commerce of considerable importance; and being the key to the extensive Monaro country (whence an excellent road has



BENJAMIN BOYD.

Shipping Gazette, issued for the first time on the 23rd March, 1844 and which was discontinued on the 31st December, 1860; and for much that is written here that publication is the authority. In one of its earliest numbers amongst the arrivals from Boyd Town, Twofold Bay, is the *Wanderer*, R.Y.S. schooner, B. Boyd, Esq., and among the passengers she had, was Mr. O. W. Brierley, of whom more will be heard. There is also notified the departure of the schooner, *Harlequin*, for Boyd Town with forty-three immigrants; these by a paragraph seem to have been eight carpenters, four stonemasons and bricklayers, one plasterer, one smith, two stockmen, and fourteen labourers, the balance in numbers being made up of their families.



O. W. BRIERLEY.

been constructed), is the chief port of outlet for the south-eastern districts of N.S.W. Of the convenience, capacity, and safety of the anchorage, both at Boyd Town and East Boyd, Captain

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Stokes, R.N., Lieutenant Moore, R.N., Mr. Surveyor Tyers, and every other officer who has visited Twofold Bay speak in the highest terms. Both townships are named after their founder, Mr. B. Boyd, to whose spirit and individual enterprise must be ascribed every sign of advance and improvement which now greets the eye of the visitor to this fine bay." He then goes on to speak of the lighthouse which Boyd erected on Torarago Point, the South Head of the bay, built with Pyramont stone cut and dressed in Sydney, and carried up to a height of 75 feet, it being the finest building of its kind in Australia. But it is a lighthouse which never showed a light, as Boyd

heaving-down hulk, and every necessary mechanical assistance, abundance of water, and every description of provisions and vegetables, both Boyd and East Boyd are favourite resorts for shipping. The laying out of Boyd Town is in good taste. A handsome Gothic Church, the spire of which is visible twenty miles at sea, ranges of commodious stores, some 120 feet in length, well built brick houses, and neat verandah cottages, a splendid hotel in the Elizabethan style (one of the most unique establishments in the colony), large salting and boiling down houses, and various other substantial proofs of an increasing trade and commerce mark the rapid advance of this young and hitherto



TWOFOLD BAY, SHOWING WHARF.

was not prepared to give the guarantee the Government required as to the regular exposure of a light of a certain power.

Wells' description then goes on with some particulars of Boyd's whaling establishment at East Boyd, whence he says "nine sperm whalers now sail." From another source of information these appear in 1845 to have been the barques *William*, *June*, *Fame*, *Terror*, *British Sovereign*, *Robeca*, and *Luay Ann*, as also the schooner *Edward*, and the brig *Margaret*. This goodly array of vessels shows how the business of the port was improving when one owner alone had that number employed.

Continuing the description Wells says "There is a convenient jetty, 300 feet long, and as vessels seeking the port to refit have the advantage of a

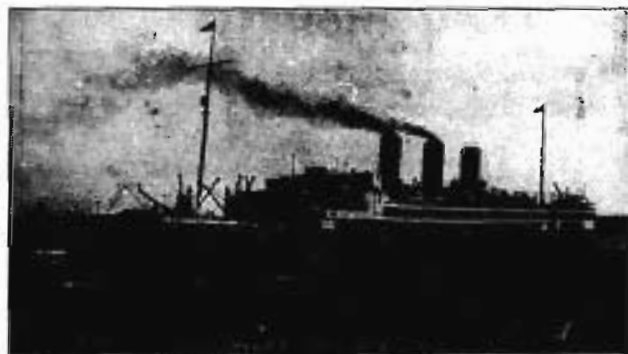
almost unknown part of the Pacific."

The ambitious efforts and hopes of Boyd seem to have been leading on to success and prosperity, but in another direction he must have been sorely tried by the ill fortune which attended his steamers.

The *Sea Horse* which, since the time of her arrival in June, 1841, had been making regular trips to Port Phillip and Hobart Town, according to her log book, "On the 5th June, 1843, at George Town Cove, got on shore, when the water was ten feet forward under her, and six feet ast; the ship heeled over at low water and strained very much; her bows above water appeared injured and strained. At flood she righted and got off; she reached Sydney on the 11th June." The actual meaning of what occurred at this time was,

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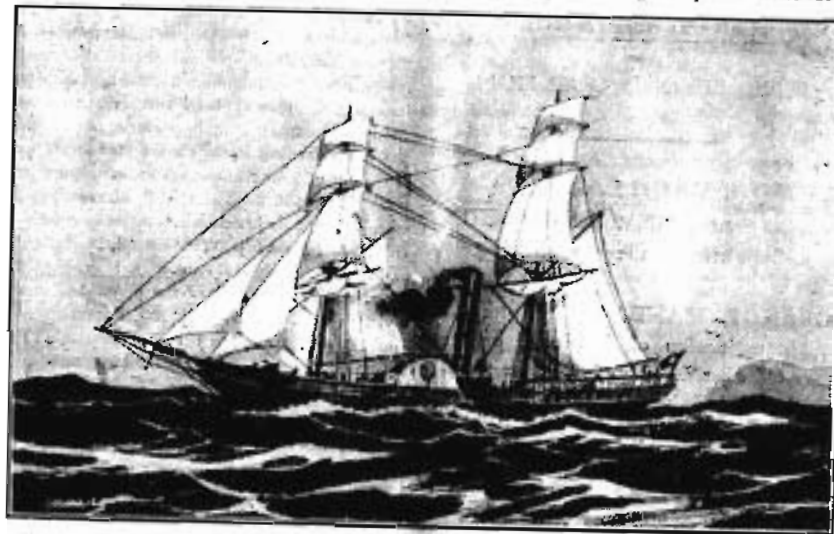
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that the centre of the keel rested on a rock which, as the tide fell, forced that portion upwards and she became hogged, or broken backed. As there was no dock in Australia, the vessel was laid up, and Boyd claimed from the Royal Exchange Assurance Company and other companies which had insured this ship the sum of £5,000 each as for total loss, equalling £25,000 in all. The companies refused to pay and Boyd brought an action against the company named for £5,000. This led to a long and costly lawsuit in the London

professional men. The report occupies three columns of the paper and concludes with these words, "The jury having expressed a desire to retire and take with them the policy of insurance, the survey, and some of the documentary evidence which the learned judge furnished them with, they withdrew to consider their verdict. In less than an hour they again appeared and returned a verdict for the defendants."

"The verdict was evidently a source of considerable surprise to the greater part of the crowded



PADDLE-WHEEL STEAMER, "SEA HORSE."

courts. A special commission was sent out to Australia to examine witnesses and the case came on in the Court of Queen's Bench, in the Guildhall on Monday, July 6th, 1846, before Lord Chief Justice Denman and a special jury. A very strong bar was engaged on both sides and the case occupied two days. The evidence taken on commission in Australia having been read, witnesses were called for the plaintiff. These included captains of vessels trading to Sydney and who had seen and examined the *Sea Horse*, and the carpenter of *H.M.S. Fly*, which vessel had been hove down in Mosman's Bay, as well as engineers and

court." The cross examination of Captain Hugh Maclay, who at Boyd's request had examined the *Sea Horse*, elicited the fact that "There were thirty-five persons on board to examine the vessel. There was a dinner given and Mr. Boyd was in the chair (laughter), and no champagne, but other wines (laughter)." Other witnesses gave similar evidence, which no doubt weakened Boyd's case.

Those who know anything of legal proceedings can readily understand that in this case the costs would be very large, and it is only natural to expect therefore that the plaintiff would appeal, which he did, and a new trial was asked for.

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In the meantime, and only three weeks after the trial in the Guildhall, a general meeting of the proprietors of the Royal Bank of Australia was held in the board room, No. 2 Moorgate Street, London, the chair being occupied by Mr. John W. Sutherland. Quoting from the report in the *Daily News* of July 31st, 1846, "The chairman said it was a matter of great gratification to him and the directors to have such a statement of the company's affairs as that for the past year to lay before the proprietors. He then read a letter from Mr. Benjamin Boyd, late member of the Legislative Council of New South Wales, and chairman of the Pastoral Association, upon the general affairs and prospects of the Bank under its able management in Australia. This appeared to the directors so good as to warrant them in proposing "that the half yearly payment for the current year should be at the rate of 6 per cent. per annum, free of income tax." Messrs. B. Boyd and J. P. Robinson were eulogised for their judicious and able superintendence. And Messrs. J. W. Sutherland, Mark Boyd and Joseph Phelps Robinson were re-elected directors, and the thanks of the proprietors were given to the manager, J. H. Rae, Esq., to Benjamin Boyd, Esq., and to J. P. Robinson, Esq., in Australia, for their exertions in the interests of the Company, and to the chairman."

To show the value of the information conveyed to the Board of Directors by Boyd, when in his report he says: "Cattle sold from £12 to £15 each and sheep 10/- to 25/-." The Sydney paper which reproduced the above meeting in its columns, has on the same day the market quotation: "Average price of fat cattle is 45/- and unshorn sheep 10/- to 12/- each," while at the time Boyd's accounts were closed on the preceding 31st January, fat cattle were 45/- to 65/- and sheep were realising 6/- to 7/9 each. No doubt owing to his enormous expenditure at Boyd Town, for which no return could be had, it was becoming necessary to put the best face on financial matters.

Boyd would be anxiously looking forward to his appeal, argument in which case was concluded on the 25th May, or nearly eleven months after the trial, but judgment was only delivered in July by Lord Chief Justice Denman. The whole case and facts are reviewed and reported in five columns of

Continued on page 22.

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THE NAVY LEAGUE.

The following message for 1924, signed by the Chairman (Sir Cyril Cobb) on behalf of the Executive has been circulated to all Branches of the Navy League throughout the world, as embodying the Parent League's considered opinion on the existing naval situation:—

THE Executive Committee is glad to be able to report that the year 1923 was marked by steady progress. It cannot, of course, be expected that the League should all at once obtain the strong support which it obtained from the Mother Country and the Empire when the growth of the German navy was threatening the very existence of the nation. But it may be recorded with satisfaction that in the year 1923 there was a re-birth of interest in the Navy and a growing realisation of the fact that, if Imperial unity is to be preserved, the fighting fleet must be maintained at a standard of strength sufficient to secure our sea communications against any possible attack. This, of course, has helped the League.

The Executive Committee has maintained throughout the year a steady policy of re-organisation—educational work both among adults and in the schools has been steadily expanded, and the efficiency of sea cadet corps and training ships has been well maintained. All possible support has been given to the policy which the responsible heads of the Navy have declared essential to the maintenance of a proper standard of sea power within the limits of the Washington treaties.

It is satisfactory that it has been found possible to organise a squadron consisting of our two most powerful battle cruisers *Hood* and *Repulse*, together with four light cruisers, to undertake a prolonged tour round the Empire. During the ten months of its absence from home waters it will visit all the principal States of the Empire, and will also bear the greetings of Britain to our friends in the United States. Some of the vessels will also visit South American ports. The voyage of these ships will be a valuable proof to our kinsmen overseas that British sea power is still a real and living thing—and that the Mother Country is prepared at all costs to maintain the unity of the Empire.

The Empire cruise, naturally, suggests the need

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of fuelling and repairing bases in the distant parts of the world where fleets may be required to operate, and this, as naturally, leads to consideration of the proposed naval base at Singapore. The expenditure of many millions of money on the provision of docks and repairing shops has, not unnaturally, been hotly challenged at a time when parsimonious spending is of the first importance. But the Admiralty has been able to present an indisputable case for this development—and that it is a matter of urgent necessity may be gathered from the fact that the Government of the Straits Settlements has purchased and presented the necessary land, and that the Governments of the Australasian Dominions have contributed their quota to the cost of equipping the base. Singapore is so situated that the establishment of a naval base there is demonstrably a defensive and not an aggressive measure. The project is, therefore, in line not only with the letter but also with the spirit of the Washington Treaties.

As regards new construction, the battleships *Nelson* and *Rodney* have made but slow progress, partly owing to the dispute which kept the boiler-makers out of work for many months. Details of other vessels are withheld from the public; but it may be said that constant experiment is going forward to meet the peculiar menaces revealed by the events of the war. The Prime Minister has announced that a number of light cruisers are to be built to replace the cruisers of the "County" class, and some of them will be put in hand at once in order to lessen the burden of unemployment. The Executive Committee think it right to draw the attention of the League to the fact that, whereas the construction of capital ships and other vessels over 20,000 tons is limited by the Washington Treaties, the competition of the Naval Powers in the construction of light cruisers threatens to become more pronounced. "In the country of the blind, the one-eyed is king," and, if the battleship—as this generation has known her—is ruled out by international convention the light cruiser will become the "capital ship," and the issue at sea will be decided by preponderance in this class.

The suggestions of the Anderson Committee for a reduction of Royal naval pay have met with little public support. The "business man"

reasoning that, because naval life appeals to the adventurous spirit of a number of young Britons, therefore the emoluments offered may be safely reduced below the standard which obtains on shore has been decisively rejected. It is recognised that life in the Navy has its special features and that if we are to keep a happy and self-respecting *personnel* the pay must be sufficient to maintain not only the sailor himself afloat, but also his wife and family in a position worthy of a sailor ashore. After all, the men we send to the uttermost parts of the earth represent Britain. They must be men who respect themselves and are worthy to be a type of the race. We shall not obtain such men if we are driven to rely on "recruits of hunger." The pre-war pay of the bluejacket was scandalously low, and the present scale only gives him what is his due, quite apart from any consideration of the scale of living. The Navy League will oppose any reduction in naval pay by all the means in its power.

No mention has been made of the aircraft required for work with the fleet, pending further information as to the suitability or otherwise of the proposals made by the Government for co-operation between the Board of Admiralty and the Air Ministry.

A word must be said in conclusion about the Merchant Navy. The experience of the war impressed upon the mind of the nation the fact which was well realised in Napoleonic days, "that the Royal Navy and the Merchant Navy are all one." Command of the sea is futile unless conditions, economic as well as military, permit the merchantman his lawful occasions. Unfortunately, the shipping trade during the past year or two has suffered from continued depression. Over a million tons of shipping have been laid up in our home ports. It is not within the province of the Navy League to propose a cure for this evil, but the Executive Committee calls upon all members to resist any policy which is likely still further to depress merchant shipping, and to support any policy which may increase its chance of activity.

The accession of the Labour Party to office makes it the more urgent that the League should receive wide-spread support in its endeavours to make the nation realise its dependence on Sea Power. There is no reason to think that the

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Labour Party are less desirous of supporting the safety, honour and welfare of our Sovereign and his Dominions than any other. But they are unfamiliar with the implications of Sea Power, and, therefore, patient, good humoured, and convincing work is the more demanded of members of the Navy League.

* Australia has not yet constituted her queen.
† This may also be said about Australia who will accompany H.M.S. Adelaide to England in April.

NAVY LEAGUE PATRON.

His Excellency the State Governor, Admiral Sir Dudley de Chair, through Commander Grant, has intimated that he is very glad indeed to become a patron of the Navy League, N.S.W. Branch.

NAVAL APPOINTMENTS.

The following appointments to the permanent naval forces of the Royal Australian Navy are announced from the Navy Office, Melbourne, to take effect from the dates mentioned:—
Lieutenant-Commander: Edward R. Lewis, D.S.C. to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, April 17; George P. Langford to Penguin as Deputy Superintendent and Master Attendant, February 7. Lieutenant: Hector M. L. Walker to Adelaide, April 1; John P. Tonkin to Penguin, April 1; Frederick Bolt to Cerberus, May 1; John H. Colby to Cerberus, additional for passage to United Kingdom for reversion to Royal Navy, March 7; Vincent K. Kennedy to Brisbane, College, March 27; John F. Raymond to Anzac, March 21; Arthur J. C. Tate to Geranium, February 26; William D. Hunter to Cerberus, additional, March 10, and to Platypus, April 1; Horace J. H. Thompson to Geranium, April 10; Samuel R. Symonds to Tigris, April 11; Gerald K. Price to Cerberus, additional, for passage to the United Kingdom for reversion to Royal Navy, April 30; Francis W. Heriot to Platypus, March 12; Jefferson H. Walker to Melbourne, March 15; Grenville M. Temple to Penguin, additional, March 15; (G.) Joseph Burnett to Penguin, additional, February 19, and to Adelaide, April 1; (G.) Jack L. Davies to Brisbane, April 1; (G.) Guy V. A. Phelps to Penguin, additional, April 1, and to Cerberus, additional, April 17; United Kingdom for reversion to Royal Navy, April 17; George W. T. Armistage to Sydney, April 9. Engineer-Lieutenant: Edward E. Tuckett and Samuel R. Baker to Cerberus additional, for passage to the United Kingdom for reversion to Royal Navy, February 15.

Chaplain: Rev. Francis B. C. Birch to Melbourne; Rev. Vivian W. Thompson to Brisbane; Rev. Alexander Tulloh to Adelaide, March 6.

Surgeon-Lieutenant: Jack McK. Woods to Adelaide, additional April 1.

Paymaster-Lieutenant: Theodore B. Nave to Penguin, additional, February 1.

Gunner: (T) Henry A. Bigden to Tasmania, March 1; (T) James A. Reynolds, D.S.M., to Cerberus, February 5; George Hill to Cerberus, additional, March 8.

Schoolmaster: Gladys Guest to Cerberus, February 13.

LOST HARBOUR.

Port That Phillip Missed.

BY T. TUCKERMAN

WHEN Governor Phillip had decided that Botany Bay was not a suitable site for the first British settlement in Australia he went north to seek for a better. He had nothing to guide him but the record of Cook's voyage and he decided to examine an inlet mentioned in that. This inlet was not Port Jackson which Cook had seen merely as a slight indentation in the coast. It has sometimes been assumed that it was Broken Bay but it is more probable that it was Port Stephens.

Cook had passed fairly close to the entrance to Port Stephens and had quite rightly concluded from the great depth of water off the entrance that it was probably a good harbour. By water Port Stephens is only 83 miles to the north of Port Jackson. If Phillip had gone up there a decentralisation committee might by now have recommended in vain that Sydney Harbour should be opened as a port and connected by railway with the rest of the State. A naval base might even have been established on Port Jackson and abandoned. But Phillip never saw Port Stephens. He looked into Port Jackson and found that it would serve his immediate needs.

As a result of an accident of history, 136 years ago, one of the very finest harbours in Australia serves to-day nothing but purely local uses. It has practically no overland communication with the rest of Australia. No railway touches its shores and there are only one or two roads to link it up with the rest of the State. Timber from the great forests that surround it and the fish and oysters which it produces in plenty are practically the only articles of commerce for which this magnificent waterway is used. Twenty years ago a decentralisation committee recommended that Port Stephens should be opened up at an estimated cost of £330,000, as a port for the northern and north western parts of New South Wales. It was considered that it would serve over 100,000 square miles, including some of the richest and most productive lands in the State or in Australia.

A few months ago the Railway Commissioners solemnly reported that they could see no justification for a branch line to any point on Port Stephens. Still more recently the State Cabinet rejected a proposal for a small jetty on the coastline of the harbour, put forward by some of those who are anxious to see the port developed.

RISE AND FALL OF SALAMANDER BAY.

Port Stephens has had no better luck with the Commonwealth than with the State. When Sir



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Joseph Cook, now High Commissioner, was Minister for the Navy, he admitted, speaking no doubt on expert advice, that the Naval College ought to have been at Port Stephens. He added, however, that as a heavy capital expenditure had been incurred at Jervis Bay it was too late to change. There the matter rested and still rests.

The undoubted advantages of Port Stephens led to the establishment of a sub-naval base at Salamander Bay. Many thousands of pounds were spent there. To-day a hulk, a clearing, a causeway, a road or two, a well, some fences, a house with a couple of tanks marked "reserved from sale," and a rather crazy jetty are about all that remains of the naval base. Even the jetty has been sold and no doubt will disappear in good time.

Yet Port Stephens is not only a fine natural harbour but has a wonderful geographical situation. To begin with it could have been made the deep water port for the northern coalfields and for the Hunter valley. Instead, vast sums have been spent in trying to turn the estuary of the Hunter into a deep-sea port. Much as has been done it cannot be said that the venture has been a startling success. Nature has made it easy to link up the Hunter with Port Stephens. The line is indicated by the very route by which most visitors reach Port Stephens to-day.

After crossing the Hunter River to Stockton they run to Saltash, a distance of 16 miles. For part of that distance the road skirts a branch of the Hunter estuary. For the rest it runs over the flat alluvial plain that lies at the back of the sandhills on the shores of the Stockton Bight. From Saltash passengers go by launch down Tilligerry Creek to Port Stephens. A dozen miles of excavation in easy country and a little deepening of the existing channels would have given a deepwater connection between the Hunter and Port Stephens.

Man has preferred to find an outlet by deepening the Hunter estuary. But Port Stephens is a natural harbour which could have been made the port for the valley of the Hunter and its tributaries with their coalfields and rich agricultural and pastoral lands.

UNUSED GATEWAY TO THE INTERIOR.

There is another point of great significance in the relation of Port Stephens to the Hunter basin.

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At the back of Sydney are the Blue Mountains across which it took 25 years to find a way. To-day all the traffic to and from the west climbs up and down these mountains by a most difficult route which attains a height of well over 3,000 feet. At the head of the Hunter there is a broad low passage to the interior by means of the Hunter Gate or Cassilis Gap.

Through this hollow between the New England plateau and the northern end of the Blue Mountains the western plains can be reached without ascending much more than 1,000 feet above sea level. It is the lowest crossing of the Dividing Range between the Kilmore Gap, used by the Melbourne-Sydney railway to reach the interior of Victoria, and the northern end of the Darling Downs in Queensland, a distance of well over 1,000 miles. Yet no railway uses the Hunter Gate, the natural route to the seaboard for a great part of the centre and west of New South Wales. Its very existence seems to be officially unknown though to geographers it is a capital feature in the orography of Australia.

Port Stephens is also the deepwater port for the North Coast of New South Wales. Further north bar harbours are made accessible to comparatively small craft at anything but small expense. But for hundreds of miles to the northward there is no really good natural harbour.

It has been objected that the land round Port Stephens is not rich. It is certainly richer than the land round Port Jackson. It produces much fine timber and could produce other things.

PORT STEPHENS AS A HARBOUR.

As a harbour Port Stephens has aroused the enthusiasm of naval surveyors and other experts who have examined it. It has a bold entrance, abundance of deep water in well-sheltered bays and no large rivers running into it to give trouble with silt. Much as the Hawkesbury cuts in behind Port Jackson so the northern tributaries of the Hunter collect the drainage from most of the country to the west of Port Stephens. They drain into the Hunter the whole eastern face of the Dividing Range.

The entrance to Port Stephens is partly masked by islands. Between Yaacaba Head and Toomere Head there is a channel 1,350 yards wide, with a minimum depth of 4½ fathoms at low water,

spring tides. In the middle of the channel there is from 6 to 8 fathoms. Within the heads the total area of the port is over twice as great as that of Port Jackson. It is true that a considerable part is occupied by sandbanks and shallows. But the area is so great that there is plenty of room left. And along the southern side, at Nelson Bay and Salamander Bay, are inlets perfectly sheltered and with plenty of water for any ship afloat to come close in shore.

Seven miles from the entrance are the Narrows, half-a-mile wide and leading to the inner part of the port. In the Narrows the depth ranges from 9 to 12 fathoms. It is several miles from the Narrows to the head of the port.

Enough has been said to indicate that nature intended Port Stephens for a great port. This is indicated both by the nature of the port itself and of its immediate surroundings and by the wider considerations of its relation to the Hunter Valley, the Hunter Gate and the North Coast.

To consider its suitability for a naval base in detail is a matter for experts. But in broad out-

line its position in relation to the coalfields, to the steelworks and subsidiary industries of Newcastle and to Sydney itself mark it out as the natural base for the defence of vital points on the eastern coast of Australia. It may be that we will long continue to make no commercial use of this magnificent harbour. But we cannot afford to neglect it altogether. It should be made to serve the defence, if not also the development of Australia.

At the invitation of Mr. R. H. Wade Balmain Company visited Richmond on the 8th inst. Trips Richmond are eagerly looked forward to by the cadets and the kindness received at the hands of the Richmond Company is appreciated.

The Wellington (N.Z.) branch of the League gave a ball in honour of Rear-Admiral Addison and officers during the visit of H.M.A.S. Melbourne to that port recently.

"The present British Empire has been assembled by means of the ocean-going steamships and railways. . . . The steamship made it and maintains it. It is cemented by steamships."—H. G. WELLS.

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A friend cannot be known in prosperity, and an enemy cannot be hidden in adversity.

True friends visit us in prosperity, only when invited, but in adversity they come without invitation.

—Thucydides.

ASK A FRIEND TO
JOIN THE
NAVY LEAGUE
TO-DAY.



OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

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

HEADQUARTERS' NOTES.

Officers-in-Charge of Cadets will be informed by letter of the arrangements being made by the League in connection with the forthcoming visit of the British Special Service Squadron.

In our report on "Navy League Activities" which appeared in the last number of the JOURNAL, the names of Mr. Smith and Mr. Wallace were inadvertently omitted. Mr. Smith has done excellent work in connection with the Balmain Company of Sea Cadets, and is one of the long-service officers of the movement. Mr. Wallace was associated with Drummoine Company, and did a tremendous amount of good work when the improvements to the depot were being effected.

We believe that Navy League Sea Cadets units will flourish most where officers-in-charge have the cordial support and the influence of the headmasters of the schools to assist them. Navy League activities must not be allowed to interfere with the school work of the boys, and if all Navy League officers bear this in mind, schoolmasters will far more readily co-operate with them. The benefits resulting from greater co-operation in this direction would very soon be made manifest.

On the 8th inst, Drummoine Depot was visited. The Chairman of the local committee (Mr J. J. Eyre) had sent his gardener down on the previous day to cut the grass which had grown considerably under the influence of the recent rains. The tidy appearance of the grounds and of the depot was commented upon by members of the Committee present.

The officer-in-charge (Mr. A. Wood, M.M.) placed a crew in the cutter, and pulled out into the stream for practice. Later the cadets showed their handiness at knots and bends and physical drill.

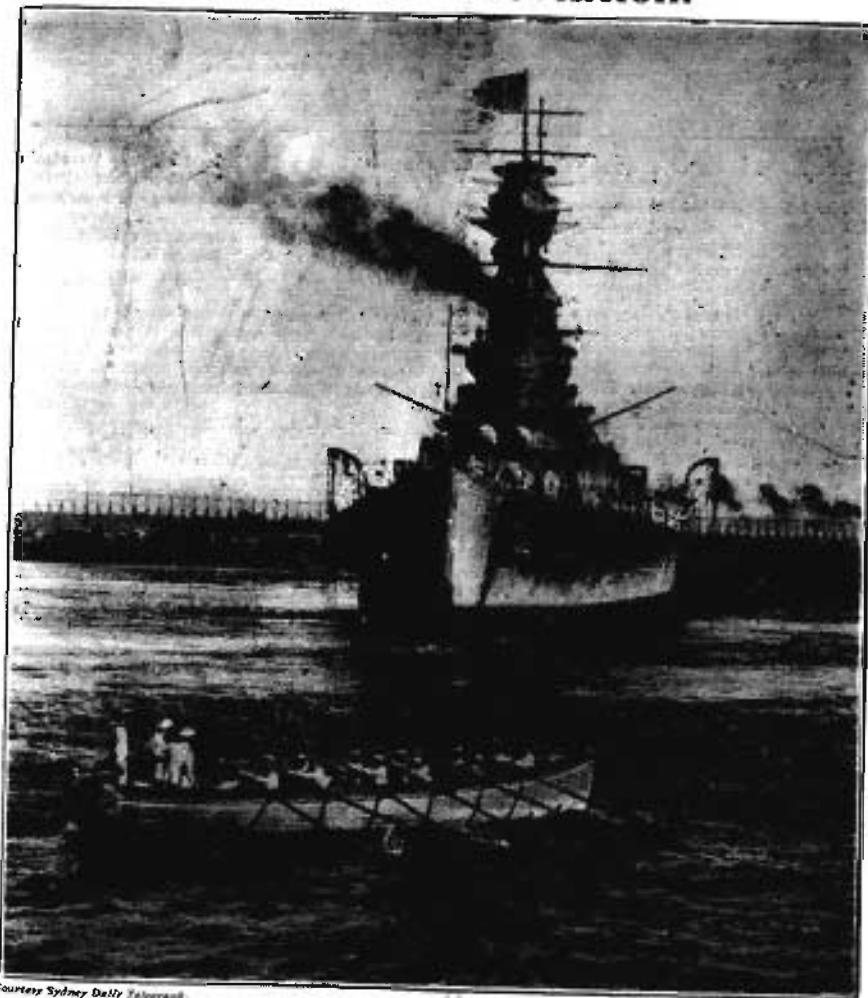
Petty-officer A. Parton gave an excellent exposition of boxing the mariner's compass, and also an exhibition of semaphore signalling.

Prior to dismissal the cadets were briefly addressed by Messrs. Eyre and Wilkinson and Captain Beale.

Messrs. Daniels, Cardwell, Buchanan and Brown members of the local Committee, were interested visitors.

Reports from Mr. R. H. Wade, officer-in-charge Richmond Sea Cadets, indicate a satisfactory state of affairs at this inland branch of the Navy League.

An Armed Leviathan.



Courtesy Sydney Daily Telegraph.

H.M.S. HOOD SWINGING ROUND IN
FREMANTLE HARBOUR.

SUB-BRANCH AND COMPANY NEWS.

Acting Officer-in-Charge, Balmain Company	Mr. F. GURR	Acting Officer-in-Charge, Bransmoor Company	Mr. A. GOSSE, M.B.
Hon. Secretary, Balmain Company	Mr. EDGAR FROCK	Hon. Secretary, Bransmoor Company	Mr. R. GARDNER
Officer-in-Charge, North Sydney Company	Mr. M. MACDONALD	Officer-in-Charge, Richmond Company	Mr. R. H. WADE
Hon. Secretary, North Sydney Company	Mr. A. A. HAMILTON	Hon. Secretary, Richmond Company	Mr. W. H. RAY
Officer-in-Charge, Concord Company	Mr. J. DICKINSON		
Hon. Secretary, Concord Company	Mr. R. JACKSON		

BALMAIN.

(Continued from Edgar Fidden)

Petty Officer R. Gaul has been promoted to Chief Petty Officer.

Cadet Caterson has been transferred from Richmond Company to this Company.

Bugler F. Humphrey has been accepted as a naval cadet, and is now on board H.M.A.S. "Tingira." In a letter to the officer-in-charge, he advises that he is quite at home, and is keenly interested in his preliminary lessons.

On the afternoon of Thursday, 28th March, the ex-Service Womens' Club entertained this Company at a Launch Picnic and Gypsy Tea at Athol Gardens. The launch "St. George" left Mori's Dock ferry wharf at 3 p.m., proceeded to Fort Macquarie for others, and conveyed the party to Athol Gardens, where afternoon tea was served and a Sport's Programme was decided. At 6.30 the launch again called at Fort Macquarie to pick up those who were unable to avail themselves of the 3 o'clock boat. On arrival, the visitors were entertained at tea, after which the many handsome prizes given for the different events were presented by Dr. Little (President Ex-Service Womens' Club). The outing was one of the most enjoyable the Company has yet had.

At the conclusion of the presentations Mr. T. Fox (President of the Company) expressed thanks to the ladies for their kindness. Dr. Little briefly responding on behalf of the Club.

The opportunity is taken through these columns to again thank those good people for such an enjoyable and memorable day.

The following are the results of the races:—Egg and Spoon Race—1st heat, G. Bellini; 2nd heat, A. Morier; 3rd heat, C. Hemsley. Final—C. Hemsley. Pea-nut Scramble—C. Hemsley. Three-legged Race—1st heat, V. Rendall and C. Hemsley; 2nd heat, G. Westerburg and C. Moore; 3rd heat—L. Wilson and W. Dines. Final—V. Rendall and C. Hemsley. Bob Apples—C. Hemsley and A. Overall. Little Girls' Races (2)—Miss Joyce Fidden. Little Girls' Doubles Race—1st, Miss J. Fidden and G. Bellini; 2nd, Miss

Sheila Graham and J. Gurre. Ex-Service Womens' Race—1st heat, Miss J. Kelly; 2nd heat, Misses Wilkinson and Smith dead heat; 3rd heat, Miss Kelso King. It was too dark to run the final of this event and lots were drawn, Miss Kelly being the lucky lady. Wheel Barrow Race—1st heat, V. Rendall and G. Bellini; 2nd heat, K. Evans and E. Billing; 3rd heat, L. Hayward and R. Lyons. These prizes were also drawn for on account of the darkness, and resulted in L. Hayward and R. Lyons winning. Leap Frog—1st heat, L. Hayward and R. Lyons; 2nd heat, A. Overall and C. Hemsley. Final—A. Overall and C. Hemsley.

NORTH SYDNEY

NEW ENTRIES: Sea Cadets E. Deacon, G. Harler, E. Egan, R. Cliff, J. West, W. Bridge, A. Batty, A. Davis, E. Moran, H. Coste, C. Last, Cyril Last, A. McDermott, F. Huntsman, T. King, M. McHatchison and H. Fick

DISCHARGES: Cadets J. Bindon, W. Smith and L. Walker (own request); W. McWilliam, F. Rance, L. Nixon and M. Lyne (non-attendance at drill).

PROMOTIONS: Ldg. Sea Cadet G. Hornby to be Petty Officer; Ldg. Sea Cadet L. Butcher to be Petty Officer (signals)

To Cadets R. Deacon and A. Greick, who are leaving the Company for a "life on the ocean wave," we offer our heartfelt wishes for their future well-being and success.

This Company's thanks are due to Mr. Doyle who very kindly presented us with a set of new boxing gloves.

Petty Officer Roberts has received at the hands of Mrs. M. Mayne, a silver medal for proficiency, and Ldg. Sea Cadet J. Towner was the recipient of a Bo's'n's whistle.

Within the next fortnight we expect to have electric light installed in the depot.

By the end of May the North Sydney Depot



A Yachting Thrill—All in the Day's Pleasure.

should be ready for an Admiral's inspection with one hundred cadets on parade.

North Sydney Council has very kindly given permission to this sub-branch to erect a signalling mast alongside the depot. This we hope to do at an early date.

From Mrs. H. Hillier we have received several books. These will be added to our depot library. Our thanks, Mrs. Hillier.

VISIT OF BRITISH SQUADRON.

The Navy League will tender a banquet to Vice-Admiral Field and Senior Officers of the British Special Service Squadron at the Australia Hotel on the evening of the 14th April.

Early applications for tickets should be made to the Honorary Secretary, the Navy League, Royal Naval House, Sydney, which will be available to members at two guineas each.

Members of the Ancient Mariners' League reunited on board the steamer Baragoola on March 8 for their annual festivities on Sydney Harbour. In His Excellency the State Governor, the mariners had the company of a fellow seaman and distinguished guest.

NAVAL MOVEMENTS.

Vessels of the Royal Australian Squadron will return to Sydney on March 20.

The Special Service Squadron of the Royal Navy will arrive at Sydney on April 9th. The battle cruisers Hood and Repulse will remain in port until April 20, when they will leave for New Zealand.

The light cruisers will proceed to Brisbane on April 12, returning to Sydney April 24. They are scheduled to depart for the sister Dominion, accompanied by H.M.A.S. Adelaide, on 26th April.

During their stay at Sydney, H.M.S. Hood will anchor between Fort Denison and Kirribilli, and the Repulse will lie in Athol Bight.

The ex-battle cruiser Australia (or what remains of her) is to be sunk off Sydney Heads on 12th April. According to the Minister for Defence (Mr. Bowden, M.P.) the light cruisers of the British Special Service Squadron, together with R.A.N. Units will be present at the burial. The battle cruisers Hood and Repulse will not be there.

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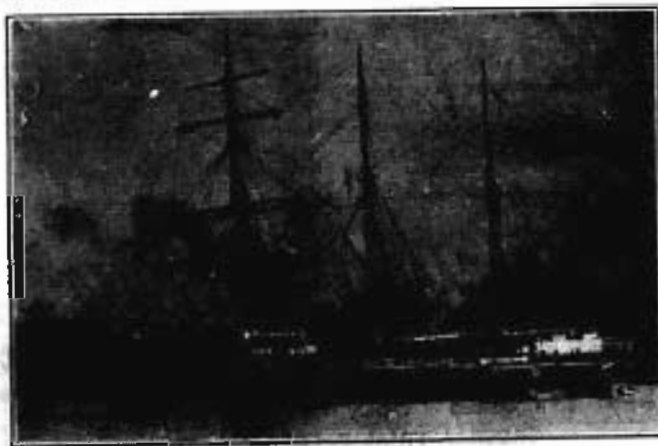
ORDER A TRIAL PACKET AT ONCE.



The accompanying illustrations depict the barquentine "Lindstol" (top), as she was a few years ago: (bottom) as she is to-day. This vessel is of 384 tons register, and until a year or so ago was engaged in the New Zealand timber trade. For the past year she has been laid up in Sydney Harbour. A few days ago she was acquired on lease by the Concord Sub-branch of the Navy League and after undergoing a thorough spring cleaning by the local cadets, will be used as a depot.

The "Lindstol" was recently towed from Balmain and now lies moored off Cabarita Point in the Parramatta River.

An ambition of the Officer in Charge (Mr. J. Docking) is to make his Company one of the strongest and most efficient in the Navy League Sea Cadet Corps. We offer our congratulations to Mr. Docking and his colleagues on their initiative and success, and trust that the support they merit will be accorded them by Navy Leaguers and others interested.



A Grave of Destiny.

BY HUGHADRIEN-GENERAL D. R. CAMPBELL.

THE question is being asked: Is there no better way of ending the fighting career of the "Australia" than sinking her off our shores, as proposed by the Federal Government?

She commanded Australian waters so fully in our day of need that all must grieve at her passing from us in one way or another. If sinking her be not adopted, she must, in accordance with the terms of the Washington Treaty, be so mutilated as to deprive her of the dignity and power of a protecting warship, and so leave her nothing more than a helpless and disfigured hulk. Is that an end to be wished for?

Her case is quite unlike that of H.M.S. "Victory," which passed out of the line just as she was when she carried to victory the great Nelson, and so she has remained an object of admiration and veneration to generations of Britons

as an effective war vessel of her class and time—even though the passage of years and the triumphs of inventive genius have rendered her obsolete as a fighting craft. So she survives.

The case of the "Australia" is more like that of a fateful old war horse, whose failing powers prevent further services to his master and bring on the inevitable parting. A broken heart may solve the problem occasionally, as in that charming story of Ian Maclaren's, "A doctor of the old School"; but ordinarily stronger measures have to be taken to ward off in all kindness the unavoidable decay and misery. There is no possibility of a broken heart solving the riddle of the "Australia," and the mutilation necessary, in order to comply with the terms of the Washington Treaty, seems to leave no other fitting course open than what is now proposed.

But her passing away in honour need not be deplored. Rather should it provide us with a lasting memory of a vessel which many times over justified everything spent upon her, and the

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gallant men that sailed in her—a very preparation for war indeed which manifestly kept war and its horrors away from these shores—and beget in us a high resolve that her lesson shall not be forgotten, and that she shall sink, but to rise again, in some better means of defence more in keeping with the conditions of the present day.

There is one suggestion, however, to make. Let her sinking be in some deep spot within the three-mile limit, where she will rest on Australian soil; and let not her burial be the occasion for another Australian holiday, but let it fashion itself like unto that of the hero of Corunna, "darkly at dead of night"—and her only escort, the visiting Imperial Service Squadron and her old comrades of the Royal Australian Navy.

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please patronise Advertisers in the
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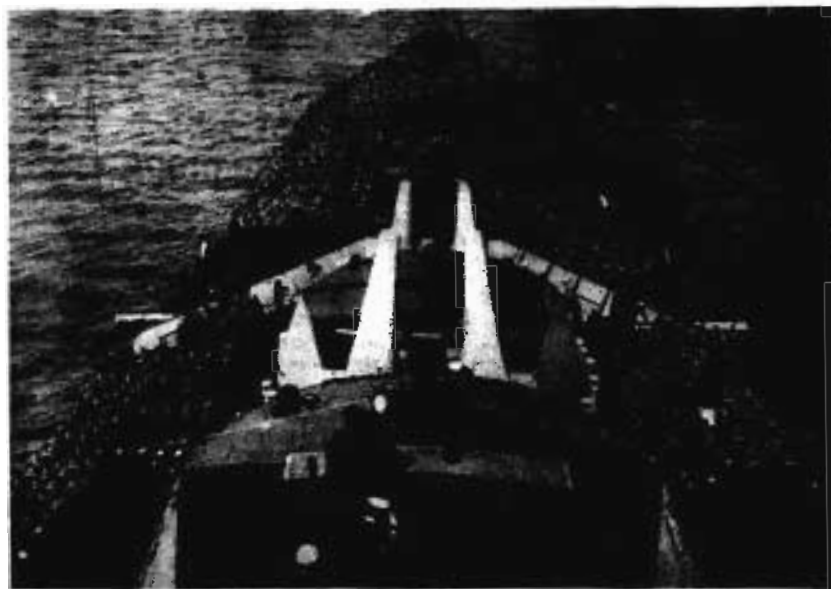
BEN BOYD—Continued from page 8.

the *London Shipping and Mercantile Gazette* and concludes with six words, "Rule discharged in all points," which being interpreted means Boyd lost the case. To add to Boyd's anxieties, the steamers *Junno* and *Cornubia* remained unemployed the greater portion of the time they were in his possession, with occasional trips to Port Phillip up to 1847, when in October of that year the *Junno* is loading at the Circular Wharf for Port Phillip and Adelaide, and on the 21st left for those ports under command of Captain Kirsopp with a large cargo and about sixty passengers. The object of this trip was to open steam communication with the western colonies, this being another of the ambitious schemes of Boyd; and the *South Australian Gazette* of November, 1847, gives a long account of "a banquet to Captain Kirsopp, R.N." (although that name does not appear in the navy list of that year). All the leading professional and mercantile men were present, and the occasion was recognised as commemorating a most important event. The health of Mr. Boyd, the owner of the *Junno*, and prosperity to him was proposed and responded to.

Samuel Sidney, the author of "The Three Colonies of Australia," in that work, which was published in London in 1852, speaks of Boyd as "a fair specimen of the baughty, gentlemanly, selfish class he represented," who, when "he had only been eighteen months in the colony, employed two hundred shepherds and stockmen, besides artificers. He was building a town at Twofold Bay, had two steamboats, and a schooner yacht, the *Wanderer*. He had devised a scheme for saving labour by putting three thousand sheep instead of eight hundred under the care of one shepherd."

Even at this time, 1843, Boyd was a man of some importance, for Sidney describes him as "A man with an apparently unlimited capital, an imposing personal appearance, fluent oratory, and a fair share of commercial acuteness, acquired on the Stock Exchange, at once and deservedly placed him at the head of squatocracy. His aim was the possession of a million sheep. He was the chief of the hundred thousand sheepmen, with whom he combined to obtain fixity of tenure for their sheep

THE CREW OF H.M.S. REPULSE



Courtesy "Sydney Mail"

When human nature ceases to be what it is, and what it has been since the dawn of history, nations may feel justified in abolishing navies as we know them, but from our observations among many peoples in many lands, we think that such abolition would be followed by methods of offence and defence of far greater destructiveness and effectiveness. Frankly, we don't believe that the gracious ideal of international brotherhood is possible on earth. The closest we shall ever get it to on this grand old planet is in death.

pastures, to put down small settlers, and reduce wages.

It is also said by this author that so unpopular was Boyd with the working population in the country that he dare not visit his stations until the time that the Police-Magistrate, with a police guard, made his annual round.

During the few years that Boyd was in New South Wales he had entered extensively into the whaling industry. His large fleet rendezvoused at Boyd Town, and also at Mosman's Bay, which in the 40's was the principal ship-repairing depot in

Port Jackson, and ships for London loaded whale-oil there and completed their cargoes at Sydney. His small coasters brought his wool from Twofold Bay to Neutral Bay, where he had a wool-washing dam, and it was there prepared for shipment. The remains of the dam are still to be seen there, but the grounds have been built over and its identity has been lost. In the *Illustrated Sydney News* of 1855 there is a picture which shows Craignathan House in the centre, with a three-storied building on its left close to the water's edge; and it was between this and the present wharf that Boyd cut

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out in the solid rock a tank forty-five feet square and eighteen feet deep, from which he supplied shipping with water.

The newspapers of the day in their shipping columns, tell us the story of Boyd Town—it was during the period under consideration—next in importance on the coast to Sydney; and a constant succession of vessels seem to be passing in and out of its waters. All the steamers to Melbourne and Hobart called there; barques loaded cattle and sheep there regularly for New Zealand and Van Diemen's Land; hides, tallow and wool were shipped for Sydney to be transhipped in ships loading for London.

There must have been some controlling power on the spot to look after all this commercial activity. Boyd himself could not be always there, his presence was necessary in Sydney, the headquarters of his business.

Might it be suggested that this element was supplied by a shipmate in the *Wanderer* of Boyd's

Mr. Oswald Brierley?

The keynote of this is to be found in a letter addressed by a correspondent at Boyd Town in October, 1845, to the *Melbourne Courier* of November 3rd, wherein it is said that "Up to this time the whaling party established there by Mr. Boyd had succeeded in taking eleven large 'right whales,' a larger quantity than has been killed in that bay for a number of years back. This extraordinary success is mainly attributed to the superior management of Mr. Brierley, the young gentleman who has the general direction of the establishment this season."

It may not be out of place here to say a few words about Mr. Brierley, afterwards Sir Oswald Walter Brierley, marine artist to Queen Victoria. That he was closely associated with Boyd there is no doubt, as he came out with him from England, and his cottage with its garden and mulberry trees are favourite resorts for tourists at East Boyd. In the New South Wales Almanac and Remembrancer for 1848 his name appears as a magistrate at Boyd

Town. His name is also closely associated with Mosman's Bay, for on the dining-room wall at Oswald Blossome's house, "The Rangers" he painted his celebrated picture of "H.M.S. *Rattlesnake* in a gale off the Island of Timor, November, 1848." Mr. George Evans has in his possession Brierley's picture of the arrival in Port Jackson of the *Wanderer*; and he painted the "Two *Wanderers*," by which it is evident there was another yacht of the same name before the *Wanderer* of Boyd fame came out from England. Then there is "The Trial Trip of the *Seashore*." "The *Onitaea* off 'Twofold Bay' is commemorative of his visit to Australia in 1867 with the Duke of Edinburgh; and the picture in the Art Gallery, "South Sea Whaling off Twofold Bay," recalls his connection with Boyd.

The Musman's Bay of Boyd and Brierley's time can scarcely be recognised as the Musman of today. A sketch of it in 1846 shows a ship "hove down close to the present tram terminus, and several large stores and accommodation-house for the use of the crews of the ships being so treated. The only road then was made from "The Rangers" to the wharf by Mr. Stuart Russell, the author of

"The Genesis of Queensland," at a very great cost, this gentleman having succeeded Mr. Blossome at "The Rangers." A correspondent in the *Herald*, who signed "S.F.," tells us that Brierley returned to England in the ship *Helen Baird*, and fixes the date as shortly after the foundation stone of the Exchange was laid. This event took place on the 25th August, 1853, and by a reference to the press the *Helen Baird* sailed on the 30th September, but the name of Mr. Brierley does not appear in the published passenger list.

But to return to Mr. Boyd, who appears to have been judged differently by writers of his day. The *Heads of the People*, a small illustrated paper published in 1847, devotes some space in its issue of Saturday, 1st May, to the "vexed and complicated labour question," and says: "It is not known that to Benjamin Boyd, Esq., of Church Hill, the colony is indebted for the initiative of an experiment which, so far as it concerns the real and practical effects of civilization and the blessings of Christianity, will do more to solve a most difficult problem in colonization than all the efforts of the South Sea missionaries can possibly effect for a

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century to come."

It then goes on to say that Mr. Boyd's arrival "for the purpose of organising the extensive ramifications of the Royal Bank of Australia, was one of the chief causes of the favorable reaction in the monetary arrangements of the colony."

It further says that: "It is unnecessary to dwell on the long and angry discussions which for many months past have agitated this colony in respect to the best mode of answering that pressing question 'How is labor to be obtained?' It then enters at considerable length into the manner in which Boyd thought to solve the riddle, which briefly told is as follows, gathered from the shipping news of the day: "April 20th, 1847 From New Hebrides via Boyd Town, the schooner *Velocity*, Captain Kirsopp. The *Velocity* sailed hence for the Islands on the 31st January for the purpose of bringing on to Sydney a number of native labourers for Messrs. Boyd & Co. In this mission Captain Kirsopp has been very successful, having obtained sixty-five strong able bodied men, viz, twenty-six from the Island of Tanna, twenty-three from Lafou, and sixteen from Aniam. Sixty-two of these have

been landed at Boyd Town, and from thence would be forwarded to Maneroo, to be employed as shepherds, the other three have been brought on to Sydney as a specimen of the kind of men they are." Captain Kirsopp, having been so fortunate in this venture, was again dispatched on a similar mission, and returned this time with fifty-four men and three women. "Arrived September 24th, 1847, *Portenia*, brig, 222 tons, Captain Lancaster, sixty-four native labourers, four native women, two native boys."

The report says the *Portenia* is to be dispatched for a further supply.

A ship arriving in December says it is extremely difficult to get the natives of these Islands to come on board for cleaning up on account of the visits of the *Velocity* and *Portenia*. They believe all the men taken away to be dead, and in accordance with an old custom, they killed all the women, the wives of those men.

Now what was Mr. Boyd's motive in bringing into the colony these native islanders? Is he to be credited with a philanthropic spirit or a desire to Christianising these heathens? If we read

between the lines, the object was evidently to work his stations cheaply. His losses up to this time by unremunerative investments must have been enormous. And to add to them, at the very time he was landing his first lot of island boys, his barque, the *British Sovereign*, of 359 tons, was wrecked on the Sandwich Island and the crew barbarously murdered. The report of this disaster says the vessel was uninsured.

The end was now fast approaching, and when the shareholders in London had become thoroughly dissatisfied, Boyd was removed. "The Dictionary of National Biography" tells us that they allowed him to retain three whalers—the *Wanderer*, and some land at Norfolk Bay. The Bank was eventually wound up, and the shareholders, in addition to losing their capital, had to make good a deficiency of £80,000.

There is something exceedingly pathetic in the short and bare notice of the departure of the *Wanderer* from Sydney on October 26th, 1849. It reads thus:—

"*Wanderer*, R.V.S., Mr. B. Boyd, owner."

No tonnage, no passengers, no guns fired, no crowds to see her off, as seven years ago assembled on the heights overlooking Sydney Cove to welcome the yacht and its owner, who had come with such a flourish of trumpets. What must have been the feeling of Boyd as he left the mooring, and sailed down the harbour, passing Neutral Bay, then almost in its state of natural beauty, the scene of his residence and works, commemorated now by the Ben Boyd Road; then a view of Mosman's Bay, where his ships went for repairs, and he had no doubt friends residing, for even then there were residences scattered about in the bush, notably "Rangers," Oswald Bloxsome, and "The Nest," built by Mosman; and finally out through the Heads, reminiscent of his friend Brierley, who had put on canvas his celebrated yacht passing in, on her first appearance in New South Wales waters.

But Boyd was not a man to be long despondent, of a sanguine temperament and a genial disposition he would soon shake off any feeling which his financial difficulties had caused, and would look forward to future success, as in his floating home

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TOTAL ASSETS, June 30th, 1922 - £41,445,208.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1884	£51,865	1878	£2,049,994	1892	£13,050,898	1913	£24,525,044
1888	£1,920,940	1892	£3,466,521	1903	£14,717,918	1922	£41,445,208

he skimmed the eastern sea for the golden land of California. Boyd, no doubt, like hundreds of people in Sydney, had the gold fever. The news that gold had been discovered in California was not long in reaching Sydney, and every week saw ships leaving for San Francisco carrying away those who hoped to become rich on the diggings.

In the week in which the *Wanderer* sailed, five vessels took their departure for that port, each one taking passengers. One of Boyd's own whalers (or rather that had been his), the *Fame*, a barque of 202 tons, under command of Captain Bradley, was among the number.

Little is known of Boyd's doings in America as the opportunities of obtaining information are few; but Captain Audley Coote communicated to the Honorary Secretary of the Royal Australian Historical Society, Sydney, that whilst on his way to Washington in 1894 he saw Mr. Frank Aaron (son of the late Dr. Aaron, of Sydney) who left Sydney for California in 1849. Mr. Aaron told him that before he left, Ben Boyd had arranged with him to go to Twofold Bay and bring the *Wanderer* up to Sydney as she had been left there without a captain; but he did not go. Mr. Aaron left for California shortly afterwards, and was in San Francisco when the *Wanderer* arrived there.

A few days after his arrival, Ben Boyd, Frank Aaron and seven or eight South Sea Islanders (the crew of the *Wanderer*) all went together to the gold diggings. They were not successful, and returned to San Francisco, where Boyd arranged with Aaron to be his sailing master (or captain) and take the *Wanderer* back to Sydney; but, at the last moment, Boyd changed his mind, and engaged an American named Ottiwell in that capacity, and who brought the yacht on to Australia.

Mr. John Webster who for some years had resided at Hokiang, New Zealand, supplies the truer version in his book published for private circulation, "The last cruise of the *Wanderer*, R.Y.S.", but which is undated, although in the preface it is stated to be "after so great a lapse of time."

He tells us that "Boyd decided, when in California, upon a cruise among the islands of the

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Uncalled Capital	-	-	875,000
Reserve Fund	-	-	95,000
Perpetual Deposit with Government	-	-	20,000

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Pacific. And the writer (himself) equally a lover of strange scenes and romantic adventures decided upon joining him." He tells us also that Boyd had a definite object in view. This was to establish "a Papuan Republic or Confederation; to lay the foundation stone of some sort of social and political organisation on which the simple machinery of an independent state might be afterwards erected."

As only the newspaper shipping reports have from time to time described the *Wanderer*, and these have not always been the same, it may be as well here to give Mr. Webster's description. He says—"The *Wanderer* was a very handsome and fast-sailing topsail schooner of 240 tons O.M., she had a flush deck; her cabins were fitted up with every possible attention to convenience, and with great elegance. Her armament consisted of four brass deck guns, two six pounders, and two four pounders, mounted on carriages, resembling Dolphins, four two pounders, rail guns, two on each side, and one brass twelve pounder traversing gun ("Long Tom") which had done service at Waterloo. In all, thirteen serviceable guns. Besides these there were two small highly ornamental guns used for firing signals. These were said to have been obtained from the wreck of the *Royal George* at Spithead, and a coat of arms traceable upon them was supposed to be that of Admiral Kempenfeldt. There was ample stores of round shot and grape for the guns, and a due proportion of small arms, boarding-pikes and tomahawks.

She was accompanied by a tender, a schooner named the *Ariel*, of 120 tons, purchased in San Francisco. Mr. Webster was Captain of the *Ariel*, but quitted her to join the *Wanderer*, giving the command of the tender to a Mr. Bradley.

As the tender forms no part of our interest in the *Wanderer*, it may be mentioned that she parted from the *Wanderer* with instructions in writing as to a rendezvous, but was not heard of again during the cruise. A Mr. William Ottiwell was engaged as Captain, Mr. George Crawford being mate, and with Mr. John Webster, a Mr. Gillbank Barnes and Mr. Boyd were the five Europeans on board, the crew consisting of natives of the islands. It is doubtful from Webster's account whether the de-



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parture from the "Golden Gate" took place on the 3rd, or the 4th June, 1851, it is very ambiguously expressed in his opening chapter, although it is not a material point in the story.

It is not necessary to follow the *Wanderer* across the Pacific and through the first four chapters of "the cruise," but on the 10th of September we find her entering a lovely harbour on the north-west of the Island of San Cristoval, called by the natives Marau, but which Boyd named Wanderer's Bay. Here they remained some days, taking in water and firewood and repairing their sails and gear. On the 17th they put to sea for a cruise along the coast in search of the *drial*, when at midnight it blew a gale and the foreyard carried away. They then stood in to the shore, entered a land-locked harbour called Makira, a little to the north of their former anchorage. Here it was necessary to procure a new yard, so having selected a likely tree it was felled, and Crawford undertook the task of making the yard. By the 1st of October this was accomplished, but whilst Crawford was at work on his spar, the others made frequent excursions in the island, shooting being the sport engaged in, as game was very plentiful. The natives on the whole were very friendly, and much bartering and trade were done. It will be well, in view of what took place in 1854, to bear this in mind, as this visit to San Cristoval will form a particular feature in an investigation which the Sydney public were interested in. On the 6th of October the *Wanderer* left Makira Bay and met with baffling winds and calms, but on the 14th the yacht being becalmed was towed into a beautifully sheltered cove and anchored in fifteen fathoms of water, to the accompaniment of yells and shouts from crowds of armed natives who had followed the yacht along the coast.

(TO BE CONCLUDED.)

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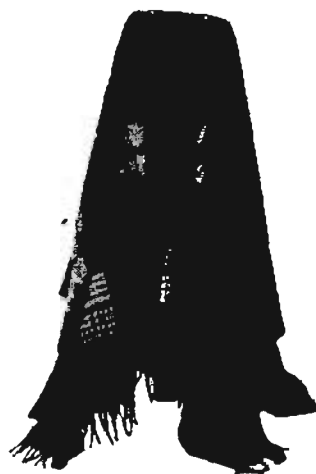
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