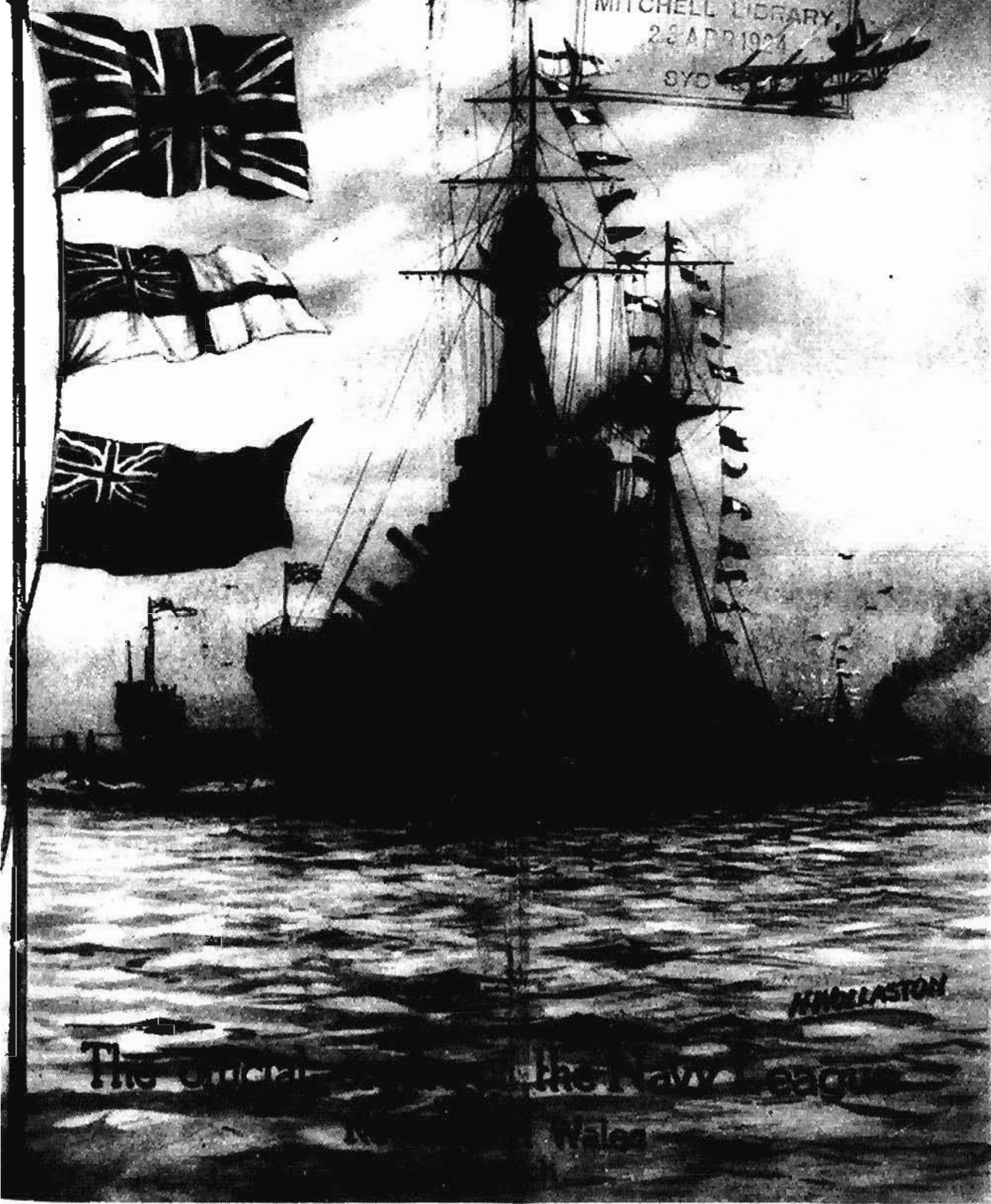


# The Navy League Journal

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# The Navy League Journal

VOL. IV. No. 13.

SYDNEY, APRIL, 1924.

PRICE 3d.

## THE VISIT of the BRITISH WARSHIPS.

WHEN the ships of the Special Service Squadron return to England, their crews will in due course be granted home leave. Then will begin in favour of Australia—and of things Australian—one of the most effective publicity campaigns our land has ever enjoyed. The cost to the Commonwealth Treasury will be nil.

As emissaries of emigration, without pay, the sailors will spread the glad tidings that a great and almost empty Continent overflows with healthful sunshine and limitless opportunities. Their tales of the prosperity of our people as a whole, will decide hundreds of their countrymen's future. Towards the end of the present year a rising tide of interest in the Commonwealth will assuredly ripple along the corridors of Australia House from the uttermost parts of Britain; and it is to be hoped that our recently created Migration and Settlement Department will rise to the occa-

sion and divert it at the flood to absorptive fields here. It is an opportunity not to be missed, an opportunity that the supporters of the White Australia policy must seize with both hands, lest it pass by.

In addition to any material benefits, direct or indirect, which may accrue to us, the visit of the "S.S.S." has proved to the Empire and to the wide world that Australia, by the spontaneity and warm heartedness of its welcome, is as inseparably a part of the Motherland as a child is of its parents.

It is a matter for rejoicing that between the old country and this healthily maturing youngster, Australia, there is an unwritten and unvoiced deed of partnership which, sealed with the potent force of sentiment, shall never be broken so long as our honour remains untarnished and the language of our fathers is spoken.

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## CAPTAIN COOK

BY CAPT J. H. WATSON, F.R.H.S.A.

WITH the approach of the anniversary of the landing of Captain Cook at Botany Bay, there have appeared in the press various items of more or less interest with regard to incident connected with his life and career.

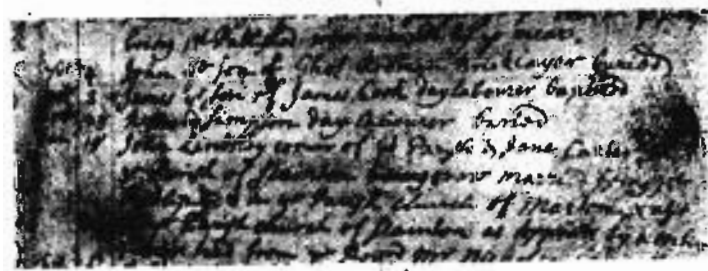
The most important of these, from my point of view, is the publication in the *Sydney Morning Herald* on the 15th of March last of a "Dimensional Sketch of H.M.S. Endeavour," as she was called in the official language of the day "The Endeavour Bark."

Being thus described has led to endless controversy, principally caused by people without any knowledge of the distinctions of the rig of ships, or of the various technicalities conveyed in a seaman's language as used in description or log book, and as she was by Admiralty instructions

and handed the main and miz'n topsails, and got down topg't yards," but no where is there any reference to a mizen top gallant yard or sail. Captain Bayldon has that in view in his sketch.

There has also been many letters in the paper with reference to Cook's birth place, what his father was, about his descendants, and the monuments that have been erected to him. Nearly all these things are fully explained in "Captain James Cook," by Arthur Kitson, published in 1907, and which is far more interesting than these letters which only lead one astray.

Then there is the parish register of Marton-in-Cleveland, wherein it is written "Novr. 3, 1728, James ye son of James Cook, day labourer, baptized," which settles the question of James Cook's position in the social scale.



COPY OF PORTION OF PAGE OF MARTON-IN-CLEVELAND PARISH REGISTER.

"The Endeavour Bark," therefore she must be the, barque Endeavour.

No one in Sydney is better qualified than Captain F. J. Bayldon, who has contributed the sketch in question, to interpret from log book and journal, and from the working drawing made in Deptford dockyard, the language used, so as to give what has long been wanted, a correct idea of the vessel that the great navigator made the celebrated voyage round the world in, which occupied nearly three years.

That she was "ship" rigged there can be no doubt for in Cook's log "close reef'd the topsails,

Then we have the statement of an ancient seaman who served his time "in a big barque of 317 tons out of Whitby, and received as a presentation a volume "All About Ships," by Captain Charles Chapman. There is a print in it of the brig *Brotherly Love*, the vessel Captain Cook went round the world in." How Editors can publish such stuff is a puzzle to me, surely everyone of them must know the name of the Endeavour.

The ship *Freelove* that Cook served his apprenticeship in is often called the *Truelove* or *Brotherly Love* by people who will not take the trouble to look it up, and assert the correctness of their statement in a most authoritative manner.

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THE YORKSHIRE CHURCH WHERE CAPTAIN COOK WAS BAPTISED.

Then again there is the very frequent assertion that a person named is a descendant, or a direct descendant of the great navigator, Captain Cook. There is not the slightest doubt that he left no descendants, and it is extremely doubtful if his father has left any bearing the name of Cook.

But family tradition has created many a false halo and placed it on the brow of some unknown person as the descendant of some illustrious individual, altogether forgetting that the public require something more than assertion.

Then again, in a Canadian newspaper there was recently a statement that the "Historical Sites and Monuments Board of Canada" was about to erect a monument, with a tablet, to Captain Cook at

Noocka Sound, Vancouver, B.C., with this inscription:

"Discovered by the great Captain Cook in March, 1778. In July, 1789, Spain took possession and established a settlement until 1795. The capture of British vessels in 1789 almost led to war, which was avoided by the Noocka Convention in 1793. Vancouver and Quadra met here in August, 1792, to determine the land to be restored under this Convention."

And so we have one more recognition of the services of Cook, but the greatest of the monuments is nature's greatest island on which is established the Commonwealth of Australia.

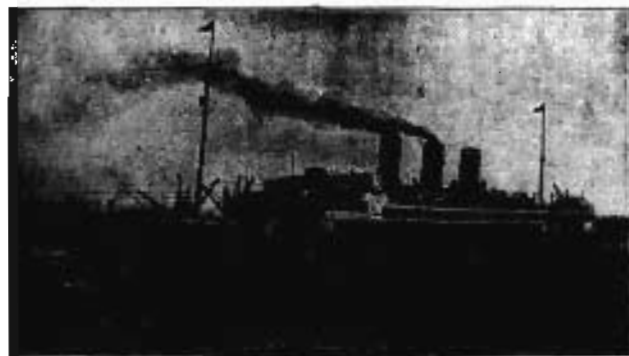
The great motor ship Aorangi, now under construction for the Union S.S. Co. of New Zealand, at the yard of the Fairfield Shipbuilding Company, Glasgow, will, when completed, be placed on the Canadian Australasian Royal Mail route

between Vancouver and Sydney. The Aorangi will be the largest vessel of the Union fleet, and will have a speed of 18 knots an hour. With Capt. R. Crawford in command she should soon acquire a name as one of the most popular ships in the Pacific.

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### Royal Naval Visit.

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NAVY LEAGUE, N.S.W. BRANCH, SENT  
THE FOLLOWING LETTER TO  
THE VICE-ADMIRAL, FLAG OFFICERS,  
CAPTAINS, OFFICERS' AND  
SHIPS' COMPANIES OF THE  
SPECIAL SERVICE SQUADRON:

"I am very glad indeed to have the opportunity of extending to you, on behalf of the Navy League, a very hearty welcome to New South Wales. It is our earnest wish that this visit of the Special Service Squadron will be significant of the very happiest associations and a lasting mutual friendship, and that when the Squadron leaves our shores, officers and men alike will carry away with them a full realisation of that imperishable bond of true sentiment which binds us to our great Motherland."

VICE-ADMIRAL SIR FREDERICK FIELD  
HAS REPLIED AS UNDER:—

"I beg to acknowledge and thank you for your letter of the 6th instant containing such a hearty expression of welcome to the Special Service Squadron on behalf of the Navy League of New South Wales.

I sincerely trust that the visit of the Special Service Squadron will help in every way to bring home to each and all the sense of our great responsibility towards the Empire and all it stands for."



PAST—H.M.S. VICTORY.



PRESENT—H.M.S. HOOD.

## A Way They Have in the Navy.

BY GERALD A. HILL.

THAT the man who spends his life going down to the sea in ships has an individuality all his own, few will trouble to deny. The Navy itself is wreathed around with customs and traditions, many of which have curious and centuries old origins, a few of such I propose illustrating. In the Navy a junior officer gets into a boat first and leaves her last. I don't think this has any particular origin, save that of convenience for the senior officers, it being much pleasanter to have the boat shove off the moment you are in her, and to get out the moment you get alongside again than wait for the boat to either gradually fill or discharge.

Saluting the quarter-deck, whether you be entering upon it from the gangway or merely coming on to it in the ordinary course of your duties, is one of the oldest customs of the Navy, and dates back to the days when the after-castle frequently held a shrine, to which men naturally made obeisance when approaching. In the larger ships of the Navy the quarter-deck is very strictly and definitely defined in order that no man may have the excuse of not realising that he was on the sacred ground. In many of our modern ships of the heavier type this is very necessary, as the quarter-deck is just as often well forward or amidships as aft in its original position. If you were to ask a sailor why he salutes the quarter-deck; or, to put it another way, "what is the reason for saluting the quarter-deck?" I doubt if his reply would be very intelligible, though if he has incurred a day or so's No. 10 for lack of doing so, it might be a trifle forcible. When one salutes the quarter-deck one is neither paying homage to one's flag, one's King, or one's religion. It is a something—an intangible something—which embodies all three: for lack of a better term one might call it the "Spirit of the Service." Toasts are akin to salutes, and the toast of "the King" is always drunk sitting. The reason for this is that on one occasion King William IV.—who was a tall man—in standing to his toast in one of the old low built wooden ships of his period got up too suddenly hanging

the royal head against one of the beams. He promptly ordained that in future the toast was to be drunk without rising. While on this matter of toasting the King, there is a hard and fast but unwritten law in the Navy which ordains that any member of the mess during the course of dinner, and before the King's health has been drunk, who mentions a lady's name, makes a bet or uses any improper language even to the extent of a mild "damn," shall be "rapped" by the President and fined drinks all round the table. Such fines are paid immediately the King's health has been drunk. In a naval mess you may be as late as you like, but if the meal is dinner, you must not fail to apologise to the President before sitting down, and when you do sit down you cannot order any courses you may have missed. Should you arrive when the entré is being served you must commence with that dish, however much you may desire the soup and fish which have preceded it. For officers who as watch-keepers are naturally late to the extent of half-an-hour or more, a special table is set aside. These officers do not dress for dinner, and are exempt from the foregoing rules and customs.

Marines who do all the waiting in the ward room are a survival of those days when an action at sea was fought entirely by soldiers, the Admiral of those days being known as the "Generall" Blake and Prince Rupert being instances as such. Sailors were hard to come by in those days; and in 1664 the Royal Marines were raised as a separate corps and a detachment placed in each sea-going ship as much to provide a body guard for the officers against any mutinous predilections on the part of the sailors who were inclined to be an undisciplined mob at that period as to fight the ship. During the mutiny of the *Nore* the marines stood steadfast to a man, and to signalise their appreciation of this devotion to duty their Lordships ordained that henceforth a marine should keep his cap on when entering an officer's cabin of no matter what rank. On the contrary, a sailor always removes his. Of course such distinctions

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are invidious nowadays when the sailor is every bit as well disciplined and staunch as the marine; but custom dies hard—and the marine still keeps his cap on.

Every commanding officer, that is to say, the captain of a ship, through his actual rank may only be a junior lieutenant is entitled to be "piped" over the side when leaving or coming on board his own ship, and as an act of courtesy is usually piped in the same manner when going on board or leaving other ships—and always if the call is official. In olden days before commodious gangways became part of the furniture of a ship, an officer was hoisted up over the side by a whip rigged at the yard arm. The hoisting and lowering was governed by the piping of a boatswain's mate, the sailors manning the ship hoisting or lowering according to the note piped. Hoisting and lowering, not officers but derricks or boats, etc., is governed by the same means to-day, but piping the side has become purely the prerogative of the C.O.

Smoking in the Navy is strictly taboo during working hours—on the upper deck at least. Strictly speaking, the K.R. & A.I. (the King's Regulations and Admiralty Instructions), the law and the letter of the Navy forbids smoking anywhere during working hours, and in such working hours only in those places set apart for smoking. Generally speaking, this law is observed more in the breach than the observance as long as the bounds of reason are not overstepped, and every one who wants to, smokes in his cabin, though actually the law forbids it.

The dress of the bluejacket of to-day is not without its significance. In the days when the sailor wore a pigtail it was found that the back of his jacket or jumper grew unnecessarily greasy, and so the loose washable blue jean collar was evolved. After Trafalgar three pieces of white tape were added to this collar in commemoration of Nelson's three victories—the Nile, Copenhagen, and Trafalgar—and a black silk scarf ordered to be worn in perpetual mourning for his death.

In the Navy you never "change" your clothes you "clean" into such and such a "rig." For instance, the "rig" of the day is always piped when the hands go to breakfast, when they change from

"The first drink of the day."

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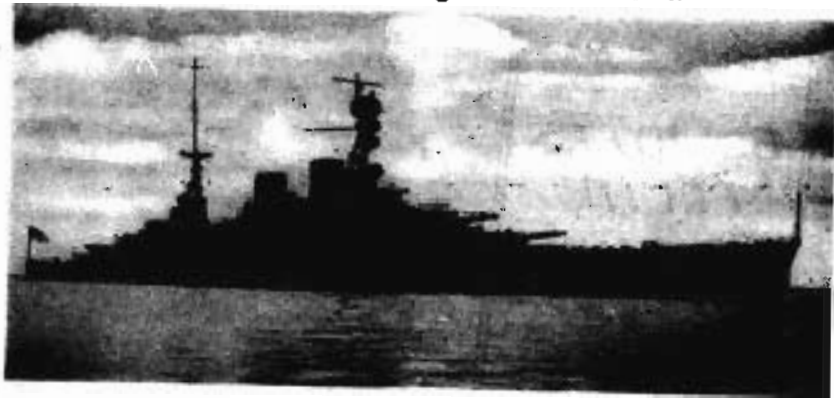
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night clothing, which is just a blue jumper and trousers, bannet, and jersey, according to the temperature. Should there be dirty work to be done after breakfast the hands, or a certain specified section of them, are piped to clean into "dirty" or "refitting rig"; or, if the ship is coaling, the "coaling rig" in which latter instance they can wear anything their fancy dictates—from a bathing suit to a discarded frack coat—the writer has seen both. The bluejacket has an obsession for nick-names; and throughout the service they are ever the same, the origin of many being hopelessly obscure. Thus every Martin is "Pinchu," every Wilson "Tug," every Allen "Darby," every Green "Shiner," every Miller is "Dasty," every Clark is "Nobby," and every Watson is "Chumpy." The Service itself is referred to as Andrew, Portsmouth is known as "Pompey," and Devonport or Plymouth as "Guzzle."

Practically all ranks have their nick-names. Here are a few:—The Captain, "the Old Man," or "Owner"; Commander, "The Bloke"; First Lieutenant, "Number One," or "Jimmy the One"; Gunnery Lieutenant, "Guns"; Torpedo Lieutenant, "Torps"; The Gunner, "Wads"; Carpenter, "Chips"; Carpenter ratings, "Chippy Chaps"; Boatswain, "Tommy Pipes"; Master at-arms, "Jawnty"; Ship's police, "Crushus"; Signalmen, "Bunting Towers"; Wireless ratings, "Sparks"; Marines, "Leathemocks" or "Jollies"; Sergeant of Marines, "the Major"; Engine-room Artificers, "Tiffies"; Coast-guards—practically all the service men—are alluded to as "Gobblies." In conclusion, two chums are known as "raggies," and if they quarrel they are said to have "parted brass rags"; while a half-holiday is known as a "make and mend," and is indicated to the hands by the boatswain's mates piping "hands make and mend clothes."

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Its objects are:

- 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.
- 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 SODDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
- To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
- To 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, WElds US INTO ONE IMPERIAL WHOLE.
- 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."
- To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marines who were injured or who lost their lives in the War, and to educate their children.

## NAVAL APPOINTMENTS.

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

Lieutenant: Basil W. Le C. Pullen to Melbourne, and as Fleet gunnery officer, March 20; Arthur E. Armitage to Cerberus, additional for passage to United Kingdom for reversion to Royal Navy, April 30.

Engineer Lieutenant: R. Harry Smith to Geranium, April 1; George A. Hutchinson to Brisbane, April 7; William J. King to Cerberus, March 4; John V. Corigliano to Melbourne as assistant to Fleet engineer officer, March 21.

Surgeon Lieutenant: James M. Flattery to Cerberus, March 17.

Chaplain: Rev. Alexander Tulloh, M.A., to Brisbane, March 26 (appointment to Adelaide cancelled, and appointment of Rev. Vivian W. Thompson to Brisbane cancelled).

Paymaster Lieutenant-Commander: Keith M. Lawder, O.B.E., to Cerberus, additional for duty at Navy Office as secretary to first naval member, February 25.

Paymaster Lieutenant: James B. Foley to Cerberus, additional for duty at Navy Office as secretary to second naval member, February 25.

Mate (A): Charles H. Blacklock (acting), to Platypus, additional, April 7.

Paymaster Midshipman: Patrick Perry, to Adelaide, April 7; Keith S. Miller, to Melbourne, additional, for duty in admiral's office, April 7.

Commissioned Boatswain: John F. Tucker, to Penguin, for naval yard, Garden Island, April 1; Moses Lockhart, to Marguerite, April 14.

Commissioned Engineer: Arthur Livingstone, to Platypus, March 21; Harry W. Harker, to Penguin, additional, March 21, and to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, May 26.

Gunner (T): James M. Short, to Marguerite, March 14; (T) Adher C. Perry, to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, May 26.

Boatswain: Albert J. Haberfeld, to Adelaide, April 7.

Warrant Engineer: Arthur W. Pucell, to Cerberus, additional, for passage to United Kingdom, for reversion to Royal Navy, April 17; Sidney Dawson, to Melbourne, March 21; John D. Owens, to Platypus, March 21; Reginald Ballantyne, to Penguin, additional, March 21, and to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, May 26; Richard B. James, to Penguin, March 29; Frederick J. Raymond, to Brisbane, March 29; William L. Nicol, to Adelaide, March 29; George A. Gridgeman, to Marguerite, March 29.

Lieutenant: (E) David D. Atken to Melbourne, additional, April 30; (S) Bernard G. H. Phillips to Cerberus, temporarily, April 12, and to Melbourne, additional, as flag lieutenant to Commodore Commanding H.M.A. Fleet, and as Fleet W/T and signal officer, April 30; (S) Reginald V. Barton to Cerberus, for charge of signal and W/T schools, May 2.

Chaplain: The Rev. Alexander Tulloh, M.A., to Penguin; the Rev. Andrew O. Hardie to Brisbane; the Rev. Francis B. C. Birch to Melbourne, all to date April 30; the Rev. Adrian J. Martin to Adelaide, additional, April 4.

Warrant Engineer: Frederick J. Raymond to Adelaide, March 29, appointment to Brisbane, to date March 29, cancelled; appointment of Mr. William L. Nicol to Adelaide, to date March 29, cancelled.

## Special Service Squadron.

Battle-cruisers Hood and Repulse left Sydney 20 April, accompanied by H.M.A.S. Adelaide.

Light cruiser Dragon leaves Brisbane for New Zealand, April 26.

Light cruisers Delhi, Danae, Dauntless and Dunedin leave Sydney for New Zealand, April 26.

Lyttelton, May 1 to May 8, Delhi, Danae, and Dragon.

Dunedin, April 30 to May 9, Dauntless and Dunedin. Dauntless leaves Dunedin, May 4, visits Bluff Harbour May 5 to 8 and arrives Auckland with Dunedin May 11.

Wellington, April 24 to May 8, battle cruisers and Adelaide.

Auckland, May 10 to May 17, all the squadron. Danae docks. Dauntless and Dunedin arrive May 11. Dunedin remains in New Zealand relieving H.M.S. Chatham.

Fiji, May 21 to May 27, all.

Honolulu, June 6 to 12, all.

Esquimaux, June 21 to July 5, light cruisers. Delhi docks if necessary.

Victoria, B.C., June 21 to June 25, battle cruisers and Adelaide.

Vancouver, June 25 to July 5, battle cruisers and Adelaide.

San Francisco, July 8 to July 11, all the squadron. BATTLE CRUISERS AND ADELAIDE.

Panama, July 23, battle cruisers and Adelaide. Colon, leave July 24.

Jamaica, July 20 to July 30.

Halifax, August 5 to August 15.

Quebec, August 18 to September 2.

Nova Scotia or Newfoundland, September 4-17.

Home ports, September 28-29.

LIGHT CRUISERS ONLY.

Callao, July 26 to July 31, all the squadron.

Valparaiso, August 5 to August 6, Dauntless and Dragon.

Valparaiso, August 5 to August 10, Delhi and Danae.

Talcahuano, August 7 to August 11, Dauntless and Dragon.

Punta Arenas, August 15 to August 16, all.

Falkland Islands, August 18 to August 20, Dauntless.

Bahia Blanca, August 19 to August 24, Dragon.

Buenos Ayres, August 21 to August 26, Delhi and Danae.

Montevideo, August 24 to August 30, Dauntless and Dragon. Dragon arrives August 26.

Santos, August 29 to September 2, Delhi and Danae.

Rio de Janeiro, September 3 to September 10, all.

Las Palmas, September 23 to September 25, all.

English Channel, September 30-October 1.



SATISFACTION IS YOURS IF YOU USE ANY OF THE FAMOUS KIWI POLISHERS. THEY GIVE A BRILLIANT LASTING SHINE AND PRESERVE ALL LEATHERS

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OF WEAR-RESISTING QUALITY

Every Boy should Learn the Art of Self-Defence. A Complete Book of Instructions. Price .... 1/-



No. 1 and 2.—TOURNAMENT BOXING GLOVES. Nos. 4 and 5.—Best Neppa. Special Leather-lined, padded wrist. Prices: 36/6, 28/6, 20/6 set of 6.

No. 4.—NAPPA BOXING GLOVES. Padded wrist. Prices: 25/6, 21/6 set of 4.

YOUTH'S TANNED NAPPA BOXING GLOVES. Prices: 19/6, 15/6 set of 4.

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**PEARSON'S**  
CARBOLIC  
**SAND SOAP**

DOES ITS WORK  
WELL

USE NO OTHER

## Benjamin Boyd

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

(CONCLUDED FROM MARCH ISSUE)

LEAVING the *Wanderer* in this beautiful sheltered cove in the island of Guadalcanar on the evening of the 14th October, 1854, let us return to Sydney and take up a newspaper of December following, and we there read a bold headline—

WRACK OF THE YACHT "WANDERER"

(From the *Shipping Gazette*, December 6th, 1851).

On Thursday, 13th ult., Mr. R. Boyd's yacht, the *Wanderer*, anchored off the bar at Port Macquarie, and on the following morning a boat belonging to Messrs. Cohen and Co., put off to her to ascertain if any communication was required with the shore. The crew found her in a disabled state, her mainmast and foremast both sprung above the deck, as well as her jib-boom. They reported that Mr. Boyd had been killed by natives, and they expressed a wish to enter Port Macquarie in order to get her repaired, as during the night after her arrival off the bar the windlass had broken in two from the centre, and it was impossible to proceed to sea. Mr. Easton, master of the *Elizabeth Cohen*, advised that on account of her draught of water she could not come in, but subsequently went off with his crew to assist. The yacht was lightened and her anchors slipped (by reason of the loss of her windlass) and a short board having been made they stood in for the bar, favoured by a gentle breeze from the north-east. Just on the bar the breeze suddenly abated, and the keel of the vessel gently struck, and a strong flood tide carried her to the south shore, where, notwithstanding every exertion, she stranded. Messrs. Cohen's bar boat was stove in, but they sent out their tug boat, and at ebb tide all the movables that it was possible to secure were got out, and conveyed to Messrs. Cohen and Co.'s stores.

THE LATE MR. BOYD.

(From the *Shipping Gazette*, December 20th, 1851).

We have received a copy of the log of the *Wanderer*, showing the proceedings of the crew of

that vessel on the death of the late Mr. Boyd. Every effort to ascertain the fate of that unfortunate gentleman, and to rescue him, if he had only been made prisoner and not killed, appears to have been made.

Yacht *Wanderer*, R.Y.S.,

October 20, 1851.

Report of the proceedings of the *Wanderer* from the 14th to the 19th October, 1851, inclusive:—

Tuesday 14.—This day at 3 p.m. we came to an anchor in a small bay on the west coast of the island of Guadalcanar, being in south latitude 9 40, east longitude 159.50.15. A number of canoes were alongside, but without any articles of trade; and at sundown they went ashore. The night passed in perfect quietness.

Wednesday, 15.—This morning at an early hour many canoes were alongside, without any trade or warlike weapons. At half-past six Mr. Boyd rose in unusually good spirits, and, taking the small boat, with one native of Oceana Island, went ashore to shoot game. The boat was seen to enter a small creek, and was immediately out of sight of the ship. Mr. Boyd fired one shot soon after.

Many natives were seen standing at the entrance to the creek. About seven o'clock another shot was heard, but nothing transpired to excite our suspicions. During the morning several natives were very persevering in their attempts to come on board, but were as frequently driven off. At half-past seven all the Europeans went in to bathe, and while in the water the natives tried hard to induce them to take the boat ashore; they offered their women and every allurement, but without success. When they (the *Wanderers*) were out of the water, the natives wished them to go and shoot birds, but on the opposite side to which Mr. Boyd had gone, but no one went. Things remained thus until nine o'clock, excepting that the number of canoes had increased. Breakfast having been ready for some time, the gong was sounded for Mr. Boyd, but no answer was returned. At this time a native stole a handkerchief, and pulling off some distance held it up for us to go and get it. We sent Godog, a native of Byron's Island, to swim for it, but, as he approached, the canoe pulled off. He was called back, and came on board, and sat on the rail forward on the starboard bow; two natives followed

Continued on page 20.

## Foster Clark's CUSTARD POWDER

It is the Creaminess of Foster Clark's Custard that makes it the best Custard for all stewed fruits. . . . The Creamiest, most economical Custard obtainable, delicious flavour, absolutely pure, most nourishing. . . .

THE CREAM OF ALL CUSTARDS

Small service is true  
service while it lasts;  
Of friends, however humble,  
scorn not one;  
The daisy, by the shadow  
that it casts,  
Protects the lingering  
dewdrop from the sun.

— WORDSWORTH.

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

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.

In connection with the visit of 400 sea cadets to Garden Island on April 9 and to H.M.S. Hood on April 11, great credit is due to the officers in charge of the respective Companies for the very able manner in which they carried out the arrangements for transporting the cadets from the various centres. Knowing the difficulties faced owing to the abnormal amount of traffic, both pedestrian and vehicular, due to the arrival of the Special Service Squadron, we have nothing but the highest praise for the officers concerned. Officers and their associates to whom the Navy League owes much are:—Mr M. MacDonald, Mr. Gurre, Mr. A. Wood, M.M., Mr. R. H. Wade, Mr. J. Docking, Mr. Edgar Fidden, Mr. H. Cardwell, Mr. P. McDonald, Messrs. Hamilton, Roberts, R. Gaul, and F. L. Adams.

Thanks are also due to members of local committees, including Messrs. J. J. Eyre, T. Fox, Captain O. Smith, Messrs. Biddle, Stead, Buchanan, Brown, and Daniels.

Vice-Admiral Sir Frederick Field, the very distinguished naval officer commanding the

Special Service Squadron on H.M.S. Hood, expressed himself as "very pleased with the bearing of the boys."

In view of the Admiral's expression of opinion, Navy League officers and instructors (all of whom give their services in a voluntary capacity), especially those who have had long experience at sea, and saw much active service during the Great War, resent criticism levelled at the bearing of the cadets by "river and harbour seamen who did not proceed overseas during the war." It has been stated that these critics appear to expect the discipline of Prussianism. Be that as it may, the discipline of our grandfathers' time has gone for ever, and in its place we have a training, less spectacular perhaps, but just as effective; a training infinitely more human and more elastic, breeding individualism and initiative, while not losing sight of the value of team work, of co-operative effort. The discipline in vogue to-day reflects the 'spirit of the age'—and we must accept it. Possibly, one hundred years hence, something quite different will obtain.

Mr. F. L. Adams has been appointed Honorary Secretary to Concord Company of N. L. Sea Cadets.

## THE HUMOURS OF THE R.A.N.



## AN UNSATISFACTORY INTERVIEW.

NEWSPAPER REPORTER (scrutinizing copy) "And how do they feed you fellows on board?"

BLUEJACKET: "Oh, its orright what there is of it."

NEWSPAPER REPORTER: "What! don't they give you enough to eat?"

BLUEJACKET: "Oh yes, there's plenty of it such as it is."

## H.M.S. HOOD.

THE 11th April, 1924, will ever be a memorable day in the lives of those who visited H.M.S. Hood, the Flagship of the British Special Service Squadron, visiting Australian waters. She is the biggest, fastest, and best armoured battle cruiser in the world. She is 860ft. long, with a beam of 104ft., and is 155ft. in height; her displacement when empty is 41,200 tons, and her normal draught is 28ft.

The Hood was laid down at Clydebank on September 21st, 1916; was launched by Lady Hood on 2nd August, 1918, and left the Clyde on 9th January, 1920. Her total cost was £6,025,000. The engines, which burn oil, are 144,000 horse-power, and on trial she has travelled at the speed of 32 knots an hour.

A special ferry boat conveyed some 400 sea cadets and their officers, together with several hundred supporters of the Navy League, to the Hood at the invitation of the Vice-Admiral commanding the Special Service Squadron.

A good general view of the great ship anchored off Kirribilli was obtained on the trip over. While waiting to step off the ferry boat, no doubt those unaccustomed to naval proceedings, wondered why the officers and men all saluted when they descended from the main to the quarter deck, for apparently there was no one present to take the salute. This is, however, an old custom handed down from the time when a crucifix was carried aft. The custom still remains, though the crucifix is no longer to be seen.

A war ship such as that in question has to be self-contained, and is a regular township in itself, so far as the trades on board are concerned. Of course, those having to do with food are represented such as butchers, bakers, and cooks; the engineering trades are in evidence, including fitters and blacksmiths; then there are tailors, sailmakers, etc.

Naturally, the first thing to attract attention are the huge 15-in. guns, two in each turret, two turrets fore and two aft, the midship turret of each pair being higher than that in front of it, so that the guns can fire over those in front. Each of these big guns weighs 100 tons, and fires a projectile weighing 1,900-lbs which travels at the rate of 2,450-ft. per second. Each gun can be fired six times per minute, the effective range being 20 miles. The guns can be swung round in any direction horizontally, and can be elevated to an

angle of 30 deg. mechanically without taking the roll of the ship into consideration.

On the top of each turret is a queer looking horizontal structure: this is a range finder. The crew required for each turret is 78; the turret is not simply that portion which turns round above the deck, but passes down to the interior of the ship.

On a higher horizon, on both port and starboard, are batteries of 5.5-in. guns; and still higher are anti-aircraft guns.

The guns can be fired individually by their crews, or collectively from the fighting top. The conning tower is the brains of the ship, and is capped with a big range finder. The guns are handled, and the ships steered by hydraulic power. Everything is in duplicate, so if one set of controlling gear is carried away, the other can take its place.

Trophies held by the ship are the Atlantic Fleet Challenge Shield for gun laying with heavy guns; also, the silver cup for the second Cruiser Squadron Battle Practice; there is also a silver plate from Lord Nelson's dinner service.

The powerful search-lights and signalling arrangements called for a good deal of attention.

The main impression carried away was the immense amount of thought and skill required in the construction and equipment of such a fighting machine, and the cleanliness and order that prevailed.

At the end of the visit, the sea cadets lined up aft, and were addressed by Vice-Admiral Sir Frederick Field in a few appropriate words.

Among the visitors were: Mr. Kelso King, Sir Alfred Meeks, Judge Backhouse, Messrs. A. G. Milson, F. W. Hixson, J. Payne, T. H. Silk, J. J. Eyre, and T. Fox (members of the Navy League Executive), Mr. Q. L. Deloitte, Mrs. and Miss Kelso King, Mr. and Mrs. Venour Nathan, Mr. and Mrs. G. H. Hebden, Mrs. and Miss Glasson, Mr. J. T. Lingen, K.C., Mr. Parke W. Pope, Mr. S. J. Clarence, Capt. J. H. Watson, Messrs. Gordon Johnson, G. Rainford, Ramsey, Wiltshire, Mrs. M. Mayne, Mr. Hanbury Davies, Messrs. S. Newlands, Matthews, Thompson, Dempster, Cochran, Archdeacon Boyce, Revs. Sackville-West and S. G. B. Manning, Dr. Howard Bullock, Mrs. Hamilton Marshall, Mr. J. N. Grace, Mr. M. MacDonald, Captain R. H. Ghest, Captain A. Smith, Messrs. Gurns, A. Wood, R. H. Wade, Brown, Buchanan, J. Docking, H. Cardwell, G. B. Smith, and Sproule.

## A DRUMMOYNE SQUAD



WITH THE CHAIRMAN AND SEVERAL MEMBERS OF THE COMMITTEE.  
THE COMPANY IS MAKING SPLENDID PROGRESS UNDER ITS NEW O.C. MR. A. WOOD.

## NEW NAVAL CHIEF.

Captain T. B. Wardle, D.S.O., R.N., who will succeed Rear-Admiral Addison in the command of the Royal Australian Navy, has arrived. Admiral Addison returns to England, and the Royal Navy shortly.

Captain R. L. Pool, R.N., is also an arrival here. He will assume control of the R. A. Naval College at Jervis Bay.

The magnificent yacht-like White Star liner "Ceramic" will be laid up for three months after arrival at Liverpool in May. It is expected she will be back at Sydney in October next.

## MEMORIES.

BY CAPTAIN B. CRAWFORD.

My mind goes back to the days in "sail,"  
When I looked on steam with scorn,  
To the long long days when the wind was ahead,  
And the blow off the Pitch of the Horn.  
And it thrills my blood when I hear once more  
The order to shorten sail.  
And I see the slope of the slanting deck  
As she heels to the freshening gale  
The wind that whistles through every shroud,  
Is singing the call of the sea,  
Calling me far from the "madding crowd"  
Out where the wind blows free.  
Far away from the smell of steam,  
Or the clash of the racing screw,  
Where we steer a course if the wind is abeam,  
If ahead, by the lifting clew.

The Concord dépôt ship, "Lindstol," is the scene of great activity during week-ends. Cadets put in much hard work turning the vessel into suitable training quarters.

Much credit and many thanks are due to Mr. A. J. Hamilton for the time and labour devoted to North Sydney Company, particularly in connection with the electric light wiring at the dépôt.

The British Admiralty survey vessel, "Herald," (formerly the "mystery" ship "Merry Hampton") is now at Sydney. She is taking the place of H.M.S. "Fantome."

# Fountain S.P. Flour

"Makes Scones White and Light."

"Pastry Nice and Crisp."

Made of the Purest ingredients and packed by machinery the above line represents a Standard of Quality which cannot be excelled anywhere.

ORDER A TRIAL PACKET AT ONCE.

SEN BOYD—Continued from page 16.

him up, and made the first attack on Tim, a native of Byron's Island, with a club, striking at his head, but he received warning from Godog, and met the blow on his arm, and knocked the wretches into the water. The alarm was now given, and we were quite unprepared for an attack. Our deck guns, contrary to our usual custom, were neither loaded or run out. All our small arms were below, but in five minutes we were all armed, the four white men with muskets and the crew with boarding pikes and cutlasses. At this time upwards of two hundred natives were round the ship. Three canoes came up upon our starboard quarter, from one of which the first spear was thrown, passing between three of us. A gun was fired over their heads, but this seemed only to give them confidence, for, uttering fearful yells and blowing on war conchs, they pulled up to the ship with the intention of boarding us. Spears and other missiles flew through the rigging, when the first shot levelled its mark, and every succeeding one told with deadly effect. The canoes were now driven from aft, but they tried to board us forward. So determined were they that a number had climbed on the martingale backropes, and were coming up in the face of boarding pikes and cutlasses, when they were shot down. They now began to retreat, and one or two more shots decided the battle. Having time to load our six-pounders and long toms we had the complete command of the whole bay, and did not cease firing until their village was deserted; and the natives having to round a point within range of shot, they were annoyed with grape as long as possible.

We now manned the boat and went to seek Mr. Boyd, but all the traces we found were the place of struggle and the marks where he had fired two shots. The small boat lay in the creek. We searched to the left of the creek, but with no avail. We now went to the village. Here a number of natives were concealed in the bush not far off, by their hideous yells, but they would not show. We searched their houses, and then fired them. We now proceeded to break up their canoes; in one we found a dead native, who was killed by a grape shot through the right eye. We left him, and going to the beach, where another canoe lay, we found a belt belonging to Mr. Boyd. The day was spent in searching for the bodies, but without

success.

From the marks ashore, and the situation of the wadding of Mr. Boyd's gun, it would seem as if he was attacked as soon as the boat got out of sight of the ship, and was killed after a struggle in the water; but what became of the bodies God only knows.

That the natives should have attacked us in the face of so many large guns may seem strange to many, but by their motions they evidently thought that the fire was the only thing to hurt them, for when a musket was levelled at one he put up a wicker shield and came boldly forward; and, in fact, one canoe came up, receiving a two-pound charge of grape. That we should have beaten them off, unprepared as we were, was more than we expected. If they had come on in a body the tale would never have been told, for what could be expected of four men to two hundred well-armed savages. As it was it was a hard fight.

Thursday, October 16.—This morning we manned the boat and went round to the first village to the S.E. of our anchorage. As we approached the shore about a hundred natives were seen upon a hill to the right of where we landed. From these we expected an attack. We moved up to the village, and, posting a watch on the natives, searched the houses and then set fire to them. Here we destroyed two canoes, and laid waste their plantations. Two shots were fired at the natives to induce them to come down, but they made off the opposite way. We then returned to the ship; and, having consulted together, it was unanimously decided to make every risk in searching for the remains of the late Mr. Boyd, and as we had visited every place we could with the boat, we determined on to-morrow to move the vessel up the coast as far as we knew the natives came from, and taking the villages in rotation, destroy them, landing at the same time to make every endeavour to get information of those we had lost, and if possible to capture one or two natives, intending to detain them until such time as they could speak (for our understanding) and to give an account of the murder.

This day Messrs. Crawford and Webster took possession of the vessel on behalf of Thomas Winder Campbell, Esquire, of Sydney.

Friday, 17th October.—At an early hour this

morning we towed out to sea, and taking a strong breeze at 10 a.m., stood off, and at 6 p.m. made the land to the windward of the first village we intended to visit. We lay off and on during the night.

Saturday, 18th October.—At 10 a.m. hove to, lowered the boat, and went to sound, but found no anchorage. Wore ship and stood in to the land, and made preparations for cannonading the village. Brought long-tom to bear on the starboard side, two six-pounders and two two-pounder guns. At a quarter past 3 p.m. the first shot was fired, and then followed seven rounds of six pound round shot, distance half-a-mile. The natives ran from the houses, and took shelter among the trees. Stood off again, and at 4 p.m. tacked ship, with the intention of giving them another raking, when the wind falling made it very dangerous to go in near enough to do execution. We therefore stood off for the night.

Sunday, October 19th.—During the last night the wind drew more ahead, then fell calm. We

therefore did not make the land until half-past 12 p.m., when we manned the boat with the following as a crew:—Messrs. Otiswell, Webster and Barnes, Dick, Tom, Friday, Sandy, Peter, Harry, Bango, and Jack—in all eleven souls. Mr. Crawford, with two sick natives, remained by the ship. The boat having pulled in shore as close as she could for the breakers, rounded to opposite the village, and fired two rounds of grape from a large gun which she carried into the village. She then pulled down by three-quarters of a mile, and under the lee of a large rock the company landed, with the exception of Harry, Bango, and Jack; these three natives remained in the boat, and pulled her to the village. The other eight walked up to the settlement, and having searched the houses (all of which the natives had entirely cleared) set fire to them, and also to three canoes. At this time the natives were seen gathering in large numbers at the next settlement, about two miles up the coast. At this point they were expected to make a stand, but on the party moving in that direction they ran,

## Winter Comfort

**CHILLS** are costly! Here is a warm woolley Coat Sweater handy for all occasions, can be slipped on under any garment, light yet woven in protective fashion enabling you to resist all sudden changes of temperature. Such a garment often saves pounds in Doctor's bills.

MEN'S WOOL COAT SWEATERS woven with a small percentage of Cotton to give the garment durability. Made in protective fashion with double cuffs, close knitting, flat seams, and taped shoulders. In attractive shades of Grey or Navy. Popular V Front Style (as illustration). S. Men's and Men's

O.S. 15/11, X.O.S. 18/11, Polo Collars 1/- extra

MURDOCH'S SPECIAL! Men's All Wool Coat Sweaters. Woven as above, V Front Style. In pleasing shades of Grey, Navy and Heather. S. Men's and Men's.....  
O.S. 17/11, X.O.S. 18/11, Polo Collars 1/7 extra

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When writing please state size and color required and address your order to D.S.S.

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## THE CLEVER CLEANER

Wherever dirt and grease collect, "CLEVER MARY" will be found the quickest way of banishing them. Just rub on "CLEVER MARY" and the grime rubs off at once. Glassware, drings of metal and aluminium, woodwork, floors, windows - for all these - and for cleaning hands - there's nothing just as good.

# CLEVER MARY

Patsy  
Buttermilk  
Biscuits

You will find them just as nice as their name, these crisp, light biscuits—with or without butter or cheese, a distinct improvement on the ordinary kind. We produce other biscuits, too—and all we make are just a little better than usual. So next time you want biscuits emphasize the name—

# JOYCE Biscuits

If your stockbroker cannot supply you, please write Joyce Biscuits, Ltd., Corporation, Sydney, and we will see that you get them.

making fearful yells. No traces whatever of our friend could be found.

Three p.m., there being every indication of a storm, the party took to the boat, but before we were three hundred yards from the shore the rain and wind, with heavy fog, came on, and we lost sight of the ship. The storm increased every minute, and knowing that Mr. Crawford had no hands on board to work the ship, made us the more anxious to get on board. We kept the boat heading along the shore, and in about two hours saw the vessel, distant about a quarter of a mile, and at half past 5 p.m. we were all safely on board.

After this escape we considered it useless to attempt any further proceedings on a coast where we could find no safe anchorage, and where our company was too small to leave a sufficient number on board to work the vessel in case of difficulties, and at the same time have an effective crew ashore. We shaped our course from these wretched shores, and bore away to the coast of New Holland.

Estimated number of natives killed 25  
Number of houses burned... 50  
Number of canoes burned... 15

(Signed) WILLIAM OTTIFELL, Master.  
GEO. C. CRAWFORD, Mate.  
JOHN WEBSTER.  
GILHANK BARNES

(Copy of original letter in possession of J. Arthur Dowling, Esq.)

Port Macquarie,

November 20th, 1851.

T. W. Campbell, Esqre.,  
Sydney.

Sir,—

Since Mr. Crawford left we have obtained the opinions of several competent judges (inhabitants of the town), who are unanimous in saying that should the weather continue fine the vessel could be got off easily, but in the event of strong easterly gales she would undoubtedly become a total wreck.

Under these circumstances, not having the command of sufficient labour, and proposals being made by Messrs. Cohen and Co.\* to detain his

\*The Elizabeth Cohen—Eaton, Master.



## VISITORS TO H.M.S. HOOD

A FEW OF THE 400 HAPPY SEA CADETS OF THE NEW SOUTH WALES BRANCH OF THE NAVY LEAGUE.

(Copy of original letter in possession of J. Arthur Dowling, Esq.)

Port Macquarie,

1 December, 1851.

Dear Sir,—

I arrived here late last evening, and found that the *Hawderson* was not yet afloat. The agreement with Messrs Cohen and Co. has been cancelled. The yacht I would advise to be sold as soon as possible, for the rate of wages and the scarcity of labour in this place would make the expense of floating, etc., so much more than the real value of the vessel that it would be a losing concern to

vessel, and by means of his crew, with the assistance of our own, to make attempts to float the vessel and to bring her to a safe place within the bar, I thought it proper, with the advice of Mr Webster and inhabitants of the place, to place the vessel under the charge of Messrs. Cohen and Co. for the above purpose, in consideration of which service the sum of two hundred pounds sterling to be paid them, the said sum only to be paid in the event of vessel being got off.

I remain, Sir,

Your obedient servant.

WILLIAM OTTIFELL,  
Master of the schooner  
*Hawderson*.



## READY-TO-ERECT WEATHERBOARD COTTAGES

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those who might attempt it.

The vessel has been entirely stripped, and her contents and gear has been stored with Messrs. Cohen and Co. I send their account up to to-day. With regard to the papers of the late Mr. Boyd, they are (as I informed you) under lock; but the Captain and Mr. Webster consider that they are not authorized to send them to you unless they receive an order to do so from the Supreme Court. This opinion they take from the Magistrate of this place. The papers will be forwarded to Sydney without delay on receipt of this order, which can be sent by return of post on Monday next. The plate Mr. Webster declines to send until his bill, £121 4s., is guaranteed; the same with regard to the *Oriel's* papers. This vessel is the property of Mr. T. W. Campbell. With regard to sending a vessel here to remove the contents of the *Wanderer*, it would be folly, for unless all the bills (now sent) be previously paid the parties to whom the money is due (and who have possession) will not deliver them up. I have not had time to

compile a Dr. and Cr. of the *Wanderer*, but shall do so at my earliest convenience, and send it up.

My candid opinion is that any person doing so would be a fool to advance a shilling on account of the vessel unless he was well assured that he had good and sufficient authority to act in the matter, for I cannot but see that it is a mess. Therefore I should say sell the hull, spars, masts, rigging, sails, etc., as she lies; and the sooner that is done the better for all who may be interested in her, as her officers and crew cannot live here without great expense.

The proceeds of sale would more than pay (at least I think so) her debts. Therefore no READY CASH would have to be advanced. I have already stated that *floating her is out of the question*, so do not give that a moment's thought. The letter you gave me for Mr. E.R.A. has not been claimed, and I cannot find out the party. The ship's boat has been handed over to Messrs. Cohen & Co. in lieu of their boat destroyed. Anxiously awaiting

instructions from Sydney,

I am, Dear Sir,

Yours truly,

GEO. CRAWFORD.

R. Campbell, Esqre.

Much that has appeared in the newspapers from time to time has been written by those who have not read up the story of the murder of Boyd, or the wreck of the *Wanderer*. The late Sir Horace Tozer, wrote: "The full story of the *Wanderer* will probably never be known, and the mystery attached to the wreck no doubt helped to deepen the impression it made on my mind."

Sir Horace, although he saw the wreck take place when he was a boy, showed a lamentable ignorance of many matters connected with Boyd. Any reasonable person who has read the published accounts which appeared at the time must feel satisfied that Boyd met his death very shortly after he landed. At any rate, such is the opinion of those best able to judge, his companions on his yacht. That there can be any doubt as to the fate of the yacht herself is inconceivable, as she went to pieces before the eyes of the people of

Port Macquarie, on the south head of the harbour. In the log account of the death of Mr. Boyd, it is stated that Crawford and Webster took possession of the *Wanderer* on behalf of Mr. Thomas Winder Campbell. When disaster overtook Boyd in his commercial ventures, and he was superseded in the management of the Royal Bank's affairs, he was given the *Wanderer* and three whalers. These latter, when being reported after this took place, were stated to belong to B. Boyd, but the port registry has the name of T. W. Campbell, owner, against them. We can infer from this that, after all, Boyd was only nominal owner, and that he had parted with his interest to the Campbells.

The air of mystery surrounding Boyd is of distant date, and from time to time rumours were spread about that he was held prisoner by the natives of Guadalcanar. These took definite shape when a cutter named the *Oberon*, trading to the Solomons group, returned to Sydney on October 15th, 1854, and Captain Truscott reported "having spoken the barque *Woodlark*, Captain Blackland, who reported he had spoken the barque *Belle*, the captain of which informed him that he had spoken

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an American whaler lying off Guadalcanar Island becalmed. The crew of that vessel had been ashore on the island, where they saw the name 'Benjamin Boyd' cut on nearly the whole of the trees. Captain Blaxland was at the island of San Cristoval in July, when the natives of that place told him there had been a canoe there some time before from Guadalcanar Island, the natives of which said there was a white man and a boy on the island, and described the man as tall and having a very long beard. These two reports coinciding with each other, we hope steps will be taken without delay to send a vessel to Guadalcanar to make inquiries."

The outcome of this was a public meeting held in the Sydney Exchange on October 19th, 1854, to urge on the Government to take steps to test the truth of these statements. The most prominent men of the mercantile life of Sydney were present, and a committee consisting of Captain Towns, Mr. Thomas Winder Campbell, Captains Williamson and Fox, and Mr. E. S. Hill were appointed to carry out the object.

The owners of the *Oberon*, Messrs. Lawrence

Corcoran, Captain Truscott, and Mr. J. G. Raphael, taking the sentiment of the meeting as a warrant, sent that vessel away to make the search. The committee in the meantime were urging the Governor, Sir William Denison, and the Government to send a man-o'-war, and eventually H.M.S. *Herald* was despatched on the mission.

Captain Truscott, on arrival at Guadalcanar, interviewed natives, and finally got possession of a skull, said by the chief to be that of Boyd, for twenty tomahawks. With this he set sail for Sydney, which he reached on December 3rd. Drs. McKellar and Bennett, who inspected the skull, said it was not that of Mr. Boyd. It was sent to the Museum, and Mr. Sheridan Wall, the Curator, was of opinion that it was one of a native of the island.

The *Herald*, which had to be intercepted at Tanna and ordered on to the Solomons, reached there after the *Oberon* had sailed with her prize, and carefully examining the places that Boyd had visited at San Cristoval, found his name on several trees, which Boyd had cut in 1851, when he stayed there a month. But at Guadalcanar they found no trace of him, or the man with the long beard, or

the boy. After a fruitless search the *Herald* came on to Sydney, which was reached on January 30th, 1855.

Captain Towns, as chairman of the committee under whose auspices the *Oberon* made her trip, applied to the Government on the day after return for payment of expenses incurred. The amount involved was £300, which the Government refused to pay. Much correspondence and debate in Parliament took place over this matter, extending over two-and-a-half years, when by a vote of Parliament the amount was paid.

Such was the career and fate of Benjamin Boyd, a name for many years familiar to the Sydney public, but of whom very few knew anything. He was of a generous disposition, warm-hearted, and one whose society was sought, and he entertained nobly both in Sydney and Boyd Town. There has always been an air of romance about the name. The very curtness of it seems to convey the impression of a jolly-good-fellow style of man, and as one has proceeded with the elucidation of his seemingly mysterious existence the result is disappointing, for an idol seems to be shattered; and as this life is full of contraries, so he in one of the most beautiful spots on earth met a cruel death; and, her owner gone, what more fitting end could the *Wanderer* have than to be broken up on a calm day on the hard rocks of Port Macquarie!

The *Wanderer*, as a beautiful and graceful sailing yacht, will long be remembered, for Sir Oswald Brierly's picture in the Art Gallery will keep her form and name before the Sydney people as long as the canvas will last. But the history of Ben. Boyd has yet to be written.

#### FELLOWSHIPS.

At the meeting of the Navy League Executive held at Royal Naval House, Sydney, on the 14th inst., it was unanimously resolved to confer honorary fellowships of the League on Captain J. H. Watson, F.R.A.H.S., Mr. F. Danvers Power, F.G.S., Mr. M. Macdonald (officer-in-charge, North Sydney Sea Cadets), Mr. Edgur Fidden (honorary Secretary Balmain Sea Cadets); Mr. R. H. Wade (officer-in-charge Richmond Sea Cadets); Mr. J. Docking (officer-in-charge Concord Sea Cadets) for very valuable voluntary services to the Navy League, N.S.W. branch.

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1888	£1,000,000	1892	£2,200,000	1908	£14,717,018	1922	£41,445,306

## A KNOT STORY

BY F. DANVERS POWELL, F.S.A.  
THE WELL-KNOWN SCOUT MASTER.

A GOOD way to interest boys in knot-tying and the uses of knots, is to tell a story introducing as many knots as possible, and allowing each boy to tie the knot when you come to it. To many people knot-tying is simply sleight-of-hand; they admire your skill, but fear it is past their ability to follow you, and therefore do not try. When we consider the deaths, injury, and inconvenience due to the wrong kind of knot having been tied, we can appreciate the utility of having more than a nodding acquaintance with knot-tying. The tenderfoot has to know half-a-dozen of the commoner knots, but there are many others that scouts should know.

The Kookaburra Patrol decided to have a day out in the mountains, and arranged to cut across country away from the beaten tracks, in order the more nearly to experience the conditions which faced the early explorers.

Before starting, the P. L. inspected the kit of each boy to see that he was properly provided with haversack, tucker, scout knife, string, note book, pencil—and last, but not least, a lariat; for the Kookaburras prided themselves on their rope work, which was not confined to lassoing. The P. L., in addition, carried a well sharpened tomahawk in a leather guard, and a pocket first-aid outfit.

The patrol was nine strong, including the P. L. On reaching the bush, the scouts were spread out in extended order with a few yards interval, so that though each boy had sufficient ground about which to make notes on his own account, he was in sight of those on either side of him, so there was no fear of anyone becoming lost. The P. L. was in the centre, and could signal to the scouts nearest to him, who then passed the information on to those further away. The Second was at the end of the right wing, and the next most experienced boy at the end of the left wing, the others being in between.

It came about, that, unknowingly, the Patrol was walking parallel to a basalt dyke; some of the boys were on one side of it and some were on the other. So long as the dyke rock was solid this

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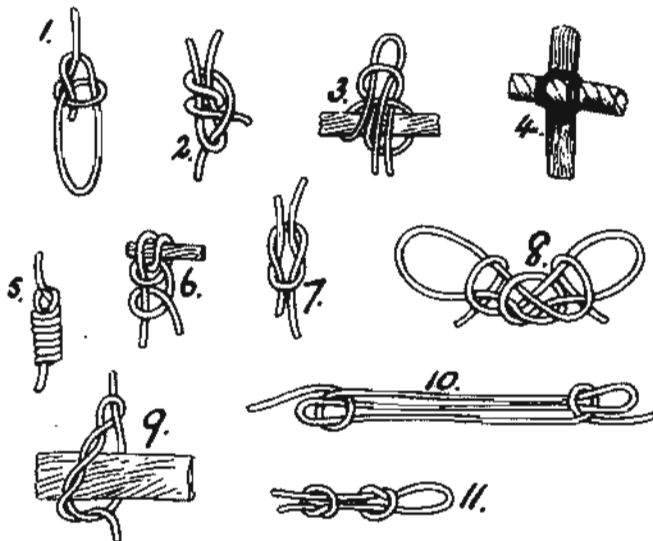
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did not matter; but as they proceeded, the dyke rock became decomposed, and still further on the clay had become washed away leaving a deep fissure, which was too dangerous to jump, as a bad landing would mean death. At first they thought the rock might become solid again if they con-

were spread out parallel to one another, and a *bowline* made at either end with the three ropes. Some light sticks, four feet long, were cut and placed in pairs, one from each outer rope to the centre one; the sticks were then fastened to the ropes with string by means of *square lashing*. The



tinued, but as conditions became worse—although those on the wrong side might have retraced their steps—they decided to build a rope bridge instead.

Selecting a convenient site, where there was a tree on opposite sides of the chasm, three lariats

centre rope was to walk on, the side ropes were for hand rails, the sticks holding them in position the proper distance apart. While the necessary number of sticks were being lashed to the ropes, a scout on the far side of the chasm tied a *lanyard knot* at one end of his lariat so as to weight it, and





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then heaved that end over. Untying the lanyard knot, that end of the lariat was fastened to one of the bowlines, while another lariat was tied to the other bowline with a double sheet bend. The latter was then tied to a tree with a draw hitch, a bight being placed through the loop temporarily to prevent it from coming undone by accident. The far end of the bridge was then hauled across to the other side of the chasm where the rope was made fast to the selected tree with a fisherman's bend, and the bridge was ready for use. When all the boys had crossed, with the exception of the P. L., the latter drew the bight out of the loop of the draw hitch, and taking the free end of the rope with him—being careful not to put any strain on it—crossed the bridge. When safely across, he gave the free end of the rope in his hand a sudden pull, and the draw hitch came undone. The rope bridge was then hauled across and dismantled.

Continuing on their way, they came to a precipice, and as they could find no way down, they twisted three lariats together so as to give a better grip, tied one end to a tree with a timber hitch, and threw the rest of the rope over the cliff. To prevent that part resting on the edge of the cliff from becoming chafed, some bark was wrapped round it. One of the party being liable to get giddy, a fireman's knot was tied on the lower end of the rope and placed round him, the rope was then given a turn round a tree to take the direct strain of the rope, and the boy was steadily lowered. The other boys then slid down the rope one by one, the P. L. remaining to the last, as usual, to see that everything was all right. Before descending, the P. L. untied the rope from the tree and replaced it by a single lariat, this was connected to the original rope with a double sheet bend, so that the original rope would be four or five feet below the edge of the cliff when suspended from above. He then made a sheepshank with the single lariat just below the brink of the precipice, and then while his weight was on the rope below it, he severed the middle portion of the sheepshank—that which was not used to make either of the half hitches—and slid down. On reaching the bottom, he jerked the rope till it came away where cut, so only the upper portion of the lariat was lost.

Later in the day the scouts had to climb a steep

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place where loose rocks were liable to be dislodged and cause one to lose his footing. The P.L. feared that Podgey, who was not too nimble on his feet, and whose body nearly resembled a sphere, might come to grief if he attempted to make the ascent without assistance, so decided to rope him. A bowline was made at either end of a lariat, one for the P.L., who was to lead, to put round his waist; the other for the Second, who was to bring up the rear, to place round his waist, while a *middleman's knot* was tied in the middle to go round Podgey's body. With this assistance, though he had many escapes, he reached the top in safety.

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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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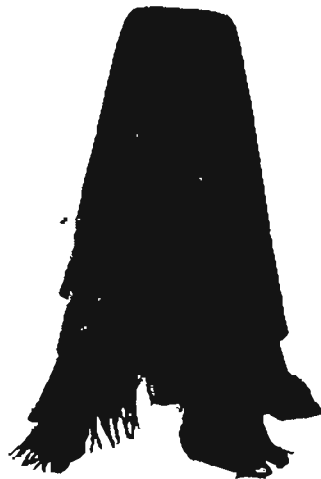
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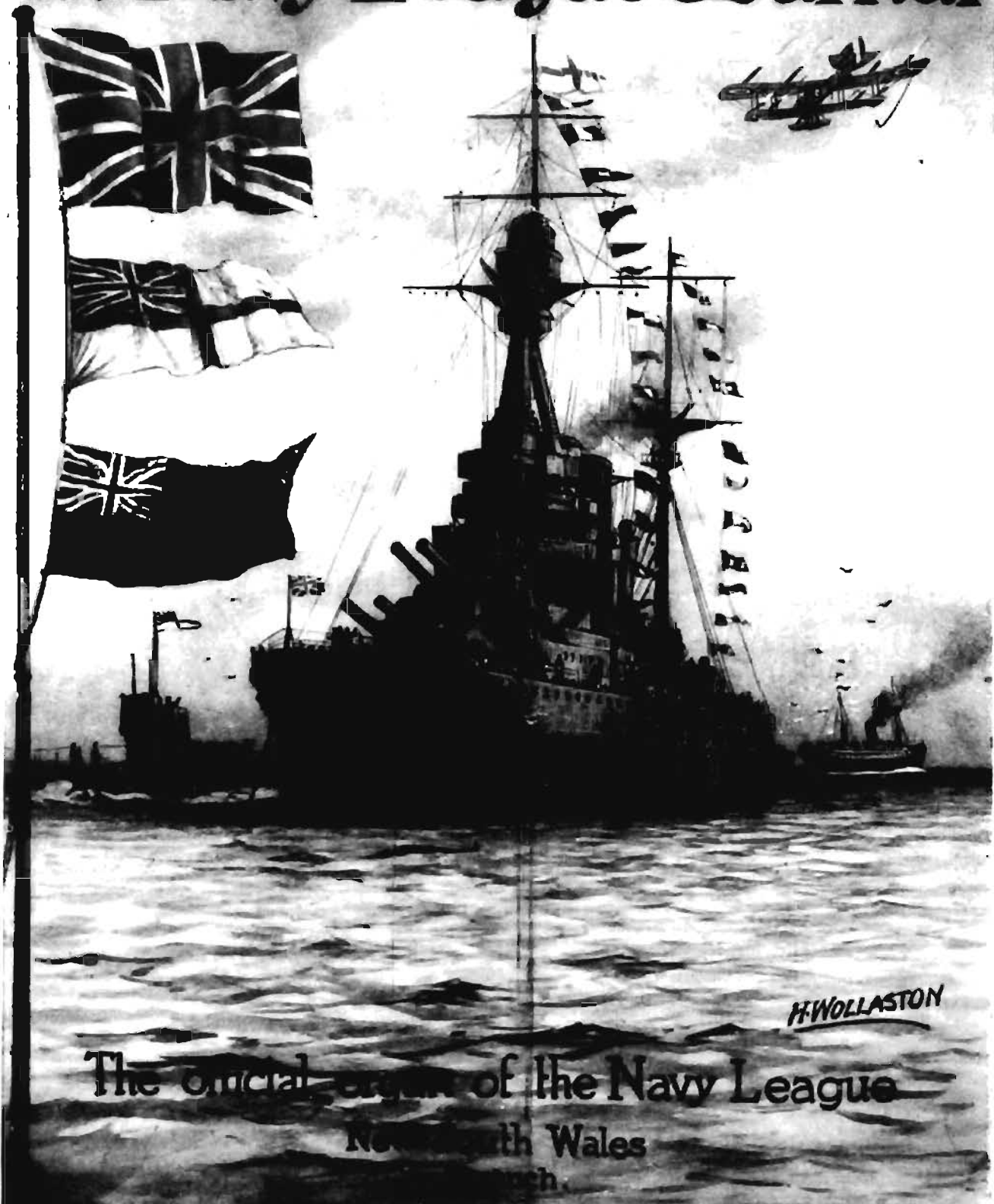


Vol. 5, No. 1.

MAY, 1924.

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# The Navy League Journal



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**The Navy League Journal**

Vol. V. No. 1.

SYDNEY, MAY, 1924

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**NATIONS AND THE SEA.**

THE rapid progress made by Japan in mari-  
time matters is probably without a parallel  
in the world's history. That she was able to  
assimilate Western ideas, and use them to such  
advantage, speaks volumes for the intelligence of  
her people.

The fact of a country having a comparatively  
large population, even though a large percentage  
reside within a day's march from the ocean, is  
not in itself sufficient to justify the acquisition of  
fleets of ships—either for a merchant or fighting  
navy if seamen cannot be found to man them.  
The United States of America is an example of  
a present day nation with a long seaboard lacking  
a truly seafaring race. Americans—except in  
small measure—have never acquired that sea-sense  
which is essential, and which is inherent in a  
race of real seamen. And for that reason America  
will never produce, with any degree of permanency,  
a seafaring class of any size.

Side by side with Japan's development of the  
sea sense, and her rise to maritime importance,  
have sprung up a number of industries directly  
associated with the sea. Her fishing fleets (which,  
by the way, are invaluable as recruiting grounds for  
the various arms of the navy) have grown; while  
shipbuilding and allied trades have developed  
enormously and have become firmly established.  
By encouraging a love for the sea among its people  
Japan is planting the seed for great reserves of  
personnel for the manning of her ships in the day  
of need.

What has Australia done? What is she doing?  
We shall attempt to give an answer in our next  
issue. In the meantime let us ponder the fact  
that it is only with the greatest difficulty she is  
able to maintain crews at effective strength on the  
ships of the skeleton fleet now comprising the  
Royal Australian Navy.

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## PACIFIC RAIDER OF 1813-1814.

PLANS FOR AN INVASION OF AUSTRALIA.

BY T. DUNBAR.

JOSEPH UNDERWOOD, member of the firm of Kable and Underwood, merchants and shipowners of Sydney, in New South Wales, had pressing business with Ellis Bent, Esq., Judge Advocate and Judge of the Admiralty Court, on August 2, 1814.

A few weeks before Joseph had sighted a strange vessel off the Australian coast as he was returning in his firm's 185-ton Sydney built brig, the King George, from a voyage to China for tea and other China goods. Pirates were still very much in fashion, though this was rather out of their latitude, and Joseph Underwood grew nervous when he noticed that the stranger had some wicked looking guns handy. It is true that she had attracted the attention of the King George by hoisting a signal of distress, but that was an old pirate trick.

Uneasy, but curious, Joseph put the best face that he could on the business, and drew near the strange craft, a 370 ton brig which smelt reassuringly of good, honest whale oil. He put out a boat and went aboard. He was received by no grinning, swarthy pirates with rings in their ears and daggers in their hands, but by 14 British whalers, ragged and rough, but honest enough.

All that they wanted was some clothes to replace the rags that partly covered them—some food and water and directions for making the port of Sydney. These were supplied to them, and Joseph Underwood, acting as their agent, applied to have salvage granted to them for the vessel—the Seringatam—in which they sailed. How the application came about is an interesting story.

### TWOFOLD BAY AS ENEMY RENDEZVOUS.

It was the farthest ripple of the war of 1812, the latest (and it may be hoped the last) was between Great Britain and America, which washed this problem to the feet of Judge Bent. Everyone has heard of some incidents of the war—such as the fight between the Chesapeake and the Shannon, the attack on New Orleans, and the

burning of Washington and of Toronto. But few remember that there was a Pacific phase of the struggle in the course of which an American frigate established a base at Nukahiva in the Marquesas Islands, and acted as a commerce raider with such effect that she captured or destroyed 17 British vessels.

There is good reason to suppose that but for a lucky accident Sydney would have been attacked by the Americans and French acting in concert. The editorial records of Australia contain a statement on the subject by Jorgen Jorgenson, once king of Iceland, and later to be a convict in Van Diemen's Land.

According to Jorgenson four French frigates, each carrying 250 soldiers, were to try to slip out of a port near Rochefort. At the Falkland Islands the French ships, which were to have two American South Sea whalers named Kelly and Coleman as pilots, were to meet an American frigate and a storeship. They were then to cross the Pacific to Twofold Bay. There they could rest the troops after the voyage before proceeding to attack Sydney.

Jorgenson states that as Port Jackson was protected by batteries it was intended that the ships should anchor in Broken Bay. The troops would be landed up the Hawkesbury, cut off the Hawkesbury settlers from Sydney and obtain possession of the grain. Then they would attack Parramatta, call the convicts to arms and march on Sydney.

### AMERICANS AT THE MARQUESAS.

It was also suggested that 250 men might be landed at Botany Bay to make a diversion but the main attack would be from Broken Bay.

Unless this scheme all emanated from the fertile brain of Jorgenson himself, who sometimes handled the truth rather carelessly, it shows that those who drew it up had a good knowledge of the Australian

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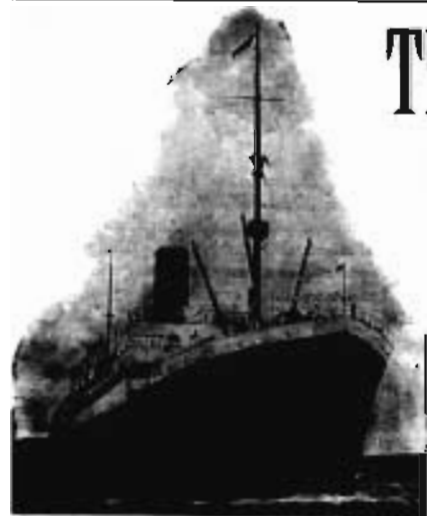
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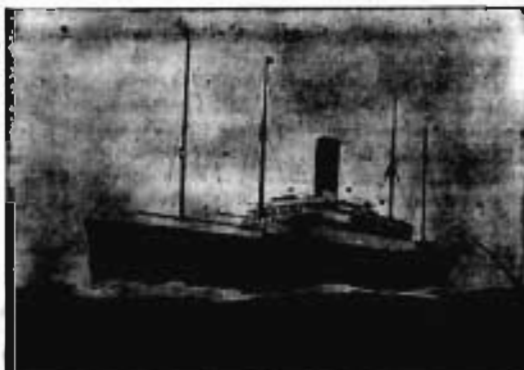
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coasts and the surroundings of Sydney. But it is well-known that at least two officers of Baudin's expedition, Freycinet and Peron, kept their eyes well open when they visited Sydney in 1802.

No French vessels ever reached the Pacific at this time. Jorgenson states that two did set sail under the command of Count Dillon but that they were wrecked near Cadiz.

But the U.S.A. frigate Essex, commanded by Captain David Porter, rounded Cape Horn in 1813 and went to the Marquesas Islands, which were already a place of resort for the whalers from the New England ports. The inhabitants of the Marquesas were well disposed towards the Americans who had so fully supplied them with muskets and other appliances of advanced culture, that the emissaries of civilisation from Port Jackson met with little encouragement in their efforts to introduce similar blessings for a consideration.

From his fort on Nukahiva Captain Porter ranged the Pacific far and wide. He captured 17 British whaling vessels, most of which were burnt though one or two were allowed to go as cartel ships carrying prisoners to Rio.

### RECAPTURE OF SERINGAPATAM.

As nearly as her seamen could remember (for all days were very much alike in the central Pacific) it was on July 13, 1813, that the Essex captured the three-masted, carver-built Seringapatam, 105 feet long, 28 feet wide above the main wales and 20 feet deep, off the Galapagos Islands. So much did the Americans fancy the Seringapatam that they fitted her out with 22 guns for use as an auxiliary raider. She made one raiding voyage with the Essex.

Most of the crew of the Seringapatam were shipped away to Rio in the cartel ship Charlton, Halcrow, master, but one or two were taken with their ship to Nukahiva. There they and prisoners from other British ships to the number of 14 in all, laboured at the building of a fort in which they were afterwards locked up. This annoyed them and when the Essex had gone away on another raid they jumped at the chance.

They were sent to shift cargo on the Seringapatam which was being prepared for a raiding voyage. On May 6, 1814, they rose suddenly

against the American prize-masters, and overcame them. Then the British went ashore and spiked the guns of the fort.

Returning to the Seringapatam they set sail and stood out to sea, putting the captive Americans into a boat when they had cleared the reef. None of them had any knowledge of scientific navigation but they blundered along till they reached Tahiti. Then they worked towards Australia till they met the King George. They would have struck Australia anyway but they might have struck it hard.

And now Joseph Underwood, acting on their behalf and with something in it for himself had placed their petition before Judge Bent.

### HOW THE ESSEX MET H.M.S. CERBERUS.

It was signed by eight of the fourteen; Thomas Belcher, James Duncan, Samuel Sewell, Robert George, Richard Power, Robert Lambress, William Clarke and William Styles. The other six heroes were "marksman" and signed with a cross. Their names were:—James Bantmon, Martin Stanley, Lewis Ransom, James Morrison, Robert White and Jeremiah Workman.

Much to the annoyance of Joseph Underwood, though perhaps less to that of the petitioners, Ellis Bent held that his court of Vice-Admiralty was not a prize court and that he could not even grant the modest prayer of the petitioners for salvage of their ship and the cargo. As they briefly and modestly point out they had carried out their exploit "with great difficulty and danger."

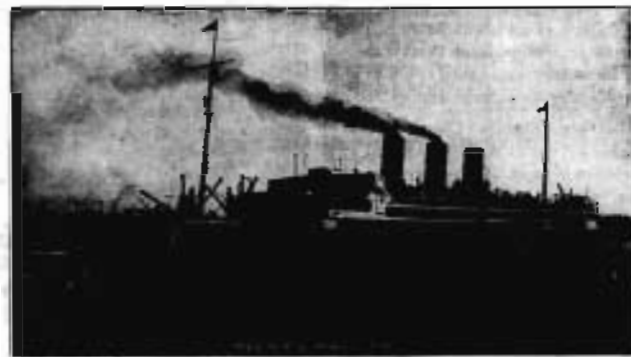
Bent held that the vessel must go to London for the question to be settled. So the Seringapatam, manned by her captors and commanded by that hardy old sea-dog, Ebor Bunker, who had been one of the pioneers of whaling on the Australian coast as far back as 1791, sailed for London to be dealt with by the Admiralty Court there. How the claim fared Australian history does not record but the Seringapatam became well-known in Port Jackson at a later date.

In spite of the pedantic scruples about jurisdiction in the legal mind of Ellis Bent, Joseph Underwood, succourer of distressed mariners probably did not go unrewarded. There was valuable cargo in the Seringapatam, the plunder of many

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As for the raider *Essex* she was even then near the end of her tether. Late in 1814 she met off the harbour of Valparaiso the British warship, *Cherub*, commanded by Captain Thomas Tucker. It was a great fight but in the end the *Cherub* won and the career of the *Essex* came to a full-stop.

#### NAVAL APPOINTMENTS.

The following appointments in connection with the Royal Australian Navy are notified by the Navy Office, Melbourne:—

Captain—Hector Boyes, C.M.G., to *Cerberus*, in command, and as captain superintendent of training, May 20; Ralph S. Sneyd, D.S.O., to *Brisbane*, in command, May 23; Henry I. Frakes, to *Cerberus*, additional, for passage to United Kingdom, May 23; Richard H. O. Lane-Poole, O.B.E., to R.A.N. College, in command, April 28; Richard H. Walters to *Cerberus*, additional, April 28 and for passage to United Kingdom.

Lieutenant.—John M. Hannan and William D. Hunter to *Marguerite*; Vincent E. Kennedy to *Geranium*; Jefferson H. Walker to *Cerberus*, additional, to await passage to United Kingdom; John R. Miller to *Platypus*, Geoffrey G. Carter to *Anzac*, Alfred S. Rosenthal to *Cerberus*, all to date May 5; Thomas L. Dix to *Tingira*, Frank E. Getting to *Brisbane*, Robert C. Casey to *Penguin*, and as district intelligence officer, Sydney, and staff officer to captain-in-charge, New South Wales, all to date June 1; Stanley B. de Courcy Ireland to *Cerberus*, additional, April 26, for passage to United Kingdom for reversion to Royal Navy.

Sub Lieutenant.—Franklyn B. Morris and Herbert J. Buchanan to *Brisbane*, Raymond P. Middleton to *Melbourne*, Glen L. Cant to *Stalwart*, additional, William H. Williamson to *Tasmania*, additional, Emile F. V. Bechaineux to *Brisbane*, additional, John A. A. Stocks to *Tasmania*, Stanley W. S. Robertson to *Anzac*, David Koes to *Geranium*, additional, George S. Stewart to *Platypus*, additional, all to date May 5; Stanley H. N. Spurgeon to *Melbourne*, James M. Luke to *Anzac*, additional, Lawrence E. Tozer to *Platypus*, additional, Raymond P. Middleton to *Melbourne*, additional, all to date June 4.

Surgeon Lieutenant-Commander.—William E. Roberts to *Cerberus*, May 8; A. Scott Mackenzie to *Melbourne*, May 15.

Surgeon-Lieutenant.—David S. Prentice to R.A.N. College, as acting surgeon lieutenant commander, May 1.

Paymaster Lieutenant.—Theodore E. Nave to *Melbourne*, additional, for duty in Commodore's office, April 22 (appointment to *Geranium*, to date April 14, cancelled); Alexander J. White to *Cerberus*, additional, for duty at Navy Office, April 22; James B. Foley to *Cerberus*, additional, May 10, for passage to H.M.S. Hood; Edward H. Leitch to *Melbourne*, April 14; Ernest H. Currey, to *Geranium*, April 17.

Mate (A).—Charles H. Blacklock (acting) to *Platypus*, April 12 (appointment to *Platypus*, additional, to date April 7, cancelled).

Warrant Telegraphist.—Archibald D. McLachlan to *Penguin*, *Brisbane* heading to *Cerberus*, both to date May 6.

## Wrecking a Battleship.

### War Hawks at Play.

AN article in a recent issue of the "U. S. Coast Artillery Journal" describes the destruction from aeroplanes of the obsolete battleship *Virginia*. The tests were carried out by the United States Navy Department in the Autumn of last year. The main value of the tests would appear to be not so much in the actual sinking of a ship as in rendering the crew incapable of control by the force of the explosion. Of course in real warfare capital ships would be defended against air attack, thus rendering the operation of bombing them extremely hazardous and difficult. It does not require a very fertile imagination to picture the effects of a similar bombing, as the one described below, on a big bridge or on an important railway centre. The "Artillery Journal" account reads:—"The attack upon the *Virginia* was made from 3000ft. by seven planes, each carrying two 1100lb bombs. The time of fall of the bombs was 14 seconds. The attack began at 11.55 a.m. and ended at 12.08 p.m. The fifth bomb dropped was a direct hit. It struck the *Virginia* on the starboard side near the fore and aft centre line, and about 50ft. abaft the mainmast. The effect of the explosion is well-nigh indescribable. When the smoke lifted, the *Virginia* was a shapeless wreck, and sinking fast. Both masts and all three funnels were practically levelled. Daylight could be seen through the berth deck port-holes aft, indicating that the bomb had penetrated beneath the wardroom and blown the quarter and half-decks out of the ship. The effect radiated as far forward as the forward bridge, which was a warped and twisted mass of metal. Had the ship been manned there would have been few, if any, conscious men aboard after the explosion. Another direct hit was made before the smoke lifted. At 12.22 p.m., 18 minutes after being struck, the *Virginia* turned turtle to port and began to settle. The confined air burst the seams along her keel. At 12.24 p.m. the bow rose out of the water, and the ship went down vertically stern first."

## THE NAVY and EMPIRE TRADE.

APPEAL BY NAVY LEAGUE.

THE following important letter over the signatures of Sir Cyril Cobb, M.P. (Chairman) and Mr. Gerard Fiennes (Vice-Chairman) has been circulated from Headquarters, London, to all branches of the Navy League throughout the world. The League warns the people of the Empire of the great danger to Imperial interests owing to the British Government's decision to suspend construction of the naval base at Singapore.

The letter reads: "The decision of the Government to proceed with Sir Samuel Hoare's schemes for increasing the air force shows that they are not entirely indifferent to the claims of national defence, and not entirely victims to the delusion that the way to security lies through helplessness.

### AIR NOT THE ONLY DANGER.

"The Navy League, of course, applauds their decision to render the heart of the Empire immune, if it may be, from devastating air attacks. That is a primary duty. But how are we benighted by this security if we are left liable to have our essential supplies of food and raw materials cut off by attacks on our commerce in distant seas which we are left helpless to resist? The paralysis of all industry at home and slow starvation through the cutting-off of our supplies of wheat and meat would be no less painful an end than extermination by high explosives or poison gas. Defence against air-raids and defence against slow strangulation by raids on commerce are not alternatives but complementary one to another.

"Has the British Government forgotten that it has a double danger to meet:—

"(1) The danger of air attacks against our cities and ports;

"(2) The danger of the destruction of our sea-borne commerce?

"If, despite the assumption that the best defence is defencelessness, they still are convinced of the possibility of danger from the air, how can they appear to believe that there is no danger of attack on the seas? Why should they imagine—

it is certainly not the case—that France will see no menace in our air preparations, and that Japan will see a menace in immobile defences at Singapore? A dockyard can make no attack, and the Japanese, who, for years, have viewed our position at Hong-kong with equanimity, are not likely to be disturbed by our providing ourselves with an alternative fleet base over 1400 miles further from their coasts. The plea that the construction of a naval base at Singapore is likely to create an atmosphere inimical to disarmament is specious, but unconvincing.

### VALUE OF PACIFIC TRADE.

We have, every week, to import about six million tons of food to the approximate value of £9,500,000, and about twenty million tons of raw material to the value of over £8,000,000. To enable these supplies to be brought to our shores, we have every day at sea 1400 British merchant ships of 3000 tons and over, scattered over trade routes 80,000 miles in length. In addition to the ships actually at sea, there are over 1400 other British ships loading or unloading in harbour in various parts of the world at the same time. At any given moment there are at least £180,000,000 worth of British trade about east of Suez, of which £157,000,000 are in what may be called the Singapore sphere of influence. From that area we draw 98 per cent. of our supplies of tea, 97 per cent. of our jute, 96 per cent. of our zinc ore, 90 per cent. of our rubber, 89 per cent. of our wool, 77 per cent. of our hemp, 63 per cent. of our rice, 57 per cent. of our tin, 52 per cent. of our cheese, 48 per cent. of our butter, and a large proportion of our frozen meat, oils for food, etc., and also many other necessary materials for peace or war. Every ship on the eastern trade makes on an average five voyages out and five home every year. Thus the 297 ships trading in the India area alone may be said to have an annual floating worth of over £800,000,000, which it is the business of the navy to protect.

What the effect would be of leaving this vast trade unprotected we may see from the experience

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of the late war. The Emden in under two months sank 17 ships whose hulls and cargoes were valued at £2,200,000; the Moewe sank 22 ships on one cruise and 12 on another. This too, happened at a time when there was a large number of cruisers, not only British but also Japanese and French, guarding the trade routes.

Is the sum of £111,000,000, spread over a period of years, for the construction of the Singapore Base—which is equivalent to about one farthing per annum on the income tax—too great a premium to ask for the safe-guarding of these vital Imperial interests?

### PROTECTION OF DOMINIONS.

In a conflict in which the enemy has not only cruisers and submarines, but also a battle fleet in the contested area, our light cruisers would be powerless to protect floating trade, unless they, in their turn, had the support of heavy ships, and they cannot have such support unless there is a base in that area where heavy ships can dock and repair and obtain the necessary stores. Expert naval opinion has selected Singapore as the best base for the purpose, since it closes the route to the west and banks that to the Australasian dominions. No other position can so completely meet the needs of a fleet operating in the Pacific and Indian oceans, and, if Singapore is not made available, the fleet will have no base nearer than Malta, which means that it cannot operate in eastern waters at all.

Moreover, we must not look on the question narrowly as a matter of our sea-borne trade alone. If the Royal Navy cannot operate in eastern waters, the Australasian dominions are left defenceless, an easy prey to the attack of any enemy possessed of a battle fleet and bases within striking distance. The most profound belief in the goodwill of the Pacific Powers does not justify us in this act of desertion. Next to the "golden link of the Crown," the navy is the strongest link in the ties which bind the dominions to the mother country. Hitherto, it has sheltered them, more or less completely, from attack, even though its main strength has been thousands of miles away, because it has stood between them and the main force of a potential enemy. If the potential enemy be nearer to their doors than the protecting naval force, and if

*Continued on first page 12.*

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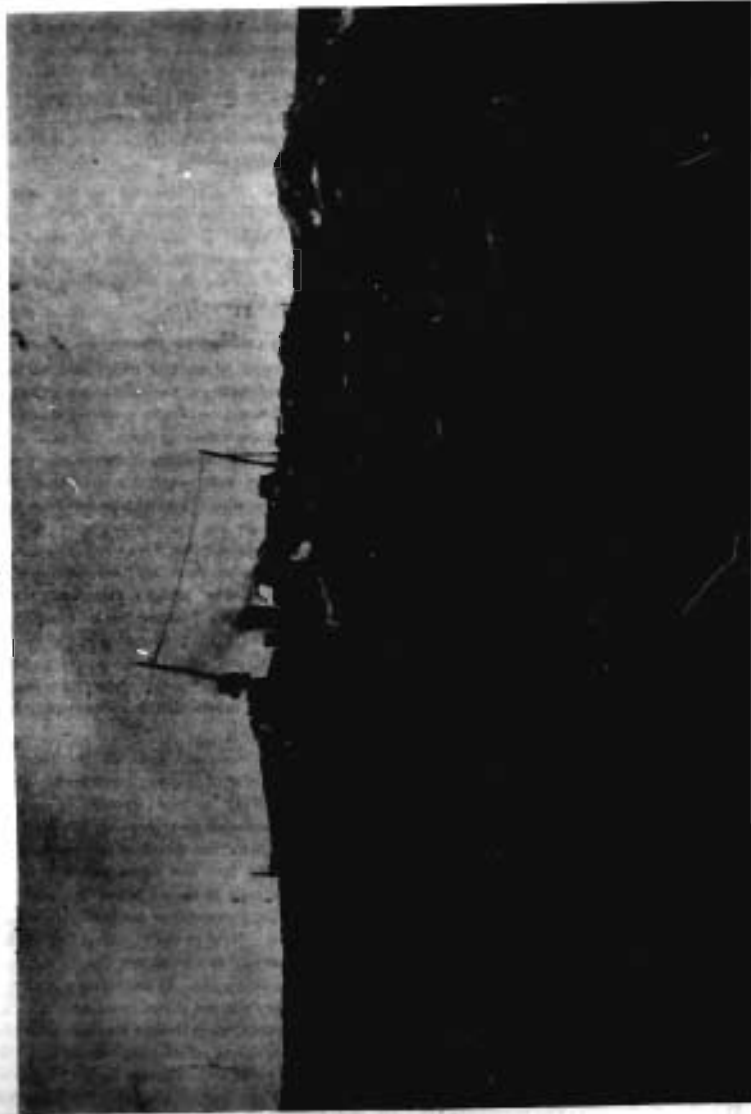
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## MARITIME NEWS.

The popular Aberdeen Liner Themistocles, is scheduled to leave Sydney for London on May 28. The Agents are Messrs. Dalgety & Co., Ltd.

The P. & O. and the Orient Royal Mail steamers will berth at Woolloomooloo in future. The difficulties attending the berthing of these big vessels at Circular Quay have greatly increased during later years, owing to the congested nature of the ferry traffic. Travellers, as they pass to and fro from the Quay, will greatly miss the familiar names and forms of the splendid ships of these celebrated companies.

The Management of the Australian Commonwealth Line made a wise move when it decided to cut out the very limited first-class accommodation on its "Bay" liners. There is no doubt that the popularity of these ships will further increase now that "one class" passengers only are being catered for.

Word has been received to the effect that the Orient S. N. Co., Ltd., have placed an order with the famous firm of Vickers Ltd., Barrow, England, for the construction of another 20,000 ton oil burning liner. She will be similar to the Orana and Oronsay, now building. All three vessels will ultimately take their places, with the R.M.S. Ormonde, on the Australian mail service, and will provide a fast monthly service between this country and the United Kingdom.

Ashamed of her calling, the once proud "White wing'd vision of the deep" Loch Katrine, is about to leave Sydney forever. Used as a hulk in Australian waters for many years past, she is to end her days at Rabaul, as a storehouse.

Many people will remember the clipper ship Loch Katrine in the strength and glory of her youth when she was a welcomed visitor to Sydney. She was one of the last of man's beautiful and elegant creations to be sacrificed to progress and utility. "Earth," to quote John Masfield, "will not see such ships as these again."

that protecting force be paralysed for lack of a base within covering distance, the most profound anxiety must be aroused in the minds of our fellow citizens overseas which no pious belief in the force of a good example will allay."

## PERSONAL NOTES.

Commodore T. E. Wardle, J.S.O., R.N. who recently succeeded Rear-Admiral Addison as Commander of the Royal Australian Fleet, was present at the monthly meeting of the Navy League Executive on the 12th inst.

Mr. Kelso King, one of the League's Honorary Treasurers, is at present on a visit to Queensland.

Captain G. R. Meicaffe, of the White Star Line steamer Cedric, and formerly of the Ceramic, has been promoted to the Company's magnificent vessel, Homerio, plying between Southampton and New York.

At the monthly meeting of the Navy League Executive held at Royal Naval House, Sydney, on the 12th inst., there were present:—Judge Backhouse (in chair), Sir Alfred Meeks, Captain Crauford, R.N., Messrs. A. G. Milson and F. W. Hixson, Honorary Secretaries; Mr. H. M. Shelley, Honorary Treasurer; Commander H. L. Quick, R.A.N., Messrs. T. H. Silk, J. Payne, J. J. Eyre, T. Fox, S. Newlands, and Captain Beale.

The North Sydney Company of Navy League Sea Cadets, has been fortunate in securing the services of Mr. Sinclair Arcus as Honorary Secretary, and Messrs. K. H. Simpson and L. Bray as assistants to the officer-in-charge, Mr. M. MacDonald.

Two keen supporters of the League in Mrs. and Miss Glasson, of Killara, will leave next month on a trip to the East Indies. They expect to be absent from Sydney for about two months.

Mrs. Oswald McMaster, another staunch supporter, is at present on a visit to South Africa.

Six members of the Navy League Executive are on their way to England, in England, or making the voyage back to Australia, they are: Messrs G. E. Fairfax, C. M. C. Shannon, Captain A. W. Pearce, Sir Samuel Horden, Sir Alexander MacCormick, and Mr. Gordon Wesche.

Mr. W. C. Wentworth has joined the League as a Life Fellow.

Please pass this JOURNAL on to a friend.

## The Gallant Good Riou

## A CHAPTER OF NAVAL HISTORY.

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

WHEN Captain Arthur Phillip was sent out by the British Government to found a settlement on the east coast of New Holland, the expedition of which he was in command—consisting of eleven ships—arrived in Port Jackson on January 26th, 1788. The number of people which landed in Sydney Cove was 1,030, and for these he had brought food to last two years, by which time it was hoped the settlement would be self-supporting. It soon became evident to the Governor that the provisions, for several seasons, would not last two years, nor would the colony be self-supporting at the expiration of that time. He, therefore, wrote home urging that provisions, clothing, agricultural implements, as well as superintendents, should be sent out at once.

In consequence H.M.S. Guardian was ordered for this service, and her between-deck guns being taken out, which technically made her armed *en flûte*, enabling that space to be used for stowing large quantities of casks of salt beef and pork, and other stores. To the command of this vessel was appointed Lieutenant Edward Riou, an officer at the time 32 years of age, and of some experience in the service, for he had been a midshipman on the Discovery, one of the ships in Captain Cook's third voyage; and historians describe him as "a seaman of the finest type—cool, hardy, fearless, and full of resource. It was his unique seamanship in fact which gave him his first great chance in life, and is still his most enduring title to fame."

"Theseus, late R.N.," a writer on naval matters some sixty years ago, wrote in the "United Service Journal": "It seems a very extraordinary thing, but whenever a ship is required for the surveying service the Admiralty are sure to pick out the oldest and most rotten old tub that can be found in the Navy List." He was speaking about the



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Herald that was sent to Australia as survey ship in 1845, but the same remark would apply to any ship in the early days of Australian history—from Governor Phillip's ship the Sirius onwards, and the Guardian was no exception.

A large quantity of general stores—useful and necessary for people in a place where nothing could be had—besides provisions, including clothing, bedding, and in fact everything from a needle to an anchor were shipped. The passengers were several superintendents—a chaplain for the settlement, and about 20 convicts.

The Guardian sailed in August, and reached the Cape of Good Hope in November, 1789. Here she took on board 20 cows, 6 horses, several sheep, goats, deer, rabbits, and poultry.

Continuing her voyage, and when twelve days out from the Cape, and in 44 degrees south, she got among icebergs, one of which was of immense size, and when within safe distance Riou sent his boats to collect pieces from it—that when melted would give him water for live stock. Having obtained what he required he bore away; as night came on the darkness became intense, until a faint light seemed to suddenly rise in front of the ship, and a wild cry of the look-out man made him aware that they were running right into the same immense berg that they thought they had left astern, but the wind on her precipitous side had driven it past the ship, and was now towering high above the mast-head of the Guardian threatening her destruction.

To down the helm and swing up into the wind had the effect as her head came round of drawing her stern over a projecting spur of the iceberg under the water which tore away the rudder and dragged the stern post from the keel, and smashed one of the after beams. The water rushed in, and before midnight there was six feet in the hold, although the pumps had been instantly manned and kept going.

Everything known to seamen was done to keep down the water. The same means to prevent the inrush that Captain Cook used when the Endeavour ran on the reef was tried—that of fothing the ship, that is, taking a sail and stitching oakum thickly into it, and drawing it under the vessel so

that the suction taking the oakum into the leak keeps the water out. This answered for a time, but the heavy seas tore the canvas away, and the process had to be repeated, but still the water came in, and by the second day it was up to the lower deck, which practically became the ship's bottom.

The collision with the iceberg occurred on the 23rd, and on the 25th (Christmas Day) the exhausted crew worn out with working night and day, and half frozen, came aft and asked Riou to abandon the ship and take to the boats. Previous to this, all the live stock had been thrown overboard, there being neither food nor water for them and to lighten the ship the guns and everything that was movable was thrown over.

Riou did everything he could to cheer up the men to no purpose; he, therefore, gave all who wished to leave the ship permission to do so, but he would stick to the ship and go down with her.

There were five boats. In lowering one it was swamped by the heavy sea running, and the surgeon, two midshipmen, and five others were

drowned. Four boats, each with its accommodation occupied by officers, seamen, and superintendents, got away from the ship. Whilst this was going on Riou sat down and wrote a letter to the Secretary at the Admiralty under date 25th December, 1789.

"Sir,—If ever any part of the officers or crew of Guardian should ever survive to get home, I have only to say their conduct after the fatal stroke against an island of ice was admirable and wonderful in everything that related to their duties, considered either as private men or His Majesty's service.

As there seems to be no possibility of my remaining many hours in this world, I beg leave to recommend to the consideration of the Admiralty a sister, who if my conduct or services should be found deserving any memory, their favour might be shewn to her together with a widowed mother.

I am, Sir,  
remaining with great respect,  
Your ever obedient and humble Servant,  
E. RIOU.

To P. Stephens, Esq."

Continued on page 21.

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SEA CADETS

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

## HEADQUARTERS' NOTES.

Cadet Officers are invited to peruse the Rules Governing Pulling Boat Races, on page 18.

On Sunday, June 1, the Jutland Day Memorial Service will be held at St. Andrew's Cathedral, Sydney. It is hoped that Sea Cadet Companies will be well represented.

The Cutter race for the "Oswald McMaster" Cup will be rowed over a half-mile course between Wright's Point and a mark off the Drummoyne Depot, Parramatta River, on Saturday afternoon, 31st May. Race will start at 3 o'clock sharp.

Mr. Harry Shelley of the Navy League Executive has very kindly offered to tow North Sydney and Balmain cutters to the starting point if respective officers in charge will get into touch with him at 185 Clarence Street (phone City 9664), with regard to the time and place at which they desire to be picked up.

Companies should make their own arrangements with respect to cadets wishing to witness the race.

His Excellency the State Governor will be invited to present the Cup to the winning crew on the occasion of the inspection of cadets in June.

Five silver medals—one for the best all-round P.O. or Cadet of each Company—are being struck. They will be presented at the general inspection next month.

Headquarters will welcome any reasonable suggestions from friends of the League relating to the welfare of its Sea Cadet movement.

The editor of THE JOURNAL will also be pleased to consider articles or photographs of a suitable nature. Communications should be sent to the Royal Naval House, Grosvenor Street, Sydney.

## HUMOURS OF THE R.A.N.



WITH ONE OF OUR LOWER DECK VOLUNTEER BANDS.

The Double Bass: "What did he say was the next tune?"  
 The Trombone: "Washington Post March."  
 The Double Bass: "It can't be that one."  
 The Trombone: "Why not?"  
 The Double Bass: "Gee bless I've just played it."

## BALMAIN COMPANY.

Mr. E. Fidden writes:—Balmain was recently the scene of the most spectacular procession ever held in the municipality, the occasion being the Firemen's Carnival in connection with the Queen Competition for the Balmain and District Hospital. A marching competition was held, and the competitors included the Highlanders, Boy Scouts, Red Cross Divisions, and the Navy League; the latter was represented by Balmain and Drum-moyne Companies, and they were unanimously declared the winners. Each Company has been presented with a Championship Ribbon to be displayed on their colors. Congratulations on the splendid exhibition put up by the Navy League Sea Cadets were general.

Mr. F. Peterson, late of the Sea Scouts, has joined the Company as an officer, and will be of great assistance in helping Officer S. Cooper in boat work.

We are after the honors for the next Cutter race on 31st May—other Companies look to your guns.

If any Cadet Soccer team is disposed to try conclusions with ours, we shall be glad to hear from it.

Our Physical Instructor requires 10 sets of single sticks, with baskets and masks. Any Leaguer caring to assist in this direction will earn our warmest thanks.

## EMPIRE DAY.

Empire Day, which falls on the 24th May (the birthday of the late Queen Victoria), was officially recognised by the Federal Government in the year 1905. It was founded by the Rt. Hon. The Earl of Meath at the close of the nineteenth century. Its "watchwords" are:—Responsibility, Duty, Sympathy and Self-sacrifice.

He who serves and seeks for gain,  
And follows but for form,  
Will peak when it begins to rain,  
And leave thee in the storm.

—Shakespeare.

RULES GOVERNING PULLING-BOAT RACES,  
FRAMED AT MEETING HELD AT ROYAL NAVAL  
HOUSE, FRIDAY, 9th MAY, 1924.

**DISTANCE.**—Races shall be over a distance of half a mile in a direct line.

**STARTING—METHOD OF.**—The start shall be by Pistol shot.

**BANKING.**—All boats to be double banked. Hows (only) to be single banked, and no extra cadets to be carried.

**AGE.**—No member of the Crew (with the exception of the Coxswain) shall be more than 16½ years of age on the day of the race. Competitors failing to comply with this condition will be disqualified.

**HANDICAPS.**—**CUTTERS.** In all races where different-length cutters pull together there will be handicap as follows:—

(a.) 28 ft. and 30 ft. 12-oared boats will pull together without handicap.

(b.) 26 ft. and 28 ft. 10-oared boats will be allowed three seconds start per half mile from cutters pulling 12-oars. (See (a.) above).

**COXSWAIN.**—The Officers-in-Charge of Companies shall have power to take charge as Coxswain or may nominate any bona fide Officer of his Company to act in that capacity.

**BALLOT FOR PRIZES.**—The positions to be balloted for. The draw to take place in the presence of three members of the Navy League Committee, and the Officers-in-Charge of Units to be notified one day prior to the race.

**PERMANENT FITTINGS IN BOATS.**—No permanent fittings shall be moved or interfered with. Any breach of this rule will be met by disqualification.

**DISTINGUISHING PENNANT.**—Each boat to carry in the bow a triangular pennant of the color of the particular Company.

**UNIFORMITY.**—Crews of each boat to be uniformly dressed.

**PROTESTS.**—Protests must be lodged in writing with the Judge within one hour after the event.

**PROTEST COMMITTEES, JUDGE AND STARTER.**—Two members of the Executive Committee of the Navy League to appoint Judge and Starter; the two members to also act as a Committee for the consideration of protest.

**DISQUALIFICATION.**—(a.) Coxswains of boats are especially warned that any neglect to obey immediately the orders of the starter will render their boats liable to instant disqualification.

(b.) Any boat wilfully, or from neglect, fouling another boat.

(c.) Any boat altering her course in order to prevent an overtaking boat from passing her does so at her own risk, and will be disqualified if fouled.

**BLACKENING GEARING, ETC.**—The bottoms of boats shall not be covered with shellac, blacklead, or any other foreign substance; nor shall be altered in any way, or any other than the regulation stretchers be used.

The Honorary Secretary of each Company shall forward to the Hon. Sec. of each other Company a list of the names and ages (in years and months) of the personnel of his Company's crew one week prior to the date arranged for a race, such lists to be verified and signed by the Officer-in-Charge.

## Singapore Base.

THE General Secretary of the Navy League, London, in a letter to the Honorary Secretaries, N.S.W. Branch, writes:—

With regard to Singapore, I know that there is a good deal of divergence of opinion as to whether this is the best possible place for such a base, but I think that its advantages can be briefly summed up as follows:—

- (1) It covers the most important trade routes from the Pacific to the West, and is in a very commanding position for intercepting any raiders which attempt to break through the islands so as to obstruct the Australian trade routes.
- (2) It guards the oil supplies both in Sarawak, Burma, and also the Persian Gulf, together with the big coalfields in Borneo, Malaya, etc.
- (3) It has neutral territory to the southward and eastward, which cannot afford to become enemies of this nation for fear of having their possessions taken away from them, as the Dutch Navy in eastern waters is not worth much from a fighting point of view.
- (4) It is directly across the line of approach of any nation which could attack either Australia or New Zealand, with the result that any military expedition setting out would be very badly hampered in its movements for fear of interception—quite apart from

the fact that its supplies (which would have to follow the expedition continuously, if it ever landed in either of these two Dominions) would run a similar risk:

- (5) It is an ideal base from the point of view being able to seize advance bases from which to operate against hostile commerce in time of war.

The whole question of Singapore has been rather mixed up with the defence of Australia as its primary object. Singapore is an essential base to guard Empire interests as a whole in eastern waters, and principally controls those parts of the Empire which lie within the Indian Ocean. In a lesser degree it guards both Australia and New Zealand by being situated on a flank of any line of approach, and, therefore, is always a potential danger to any enemy which endeavours to interfere with those two Dominions.

On the other hand, having the main base at Singapore does not by any means do away with the necessity for having subsidiary bases in either Australia or New Zealand, which would be required for the local defence of their own coastline, and these would automatically follow as soon as the main base had been established.

I hope you will realize from our recent manifesto what enormous financial and commercial interests are at stake in eastern waters which are controlled and lie within the Singapore sphere of influence; therefore, if these interests are once safeguarded by the establishment of a base, it will enable the main fleet to have a much bigger radius of action over the protection of both Australia and

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New Zealand.

The whole question is purely a matter of strategy, and rather hard to put down on paper unless one has full information as to the forces at the disposal of the various powers and of the interests at stake.

I think, however, that it can be briefly summed up that, with Singapore, it is doubtful whether either Australia or New Zealand could be attacked, but that without a base at Singapore, even if we had one in Australia, enormous damage could be done to the British Empire, which vessels operating from an Australian base would be unable to prevent.

One fully realises what you all must feel about the decision of the Government to suspend the operation of this base, which, after all, is a key position—and ought to be proceeded with at once. Local defence with submarines, mines, and your own forces will certainly protect your own coasts, but they will be unable to protect the vast trade which is so essential for the well-being and maintenance of our Empire.

\* See article elsewhere in this issue.

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Carrying on the education of 1,147 children of men who fell.

The League has branches throughout the British Empire.

How many friends can you induce to join up with the N.E.W. Branch?

THERE is that in our characters which never can be seen except in our writings; in fact, if you told your best friend half of what you put upon paper, he would yawn in your face or he would think you a fool.

— Edward Butler Lytton.

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

Continued from page 18.

Never was letter written under more trying circumstances. A water-logged ship stripped of everything, without a rudder, sails blown to ribbons, and deserted by officers and crew, with the exception of three—her commander unmindful of himself found time to commend to the Admiralty his loved ones at home. That done, and the boats all gone, and in spite of the tempestuous wind and the seas washing over the wreck, Riou looked about to see who of his crew and passengers remained on the ship. He found the carpenter, the boatswain, and Mr. Pitt, a midshipman, son of Lord Camelford, and twenty convicts. Whether any of the seamen remained is uncertain, none are mentioned in the various accounts published at the time.

All the above with their commander had a hard task before them. But, we gather from Mr. John Williams, the boatswain, that "the commander had a strong resolution—for he said he would sooner go down in the ship than he would quid hur . . . after the boats left us we had two chances—either to pump or sink . . . We found some benefit by it for pumping and bailing we gained on her . . . We was in this terrible situation for nine weeks before we got to the Cape of Good Hope."

They fell in with a Dutch ship from Batavia bound to the Cape, which had got further south than her proper course, and she lent some men and stood by till the *Guardian* reached port. In the meantime the boat in which were Mr. Clements (the master), the Purser, Rev. Mr. Crowther (the chaplain), a Master's Mate, a Midshipman, the gunner, and nine others (one of the officers having Riou's letter to the Secretary of the Admiralty) after great privations was picked up by a French ship and taken into the Cape. On their tale being told, the *Guardian* was given up as lost; great was the surprise, therefore, when the shattered wreck entered Table Bay "with nine feet of water in her hold, the lower gun deck serving as a second bottom, and Riou and his crew, looking like men from another world, with long beards, dirt and rags covering them." The other three boats and their occupants were never heard of.

Riou sent the twenty convicts on to Sydney, and recommended that on account of their conduct they should be pardoned, which was carried out, each receiving also a grant of land.

The *Guardian*, sodden wreck as she was, eventually sank at her moorings at Table Bay, being beyond repair.

When Riou reached England his wonderful heroism gained him great popularity; the Admiralty promoted him to Commander, and shortly after to Captain. He served in the West Indies in command of a frigate, and later the Royal yacht.

In 1799 he was appointed to the command of the 38-gun frigate *Amazon*, which in 1801 formed one of the fleet under command of Admiral Sir Hyde Parker, and which fleet on account of the threatening attitude of the northern powers was sent to the Baltic, Lord Nelson being the Vice-Admiral. It was of the naval action which followed that the poet Campbell wrote—

Of Nelson and the North  
Sing the glorious day's renown,  
When to battle fierce came forth,  
All the might of Denmark's crown.

Certain proposals had been made to Denmark, which she rejected, whereon a squadron of 10 battle ships, 5 frigates, and 13 small craft were detached from the fleet, and under Lord Nelson sent to operate against Copenhagen and the Danish fleet of 18 vessels, mounting 628 guns, at anchor off that city.

During the engagement which followed it had to have occurred that incident which credits Nelson with putting his telescope to his blind eye and saying he could not see the Admiral's signal, "leave off action." The engagement had continued for some hours when the *Amazon* exposed her stern to the heavy fire of a Danish blockade vessel when her gallant commander, Captain Riou was cut in two by a chain shot, his last words being "What will Nelson think of us?"

Nelson had only known Riou personally for a few days, but had a high opinion of him, and, in speaking of his loss, termed him "the gallant and good Riou," which the poet before-mentioned





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# JOYCE Biscuits

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slightly alters in the last stanza of the poem quoted from, wherein he says—

Brave hearts! to Britain's pride;  
Once so faithful and so true,  
On the deck of fame that died  
With the gallant good Riou.

## NAVY LEAGUERS AND OUR ADVERTISERS.

Advertisers in the NAVY LEAGUE JOURNAL are supporting the Aims and Objects of the League, and Navy Leaguers are courteously invited to show their appreciation by extending their patronage to our advertisers. The names borne by our advertisers are a guarantee of excellence and service. Here they are alphabetically arranged, together with address:—

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Globe Meat Products (James Barnes, Ltd.), Redfern, Sydney.

Continued on page 24.

"A long, long pull; and a strong, strong pull."



Photo Courtesy Sydney Daily Telegraph.

Rear-Admiral A. P. Addison, C.M.G.  
LEAVES THE FLAGSHIP.

Admiral, then Commodore Addison, succeeded the late Rear-Admiral J. S. Dumaresq, C.B., C.V.O., in the command of the Royal Australian Navy. He is here seen at the helm, with six senior naval officers as a crew, on his way to the P. & O. liner Narkunda, on which he embarked for London. The new Commander of the Fleet, Commodore Wardle, D.S.O., R.N., has hoisted his broad pennant on the Melbourne.

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"Dad," said little Tommy, "what's a miracle?"

Dad, who was winding "Henry," paused and mopped his brow.

"Well, son," he said, "if this old engine were to get going at the first turn, I guess that'd be one!"

## MEMORIES.

### Circular Quay and the Clippers.

BY W. A. CONWAY.

THE clipper ships of a few decades back almost monopolised the wharf space about Circular Quay. Aristocrats they were; thoroughbreds of the deep that lived apart from the river punts, the Geordie colliers, and the fishing smacks. At sea they reared their bows over the growling wave crests and challenged the dangers and the chills of the desolate Southern ice packs. They rode the arcs of raging seas which eternally assault the Cape of Good Hope and the ramparts of the far-famed Horn. The marvel of those wonderful ships and their *seamen* crews was that in traversing the thousands of miles from port to port they kept to a more reliable time-table than do most of our trains in New South Wales to-day. Peace be to their souls, for if anything had spirit or soul, a clipper ship had. Among man's many wonderful creations they were

assuredly the most beautiful and the most responsive.

The day of the clipper has gone, but its memories linger. Steam and oil have reeled off the long sea miles to such purpose that commerce has accepted them as its own, and discarded the white sail and figure-headed ships, accepted the new for the old as it will continue to do until commerce is no more.

Circular Quay in the late seventies and early eighties was the marine hub of Sydney. Almost imperceptibly rising and falling with the tide tall clipper ships from overseas rubbed lazily against the wooden fenders suspended from the piers supporting the wharves, while on their decks and in the holds gangs of men were busy discharging general cargo, or loading wool and tallow and hides. The dainty *Cimba* with green hull, similar to the ships of Thompson's Aberdeen White Star line, would be berthed at the foot of Phillip-street; and at the south-east bend of the water-front the splendid leak-built ship "Tweed," with her fine

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figure-head of a Scot with his Glengarry cap perched at a jaunty angle on his head despite the innumerable duckings beneath the cascading green seas off the "pitch" of the Horn. Lying astern of the famous Tweed, the Abergeidie reared her masts and spars above the sheds, and rubbed her teak against the wharf. The very atmosphere surrounding her was redolent of tarry rope, and charged with the urge and romance of the sea. Riggers were aloft setting up the rigging—trimming her up for further dances at the call of wind and wave. Beyond the Abergeidie floated the Greta, one of the "new fangled" iron ships perfect in shape and resplendent in new paint. These attributes, notwithstanding the idea conveyed to the mind, was that a ship of iron must necessarily be stiff, none of the resiliency associated with her sisters of wood, but a thing built for punch and drive—a fabrication without a soul. Beautiful she undoubtedly was, and yet the iron Greta to the sailor of the older type possessed no "temperament," and no elasticity of power above deck which the soft wood ships found recipro-

cated in their hulls.

Leaving the Greta by way of the tail-rail, and swinging up on the footrope of a flying jib-boom to work down to a holystoned fo'c'stack head and—wonder of wonders! the ship was none other than the splendid Cutty Sark—famous already in deed and in story.

The "Cutty" was ready to pull out to the stream, when her berth would be taken by the Samuel Plimsoll or the Nineveh, or perhaps by her greatest rival, Thermopylae. Then with their passengers and general cargo would come the Dutch ships, John, William, or Ann, closely followed by the Sophocles, Torridon, and Aristides. Doubtless many of those well-known clippers are well remembered by many Sydney Navy Leaguers living to-day.

"They're gone, the darlings, like a dream,  
 Regrets are vain, and sighs shall not avail,  
 Yet, and the chatter and the rush of steam,  
 How strongly memory veers again to sail!"

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### PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1904	251,200	1275	26,849,200	1906	216,059,800	1918	224,529,044
1905	411,200,840	1800	28,480,821	1907	274,717,918	1919	241,448,200

## Royal Colonial Institute

New South Wales Branch.

A most interesting and instructive lecture was given in the Institute by Mr. D. J. Mares on 15th April. The lecturer spoke at length on Australian Meteorology with special reference to Australian conditions, illustrated by lantern slides, which were very much appreciated. Mr. Mares pointed out that this Continent was in a unique position, as it was largely self-contained in its weather producing factors. There seemed to be some idea in other parts of the world that Australia was barren, and was a place of drought, bush fires, and heat. It was entirely the contrary, as there was a very extensive portion of the Continent which enjoyed good rainfalls, moderate temperatures, free from cyclonic storms which many parts of the Empire are troubled with. Mr. Mares also stressed the necessity for water conservation in this country. With such great resources from the rainfall the possibility for water conservation is immense. The lecturer also mentioned the effect that wireless had had on forecasting—in particular, affecting the ocean, and of what great assistance meteorology was experiencing from the various methods now in use.

The lecture given by Major-General James, C.B., in the Institute on 29th April last caused an immense amount of interest, and at the termination of the lecture a general discussion ensued. The lecturer expounded the scheme which he had taken a great deal of trouble in compiling on the settlement of a White Australia. This scheme was more on the lines of community settlements surrounding the Continent—a scheme to be carried out and organised on military lines. A great deal of money is required to start this scheme. The General mentioned that 17½ millions would be necessary as a loan. The lecturer also pointed out that it would undoubtedly reduce the army of unemployed in the city. He contended that there would be work for an enormous number of the local people in the vast organising scheme that this settlement would necessitate.

### EMPIRE DAY.

The New South Wales Branch of the Royal Colonial Institute has decided to hold its Annual Dinner on Empire Night, 24th May. His Excellency the State Governor and Lady de Chair, also the Prime Minister and the State Premier have accepted an invitation to be present.

Members desiring to participate should make early application to the Secretary, 17 Bligh Street, Sydney.

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## A NATURE STUDY

BY F. DAVENEM POWER, F.O.S.  
THE WELL-KNOWN SCOUT MASTER.

*Exirus lateralis* is rather an awful name to drag about with one for the term of his natural life; but it does not seem to make much difference to the large, active, yellow and black sand wasp or hornet which bears it, probably because it is not aware of the fact: but after all "what's in a name?"

In the neighbourhood of Sydney, at the end and beginning of the year, this insect attracts the attention of those who keep their eyes open in the bush, partly on account of its bright colour and activity, and partly on account of its peculiar habits. The body of this insect is about 1½ in. long, and its spread of wing 2 in., but the size varies with the quantity of food supplied to it when in the grub stage. The lower part of the abdomen is yellow with a black band, the thorax and upper part of the abdomen are blackish.

This wasp excavates a long tube-like hole, from which branch chambers where the young are born and reared. The tubes are often three feet in length, and two feet six inches in vertical depth. The sand is excavated by the front feet, which sends it flying between the middle and hind pairs of legs for about three inches; when a certain amount has been removed, the insect backs out and shifts it another three inches and so on till it reaches the surface; so it will be seen that there is a considerable amount of labour involved in digging the hole. If a lump is met with that cannot be scraped out, the wasp carries it out. From this it is obvious that the inclination of the hole is limited in its steepness to the angle of repose, and may be steeper in depth where the sand is moist or more compact than at the surface: the inclination is generally between 35 and 45 deg. The hole always slopes downwards, never upwards: it generally starts under the shelter of a tuft of grass or a small shrub, but the fact that the wasp has been at work is readily seen by the mound of freshly turned soil immediately in front of it. I have measured as much as five pints of sand thrown out of 1000 holes. Such an excavation is a one man's job, or rather the female's job, for the

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male, which is smaller and, by the way, has no sting, takes no interest in the matter: besides, the hole is only about one and a quarter inches in diameter, so there is no room for more than one unless they work one behind the other: the hole is made just large enough for the wasp to work in and carry down a cicada later on.

This wasp is known as a solitary, since it does not live a communal life like those who build nests: but they live in colonies where the soil is loose: from 12 to 18 living in close proximity within a few square yards: they do not interfere with each other, either by invading each others holes, or by breaking into them underground. No two excavations are exactly alike, though the principle may be the same. The direction, vertical angle, length, and number of chambers are all liable to variation. A typical hole goes fairly straight for about ten inches, at an angle of, say 30 deg., and ends in a chamber about 1½ in. in diameter and 4 in. long, including the neck. From the neck of this chamber the hole is continued with two or three changes of direction and angle, with, say, two more chambers, one of which is at the bottom of the hole. The change of direction may have several objects: it may be to assist in the excavation of the hole: to prevent the whole passage from being filled up with soil so that the next generation can reach the surface easier: or it may be to assist the wasp to defend its excavation from possible enemies, as the hole would be darker after a turn than if it were made quite straight. When the hole is prepared the wasp goes off in search of a cicada. From the row cicadas make, one would think there would be no trouble in finding one of these creatures, but the wasp seems to prefer the female cicada, which is voiceless: perhaps the wasp relies on the motherly instincts of the female cicada, for the wasp is a veritable cuckoo among insects, but more likely the female cicada is selected, as she provides more food for the grub of the wasp. The wasp can be seen chasing her victim above the trees, but does not always succeed in catching it, as the cicada sometimes dodges away among the leaves. When, however, the hornet is successful, it stings the cicada and kills it. The hornet is not particular as to the variety of cicada that it secures, so long as it is large, and it is equally pleased with a

Fiddler, Yellow Monday or Green Grocer, taking what happens to be in season. In every case that I recently observed the cicada was a Fiddler, with a body about two inches long, but the full length with the wings folded was three inches: these are larger and heavier than the wasp, which is unable to fly with it, so she drags it along the ground. This she does by turning the cicada on its back, inserting her sting between two segments of the body, clasping it with the middle pair of legs, and walking with the front and hind pairs. The hind pair of legs being longer than the others enables the wasp to straddle the cicada with ease. The wings of the cicada when folded, being something like the keel of a boat, offers little friction when being dragged along over fine sand, and leaves a track of two parallel lines made by the edges of the wings. I have followed one of these wasps dragging its cicada for more than a hundred yards over rough country without stopping to rest, which shows the strength and staying power of the insect: it takes a bee line for its hole, climbing up and falling over boulders and ditches, sometimes landing on top of the cicada, and sometimes below, but clinging to its victim all the time; if it comes to a specially difficult place it uses its wings, like an emu, to help it along; if it comes to a tree it goes round, but resumes its course as soon as possible. One could understand the creature flying straight to its hole, as it would have land marks to guide it, but it is difficult to understand how it finds its way over rough ground, where it is not likely to have been before, for it does not know where it will secure its cicada. One wasp I followed got into difficulties: it could not find its hole on arriving at the place where it should be, as a horse had accidentally trodden on it and destroyed the entrance. The wasp left the cicada, and flew in circles of increasing diameter round where the hole had been: went to the cicada, dragged it about again in an irregular course; left it a second time, reconnoitred a second time without success, and finally flew away, leaving the cicada on the ground, where some small ants eventually found it and had a feast.

There seems to be a fair number of holes which have not been used for the purpose they were intended. Considering the sense of direction these wasps have, it is difficult to think they could not



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And their excavations: the only other alternative that suggests itself is that the wasp itself has come to grief. If a wasp comes home and finds the vegetation about the entrance of its hole removed, it does not seem to recognize the spot, but when it reaches its undisturbed hole with a cicada, they go down heads first, the downward inclination of the hole assisting transport in the confined place. On reaching one of the chambers the cicada is deposited in it, and an egg is laid near the base of its legs: the neck of the chamber then has an inch or two of loose sand kicked into it to keep out intruders, and the egg left to hatch. Apparently these wasps have not many enemies, otherwise provision would be made to lay more eggs and thus prevent the species dying out. There is apparently a little time between the capture of each cicada and the laying of the eggs, judging by the difference in the size of the grubs attached to the different cicada in the same hole. The poison injected into the cicada by the mother wasp has the property of preserving the food for its young, just as the formic acid injected into the honey of a sealed cell by a worker bee, ripens and preserves it. When the two or three chambers are stocked, the wasp reduces the mound of excavated sand by kicking what it can down the hole.

Now, how do I know what these underground holes are like, for I cannot see through the ground, and it is almost impossible to examine an irregular hole in loose sand by digging it out, even if a straw or twig is put down ahead as a pilot? Well I prepared a fairly thin paste of plaster of Paris, and pured it down several holes till they would take no more: then next day, when it had set solidly, I dug it out carefully with a trowel, following the plaster which was white and harder than the fine sand in which the holes had been made.

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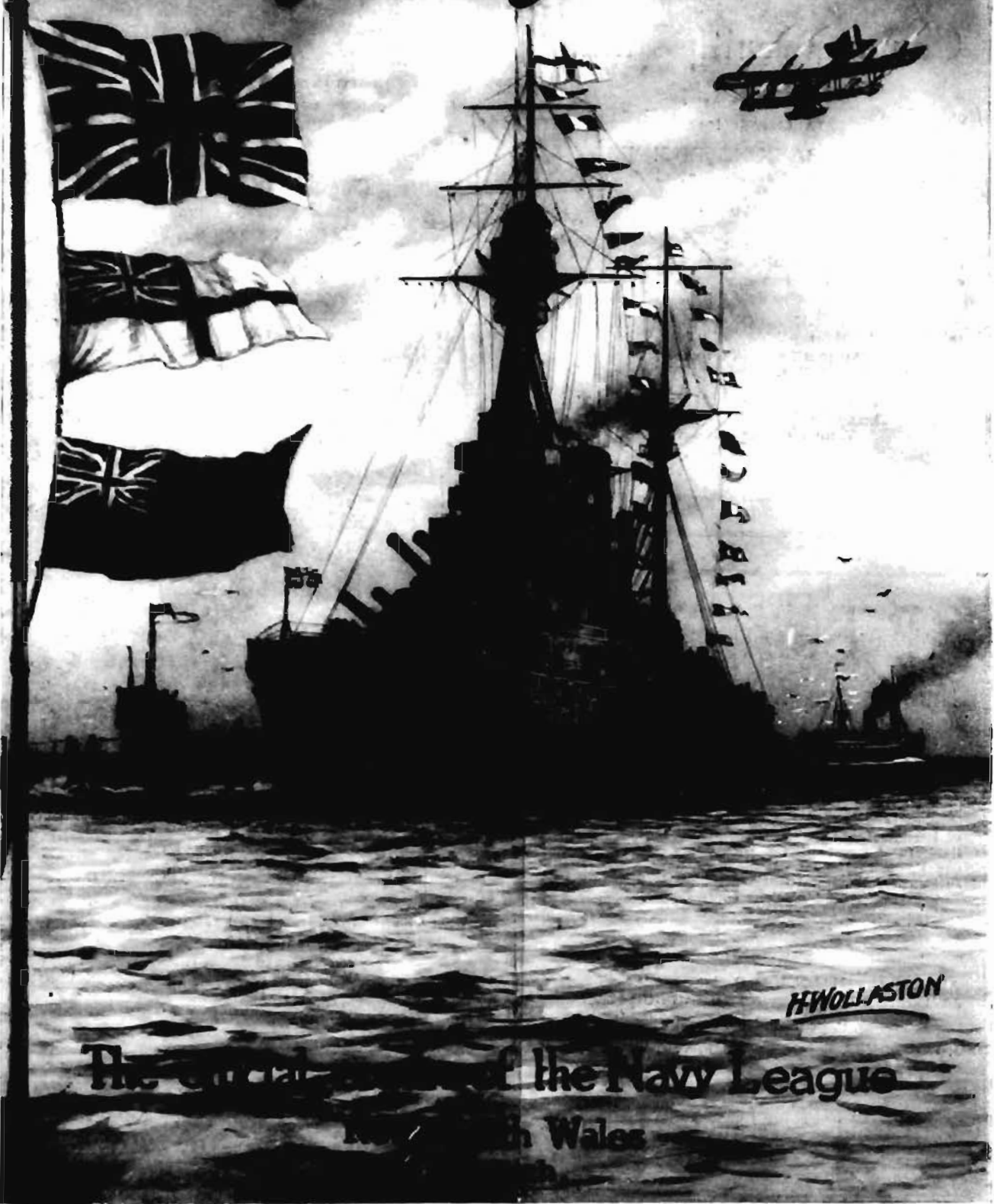
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Vol. 5, No. 2.

JUNE, 1924.

TELEPHONE. CITY 6817.

# The Navy League Journal



H. WOLLASTON

The official journal of the Navy League  
New South Wales



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## THE "RED, WHITE and BLUE" WHISKY



# The Navy League Journal

Vol. V. No. 2.

SYDNEY, JUNE, 1924

PRICE 3d.

## WHAT WILL AUSTRALIA DO?

"The Sea is our Life"

By the loss of it the Empire will be ruined

By holding it the Empire will be preserved

It will not be appropriate to think the Empire will perish.

THOSE are not the words of a panicky scaremonger or of a vote-catching politician but the weighty utterance of a distinguished and prudent man whom the Germans, and a small section of the British Press, failed to stampede when the darkest and most fateful days of the Great War hung over the Empire like a pall of doom. They are in our opinion the words of Truth, unadorned, unalterable, and when Lord Jellicoe gave them voice, there was no thought nor no desire for their use as a political "tag." Even the great seaman's enemies, if he has any, would not accuse him of having any desire at heart other than the future welfare of the Empire

when he uttered the grave words quoted above. "If we fail to appreciate its (the sea's) value the Empire will perish." That Australians, as a nation, have failed, was strikingly illustrated a few days ago when the Australian "fleet" put to sea for its winter cruise. It has been said on all sides that the "fleet" is a "joke." If it is it will be a costly and a bloody one for Australia. Time, and the pruning knife at the root have shorn the navy of practically every vestige of worth as an effective fighting machine and we saw the other day what eventually will prove to be the disastrous result of inept Federal Government's—the "joke" fleet—consisting of the Brisbane, Marguerite, Anzac, Stalwart, and Tasmania, putting to sea. In the fighting presence of one up-to-date hostile cruiser the combination would speedily become sunken coffins.

What is Australia going to do about it?

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'Twice twenty thousand tons of steel obey his sole  
command;  
He rules, a king whose lightest word is law from  
land to land;  
And he'd give it all to be fisting down a topsail  
once again.  
With the mate at the bunt a-cursing his best and  
the skipper raising Cain,  
Or bracing yards to each baffling breath in the  
wayward doldrum weather,  
Or tarring down in the North-east Trades, his  
chum and he together,  
Or sand-and-canvassing down the poop till the  
planks shone white as snow,  
A care-free young brassbounder, outward bound to  
Callao,

A long watch ago.

In harbour-trim from head to heel, each day he  
goes arrayed  
With buttons bright as burnished gold and rows of  
gleaming braid;  
And he'd chop the blessed lot, Lord knows! for a  
suit of dungarees  
All paint and pitch, with a patch on the seat, and  
his trousers up to his knees.  
For the feel of the planking warm to his toes and  
his suntanned skin aglow,  
A lively young brassbounder,  
A care-free young brassbounder, outward bound  
to Callao,

A long watch ago.

He dines in state with glass and plate and a  
steward by his chair,  
A band to play his victuals down and fancy foreign  
fare;  
And he'd swop it all for a greasy kid of pork both  
salt and tough,  
And a lump of leathery harness beef and a slab of  
the "doctor's" duff,  
And the hot sweet taste of the galley tea and the  
coffee's nameless flavour,  
With the wine of youth to wash 'em down and the  
salt of youth to savour,  
And the cabin tarts he collared that, by gum! he  
relished so,  
A lively young brassbounder,  
A care-free young brassbounder,  
A hungry young brassbounder outward bound to  
Callao,

A long watch ago.

## NAVAL APPOINTMENTS.

Lieutenant.—(S) Bernard G. H. Phillips, to Brisbane, additional, as flag lieutenant, and as fleet W/T and signal officer, May 24; Geoffrey J. A. Cross to Brisbane, ensign as fleet navigating officer, May 24.

Surgeon-Lieutenant—William J. Connolly, to Cerberus, June 2; James M. Plattery, to Tingira, June 1; Denis A. Pritchard, to Anzac, additional, June 1.

Paymaster Lieutenant-Commander James D. Jackson, to Brisbane, additional, as secretary to Commodore Com. H. M. Australian Fleet, May 24.

Paymaster-Lieutenant—Joseph O'Reilly, to Brisbane, additional, as secretary to chief of staff officer, May 24; Theodore E. Nave, to Brisbane, additional, for duty in Commodore's office, May 24; Alfred C. Credlin, to Penguin, additional, May 24.

Paymaster Sub-Lieutenant—Patrick V. O'Reilly, to Brisbane, additional, for duty in Commodore's Office, May 24; Gerald C. Borsack, to K.A.N. College, May 24.

Paymaster Midshipman—Keith S. Miller, to Brisbane, additional, for duty in Commodore's Office, May 24.

Signal Boatswain—John A. Coleman, M.B.M., to Brisbane, and to assist fleet W/T and signal officer, May 24; Warrant Bandmaster—Joshua Ventry, to Brisbane, May 24.

Lieutenants Robert G. Casey, to Penguin, and as District Intelligence Officer, Sydney, and Staff Officer to Captain-in-Charge, Sydney, June 7 (appointment to Penguin to date August 1 cancelled).

Chaplain Rev. William F. Pattison, to Platypus, June 2; Rev. Francis H. C. Birch, to Tingira, June 2; Rev. Cyril W. Murgrave, to Platypus, additional, for fleet duties, June 4.

Surgeon-Lieutenant William J. Connolly, to Cerberus, July 2 (appointment to Cerberus to date June 2 cancelled); James M. Plattery, to Tingira, July 1 (appointment to Tingira to date June 1 cancelled).

Paymaster-Lieutenant Joseph O'Reilly, to R.A.N. College, June 4; Theodore E. Nave, to Brisbane, additional, for duty in Commodore's office, and as secretary to Chief-Staff Officer, June 4; Alfred L. Credlin, to Melbourne, additional, June 4.

Paymaster Sub-Lieutenant Gerald C. Borsack, to Platypus, additional, June 2 (appointment to R.A.N. College to date May 24 cancelled).

General Alexander Hylands, to Marguerite, June 4; Boatswain William J. Hunt (acting), to Tingira, June 4; Stephen Clough, to Mallow, June 11.

Warrant-Engineer John A. Hutton (acting), to Cerberus, July 1.

Schoolmaster Ronald I. McGinness, to Cerberus, May 31; John E. Pearce, to Tingira, June 11; Theodore E. Jones, to Penguin, additional, June 2.

Paymaster Cadet Bernard F. Blackwell, to Penguin, additional, June 1, and to Brisbane, additional, June 9, and Eric R. Matthews, to Cerberus, additional, June 1, and to Brisbane, additional, June 9.

Alderman S. Foster Newlands of North Sydney has been elected to the Executive Committee of the Navy League.

The launching of the Australian Commonwealth liner Ferndale from Cockatoo Island Dockyard last week was witnessed by a large number of people.

Eighty Navy League Sea Cadets under Mr. A. Wood, M.M., were amongst the assembly and were entertained to tea by the management.

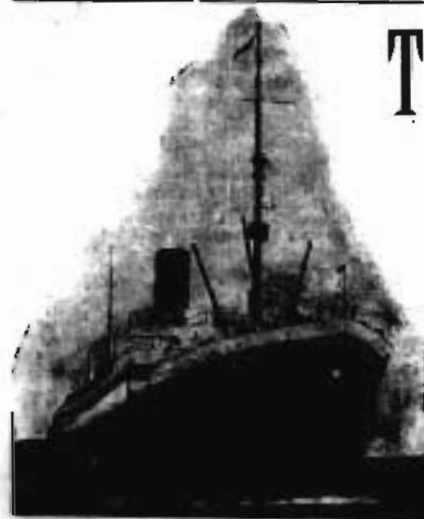
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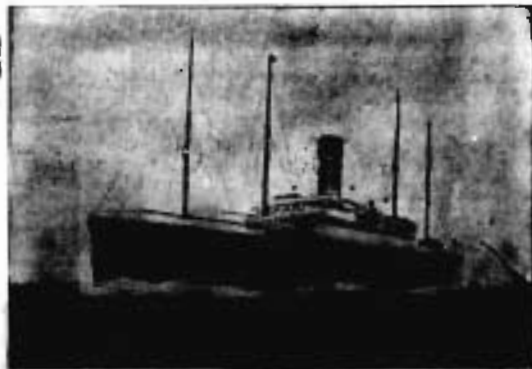
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## Century of Australian Lighthouses.

How Spiders and Flies Try to Wreck Ships.

Lights That Turn Themselves On and Off.

BY THOMAS DONNAN.

TONIGHT and every night a hundred lights are flashing their warning against the dangers of reef and rock, of shoal and sand bank, of the jagged coral points of the far-off tropic seas and of the storm-swept islands that look southward towards Antarctica. From Point Charles, which lights the way to Port Darwin, and from Booby Island which holds its lamp above the manifold dangers of Torres Straits to Maatsuyker Island, the first light which the New Zealand liners dropping into Hobart see after leaving Capetown, from Point Danger to the Leeuwin and Rottnest Island, they guide the shipping round the 10,000 miles of Australia's coast line.

New South Wales alone has 19 lighthouses scattered along the coast from Green Cape just north of the Howe on that "shore of shipwrecks" whose history has given a sinister significance to the name of Disaster Bay, to Point Danger—another name of ill omen which has much less to justify it—the point at which Australia approaches closest to her neighbour on the other side of the Pacific, South America.

To these it is now proposed to add nine more lights, making 28 in all on the coast of N.S.W. One of these is to be on Cape Bailey, near the entrance to Botany Bay, and another on North Solitary, away to the north of Coff's Harbour.

For 29 years after the arrival of the First Fleet Australia rubbed along without a lighthouse. Then, in 1817, that great builder, Governor Macquarie, decided that there must be a lighthouse to mark the entrance to Port Jackson. Four sailor Governors had come and gone without a lighthouse; but the first soldier Governor considered, as he put it, that a lighthouse was "a building much required and essentially necessary in the now increasing commerce of the colony."

So he put in hand the construction of the

Macquarie Lighthouse which served for over fifty years before it was replaced by the present South Head Lighthouse. By May, 1818, Macquarie was able to announce in a dispatch that the lighthouse was completed with the exception of the lantern, "which is now preparing, and will be in readiness in less than four months from the date."

In a report on the light, the Surveyor-General, John Oxley, himself a Royal Navy man, stated that the height of the light from the base was 76ft., and the total height above the level of the sea 353ft. The light could be "discovered from a ship's deck on a clear night 8 leagues," or 24 miles. That was a long way for those days, though it has since been nearly doubled.

Incidentally, Macquarie was mildly rebuked by the Secretary for the Colonies, Lord Bathurst, not exactly for building the lighthouse, but for spending so much money on it. Bathurst admitted his belief that the lighthouse was required by the increased and increasing trade of the colony. His remarks, he wrote, were not to be taken as implying that "the undertaking was in itself unnecessary or improper, but objecting to the disposal of so large a sum as would be required for it without the previous sanction of the Government at home, they being the proper judges of the objects to which the disposable means of the colony should be applied." But Macquarie was used to that sort of thing.

For many years the Macquarie light was the only lighthouse in Australia. As time went on, a seaborne traffic increased—lighthouses were built along the coasts of the various States. Finally, all the ocean lights were taken over by the Commonwealth, which manages them through its Lighthouse Department. The leading and port lights are still in the hands of the States or of the Harbour Trusts.

There is one private lighthouse in New South



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Wales—the one built by Benjamin Boyd in the forties to guide vessels into Twofold Bay. It is a fine tower of dressed stone on a point just to the south of the entrance to the bay, but it never was lighted up.

Another light in N.S.W.—leading light and not a lighthouse in the strict sense of the word—was by some oversight or miscalculation built on private land. As a building erected on another man's land belongs to the owner of the land the landowner in this case might have claimed that the light belonged to him. However an agreement was arrived at.

As each lighthouse has three keepers—if it is an attended light—the lighthouse industry of Australia might be expected to support 300 men besides their families. But the lights installed in the last few years have been mostly of the automatic, unattended type. The day will no doubt come when lighthouse keepers will cease to exist except at places where there are signalling and other duties to carry out as well as attending to the lights.

There is an old saying that heat expands and cold contracts. But the metal selenium works on a different principle. It expands in the light and contracts in the absence of light. It is this remarkable property which makes possible the ingenious mechanism for the working of unattended lights. A pilot flame is kept burning all the time. In the daytime the metal band expands and cuts off the supply of gas. At night it contracts and lets out the gas which comes in contact with the pilot flame and lights up.

The device can be set to operate with any required degree of light. Many unattended lights, such as some of the port lights round Sydney Harbour, show a light on dull days. Others are set to show a light only at night or on foggy days.

The ingenuity shown does not end there. Where mantles are used a clockwork device can be set which pushes up new mantles as the old ones are broken till four have been used up. The unattended lights turn themselves on at night and off in the morning. Every three months or so someone comes round to see that the clockwork is all right and every six or twelve months the supply of gas is replenished.

Stories of lighthouses are seldom complete without a touching account of swarms of birds attracted to the light like moths to a candle and dashing themselves to death against the windows. Most Australian lighthouses are not in the path of migrating birds, and our birds do not seem to have this fatal fondness for the bright lights. Occasionally the keepers have duck for breakfast because a duck has tried to follow the gleam, but most birds prefer some other form of suicide.

Insects give much more trouble than birds. Spiders, flies and moths are the worst offenders. Spiders have a nasty habit of falling on the pilot flame in unattended lights. The same spider is not likely to do this more than once, but there is a risk of his putting the light out. Spiders may fairly be classed as disturbers of traffic. On land they interrupt communication by spinning webs on the telegraph and telephone lines, which interfere by acting as conductors of electricity. There is no record of their having caused a shipwreck by putting out the light. But they do their worst.

Moths love the lights, and they may gather so thickly round one as to affect its visibility. As to blowflies, they amuse themselves by flying through the mantle. Isolation is no protection against flies. South Solitary Island, near Coff's Harbour, is a mere speck several miles from the coast, yet in the Summer it has plenty of blowflies, and at times it swarms with the small black housefly.

It might help if every lighthouse were officially supplied with a few lizards to act as fly-catchers. But an over-zealous lizard might smash a mantle in its eagerness to nail a fly.

South Solitary is one of the two island lighthouses on the N.S.W. coast, the other being Montague Island, not far from Narooma. Montague Island is a cheerful kind of place, with plenty of penguins, and at times seals for company. The lighthouse at Point Stephens, near the entrance to Port Stephens, is betwixt and between. It is on an island at high tide, but is usually joined to the mainland by a spit of sand at low tide.

Insects are not the only trouble that besets lighthouses. Yet they manage to guard the sacred flame through all their difficulties. The lighthouse at Cape Wickham, at the northern end of King Island in Bass Straits, an 80-foot granite tower.



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has been twice struck by lightning. Before this lighthouse was built, King Island was called "the graveyard of ships." Many a fine vessel seeking to enter Bass Straits from the westward has left her bones there.

As early as 1802 William Campbell of the "snow" Harrington found the wreck of an unknown vessel on the southern end of King Island. He searched for survivors but could find only "one English cat." A wreck 40 years later was the most awful that Australasian waters have seen. The passengers were 400 women emigrants and almost all were drowned or dashed to death on the rocks.

Since lighthouses are built to warn ships to keep off, it seems hard that a ship should run into one. Yet this happened in St. Vincent's Gulf, South Australia, some years ago. A sailing vessel collided with a shoal light, built on piles, and knocked it right off its foundation.

There used to be several lightships, which were anchored near a danger and displayed a light, on the Queensland coast. Years ago a cyclone carried one of them away and it has never been seen since. Lightships have gone out of fashion in Australia though there is still one on Breaksea Spit, Queensland. One trouble with lightships is that they will not stay still. No matter how firmly they are fixed they must at least rise and fall with the tide.

Even a lighthouse built upon a rock may have its troubles with storms. The tremendous seas raised by a southerly gale a quarter of a century ago swept away part of the buildings of the Derwent Light at the mouth of the Derwent River in Tasmania, a light more familiarly known as the Iron Pot.

But in storm or in calm the lights flash out every night as certainly as the sun sets. On headland and on island, close to sea level or lifted 1000 feet into the air, as at Tasman Island or Kent Group, they shine at a hundred points to guide the ships which carry thousands of lives and millions of pounds worth of cargo. Governor Macquarie lighted a candle which has never been put out.

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**2s. 6d. per bottle.**

## PERSONAL NOTES.

The Hon. Sir William Cullen, K.C.M.G., M.A., LL.D., Lieut.-Governor and Chief Justice of New South Wales, celebrated his sixty-ninth birthday recently. Sir William (who is President of the Navy League N.S.W. Branch) succeeded the late Sir Frederick Darley as Chief Justice in 1910. Since 1914 he has been Chancellor of the University of Sydney.

Mr. W. M. N. Garling and Capt. J. H. Watson carry 167 years on their combined shoulders, Mr. Garling being the senior by a few months. How well they carry Father Time is illustrated by the fact that they are alert and well. Both keen Navy Leaguers and descendants of good, old British stock, they are an object lesson to countless thousands of younger and less patriotic members of the Empire.

A keen supporter of the N. L. Sea Cadets of North Sydney, Mr. C. P. Bartholomew is also an enthusiastic yachtsman, with a penchant for Morse and Semaphore signalling, at which he is an adept.

Mr. Kelan King, who is a life vice-president of the Navy League, has returned to Sydney after a most interesting tour of North Queensland. Miss Olive Kelso King, a Life Fellow of the League, accompanied her father on the trip.

The Navy League is actively supported by two Royal Sydney Yacht Club members in the persons of Mr. A. G. Milson and Mr. Harry Shelley. The latter's fine yacht "Sea Scout" is frequently at the disposal of Navy League Sea Cadets for towing purposes and the carrying of various perquisites much appreciated by the boys; while the "Mackerel," owned by Mr. Milson, has also done good service when North Sydney's goft cutter laden with cadets has been in need of a tow.

Mrs. M. Mayne handed a handsome attache case to the Honorary Secretary of Balmain Company (Mr. E. Fiddon) recently. The gift was from the cadets and Mrs. Mayne as a token of appreciation of Mr. Fiddon's consistent work in connection with the welfare of the Balmain cadets.

Mr. M. Macdonald, on behalf of North Sydney Sea Cadets, wished Miss Frances Glasdon "bon voyage" on Saturday last as the liner "Tasman" pulled out from Dalgety's wharf. Miss Glasdon proposes to tour the East Indies.

## BOMBED WITH STREAMERS.



Balmain Sea Cadets receive their "baptism of fire" on the occasion of the departure for London of Mr. J. J. Booth on board the Union liner, "Maunganui," recently. Mr. Booth, who is a supporter of Balmain Cadets, was accompanied by Mrs. Booth. They hope to spend ten months holiday abroad.

The "Oswald McMaster" Cup was competed for on 31st May. Crews representing five units took part. The event was won by North Sydney after an excellent race with the runners-up—Drummoyne. Mr. Milson and Mr. Shelley very kindly towed the North Sydney, Balmain and Richmond cutters, also the cutters which were very kindly loaned by the Naval Authorities. After the contest, Mr. Eyre and the Drummoyne Committee provided refreshments for the Richmond Cadets and visitors, and Mr. Shelley stocked the Balmain boys with fruit and nuts.

The North Sydney crew mentioned above was matched against a cutter's crew from H.M.A.S. Tingira, last Saturday week. 30-ft. cutters carrying double banked crews were used over a course of half-a-mile; North Sydney, coxswained by Mr. Macdonald, won by about three lengths, and took the five guinea prize donated by Mr. C. P. Bartholomew.

Mr. E. Swann has been appointed 1st Officer of the Concord Company. He will be Mr. J. Docking's right hand man.

Messrs. J. M. Dempster, Ltd., the well-known Jewellers of King and York Streets, announce in our advertising columns a "Great Removal Sale" prior to their removal, early in July, to more commodious premises at "Ayrshire House," 311 George Street, nearly opposite Hunter Street.

These premises, formerly occupied by Messrs. Peapes & Co., have been entirely remodelled and modernised and with an area of over 2,500 square feet the Company will have ample space for display and in maintaining their high reputation for reliable Jewellery and Silverware, etc.

Mr. J. M. Dempster continues in active management so that customers' interests will be adequately cared for.

Miss Charles Fairfax, the donor of the magnificent "Charles Fairfax" colours, has written from London to Mr. F. W. Hixson of the League's Executive. Miss Fairfax intimates that she hopes to be of further assistance to the League on her return to Australia.

## AUSTRALIA UNPROTECTED.

Real Naval Defence the Only Alternative to Extinction.

BY P. K. WRIGHT, M. B. L.,  
HONORARY SECRETARY, DISTRICT BRANCH OF  
THE NAVY LEAGUE.

THE recent visit of the Special Service Squadron of the British Navy and the abandonment of the naval base at Singapore are two events which should focus the attention of Australians on the question of defence of their country and the protection of its trade routes.

It is my object in this article to emphasise the necessity for the public to take this matter in hand at once and to give it the most serious consideration without appeal to prejudice or sentiment.

Two cardinal facts of life are that the individual must have sufficient food or it will die, and efficient protection from its enemies or it will be destroyed. What is true of the individual is true of the nation—unless it has sufficient food and efficient protection it must in time become extinct.

The question of protection alone concerns us here.

In Australia growth and security are interdependent and defence must advance as population increases. Until 1914 our security, from foreign interference or aggression was so complete that we passed our lives unconscious of it, without a thought of its existence or origin, in the same way that we are unconscious of the air we breathe until partly deprived of it.

Professor Ernest Scott, in his "Short History of Australia," says, "They, the Australian people, have been allowed to shape their institutions and develop their resources without any serious anxiety for the safety of their country, because they were sheltered by the greatest naval power the world has known."

The people of Australia have now to realise for the first time that this security has gone for ever, and that they, like the people of any European State, and are now faced with the ever-present

possibility of foreign aggression or invasion, and must make provision for preventing the one and repelling the other.

Before the Great War, Great Britain was able to give us ample protection with very little help from ourselves. She can no longer afford to do so. Prior to 1914 we were twelve thousand miles from the Empire's most formidable rival on the sea, now we are within four thousand miles of a great naval power and possible enemy.

During the War Great Britain was fighting close up to her main naval bases with every advantage of geographical position on her side, and Australia was protected by the Grand Fleet in the North Sea as surely as were the British Isles. With war in the Pacific, Great Britain would have to fight several thousand miles from her bases with all the advantage of geographical position on the side of the enemy. Then it was the heart of the Empire; now it would be one of the limbs—far distant Australia—which would be most in danger, and the coming of the sea plane carrier has placed her absolutely at the mercy of any power who obtained the command of the sea in these waters.

Let us pause and ask ourselves if war with either of the Pacific Powers is a future possibility. The enormous population of the United States—her unlimited material resources and the similarity of her ideals, her aims, and her civilization with our own—makes war with her an unthinkable proposition. With Japan it is otherwise. There are few people here who realise the geographical position of Japan right athwart the sea route to the principal rivers, harbours and cities of China and Siberia, and the enormous advantage it gives her on this side of the Pacific. There are also few who recognise the status of the Japanese nation or the quality of her people. This nation, who was our faithful

ally for four years of war, has within half a century emerged from obscurity and become one of the great industrial and military powers of the world, and is surely worthy of our respect and consideration. Her army and navy and air force are organised on European models, and together are probably more efficient than any military organisation in the world. Officers and men are possessed of remarkable courage and powers of endurance, and what is of supreme importance from a naval point of view, her people are essentially a maritime people, living by the sea, and making their living on the water. Great Britain and Scandinavia are, perhaps, the only other nations having this last advantage.

Having established herself as a world power, it is not unnatural that this virile, vigorous and progressive people should have ambitions extending beyond their limited territory—and these are, whether they avow it or not, paramount control in China and mastery of the Pacific. Paramount control in China Japan looks for that she may extend her trade there without rivalry, from Europe or

America. The mastery of the Pacific she desires that she may extend her trade and protect her sea-borne commerce, and in addition obtain an outlet for her surplus population, which increases at the enormous rate of 700,000 a year. She does not look to China for this outlet, because her people cannot compete with the Chinese as labourers, artisans, or traders, for they under live the Japanese in the same way that a Japanese under lives a white man. With a few small exceptions the other parts of Asia, which are under populated, do not possess a climate in which the Japanese can thrive. The islands and peninsulas about the Eastern Archipelago are already overrun with Chinese, so that she has to look further afield—to the Americas and to Australia. Both Japanese and Chinese can live under social and economic conditions which are impossible for a white man, and where they come in the white man has to go.

In Hawaii half the population is Japanese, and in 1917 there were 295 Americans born and 5,000 Japanese. What happens is this—they come in as labourers, they save money and become artisans,

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they buy land and become farmers, they become shopkeepers and traders. First the white labourer goes, then the white artisan. The white farmer and trader, have to give up, and the only white people left are government officials and a few landed aristocracy, and the country has ceased to be a white man's land. The same would happen in Australia if Japanese or Chinese came here as emigrants.

The policy of a White Australia is forced upon us, for the alternative means national suicide. To keep Australia white we must be strong enough in military resources. This question is not primarily political; it is a racial question, and if possible should be kept out of party politics; thus only shall we see in it a national duty, and work together with a common object, and with a strength which working together with a common object ever gives.

## SINGAPORE.

PUBLIC MEETING IN LONDON.

LORD CARSON FORMERLY FIRST LORD OF THE ADMIRALTY, PRESIDES.

The Meeting was overwhelmingly in favour of the construction of the Naval Base at Singapore, and urges the British Government to reconsider its negative decision. We print a letter written by the ex-Prime Minister (Mr. Stanley Baldwin) of Great Britain and read by the Chairman; also Lord Carson's speech which Navy Leaguers will find full of interest.

I AM delighted to learn that the Navy League is taking up the question of Singapore with a view, no doubt, to educating public opinion on what is a very vital matter. There are certain facts which surely no sane person can dispute: They are, that our Navy is essential to our existence, to the maintenance of our trade routes, to the protection of the ships which bring our daily food, and to the security of our Empire; that Singapore is an indispensable base at one of the great strategical centres of the world; and that dock accommodation and other facilities must be provided to meet requirements as larger types of ships are constructed. In deciding not to proceed with our very modest scheme for bringing Singapore up-to-date, the present Government are admittedly and deliberately rejecting the advice of experts who have unanimously urged upon successive administrations the necessity for the enlarged accommodation.

It is difficult to understand the mentality which professes to regard any action in this direction as provocative. What is true is that any neglect to provide for ordinary security is interpreted as a sign of weakness by other nations, damage our prestige, causes the gravest anxiety to our kinsmen overseas, and encourages those countries which are not favourably disposed towards us.

The Prime Minister has stated that the abandonment of this project is a "moral gesture" to the world. We know what effect moral gestures

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by the Liberal Government had in the years immediately preceding the outbreak of the Great War.

The Imperial Conference held last Autumn disclosed the extent to which the Dominions, to whom we are linked by indissoluble ties, realise their own security and rely upon our Navy and our resources generally, for their protection in time of need. Both Australia and New Zealand attach the highest importance to this question of Singapore and are, naturally, profoundly disturbed at the intention of the Government, which in announcing to the Dominions their present decision under the guise of "consultation" show them what seems to me the scantiest courtesy.

Imperial responsibility and security alike stand outside party; and I am confident that when the country realises what the position really is, sufficient pressure will be brought upon the Government to induce it to reverse that decision.

I wish the League every success in the patriotic task it has undertaken of bringing home to the Nation what is at stake."

Mr. Baldwin's letter read, the Chairman proceeded:—"I happened to be First Lord of the Admiralty at probably the greatest time of stress in the War, and I know well what it is to disregard your advisors or not to take every precaution for the preparations that may seem to be necessary. It is perfectly plain there are three outstanding points in this matter: First, the Colonies or the Overseas Dominions want this base; secondly, three successive Governments have adopted the policy of this base at Singapore, and thirdly, they have all acted upon the expert advice given by those at the Admiralty who are best able to judge; and as against that, the Present Government have reversed the policy of their predecessors in the very teeth of the advice of their own naval advisors. I say no more. I have great pleasure in calling upon the Marquis of Curzon to address the meeting.

The Rt. Hon. the MARQUESS CURZON OF KRIDLESTON moved the following resolution:—

"That this meeting of citizens of London expresses its profound regret that the Government have decided to abandon the development of the naval base at Singapore in disregard of the advice of the naval authorities, and without proper consultation with the Dominions, and records its conviction that the step thus taken will imperil the security of the Empire and prejudice rather than promote the cause of peace and disarmament."

"This question of the abandonment of the Naval Base at Singapore has already been made the subject of wide notice and criticism in the Press. It has been debated more than once in both houses of Parliament, but, so far as I know, the

City of London has not yet had the opportunity of pronouncing an opinion upon the matter. This meeting to-day, I understand, is organised by the Navy League, and indeed, it is a remarkable thing that there are present upon this platform no fewer than three ex-First Lords of the Admiralty: the noble Lord in the chair, Mr. Winston Churchill, and Mr. Amery. That in itself is a testimony to the body of expert naval authority which is marshalled upon this subject. As I said, this is a meeting of persons resident and working in the City of London. Who is more concerned in this matter than you? The protection of our trade routes, the security of our Dominions, the prestige of our flag, the position of the British Empire in the world, are matters of vital interest to the City of London. If you can contemplate that in any contingency—and such contingencies are not impossible—the great flotillas of merchant ships which are continually passing like a shuttle across the oceans of the world, and which bring to you from distant parts, and not least, from the Far East, the foodstuffs of this country, the objects necessary to your industry, should be suddenly arrested as they might be in time of war: if you can imagine India invaded—and I do not rule this

out as an inconceivable contingency in the future—if you can imagine your Dominions assailed and attacked while you were powerless to defend them, would not the City of London itself reel under the shock? That, I think, is sufficient to show you how vitally concerned you are in the matter. Now there have been many occasions in the past on which representatives of the City of London, in meeting assembled, have spoken in no hesitating voice about Imperial issues. It is right that you should so speak now. I do not know whether your pronouncement or your protest will be unavailing or not. Lord Milner said in the letter that we heard just now, that this fatal decision might still, or in the future, be redressed. Let us hope that it may be so, but whether your protest be successful or the reverse, I submit that it is the duty of the citizens of this great city not to be silent on an occasion like this. I regret this decision: I deplore this decision; and I do so, my Lords and gentlemen, not in the least because it is the decision of a Labour Government. I should hold the same views and should be willing to stand and speak here if the decision had been arrived at by a Conservative Government—if such a thing be conceivable. And bear this in mind,

*Continued on page 19.*

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## INSPECTION OF CADETS.

His Excellency the State Governor (Admiral Sir Dudley de Chair, K.C.B.) has intimated that he will be pleased to inspect the Navy League Sea Cadets. The inspection will take place in Government House grounds on Saturday, 16th August, at 3 p.m. and not this month as stated in our last issue. Sir Dudley will also present the "McMaster Cup" to North Sydney Company who provided the cutter's crew which was successful in winning the trophy from the holders—Drummoyne—last month. A number of Navy League decorations will also be presented.

The New South Wales State Military Band has most generously consented to attend and render a number of musical items.

Commodore Wardle, D.S.O., R.N.; Commander of the Royal Australian Navy, has very kindly offered to give a lantern lecture to our sea cadets when the squadron returns from its winter cruise.

Mr. Harry Shelley has suggested an inter-unit flag-signalling (semaphore) competition, for which he will give a suitable prize. The signalling squads will be conveyed on Mr. Shelley's yacht, "Sea Scout," to vantage points on opposite sides of the Harbour and Parramatta River, when messages will be sent from North Sydney (or, if permissible,

H.M.A.S. Tingira) to the Concord Company's depot ship "Lindstol" moored off Cabarita Point. It will not take place before September, and details will be published in a later issue—meanwhile it will be in the interest of the respective companies to "brush" up their semaphore.

## CUTTER'S CREW

Representing North Sydney Company Sea Cadets in the race for the Oswald McMaster Cup held on 31st May:—Coxswain: Mr. M. MacDonald, G. Hornby, A. Hamilton, R. Mitchell, J. Hobson, R. Deacon, L. Ede, F. Perkins, E. Potter, A. Locke, G. Langley, A. Norton, H. Wilcox, F. Haynes, A. McLellan, W. Hanran, R. Williams, M. Doyle, V. Goulding, C. Griffiths, E. Bartlett, C. Small, F. Wolfe.

## DRUMMOYNE.

L. Hinchcliffe, A. Ricketts, M. Bell, W. Mackay, O. Davis, J. McDonald, F. Breckenridge, N. Brown, R. Atkins, E. Hornshaw, R. Swain, D. Marsh, F. Marlow, C. Hoffman, F. Speed, M. Harkness, P. Willat, N. Hayes.

## BALMAIN.

Coxswain—Mr. S. Cooper; C.P.O. Gaul, P.O. Rendall. Cadets Overall, Hemsley, Bellini, Baker, Hayward, Fox, Starkey, Westerburg, Roden, Sheehan, Morier, Dines, Kermonde, Harvey, Lyons, Moore.

## HUMOURS OF THE R.A.N.



CROSSING BOTANY BAY IN THE HORSE FERRY.

Jovial Bluejacket to Skipper of Ferry: 'Ave a Ogar Mate?  
Skipper of Ferry: No thanks I never spoke at sea.

## SUB-BRANCH AND COMPANY NEWS.

Officer-in-Charge, Belmont Company	Mr. F. STONE	Officer-in-Charge, Brunswick Company	Mr. A. SMITH, R.N.
Hon. Secretary, Belmont Company	Mr. EDGAR PROSSER	Hon. Secretary, Brunswick Company	Mr. H. GARDNER
Officer-in-Charge, North Sydney Company	Mr. H. BRADGOLD	Officer-in-Charge, Mulmudd Company	Mr. R. H. WADE
Hon. Secretary, North Sydney Company	Mr. S. ADAMS	Hon. Secretary, Mulmudd Company	THOMAS
Officer-in-Charge, Central Company	Mr. J. BRIDGEMAN		
Hon. Secretary, Central Company	Mr. P. L. GARDNER		

## BALMAIN COMPANY.

Mr. J. J. Booth, a vice-president of Balmain sub-branch of the League, who left by the "Maun gani" for a trip to England, via New Zealand and America, was accorded a send-off by a party of 30 of our cadets, under P. O. Rendall. Mr. Booth, who is accompanied by his wife, is an ardent supporter of Balmain Company. While in London Mr. Booth will visit the Navy League headquarters. He will return to Australia in about nine months' time.

By courtesy of the Y.M.C.A., C.P.O. Gaul entertained the officers and cadets of this Company at dinner after the Church parade on 31st May.

At the kind invitation of Mr. R. H. Wade, officer-in-charge Richmond Sea Cadets, this Company will visit Richmond on Prince of Wales Birthday, and participate in the annual sports to be held there.

We hope shortly to have an in-board motor installed in the boat ("Morna II.") presented us by Sir Alexander MacCormick.

The services of Officer S. Cooper, who has had charge of the cutter, are to be acknowledged in a practical manner by the crew. Mr. Cooper has spent a good deal of his time in instructing the boys in boat work and cutlass drill.

## NEW ENTRIES NORTH SYDNEY COMPANY AS FROM 1ST APRIL.

J. Anderson, G. Anderson, S. B. Arcus, G. B. Arcus, B. Bunt, J. Bercoe, A. Bridge, R. Coleman, S. Coleman, K. Clayton, T. Crow, John Cruise, Jas. Cruise, F. Cruise, Roy Cohen, Ron. Cohen, H. Collins, C. Coulton, D. Cameron, L. Ede, P. Eyr, W. Fairall, L. Foster, T. Gills, F. Grant, C. Grimke, W. Hanran, E. Hodges, D. Innes, I. Kent, N. Kennedy, W. Langer, G. Langley, S. Logan, E. McHutchison, P. Paton, S. Potter, H. Paul, K. H. Simpson, J. Stewart, A. Thompson, C. Thomas, F. Walker.

## RICHMOND COMPANY.

DISCHARGES.—Petty-officer Howard Robertson (left district), a very smart and well-behaved lad. His departure is a serious loss to this Company.

PROMOTIONS.—P.O. H. Stead to C.P.O. leading seaman; H. Gascoigne to P.O.; Cadets C. Nain, W. Collins, J. Bedford to leading seamen.

NEW ENTRIES.—E. Rowsell, L. Rankin, Lloyd, Taylor, and Whitley.

Mr. W. H. Ray, Hon. Secretary, who has been on the staff of the H. A. College as lecturer on Botany for some years past, has been transferred to Bathurst as House-master at the Experimental Farm, so this Company is without a secretary for the time being—the O.C. attending to the secretarial work.—Cadet A. Cateron has been transferred from Balmain Company to Richmond.

On May 17th Richmond visited Concord and engaged in a Rugby football match with that Company, resulting in a scoreless draw. On Saturday, June 1th, Concord visited Richmond for the return match. Richmond winning by 23 to nil. Richmond visited Drummoine on May 31st to take part in the cutter race for the Oswald McMaster Cup, the trip from Richmond being made by motor in record time. Richmond wishes to thank Drummoine Company for their very generous hospitality in entertaining us at tea.

Clam nights and drill are held regularly, the cadets showing steady progress. Cadet A. March, late of this Company, has just completed his three weeks' leave from Flinders Base. He speaks highly of the life in the R.A.N.

Eleven cadets from this Company have joined the Australian Navy this year. Can any metropolitan Company beat this?

All Navy League supporters and cadets, parents and friends are cordially invited to visit Richmond on Monday, June 23rd. Refreshments available on the ground—"hoop-la" and all sorts of amusements for visitors. A Naval Reserve band (by permission of Commander H. I. Quick, R.A.N.) will be present to enliven the proceedings with music.

Continued from page 18.

This decision is not one of a Labour Government only, it is a decision which has only been rendered effective in the House of Commons by the voice of the Liberal Party. But for those votes—I forget how many there were—(a voice: "Seventy"—but for those seventy votes, not only would the policy of the Labour Government in regard to this matter have been defeated, but the Labour Government itself would have been expelled from office. That, I think, is a most regrettable thing. I must be a little careful as to what I say about the Liberal Party in the presence of Mr. Churchill, but I gather that I may safely speak rather more disrespectfully of them now than I might have done six months ago. Well, the Liberal Party seem in this case once more to have been affected with that kind of micro-mania—if I may coin a word—which has on more than one occasion in our history rendered them indifferent to Imperial interests, blind to the higher responsibilities, mistaking timidity for caution and sacrificing safety for a phrase. What is the history of this affair? I will summarise it quite briefly, and I will take you no further back to begin with than the Washington Conference in the Autumn of the year 1921. As you know at that Conference where the Great Powers were assembled, lines were drawn within which the signatory powers of the Washington Treaty undertook to develop no fresh naval base, not to increase their naval armaments. Within the limits of the agreements there arrived at America was at liberty to develop and to fortify her naval base at Pearl Harbour, in the Hawaiian Islands, and I understand that it is one of the strongest positions in the world. Japan has equally been at liberty to develop—she is spending two million pounds in the present war in developing—her naval bases in the island of Formosa and elsewhere. It was part of the understanding, the line drawn was faced with the special object of excluding Singapore, so that Singapore outside it might be correspondingly developed for the British Navy and the British Empire. That was the understanding. Japan knew it, America knew it, everybody knew it. That is where we were left at

Washington. Then we come to this country, and let us see what happened here. Already in 1921, at the Imperial Conference of that year, the importance of developing the naval base at Singapore had been recognised by the votes of the Imperial representatives; and here let me note in passing, that it is somewhat strange that Mr. Lloyd George, who presided over that Conference in 1921 paired—if I am rightly informed—against Mr. Stanley Baldwin in the vote that took place in the House of Commons a few nights ago. Next, about a year ago, the matter began to be carefully examined by the various expert authorities here. Firstly, as Lord Carson told you just now, the Naval experts of the Admiralty were absolutely unanimous on the point. Next it went before the Committee on Imperial Defence, a body composed of representatives, not only of the fighting departments—the Army, the Navy, and the Air Force, but also the Foreign Office, and the India Office, and everybody concerned was unanimous in recommending this proposal. The matter then came before the Cabinet. It was brought up by my Right Hon. friend, Mr. Amery, and he will remember well that when he so brought it up, speaking on behalf of the Foreign Office, I was the first to welcome and insist upon the necessity of the proposal. Then, the next step was the Imperial Conference, which was sitting here for the best part of two months in the Autumn of last year. There we had the most exhaustive discussion lasting for two or three days. Lord Beatty made a special statement to the Imperial representatives on the question, and as a result a resolution was passed in favour of the construction of this base. Now let me ask you to note this: On that occasion I do not recollect having heard a dissentient voice. I do not remember that General Smuts said one word against it; it was accepted by the representatives from India, although the Indian Government has since returned no reply. That brings us to the end of the Imperial Conference; and I call your attention to this, that it is scarcely possible to imagine a consensus of expert and representative authority in favour of any proposal more complete,

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more unbroken, than that which I have just referred to. Now, if anybody puts me to the question why was this consensus established, what was the reason for this overwhelming body of opinion in favour of the proposal? I think the answer can be given in a few sentences. Those authorities held that a naval base in the Far East is essential in order to enable the British fleet in the future, as it has done in the past, to perform the elementary duties for which it exists. What are those duties? They are, as it seems to me, and, as I submit to you, to protect our sea-borne commerce in the manner that I have before described—to see to the security of our Dominions, to uphold the prestige of the British flag, and to maintain the supremacy of the naval force of Great Britain throughout the world. How then can those duties be satisfactorily performed? The world in which we live is changing every day. Naval science, naval architecture, the whole question of defence is changing every day—new and larger ships are being built; the capital ships with which we entered the war are, if not obsolete, at any rate, not effective for present needs. You want, if you are to contemplate the discharge by the Fleet of those duties which I have described, new and larger docks where the capital ships that we now possess can go into dock for repairs, for refitting, for cleaning, and the like. Where shall we be without such a place? Has it not been made quite clear by my Right Hon. friend and others that in the event of this base not being proceeded with our ships will have no alternative but to go back to Malta and be repaired there, leaving the ocean bare. How can anybody argue that there is in this any aggression? Against whom? Against whom is the aggression directed? How absurd to argue that it is directed against Japan. Why should Singapore now be any greater menace to Japan than Hongkong has been for the last thirty years?—Hongkong which is 1,500 miles nearer to Japan than Singapore; and, why is Singapore going to be any greater menace to Japan than Japan is to Singapore? Take the figures which have so often been quoted, the figures of distance. How absurd to talk about the menace to Japan when the distance from Singapore to Japan is equal to the distance from Portsmouth to New York. I have never heard the American politicians contend that a naval base at Portsmouth is a serious menace to America. I have never heard the French say that Portsmouth is a menace to Brest, nor the Italians that Toulon is a menace to the bases of the Italian fleet. But now, for the first time, has been excogitated the extraordinary reason that one power is not to be at liberty to have a naval base because 3,000 miles distant another Power may regard it as a matter of suspicion. My Lords and gentlemen, we should

have carried out the policy had we remained in power—there would have been no question about it. But in an unfortunate moment we were succeeded by another party of gentlemen; the command of the ship was taken by a very motley crew. It contained advanced Socialists, ardent Labourites, idealistic Liberals, and nondescript Conservatives. I spend my afternoons in observing and occasionally in stirring up this remarkable salad, and as I contemplate it I remember the well-known lines of Pope, which run:

Pretty, in amber, to observe the forms,  
Of hairs, or straws, or dirt, or grub, or worms.  
The things we know are neither rich nor rare,  
But wonder how the Devil gets them there.

Now, what did this composite Government do? Within a week or two of coming into office, I think in less, they decided to stop all expenditure. They then proceeded to start an Enquiry, and I venture to say they had made up their minds before that Enquiry was started. The Enquiry having taken place, they telegraphed the result to the Dominions, to consult the Dominions. No, I am wrong, there was no consultation, the Dominions were not consulted, they were invited to give their opinion upon the decision which had already been arrived at here. And how did they respond? Well, you have read the replies of the various Prime Ministers, and why India did not reply. I am at a loss to understand, because it seems to me that this Naval base at Singapore is of the greatest importance to India, as it is to the other Dominions. I fancy there must be some misunderstanding. Canada said she had no interest in the matter, South Africa, speaking through the voice of General Smuts, was opposed; but the Prime Ministers of New Zealand, Australia, Newfoundland, replied in the language of protest, of warning, of appeal in such terms as can rarely have been addressed in vain to a British Government. You have heard just now read out by Lord Carson telegrams from branches of the Navy League, not only in this country, but from 22 branches in New Zealand, re-enforcing the attitude taken up by that Dominion. Surely it was a very tall order for any Government to overrule all those great authorities agreeing together as they have done. And what are the reasons which are advanced in defence of that rejection? They are not strategical—the remarkable thing is, all those persons agree that the naval authorities are quite right, that the strategical importance of Singapore is indisputable, that its central position in the world gives it merits that no other site can claim, and that, if a base be required anywhere in the Far East, Singapore is not only the best place, but the only place in which to establish it. Therefore, the Naval case is not disputed. But neither is this rejection based on

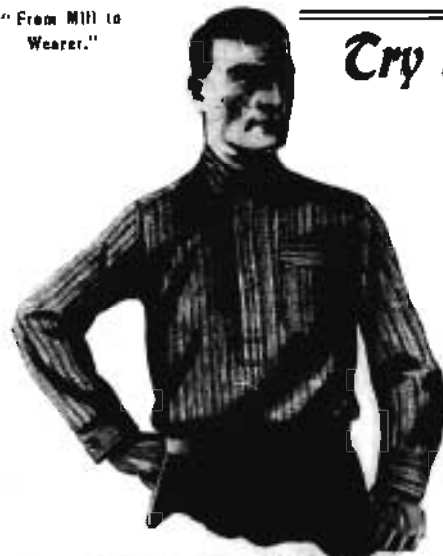
financial grounds—I should have been surprised if it had been. To my mind, the sum of ten million pounds or eleven million pounds—which it is going to cost—spread out over a period of ten years, is the smallest and most insignificant premium for life insurance for the British Empire that has ever been suggested. They do not object to it on that ground, neither do they take the ground which I have seen sometimes hinted at in the Press, that the expenditure of ten million or eleven million pounds would not cover the whole ground, but outside that there would be extra millions required for purposes of defence. I believe those allegations to be greatly exaggerated, and Mr. Amery can tell us about that. They do not take that ground; but the ground on which the rejection is based, is this—I use the words of the Prime Minister—that my pursuance of the Singapore policy would have a detrimental effect on Foreign policy, would lay our good faith open to suspicion, and would shatter the public confidence that is felt in the British Government, and in the British Empire. (A voice: "Rubbish.") I rather approve of that remark; it may not be absolutely Parliamentary, but it is expressed in the somewhat crude vernacular for which the City is famous. Why, one may ask, should the provision of a Naval base

lay us open to suspicion any more than the building of airships or cruisers, or, as a matter of fact, the maintenance of an army at all. Do you remember the French proverb which says—

"Cet animal est tres mechant  
Quand on l'attaque, il se defend."

This animal is very naughty, it is very wicked; when it is attacked, it defends itself. Well, I suppose it is in order to show how little that proverb applies to us that His Majesty's Government have so acted to make it quite clear that naughty as they may be, they are not so naughty as to contemplate in any future circumstances defending themselves. Mr. Ramsay MacDonald has had two months at the Foreign Office, and has made this discovery, that if the Singapore policy were pursued, the Foreign policy of the country would be in danger. I happened to be at the Foreign Office for the best part of six years, and I cannot recall that during that time anyone ever addressed me a single question directed against the maintenance in full force, and with all the adequate appliances of modern scientific needs, of the British Navy; on the contrary, I can name scores of occasions on which the existence, the support, the mobility of the British Navy were quoted to me as a safeguard, not merely a safeguard of the British

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Empire, but a guarantee of the peace of the world. I have often tried to sum up my own reflections as to the sources of strength of the British Empire as they have been revealed to me in contact with the Diplomats and representatives of other countries, and I should say that they are four in number. We do inspire, we have inspired, a great measure of world confidence, firstly, because our policy is generally regarded, and I hope, fairly regarded, as more straightforward, less crooked, more upright, and more disinterested than the policy of other Great Powers. Secondly, we are known to be the great champions of free institutions in all countries, and hence, it is that the smaller nations of the world always look to Great Britain to give the lead, and they regard our Navy not so much as the shield of British interests, as a source of protection to them. Thirdly, the conviction is borne in upon them from very long experience that of all the Great Powers of the world, we, although we have the largest Empire, are the least warlike. We have most at stake, we have most to lose, but even apart from motives of self interest, I believe that in the spirit and genius of the British race there is a profound disinclination to War, except we are provoked to the last degree, which has been enormously emphasised by the experience of the recent great war. And lastly, the confidence of the world in the existence and policy of the British Empire depends largely upon their consciousness of the power of the British Navy. Scores of times have Foreign Statesmen and even Kings, said to me: "We regard the existence of the British Navy and the supremacy of the British Navy as the surest guarantee for International peace that at the present moment exists in the world." Well, if that is so, my Lords and gentlemen, how foolish to shake that confidence, how unwise to undermine that security! In the world in which we now live, and in which although we all hoped that the last war would abolish all chance of future wars, none can deny that the clouds are already piling up on the horizon, no one can look upon the vision as fantastic, that way may occur in the lifetime of some of those in this room. In such a world, idealism is a poor substitute for armaments; idealism, even with its eyes wide open, is a rather dangerous thing; idealism, with its eyes shut, is folly; but idealism, whether it be blind or wide awake, at the expense of your own interests, is nothing short of a crime. And remember this, that this sort of self abasement, this sort of self humiliation for the sake of a moral gesture, is not appreciated by other people. They do not put the same interpretation on your acts as you do yourself. They regard it as an abnegation of your position and power, and this sort of self abasement may be, and often is, in practice, an incentive to rivalry and competition on the part of others and when you say plainly to the world that

you are not going to defend yourselves it becomes a great temptation for others to step in and attack you. Therefore, for my part, my Lords and gentlemen, I regard the decision on the part of the Government as a very regrettable and deplorable one, and it seems to me, summing up all I have said, to involve in this single decision, a conglomeration of errors, which I should have thought it was scarcely possible for any Government, even for a Labour Government, to effect in so short a time. I would sum up my argument as follows: I would say to the Government your policy seems to me to have had these results: In order to placate the Pacifists—(because that is really the bottom of the whole thing: they have one eye on the last election, and they have another eye on the next, and they are thinking that some people may be very disagreeable to them: already they are in trouble about the cruisers, but to have the cruisers and Singapore on their backs at the same time, would really make any Pacifist squeal). In order to placate the Pacifists, you are preventing the British Navy from effective action over vast areas of the ocean surface of the globe. You are exposing your seaborne trade to very grave danger in the future. You are signalling to any enemy who may desire to attack you, that your great Possessions in the East, the Indian Empire, Australia, New Zealand and the like, may be assailed with relative impunity, because it is scarcely credible that within a short distance of time, the Dominions themselves will be able to secure at their own expense, the protection you are now denying them. You are encouraging the ambition and cupidity of other Powers. You are giving an impression that the moral fibre of Great Britain is weakening. And, above all, you are telling your Dominions, who rallied to you in the hour of danger, who sent thousands of their men across the ocean to shed their blood in defence of your interests and your homes, that when the next hour of danger strikes, you are either too weak, or too economical, or too timid to extend to them the defence and protection which they have ungrudgingly afforded to us. I think, my Lords and gentlemen, that is a great mistake; I think it will be very unfortunate, and perhaps, even disastrous in its consequences, because, just at the moment when we are all preaching Imperial unity, when we have had that magnificent demonstration of Imperial unity afforded by the War, and when we want to draw closer to ourselves our Dominions across the seas, we take a step that can only disappoint them, estrange, irritate them, in the highest degree. This, my Lords and gentlemen, is the accumulation, the conglomeration of errors, of which it seems to me His Majesty's Government has been guilty, and I earnestly hope that advantage may be taken of the opportunity this afternoon to repudiate it in the most unflinching tones on behalf of the City of London."

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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 CONTINUOUS 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 to 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, WELDS 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 Marines who were injured or who lost their lives in the War, and to educate their children.

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## OCEAN PIER.

Proposal for Coogee.

THIS Journal is indebted to the Directors of Australian Piers, Limited, 369 George St., for the loan of the accompanying block illustrating the position of the proposed pier at Coogee.

on a sea front the dust and dirt of the town behind mingle with the atmosphere and are breathed into the lungs. But out on the end of a pier one might just as well be in mid-ocean. Roads, motors, and vehicles of all kinds with their inevitable pollution of the air have been left behind and the best possible benefit can be derived amid pleasant surroundings.

It is small wonder then that "Dr." Brighton on



THE PIER AS IT WILL APPEAR FROM THE AIR.

Although pier construction is not very directly related to naval matters except that both have to do with blue water we think the matter is one which will be of interest to many Navy League members. Anything which promotes healthy open air recreation is to be encouraged and there is no doubt that the piers at English seaside resorts enable jaded business men and tired houseworkers to get the best possible results as far as their health is concerned from their annual seaside holidays. Even

the English Channel was the first seaside town in the world to build a pier for promenade purposes. Long before modern history started the little Sussex town was famed for its recuperative properties and in 1822 the old Chain Pier was built there and was from the very start a most popular resort.

According to modern engineering standards it was a most rickety affair being supported entirely on a half dozen or so groups of wooden piles with

the footway hung on chains from group to group like a suspension bridge. It stood, however, till 1896.

The great Duke of Wellington was one of the original shareholders in the Company which built it, and not long after her accession Queen Victoria made a state landing from the Royal Yacht at the Pier Head.

For over seventy years the Chain Pier was exposed to the full force of the terrific gales of the English Channel and for the last few years of its life no one was allowed to go on it on account of the damage done to the piles by the borer which had nearly eaten the timber away. Meantime, profiting by the successful experiment made at Brighton other resorts had followed suit and now there are stated to be over 70 promenade piers round the English coast. America also took up the idea with success, but they get their revenue in a way which would not appeal either to English people or Australians. No charge for admission is made on American piers and income is derived from side-shows on the piers. This naturally means that almost every available inch is occupied by a so-called attraction and, as far as getting the sea-breezes are concerned, one would probably be better off on shore. It is pleasing to note that the builders of the Coogee Pier, which is certain to be followed by others, are going to copy the English plan. In spite of opinions to the contrary we think that the building of this pier will mark a decided step forward in the promotion of healthy recreation in Australia and Australians, being an open air loving people, will, doubtless, welcome it too.

There is good reason to believe that the Directors of the Company which will own and manage the pier will allow the Navy League, if it so desires, to erect davits and keep a cutter hoisted on them so that boat-drill can be carried out by our Sea Cadets from the pier under conditions very similar to actual work on board ship.

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## CORDAGE.

BY F. DANVESH POWER, F.R.S.,  
THE WELL-KNOWN ROYAL MASTER.

ROPES, aside from those made of steel, are made of Manila hemp, sisal hemp, jute, coir, or cotton.

Manila hemp is obtained from the leaf stalks of a wild banana known to botanists as *Musa textilis*, native to the Philippine Islands. The individual fibres are from six to ten feet long, and have a tensile strength of about 15 tons per square inch of sectional area. The plants grow in thick masses, and attain a height of from 15 to 25 ft. They grow rapidly, and are ready to harvest in about three years.

Sisal fibre comes from the sword-like leaves of a kind of cactus—*Agave fourcroydes*—which grows chiefly in Yucatan, Central America. The fibres are not so strong as those of Manila—they are shorter, and have a tendency to splinter, they are also much harsher to the touch. Sisal has a name for resisting the effects of dampness better than Manila, but this is not the case.

Jute fibre is obtained from the inner bark of two plants known as *Cortchurus capsularis* and *Cortchurus alatorius* which are mostly grown in India.

Russian hemp is a softer fibre than Manila. It is not suitable for many purposes for which Manila is used, as it will not stand abrasive wear, and when tarred is more susceptible to deterioration.

Coir is obtained from the husk of the coconut. It will not rot when constantly in water, and is light and elastic. It is used for making hawsers, life buoy lines, rocket lines, and drift nets.

Cotton is obtained from pods of the cotton plant. Cotton ropes are used for driving machinery, man ropes for dragging vehicles, and lanyards.

Fibre, after being cleaned and combed, is spun into yarn with a right hand turn. This twist binds the separate fibres, which are comparatively short, together. The twist must not be too loose or else the fibre will draw out without breaking; neither



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must it be too tight, otherwise the rope formed out of such yarns will break under a smaller stress than that for which it was designed. Twisting diminishes the strength of the individual fibres.

From 20 to 30 yarns, depending on the size of the rope required, are given a left-hand twist to form a strand. Three strands are used to make a hawser-laid rope, and four strands for a shroud-laid rope. When three ordinary ropes are twisted together the resulting rope is said to be cable laid. In twisting the strands together, the turns are again reversed. If the yarns and strands were twisted in the same direction the finished rope would tend to untwist if a weight were suspended from it. By alternately reversing the direction of the turn of the fibre, yarn, and strands the fibres are caused to assume a line almost in the direction of the length of the rope, and this tends to neutralise the tendency of the rope to untwist.

In the normal manufacture of rope, about 10 to 12 per cent. the weight of the rope is oil, which is added so as to provide for lubrication and flexibility. More than sufficient for this purpose is unnecessary, and only adds to the weight of the rope. For standing rigging and fishermen's nets the rope is usually tarred to protect it from the water; but that used with hoisting apparatus should not be tarred, as the tar tends to pick up particles of dirt, which, in turn, will cause excessive wear. Dirty ropes should always be cleaned before being re-used.

Ropes should be taken care of. Small ropes should be hung up, and large ones be kept off the ground by placing them on gratings, the object being that air should circulate freely round and through the coil. Ropes should not be kept near steam pipes or other hot objects, as excessive heat dries out the oil and causes the rope to deteriorate more rapidly. A rope may have a nominal strength, but deviation from the regular straight rope will weaken it. For instance, a kink in a rope will overstrain the fibre at the point of the bend. The best way to avoid kinks in a new rope when uncoiling it is to lay the coil on the floor with the inside end down, then reach down through the centre of the coil for the end, and uncoil from the inside, never from the outside.

Continued next page.

An eye splice over a thimble has 90% efficiency of the rope.  
A short splice in the rope has 80% " " " "  
A timber hitch has 85% " " " "  
A bowline, or clove hitch, has 60% " " " "  
A reef knot, or sheet bend has 50% " " " "

All sharp bends must be avoided, as these cause extreme tension of the outside fibres, and the sharp corners may cut the fibres.

Ropes are made up in coils of 113 fathoms, but is sold by the pound weight, notwithstanding that the buyer requires it by the length. It is often as cheap to purchase a coil as to buy the exact length of rope required, the reason being that if there is a short piece left over, it is difficult to dispose of, therefore the purchaser of the longer piece is charged for it, though he does not take it over.

A rope should be tested from time to time by applying a load at least three times heavier than it will be called on to carry. The maximum safe load depends on many things—such as quality, age, dryness, nature of the load, and mode of lifting. A certain amount of twist will come out of a rope for the first day or two it is used, but after that it should remain substantially the same. If this is not the case, then the load is too great for the strength of the rope.

A good Manila rope is hard, pliant, yellowish or greenish grey in colour, with a certain silvery or pearly lustre. When making an examination, cut a section of the rope so as to ascertain if inferior kinds of hemp have been used in the centre. If of a dark or blackish colour it indicates that the hemp has suffered fermentation in the process of curing, while brown spots show that the rope was spun while the fibres were damp, and must consequently be soft and weaker at those parts. Inferior ropes are made of short fibres, or with strands of unequal thickness, or are unevenly spun. In the first case the number of short ends make the rope appear woolly, in the second and third the irregularity is noticed on inspection.

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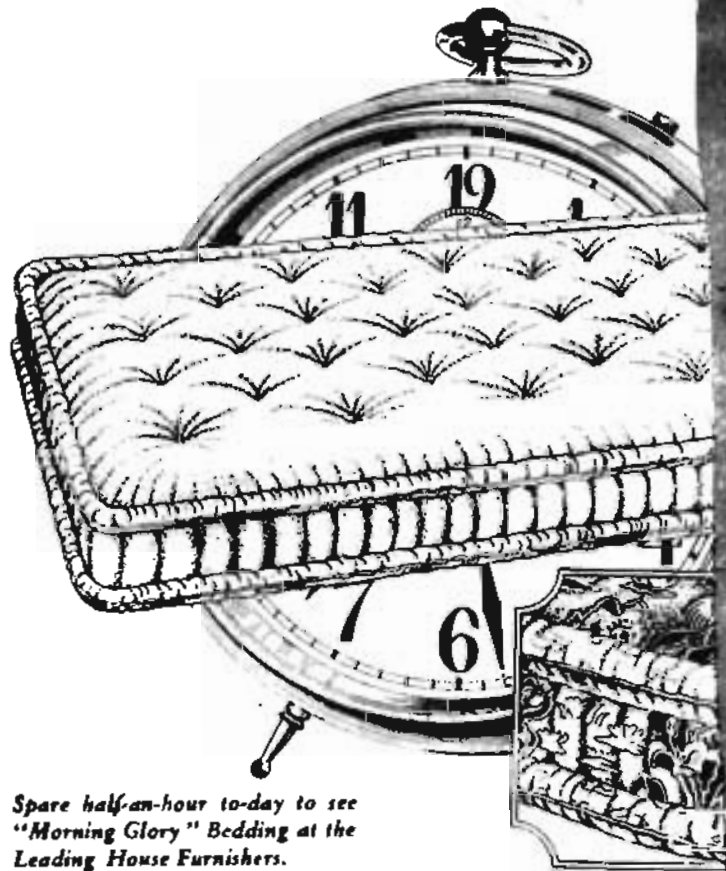
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