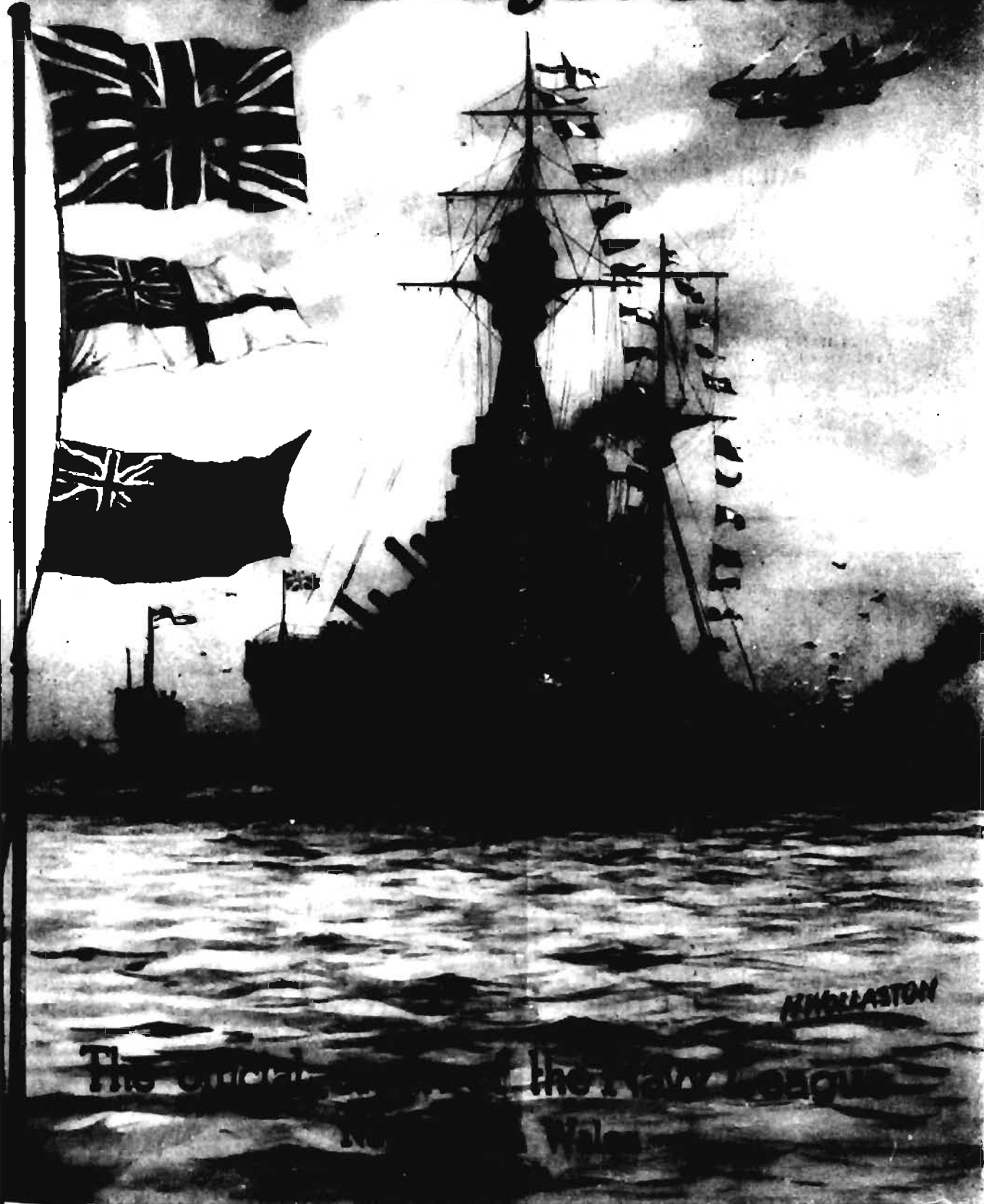


VOL 5. No. 9

JANUARY, 1925.
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The Navy League Journal



AND LASTON

The Official Journal of the Navy League
Newcastle, New South Wales



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The Navy League Journal

VOL. V. No. 9.

SYDNEY, JANUARY, 1925.

PRICE 3d.

THE GRAND OLD FLAG.

Navy League's Silent Sentry.

Australia's Symbol of Liberty.

Many an Australian soldier in the trenches wept over a simple gum-leaf Christmas card during the war, just as a sprig o' heather, or a little shamrock, will bring a flood of tender memories trooping into the heart of the expatriated Scot or Milesian, and add an extra beat to his pulse.

AND it is so with flags—the ensign, colours, or standard of a nation.

When an adventurous youth embarks upon a sea-going career, and travels into every port in the Seven Seas, there is nothing on earth will bring a lump into his throat, and a glad tear to his eye, quicker than a glimpse of the proud banner of his nation.

Amidst the flags of every nation his own ever looks the finest and bravest. In a foreign port it

gleams like a meteor. His pulses leap with a love that he never knew he held close in his heart for his native land and its proud banner.

In his homeland he has seen it fling its brave colours to the breeze that he forgot to admire it.

But shoaled up in some foreign port, with ships of every nation displaying their ensigns, the one solitary flag of his native land calls to him with a thousand clarion tongues to salute it. He feels at once the assurance that in it he has ten thousand

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friends and comrades. His loneliness slips from him like a garment. He wants to lift his hat and cheer it.

If fate decrees that any of the boys of the Navy League Sea Cadets, in the fulness of time, ventures abroad under the meteor flag of the Empire—the glorious old Union Jack—they will sail into many ports, and everywhere they go they will see the standard of their proud nation flaunting its shining front on the Seven Seas.

Like the scent of their beloved wattle, or the leaf from "a thunderin' ol' blue-gum," the sight of that bunch of red, white and blue, and the stars, will stir their pulses to action, and send their thoughts galloping back to the Homeland and their "ain folk."

For it represents Home, Love, Liberty, Law and Religion. The Union Jack represents a haven of refuge in every port of this grey old earth. It is a symbol of Safety and Freedom!

It is of this war-scarred bit o' bunting that Will Ogilvie sings so bravely:—

*Thro' the gates our hands flung open,
Sail the fleets of all the Powers,
Dipping flags as they go past:*

All the flags of all the nations, like a bunch of flowers.

'Mid the flags of every nation not a prouder flag than ours.

As she dips a royal answer from a hundred fortress towers—

Each a stronger than the last.

Every Navy League Sea Cadet should reverence that emblem of our nation's freedom. It is more than a piece of "colored bunting."

The Union Jack symbolises the entity—the real being, the essence—of the Anglo-Saxon confederation of free peoples called the British Empire, and that is due to a sense of kinship which is independent of all externals.

It resembles the passion that binds the members of one family together as with links of steel.

The Union Jack is our family symbol.

'There's a flag the free winds follow—

'Tis the banner England bought her

With the mastery of the main:

Every ship upon its azure has a lion to support her.

It is barred with every sunbeam, twist the wind cloud and the water,

It is starred with faith and freedom, and it bears on every quarter

Broken galley bench and chain.

PLEASE ASK A FRIEND TO JOIN
THE NAVY LEAGUE.

IN SOUTH AFRICA.



A GROUP OF NATAL'S NAVY LEAGUE
SEA CADETS.

(Photo by courtesy of Mrs. A. McHardy)

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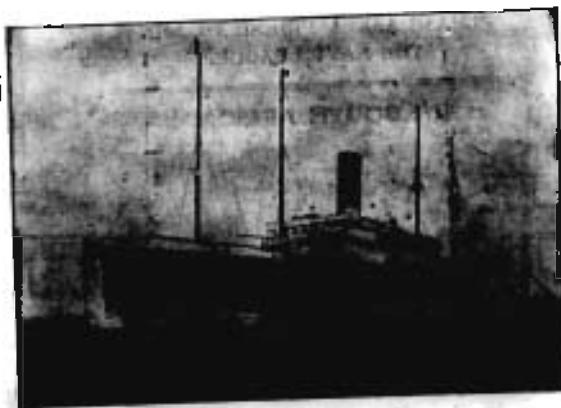
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Governor Philip Gidley King, R.N.

Gentleman, Able Administrator—Our Third Governor.

First Attempt to Cross Blue Mountains.

The third governor of New South Wales was Philip Gidley King, R.N.

When King took charge the settlement had been going twelve years, and he had watched it grow from an infant in the early life of nationhood, to a lusty child.

Under him progress was made, but there were no outstanding features in his six years reign. But, this does not mean that matters public were little better than stagnant.

Convicts formed the major portion of the population, many of them desperate criminals, but the tact of King, and his kindly nature is proven by the fact that peace and prosperity stayed with the opening of the new century, while brave men made attempts to see behind the great blue barrier of the Great Dividing Range.

1800-1825—if only King could see the prosperity of the land he helped to build! 125 years! King's name, like Phillip's and Hunter's, will live forever!

KING, it might be said, was born at sea, or as close to the sea as one could possibly get without being on ship. And he came from a place where sailors grow like seaweed, and are as numerous as the rocks along the shores—Cornwall, that wild, rugged, beautiful stretch of country that faces way out across the great heaving bosom of the wide Atlantic.

His birthplace was Launceston, the day April 23, and the year 1758. It is obvious that he came from a well-to-do family, and in keeping with the custom followed by those who could afford it in those days, the groundwork of his early education was laid by a Mr. Bailey, of Yarmouth, no doubt a semi-private tutor.

Rumours of War.

But, his career already had been planned out for him, and before he had entered his teens, he was sent to sea with the Navy, as midshipman aboard the Frigate Swallow, commanded by Capt. Shirley, bound for the East Indies.

Little did he know then, while in the Southern Seas, that thirty years afterwards he was to be the leading citizen of a new land yet to be conflated in the name of the King—Australia.

For five years he cruised about the East Indies,

learning all there was to be learnt, gradually reaching efficiency in a Service in which he was to be so bright a star.

Then at that time rumours of war echoed through the forests of the great country that to-day is known as the United States of America. Someone had blundered in England, the settlers threw down the gauntlet, and challenged the Mother Country for their independence.

Fought America.

That was 1775. King, just returned from his eastern voyage, still in his teens, went with the "Liverpool" to Virginia to fight the cause of his Government, and help retain America for the Empire, which, however, was not to be.

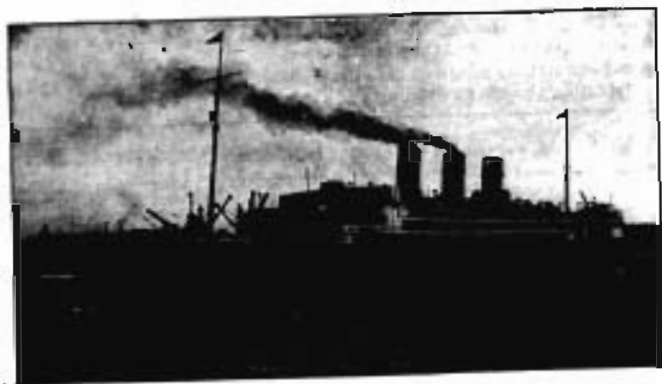
It seems strange that fate should cast him into such a war when one considers the fact that at the full tide of his career he was to be the King's representative in the country that was to take the place of the one just lost.

No doubt he did his share in the affair which was not, however, marked by any great naval actions wherein the traditions of the navy could be upheld; but he remained with his ship till she was wrecked in Delaware Bay.

Thence he went into the Princess Royal in 1778, and in the following month, November, at the age

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of twenty he was appointed lieutenant by Admiral Byron, and given a berth on the *Renown*.

The following year he returned to England, and for a while served in the Channel aboard the cutter *Kite*, eventually going on to the *Ariadne*, where he remained till the beginning of 1783.

Went with Phillip.

Right through his life, fortune was not unkind to King, and she gave him her greatest gift when she threw him into the company of the humanitarian, Phillip, our first Governor, who was post captain of the *Ariadne*. Obviously then the friendship grew into something strong, and when Phillip was given command of the *Europe*, bound for the East Indies with reinforcements, King went with him in January, 1783.

The year following, he returned, and when Phillip set out with the First Fleet in 1786, King came as his lieutenant on the *Sirlus*, and on January 18, 1788, landed with Phillip in the Supply at Botany Bay.

However, he was hardly in the new settlement when his worth was recognised, and he was made, by Phillip, Superintendent and Commandant of Norfolk Island, for which place he sailed on the armed tender, *Supply*, with a party of twenty-four persons to form the first British settlement on March 5, 1788.

Two years were sufficient for him to put the little settlement—then a place of greater punishment—on its feet and he returned to Port Jackson in 1790, when he sailed for England, returning South in 1791 on the *Gorgon*, with the rank of Commander, and a Commission as Lieutenant-Governor of Norfolk Island.

The Right Man—The Right Place.

Nine years he remained there, and not having wasted his time in learning the duties of administrator, he was well fitted to assume the rank and position of Governor of New South Wales in September 28, 1800.

Once again the authorities in London had hit upon the right man to hold the important rank,

though they badly blundered in his successor, Bligh, with whom we will deal next month.

Progress marked King's six years' stay, and it is noteworthy that the first attempt to cross the Blue Mountains was made with his encouragement by Barrillier in 1802. Furthermore, the H.M.S. *Investigator* was refitted for Australian Exploration under Flinders in 1801, and in 1803, Port Curtis and Port Bowen were discovered by the great navigator.

After having served well and faithfully his king, our third Governor returned to the land of his birth, where he died at Tooting, Surrey, on September 3, 1808, leaving several children, one of whom, Philip Parker King attained the rank of Rear-Admiral, and surveyed the coasts of Australia, and who became a prominent politician here in the early fifties.

(Every Australian has heard of Governor Bligh, the only man on whom we cannot look with pride. Bligh's extraordinary adventures, and his tyrannical doings make interesting reading. Watch for his story next month).

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HUMOURS OF THE R.A.N. WHEN ENGLAND LOST THE TEST MATCH.



YOUNG AUSTRALIAN SAILOR: "Who won the Cricket Match?"
VETERAN FROM ENGLAND (disgusted): "Oh! The same blokes that won the blooming war."

THE VIKINGS.

Lawless Race of Fearless Men.

From Pirates to Colonizers.

Of all the fearless crews who roved the seas of yesterday, remarks an eminent American novelist, none can compare in daring and courage with those hardy mariners of the North of Europe—the Vikings.

WHILE they were primarily coasters, still in their open boats, they made what to us seem impossibly long voyages over the vast stretches of unknown waters. They cruised the Baltic and the Channel and raided the coasts of Britain, France, and Ireland. They even went as far south as the Mediterranean, to Constantinople and the Holy Land. In one of the old Norse sagas there is a verse: "They arrayed their ships for a Jerusalem faring and fared away from land." In the slang of to-day, that was "some fare."

It is an historical fact that Lief, the son of Eric the Red, landed on the north coast of America in the year 1,000, almost five hundred years before Columbus. Ruins of stone structures on Martha's Vineyard were attributed to these sea wanderers, but later investigations have disproved this contention. It is probable that Lief touched the coast of North America in several places, but did not attempt to establish regular settlements.

The vikings were at first mere marauders and sea brigands, satisfied with a quick raid, a hasty pilfering of a village, and then back to their ship and away before the terror-stricken community could organize itself for retaliation. Later they became colonizers. In the latter part of the eighth century, they landed at Dublin in Ireland and foraged the territory in the vicinity. Ireland must have appealed to them. One expedition followed another and in less than fifty years they had conquered over half of the country.

"Go Thou and Conquer."

In 852 A.D., the King of Norway sent his son, "Olaf the White," to consolidate the lesser Viking chieftains. From this time on to the Norman conquest, the Vikings were the most commanding figures in Irish history and came nearer to subduing the Emerald Isle than any power had before or since.

When the Vikings started from their homes on these long trips, they carried food in the form of a live beef or two aboard. After this was dispatched and eaten, they depended on foraging expeditions to keep the larder supplied. The cooking and preparing of food was done turn about, each man doing his share. There were no favorites except that four of the best men were told off to guard the flag that flew at the bow. The crew were chosen man for man. There were, consequently, no cowards nor weaklings among them. For when they once "fared away" from land, they were entirely on their own resources.

Their weapons were bows and arrows, spears and short double-edged swords. Later they added the heavy, two-handed battle axe to their fighting tools. They were well trained warriors evidently, for we read of one sea chieftain called Olaf who was second to none as a swimmer. He could walk over the oars of his vessel while they were in motion and could hurl three darts with one hand and cast a lance with either hand equally well. Olaf must have been rather a rough customer in a rough and tumble fight.

"MARCHING TO VICTORY."



*Cadets of the Drummoyne Sub-Branch annexing the honors of
The Fairfax Banner Competition.*

THE VIKINGS—CONTINUED.

These long cruises to the south and the west must have been undertaken by the bolder of the Vikings like Olaf, since the majority of them contented themselves with shorter trips to the nearer coasts of England and Ireland. The town of London was besieged by them several times. Although London was not nearly as large as it is to-day, yet it was no mean city for a handful of men to assault.

Generally they returned home from their expeditions each fall before the storms of winter and hauled their boats up on the beach. Then, during the long northern winters when the wind howled outside and the bays and flocks were ice locked, they sat around their blazing fires and made merry.

With their drinking cups made from an enemy's skull, filled with wine stolen from some village on far-off, blue Mediterranean, they drank deep and roared out their sagas and drinking songs.

One of their strong characteristics was their pride in their boats. They never allowed them to be captured by an enemy, often dragging them for miles over the ice to keep them from being taken. When the tide of battle turned against them they pulled out the plugs, and went down fighting.

Their ships were their homes while cruising, as they were uncomfortable on land. At night an awning was stretched from bow to stern, and the crew slept aboard in leather sleeping bags. It is said of some of these nomads of the sea that they "never slept beneath a rafted roof, nor drained the bowl by a sheltered hearth!"

Continued on page 30.



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AIMS AND OBJECTS OF THE NAVY LEAGUE.

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Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the children 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 dependants of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

Three Years Abaft the Foremast.

A Great Life on the Ocean Wave.

Thrills and Spills of a Sailor's Career.

Told in Plain, Unvarnished Style.

(BY A FARMER'S BOY)

No. II.

The first sensation which strikes a landlubber at sea is its sublime grandeur and loneliness.

A windjammer is vastly differently handled than a steamer, and where a steamer likes to cut off a corner—if one has to be rounded—the sailing vessel likes to give the land as wide an offing as possible.

Therefore with the exception of a couple of wooded peaks at least twenty-five miles to the westward, which were said to be on Lord Howe Island, we saw no more land until we made the coast of California, seventy-two days after quitting Newcastle.

FOR nearly three months the sky and waters met all round the horizon, and then a thin streak of dark grey far away on our starboard bow indicated that we had made a landfall.

Only once did we pass a vessel, and this was at the beginning of the voyage, when a big four-masted barque, apparently bound for the coast of South America, was sighted hull down, but too far off to signal. She had left Newcastle a day before us, but had evidently not struck a fair wind.

Rain in Perpetuity.

As it was, we had a strong breeze coming up from the south-east, which just suited the Mona's Isle, and in three weeks we were talking of crossing the line. But there is a belt of calms at the Equator. The winds from the Northern Hemisphere are here pulled up by those from the Southern, and as the low clouds are mostly rain bearers, it rains heavens hard almost continually.

In the lulls all hands were busy, taking advantage of every catpaw; but it needed a fair breeze to give the big, deeply-laden Mona's Isle steerage way. For days on end the ocean lay like a vast

sheet of transparent glass, at times without a ripple. Out on the jibboom one could see the ship's keel, as steady as if she was in dry dock.

Boys will be Boys.

The weather was hot enough to make the pitch run in the seams on deck, and the crew, nearly all of whom were clad in singlet and trousers only, thought nothing of diving overboard off the bulwarks for fun. But as this interfered with discipline, the cook, who had been prompted, formed a nasty habit of spoiling the fun.

It was usual to heave the end of the braces over the side, so that the swimmers could haul themselves up the ship's side, ready for another dive. The cook, as soon as he detected a human fish on the line, would rush out of his galley with a bucket of coal ashes, and empty the bucket on the sailor clambering up the side. If the victim glanced upward in breezy expostulation, he would get his eyes full as well, and would have to let go the rope and drop back.

"Floating Majestically in the Breeze."



The Magnificent "Fairfax Banner" (presented to the Navy League by Miss Charles Fairfax).

(Left) Mr. F. GURRE, O.I.C. Lane Cove. (Middle) A Typical Sea Cadet.
(Right) Mr. G. KIRKCALDIE, O.I.C. Drummoyne.

THREE YEARS ABAFT THE FOREMAST CONTINUED.

The poor swimmers, and strange as it might seem, the majority of the men on the Mona's Isle couldn't swim fifty yards to save their life, remembered the cook long after we got clear of the doldrums.

Whilst none of them meant him any harm, a marlinspike would sometimes drop from aloft perilously near the cook whenever he was sighted by himself on deck, and the one who dropped it would come down from aloft with an insincere apology for his clumsiness, in mockery to the cook's insincere apology for dropping a bucket of ashes on the head of a lagged swimmer.

Painted Ships and Real Vessels.

In one respect the Mona's Isle behaved differently from my anticipations, which had been drawn from painted pictures of ships gracing shop windows, or from illustrations in periodicals. Ships in full sails riding high in a living gale, with the sea running like mountains, and a sailor on the fore-castle head smoking his pipe contentedly. Such was the artistic idea of life afloat.

When the sea rose nothing like the painting, the Mona's Isle, well-laden as she was, would have her canvas reduced to foresail and single topsails, and run like a racehorse under them. As it took all hands to furl a topsail in a hard blow, there would be no chance to get the sail off her if she

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was plunging along under full sail, even if she could carry it.

Get Out or Get Under.

One night the sea having mounted up after sundown, the Mona's Isle plunged her forecathedral under, through carrying too much sail.

Over the forward deckhouse the sea rolled, and poured like a cataract on the watch on deck. I grasped a stanchion and hung on for what seemed many minutes, but some of the others were not so quick, and were washed up and down the deck like floating sacks in the dark, with none to rescue them.

The high bulwarks prevented them from being lifted overboard, but also prevented the water running out quickly. The mate, on the poop-deck aft, could be heard bawling instructions to call the watch below—they had not long turned in—to make fast the foresail.

The watch on deck had been too knocked about and scared to be much good on the yard, but up they shinned ahead of the others out to the weather. By the time the bunt was secured eight bells were sounded, and the watch which had been roused from sleep had to remain on deck, whilst the waterlogged ones turned in for four hours.

Sale at Sea.

If a vessel is strongly built, her rigging in good order, and there are some good seamen amongst her crew, there is no more risk afloat than ashore. There is no calamity either afloat or ashore which is not due either to carelessness or ignorance displayed by somebody or other.

But big wooden vessels cannot be strongly built, any more than a model ship can be strongly built out of matches.

One night a new topsail split, owing to the ignorance of one of the sailors sent aloft to unreel it. This particular one, who had been used to steamboats, let the weather earring go first, instead of last. The result was, as soon as most of the reef-points around the yard had been untied, the bellying sail ripped away the remainder.

Silence Was Golden.

As the topsail was worth about £40, there was the devil to pay. The skipper couldn't believe an

able seaman was at fault, but stormed at the second-mate for sending an ordinary seaman novice to unreel the sail without telling him exactly what to do. And the mate simply held his tongue, and allowed the ordinary seaman to take the blame.

The new sail was sent down on deck to be mended, and an old patched topsail had to be got out of the lazarette and bent in its place. The lazarette was alongside the cabin under the poop deck.

A fair sea was running, though nothing like what an artist would have drawn even had he seen the occasional seas tumbling aboard in the waist, but Lord send us if ever I heard anything like the creaking, the sepulchral shrieking, the squeaking, and the groaning, caused by the timbers at the stern working, whilst we were hauling out that topsail and I never heard anything like it before or since, because other vessels I voyaged in kept their sails down the forepeak, right in the bows, which are better supported than the stern.

(To be continued in next issue.)

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The Navy League is Non-Political.

Mrs. Oswald McMaster and her South African Tour.

During her recent visit to South Africa Mrs. Oswald McMaster evinced an active interest in the South African Navy League Sea Cadet movement—and, by the same token, assured the sponsors of the movement in South Africa of the fertile growth of our own N.S.W. branch.

"The Seven Seas" (the official organ of the South Africa N.L. Sea Cadets) published, in a recent issue, the following remarks on Mrs. McMaster's practical interest in the Navy League:—

"Australia, like the other dominions, has its Navy League, and an interesting visitor in Cape-town at present is Mrs. Oswald McMaster, an active worker, and one of its great supporters. Mrs. McMaster, whose home is in Sydney, has been touring South Africa for the last six months, and is now in Cape-town awaiting the "Demonstrations," which leaves for Australia on Thursday.

Mrs. McMaster has shown her active sympathy with the New South Wales Navy League by donating a fine silver challenge cup to the Sea Cadets. It is in memory of her husband, and is called "The Oswald McMaster Cup."

Mrs. McMaster has visited the "General Botha," and been shown over it by Captain and Mrs. Norton, and on her return to Sydney will be able to give an account of what this country is doing to give its boys a training for the sea."

EXECUTIVE COMMITTEE MEETING.

The usual monthly meeting of the Executive Committee took place at the Royal Naval House on Monday afternoon, January 12th.

Present: His Honor Judge Backhouse (in the chair), Commander Quick, Messrs. Kelso King, G. E. Fairfax, J. J. Eyre, T. Fox, F. W. Hixson, A. G. Milson, Harry Shelley, T. Payne, and Keith Jefferies (Organising Secretary). Apologies were received from Commander Wardle, Captain Pearce, Captain Crauford and Mr. C. M. C. Shannon.

On behalf of the Committee the Chairman welcomed Mr. G. E. Fairfax, who once again took up his position as an Executive Officer.

It was decided that Mr. Wood be appointed Hon. Physical Instructor of the Balmain Sub-Branch.

As an act of grace to Miss Charles Fairfax, donor of the Fairfax banner, the Secretary was instructed to communicate with Miss Fairfax and extend to her an invitation to present the Banner to the Drummoyne Sub-Branch.

General satisfaction was expressed in the Organiser's report setting forth the fact of the steady growth and enthusiasm of the Sub-branches.

THE NAVY LEAGUE JOURNAL has pleasure in acknowledging a donation of £10 from Mr. H. Austin to the Navy League.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN - Officer-in-Charge Hon. Secretary	Mr. G. COOPER Hon. Secretary	DRUMMOYNE - Officer-in-Charge Hon. Secretary	Mr. D. KIRKLAND Mr. M. DAWSON
NORTHSYDNEY - Officer-in-Charge Hon. Secretary	Mr. M. SARGENT Mr. D. MURPHY	RICHMOND - Officer-in-Charge Hon. Secretary	Mr. E. H. WARR Mr. J. D. ATILL
CONCORD - Officer-in-Charge Hon. Secretary	Mr. J. DUNN Mr. F. L. ADAMS	CLOVELLY - Officer-in-Charge (a/c) Hon. Secretary	Mr. J. DUNN Mr. J. HOPKIN
LANE COVE - Officer-in-Charge Hon. Secretary			

BALMAIN.

(Contributed by Mrs. Y. Yicklen).

The improvements to the depot are well in hand, and it is hoped to have the official opening within a few weeks. Electric light is to be installed.

The Company's Godmother, Mrs. M. Mayne, gave the cadets their usual Xmas treat at the depot. There was a full muster of cadets who spent a most enjoyable few hours.

Framed certificates were presented by Mrs. Mayne to the cadets who recently gained promotion in leading seamen, and framed photographs of the guard of honor on the occasion of the opening of Betts Ward at Balmain and District Hospital to officer Watt and Mr. A. Wood for their splendid assistance in improving the depot.

Honor was done the Navy League coupled with the Company's Godmother, by way of a toast.

On Anniversary Day the Balmain Regatta, which has been revived, was held in front of the depot. Richmond Company were entertained by us to lunch and tea. During the afternoon a cutter race was held, in which Drummoyle, Richmond, and Balmain competed. The course was

from a point opposite the depot to the finishing mark on the flagship, and resulted in Halfman winning by two lengths from Drummyne with Richmond (who used North Sydney Company's cutter) six lengths away. Richmond crew are to be complimented on their splendid showing, seeing that they were compelled to use a strange hoist, and a midship thwart had to be improvised.

Arrangements are being made to shortly send a cricket team to Richmond.

Our Signal Mast has been erected, and adds greatly to the appearance of the depot.

NORTH SYDNEY.

(Continued by Mr. H. Morris)

Important suggestions for the raising of finance are down for discussion when the initial meeting of our newly-formed Committee eventuates. The suggestions when placed into operation will give a decided impetus to our social activities.

The members of our crew are practising diligently under Mr. McDonald (officer-in-charge) for the cutter race on Anniversary Day, and we feel confident that North Sydney's colours will be carried to victory.



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CLEVER MARY

CONCORD.

(Contributed by F. L. Adams)

Early in December we moved into our new depot, and now have everything in order for our naval instruction classes.

On December 21st twenty-two of the sea cadets, together with eighteen from Clovelly, and eight from Drumimoyne Companies, went into camp at Cronulla.

They were under the command of Mr. Docking, who was assisted by Ray Adams, late junior officer of Concord Company, now of H.M.A.S. Sydney, and by E. Linguist of H.M.A.S. Tasmania.

Several of the boys' parents and sisters also stayed at the camp, and were a great help in cooking the meals, &c., and we are especially grateful to Miss Docking and Mrs. Bueden.

I believe on one occasion the Company had roast duck for supper, which is a most unusual and delectable dish to have served up in camp. After

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a very enjoyable and instructive time they all returned home on 2nd January.

At the last meeting of the Committee of Parents and Friends Mr. Bugden kindly donated two gold medals to be competed for—one for general efficiency and one for good behaviour.

Mr. Adams also denoted a gold medal for the best attendance.

We purpose holding a swimming carnival some time in March at Ashton's Baths at Mortlake, when we will hold an inter Company race. The date will be announced in my February notes.

A launch picnic will be held on Anniversary Day to enable friends and parents to attend the regatta.

DRUMMOVNE.

(Contributed by H. Cardwell).

About 30 boys accompanied by Mr. W. Hooper, and Mr. Hooper, senior, held a three days' camp at Bradley's Head during the Christmas recess. Despite inclement weather they had an enjoyable time, and rendered valuable service to a sailing boat which had got into difficulties.

We have just received a beautiful trophy in the shape of a photograph of our cutter and crew which won the race at Concord Regatta.

At our depot, on Thursday, 8th January, some 40 cadets celebrated the winning of the Fairfax Banner. We are grateful to Messrs. Toombs Ltd. for their donation of a keg of ginger beer on that occasion. Three rousing cheers were given our benefactors by the boys.

LANE COVE.

(Contributed by F. Gurne).

Our Christmas celebrations took the form of a social evening, held at the depot on December 20th. On this appropriate occasion a number of presentations were made as follows:—Jack knives, to Sea Cadets T. Bowden, J. Butcher, C. Hedges, J. Roberts, Ivor Grinrod, C. McIntosh, J. Gooch, F. Pritchard, and Leading Seaman J. Gurre for having successfully passed the Compass test; and special prizes to Sea Cadets T. Bowden and J. Butcher, who, together with Leading Seaman W. Miles, have not missed one parade since the Company was formed.

During the evening the boys of the sub-branch presented, as a token of respect, a fountain pen to

the officer-in-charge. The Company's mascot (Miss Peggy Gurre) was also the recipient of a present in the form of a black cat. A huge Christmas cake decorated with candles representing port and starboard watches, considerably enhanced the festive atmosphere.

Our ten days camp at Kurnell was very much enjoyed by the cadets. During the holidays a number of the cadets walked to Cronulla, a distance of 14 miles, to visit the cadets of the Concord and Clovelly sub-branches. Whilst in camp the cadets experienced a very pleasant surprise from Mr. and Mrs. Bowden, whose son is a member of our sub-branch. They supplied the boys with quite a feast of cake, fruit, nuts and lollies.

PROMOTIONS.

Leading Seaman Jack Gurre to Petty Officer, which honor, I fancy, makes him the youngest P.O. in the Navy League, and Sea Cadet William Miles to leading seaman.

Good conduct stripes to Sea Cadets T. Bowden, J. Butcher, J. Roberts, F. Pritchard, J. Gooch, and C. Hedges.

NEW MEMBERS.

L. Lawrence, M. Miller, C. Nunn, and F. Miles.
Discharged, at own request—A. Godden.

CLOVELLY.

(EASTERN SUBURBS HEADQUARTERS)

(Contributed by Mr. C. J. Hopkins)

During the Month of December we received a visit from Mr. Harry Shelley, Captain Cranford and the Secretary of the Navy League (Mr. Keith Jeffries).

The visit which took the form of a tour of inspection of the waterfront of Clovelly and Thompson's Bay, arose from out a discussion at the December meeting of the Executive Committee of the Navy League, regarding the safety or otherwise of our proposed anchorage.

Messrs. Walder's, Ltd., Tent Manufacturers, have kindly donated a tarpaulin to be used as a boat covering, just what we needed.

Messrs. R. H. B. Johnson and R. White, £2 2s. each, Mrs. Johnson, a drum and Mr. Jack, Manufacturing Jeweller, a gold medal, are other kindly donors. One gold medal, donated by Mr. Jack has been presented to the Assistant Secretary, Miss L. Johnson, for her untiring efforts. The remain-

ing medal will be given to the Sea Cadet obtaining the highest number of marks in a competitive examination, to be held shortly.

About 20 of our Sea Cadets went into camp with the Concord Company during the Christmas vacation. The Cronulla Surf Club placed its quarters and the surf boat at the disposal of the Cadets and in this respect we are grateful to the popular Vice-Captain (Mr. C. Michaelis) and Mr. Hardy. In addition, our sincere thanks are extended to Mr. Glasgow, proprietor of the Cronulla Pictures, who allowed the cadets free admission, Dr. Miller for a donation of "extras," and Mr. C. Isles, Suburban Carrying Co., who transported all our camping gear free of cost from Cronulla to Clovelly.

PROMOTIONS.

Sea Cadet R. Johnson, who obtained the maximum points in signalling for his sub-branch in the Fairfax Banner competition, to Acting Petty Officer, Sea Cadet R. Worrall to leading seaman. Mr. Linguist, who is acting in second command of the Company, to Mr. Docking, is rendering sterling assistance and tuition to the cadets.

Resigned, at own request—Chief Officer Hinchliffe.

RICHMOND.

(Contributed by Mr. J. C. Ansell).

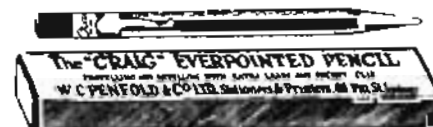
The Richmond sub-branch held a successful and enjoyable euchre party and dance on the night of December 9th, 1924. The hall was tastefully decorated with flags, bunting, and streamers, and refreshments were provided by the ladies of the Welfare Committee.

Much credit for the evening's enjoyment is due to Mrs. Cahill, a most capable and energetic worker of the League.

The following ladies assisted her:—Mesdames W. Martin, F. Drayton, A. Martin, Reay, Pearce, Rawlands, Phillips, McCabe, Eazy, Whittle, Collins, Ansell, Misses Phipps and Nay.

Our President (Mr. J. H. Taylor) proved himself an efficient M.C.

Mr. T. H. Stead, treasurer, and Mr. Donohue also rendered sterling assistance.



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Presentations.

At an Evening which was held in the drill hall on the night of December 13rd, 1924 Captain R. H. Wade, O.C., presented Signaller L. Marlin with a gold medal, a token of appreciation of his good performance in gaining 96 per cent. for Semaphore signalling at the annual Fairfax Competition held at Lyne Park on December 13th, 1924.

Three cheers were called for by C.P.O. Stead for L. Marlin, to which the company heartily responded.

C.P.O. Stead, on behalf of the Company, presented Captain R. H. Wade, O.C., with a very useful present, which consisted of a pipe and tobacco pouch.

Captain R. H. Wade, O.C., responded, and thanked the boys for their much appreciated and useful gifts.

Three hearty cheers were then given Captain R. H. Wade, O.C., by the Company.

A telegram received by Captain R. H. Wade, O.C., from Mr. S. J. Lea Wilson, wishing the boys a Happy New Year, was also announced.

Refreshments were then provided by the Ladies' Welfare Committee, and the evening concluded with musical items and games.

A zexophone was kindly lent for the occasion by Mrs. G. Kilduff.

Miss Phipps, who is an enthusiast worker of the League, kindly lent the records.

The Richmond sub-branch desires to convey to all other sub-branches of the Navy League its heartiest wishes for a bright and Happy New Year.

ANNIVERSARY REGATTA.

Officers-in-Charge are reminded of the Navy League Cutter Race to be held in association with the Anniversary Regatta on Monday, January 26th. Entries—and it is confidently anticipated that each Sub-Branch will be represented—will be received by the Secretary of the Navy League.

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SEA CADET BUTCHER ANNEXES
McMASTER GOLD MEDAL.

On Saturday, 13th December, the Annual Competition for The Fairfax Banner and The McMaster Gold Medal took place at Lyne Park, Rushcutters Bay.

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GOLD MEDAL.



SEA CADET PERCY BUTCHER
(NORTH SYDNEY)

With the exception of Concord all the Sub-Branches were present to show the prowess of the Navy League movement.

As the Cadets, grouped under the banners of the various Sub-Branches took up their position on the ground—their spic and span and uniform appearance evoked the admiration of the large gathering of onlookers.

The general excellence of the Cadets was a fitting tribute to the Officers-in-Charge and their deputies.

After a keen struggle in the Fairfax Banner Competition in which points were awarded for

Squad Drill, signalling, knots, bends and hitches. DRUMMOYNE emerged victorious with 345 points. RICHMOND (last years' winners) were second with 340 points and NORTH SYDNEY third with 338 points.

In the Semaphore reading Competition North Sydney's representative SEA CADET BUTCHER, the 1923 Champion, was again successful with 86 points. SEA CADET COOPER of Clovelly was second with 80 points. Sea Cadet Cooper's display was particularly meritorious for he had received only a month's tuition.

Thanks to the courtesy of Captain Crauford, Chief Yeoman of Signals, Gilbert, of Garden Island, and Petty Officer Deacon of H.M.A.S. Tingira attended as judges.

The Navy League extends its thanks to these judges for the painstaking manner in which they officiated.

A well merited compliment to the outstanding ability displayed by the Sea Cadets in the various Competitions, was volunteered by the judges, both of whom stated that they had pleasure in mentioning the fact that the competitors reached a higher standard than the boys from the "Tingira."

Bravo! then to the Navy League Sea Cadets and their honorary instructors.

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Every minute finds the making of a new epic of the sea, invariably created by Britishers.

*Who has yet forgotten the wonderful heroism of the ill-fated *Travessa*, which went down to Davy Jones' Locker in the Indian Ocean a year or so ago?*

There are few tales of the sea to compare with it.

THOUSANDS of miles from land, facing thirst and then death, in a few open boats, with provisions running short, the gallant crew refused to know what defeat was.

Had their hearts been less noble, their manhood weak, they might have given up the fight without ever trying to make a fight.

Distance was no barrier, the sea held no terrors for them.

They landed after completing a voyage that easily beats that of Governor Bligh when he set sail for Australia in an open boat, after being put overboard by the mutineer Christian, who left him and his officers to their fate, and cleared off in the *Bounty*.

A long way over three months ago the scow *Cathkit* left Tasmania for Melbourne with a cargo of timber.

Everything was against them. When within striking distance of land almost always headwinds blew up, and forcibly directed them away out to sea again.

To those on land she might have been lost. But while there was a sail aboard, and a bottom in her, the old *Cathkit* still held her head above the seas.

Once she was sighted by a steamer that passed by, off the south-east coast of N.S.W., despite the signals of distress. Did they throw their clothes

over board and jump for it? Not a bit of it. What mattered it if they were blown down to the South Pole? They might still find a chance to land—some day.

There's a wonderful example in the voyage of this little craft, little knowing it, the crew were establishing yet another moral of what the British sailor can do.

And they came through, not to their destination, though, after fifty-three days of a tormenting anxiety, after a nightmare voyage when destruction and death faced them every moment.

Almost at the last of their food, many miles east of Twofold Bay, they met a steamer, asked for food, received it, and with a wave of hats set off again to try and find the coast.

But still the elements were against them, and it was not till the end of October that the scow limped into Port Jackson, with a dead-tired crew that asked for nothing except a chance to sleep.

What about the destiny of the Southern Pacific when we can breed men like this? The Nelson-Anzac breed is still good in 1924. And epics like this will always be made for inclusion in the book of our maritime history.

Every member of the Navy League should pledge himself to secure two or more new members during the year.

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THE AUSTRALIAN AS A SEAMAN.

Many unthinking critics are apt to smile when mention is made of "Australian seamen." But the smile is unwarranted. The Native Born take to the sea as readily as their British forefathers. The figures show it.

Of a total of 19,755 seamen employed on British ships for the year ended June 30th, 1923, only 1,769 were foreigners, leaving 17,486 of British birth.

Despite all that the critics of the Australian as a sea-going man have to say, the Native Born show up very well, some 5,487 of these seamen having been born in the Commonwealth.

In fact the Australians outnumber by more than five to one sailors of Swedish, Norwegian, Finnish, Danish, and Italian nationality. There is nothing wrong about that.

The figures show that young Australians are taking in increasing numbers to a seafaring career, and in course of time we shall find them sailing into all the ports in the Seven Seas.

It is a fine thing that this most ancient and honorable calling, in which men of British birth have engaged since long before the days of Drake and Frobisher, should be attracting our sons. The mercantile marine is one of the Empire's sheet anchors in war time.

The bravery and self sacrifice of Britain's merchant sailors and deep sea fishermen, constitute an inspiring chapter in our Empire's storied history.

It is good to know that the spirit of the Northland still lives in men of the sunny Southland, and that its men are entering the mercantile marine in ever increasing numbers. This healthy spirit is being warmly encouraged by the Navy League.

Who is the Executor of Your Will?

If you have appointed a friend, have you considered that he may die soon after you, and your Estate may pass into the control of someone whom you would never have trusted? That he may mismanage the Funds? Or that your Estate may suffer losses through his neglect or inexperience?

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THE VIKINGS—Continued from page 10.

Yet they were a human lot—not without sense of humor. It is written that they once sent a package to the King of Norway. Upon opening it, he found an anchor carved out of cheese, and a message that it would "hold the ships of Norway's king."

Another custom that marks them as a nation of sailors, is the manner of disposing of the body of a chieftain. A wild, picturesque way in keeping with the adventurous roving life of the living chieftain was observed. His body was placed sitting upright against the mast of his vessel, facing forward toward the sea. To keep him company,

the bodies of his slaves were ranged along side him together with his weapons. The boat was filled with inflammable material, the gayly colored sail hoisted, and fire applied to the fuel. With all his belongings he shoved off on his last voyage to the music of the crackling fire and the roar of flame, while his friends gathered on shore and watched the boat until it passed out of sight, a glowing spot on the sky-line.

The ships of these people were rather heavily built—double ended, well-constructed vessels. A single, large loose-footed square sail and oars furnished the driving power. The best example of an ancient Viking craft is the one found at Sande-

When shall we see the next in Sydney Harbour?



The day of the sailing ship is nearly gone, but occasionally we get a glimpse of this thing of beauty. The photo shows a clipper ship "MOUNT STEWART," nearing Sydney Heads. One of the apprentices aboard was the Earl of Suffolk.

jord, in a well-preserved state, and is known as the logstad ship. The dimensions of this ship are about 80 feet long, 16½ ft. wide, and 6 ft. deep, made lapstreak, one board over-laying the other, and the seams caulked with cattle hair. The planking is of an inch and three quarter oak. It was driven by thirty-two oarsmen, sixteen on a side. The rowing benches were not continuous across the boat. A passage way was left in the middle, extending from bow to stern. Thus the fighting men could readily pass from one end to the other. The square sail was fastened to a yard aloft. When at anchor, this sail was furled on to the spar above, and not lowered to the decks.

A replica of this ship was built for the World's Fair at Chicago, and sailed across from Bergen to America in 1893. She made better time than many a tramp steamer, averaging nine knots for the voyage, although considerable heavy weather was met with on the passage across the Atlantic.

Considering the strength of these boats as compared to those of other peoples at this time, it is not at all improbable that one reason Caesar's legions never conquered any further north than England, was due to the Vikings. The principal method of offence of the Roman galley was to ram an opponent. Imagine a lightly built galley of cedar and pine crashing into the thick and solid oak-planked Viking ship. The galley would likely smash its beak off short, fill and sink, while the berserk crew of the Norsemen quickly dispatched the Roman warriors, burdened with their armour, struggling in the water.

The Romans were soldiers—not sailors—and the Vikings were both sailors and fearless fighting

men. These were the days of short thrift for the vanquished. Plunder and loot were the rule, and none were more fitted for these wild times than the voyagers from the coasts of Scandinavia.

But the days of unrestricted plunder and pillage are past. The morning sun will never glint upon the rows of bronze shields slung over the bulwarks of a sea raider again. The inhabitants of an inland village will never flee in terror now at the sound of a Norse chant, wind borne from a Viking crew as they swung to their oars driving up the river. This hardy, courageous, fighting seaman has long since sailed flaming out to his last Valhalla.

Although the deeds of the Vikings are history, their heritage lives on. As long as a blue-eyed, fair-haired Olaf or an Ericson can be found aboard a ship; as long as a Swanson or a Peterson name is on the articles, the blood of Eric the Red is roving the seas.

Ask a friend to join the Navy League.

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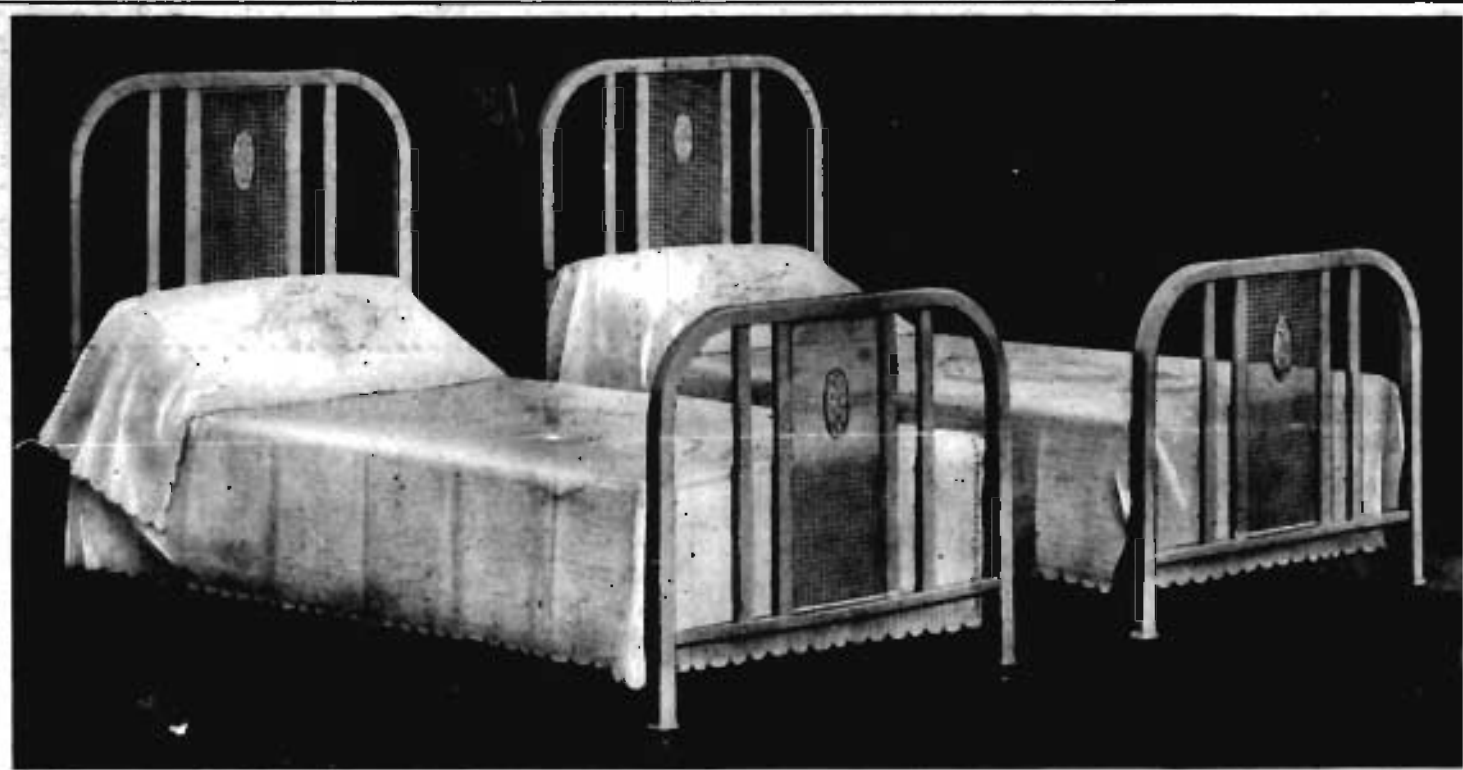
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For Our Journal

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and still more acceptable, suitable
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publication.



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VOL 5, No. 10.

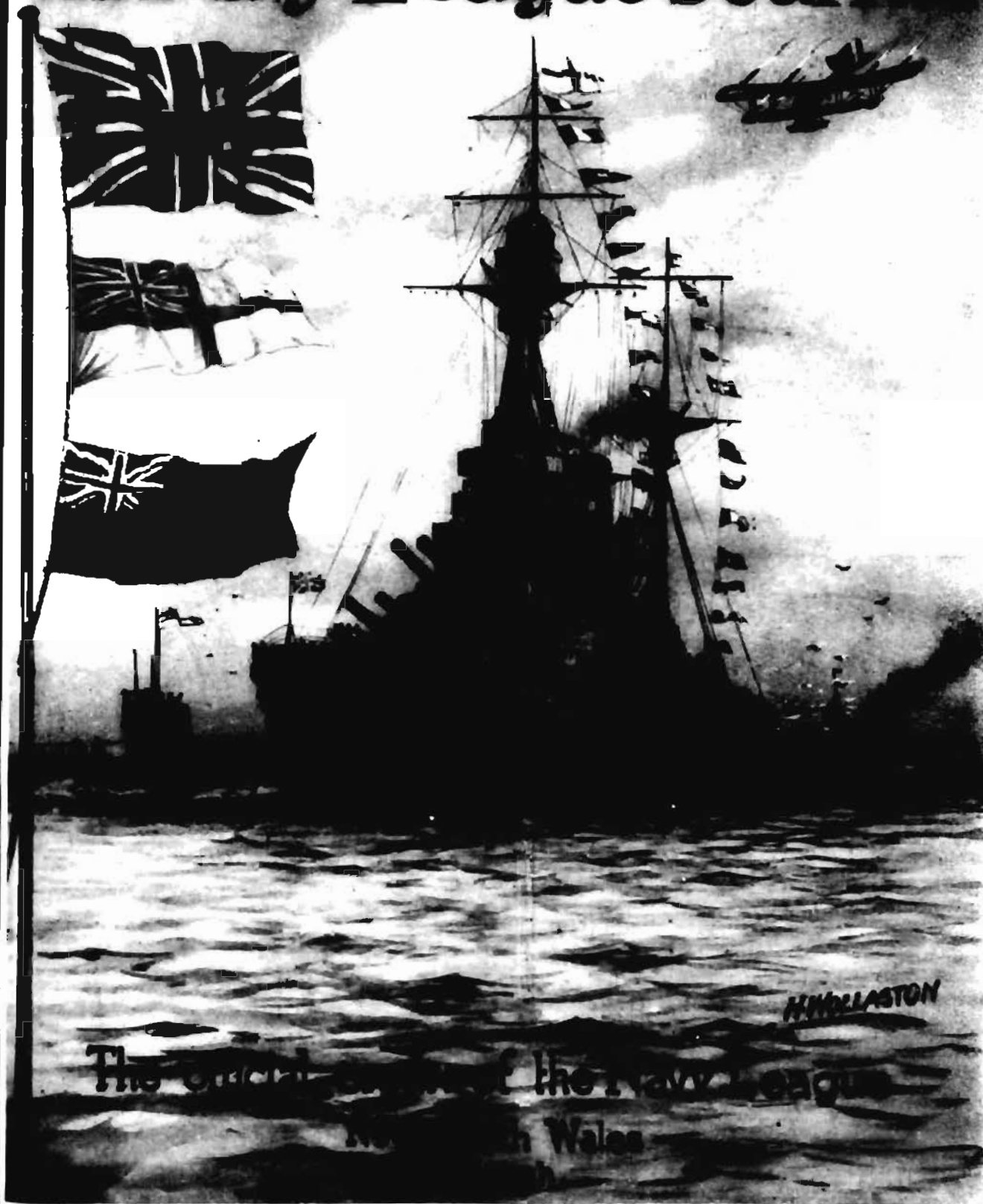
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The Navy League Journal



The Official Journal of the Navy League
New South Wales

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The Navy League Journal

VOL. V. No. 10.

SYDNEY, FEBRUARY, 1935.

PRICE 3d.

Feathering the Financial Nest.

Cultivate that Spirit of Independence.

Finance is government, and Government is finance. Money is the life blood of nearly every organisation on earth; even the Churches are not exempt from this rule. An army is said to travel on its stomach; to use a Napoleonic phrase. So does a Navy; and it would be queer if the youthful Navy Sea Cadets could progress without the motive power supplied by a well-filled Treasury.

A PROPOS of which it was discovered recently that the North Shore Branch of this fine movement was "temporarily embarrassed," financially speaking. The matter was brought before a meeting of friends and supporters of the Cadet movement, and the response was splendid. It was spontaneous, and proved that there are many generous and patriotic hearts behind the lads who are being bred to take their places and play their parts in the Australian Navy of the immediate future.

Balmain sub-branch, for instance, is a shining example of independence. It has a credit balance of about £80. This Branch is located in the centre of an industrial suburb, yet it manages by economy and the cultivation of the social side of the cadet movement to keep on the right side of the ledger. That is the spirit needed to make the movement boom. Cultivate the social side in every shape and form, it brings in recruits and cash, and both are needed to vitalise this genuinely patriotic and useful work.

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Huddart, Parker, Ltd.	- 10 Bridge Street, Sydney	- 8888
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TELEPHONE

Recently the Executive Committee distributed *pro rata* among the various sub-branches a sum of £200. In the matter of financial assistance the Executive Committee, representing the splendid citizens who are the prop and chief support of the Navy Cadet movement, are ever ready to come to the assistance of the sub-branches. But that should not be accepted by members of the Branches as a reason for "leaning against a post," in the accepted traditional Australian fashion. That is not "a way they have in the Navy."

Members must cultivate the fine spirit of independence. They must pride in the fact that they are self-supporting. There must be a splendid spirit of rivalry between branches to excel each other in putting their finances on a credit basis. They must, like the Village Blacksmith, "owe no man."

All the signs and portents indicate that 1925 is going to be a bumper year for the movement.

First, we have the generous-handed support of the Executive; and second, the movement is steadily and surely expanding in new directions as indicated by the membership roll. Also, the standard of proficiency is rising gradually, and a heartier spirit of comradeship is growing. The

recent annual display at Rose Bay in the competitions for the beautiful "Miss Charles Fairfax flag" and the "McMaster gold medal," proved conclusively that the high standard of cadet efficiency aimed at by the officers and deputies is being surely attained. The enthusiasm of the lads is unquestioned. Add to these factors a little sub-branch energy in raising funds, and the future is ours. More effective organisation will then be made easy, the membership increased, and social work made possible on a larger scale. When we have accomplished these ends, none of the Branches will ever again be even temporarily embarrassed.

We may add that this splendid all-British movement for securing and training recruits for the Australian navy certainly deserves more practical support from the Commonwealth Government than it has so far received. "Fine words butter no toast." It is well to have the good-wishes of the Federal Government, but it would be so much better to have an annual vote of a sum of money to encourage the work being undertaken by the Navy Sea Cadet movement, sponsored by patriotic citizens, and managed by the enthusiastic, self-sacrificing officers and deputies associated with the recruits.

HOW SAVINGS GROW.

COMMONWEALTH BANK BOXES
ARE POPULAR.

The issue of money boxes by the Commonwealth Bank is a comparatively recent institution, but the following figures indicate how popular this branch of the Bank's service has already become:—

During the year ended June, 1924, the Bank sold 119,694 money boxes throughout Australia, and of those returned full the contents averaged £2/3/10 a box, a new box being given free in each case.

The money boxes are attractive replicas of the Bank's head office in Sydney, and are proving a fine incentive to youngsters to cultivate the thrift habit."

Ask a friend to join the Navy League.



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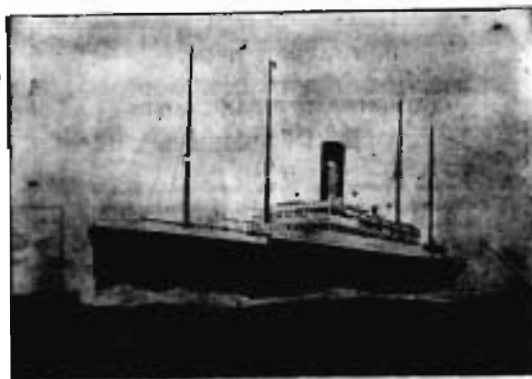
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Our First and Only Rebellion.

The Deposition of Captain William Bligh.

Mutiny of the Bounty Recalled.

On January 28, 1808, the first and only rebellion that New South Wales has known took place in Sydney. And strange to say it occurred on the day that we now celebrate as Anniversary Day.

It marked the first serious trouble in the Government of the country, with the deposition of Governor Bligh, whose tyrannical traits made him unfitted to hold the responsible position of Governor of New South Wales.

Therein, in that short-lived rebellion, was born the spirit of freedom and independence against tyranny. Yet, it does not mean that it was open war against the Empire.

In fact, the man who deposed Bligh was an officer of the King, Lieutenant Colonel G. Johnston.

Bligh was the last Naval Governor for many years.

YET, with all his faults, William Bligh, a captain in the navy, was no coward when it came to taking risks. He certainly holds a record for one of the most astounding voyages over the trackless wastes of the ocean in an open boat, a feat unparalleled in the early history of Australia, or perhaps in any other country.

Bligh was born in 1753, and after receiving a fairly good education was sent to sea with the navy as a midshipman. It seems particularly unfortunate that he should have joined the silent Service, because in that capacity he was later to come to New South Wales, and achieve the somewhat doubtful distinction of being our first mischief-maker in a high place.

By the time he had reached the age of thirty-six, he had also gained the rank of captain, when in 1789 he was given command of the *Bounty*, and sent to the South Seas to search for bread fruit to take back to England.

In lonely places away from the track of passing ships, in the unknown courses of the Southern Seas, men, seeing the same old faces inoculated with the contempt that familiarity is said to breed, are dangerous.

It was so with the men of the *Bounty*—usually good servants of the King—but unable to stand the unbearable temper of the man who had charge of their fortunes.

Intolerable Personality.

Day by day the state of their minds grew worse, and so did Bligh. He became absolutely intolerant. The atmosphere became electric, and groups of men hiding in unseen corners furtively talked mutiny, and planned to rid themselves of the man who was making the voyage unbearable.

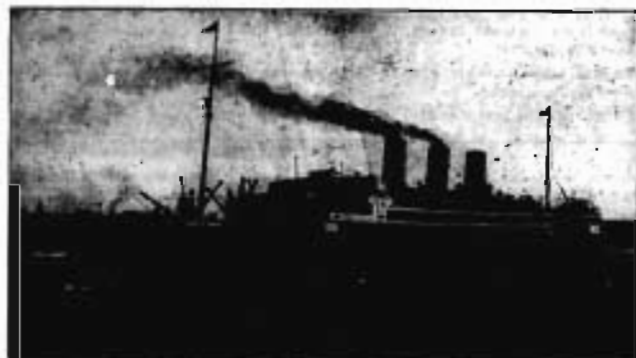
Their acknowledged leader was Christian—the mate. Under other circumstances Christian was a good sailor, the essence of faithfulness to the Service. But his temper first frayed then became ragged, until he readily entered into the scheme to take charge of the ship, and put Bligh out of the way.

Yet, to their credit, it must be said, that when the long-expected coup took place, it was made without any bloodshed. Bligh was quietly arrested, and with a few followers who had remained true to him, was put overboard in an open boat with enough provisions to take them to the nearest land.

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AGENTS

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Castaways.

The *Bounty* sailed away leaving the castaways to make south west. Their voyage is one of the greatest epics of the sea. 3,500 miles they travelled to the isle of Timon, where they arrived without having lost one man. Bligh was a despot no doubt, but he was a wonderful sailor—certainly a man, if it had not been for his ways, the navy could well be proud of.

Subsequently, he reached England, where he surprised the people with the narration of his tale—one that thrilled, and no doubt, gained for the navy many recruits inspired with the magnificence of the feat.

He was again sent to the South Seas for bread fruit, and secured a large quantity which he transported to the West Indies.

Possibly, the powers that were in London, looked upon him as an admirable character to take charge of the Government of the Colony, for he was given the commission, and sent out to Port Jackson, where he took charge in 1806.

Tyrannical Administrator.

But his advent was a calamity, and the surprising feature about it is that the disaffection did not spread and cause something far more serious than his overthrow.

It was the first great mistake made by the Colonial Office, the sort of mistake that they could not afford to repeat too often. Yet, it is obvious that after the wise and generous rule of Phillip, Hunter, and King the reaction from the coming of a different type of man germinated rebellion, and sent him back to England disliked by all his subordinates.

Till January, 1808, the citizens put up with his treatment until the severity of his measures created discord and a general attack on him by the people of the Colony.

Seeing the end coming, Bligh hid himself beneath a bed in the old building that stands in grounds opposite where the Hotel Metropole stands to-day, and from there he was arrested by order of the civil and military officers of the colony, under the command of Lieutenant-Colonel Johnstone.

Returned to England.

He was put aboard a ship of war in the harbour, and in 1809 arrived back in England, unregretted by the settlers of the colony. Yet discipline was discipline in those days, and because Bligh was their accredited representative the Government of the time in England took his part, and stood behind him.

The result was that Colonel Johnstone, who took control of the Colony from January to July, after his arrival in England in 1809, whence he had proceeded for the Bligh inquiry, was cashiered and allowed to return to Australia.

Bligh died in 1817. But his name will always live in the history books of the Commonwealth—no matter how great we become, if only for the fact that he was the central—if unfortunate—figure in our first rebellion.

(In our next issue we will deal with Admiral Sir Harry Hotham, the second last Governor of our present line of State Governors.)

Please ask a friend to support the Navy League Sea Cadet Movement.

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HUMOURS OF THE R.A.N.



AT THE SKIPPER'S TEA PARTY.

LADY VISITOR: "AND DO YOU SEE MANY MERMAIDS IN YOUR TRAVELS?"
 GALLANT SKIPPER: "ER! YEH! BUT NONE TO COMPARE WITH YOU."

PACIFIC PROBLEMS.

What of the Northern Territory?

(By "The Student.")

THE international press has recently given prominence to a statement made by a member of the Naval Department of the United States, in which he is reported as having strongly advocated a conference of the white races with the object of neutralizing the policy of Japan in the Pacific.

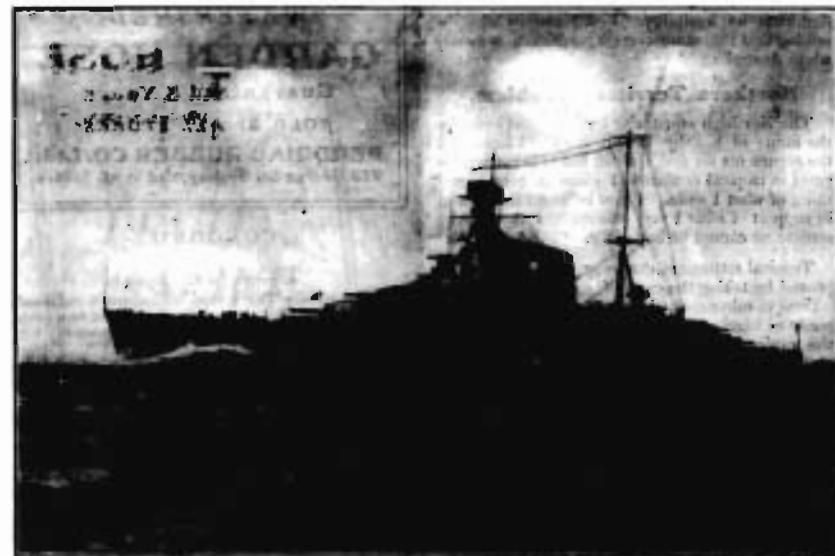
This utterance was, of course, promptly repudiated by the United States Government, who asserted that at no time were friendly relations between the two powers so satisfactory as they were at present.

It is worthy of attention that following these notes Japan gave similar prominence to her expressed intention of refusing the visit of an American fleet to her waters.

There are a few aspects of these diplomatic lickerings which it would be merely stupid to overlook; one being the quite unconcealed hostility exhibited by the Japanese press towards the U.S.A., and more especially towards any naval activity which seem to indicate that the U.S.A. did not propose submitting to any implication which would allow Japan to assume superior and

H.M.S. HOOD

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overriding interests in Pacific waters; and the other, in which we are more directly interested, i.e., Japanese sulkiness at the proposed British Naval base in Singapore. The latter is frankly so much a matter of our own business that ordinary persons fail to see anything but the undoubted unfriendliness underlying the opposition.

To bring the matter down to a homely simile, the objection is tantamount to a householder who purchased a revolver to protect his home and who in consequence of that quite reasonable precaution became subject to plaintive objection, for the reason that, in defending his home he might conceivably interfere seriously with the possible marauder.

Australia, the island continent and home of future millions, and greatness beyond conception, is the world's great international prize. The mere fact that it is at present our possession—and in our estimation beyond dispute—does not affect the question as definitely as we like to assume.

A purely British-Australia is a glittering bauble to be dangled before an idealistic people. In conception it is wholly admirable—but, like the majority of Utopian ideals, hard, and material facts dominate its feasibility. I will amplify this by adding that the same remark applies to a merely white Australia.

Northern Territory Problem.

The Northern equatorial territory can never be the home of healthy British stock. I have read the arguments for and against, but after twenty-five years in tropical countries I claim to know something of what I write. I give in broad lines—and in support of what I say—the reasons why healthy settlement cannot be hoped for.

Tropical settlement can only be proved or disproved by taking the case of similar tropical conditions in other countries; and to start with, I am ready to admit that men may, and have, lived in the tropics for many years without apparent disability. In a lesser sense, women have been known to exist similarly; but with this difference, that whereas a man may lose any personal attractions he may possess owing to the smashing power of the sun's rays, and merely regard the happening as part of the code, indeed he may value his tanned and wrinkled brow with a good deal of complacency. The same cannot be said of a woman: it is a woman's heritage and allurements that she may keep her fine complexion, youthful appearance, and general attractiveness for a reasonable number of years. In the tropics she becomes in a very short time bloodless—complexion is gone; teeth, hair all suffer, and in a very few years—the

anxious hopeless women replaces the bonny girl who, in a better climate, would still be as attractive as ever. All that is so certain that it does not permit of argument. The woman who now and then does not conform to the general rule only draws attention to the fact that she is a lucky person, and is the object of envy and dislike to the women who have not been so fortunate.

I approach the strongest argument and most important objection—the children I assert, as emphatically as it is within my power to do, that no child can be reared under healthy conditions in the tropics. I am, of course, referring to the British race. In India the question is the great domestic tragedy. I have seen parents year after year facing that problem which they know is practically insoluble, except in manner which cannot well be adopted—such as giving up their living in the tropics, and of course sacrifice a lucrative position.

(To be continued in our next issue.)

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CONCORD.

(Contributed by F. L. Adams)

On Anniversary Day several of the parents and friends held a launch picnic to witness the regatta and cutter race, and afterwards proceeded to Clifton Gardens where a very enjoyable time was spent.

Unfortunately, our cutter was leaking so badly that our crew had to retire from the race owing to the great quantity of water in the boat.

Mr. Docking will be pleased to challenge any other Company to a sailing race.

The proposed Swimming Carnival has been abandoned, but we hope to hold one next season.

We are holding a series of dances during the coming season at St. George's Hall, Burwood, and will be very pleased to supply tickets to any of the officers of the Companies.

One of our late junior officers, Roy Adams, now of H.M.A.S. Sydney, succeeded in winning the 100 yards Swimming Championship of the R.A.N., under 18 years of age.

Another of our late members, R. Leo, has joined the R.A.N., and is now stationed at Westport.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only continuity of preparation can guarantee NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEARS 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 races, 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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(BY A FARMER'S BOY)

No. III.

After crossing the Equator the wind came ahead, and we had to beat our way to the northward.

Another job given the ordinary seamen was to grease the topmasts and topgallant masts weekly. They were young and nimble, and whenever a line carried away whilst the crew were hauling on it, it was the ordinary seaman's duty to shin aloft with the parted end and make it fast to the other. He had to be smart about it, too.

HOWEVER, the job was never as difficult as it might seem to be. The night was never so dark that a dangling end of a rope couldn't be seen. In broad daylight the other ordinary seamen, Paterson, fell from aloft. On shore he had been a house carpenter, and was looked upon as the makings of a good sailor.

Indeed, it was predicted that he carried a skipper's certificate in his brain-box, and that a few short years would see him in command of a ship.

Carpenter Goes North.

Uncertificated sailors generally imagine that all a man has to do to get command of a ship is to win a certificate of competency, and that social interest or financial interest carries little weight.

Their reasoning was refreshing, if not convincing. Paterson went aloft with sea boots on, and nearly lost his life through sheer carelessness or foolishness. The shrouds meet at the cross-tree, where there is not sufficient room for an india-rubber boot to be inserted between the ratlines.

Paterson rested on his toes preparatory to ascending the futtock rigging, slush pot in hand.

Worse than all, his hands were greasy, and as the ship rolled and the masts swung out, his feet slipped off the ratlines, throwing his weight on to his greasy hands. These slipped also, and Paterson fell.

Slump in Carpentry.

But as luck had it, the ship was on a fairly even keel at the moment he let go his hold, and in falling he came athwart the main-topmast stay, which runs down to the fore-top.

The fall was quite forty feet, and he struck hard; but he held on, and several of the men on deck, who witnessed the accident, hurried aloft to the fore-top and hauled him in.

Though no bones were broken, Paterson received a shaking, and a kind of shock to the system. His first voyage was his last, and the last I know of him was that he got a job at a big door-mill in San Francisco, at much better pay.

I called upon him a couple of times, and might have found a billet in the same factory, but the flying chisels from the sticking machines didn't appeal to me. I thought such a life was too

dangerous. True, the chisels embedded themselves in the ceiling, and not in the men glueing up the doors on trestles near by; and it might have looked more dangerous than it really was.

But after a taste of the broad blue ocean, life in a factory seemed slavery in comparison. Neither was the air or the appetite half as good.

Princely Salaries.

The able seamen on the Mona's Isle were getting £3 a month, and the ordinary seamen £2. As I had taken a pair of trousers and a pair of boots from the skipper's shop chest, I hadn't much to draw in a passage of less than three months; but my shore trousers had been cut too fine for bending and hauling, whilst my feet had expanded by running barefoot from eights to tens. Evidently there was no chance of becoming a millionaire by ploughing the main as an ordinary seaman.

A favourable wind blew after we made the land-fall, and the skipper anticipated being in harbour the same day. He gave orders to clap on the sail, and both kept watches on deck all the time.

The Mona's Isle was logging sixteen knots on a wind, her best point of sailing, as she made directly for the Golden Gate. A tug boat sheered alongside us smartly and proffered a towline, but the skipper only smiled sickly, and advised the tug's skipper to fire up, or be left behind.

As it happened, the tug did drop behind. She was no match for the Mona's Isle with every stitch drawing in a leading wind. Just as we made the Gate, we luffed into the wind a bit, and eased up to permit a pilot to clamber up the rope-ladder over the side. Then she squared away again under gradually reducing sail, and finally came to an anchor in the bay just off the foot of Market-street, with the ferry boats running all around us.

Just ahead of us lay another three-masted wooden ship, and at the first turn of the tide this vessel—the Minichaka—swung down on us and locked her yards in ours.

In doing so, however, she was not very amiable, and several of our yards came down on deck with

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great crashes. Strange to relate, nobody was hurt, and when the vessels had settled nicely in a quiet embrace, the skipper and mate thought it was time for them to express an opinion on the pilot's competency. Luckily for him, he had gone ashore soon after the anchor was dropped.

Affectionate Vessels.

The law of gravity, or the attraction of matter, must have kept us together. We lifted our anchor, and tried to drift to leeward, but the Minnehaha declined to part with us. She had just come in from Hongkong, and it took the puffing strength of four tug boats to pull us asunder. One of these tug boats was the very one our skipper had pooh-poohed out in the office, and the first remark the boss made to our skipper was, "That's what you get for despising a friend in need."

Next day we were towed to the Mission to discharge our coal cargo—and meanwhile, shore ship-riggers set to work to repair the damage done through the carelessness of the pilot.

The crew were all discharged, and it being understood that the Mona's Isle was chartered to carry a cargo of wheat to the English Channel for orders, I asked for, and got, my discharge also.

For one thing, I wanted to look around a little before leaving San Francisco, and the prospect of nearing Cape Horn in the dead of winter did not tempt me to continue aboard.

There were two sailors on the Mona's Isle who wished to get back to see their relations in Britain—they lacked sufficient courage to weather the Horn in the winter, and advised me against it.

They had been away from Liverpool over four years, and yet whenever they had a chance to ship on a return voyage their chance always came at a time of the year when the dreaded Horn would be rounded in the most dreaded weather. Their luck was out, but as they were growing old and rheumatically, the oozing of their courage was excusable.

In San Francisco.

After a week's liberty in San Francisco, studying economy, and the scenery at the same time, including a trip to Chinatown to see the sights, I

looked about for a fresh berth. There was little chance to ship in 'Frisco on a deepwater sailing vessel, unless it was to go to Europe with wheat, and scores of full-rigged ships might be seen lying in the bay at this time waiting for a charter.

Matters looked so blue that I fell in with Paterson's suggestion to take a shore job until the tide turned. We were staying at one of those big hotels, so common in America, which contained no drinking bar nor women servants of any kind, the janitors and cooks being all men. Paterson returned at tea time, with the information that his boss would give me a start in the morning.

At 7 a.m. I was at the mill, just off Front-street. Mr. Wilkie, the owner and sole manager, was a Scotchman, and though over a hundred hands were employed at the mill, he was ever the first in the morning, and the last to leave at night. He informed me that I might learn the wood-working trade in three years if ordinarily smart, and my wages would be six dollars a week—from 7 a.m. to 6 p.m., with half-an-hour for dinner, from 12 o'clock; but that, as I could not possibly be worth six dollars a week as a raw hand, I would have to fill in time laboring.

A Shore Billet.

For two days I stuck to it like one sticking to a (broken) hope. My duty was to take the lumber as it came from the milling machines—tie the architraves, etc., into bundles, and carry them out to the cart dock, ready for the carters to take them to the ship's side. As I couldn't see where the learning came in—and my left shoulder had become very tender—I soon longed for the blue water once more.

One had to move lively to keep the floor clear of timber, and the livelier I moved, the faster the sticking machines seemed to run, and the more painful grew my shoulder. I creaked my bundle at the end of the third day, and asked the owner-manager to excuse me until the rawness had gone off.

It seemed to be a case of false pretences to engage a young fellow to learn a trade, and then keep him at heavy labouring all the time; but the wealthy Wilkie evidently thought otherwise, as

when Paterson came home the following night with my three dollar's pay, he said the boss was very much annoyed at my leaving, and that he was determined never to befriend a hard-up stranger again.

Somehow I had become possessed of the notion that men worked only eight hours a day for at least half a dollar an hour throughout America, but my obsession had been ill-founded. Another erroneous idea which I had imbibed was that all men were equal, save in the matter of education and moral inclination, which accounted for all differences in social standing. To be honest and straight-spoken I considered was all that was required.

But I was abruptly disillusioned in the school of experience. I reckoned without the money power, which commands nearly everything, and had confounded straight-spokenness with straightforwardness.

But, as Sterne has pointed out so beautifully, Providence tempers the wind to the shorn lamb. I picked up a five-dollar bill in the middle of a crowded pavement next day, and my spirits rose blithely.

Whilst down at the water front the same night I was attracted by an altercation in a coffee saloon which opened on to the street, and, marvellous to relate, I saw the red-headed mate of the Mona's Isle endeavouring to jump over the counter after the foreign proprietor. The mate, who had been drinking, had murder in his eye, but as I clutched his wrist and coaxed him outside to the pavement he calmed down.

Not being in his watch on the Mona's Isle, he seldom had occasion to speak to me, except when the watch below was called on deck to shorten sail. Even then the skipper usually shouted the orders. Now, however, we were not aboard ship, but were equals in the street.

(To be Continued in our next issue)

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NAVY LEAGUE



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The Navy League is Non-Sectarian.

The Navy League is Non-Political.

EXECUTIVE COMMITTEE MEETING.

The usual monthly meeting of the Executive Committee took place at the Royal Naval House, on Monday afternoon, February 9th.

Present—His Honor Judge Backhouse (in the chair), Sir Alfred Meeks, Captain Crauford, Commander Quick, Messrs T. H. Silk, J. Payne, J. H. Newlands, Harry Shelley, F. W. Hixson, T. Fox, J. J. Eyre, Kelso King, A. G. Milson, Keith Jefferies (Acting Secretary, Navy League).

Apologies were received from Captain A. W. Pearse, Messrs C. M. C. Shannon and G. Fairfax.

A motion from the Clovelly Sub-Branch to the effect that "The Executive Committee of the Navy League be respectfully approached regarding the appointment of Mr. Reg. White as an Executive Officer" received favourable consideration and accordingly, Mr. White was unanimously elected on the Committee.

Regarding the presentation of "The Miss Charles Fairfax Flag" by Miss Fairfax to the Drummoyne Sub-Branch at a function to be held at the Drummoyne Depot, Bridge St., on Saturday, February 21st, it was agreed that a Cutter Race for the Cadets be held during the afternoon. The race, which will commence at 4 p.m., to be from Wright's Wharf, Drummoyne Depot (about half-a-mile), first prize £125, second £115. The presentation of the Flag will take place at 3 p.m.

A number of members of the Executive stated their intention of being present and the meeting expressed a desire that all members of the Navy League, together with a powerful representation from all the Sub-Branches, will make a point of

being in attendance and so do honor to the occasion. Drummoyne Sub-Branch having raised the sum of £10, in compliance with the terms set out by the Executive—the promised vote of an additional £10 to the Sub-Branch was granted.

The Secretary stated that he had furthered the interests of a proposed Branch of the Navy League at Rose Bay and its environs. It was thereupon agreed that a Sub-Branch be formed at Rose Bay, to be amalgamated with Clovelly. Clovelly to be, in future, recognised as the governing body and to be known as the Eastern Suburbs Headquarters. Furthermore, it was decided that the Cutter Base, only, for Eastern Suburbs be at Rose Bay.

ADVANCE THE NAVY LEAGUE. ROSE BAY.

Mr. R. W. Wray (Officer-in-Charge, Rose Bay Sub-Branch) forwards the following particulars of the initial meeting of the now established Rose Bay Sub-Branch. "A meeting was recently held at St. Barnabas' Mission Hall, North Bondi, for the purpose of enrolling members for the proposed Sub-Branch of the Navy League at Rose Bay and its environs.

It was decided that we approach the Navy League to be empowered to form a Sub-Branch and work along with Clovelly until such time as we can arrange to be stationed nearer our own suburb."

Mr. Jones was appointed First Officer.

The following boys, now Sea Cadets, have been enrolled:—T. Berkley, Harry Prescott, Sidney Garmston, Lloyd H. Green, Frank Patchett, Arthur Berkley, Jack Stroud, Thomas Dicks, Reg. Brennan, Eric and Hector Murray, Ken Jones.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN - Officer-in-Charge Mr. E. COOPER
Hon. Secretary Mr. EDGAR FIDDIS
NORTH SYDNEY - Officer-in-Charge Mr. H. MADDISON
Hon. Secretary Mr. H. MADDISON
ONCONCORD - Officer-in-Charge Mr. J. HODGINS
Hon. Secretary Mr. F. L. ASHES

LANE COVE - Officer-in-Charge Mr. F. L. ASHES
Hon. Secretary Mr. F. L. ASHES

DRUMMOYNE - Officer-in-Charge Mr. E. MADDISON
Hon. Secretary Mr. E. MADDISON
RICHMOND - Officer-in-Charge Mr. E. MADDISON
Hon. Secretary Mr. E. MADDISON
CLOVELLY - Officer-in-Charge (Hon.) Mr. J. HODGINS
Hon. Secretary Mr. E. J. MADDISON

BALMAIN.

(Contributed by Mr. E. Fiddis.)

Chief Petty Officer R. Gaul, who joined this Company nearly four years ago (he has the longest service of any Navy League Sea Cadet) has answered the call of the sea and accepted an apprenticeship with Burns, Philp and Co. He sailed by the "Marella" on 2nd February, and takes with him the good wishes of the officers and cadets of this Company.

The Kandas Cement Company have again come to our assistance by donating 20 bags of cement, to be used on the lath and wall of our depot, for which we extend our sincere thanks.

Richmond Company have sent their cutter to our depot, and their crew will visit us from time to time and indulge in cutter drill. Other Companies take note: Richmond Company is after the laurels for cutter races.

Our cricket team recently visited Richmond, and were, as is usual, splendidly treated. Two things the Richmond Company certainly can do—play cricket and entertain. Thanks, Richmond! (not for the hiding, but for the good time) we hope to reciprocate when our depot is complete.

President T. Fox is presenting a Silver Cup (suitably inscribed) as a trophy for the cutter race on New Year's Day at The Miss Charles Fairfax function at Drummoynne on February 21. Thanks, Mr. Fox.

Mrs. A. Wood, M.M., Physical Instructor, tied the nuptial knot recently. Miss Middleton was the lucky lady, and we congratulate them both.

Cadet Starkey has been promoted to Standard Bearer, and will carry the Moffit Colours in place of G. Bellina (discharged). Petty-officer I, Hayward has been promoted to Chief Petty Officer.

Companies who have not sent along their cheques toward the W. W. Beale Testimonial, are kindly asked to do so as soon as possible.

Mr. Hunter, Executor for the Jesson Estate, has visited the depot, and expressed surprise and pleasure at its transformation. When we took over, one had to almost fight a way through trees and scrub to the water; but now, since it has been all cleared, the quarter deck and terraced gardens greatly enhance its appearance.

In the Balmain and District Hospital Report for 1924 just published, the following appears:—"It is with great pleasure we report that the officers (inclusive of the hon. sec., Mr. E. Fiddis) and boys of the Balmain and Drummoynne branches of the Navy League have been at all times to the fore-front of our processions and other entertainments, for which service we heartily thank them." Our worthy officer-in-charge (Mr. S. Cooper) desires to express his sincere thanks for the many sympathetic enquiries regarding the recent accident in which he suffered a fractured rib. He has now fully recovered from the injury.

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CLEVER
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NORTH SYDNEY.

(Contributed by Mr. H. Morris.)

The monthly meeting of the North Sydney sub-branch was held at the depot, High Street wharf, on January 23rd. Present: Mrs. Amos (President), Mrs. and Miss Glasson, Messrs. A. G. Milson, C. P. Bartholomew (Hon. Treasurer), Captain M. McDonald and officers, K. Jefferies (Secretary Navy League), C. J. Hopkins (Clovelly) and H. Morris (Hon. Sec.).

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The Minutes of last meeting being read and confirmed, a general discussion regarding Branch matters took place. It was decided that Mr. A. G. Milson would take the necessary steps to acquire a set of sails for the cutter. The purchase of paint and repairs to be effected to the roof of the depot was approved.

The Treasurer (Mr. Bartholomew) presented his report arising out of the discussion Mrs. Amos, Mrs. Glasson and Miss Glasson announced their intention of donating ten pounds each to the

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branch and Mr. Bartholomew a quantity of timber for a Carpenter's Bench. The donors were appropriately thanked by the committee for their generosity.

It was also decided to appoint an entertainments committee for the purpose of holding a series of concerts. Miss Glasston was appointed as Director to proceed with the project as soon as possible. It was also decided to fix on the third Friday in each month as the official committee meeting.

After discussion on several subjects a most successful evening terminated.

RICHMOND.

(Contributed by Mr. J. C. Auld).

On Saturday, January 21st, 1925, about 20 boys of Balmain Company, visited Richmond to play our lads cricket.

The local boys proved too strong for the visitors, but with true sporting instinct, fostered no doubt by the League training, laid themselves out to give the visitors a good time—and succeeded.

About 4.30 p.m. a diversion took place in the arrival of about 40 watermelons, of which the lads made short work.

The ladies, to whom we cannot be too grateful for their consistent generosity, gave the boys tea, and the tired, but happy lads, returned to Sydney after expressing their thanks and assurance of having had a really good time.

Richmond has again added to its extensive list of boys sent to the Navy. W. Elliott and N. Knott being the latest recruits to join up with our naval forces. Both lads have gone into the R.A.N.

W. Elliott left for Flinders Base on January 2nd, 1925, and N. Knott followed him three weeks later. The best wishes of the Company are with these lads.

E. March, one of the first of Richmond's lads to join up, has been appointed to H.M.A.S. Brisbane, which sailed for China on January the 29th, 1925. This is the first sea voyage for a boy of the Richmond Company. Needless to say, our thoughts and good wishes are with him.

Signaller Nicholls, late of Balmain Company, and at present on H.M.A.S. Stalwart, was entertained by the O.C., Mr. R. H. Wade, on the 24th January, 1925, this being his first visit to Richmond.

Signaller Nicholls, met a number of the cadets of the Company, and inspired some of them to follow in his footsteps.

On the 26th January our boys went to Sydney, but were unable to take part in the cutter race owing to the boat still being under repairs.

But it is hoped we shall be able to give a good account of ourselves in the race for the McMaster Cup, which is to take place shortly.

Our boys visited Fort Denison (Pinchgut) during the afternoon.

Our thanks to the Custodian for his great kindness and the trouble he took to make the visit enjoyable and instructive.

A number of ladies of the Richmond Welfare Committee accompanied the boys on this visit.

Richmond Company will welcome a Cricket match with any other Company.

A line to the Secretary will speedily complete any necessary arrangements.

Come while the watermelons are ripe—their good, ask Balmain?

LANE COVE.

(Contributed by Mr. F. L. Hedger).

During the month a Ladies' Welfare Committee was formed and arrangements are being made to hold a Children's Party in the Lane Cove School of Arts on Saturday the 28th February.

Several members of the Committee as originally constituted have, for various reasons, found it necessary to temporarily relinquish active interest in the Company for the time being. To fill the vacancies a meeting was held on the 21st January, when the following Committee was elected:—Messrs. Harold Cochrane, Chairman; J. C. Champion, Hon. Treasurer; F. L. Hedger, Hon. Secretary; — Grindrod, A. H. Mott, A. Thomson, W. G. Standish and J. Bowden, Members.

The Company attended Church Parade on Sunday the 1st February, at St. Aidan's Church, Longueville, and created a most favourable impression. Several of the congregation informed Mr. Gurre (officer-in-charge) that they were heartily in accord with the movement and complimented him on the smart appearance of the Company.

The prospects generally for the advancement of the movement in the Lane Cove District were never brighter.

ENTHUSIASTIC LADIES' COMMITTEE.

(From Mrs. L. A. Gurre).

On Monday, January 26th, a meeting of mothers and lady friends of the Lane Cove sub-branch was held, at which a Ladies' Welfare Club was formed.

Mrs. R. Grindrod was elected President, Miss C. Gooch, Treasurer, and Mrs. Gurre, Hon. Secretary. The remaining ladies to serve on the Committee are:—Mrs. Hedger, Mrs. C. A. Thompson, Mrs. Miller, Mrs. Thomas, Mrs. A. Thompson,

CLOVELLY.

(EASTERN SUBURBS HEADQUARTERS)

(Contributed by Mr. C. J. Hopkins)

APPOINTMENTS.—Chief Executive Officer for Eastern Suburbs, Mr. C. J. Hopkins; Treasurer, Mr. R. H. B. Johnson; Acting-Chief Petty Officer, F. Hopkins to Chief Petty Officer; Officer-in-Charge, Lieutenant-Commander Jackson, of Coogee.

Messrs. Nuyes Bros., Ltd., who took a great interest in the Navy League Sea Cadets and other social welfare movements, have very generously come to our assistance, and donated a Morris Worm Gear Block, lifting capacity 2½ tons.

Ald. Goldstein, M.L.A. (Vice-President), is a keen enthusiast, and had been of great assistance in furthering the interest of this branch.

The boys at Rose Bay and Bondi have been fired with enthusiasm through the visit paid by our cutter to Bondi recently, and are extremely anxious to join ours.

Mrs. Butler, Mrs. Bowden, Mrs. Gooch and Mrs. Huntington. The Committee intend to organise a series of entertainments in Lane Cove to help provide funds for the general work of the Lane Cove sub-branch. The first effort of the Club will be a monster Children's Party to be held in the Lane Cove School of Arts on Saturday afternoon (February 28).

All the arrangements are going along very smoothly, and the Club expect to have a nice cheque to hand over to the local Committee.

As several kind friends have purchased tickets for this Children's Party, the Committee is able to extend an open invitation to Sea Cadets from all the sub-branches, and promise to give them a good time. Sea Cadets in uniform are asked to meet at the Fire Station, Lane Cove, at 2 p.m. The most convenient route to take is by McMahon's Pt. ferry, thence Lane Cove tram to Fire Station.

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It is with deep regret that we chronicle the death of the late Treasurer, Mr. E. Plummer, on the 2nd inst. Mr. Plummer was a gentleman of outstanding ability who took a leading part in civic, municipal, and social welfare movements, and was a tower of strength to any movement in which he took part.

This branch owes its success to his untiring efforts, and his wise counsel will be sadly missed in this and other activities in which he took a whole-hearted interest.

Our deepest sympathy is extended to Mrs. Plummer and family.

Mr. R. H. B. Johnson, our special country organising officer, reports that a number of country enthusiasts with whom he came in contact would like to help our Branch along, by presenting a boat for training purposes. Mr. Johnson is authorised to receive donations from those who wish to do their share towards this laudable end. The boat when purchased will be called "The Great Western," as it is in the western district that Mr. Johnson operates for Nestles Company.

DRUMMOYNE.

(Contributed by M. Cantwell).

Although the light weight of the Drummoynes cutter crew was a great handicap they came second in the race on Anniversary Day.

On the 31st January Mr. C. R. Hooper presented this Company with a silk banner comprising the Company colors—blue and white. The banner, which was received by Mr. Kirkcaldie, was greeted with loud acclamation. Mr. Eyre, the chairman of the committee, thanked Mr. Hooper and his family for the beautiful gift, and also for the interest they have shown in other directions. After the presentation the cadets and several friends who were present were afforded refreshments by Mr. Eyre.

After waiting anxiously for some time we are pleased to be able to report that the Fairfax banner presentation is arranged for February 31st at Drummoynes depot.

Our cadets have given Mr. Hooper, sen., a silver-mounted cigarette case in appreciation of the fatherly interest he has evinced in the Company.

R. Swain and L. Heggarty have received the medals which they won at the opening of the "Avenue Baths." Owing to the injury to his leg,

Drummer Swain received his medal at his home. His friends will be pleased to learn that his leg is progressing favourably.

Our second officer, Mr. W. Hooper, will shortly be absent for military training. Fortunately, this is the last he will be required to attend.

The work of this Company is making good progress; the one "fly in the ointment" being the shortage of funds. As we have a number of new boys awaiting uniforms donations from our friends will be gladly received.

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CRICKET—AND A WATER-MELON BANQUET.

RICHMOND ENTERTAINS BALMAIN.

Mr. S. Cooper, Officer-in-Charge, Balmain has forwarded the following descriptive report of an enjoyable outing experienced by the Balmain Sea Cadets at Richmond recently, which we are pleased to publish.

These inter Sub Branch visits are to be warmly commended for they ensure a harmonious and contented spirit amongst the Sub Branches generally.

The Richmond branch of Sea Cadets invited Balmain branch to a cricket match at Richmond on Saturday, January 31st.

Twenty-five boys under Mr. Sam Cooper, O.C., Balmain, took advantage of the invitation and upon arrival the Richmond boys escorted us to the playing field where, in the match, we were beaten decisively, but we made up for this defeat by proving conclusively that the Balmain boys were the champion melon eaters.

Mr. Wade (officer-in-charge, Richmond) had a cartload of watermelons brought on the field and the boys waded manfully through them leaving nought but the skins.

Mr. Hough, a farmer of Richmond, was so impressed by the neat and alert appearance of the boys that he invited them to camp at his farm, adjoining the river, any time they might feel disposed to do so.

The behaviour of the boys whilst at Richmond and also whilst travelling in the train was exemplary.

One boy who had eaten too much of the luscious fruit was asked "what is the matter son, too much water melon?" "Oh, no sir! not enough boy to hold it."

Mr. Wade gave a water melon as a prize for the game "O'Grady." A Balmain boy won it and coming home in the train went to sleep with the melon in his arms. A peculiar fact was that not

one of us could get that melon even though he was asleep. Immediately any one of the boys put their hand on it to take it away he was instantly alive to the fact, even though he was snoring loudly. It caused great fun trying to get the melon, but under all difficulties he managed to get it home.

I intend to accept Mr. Hough's offer and will take the boys into camp at Easter if the weather is favourable.



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ALEXANDRIA

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Man's Achievements on the Sea.

Ancient Custom of Greeks and Romans.

WHEN the Greeks followed the Phoenician sailors on the Mediterranean they were left a big heritage by their predecessors, for the early Greek vessels followed the form of the Phoenician ships and improved but little on their rig or methods of handling. The square sail was retained—in fact, with but few improvements; the square sail of to-day is the same as the one that moved the galleys of Greece and Rome. The ancient square sail was suspended from the yard without a boom along the foot, and the lines for reefing took a turn around the sail, and their ends were handled by sailors on the deck below.

The bows of these vessels were cut to resemble boars' heads. Eyes were painted on each side of the bow so the vessel could see her way—their idea of giving a ship the attribute of a thing of life. Afterward, these eyes were painted around the openings through which the mooring cables ran, and served as hawse holes.

The vessels all carried figure-heads. At first their use was more practical than ornamental, since they were stops for the ram below so that this ram would not penetrate into an enemy vessel to such a depth that it could not be withdrawn.

Almost all the Greek vessels were fighting ships first and merchantmen afterward. The ancients were not as much interested in trading or fishing or exploring as they were in fighting.

Fighting—Chief Business.

There were two seasons when they could safely count on calm weather—one season was after the squally weather in Spring before the Summer storms started, and the other was the calm, balmy Indian Summer before the Winter's tempests. For, be it remembered that, the Greeks and Romans were not sailors at heart, and only ventured out on the little known waters when their chief business—fighting—was to be done. If it were possible to march overland to their

destination, they never used the water routes, even though shorter.

Since they only cruised the Mediterranean when it was calm, it was necessary to row most of the time. In the beginning they had but one set of rowers, or boats called "Gallea." Later, by increasing the size of their ships, they had more and more banks of rowers.

From the simple galley, the vessels grew to enormous size. There is record of a galley of the year 220 B.C., the size of a modern liner. It was two hundred and eighty cubits long by thirty-eight wide. The stern was forty-eight cubits high, and the stern ornament towered fifty-three cubits above the water. Considering these dimensions, it was very shallow draft, drawing, as it did, but four cubits of water. It had a double prow and seven rams. There were four steering paddles aft, each thirty cubits long. The oars were thirty-eight cubits in length. As the ancient measurement of a cubit was the length of a man's forearm, it will be seen that this was indeed a large vessel. It took four thousand oarsmen and four hundred sailors to handle her, and a fighting compliment of two thousand eight hundred and fifty soldiers aboard.

Paid on their Merits.

But an even larger galley is hinted at in old records. We see mentioned one with sixteen tiers of oarsmen, although this seems improbable. In vessels with more than one deck of oars, the longer oars were balanced with lead on the handles. Even with this help it was a strenuous job to swing the long oar. The men were paid according to the length of the blade they handled. The ones pulling a short one received the least, and the oarsman on the longest was the highest paid.

The rowers kept time to the music of a flute or singing. Chanteys are probably of very ancient origin, as there is an early Egyptian picture showing a crew of sailors pulling on a rope while one of their number stands in front singing.

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will see that you get them.

Contrary to fiction, there is no mention of galley slaves in ancient literature. They were a development of later days of Rome's luxury just before her fall. No Roman, however, pulled a galley oar, her rowers being furnished by citizens of her colonies and dependents. The service was never very popular among the Romans. During the time of warfare with Hannibal they began to use slaves. On the other hand, the Greeks considered it an honor to row. When the enemy was engaged, the rowers dropped the oars and joined in the fighting.

Admirably Manned.

The method of fighting was, of course, all close engagements, for which their ships were admirably fitted. The prows were elongated into a metal-sheathed ram. This ram nominally was above the water-line. Just before going into action, the ballast was shifted to set the ram right on or slightly below the surface. Above this there were supplementary projections usually trident or three-

pronged, so placed as to enlarge the hole made by the lower ramming head. Still, farther above, the figure-head served as a stop to prevent the rams from driving it too deep. On either side of the bow were timbers projecting outward to keep the oars from being snapped off when two vessels came together at an angle. These timbers were also metal-covered and finished to represent animals' heads.

As the ships were descendants from the Egyptians who venerated the cat, these timber heads of the galleys were modelled to take the form of cats' heads. The anchors were hung from them even as they hang from the catheads on many a sailing vessel now.

Another development in the construction of these fighting galleys that was to persist for many centuries, was the castles erected fore and stern. Originally these castles were light structures or platforms hastily assembled and temporarily erected on the bow and stern decks just before the

Who is the Executor of Your Will?

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galley went into action. The commanding platforms were filled with archers, spear throwers, and men with heavy weights. Upon ramming an enemy the men on the fighting tops were in an advantageous position to wreck havoc on a ship beneath them.

In time, these structures were solidly built and incorporated into the body of the ship itself. It was only a question of time before they lead to the decking in between the castles and forming platforms for two or more banks of rowers. So when we speak to-day of the fo'castle of a ship, we hark back hundreds of years to the days of Rome when it really was a castle in the fore.

Still, another ingenious method of disposing of an enemy ship was employed. Large braziers filled with hot coal were hung over the bows on the catheads. Then the galley was rowed rapidly toward the enemy and rammed into him as near amidship as possible. The shock of impact dumped the hot coals on to the enemy's decks. This simple scheme gave the enemy plenty to think about between dodging rocks and arrows from the platforms of the attacking ship, fighting fire on the deck of his vessel, and trying desperately to plug the leak below.

The galleys were made with flat bottoms so that they could be beached for the winter. Generally the ratio of length to beam was as seven or eight to one. They were rather lightly constructed, and were rapidly built in large numbers at the first hint of war.

When they were not engaged in a particular war the galleys were used to protect the merchant vessels that carried corn from Egypt. The Mediterranean at that day, and for hundreds of years afterwards, was the haunt of pirates who threatened Rome's food supply.

It was during these days that the first lighthouse is mentioned. Torches were kept burning at night on the headlands to guide the corn ships safely into harbour.

Every member of the Navy League should pledge himself to secure two or more new members during the year.

ANNIVERSARY REGATTA CUTTER RACE.

North Sydney's Fine Win.

(By "A Navy League Enthusiast")

Monday, January 26th "Anniversary Day" found us tired but happy. Saturday, and Sunday, and on that very morning we had scraped and scratched at our cutter and now painted in bright array, and with her brass work looking very smart she rode the waters with a impression of portly grace very fetching. Our cohort of working cadets had toiled like Britons.

I think many an exasperated mother must have expressed herself with bitter emphasis as she regarded her variegated offspring and thought of the washing to come.

EXCHANGING GREETINGS.

Around the headland came the Drummoyne cutter, flag flying, cadets in brave array, very formal, tossing their oars in fine style they glided up to the pier. "Good day to you North Sydney," said one of the officers and the salutations having been performed Drummoyne came ashore mustered under the flagstaff and there put through their work in excellent manner. After them came the other cutters, a crowded few minutes of preparation and then away to the starting point.

The day was fine, a decidedly brisk breeze was blowing, several yachts were lying over to it in parkous fashion, and one of them, a little chap with four disgusted men went over with a sigh it almost seemed, and the crew wallowed in the trough of the submerged sail and looked around for rescue.

Having placed North Sydney's boat in position we left for the "Osterley," and as our launch drew alongside we, as carriage folk, clambered aboard with becoming hauteur and were presently sauntering up and down the fine promenade decks. There was a goodly number already aboard, and the earlier sailing races gave us some very fine thrills. The starts were excellent and the appearance of the harbour with the scores of sails in every quarter made a sight not easily to be forgotten.

NORTH SYDNEY WINS.

Our heart however was with our boys, we wondered where they had got to for it was not easy to pick them out at half-a-mile away, but presently a yell from a sharp sighted boy "Cutters away! Here they come!" gave us our first view of a few distant spots, splashing valiantly. It was not easy for some time to see who was in the lead but, as the motor launch with our skipper was keeping step with the North Sydney cutter and obviously saying words of cheer it was soon made apparent that North Sydney was leading. The launch suddenly sheered off and the cutter coming on with a strong stroke won comfortably, Drummoyne coming second, and Balmain third. Frankly

I was surprised at the latter result as Drummoyne, though clever, were a light crew. I put it down to their quiet excellent style.

I found afterwards that Balmain had been unfortunate in having a mishap at the start, and Concord, of whom I expected to do great things, were up against hard luck, as their boat which had been towed down, had met with grief and had to be docked.

It was a great day's sport and North Sydney is to be congratulated for a very fine win. I commend the good strong oar who pulled stroke as being largely responsible for the decisiveness of the win. Mr. Roberts as Cox acquitted himself admirably. Messrs. Harry Shelley and A. G. Milson kindly donated the trophy, valued at £7/7/-.

Foreign Seamen in Australian Ports

IN view of the agreement entered into between the British Government and that of Germany, by which German seamen may once more be employed on British ships, a return published by the Commonwealth Government showing the nationalities of seamen engaged on British ships in Australian ports during the year ended June 30 last is interesting, and will be still more interesting when the agreement has come into force, and Germans are allowed to compete for the 90 per cent. of positions which were held at that date by British-born men, states the *Daily Telegraph* in a recent issue.

Out of a total of 19,455 seamen engaged during the year, 17,486 were British born. Of these, 10,720 had their birth-place in the United Kingdom, and 5,487 in Australia. New Zealand came next with 592, and the Straits Settlement last, with two—a purser and a steward.

Germany sent only 51 of the foreign born, while Sweden headed the list with 356, and Portugal and Austria tied for the lowest place with four only each. Out of 27 ratings into which the return is divided, no foreign-born were employed as surgeons—wireless operators, wireless watchers (only one employed altogether), apprentices, boilermakers, or pantrymen. The proportion of foreign born to British born varied considerably in the different ratings. For instance, out of 446 masters, 39 were foreign born (three Germans), but out of 1,397 engineers only 13 were of foreign birth and not one of these were German.

The return relates to individual seamen, and does not include any second or further engagements of the same person during the period, and covers all engagements of seamen employed on foreign-going British ships—Australian trade, and limited coast trade ships engaged in inter-State trade, and inter-State coasting ships in all States except Tasmania and West Australia.

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PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, 30 Grosvenor Street, Sydney.

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

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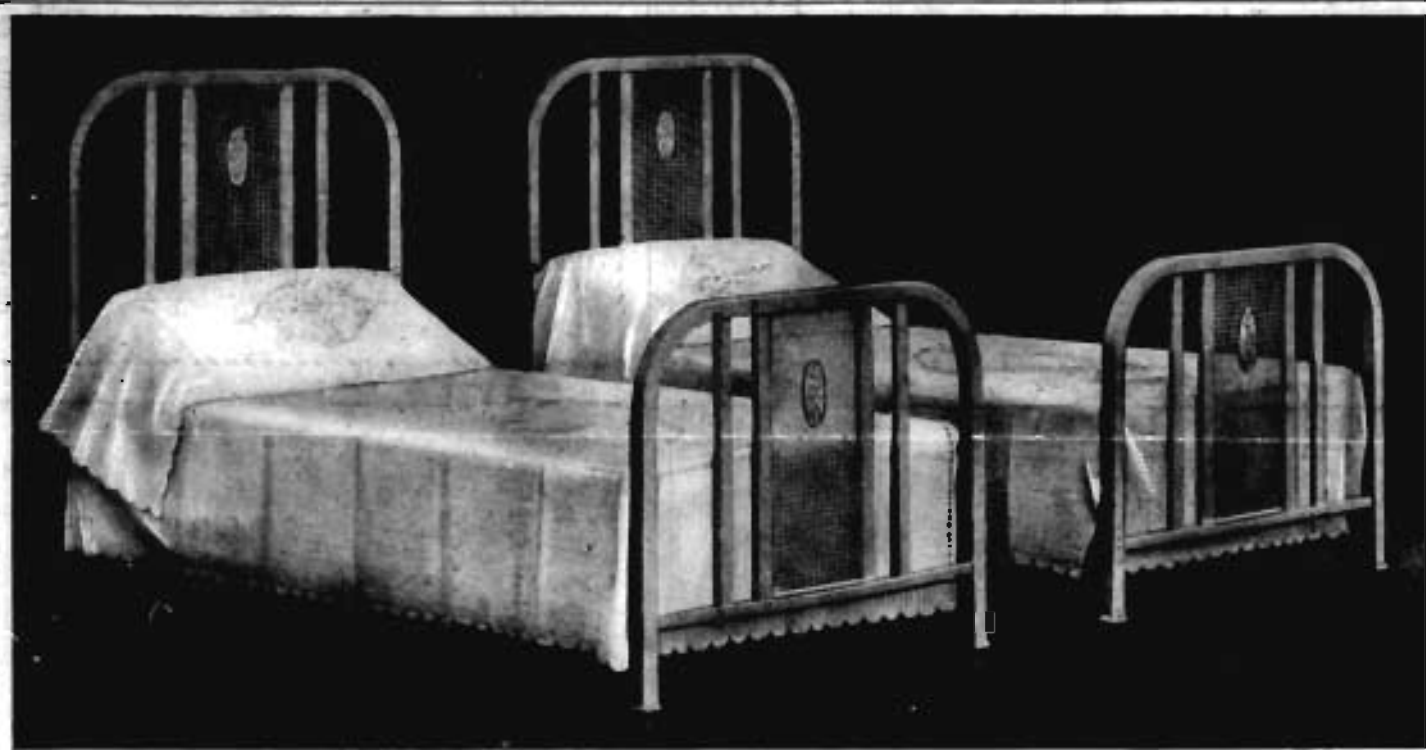
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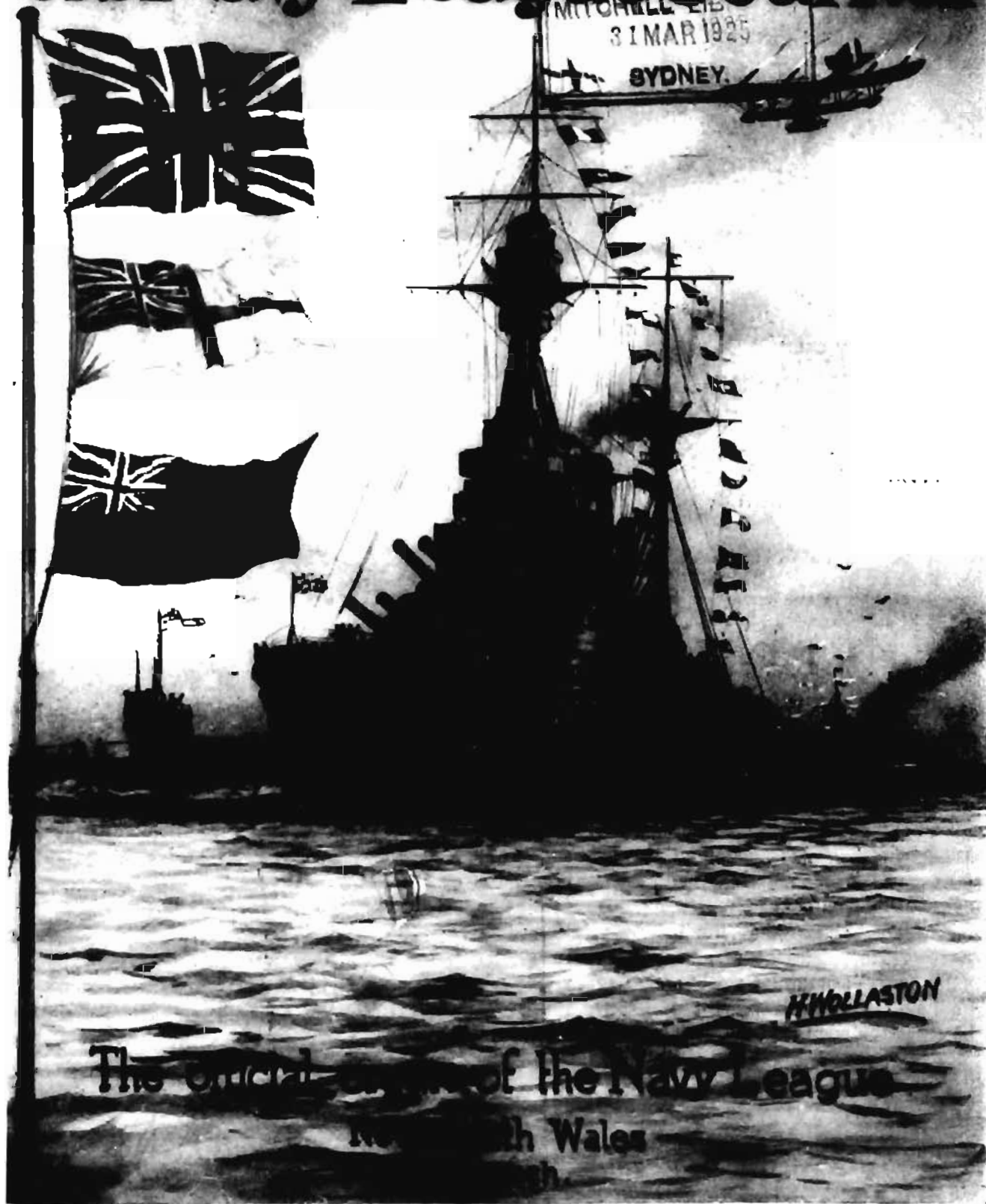
VOL 5, No. 11.

MARCH, 1925

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The Navy League Journal

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31 MAR 1925
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New South Wales

1925

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VOL. V. No. 11.

SYDNEY, MARCH, 1923.

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Fostering Friendship With Our American Cousins.

Imperial naval authorities tell us that the Pacific will in future be the "world's centre of naval gravity."

Swiftly but surely the civilised world's statesmen are reaching that conclusion also.

This fact is of great moment to Australia which is vitally interested in the future of the Pacific and her possessions therein.

TWO facts which serve to emphasise the growing importance of the Pacific are—firstly, the forthcoming visit of the United States battleships to the "cross roads of the Pacific," where the fleet will engage in "war games"; and secondly, the naval conference of British admirals at Singapore, which opened there on Tuesday, March 3rd.

The American fleet is considered to be stronger than that of any other Power in the Pacific, according to expert American opinion, because an

enemy in order to attack the Hawaiian Islands would have to travel a great distance, and could, therefore, be met on more even terms by the fleet based on Oahu.

Australian Visit

When the "war games" have concluded, the fleet will visit Australian waters. The influence of this visit will have an important influence in shaping Australian naval policy. It will serve to emphasise the power of the silent service as an arm of Australian defence.

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From a sentimental viewpoint, the visit of the American fleet is of equal importance.

It will emphasise the possibilities of that Anglo-Saxon rapprochement in promoting the peace of the world, about which the best men on both sides of the Atlantic have been talking with bated breath for a generation past.

An Alliance between the two great branches of Anglo-Saxondom for the control of the Pacific would be a blessed thing for the peace of the world, and more easily attainable than any scheme of general disarmament. With Britain's and America's enormous navies, and Australia's magnificent resources the Alliance would be the finest guarantee of world peace that we could have.

It would practically be master of the world. It would be able to maintain peace by merely threatening to annihilate any Power that broke the peace. Such an Alliance could be entirely self-contained. It would comprise 200,000,000 of the most advanced, best educated, and most athletic people in the world.

It would be a marvel of virility and energy. It would speak a common language, and would share common ideals. Poets have sung about the Federation of the world, and social reformers have struggled for universal peace.

What the League Stands For.

The League of Nations is an expression of this

ideal. But if an Anglo Saxon confederation of the English-speaking peoples of the world should become a concrete fact, we should see the culmination of this beautiful dream and most humane desire.

The Union Jack and the Stars and Stripes waving side by side, indicating common interests and common action on behalf of humanity at large, would be a spectacle worth living to see—and we may live to see it.

It would be a solid guarantee of the integrity of the Pacific and the supremacy of the White Australia ideal. Although America is "outside the hurricane belt," her co-operation in all matters in which she felt able to co-operate without damaging her own interests, would be welcome.

There is a growing feeling throughout the British Dominions that nothing would help so much towards settlement of the difficult questions arising in Europe and the remainder of the world as the knowledge that the United States and the British Empire were standing together for peace.

The visit of the Fleet will serve the purpose of drawing us closer to our American cousins, and the lads of the Australian Navy League will find it a never-failing source of interest—for in the future many of them will man the cruisers which will constitute one of the main buttresses of the Commonwealth's defence.

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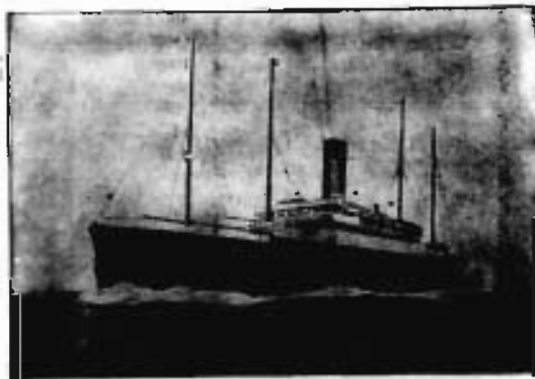
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114 YEARS—WHAT ARE THEY?

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To us they mean what the centuries are to England from Alfred the Great to George V.

Exactly one hundred and fourteen years after the coming of Phillip, Sir Harry Moldsworth Rawson, gentleman, sportsman, diplomat, and good fellow, our second last Naval Governor, took over the office of Governor of New South Wales, no longer a colony, but a self governing State, one of the most important in the British Empire.

Although dead many years, there are still old timers who speak with reverence of this fine gentleman who was a man!

Of all our Governors, stirring even though the times were through which they went, perhaps Sir Harry had the most extraordinary career, and up to the time that he came to New South Wales in 1902, his life had been filled with adventures of the most enthralling kind—adventures that in these prosaic times would thrill the heart of the most peaceful youth.

His luck it was to fight in foreign lands; and once he claimed for the Empire the important island of Cyprus in the Mediterranean. That was in 1878, even at a time in the world's history when countries were only claimed by others by means of war and costly invasion. Sir Harry did his work quite peacefully, but nevertheless it was important work, for Cyprus meant much to England from a strategic point of view.

He was a Lancashire man by birth, having been born at Walton-on-Hill. The day was November 5, and the year 1843.

At fourteen he became a naval cadet, and so capable was he at carrying out his duties that six years later he was sub-lieutenant, in the same year being appointed lieutenant.

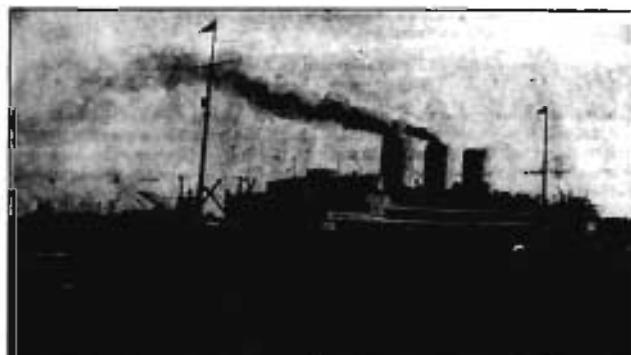
Eight years later he was filling the role of commander. By stages, then he advanced till 1903; a year after he became Governor of this State, he was elevated to the high rank of Admiral, exactly at the age of sixty.

Yet the series of promotions, as plain as they appear on paper, were marked by extraordinary doings in different parts of the world. For instance, while 99 per cent. of modern boys are at school, young Rawson—aged fifteen—was in China serving in the China war, and in three years, till he was eighteen, he showed wonderful daring, earning a medal with three clasps. Furthermore, several times he was mentioned in despatches.

Then he reached the apex of his early fame, long before he had reached what we call manhood.

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For three months he gallantly commanded thirteen hundred troops in the defence of Ningpo against the rebels.

When one considers the barbarism that marked the Chinese during that war, and the terrors that would have faced so small a force in the event of defeat, the responsibilities that fell on the young man's shoulders were tremendous, but he carried them out unflinchingly, with honor to himself.

A little incident, though not altogether trivial in itself, plainly portrays the type of man he was. In the Shanghai River, a marine fell overboard one night. Young Rawson, caring nought for danger, boldly went in after the man, safely bringing him out. For this brave act, he was thanked on the quarter deck, and no doubt became the popular hero of the lower ratings.

His versatility as a sailor was shown in 1878, when he was called upon to report on the capabilities of the defence of the Suez Canal, a task done so well that he was given the thanks of the Lords of the Admiralty.

A further brave act in 1870 gained for him the silver medal of the Royal Humane Society. This regard for the sanctity of human life brings out clearly the lovable qualities of the man, and explains why during his term of Governor he was so popular.

He saw further service in South Africa as Commander-in-Chief of the Cape of Good Hope and West Africa Station, and on one occasion, carrying out his duties there commanded an expedition against M'Barack, capturing M'Wale during the campaign. His work was done so well that he earned another medal.

The following year, 1896, found him at the bombardment of the Sultan's Palace at Zanzibar. There his bravery was so conspicuous that he was awarded the first class brilliant Star of Zanzibar.

Thence on, after years of brave and faithful service, his reward of rest came with the command of the Channel Squadron, and then the Governor ship of N.S.W.

Here, as a representative of the King, he performed wonderful work, endearing himself to all classes of the community, and to say the least of

it, when he vacated the position in 1909, he left with the regret of every man.

Sir Harry Holdsworth Rawson was a typical son of the sea, a fact that stood him in good stead in carrying out his duties as the representative of the King in New South Wales.

Truly, he was well fitted to occupy the position, and follow the admirable precedents of our first Sailor-Governor, Captain Phillip, R.N.

It seems fitting that our next article should deal with our present Governor, Sir Dudley de Chair, Sailorman, and relative of Sir Harry Rawson. (Watch for this next issue).

Every member of the Navy League should pledge himself to secure two or more new members during the year.

Ask a friend to join the Navy League.

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AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

(Its objects are)

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national and imperial security.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the Merchant Service, which, under the 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 Marine who were injured or who lost their lives in the War, and to educate their children.

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Preparing for Cutter Race at Drummoyne.

OUR EMPTY SPACES.

What of the Northern Territory?

(By "The Student.")

(CONTINUED FROM PREVIOUS ISSUE.)

It is a matter of common remark in various tropical countries—I still take India as an example—that if a weedy unhealthy boy of manifestly British parentage is seen to be listlessly loitering about with a pronounced inclination towards anything requiring exertion, the explanation that he has not had the opportunity of leaving the country during his childhood, is generally received with understanding and sympathy. Of a heavy lethargic girl usually shapeless from over-development, that she is one of the unfortunate results of attempting to graft British girlhood on tropical soil.

I have given India as example—for there the comforts and luxuries of life are more easily attainable than in any other British possession, and therefore the difficulties are not aggravated by any type of privation, but if all the countries known to the reader are considered, and the possibilities of the comforts of life taken into account, it must be admitted that many of them fall very short in this respect. Our Northern Territory notably so. I, who have lived in one of the healthiest islands of the Pacific, had to send my children away as soon as they reached the age of eight and nine. Already they were showing signs of the precocious advance in physical characteristics, which if pushed to extremes means early development and early

decay. It may be said, what then? Who are we to put into our vast spaces? I say, surely not alien races, of countries owing allegiance to a flag other than the Union Jack. We want our own subjects—men who have fought for us, and who would fight again, men who are in every sense tillers of the soil, of fair average education, and military people who would be our best guarantee for security when the inevitable day arrives for the enemy to come swooping around our back door hoping to find it unguarded. In a word, the better classes of our Indian subjects—of whom the the Sikhs are the best type—there are certain peoples who are neither suitable or desirable. But that is a matter for future talk.

If a neutral zone were established; if Europeans were only allowed to settle there, in terms of the arrangements whereby Basutoland has proved such a successful national settlement, why should it not prosper greatly? Don't cry knothem; I am just as keen on Empire settlement as the ordinary person. But if not that, or some similar arrangement, what then? Will the envious people who think of us as merely a handful of quarrelsome people unfit and unable to develop a continent, will they wait while we leisurely get ready—I don't think it possible.

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"The Miss Charles Fairfax Flag" Presentation.

Impressive Function at Drummoyne.

DRUMMOYNE'S imposing Navy League depot on the Parramatta River, presented an animated appearance on Saturday, February 21st, for the presentation of the "Miss Charles Fairfax Flag" to the winners of the 1934 Navy League General Proficiency Competition (Drummoyne) by Miss Charles Fairfax.

Miss Fairfax arrived at the depot in a motor launch punctually at 3 p.m., accompanied by Captain Craufurd, Messrs. Kelso King and F. W. Hixson.

Mr. Keith Jeffries (Secretary of the Navy League) and Mr. J. J. Eyre (President of the Drummoyne sub-branch) officially welcomed Miss Fairfax, to the accompaniment of the bugle band of Drummoyne.

Representative groups of the whole of the sub-branches marshalled in group formation and stood to attention whilst Captain R. H. Wade of Richmond (1933 winners of the "Miss Charles Fairfax Flag") presented the flag to Miss Fairfax.

Miss Fairfax then presented the flag to Mr. G. Kirkcaldie (officer-in-charge of Drummoyne) who suitably responded on behalf of the sub-branch.

Mr. J. J. Eyre presented an illuminated address, printed by Mr. McKnight, to Miss Fairfax, who, after acknowledging the thoughtful presentation, addressed the gathering as follows:—

LADIES, GENTLEMEN, OFFICERS,
AND SEA CADETS.

"It is a very great pleasure for me to be here this afternoon to present this Flag to the Drummoyne Sea Cadets.

It is the first time I have had that privilege since presenting it to the Balmain Unit. Last year Mr. Hixson, my friend, presented it to the Richmond Unit, for which I was very grateful.

When we see the Union Jack, how much it means to the Empire—FREEDOM, also it is a sacred sign of our duty to our King, Country, and an emblem of our Faith, which means Christianity which moulds our character. Many heroes have died shielding it from being taken by the enemy, or trampled under foot.

I know I am treading on slippery ground, when I express a great wish for the amalgamation of the Sea Scouts and Sea Cadets. I know there are many differences as to the training, and its ultimate goal, but why not take the good of both, and mingle one with the other? For instance, the Scout Rules. They should be practised by every one, old as well as young.

With pleasure I hand this cheque (£10) to your Officer (Mr. C. Kirkcaldie) to be used in several ways:—The beginning of an endowment fund, or helping to equip lads to buy their uniforms, or when a lad is sick and in his Mother's support, for I feel the touch of human nature, will give you another inducement, to put all your energies in winning the prize, for we ALL should wish to help others."

Afternoon tea was served to the guests by the No. 1 and 2 Companies of the Drummoyne Girl Guides, in charge of Miss Moore and Miss Breckenridge.

A thoroughly representative gathering of cadets under the command of the officers and deputies and adult Navy League enthusiasts were in attendance, including Commander Quick, Commander Harris, Captain Craufurd, Mr. Harry Shelley, Mr. Kelso King, F. W. Hixson, Mr., Mrs. and Miss Fox (Balmain), Mrs. E. Fidden, Mrs. M. Mayne (Balmain), Mrs. and Miss Hixson (North Sydney), Mr. Lea Wilson (Richmond), Mr. and Mrs. Hopkins (Clovelly), and many others.

The cutter race resulted in a comfortable win for North Sydney from Drummoyne and Richmond.

It is with great pleasure that the Navy League acknowledges the donation of £10 from Miss Fairfax, who, in the course of her address, intimated that the donation would be made annually, in conjunction with the Navy League competitions.

Miss Fairfax has advanced a number of laudable suggestions for the allocation of the grant by the Executive Committee of the Navy League.

To Mr. Eyre and his capable assistants the Navy League extends its congratulatory thanks for the pleasurable afternoon's function.



MISS CHARLES FAIRFAX CONGRATULATES DRUMMOYNE.



SPIC AND SPAN OFFICERS AND CADETS.

Three Years Aft the Foremast.

A Great Life on the Ocean Wave.

Thrills and Spills of a Sailor's Career.

Told in Plain, Unvarnished Style.

(BY A FARMER'S BOY)

No. IV.

Nothing would satisfy him but that I should go aboard with him. It seems he had come ashore with the skipper early in the evening to attend a theatre, and the ship's gig was tied at the adjacent Market Street steps awaiting him. A few minutes after we stepped into it, the skipper appeared, and we pulled out into the bay.

The skipper was a stranger, and as the boat made fast to the ship's gangway in the dark, I could see it was not the Mona's Isle.

IN spite of his hard visage, the mate, whose name was Paton, was not devoid of fine qualities; but, like most sailors, was partial to a cruise around Cape Frolic after a long voyage, and consequently changed his ships frequently. Captains prefer a subservient mate—one who will stand by the ship in port, and practically take charge of her until she gets to sea again. But Paton loved the dictum of Patrick Henry, the Scotch-American patriotic orator, who often closed his speech with: "As for me, give me liberty, or give me death."

The ship was the "Charles Moody," about the same size and build as the Mona's Isle, but looking much bigger whilst lying in ballast. She was also built of pitchpine in the Eastern States, and was heavily sparred.

In her day she had made some crack passages round the Horn, and had not long come into port with a cargo of general merchandise from New York.

The mate told me that she was going "up the Sound" for a cargo of coal, and that if I cared to stand by and assist in sending her sky-sail yards

down, and look after the gig whenever the captain wanted to be pulled ashore, he would ship me as an able seaman for the coastal trip.

This offer was right into my hands. I squared my board bill, and accepted an absconded boarder's saratoga trunk from the day janitor, who always had an ever-increasing stock of forgotten boxes lumbering his quarters. Next I bought a suit of oilskins and a pair of sea boots, and stacked all in the deserted forecabin.

Away to Sea.

A dozen seamen and a second mate came off in a tug boat on the following Saturday afternoon. The tug boat shortly gave us a hawser—the bower anchor was hauled up and made fast on the forecabin head, and the "Charles Moody" moved down past the Presidio and out through the Golden Gate, where we slipped the tug's hawser, and the wind being foul we headed westward.

It being the season of the autumnal equinox, strong northerly breezes were frolicking down, and the vessel's light trim refused to allow her to stand against them. To partly relieve her top heaviness the sky-sail yards were sent down on deck, but

nonetheless whenever a strong bluster scurried along—as it invariably did during the night—it was useless trying to hold up against it.

Variable Winds.

Sail was reduced to topsails, and the Moody left to sough before it. The result was that, three weeks after leaving port, we were farther away from our destination than we left, being almost down to Honolulu.

A temporary change of wind, however, sent us reaching close-hauled for Cape Flattery, and in another week our worry was over. A tug picked us up, and we shortly dropped anchor off Victoria, which we left next day in tow of another tug up a narrow channel for sixty miles to a settlement called Departure Bay.

The shores on both sides of the channel were lined high and dry with round timber, looking like myriads of discarded gigantic telegraph poles. They had evidently been washed down by floods, and lost to the lumbermen. British Columbia is the country of timber and fish.

A primitive coal tip, worked by Chinamen, loaded us with coal one truck at a time, and the crew trimmed the coal below hatches.

A Squaw Village.

On Saturday afternoon the crew got a spell, and walked along a three-mile road into Nansimo, passing a squaw town half way.

Some of the sailors had been through this squaw town before, and stopped to renew association with the noble Indian bucks and their squaws. My admiration for the noble braves—many of whom eked out a living by fishing and selling the salmon for two-bits a couple—sunk much below what I had anticipated.

The skipper, a down-easter from Maine, filled in time by sailing the ship's gig along the channel to Nansimo whenever the wind was favourable, and as the boat wouldn't come round on a tack unaided, I usually accompanied him, and sat in the bow oar in hand ready to give the required pull round. This done, I had nothing much to do but glance into the shallow depths and watch the

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myriad skate and flounder darting beneath the oncoming rig. The passage was alive with fish.

In about a month our hold was full, the hatches clapped on, the decks washed down, and once more the tug had us in tow for Cape Flattery, where we let go, and braced our yards. With ordinary luck, we ought to have made a flying passage south, but the wind played queer tricks, and meanwhile our straining topsides leaked like a sieve, needing all hands at the pumps until the planking swelled.

During the daylight there would be a heavy swell, and no wind blowing hard enough to give us steering way; yet, no sooner would the great sun dip beneath the waves than the wind would spring up, and was generally roaring by midnight.

"Spring to It."

This meant that we were kept busy furling sail throughout the night, and hauling at the halliards in the morning. As half-rotten ropes invariably part during a heavy strain, and something always went wrong at the trying moment, we had plenty of hard work during the night watches. In the daytime, too, the ship rolled and laboured so heavily as to cause wonderment how a wooden vessel could hold together so well, but doubtless the copper fastening was some protection.

One big vessel I recall—the Harvey Mills—after a similar voyage, arrived in port with her copper shrouvelled all round her sides. Some days our ship lurched so badly that the skipper ordered all but the courses to be tied up on the yards to prevent them being chafed.

Prolific Fish.

An afternoon pastime was to fish for goneyes. The goney belongs to the albatross species, and is about the size of a big goose. Often in fine weather a flock of them generally settled near the waist of the ship, tempted there by the cook and his slop buckets. It was good sport landing a buttering bird, with a strong fishing line, and sometimes there would be half-a-dozen at a time buttering over the decks. None of the sailors, however, would dream of inflicting one beyond the fish-hook torture.

Cut-throat Crew.

One of the crew of the Moody, a little old man of uncertain years, had formed one of the crew of the ill-starred Frank N. Thayer, a Boston ship which was set on fire by a couple of coolie mutineers in the year 1886. The Thayer, at this time, was en route from Manila to New York with a cargo of hemp. Her crew was made up of all sorts, including a Chinese cook and two Indian coolies, which had been shipped at Manila.

For some reason or other the two coolies resolved to seize the vessel and to murder the crew. Had they succeeded, they might have posed as heroes and sole survivors, for few would imagine that two inoffensive-looking coolies would become desperate and bloodthirsty mutineers.

At this time the vessel was within 700 miles of St. Helena, in the Atlantic Ocean. When the watch was about to be changed at midnight, the coolies fell upon the mates with knives, and struck both down at once. The others of the crew, though carrying sheath-knives, rushed up the rigging or retreated to the forecabin for shelter. The coolies ran into the cabin to surprise the skipper—Clarke—and stabbed him, but not fatally, and with a revolver he prevented them from getting at his wife and child.

After a lull, the coolies, thinking they had mortally wounded the captain, again entered the cabin, in search of arms, but retreated on a couple of shots being fired. A yell was shortly heard from the man at the wheel, and afterwards another man on deck was stabbed and thrown overboard. They were victims of their own inaction.

The coolies had sole control of the ship all that day and night, but next morning the skipper shot one through the cabin woodwork. The wounded nigger ran shrieking along the deck, followed by his mate, and on this, two men came down from the main rigging, and joined the captain.

Whilst the coolies were fore'd, the cook handed an axe into the forecabin, and the imprisoned sailors hacked their way out on deck. Seeing the tide had turned, the wounded coolie plunged overboard, but the other sprang down the

hatch, which had been kept open for ventilation, and set fire to the cargo of hemp. The demon then came up and jumped into the sea with a far-well yell.

But the ship blazed quickly, and the crew barely had time to launch and provision a boat before the masts and spars began to fall. Five men had been slain, but the rest of the crew, seventeen persons altogether, reached St. Helena seven days later.

It is almost incredible that two coolies could overpower a crew of twenty, and render them terror-stricken; but such was proved to be possible in the case of the mutiny of the Frank Thayer. The coolies had armed themselves with harpoons and knives lashed to long sticks, which kept the others in awe. Had they succeeded in killing the captain and got possession of his firearms their murderous design would have been easy of accomplishment, and the fate of the Thayer and her frightened crew might never have become known.

The Charles Moody made a tolerable passage of ten days back to San Francisco, and as the winter was crowding in space in the northern latitudes I wanted no more of Cape Flattery, but I longed for tropic seas again. I was paid off with a promise of re-engagement for a voyage to Europe with wheat.

(To be continued in our next issue.)

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NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

The Navy League is Non-Sectarian.

The Navy League is Non-Political.

Executive Committee Meeting.

The usual Monthly Meeting of the Executive Committee took place at the Royal Naval House, on Monday afternoon, March 9th.

Present—His Honor Judge Backhouse (in the chair), Messrs G. Fairfax, Harry Shelley, S. Foster-Newlands, Reg. White, Captain A. W. Pearce, J. J. Byrne, C. M. C. Shannon, T. Fox, A. G. Milsun, and Keith Jefferies, Acting Secretary.

Apologies were received from Commander Quick, Messrs. Kelso King, T. H. Silk, and Sir Alfred Meeks.

On the suggestion of the Secretary, it was decided that Mr. E. Swan be invited to join North Sydney as Mr. M. McDonald's deputy.

The three Cutter Gigs from Newcastle of which two were kindly purchased by Mrs. Amos (North Sydney) and Mr. Kelso King, have been allocated to North Sydney, Concord and Drummoyne.

An application from Concord to be known, in future, as the Concord-Abbotsford Sub-Branch was favorably received.

It was decided to promote an athletic meeting for Sea Cadets in the near future.

A request from the Lane Cove Branch for the appointment of Mr. H. Cochrane, President, to the Executive Committee of the Navy League was endorsed unanimously.

Messrs. A. G. Milsun, F. W. Hixson and S. Foster-Newlands were appointed to act as Delegates, on the suggestion of the Victorian Branch of the Navy League, to form a joint deputation of Navy League Branches throughout Australia to wait upon the Minister of Defence to urge upon him the advisability of building in Sydney, a floating dock capable of accommodating capital ships.

His Honor Judge Backhouse took the opportunity of making eulogistic reference to Captain Crauford's untiring interest and practical support to the Navy League during his occupancy on the Executive Committee. "We are particularly grateful for sterling assistance you have given us regarding any overtures made through Garden Island for Navy League requirements. We only hope, continued Judge Backhouse, that you will receive promotions for the higher you go the better chance we will have of you coming back to Australia in your official capacity."

Captain Crauford, who sails for England on April 1st, stated that he was only too glad to have been in the position of rendering practical support to the Navy League. "It was my duty in support so wonderful a movement" and, added Captain Crauford, "it would be a poor Naval Officer who didn't feel in sympathy with the Navy League."

It was decided amidst acclamation, that a letter of appreciation be sent to Captain Crauford.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN—*Officer-in-Charge* Mr. E. ROOPER
Non. Secretary Mr. E. H. FINCH
NORTHSYDNEY—*Officer-in-Charge* Mr. M. MADDEN
Non. Secretary Mr. H. HUGHES
CONCORD—*Officer-in-Charge* Mr. J. DOCKES
Non. Secretary Mr. F. L. ADAMS
DRUMMOYNE—*Officer-in-Charge* Mr. S. HINDS
Non. Secretary Mr. E. SANDWELL

BALMAIN.

(Contributed by Mr. E. Vadden).

A most interesting letter has been received by the Hon. Sec. from Signaller Nicholls (one of the first N. L. Sea Cadets). He is aboard H.M.A.S. "Stewart," and expects to return to Sydney during the month.

C.P.O. Ronald Gaul, who went to sea on S.S. "Marcella," is due back in port on March 20th. He seems to have taken to the sea like the proverbial duck to water.

On Sunday, March 8th, the Balmain and Drummoynne Companies held a combined Church Parade at St. Bede's Church, Drummoynne. Arrangements are being made for the same companies to attend a similar Parade at St. John's, Balmain, at an early date.

Believing that the O.C.s of the different Companies are desirous of holding a meeting to discuss several matters pertaining to the League arrangements have been made to hold a Meeting at the Balmain Depot on the afternoon of Sunday, March 21st.

If O.C.s. will kindly note this date and attend much good should result.

Richmond's Cutter Crew were put through their paces by Mr. Cooper recently; it is calculated they will be a big factor in the next race.

RICHMOND—*Officer-in-Charge* Mr. E. H. WAKE
Non. Secretary Mr. J. O. ANTILL
LOVELLY—*Officer-in-Charge* Lt. Commander JACKSON
Non. Secretary Mr. S. J. HOPKINS
LANE COVE—*Officer-in-Charge* Mr. F. DUBBS
Non. Secretary Mr. E. H. WATTS
ROSE BAY—*Officer-in-Charge* Mr. S. H. WATTS
Non. Secretary Mr. J. DUBBS

(From Mr. S. Cooper).

Balmain's Godmother (Mrs. Mayne) gave the Balmain League a party at Mr. Cooper's residence on Thursday, February 26th, 1935, 30 boys being present. This being our drill night we had to go through our usual work, the exception being a shorter time at drill.

Boys fell in for inspection at 7.30 p.m. After being mustered and inspected the boys were detailed as follows:—8 boys to Compass Class under L.S. Cooper, 9 boys to Knots Class under L.S. Fox, 5 boys to Semaphore Class under L.S. Harvey, 4 boys to Single Sticks Class under L.S. Phillips, 4 boys to Lead and Line Class under C.P.O. Haywood. P.O. Evans, Quartermaster of the Watch, making up log. Lifeboat crews were called away at 8.15, 8.35, 8.45.

The following boys passed out of Compass Class, Sea Cadets Robertson, C. Moore, H. Kendal, J. Kendal, R. Allen, E. Starkey, and were then joined up with Knots and Splices Class.

General classes were then dismissed, and the whole of the boys were seated in a ring around the ballroom whilst a Knotting Competition was held. Boys eligible to compete were of all ages to 12 years, 12 to 14, 14 to 16. Leading seamen not being allowed to compete in the Junior Competition the winners were as follows:—1st, D. Fraser, a leather pouch; 2nd, W. Robertson, a Jack knife; 3rd, H. Watt, cricket ball.

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CLEVER
MARY

BALMAIN—CONTINUED.

Boys from 12 to 14—1st, Ryan, 1st Seaman's Manual; 2nd, R. Fraser, fishing line; 3rd, E. Starkey, cricket ball.

Boys from 14 to 16—1st, A. Caterson, Seaman's Manual; 2nd, C. Moore, fountain pen; 3rd, J. Kendal, fishing line.

Mr. McGovern, of training ship "Tingira," kindly set the task and judged the knots tied by the boys. Balmain's Godmother also gave the prizes. Leading Seaman B. Fox was presented

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After the prizes were presented the boys were fell-in and marched to their places at the tables. Grace was said, and the lads fell to with gusto, doing credit to the viands set before them. At 9.20 p.m. toasts to the King, The Navy League, Balmain's Godmother, and the Visitors were drunk (ginger beer). After supper, nautical games were played, and the party broke up at 11 p.m. singing "God save the King."

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NORTH SYDNEY.

(Contributed by Mr. H. Morris.)

The ordinary monthly meeting of the Committee was held at the Depot on Friday, February 21st. Present—Messrs. C. P. Bartholomew (in the chair), M. McDonald, Keith Jeffries and H. Morris, Mrs. Morris and Misses Glasston, Hansford and Morris.

An apology was received from Mr. A. G. Milson.

Certain business arising from the reading of the minutes was discussed, and the Secretary was instructed to take action on lines indicated by the Committee.

Miss Glasston reported that the proposed concert was under action, and that in all probability the date fixed would be somewhere about the end of April.

Damage done to the Depot to be repaired by those responsible, and authority given the Secretary to provide measures for the care of the Depot.

Mr. McDonald, Officer-in-charge, was requested to prepare and present to the next meeting of the Committee a report on the proposed sub-branch at Middle Harbour.

Authority for the purchase of a typewriter and for the purchase of various articles for recreation was passed. Treasurer commented favourably on the financial position.

CRICKET MATCH.

At the invitation of Richmond sub-branch a team from the cadets of the North Sydney sub-branch visited Richmond and spent a most enjoyable afternoon there. Richmond is the soul of hospitality, and the truly royal welcome extended to the visitors will long be remembered. As is apparently the custom in Richmond a motor car discharged a load of water melons during the progress of the game.

The game was quite enjoyable, although North Sydney was somewhat overwhelmed by the stalwart lads, who were at one and the same time hosts and opponents, nevertheless a good game resulted. Richmond being equally strong in both batting and bowling. North Sydney being much stronger in bowling did as well as could be expected, Morris obtaining six wickets for twenty-seven runs, and Collins two wickets for about the same, were the best of the visiting side.

After the game the Officers and lady members of the local Branch entertained both sides at tea in the depot hall. It seemed almost incredible that the vast piles of good things provided could be absorbed, but nothing was left.

It is meetings of this nature which add so much to the good fellowship of the Branches, and Commanding Officer Wade, with his staff, are to be most heartily thanked for their kindness.

RICHMOND.

(Contributed by Mr. J. C. Ansell.)

At our last general meeting, which was held on Tuesday, February 17th, our Social Committee decided to hold a Euchre Party and Dance on Tuesday, March 31st, to raise funds for our Branch. Mrs. Mathieson donated a beautiful Table Centre to be won in a guessing competition.

On Saturday, February 18th, about 18 lads of North Sydney Company visited Richmond to play our lads cricket. They arrived at 2.30 p.m. and were met at the station by Mr. R. H. Wade, who escorted them to the cricket ground. Our lads proved too strong for North Sydney. After the match about three dozen water melons were divided amongst the lads, of which they made short work. They all then proceeded to the Drill Hall, where the ladies of the Welfare Committee gave the boys their tea, and after expressing their thanks and assurance of having had a splendid time departed for home again.

On Sunday, March 1st, about 13 lads went to Balmain for cutter practice.

New Boys—A. Allsop, G. Bright, G. Heaps.

LANE COVE.

(Contributed by Mr. F. Currie.)

We are very proud to report that Mr. W. D. Loveridge of "Berida," Northwood, has kindly consented to become patron of our Company.

On Sunday, March 1st, the boys attended church parade at St. Andrew's, Longueville, and were inspected before the service by our patron.

New Sea Cadets.—A. Desreux, H. Caldecot, J. Martin, H. McIntosh.

Transferred to Clovelly—Cadet J. Thompson.

The Children's Party organised by the Ladies' Welfare Club, and held at the School of Arts, Lane Cove, was a huge success. Cadets from Balmain and Drummoyne sub-branches were represented, and with our own Company made a very spectacular appearance as they marched to the hall. All the ladies of the Committee worked very hard, and they deserve great credit. Several of the gentlemen connected with the Company helped us. Amongst the most enthusiastic were Messrs. McIntosh, Bowden, Grindrod, and Standish.

DRUMMOYNE.

(Contributed by R. Cadwell.)

On Saturday, 18th February, a number of Drummoyne Cadets visited Lane Cove Company on the occasion of their Children's Party. The Drummoyne boys spent an enjoyable afternoon, and have to congratulate Lane Cove on their successful fête.

Mr. Hooper is away for a week at the military training camp.


On Sunday morning, 8th March, a combined Church Parade was arranged between Balmain and Drummoyne. The parade, which was well attended, was held at St. Bede's Church of England, Drummoyne.

Cadet Swain is still on the sick list, but is improving rapidly, and hopes to be on his feet again shortly.

Mr. Kirkaldie is endeavouring to form a Ladies' Committee for the welfare of our boys. A number of ladies have already evinced great interest, and it is hoped that the Committee will be in full swing in about a month.

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The Drummaoyne Cadets are very proud of the colours they bear, and on Saturday, 7th March, they had a march around the suburb to display the "Miss Charles Fairfax Flag."

The Committee extend their thanks to all who helped to make a success of the Presentation Function, particularly the Girl Guides and Mrs. Todd, who served afternoon tea, the Balmain Company of Cadets for the loan of chairs, etc. Mr. Geo. McKnight for preparing the address, and not forgetting Mr. Eyre, our untiring Chairman.

EASTERN SUBURBS HEADQUARTERS.

CLOVELLY.

(Contributed by Mr. C. J. Hopkins,
Chief Executive Officer, Eastern Suburbs)

The various companies from Rose Bay, Bondi and Clovelly, which comprise the Eastern Suburbs Sub-branch are progressing very satisfactorily in their training, under the 1st and 2nd Officers, Messrs. Wray and Jones and show a very marked improvement. Mr. Linguist, 3rd Officer, is away on a cruise with the H.M.A.S. Tasmania but is expected back shortly. We expect to make satisfactory arrangements regarding the transport of the Bondi and Rose Bay companies to this Base on training nights thereby saving a considerable amount in time and expense.

Mr. R. H. B. Johnson, our Special Country Organising Officer, reports that a number of country enthusiasts, with whom he came in contact, would like to help our Branch along by presenting a cutter for training purposes. Mr. Johnson is authorised to receive donations from those who wish to do their share towards this laudable end. The cutter, when purchased, will be called "The Great Western," as it is in the western district that Mr. Johnson operates.

Our enthusiastic supporter, Mr. H. V. Jacques, M.L.A., has been carrying on the good work, and has forwarded a cheque of £1 from Mr. George B. King, Australian Club, also a Sextant from Capt. V. A. B. Willis, Australian Club. We extend our best thanks to these gentlemen for their generosity.

We intend to form Social Committees in the various centres with a view to raising funds towards the equipment of the boys and gear for the boats.

A number of new boys have joined up lately and we hope to augment our numbers considerably in the near future.

We are waiting to receive another boat from Headquarters for our Rose Bay Depot and as each Sub-Branch is expected to be self-supporting, hope that the well-wishers of this splendid movement in the Eastern Suburbs will rally round and help us to make this the most successful Sub-Branch in Australia.

ROSE BAY.

(From Mr. R. W. Wray)

Since the Sub-Branch at Rose Bay was formed, three weeks ago, we have had our weekly Parades at the Eastern Suburbs Headquarters, Clovelly, and from the smartness exhibited by our boys one would think that they had been in training for three months instead of only three weeks.

This is very encouraging to all, especially to the Instructors, who have put all their energy into the movement. The Instructors are alert and have grasped the situation in a nutshell. The boys are eager to learn, and all is going with a swing. We find that more of our time is lost to us in travelling than we care to lose, but the boys are determined to carry on until such times as we will be able to have a Drill Hall of our own at Rose Bay. The 1st Officer, Mr. Jones, and myself have been busily engaged trying to secure a Boat Shed at Rose Bay for the cutter, but up to the present we have been unsuccessful although we are in hopes of hearing something to our advantage soon.

I have also to report that we have received valuable help from Mr. Hopkins, Chief Executive Officer of the Clovelly Headquarters.

CONCORD.

(Contributed by T. L. Adams)

The usual weekly Parades have been well attended and the Sea Cadets are getting very proficient in sailing the gig. On Sunday, 22nd, the gig was sailed down to Balmain and a visit was paid to that Company.

Keen interest is being taken by the boys in the competitions for various medals.

We regret that Mr. John has been obliged to resign from his Instruction Class owing to ill-health. The thanks of the Company are due to him for the work he has given us, which has been of great benefit.

New Entries—E. Ebley, H. Kendrick.

Mr. Docking has had the offer of a very convenient Depot at Abbotsford, which has the following advantages:—boat slip, large boat shed, winch, drill ground, mast, and electric light and fresh water laid on. The rent is also 8/- per week cheaper than what we are now paying. In the event of the Committee of this Company deciding to take the above, will the Executive have any objection to us altering the name of this Company to that of Concord-Abbotsford? By doing so Mr. Docking and I are of the opinion that the popularity of the movement will be increased and we are likely to get more support in Abbotsford. (Executive Committee has sanctioned the request.

—Ed)

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At the November meeting of the Executive Committee of the Navy League Headquarters, London, Comdr. A. Westmorland Wood (R.N.), retired, was selected to fill the post of General Secretary.

Commander Wood was a gunnery lieutenant before he was invalided from the Service in 1908, and was promoted to Commander on the Retired List in recognition of his services in the Intelligence Division of the Admiralty during the war. Since leaving the Service, in 1908, he has been employed under the Government of India in the Finance Department in various capacities.

He was recently called to the Bar at Lincoln's Inn.

The N.S.W. Branch of the Navy League wish him every success in his new sphere of activities.



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PLEASE ASK A FRIEND TO HELP THE NAVY LEAGUE.

LIGHT CRUISERS.

Essential to the Dominions. Australia Shows the Way.

Canada's Policy of Laissez-Faire.

America and Japan.

Subtlety of Geneva Protocol.

(Specially written by E. GEORGE MARKS, Author "Napoleon and the War," "How Fob" Makes War," "Merit and Democracy," "Watch the Pacific," &c., &c., for "The Navy League Journal.")

Australia is vitally interested in the defence of its trade, in defence of its communications. No Dominion, other than Australia is building, or contemplating building, a vessel of war.

Let there be no misapprehension, the Washington pact places serious restrictions upon the British Navy; formerly mistress of the seas, it is now limited to a position of equality with the U.S.A.; not much stronger than Japan.

Is the reduced Royal Navy sufficiently powerful for the protection of the Empire's floating trade?

SHOULD it be found not to be adequate to that gigantic task then the Dominions must strive to supply the deficiency. Light cruisers would materially help. Australia has launched her cruiser programme and the Commonwealth recognises that practical example must be shown the other Dominions of the Empire. A local naval unit must continue in the forefront of the Commonwealth naval policy; Australia has been experimenting with her own navy since 1911. Its achievements during the Great War were highly creditable—a lesson to the other British Dominions.

Before the reduction of the Australian Navy after the war was decided upon, it boasted 25 vessels—the battle cruiser Australia, twelve destroyers, six submarines, and six light cruisers.

Australia must have submarines; the proposed three long-distance ones are essential, each will cost £250,000. The Commonwealth was indis-

creet in disposing of the six submarines presented to Australia after the war. They were not obsolete.

Sea-Plane Bases.

An oil fuel base at Port Darwin, a sea-plane base at Sydney, and a sea-plane base at Albany (W.A.) are included in the Commonwealth naval proposals; also the construction of five oil tanks of 8,000 tons capacity each. For training purposes six destroyers are to be stationed at various parts of the Commonwealth; the permanent naval personnel is being increased from 4,472 to 5,509; the citizen Naval Reserve to 3,042.

The two new cruisers will be of the standard type of 10,000 tons. The inferiority of the light cruiser in armament and protection must be compensated for by greater speed. The two Australian cruisers will be constructed with a view to speed and efficiency; they will, naval experts hope, be protected by a system of watertight subdivision against submarines.



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All the Powers are now building light cruisers. Japan had a big start—due to astuteness, discernment, consequent upon battleship scrapping.

Two Pacific Powers, the U.S.A. and Japan, have decided upon the construction of light cruisers in conformity with the Washington pact; Australia of necessity, is interested. It will be perceived that both Powers have aimed at vessels of high speed. The U.S.A. light cruiser displacement is 10,000 tons; length, 600-ft.; eight 8-inch guns; speed, 33 knots; armoured side protection, fitted with bulges; carrying two or more aeroplanes.



E. GEORGE MARKS.

Japan's Cruisers.

Japan's light cruisers are formidable: 10,000 tons displacement; length, 600-ft.; eight 8-inch guns, with anti-aircraft battery of 4 inch guns; speed, 32 to 33 knots; 12 torpedo tubes; 5-inch to 4-inch side armour.

Australia's cruisers must be as modern and effective as those of the U.S.A. and Japan.

The restriction in tonnage by the Washington pact will operate to combine in a definite type all the qualities essential in a vessel occupying a place intermediate between the battleship and the destroyer.

Such a vessel while capable of keeping outside the range of the guns of an enemy battleship by her high speed, would be a menace to such capital ship by her torpedoes. Such a cruiser also could hold her own against an aerial attack by the combination of effective aircraft artillery; by being able to manoeuvre under a speed equal to the speediest torpedo craft.

The Australian light cruisers must be so constructed as to embrace these vital considerations.

Wake Up New Zealand!

Vice-Admiral Sir Frederick Field of the Special Service Squadron, warned the Dominions that the greatly reduced Royal Navy would be unable to prevent enemy raiders destroying commerce on their trade routes. He strongly advised New Zealand to construct light cruisers—at least three; be selected in the Dominion a site for a 5,000 ton oil tank.

New Zealand, in 1923-4, voted £338,699 for naval defence, exclusive of the contribution of

£100,000 towards the cost of the Singapore Base. That Dominion should follow Australia's example—decide upon the construction of at least one light cruiser of 10,000 displacement.

The Commonwealth of Australia and New Zealand should have a co-ordinated system of naval construction and naval defence.

In any clash in the Pacific New Zealand's destiny must inevitably be linked with Australia's. The policy of the Commonwealth and New Zealand with regard to the Pacific is obvious: are of complete unity; loyal, unquestionable assistance to each other. Hence, each must have a local navy; light cruisers, submarines, torpedoes are of vital importance.

Canada's Policy of Laissez-Faire.

Canada is a highly important British Dominion; its population is 8,700,000. It is the Naval laggard of the Dominions, a loiterer! Australia has given Canada a reminder that the Dominions must

Who is the Executor of Your Will?

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construct light cruisers; that the Royal Navy must have practical auxiliary naval outposts to augment its greatly reduced numerical strength under the Washington Agreement.

Canada was far behind Australia and New Zealand in its naval expenditure for 1923. Australia's expenditure was £2,086,875, Canada's 1,555,500 dollars. Now New Zealand's expenditure was £338,699. Canada was warned by Vice-Admiral Field during the visit of the Special Squadron Service that Canada must have a local navy to protect her trade. That warning is unheeded; Canada lags behind Australia and New Zealand—Dominions with much smaller populations. Any Dominion that neglects to protect its trade routes in peace must inevitably suffer disasters in war. The depredations of the light cruiser Emden should not be forgotten by Canada. Australia doesn't forget; the peril of commerce-raiders was unquestionably demonstrated during the Great War.

Does Canada imagine that in a Pacific conflict with Japan it would not be embroiled? Should England be constrained—one momentous day in the future—to come to the assistance of America in a struggle with Japan for the hegemony of the Pacific all the great British Dominions will *ipso facto* be drawn into the maelstrom of strife. Canada will not enjoy immunity. She will have to strip for battle; to be effective in the combat she must have a local navy—a navy to protect her trade routes, to give confidence to the far-flung Royal Navy.

Canada's naval policy of *laissez-faire* is suicidal. Australia has told the world that a naval policy of *laissez-faire*, a policy of *laissez-passer*—awaiting coming events—must not be permitted in the Southern Seas.

"Coming Events Cast their Shadows Before."

Australia reads the portents of the Eastern skies; she must be on the alert; her own ships; her own arsenals; her own implements of attack and defence are requisites of safety. Canada's naval lethargy is unpardonable; unfair to her population; unfair to the Royal Navy; unfair to the other British Dominions.

An essential part of the cruise of the Special Service Squadron was to impress upon the outposts of the Empire the paramount necessity of naval defence. Canada cannot plead in justification of her lethargy that she was not warned. Vice-Admiral Field's speeches in Canada were pregnant with warnings. Australia and New Zealand deferred to the Admiral's practical experience; they are preparing to assist the Royal Navy by locally assisting themselves.

South Africa is slowly awakening from its naval policy of *Laissez-Faire*. It has a surveying vessel; a few mine-sweeping tawlers. Australia's lead must be followed. Light cruisers—two at least—should be built.

What a tremendous advantage it would be to the Royal Navy at the outset of a naval war to know that the Dominions were locally protected. The next naval war will be largely fought with high-speed cruisers: light cruisers will be wanted to chase and destroy commerce raiders.

Japanese Subtlety.

Japan is perfecting her policy of light cruisers, submarines, and torpedoes. She is burning to avenge the stigma of the American Exclusion Act; the Machiavellian subtlety of the Japanese delegation at the recent Geneva Conference, startled the world—particularly Australia and New Zealand.

The amended Protocol would have given Japan the power and the privilege of embroiling the white world in a struggle for the aggrandisement of Japan. That is really what Japan attempted to do. America's Exclusion Act, Australia's White Australia policy were to be construed as domestic affairs—a *Casus Belli* for the white peoples of the world to fight over, for the advancement of ideals of Japan—the aspiring leader of the Asiatic Confederation of countless millions of colored people; people who are implacably opposed to the true ideals of civilisation.

Australia saw the subtlety hidden between the lives and letters of Japanese caligraphy in the amended Protocol; had no hesitation in rejecting it.

The U.S.A., which is not a member of the League of Nations, saw in the subtlety of the Pro-

toocol a Japanese thrust at the sovereignty of the great Republic—an invitation to the members of the League of Nations to come to the assistance of Japan's emigration policy; to punish the U.S.A. for asserting the power of Congress—interpreting the wishes of America's 120,000,000 citizens.

Japanese is unquestionably hostile to the coming cruise of the U.S.A. fleet to Australia. Trouble in the Pacific between Japan and U.S.A. grows daily nearer, with its inevitable embroilment of the British Empire and her Dominions. Hence, all the Dominions should push on with local navies—build light cruisers, submarines, torpedoes, and implements of defence.



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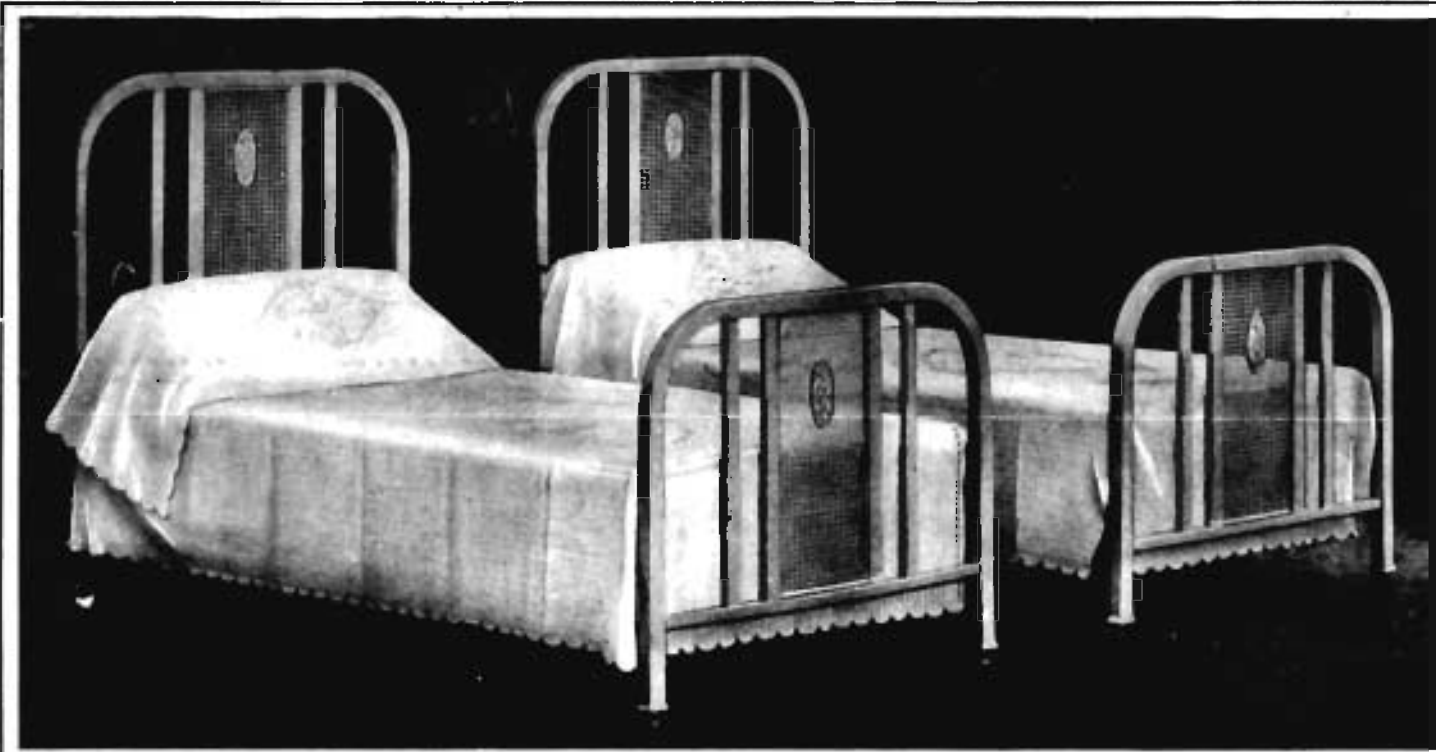
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