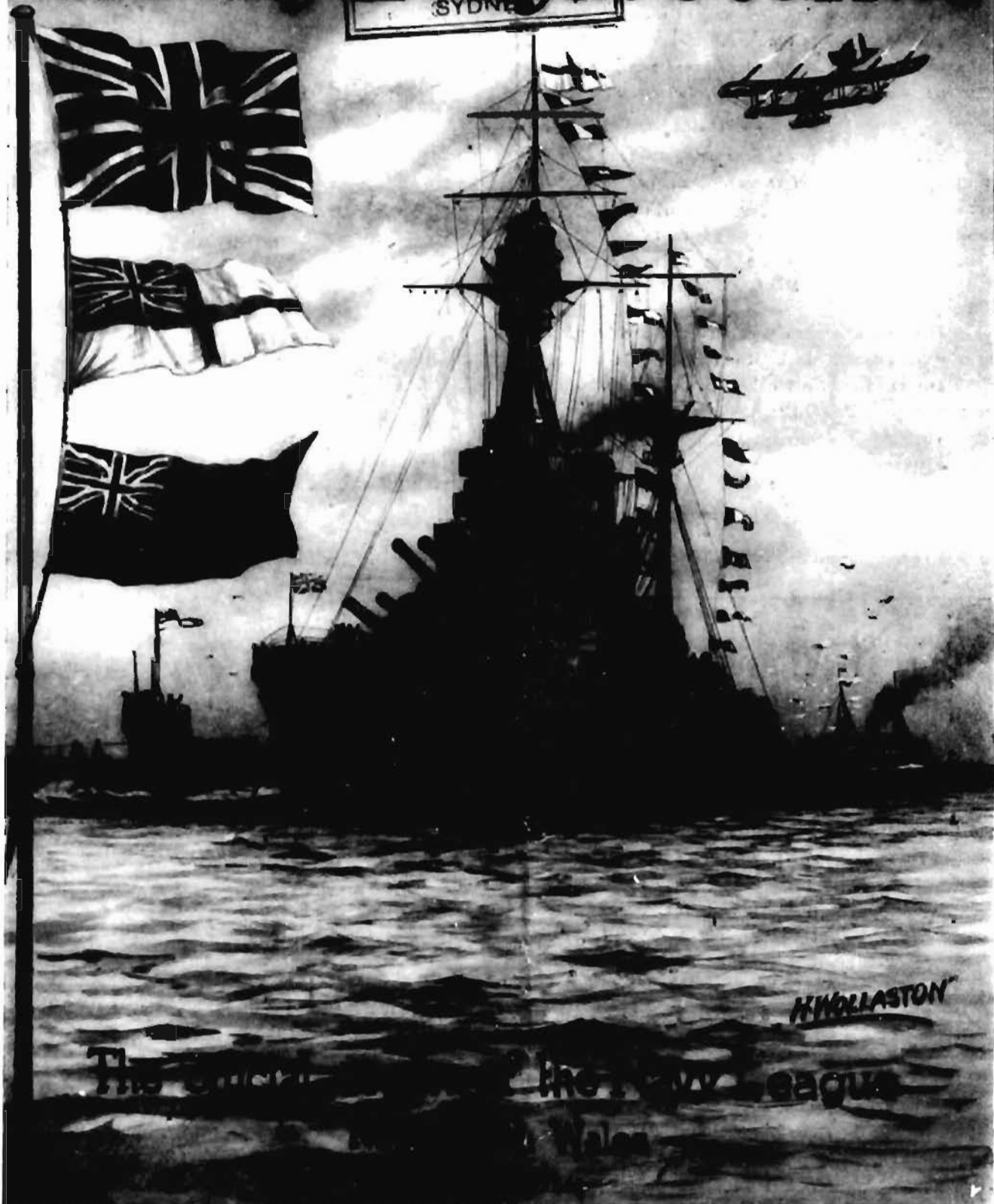


VOL 5, No. 12.

APRIL 1925

TELEPHONE, B 7808.

The Navy League Journal



ZIG-ZAG WAYS.

'T is said that a cow wandered through a wood making a winding trail. As time went on, the trail became a path, the path a lane, the lane a road and the road a city street, and for two centuries men followed that zig-zag street.

While most roads are now straight, many of us continue to travel the longer way. Some people fail to accumulate money because they wait for that uncertain time when their income will be greater than their expenses. Others save by spending less than they earn.

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The Navy League Journal

VOL. V. No. 12.

SYDNEY, APRIL, 1923.

PRICE 3D.

Warfare of the Future.

Scientific Savagery from Water and Cloudland.

Australia's Wise Expenditure.

The building of two Australian cruisers, and the expenditure of a sum of £800,000 on a mother-ship for seaplanes, is an event which will be of great interest to the Navy League throughout the Commonwealth.

It is well for Britannia to be mistress of the seas, but it will be better for the peace and tranquillity of the world that she should also be master of the air. And especially of the free air that blows across the virgin continent of Australia. For the cruisers that Australia—in course of time—will possess will keep open the highways of commerce to our mercantile marine, and maintain inviolate our native shores against an invader.

MANY of the boys of the Navy League Sea Cadet movement will probably help to man our cruisers. The coming of the new factor in warfare, the war-plane and the mother-ship, will open new vistas for our boys. So, in the fullness

of time, we shall need many of our boys for the sea-plane arm of the service.

The air is the element in which, in all probability, the great battles of the future will be fought. The fighting machines of the future, both on land

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TELEPHONE

and sea, will be gigantic airships, sea-planes, sea-scout planes, pilotless bomb-dropping planes, and other instruments for meeting any possible foe in the air.

The war-plane can fight either on land or sea. In the management of these instruments of modern warfare many thousands of the youth and budding manhood of Australia will be needed. *They will need special training, but the Navy League Sea Cadet Movement is a splendid starting point.*

In every European State to-day an air force is the first line of defence. Ever since the late President Harding called the Disarmament Conference, and laid all his cards upon the table, the nations of the world have hurried forward air defence. Brigadier-General the Right Hon. Lord Thomson, who was Chief of Britain's flying service, and an acknowledged expert, declares that another great war might be determined by "a great aerial battle." Probably, this is the reason that Great Britain is spending £25,000,000 on her air service.

Japan is turning out 500 fighting air-planes a month. The moment the Armistice was declared Japan hired all the skilled battle-plane fighters and manufacturers she could secure. She is proceeding on the fact that one flight of war-planes can sink any battle ship in the world.

Britain is building two huge airships, rigid dirigibles, which can fly across the Atlantic and back, carrying fifty air-planes.

France has developed an invention which enables a plane, fitted with wireless, to be piloted 100 miles from an instrument on the ground.

The instrument, by which the pilotless plane is controlled and directed, is known as the "radio-goniometer," a wireless sender. Thus, without risking the life of a man, a hostile fleet of planes could be directed against an enemy city, and its cargo of explosive, gas, or poison bombs discharged.

These are some of the possibilities of the new fighting factor in the wars of the future, should fate, unfortunately, plunge the nations into the maelstrom.

Australia must not lag behind in providing herself with the most modern types of air planes, scouts, carriers, light cruisers and submarines.

Preparation for war may not always be a guarantee of peace, but no one is anxious to hit a big man.

In an improved defence system covering these matters our boys of the Navy League Sea Cadet movement will undoubtedly play their part, and with that objective ever kept in mind they will, if ever the time should arrive to test them, play their part like their British breed has always done.

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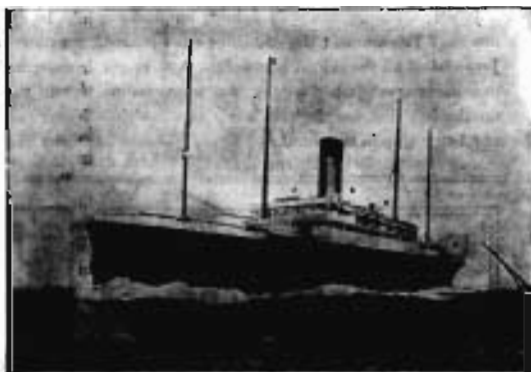
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How Governors are Made.

Stirring Boyhood Career of Admiral Sir Dudley de Chair.

Assistant to Lord Jellicoe.

(BY KEITH JEFFERINGS)

Members of the Navy League and Sea Cadets, His Excellency Sir Dudley de Chair

Marching through the avenues of time and progress to reach what we may term the Present Day, it is more than fitting and pleasingly appropriate that these pages should be devoted to one who, as the King's representative in this outpost of the British Empire, is playing his all-important part in the history of our State. No less a part than did Captain Phillip, R.N., 187 years ago.

Time has changed many things — our system of Government, when all worthy citizens have their say on the ruling of their country, but one thing it has not changed, our allegiance to our King.

And Sir Dudley de Chair, Governor of New South Wales, sailor man, with a record second to none in the Silent Service, is the representative of the King.

WHEN Phillip came, and Sir Harry Rawson fought, pens had not yet touched the history books telling of the world's greatest war. The chronicles are still being written, making immortal the deeds of those who died, and of those who still live.

And for the part he played in helping Britannia still rule the sea, Sir Dudley de Chair must be allotted his place.

For to him was given the task of completely isolating Germany, and when we see the way she came to her knees, beaten and starving, who will dare say that the gentleman who now represents his King in New South Wales did not carry out his duty as every sailor should?

For, commanding the 10th Cruiser Squadron of 24 ships, carrying out the blockade of which much has been written, it was due to his overtures in 1916 that the barrier against the running of contraband was made greater and Germany suffered in consequence.

To Sea at 13.

Even when quite a boy, his Excellency was selected to enter the Navy, and at the age of thirteen joined the H.M.S. Britannia at Dartmouth, where, strange to say, His Majesty King George and the Duke of Clarence were also stationed as cadets.

That was in 1878. Two years later he was appointed to H.M.S. Alexandra as midshipman, and when Alexandria was bombarded on July 11, 1882, young de Chair, then showing great promise of an illustrious career upon the sea, was selected to steer the course of the flagship through that all-important action.

And luck was in his way even then, for he landed with the naval brigade in defence of the town, and had his baptism of fire, acting gallantly in the engagements that took place between Arabi Pasha's army and the naval men.

Bravery, with other traits, were conspicuous in his make up, and it is no little wonder that he was the one selected to carry out the hazardous task of carrying a message to a fort wherein a gallant band of marines were being harassed by the enemy.

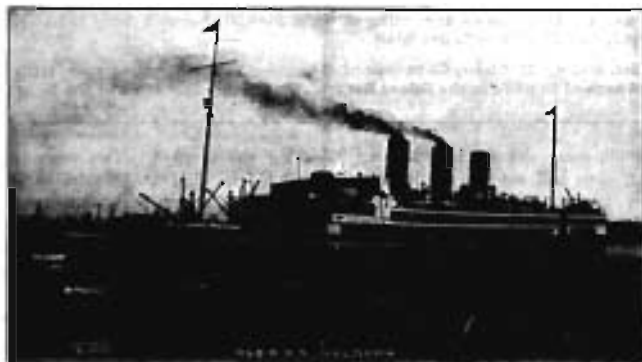
He was captured, and unstinted was the praise given him by Arabi, and although he was kept prisoner of war, he was treated with all honours, and taken to Cairo, whence he was rescued by British Cavalry after the famous Battle of Tel-el-Kebir six weeks later.

With peace came study, and His Excellency did not spare himself in his endeavours to master as much of the theory with which he had to be acquainted as possible.

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The result was that through his own brain power, and intelligence, he achieved the distinction of being placed ahead of over 300 sub-lieutenants who were before him on the list, winning his lieutenant's rank with five first-class certificates.

Promotion after promotion then came in quick succession. In 1886 he was specially selected as torpedo lieutenant—then the most scientific branch of the Royal Navy—and in 1897 was promoted to the rank of commander.

Duty took him into other spheres, first as commander of the flagship in South Africa, and then as commander of the flagship of the Channel Squadron, when he was promoted to rank of post captain in 1902.

Thereupon he was selected as Naval attaché to the maritime powers of Europe and North and South America. Undoubtedly it was an honour, and clearly showed the esteem in which he was held by the powers that were in Britain at the time.

Promotion came again in 1905, and he was appointed to command H.M.S. Bacchante and H.M.S. Cochrane, cruisers of the first-class type.

And while other men would have been content to carry along in one set groove, Sir Dudley de Chair was not of that class.

Assistant to Jellicoe.

He was well under the eyes of those who were controlling the destinies of the Navy at the time, and they knew his worth. Consequently, in 1908, he was selected for the position of Assistant-Controller of the Navy. Lord Jellicoe was his chief, and together they helped design the floating fortresses of the sea.

Again promotion in 1912, when he was appointed to the rank of Rear-Admiral, and selected as Naval Secretary to the First Lord of the Admiralty. And it was here that in the momentous ensuing years he helped control the policy that had the effect of bottling up the Kaiser's ships during the Great War.

Then as the war years went by, honours were conferred thickly upon him. In 1916 he was called to the Admiralty to advise the Foreign Office on the Blockade that he was then carrying out, and when Mr. Balfour went to America in

1917, just before Uncle Sam threw in his lot with his cousins across the Atlantic, our Governor went with him as Naval Adviser—a most important position.

A noteworthy speech, made by Mr. Balfour, on their arrival in the U.S.A., shows clearly how much that great man thought of His Excellency.

He said: "It is perhaps not known to you here that Admiral de Chair was the Admiral during the long and early months of the war who was in command of the cruiser squadron which practically carried out single handed the blockade of Germany."

"Night and day, through summer and winter, in the storm it seas to be found anywhere on the face of the globe, that Squadron under his command carried out unchecked, and with qualified success the great task with which they were entrusted."

"While we remember and know these things—there are two great branches of the naval activity on which perhaps our thoughts are least occupied."

"One is the unflinching service rendered by our Merchant Marine, and not less than this is the

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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, WEIGHS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—
"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

work of the 10th Cruiser Squadron under Admiral de Chair, whose labours were more continuous, more important and more successful than any other branch of His Majesty's Naval Forces."

During that visit to America, when America was told of the type of man who was advising Mr. Balfour, Sir Dudley de Chair was admitted with the honorary degree of LL.D. of the Montreal University, an honour conferred only on those who are of distinguished rank and position.

But while making reference to Mr. Balfour's speech, the Admiralty report published in May, 1915, is equally interesting.

"The work of the 10th Cruiser Squadron is an extremely arduous one," it ran. "Winter gales have been incessant, four vessels have been sunk, two with all hands, one with heavy loss of life; the approach of summer increases enormously the submarine risk. No blockade in history has ever been so effective from a naval point of view, or so full of expected dangers."

Mention of the fact that nine ships were sunk by submarines and mines goes to show the great risks that these noble sailormen ran quite unflinchingly.

Twelve months before the conclusion of the war he took command of the 3rd Battle Squadron, whose function it was to make ineffective all attempts of the German High Seas Fleet get out of the bottle-neck into which it had been so ignominiously driven without firing even one shot.

Honours for De Chair.

And when the war was over his King did not forget the invaluable service rendered to the country during the most terrible times through which she has ever gone. He was made Knight Commander of the Order of the Bath, a Commander of the Legion of Honour—a proof that our Allies did not forget him—and was given the American Distinguished Service Order.

And with peace came the inevitable reconstruction, in which, as in war, His Excellency was called upon to do his share. He commanded the Coast Guard of the United Kingdom, Naval Reserve of the British Navy, and being expert on the matter was chosen as President of the inter-Allied Commission for the destruction of enemy war vessels.

In 1923 Sir Walter Davidson died. A successor was wanted. There could be only one man, and he was Sir Dudley de Chair. . .

HUMOURS OF THE R.A.N.



AT LONG BAY RIFLE RANGE

(GOWER'S INSTRUCTIONS (having explained for the third time the difference between the fine sight and open sight): "Now d'ye know what a fine sight is?")

BROWN: "Yes."

G.L.: "Well, what is it?"

BROWN (driven to distraction): "A boatload of noisy G.L.'s like you foundering out there in Long Bay."

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. V.

There are no set of men more superstitious than sailors when trouble overtakes them, and no matter how rough and uncouth they might be in their general expression of sentiments, they are firm believers in the efficacy of prayer, though perhaps few would believe it. A shipmate of mine, named John Shaw, a young man who afterwards rose to command his own ship, was an apprentice in his youth on a Liverpool ship named the *Ellerbank*, which carried a crew of thirty-four all told.

WHEN making round the Horn in the winter months on her voyage from Portland, Oregon, to Falmouth for orders, she was caught aback and dismasted, and immediately fell off into the trough of the tremendous sea then running. The water poured over her weather bulwarks in continuous cataracts, and the crew made their way hand-over-hand amidst the tangled cordage and shifting spars strewn the deck, to the poop for safety.

Every man jack sank on his knees, and holding on with both hands to the filerail around the stump of the mizen-mast, or whatever they could grasp, prayed aloud for help—one commencing when another knocked off—with the foreigners praying in their own tongue. It seemed to have been the last clap of the gale that wrought the damage, and the wind gradually died down after midnight. When the morning broke, somewhere after 8 o'clock in those regions at that time of year, another big Liverpool ship, the "*Rhodian Castle*," which was also rounding the Horn to the eastward, was nearly abeam.

The plight of the unfortunate "*Ellerbank*" was seen. The "*Rhodian Castle*" launched her lee

boats in the still high sea, and these got under the lee of the "*Ellerbank*," which was now fast foundering, through the water finding its way down among her cargo of wheat. It does not take a great quantity of water to cause a cargo of grain to swell and burst a ship asunder, and the crew could not have endured the next gale.

Gales follow one another in almost unbroken succession off that inhospitable coast in the winter months.

To the Rescue.

However, the rescuing boats saved all the crew, including a favourite cat—and managed, after a hard pull again to get under the lee of their own ship, where one by one they were hoisted aboard by a bowline made fast under their arms.

After all the danger was over, the prayerful sailors from the dismasted "*Ellerbank*" were much more inclined to blame a couple of their shipmates who were at the wheel when the ship was taken aback, and had her masts wrenched out of her. It was but an exemplification of the old couplet—

"When the devil got sick, the devil a saint was he,
When the devil got well, the devil a saint was he."

"Prospecting Ashore."

A few days ashore convinced me that it was expedient to find a new berth without waiting for the "Charles Moody" to get a charter. At almost every corner I seemed to bump one or two of my old shipmates, and as they were invariably without a sou, and living on the goodwill and vast expectations of sundry boarding-house keepers, they had turned socialists—of the share-and-share-alike persuasion. As they had nothing to share themselves, of course they expected those who had some money left, to share theirs. That kind of philosophy was, in their opinion, perfectly logical and reasonable, and if they could not practice it themselves, they impelled that practice upon others.

When walking along Front-street one evening, I caught sight of one of these socialistic shipmates whom I had obliged with a few dollars a couple of days before, and, as by his beeting glance, I fancied he wished to avoid me, I overhauled him, and inquired the extent of his financial standing.

I learned that he had shipped that very morning on the "Anadroma," which was to have left port next day for Antwerp, and that he was bent on doing the rounds of the saloons for the last time with a rise of five dollars.

How he got the five dollars was a mystery to me, as no ship's captain would advance money to anybody but a boarding-house runner or storekeeper to whom a sailor owed the money, and then not until the crew were on board and the ship hauled out into the bay ready to sail.

"Signed for the Anadroma."

However, we spent the five dollars together that night, and early next morning I carried my clothes bag down aboard the "Anadroma," and signed the ship's articles, undertaking that I would serve as ordinary seaman for a voyage to Europe and back to an American port not denominated, or for twelve months.

The same afternoon—the sails having been bent since daylight—a tug boat took her in tow at the end of a long hawser; the anchor was hauled up

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and lashed fast on the forecable head, and the "Anadroma," with four months' blue water ahead of her, gradually spread her canvas, and soon passed out through the Golden Gate. The wind being fair, we let go the hawser within half-a-mile of shore, the tug boat hands waved farewell, and all hands were busy hauling at the halliards and sheets in turn. By nightfall only a dim outline of the Californian coast could be seen from the main deck, and a strong northerly breeze was sending the "Anadroma" scudding like a racehorse over the waves.

The "Anadroma" was a big four-masted steel vessel, belonging to London, and carried a crew of forty-two, including half-a-dozen apprentices. As the "Anadroma" had been away from England over four years, the said apprentices were no longer apprentices; but though allowed to occupy their deckhouse just aft the mainmast, they were rated as able seamen, whilst one, more fortunate than the rest, had been made third mate. They were all anxious to get back to England and see their relatives once more.

"In Sydney Town."

Amongst the crew were several who knew Sydney well, much better than I knew it, as I had only been there once, when an uncle of mine "shouted" me down to see the Show. As I stayed there a week, and went about the town every day, I thought I knew it fairly well. Marvellous to relate, however, there wasn't a sailor's boarding house that I knew, not even the hotels the sailors mentioned, and I soon came to be regarded as a young man who had never seen Sydney, and a kind of impostor.

The skipper, Ruthson, a stolid man past middle age, and part owner of the ship, was reputed to be a good sailor and navigator, who took advantage of every bit of wind to get the utmost out of her.

But, unlike the Yankee skippers with whom I had sailed, he kept aloof from the crew, and allowed the mates to choose their watches without comment.

During fine weather he would pace the poop in a silk jacket: if a forty-knot breeze blustered along he would replace the silk jacket with a knitted cardigan, and once or twice, when the wind

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exceeded forty, and we had to reduce canvas to double-reefed topsails only, he donned a reef temporarily. Before we had been at sea long the sailors—a few of whom had sailed with him before—regarded him as a meteorological expert, and the clothing he wore as synonymous with the indicator of a barometer.

Invariably, the first exclamation of the watch below on being called, was: "What's the weather?" And the second, "What did he have on?" If it was the cardigan jacket, it was a sure sign that some sail would have to be stowed, but the silk coat meant "All's well."

A good passage of fifteen days saw the "Anadroma" down to the belt of calms, which we managed to work across and through the wet doldrums, and then we squared away in as straight a line as possible for Cape Stiff.

Somewhere off the 30th degree of Southern latitude we sighted Juan Fernandez, the solitary isle upon which the pirate Rogers marooned one of his crew—Alexander Selkirk—who was made famous by Defoe in the immortal "Robinson Crusoe."

It looked like a little green clump upon the ocean fifty miles off, and our proximity to it showed that we were a bit too far to the eastward. But as sailing vessels cannot go straight courses when the wind is foul no comment was made, except that a fore-castle croaker expressed his opinion that he would rather be ashore on the far off island than making for the Horn. The weather had been getting cooler, the pitch no longer oozed soft in the deck seams, and some of the crew, most of whom had stowed themselves away in nooks and corners on deck whenever they wanted a snooze, talked of shifting into the stuffy fore-castle for their watch below at night.

Every sailor of the ship has doubled the Horn more than once, and each seemed intent on intimidating me with fantastical accounts of the alleged horrors and hardships they had encountered there.

I knew enough, however, not to anticipate, for a well-built vessel handled by sober men and active men was as safe as the laws of gravity could make her.

(To be Continued in our next issue)

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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge
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Mr. EDGAR FISHERNORTH SYDNEY—Officer-in-Charge
Hon. SecretaryMr. H. MARSHALL
Mr. B. MORRISOONCOOD—Officer-in-Charge
Hon. SecretaryMr. J. DOCKING
Mr. F. L. ADAMS

EASTERN SUBURBS DISTRICT—Headquarters: CLOVELLY.

CLOVELLY—Officer-in-Charge
Hon. SecretaryLt. Comdr. JAS. ANN
Mr. E. J. HARRIS

BALMAIN.

(Continued by Mr. E. Fiddes.)

Mr. W. Waugh has kindly donated a cabin compactum, companion ladder, mirror, and two ventilators for use at our depot. Thanks, Mr. Waugh.

Drummoyne Company are constant visitors to our depot, where the boys have an enjoyable swim. They recently assist-d in shifting what was left of the Moreton Bay fig tree, which was dug out on the frontage. This shrimp was estimated to weigh about two tons. Not satisfied with launching it into the water, the boys expressed a wish to rid the locality of it, and under Mr. Hooper they kindly towed it to a position where it will not be a danger to navigation.

C.P.O. Ronald Gaul, now an apprentice on S.S. "Marilla," is again in port. His experiences are interesting, and he likes the sea.

Twenty cadets from Drummoyne and Balmain travelled by motor bus to Arncliffe on Tuesday evening, April 7th, and acted as a Guard of Honor in connection with the coronation of the Queen of the Carnival in aid of St. George's Hospital. It is evident that previous parades of this nature held locally have become known at Arncliffe, and we

DRUMMOYNE—Officer in Charge
Hon. SecretaryMr. G. HERRALDIE
Mr. H. GARDINERRICHMOND—Officer in Charge
Hon. SecretaryMr. R. H. WADE
Mr. J. S. ANTELLLANE COVE—Officer in Charge
Hon. SecretaryMr. F. MORRIS
Mr. F. L. HEDDERROSE BAY—Officer in Charge
Hon. SecretaryMr. R. W. WEA
Mr. JONES

feel honored at having been asked to officiate.

Mr. Johnston, of the Canadian Pacific Line, has kindly donated two splendid framed photographs of scenes on the railways controlled by them—also a map. The Oceanic Company has also donated a map. These are to be hung in the class rooms.

(From Mr. S. Cooper.)

Saturday, March 21st, was quite a naval day at my residence. The boys from Richmond and their ladies' committee, under the guidance of Mr. Wade, O.C., paid a visit to Balmain. Upon arrival our guests were regaled with soft drinks, tea, and cakes. The sea cadets of both Companies took the ladies out on the water, using both Richmond and Balmain cutters. The ladies must have felt a thrill when they saw the business-like way the lads handled their oars.

We pulled from the Grove wharf from Ball's Head just far enough to make it enjoyable. On the return journey the ladies in the Balmain boat took the oars and pulled home. That also lent a spice of adventure to the occasion.

In the evening the boys cleared the ball-room, and a most enjoyable time was spent in singing and dancing and playing nautical games.

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BALMAIN—Continued.

Miss Monie Conper, Miss Jean Wade, Mrs. Conper and another little girl from Richmond, gave various items.

Ladies' card race—1st race won by Balmain; 2nd race, Richmond. Puff Football—1st goal, Richmond, which won 2nd game. Balmain won one goal. Blind-fold boxing, Sailors' Bag, Simon; and thread-the-needle won by ladies, Richmond. The fun was fast and furious till 10.30, when

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our friends left to catch the 11.30 train from Richmond.

This particular visit was the outcome of inviting the Richmond Company to tea on the day of the "Miss Charles Fairfax Flag" function. We are glad to see them at any time, and the more the merrier. Visits such as these help to cement the friendship that exists between the Companies. The boys from Richmond brought with them a case full of home-made jam, pickles, and all sorts of good things, which kindness both Mrs. Cooper and myself appreciate.

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EASTERN SUBURBS DISTRICT.

CLOVELLY.

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

Clovelly and Rose Bay Companies which constitute the Eastern Suburbs sub-branch, are showing marked improvement under the able tuition of Mr. Linquist, 1st officer, Clovelly, and Mr. Wray, 1st officer, Rose Bay, and Mr. Jones, Secretary, Rose Bay.

These gentlemen are full of enthusiasm, and do not spare themselves in their efforts to bring this sub-branch up to a high standard of efficiency.

Several of the boys of each Company are going into camp at Wondra River during the Easter holidays in charge of Mr. Linquist, 1st officer Clovelly Company.

Mr. Reg. White, our representative on the Executive Committee of the Navy League, is rendering yeoman service to this sub-branch and the movement generally, by bringing it under the notice of all whom he thinks this great movement will appeal to. Several of "the Wool Kings out West," since Mr. White brought it under their notice, are interesting themselves in our sub-branch, and are going to assist us in getting boats, etc.

We are pleased to report that Sir Samuel Hordern has been added to our list of patrons. A letter from this sub-branch welcomed him on his arrival from England, and his reply was equally prompt in accepting the position of Patron, and wishing the movement every success.

Several members of our Executive Committee attended a very interesting lecture by our President, Walter Marks, Esq., R.N.R., last Thursday night at Harris Hall, Bondi Junction. The lecture was well attended, and everyone expressed regret when it finished, long after the customary time.

Two of our vice-presidents—Mr. C. Oakes, M.L.A., and Mr. H. Goldstein, M.L.A., in moving and seconding a hearty vote of thanks to Mr. Marks, aptly described his lecture as an intellectual treat, which was endorsed by all present.

After the lecture, Mr. Marks was interviewed by the Navy League and the Sea Cadets. Mr. Marks said that Earl Beatty is greatly interested in the movement, and wishes it every success in Australia.

In our previous issue we acknowledged the receipt of a cheque for £1 from Mr. George B. King, Australian Club. This should read "Mr. George B. Ring, Australian Club," to whom we extend our best thanks, and apologise for the mistake.

Mr. R. H. B. Johnson, our popular Treasurer and Special Country Organising Officer, reports a growing interest among the big merchants in the country towns; and we expect as an outcome of their interest and generosity to launch a boat from the country—to be called the "Great Western"—at an early date.

We are pleased to report that suitable accommodation for our cutter and other boats has been acquired at Rose Bay.

ROSE BAY.

(From Mr. R. W. Wray)

We are now in the month of April, and we feel gratified with the work accomplished.

I am very pleased to state that by next drill night we expect to open a new drill hall of our own, and we all hope to fall back on our oars and give way together, keeping stroke as a good boat's crew should do, and by the time we have cleared up deck and coiled down ropes, things will be a bit ship-shape.

We have five new entries to report. Their names are as follows:—G. Ward, Bevan Kreiniter, W. Parker, R. Cordeyru, W. Dudley.

LANE COVE.

(Contributed by Mr. F. Gurne)

A most successful "book evening" eventuated at our depot on March 11th. Our indefatigable President (Mr. H. Cochrane) presided over a most enthusiastic gathering of Navy League members and Sea Cadets. We will now be able to boast of a library consisting of 80 books and an assortment of magazines.

Joyce McIntosh, Billie and Norma Steele, and Mr. Sinclair contributed to the evening's programme.

During the evening the Ladies' Welfare Club presented the Sub-branch with a flag. To Sea Cadet Allen Deveraux was given the honor of carrying it.

NORTH SYDNEY.

(Contributed by Mr. H. Morris)

The usual monthly meeting of the North Sydney Sub-Branch was held on Friday, March 27th, at High-street wharf depot. The following members were present:—Messrs. C. P. Bartholomew (in the chair), H. Morris (secretary), and the Misses Glasson, Sylvester and Miss Morris.

Apologies were received from Messrs. A. G. Milson and Keith Jefferies.

The officer-in-charge (Mr. McDonald) reported that the new cutter received from Newcastle ensured Sea Cadets of the sub-branch an outing on the harbour.

Mention of the installation of a very fine carpenter's bench, fitted with two bench screws, a quantity of carpenter's tools, and a very acceptable full-size ping-pong table, was enthusiastically received. These most generous gifts from the hon. treasurer (Mr. C. P. Bartholomew) are the beginning of a new policy we are following in connection with the education and recreation of the cadets.

Miss Sylvester—a new member—gave interesting details of certain schemes she has for the future interest and support of the sub-branch.

ANZAC DAY
SATURDAY, APRIL 25TH.

Officers-in-Charge of Sub-Branches
are requested to, if at all possible,
arrange a Church Parade and pay
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RICHMOND.

(Continued by Mr. J. C. Aitken)

On Saturday, March 21st, about twenty lads under the command of Captain R. H. Wade, officer-in-charge, a number of ladies of the Welfare Committee, and our President (Mr. J. H. Taylor) journeyed to Balmain, in response to an invitation from Mr. Cooper of Balmain.

A delightful afternoon on the harbour, and an equally pleasant evening at Mr. Cooper's residence, was the outcome.

On Sunday, March 29th, the Company, under the command of Captain Wade, officer-in-charge, attended church parade.

We held another successful and enjoyable euchre party and dance on the night of March 31st. The hall was tastefully decorated with bunting and streamers, and refreshments were provided by the Ladies' Welfare Committee.

Much credit for the evening's enjoyment is due to Mrs. A. Martin, a capable and energetic worker of the League. The following ladies assisted her:—Mesdames Heap, F. Drayton, Rowlands, Pattison, McCabe, Whittle, Ansell, Collin, Pearce, and Reay; Misses Phipps, Buckton, and Wade. Our President, Mr. J. H. Taylor, was an efficient M.C. Messrs. Pattison, Devlin, and T. Stead also rendered sterling assistance.

Mrs. Cahill kindly donated the gentleman's euchre prize—a shaving outfit. Mrs. J. H. Taylor gave a consolation prize. Mrs. Ansell also kindly donated the ladies' first euchre prize—a very artistic Ottoman cushion. Mrs. Cahill gave a 2nd prize.

Another donor, in Miss Phipps, provided a beautiful box of chocolates for the Monte Carlo waltz.

We very much regret to have to announce the departure from the district of Mrs. Rowlands (who was an enthusiastic worker of the League) together with her two sons, Sea Cadets S. and L. Rowlands.

New Entries: G. Heaps, T. Alsopp.

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British Empire Exhibition.

WEMBLEY, 1925.

Many of our readers, states "The Navy" (head-quarters London) in its March issue, who visited the British Empire Exhibition during 1924, must have been disappointed at the somewhat inadequate space devoted to the Royal Navy and the Merchant Service at that Exhibition. In fact, not until the time of the introduction of the Attack on Zeebrugge in the Admiralty Theatre was there any striking feature relating to either of these great services.

It is hoped that in the Exhibition of 1925 the Royal Navy and Merchant Service will be more adequately represented. An official Admiralty exhibit will show the progress of naval development through the ages with, in the background, models of ships to scale in suitable marine surroundings, and in the foreground exhibits and relics of the different periods.

The periods into which the collection of models will be divided are as follows:—

- (1) The Medieval Ship—up to 1500 A.D.—before guns were mounted for offence.
- (2) The Tudor Period (Broadly—1500-1700 A.D.)
- (3) The Georgian Period—1700-1830 A.D.
- (4) The Transition from sail to steam—1830-1870 A.D.
- (5) The Pre-Dreadnought Era—1870-1905 A.D.
- (6) The Dreadnought Era—1905-1925 A.D.

We have been asked by the Admiralty representative to invite our readers and their friends to let us know of any period relics which they would be prepared to lend for purposes of this exhibit. We shall therefore be very grateful if our readers will inform the General Secretary of the Navy League, 13 Victoria-street, S.W.1., of the nature of exhibits which they are prepared to lend to be shown either in the official Admiralty collection or in a proposed Navy League exhibit. All exhibits in the Admiralty Section will be clearly marked with the name of the owner if this should be desired, and if sent through the Navy League, with a reference to the League. Exhibits will be insured by the Government during their passage to and from the Exhibition, and during the period of exhibition; moreover, the cost of transport will be borne by the Exhibiting authorities.

As it is necessary to make arrangements well before the opening of the Exhibition, the General Secretary will be glad to receive very early intimation from those who are prepared to lend their relics.

It is possible that this year the Navy League may be granted a site for its exhibit in the Government Pavilion, and if the plan matures every endeavour will be made to make this an attractive feature.

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Public School Teachers have in the past taken an active interest in the School Savings Bank, recognising that the inculcation of thrift into the child mind leads to habits of economy, the value of which is appreciated in later years. In taking over the control of the School Banks the Commissioners of the Government Savings Bank confidently expect to continue to have the support of the School Teachers, who will act as the Bank's Agents in opening new accounts, receiving deposits and generally advising the pupils of the principles of the new system.

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By E. GEORGE MARKS

(Author of "Watch the Pacific," "How Foch Makes War," "Napoleon and the War," (Two Vols.), "Merit and Democracy," &c., &c. Specially written for "The Navy League Journal.")

The intense secretiveness of the recent Conference of British Admirals at Singapore has greatly augmented the interest of Pacific peoples in the problem of the establishment of the base. Australians and New Zealanders must realize that their interests—their protection—were paramount in the closely-guarded discussions.

UNQUESTIONABLY the mobility was earnestly debated in all its vital ramifications; in all its momentous phases in relation to the adequate protection of the Dominions of the Southern Seas.

Why was Singapore selected for this most important Conference?

Because, when the base is established, this great sentinel of the East will constitute the pivot of the mobility of the British Navy.

Sentinel of the East.

Commander J. M. Kenworthy, R.N., a member of the British House of Commons, is an opponent of the Singapore base project; favors Sydney as great Pacific base—on strategic grounds!

Difficult indeed it is to see how Sydney could, strategically, constitute a great base from which the British Pacific Fleet would obtain the requisite mobility to meet an Eastern enemy intent on the

destruction of British commerce in the Indian Ocean; in the mid-Pacific.

Examine the Immense strategic advantages of Singapore on the route via Suez Canal to China and Australia. It is 3,700 miles from Aden; 1,770 miles from Colombo; 1,000 miles from the nearest point in West Australia; 1,440 miles from Hongkong; 3,000 miles from Nagasaki.

Does Commander Kenworthy forget that Singapore is the sentinel of the East?—a great highway of ocean traffic. A fleet operating from it would possess immense strategic advantages; its occupation by an enemy squadron would be a disaster to a British fleet based on Sydney. So great is its situation strategically that the matured experience of the Admirals of the British Navy determined that it must be rendered impregnable; that it must be the pivot of the mobility of the British Pacific Fleet.



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Paralysing Mobility.

Assuming that there was a conflict between Great Britain and Japan and Singapore was held by Japan the mobility of the British Squadron would be paralysed.

To constitute Sydney the great Pacific base instead of Singapore is an invitation, in the event of a conflict in the Pacific, to enemy squadrons to attack the coasts; the harbors; the capital cities of Australia.

Singapore lies at a considerable distance from the Japanese bases; sufficiently near, however, to be menaced, captured, were it not rendered impregnable—a veritable barrier to Japan's domination of the Southern Seas.

An expenditure of £10,000,000 should make Singapore a formidable impediment to Asiatic Pacific aspirations. When completed the Singapore base will give the British fleet that mobility which is synonymous with the protection, the security, of the British Dominions of the Southern Seas.

Commander Kenworthy recognises the strategic value of the Marshalls, the Carolines, the Ladrões, and the Pelew Islands must be to Japan in a struggle for the hegemony of the Pacific.

Why then did he not protest when the mandate over them was being given to Japan?

Possession of these islands has rendered Japan impregnable in the Western Pacific; made her Mistress of Micronesia.

The construction of the great base at Singapore is to a great extent to counteract the immense strategic advantages these islands have given to Japan. As intermediate bases for submarines their value is inestimable.

With Singapore an impregnable base, affording British squadrons the requisite mobility, these islands would be shorn of much of their strategic importance; their menace to Australia; to New Zealand; greatly minimised.

With Sydney supplanting Singapore as the great base of the British Pacific fleet the strategic importance of these islands of the mid-Pacific to Japan would not be impaired.

they would be used inevitably to destroy the communications of the British Navy based on Sydney; they would dominate the trade routes.

The base at Singapore is the countercheck; Japan would, at the same time, have to look East and South; there will be danger each way; without the British base at Singapore Japan would use her group of strategic islands at the gateway of the Pacific to make a descent on British possessions in the Southern Seas.

The British Pacific fleet based upon Sydney would be no deterrent to the Japanese once the British naval communications were cut; the trade routes of the mid-Pacific dominated by cruisers, light cruisers, submarines; the Indian Ocean dominated by hostile war craft.

The Admiralty does not want an enemy fleet to secure the advantages of mobility; wants to defeat such mobility; a base at Sydney would not do so;

a base at Singapore must inevitably paralyse the mobility of an Asiatic enemy.

Strategic Test.

Commander Kenworthy's advocacy of Sydney as a great base for the Pacific fleet is not sound; has only to be tested strategically to see that its defects are obvious.

The strategic test applied to Singapore reveals no apparent defects; neutralises the prodigious strategic advantages the mandated islands in the mid-Pacific gives to Japan; guarantees the maintenance of British sea communications in the Indian and Pacific Oceans; does not invite an enemy fleet to enter Australian waters to meet a British squadron based on Sydney.

Commander Kenworthy concedes that the geographical position of Singapore constitutes one of the most important strategic points in the world, because it dominates the intersection of a number of trade routes, because it is the gateway of the Indian Ocean from the East.

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Still he would not make this immensely important post impregnable; a base at Sydney, he considers, would afford more material assistance to British fleet mobility. His argument is untenable.

Japan holds in the Western Pacific strategic islands which give that formidable Asiatic Power the domination of the gateways of the Pacific; add to this prodigious strategic advantage the gateway of the Indian Ocean from the East and Japan's strategic advantages become paramount in the event of a conflict in the Pacific.

To have the base at Sydney would give the enemy an opportunity of beating British supporting squadrons in detail; provided the Japanese still held their strategic islands in the mid-Pacific and dominated Singapore—the gateway of the Indian Ocean.

Hypothesis Unconsidered.

Commander Kenworthy considers that a Japanese invasion of Australia is highly improbable: there are hypothesis he has omitted to consider seriously.

Assuming that Japan threw down the gauntlet to the U.S.A. because of the affront of the Immigration Exclusion Act, plus the manoeuvres of the American fleet in the Pacific.

Would not England throw in her power and naval prestige on the side of the Stars and Stripes?

Australia and New Zealand would, *ipso facto*, be drawn in the maelstrom of the conflict.

Does Commander Kenworthy imagine that the major portion of the British fleet would be kept concentrated in the waters of Port Jackson for the protection of Sydney—because Sydney might happen to be the great base of the Southern Seas?

To harbor such an idea would be most erroneous; the fleet would put to sea to seek out the enemy—an essential element of British naval war from time immemorial.

With the British fleet based upon Singapore the gateway of the Indian Ocean would be guarded by one portion of the fleet; another portion would manoeuvre for the gateway of the Pacific and the Marshall Islands; make a big endeavour to dispossess Japan of the strategic positions held in

the Western Pacific—by virtue of her holding the Carolines, the Ladrões, and the Pelew Islands, in addition to the Marshall Islands.

The success of the British Squadrons at the gateway of the Indian Ocean; at the gateways of the Pacific; would be synonymous with the protection of Australasia; the soil of the Commonwealth; the soil of the Dominion of New Zealand would remain inviolate from the ravages of the invader.

Neglect to make Singapore impregnable; let Asiatic squadrons seize the gateway of the Indian Ocean from the East; give them full sway at the gateways of the Pacific and the doom of Australia, in the event of a war in the Pacific, is sealed.

Do not be deceived!

Australians must not be deceived by arguments such as Commander Kenworthy's.

Singapore, not Sydney, is the great strategic position for an impregnable naval base for British war ships; capital ships, light cruisers, submarines, all auxiliaries.

With the base at Singapore the fleet would be assured of the requisite mobility to seek out Asiatic squadrons; an augmented Australian fleet would suffice for local purposes.

Australia must assist the British navy in all respects; to have the great base at Sydney—and not at Singapore—would be placing a vast strategic impediment in the way of fleet mobility; giving Asiatic squadrons such an advantage by the domination of the gateway of the Indian Ocean—the gateways of the Pacific that disaster would be inevitable.

Commander Kenworthy's arguments have not convinced Australians; he has not convinced them that a base at Sydney possesses strategic advantages comparable with those of Singapore which he himself says are the greatest in the world.

The Macdonald Labour Government abandoned the Singapore project; to abandon it would again be a disaster to the Empire—it would be an invitation to Japan to assert her HEGEMONY of the Pacific.

Platitudes!

Commander Kenworthy makes a most amazing—a most insupportable statement—that the Singapore must be a "white elephant." This, too, notwithstanding that he has made the unequivocal declaration that it is the most important strategic position in the world.

How he reconciles two such extraordinary and contradictory statements is beyond comprehension. Like Mr. Ramsay Macdonald, he is against the Singapore project; the reconciling of conflicting statements is a mere detail to the opponents of the great project.

Mr. Macdonald has sneered at Australia's anxiety to secure the base; has sneered at Australia's White Australia Policy; has extolled the benign, the Pacific intentions of Japan.

Such platitudes, either from Mr. Macdonald or Commander Kenworthy, would not convince Australians.

The Base must be at Singapore.



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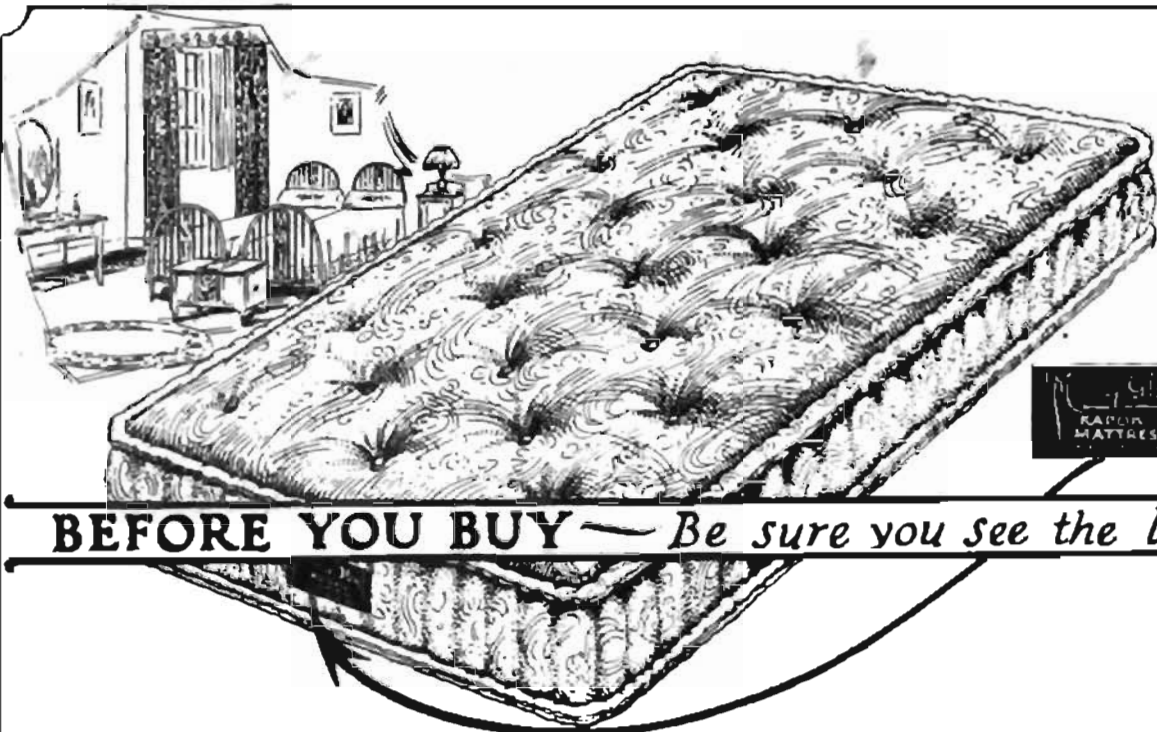
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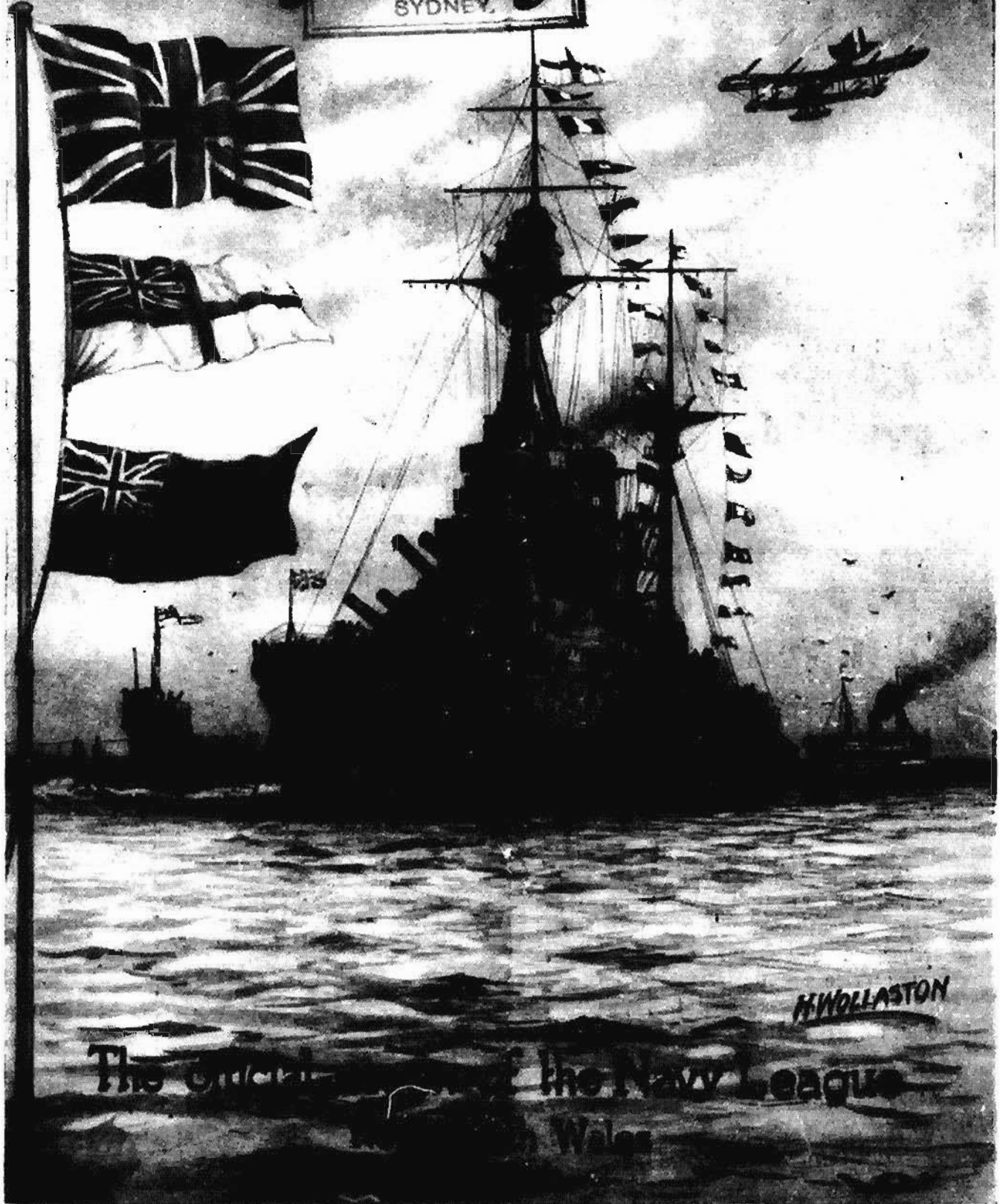
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MAY, 1925.

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The Navy League Journal

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But in the midst of the sport and the bright lights and national emblems floating in the breeze, how many of us will pause to ponder over the significance of the visit—the temporary mingling again of two nationalities which, until late in the 18th century, were consolidated in one amalgam under the sway and sovereignty of the British throne.

Americans—although officially foreigners to British people—are primarily British by

heritage and instinct even though their new environment may have adorned them with an outer garment of an independent sentiment.

"Independence" is the slogan and it is on this rock that the breach between Britain and America was effected—ostensibly over an unjust tax imposed on a caddy of tea that found a grave in Boston Harbor.

But, without any discourtesy to our American cousins, are they "independent" or are they any more so than our own people?

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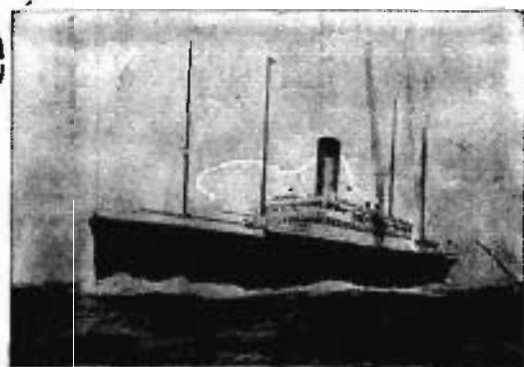
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In what, then, does the "Independence" exist beyond a fine sounding, sentimental expression invariably trotted out for employment at national banquets and on festival occasions.

In according the members of the American Fleet a warm, hospitable reception befitting Australia and the occasion we not only hope to have a better opportunity of fraternising with our celebrated lovers of Liberty and Freedom, but also to demonstrate to them that in this sunny clime of ours, even without "cutting the painter," we, in Australia, are just as free and independent with the same right of rule as our cousins from America.

This brings us to the real bond of kinship which exists between Australia and America. The freedom and liberty that we enjoy politically was won for us in America by America in 1776. For even if American "Independence" still leaves the American toiler as much a wage-slave as his Australian cousin, who is supposed to be living under a flag which is not "independent," it must be conceded that were it not for that conflict in America, Australia to-day would probably have been considered fair game for easy taxation by some of the Prime Ministers who have advised English rulers during the past century.

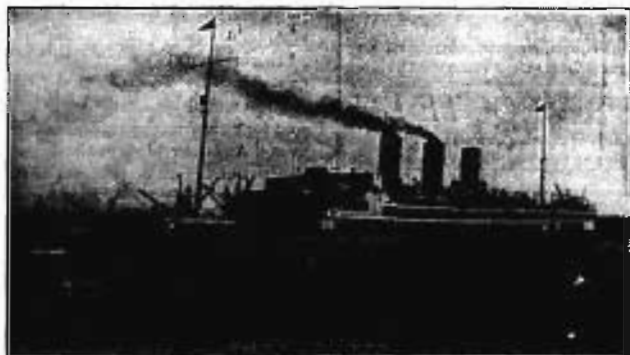
So, whilst we can still boast of as much "independence" as our American visitors, we can still acknowledge our debt to America for the warning its example had issued to Great Britain—that is not to repeat with Australia the blunder that cost Britain the American colonies.

It will be readily observed then that Australia's relationship towards America differs from that existing between England and America in much the same way as a twin brother's feeling for a brother, who has left home differs from the attitude of the parent towards the outcast boy.

It is because of that common interest as "twin brothers" of Great Britain's family that the sailors of the American Fleet will be taken to the hearts and hearths of all Australian people and accorded a welcome consistent with the best traditions of Australian hospitality.

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NAVAL SCRAPS.

A Cruise off Cape Frolic.

The "Bronzo" Rusé and It's Sad Sequel.

(BY P.R.P.)

It was during the memorable days of the late world-war and it happened on board a famous flagship which carried an even more famous admiral. It is not necessary to mention any names, but the writer imagines that, should this little anecdote catch the eye of a naval reader the affair will be recalled with amusement. Various versions of the incident were circulated round the Fleet at the time, but I fancy that only the actual actors in the little "drama" could give a really true account. Here it is offered in the way it was recounted to the writer.

JUTLAND has been fought and won, and the fleet was taking a well-earned spell, with the exception of the destroyer flotillas, whose work was never finished.

Within easy train journey—only a few minutes' distance from the naval base—lay a large and important, and we may add, a very gay city. Needless to say, at every opportunity when they could be spared, every officer and man in that great fleet obtained leave, and made thither as fast as liberty boat and train would carry him.

Ah, those halcyon days! Everything was there that a sailorman could wish for. Good food, good wine and happy, care-free people.

Not one of us could have enjoyed those jaunts to X—more than the gun-room officers—the care-free "snotties" (midshipmen), not to mention the gun-room potentate—the senior sub-lieutenant.

In fact, so frequently did these young gentlemen gaze upon the gay life, that they began to lose the bronze complexions that they had attained through the long days at sea in the wind and spray—a fact that did not escape the watchful eye of the Admiral, who took a great deal of interest in his junior officers, and he finally sent for the senior sub. to ascertain the reason why the midshipmen were becoming such "pasty-faced little blighters."

Resourceful Sub.

Now, the sub. was a smart lad, and visions of leave being curtailed arose vividly before him—perish the thought! He hit upon a bright ex-

planation. In his opinion the snotties were not getting enough leave. They needed more shore exercise. Yes, sir; he was positive that if extra leave could be granted, the "young blighters" would soon regain their normal complexions.

H'm! the Admiral would think it over. The sub. respectfully saluted, and withdrew.

The following forenoon a visitor to any of the gun-rooms of the fleet would have been amazed at the demonstrations of the wildest joy enacted therein. The reason for this exultation was not very mysterious; merely that, during the morning a signal had sped "from Flag to General" to the effect that all gun-room officers who could be spared from duty would proceed ashore every afternoon until further notice for shore exercise.

Verily, that sub. was a wily bird!

But stay; did the following days of "shore exercise" produce the effect that the Admiral desired? No, gentle reader, emphatically no. In fact, rather the reverse was the case, and the senior sub. grew thoughtful. Shades of leave being stopped were too terrible to contemplate. Moodily he picked up one of the many magazines on the side table, and idly turned its pages.

"S.O.S. Answered."

Suddenly he leapt to his feet with a cry of "Eureka! The very thing, my bonnie boy. It's worth a trial." And he hastily commanded the nearest "snottie" to procure for him ink, pen, and paper—prompto!

It was a small advertisement that caught his eye and created a brain wave.

It read as follows:—

"All handsome men are slightly sunburnt. Try our famous 'Bronzo.' One application sufficient, escapes detection. Price, 1s. per bottle. Send money order or stamps to 'tc, etc.'"

The sub. despatched his order, and in due course the expected package was delivered.

According to the instructions on the small bottles the liquid was to be applied to a "perfectly clean face" with a piece of rag, and the bronzed effect would show itself about half-an-hour after application.

The sub. decided that if he anointed all the "snotties" with "Bronzo" before they turned in on Saturday night, the complexion of his victims would be all ready for Sunday morning divisions, when the Admiral would have the opportunity of seeing what a beneficial effect the "shore exercise" had wrought.

The time arrived for the anointing ceremony, and there was not a single protest from the sub's flock. Protest, indeed! to the sub? It would have been suicidal. Thus it was that every member of the mess—the sub. himself included—retired to his hammock with the sharp smell of "Bronzo" in his nostrils, and his cheeks tingling with the strange liquid.

But what a surprise was awaiting these gallant young officers of His Britannic Majesty's Royal Navy when they awoke the next morning.

"Black Awakening."

They gazed at their reflections in the mirrors which were affixed to the lids of their sea chests in amazement and horror. The advertisement had said "slightly sunburnt," but everyone who had submitted to the sub's ministrations the previous night, now found himself with a visage of dark

mahogany hue. Panic ensued! For once in the history of that particular gun-room the sub. allowed himself to be called a "blinking ass" by the most junior snottie without making any reprisal.

Soap and water, vaseline, coconut oil, everything those young minds could think of, was brought to bear on Bronzo, but it had done its lell work only too well. They still remained like a set of young Indian rajahs.

There was only one thing left. They must wait until it wore off, and in the meanwhile pray to heaven that the Admiral would not be too observant. But, oh! ye gods. This was Sunday morning, and detection was inevitable.

And so it leaked out. When the Admiral caught sight of the "healthy" looking junior officers a twinkle came into his eye, but he said not a word.

At a later hour he sent for the sub., who, it must be admitted, went into the great man's presence with quivering knees.

"You sent for me, sir?" he said timidly.

The Admiral smiled grimly.

"Yes, sub. I wish to congratulate you on the healthy appearance of the 'snotties' under your charge. That is all."

The sub. turned to go, with a great feeling of relief, but was suddenly called back by the Admiral.

"And, by the way, sub., the next time you use Bronzo, add a little more water to it."

The following morning this signal was despatched from "Flag to General":—"Gun-room officers will continue to proceed on shore leave every afternoon as usual. If not playing tennis in the immediate vicinity they will go for long walks in the country, accompanied by a valet officer."

It was one up for the Admiral!

HUMOURS OF THE R.A.N.



AT DIVINE SERVICE.

The Chaplain's Choice of Hymns: "We are but little children weak."

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Caldwell's Wines

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322 Champion Gold Medals—First and Other Prizes 10 Years.

Entries for Athletic Meeting.

ENTHUSIASTIC SUB-BRANCH RESPONSE.

THE absorbing topic amongst Sea Cadets is the forthcoming athletic meeting to be held at Lyne Park, Rushcutters Bay, on Monday, June 8th (King's Birthday). Everything points to a most auspicious introduction in catering for the recreation of the Sea Cadets. Enthusiastic meetings of Sub-Branch officials have been regularly held at the Royal Naval House to ensure a successful fixture. Members of the Navy League, particularly parents and friends of Sea Cadets, will be gladly welcomed. Mrs. F. Gurne will supervise a canteen, at which all requirements for the making of a gala picnic day may be purchased at a nominal cost. The Naval Reserve Band will be in attendance to enliven the proceedings.

The Committee desires, subject to the approval of the Executive, that the presentation of prizes take place, in the form of a function, at the Royal Naval House within one month from the date of the athletic meeting.

Further donations towards the prize list are gratefully acknowledged. Received at Navy League office:—Mr. E. P. Simpson £2, Farmer & Co. (open order) £1/1/-, Miss Ellen Dibbs £1/1/-, Mr. J. O. Fairfax £2/2/-. Mr. H. H. Massie £1/1/-, Albert & Son 4 Boomerang Mouth Organs, Miss Charles Fairfax £6/6/- (to be expended in suitable clothing apparel), Sir Thomas Hughes £1/1/-, Mr. E. W. Knox £3/3/-. Received by Mrs. E. Fidden: Anonymous 3 Sheath Knives, Mr. H. Cochrane £1/1/-, Kodak's Ltd. Camera, Sidney Riley's 1 dozen Photos, Harrington's Ltd. Pocket Telescope, Morley Johnston Ltd. Flower Bowl. Received by Mr. J. Docking (Concord) 2 Seamanship Manuals.

Although the response to the appeal towards the lengthy prize list has been most gratifying, further donations will be gladly received at the Navy League office or through the Sub-Branches.

The following is the official programme, the first event of which will commence punctually at 10 a.m.

OFFICIALS:

Starters—Messrs. KIRKCALDIE and WAAY.

Result Stewards—Messrs. WAAY and JONES.

Blackboard Steward—Mr. HOOPER, SENR.

Protest Committee—Messrs. WAAY, HOPKINS and HOOPER, JUNR.

Canteen Steward—Mr. GURNE.

Handicapper—Mr. WOOD.

Ground Committee—Messrs. JEFFRIES, WAAY, HOPKINS, WOOD, KIRKCALDIE, HOOPER, SENR., GURNE, JONES, WAAY, HOOPER, JUNR., WAAY, DOCKING, COOPER, HEDDERLEY, PEARSON, LIA WILSON, NIMMERVILLE, PARTON and FIDDIS.

Judges to be appointed by Commander L. Quick, R.A.N.

"(1)" *signifies D. nomen, "B" Balmora, "L.C." Lane Case, "N.S." North Sydney, "C" Clovelly, "R" Rickmans, "C.A." Concord, Abbotsford.*

1. HEATS—50 Yards—12 and under.

1ST HEAT	Name.	Coy.	2ND HEAT	Name.	Coy.
1.	G. Kendrick	CA	1.	R. Dent	CA
2.	H. Ranger	R	2.	H. Cahill	R
3.	J. Overall	D	3.	J. Court	R
4.	J. Cooper	R	4.	P. O'Brien	D
5.	W. Goulding	NS	5.	J. Neetham	CA
6.	F. Fulker	C	6.	R. Taylor	CA
7.	G. Standish	LC	7.	A. Alving	R
8.	H. Walk	R	8.	V. Gurne	LC
9.	B. Schulz	R	9.	D. Fraser	B
10.	K. Evans	R	10.	P. Ward	R

3RD HEAT

Name.	Coy.
1. C. Lean	CA
2. W. Parton	D
3. W. Robertson	B
4. H. McIntosh	LC
5. G. Todd	D
6. D. Wood	LC
7. F. Gooch	LC
8. D. Lean	CA
9. R. Budget	CA
10. J. Gascell	D

2. HEATS—75 Yards—Over 12 and under 14.

1ST HEAT	Name.	Coy.	2ND HEAT	Name.	Coy.
1.	A. Kendrick	CA	1.	K. Ranger	R
2.	I. Horne	R	2.	I. Todd	D
3.	K. Atkins	D	3.	G. Yung	B
4.	K. Fraser	R	4.	D. Denola	C
5.	F. Standish	LC	5.	McIntosh	LC
6.	D. Cooper	NS	6.	L. Adams	CA
7.	H. Wilson	CA	7.	W. Reay	R
8.	L. Marlin	R	8.	A. Marlow	D
9.	B. Burns	D	9.	B. Fox	B
10.	G. Barry	B	10.	J. Hay	C
11.	F. Gooch	LC	11.	G. Luth	C
12.	B. Collins	NS	12.	N. Taylor	R
13.	A. G. Smith	CA	13.	D. Walker	D

3RD HEAT

Name.	Coy.
1. K. Harvey	B
2. J. McDowell	D
3. E. A. Starkey	B
4. F. Speed	D
5. R. Allen	B
6. R. Lighton	D
7. J. Lamphard	B
8. N. Oastler	B
9. N. Allen	B
10. G. Davis	B
11. N. Smith	B
12. H. Jones	B



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3. HEATS—100 Yards CHAMPIONSHIP—14 to 16.

1ST HEAT	Name.	Coy.	2ND HEAT	Name.	Coy.
1.	B. Jefferys	CA	1.	C. Stanford	R
2.	H. Stead	R	2.	J. Kendall	B
3.	L. Hayward	D	3.	J. Johnson	D
4.	A. Everingham	B	4.	R. Johnson	C
5.	H. Bulcher	LC	5.	I. Grindrod	LC
6.	H. Wilcox	NS	6.	H. Durner	CA
7.	A. G. Smith	CA	7.	L. Thomson	R
8.	J. McGarry	NS	8.	G. Nay	K
9.	W. Collins	R	9.	L. Anderson	NS

3RD HEAT

Name.	Coy.	Name.	Coy.
1. O. Evans	B	6. E. Starkey	B
2. P. Butcher	NS	7. H. Caldwell	LC
3. W. Simmons	C	8. J. Alsopp	R
4. C. Hambley	CA	9. W. Marlin	R
5. J. Clough	R		

4. 100 Yards CHAMPIONSHIP—Over 16.

Name.	Coy.
1. S. McCabe	R
2. L. Hayward	B
3. G. Hornby	NS
4. F. Knott	R
5. G. Phillips	B
6. F. Perkins	NS
7. F. Hopkins	C

5. SACK RACE—(each Cadet to provide his own Sack Bag)

1ST HEAT	Name.	Coy.	2ND HEAT	Name.	Coy.
1.	A. Kendrick	CA	1.	H. Watt	B
2.	G. Nay	R	2.	J. Kendall	B
3.	R. Fraser	B	3.	D. Lean	CA
4.	D. Bradley	D	4.	N. Timmins	R
5.	R. Somerville	LC	5.	W. Gooch	LC
6.	B. Collins	NS	6.	P. Butcher	NS
7.	J. Hay	C	7.	D. Wood	LC
8.	H. Wilson	CA	8.	J. Young	B
9.	G. Stanford	R	9.	K. Knight	R
10.	J. Cooper	B	10.	C. Bright	R
11.	G. Barry	B	11.	L. Adams	CA
12.	H. McIntosh	LC	12.	K. Evans	B
13.	D. Cooper	NS	13.	W. Robertson	B
14.	F. Fulker	C	14.	K. Murray	B

3RD HEAT

Name.	Coy.	Name.	Coy.
1. O. Evans	B	8. R. Wade	R
2. P. Ward	B	9. A. Johnson	B
3. T. Johnson	B	10. B. Fox	B
4. L. Lamphard	R	11. T. Starkey	R
5. D. Deoris	C	12. G. Miller	LC
6. E. A. Starkey	B	13. D. Davis	R
7. J. Mearl	C	14. G. Phillips	B

6. FINAL—50 Yards—12 and under.

7. HEATS—100 Yards, Championship of Navy League (up to C.P.O.'s)

1ST HEAT	Name.	Coy.	2ND HEAT	Name.	Coy.
1.	J. Jeffery	CA	1.	F. Knott	R
2.	S. McCabe	R	2.	J. Kendall	R
3.	L. Hayward	B	3.	F. Thomas	LC
4.	H. Caldwell	LC	4.	F. Perkins	NS
5.	L. Butcher	NS	5.	R. Johnson	C
6.	F. Hopkins	C	6.	C. Stanford	R
7.	D. Durner	CA	7.	I. Grindrod	LC



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3rd BRAY.			
Name.	Coy.	Name.	Coy.
1. G. Phillips	R	4. G. Hornby	NN
2. R. Butcher	LC	5. D. Dennis	C
3. J. Alsop	R	6. W. Martin	R

8. FINAL 75 Yards, over 12 and under 14

9. APPLE-HOBGING CONTEST, under 12 (Limited) to
five from each Coy.

Name.	Coy.	Name.	Coy.
1. R. Taylor	CA	17. S. Schultz	B
2. R. Wade	R	18. H. McIntosh	LC
3. G. Kendrick	CA	19. R. Somerville	LC
4. C. Lean	CA	20. D. Wood	LC
5. R. Dent	CA	21. V. Gurre	LC
6. R. Butler	R	22. W. Gough	LC
7. C. Briggs	R	23. S. Butcher	NN
8. H. Kanger	R	24. G. Cook	NN
9. H. Galloway	R	25. A. Davies	NN
10. D. Bradley	D	26. L. Ratcliffe	NN
11. P. O'Brien	D	27. K. Allen	NN
12. J. Overall	D	28. J. Hay	C
13. H. Watt	B	29. F. Fuiker	C
14. D. Fraser	B	30. L. Needham	C
15. W. Roberts	B	31. J. Macklair	C
16. P. Ward	B		

10. FINAL 100 YARDS CHAMPIONSHIP, 14 to 16

11. OFFICERS' HANDICAP

12. HEATS INTER COMPANY TUG O' WAR JUNIOR.
North Sydney, Balmain, Lane Cove, Clovelly, Concord-Ahlforsford, Richmond, Drumoyne.

13. HEATS INTER COMPANY TUG O' WAR SENIOR.
Richmond, Drumoyne, Balmain, North Sydney, Clovelly.

14. FOOTBALL KICKING COMPETITION.

15. 880 YARDS INTER-COV. RELAY CHAMPIONSHIP (Teams of 4).
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1ST HEAT	2ND HEAT
Name	Name
1. R. Taylor	1. M. Miller
2. E. Dayton	2. R. Collins
3. A. Macdon	3. G. Hinesdale
4. B. Fox	4. R. Hunt
5. V. Gurn	5. W. Rony
6. V. Gurn	6. A. Dutton
7. J. Hay	7. J. Young
8. A. Kendrick	8. J. Gough
9. L. Martin	9. D. Cooper
10. D. Todd	10. W. Stannard
11. R. Fraser	11. G. Kendrick

3RD HEAT	4TH HEAT
Name	Name
1. K. Ranger	1. K. Ranger
2. R. Burns	2. D. Bradley
3. J. Cooper	3. H. Watt
4. J. Standish	4. L. Neeldham
5. D. Dennis	5. G. Miller
6. H. Wilson	

17. HIGH JUMP CHAMPIONSHIP.

1. S. McCabe	- R
2. W. Martin	- R
3. P. Knott	- R
4. E. Russell	- R
5. E. A. Starkey	- R
6. O. Evans	- R
7. J. Lamphard	- R
8. J. Cooper	- R
9. G. Hornby	- NS
10. F. Hopkins	- C

18. THREE-LEGGED RACE.

Balmain, North Sydney, Lane Cove, Drummoyne, Clovelly, Concord Abbotsford, Richmond.

19. FINAL—POTATO RACE.

20. BROAD JUMP CHAMPIONSHIP.

Name	Co.	Name	Co.
1. W. Martin	- R	14. K. Harvey	- B
2. H. Strad	- R	15. P. Ward	- B
3. S. McCabe	- R	16. A. Kendall	- B
4. L. Thomson	- R	17. P. Butcher	- NS
5. J. Alsop	- R	18. F. Perkins	- NS
6. J. Gibb	- R	19. H. Wilcox	- NS
7. R. Stapleton	- B	20. D. Cooper	- NS
8. T. Lamphard	- B	21. G. Hornby	- NS
9. J. Kendall	- B	22. L. McGarry	- NS
10. O. Evans	- B	23. F. Hopkins	- C
11. G. Phillips	- B	24. R. Johnson	- C
12. J. Young	- B	25. F. Fulker	- C
13. N. Lamphard	- B		

21. FINAL—TUG-OF-WAR—JUNIOR.

22. FINAL—TUG-OF-WAR—SENIOR.

23. MASCOT'S RACE.

24. THREE-LEGGED RACE F.R. CADETS OF H.M.A.S. "TINGIRA."

25. FINAL—100 YARDS CHAMPIONSHIP OF NAVY LEAGUE.

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26. NAVAL RESERVE BAND RACE.

27. OBSTACLE RACE.

Balmain, North Sydney, Concord Abbotsford, Drummoyne, Richmond, Clovelly, Lane Cove.

28. RALLIEN RACE.

29. EGG AND SPOON RACE FOR OFFICERS' WIVES.

30. COMPANY GO AS YOU PLEASE RACE.

During the afternoon a Field Gun Display will be given by Cadets of H.M.A.S. "Tingira."

OSWALD McMASTER CUP.

Officers in Charge of Sub Branches are reminded that the Annual Cutter Race will take place on Saturday, June 6th, in lieu of May 30th. The event has been moved forward one week on account of the Scout jamboree, which will be held on May 30th.

The race, which will commence at 3 p.m., will be rowed from a position opposite Wright's Point to a mark opposite Drummoyne depot.

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M. P. S.

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BILLETS, REINFORCING
BARS, WIRE RODS.
BENZOL, TAR, SOLVENT
NAPHTHA, SULPHATE OF
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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.

A meeting of the Executive Committee was held at the Royal Naval House on Monday afternoon, May 4th.

Present:—His Honor Judge Backhouse (in the chair), Sir E. G. Waley, Commander Quick, Messrs. E. R. White, J. Payne, G. E. Fairfax, Harry Shelley, Kelso King, F. W. Hixson, A. G. Milson, T. H. Silk, C. M. C. Shannon, and Keith Jefferies, Acting Organiser.

The Acting Organiser, in his report, stated that he had secured permission from the Clyde Brick Company, through the Secretary, Mr. Davison, to utilise an allotment of land on the waterfront at Rose Bay for a Cutter Depot for the Clovelly and Rose Bay Companies which, at present, comprise the Eastern Suburbs District. After discussion it was decided, on the suggestion of Mr. E. R. White, that the matter be investigated by a Conference consisting of His Honor Judge Backhouse, Captain Beale, Messrs. Hopkins (Clovelly), Wray (Rose Bay), K. Jefferies, and the speaker.

A grant of £50 was made to the Richmond Sub-Branch in response to an application seeking assistance for the purchase of the District Drill Hall, to be used as a Depot, for £80. Richmond will provide the balance of the purchase money.

A report from Mr. S. Cooper, Officer-in-Charge, Balmain, concerning the depot was referred to the local committee, for consideration.

A complaint to the effect that the Sub-Branch officials had, at a recent meeting in connection with the forthcoming athletic meeting, decided to hold a liquor booth was received from Mr. H. Morris (North Sydney). The Acting Organiser (Mr. Jefferies) on behalf of the Committee referred to, indignantly repudiated the statement. He added that he was at a loss to understand how Mr. Morris could have allowed himself to imagine such a thing taking place at a sports gathering to be composed of essentially, juveniles. The complaint was a preposterous one and entirely without foundation. It was decided that Mr. Morris be informed that he was under a misapprehension regarding the liquor, and further that the Executive Committee takes strong exception to other remarks contained in his communication.

WELCOME!

Members and Sea Cadets of the Navy League will be pleased to learn that Captain Beale has returned to his administrative position, after an enjoyable and health-giving holiday abroad with Mrs. Beale and children. Captain Beale was the Welfare Officer on the "Barrima" during the voyage to Sydney and as a tribute to his magnetic personality the passengers presented him with a valuable marble clock and silver calendar.

**SUB-BRANCH AND COMPANY NEWS.**

BALMAIN —Officer-in-Charge Non. Secretary	Mr. S. COOPER Mr. EDGAR FIDON	DRUMMOYNE —Officer-in-Charge Non. Secretary	Mr. G. KIRKCALDIE Mr. H. GARDINER
NORTHSYDNEY —Officer-in-Charge Non. Secretary	Mr. H. MACDONALD Mr. H. HERRIS	RICHMOND —Officer-in-Charge Non. Secretary	Mr. H. H. WADE Mr. J. G. ANTILL
CONCORD —Officer-in-Charge Non. Secretary	Mr. J. DICKENS Mr. F. L. ADAMS	LANE COVE —Officer-in-Charge Non. Secretary	Mr. F. GURR Mr. F. L. HEDGES
EASTERN SUBURBS DISTRICT Headquarters: CLOVELLY.			
CLOVELLY —Officer-in-Charge Non. Secretary	Lt. Comdr. JACKSON Mr. E. J. HARRISON	ROSE BAY —Officer-in-Charge Non. Secretary	Mr. E. W. WRAY Mr. JONES

LANE COVE.

(Contributed by Mr. F. Gore.)

We were very pleased to welcome new officers to our Company, in Mr. Sommerville (who has had 14 years' naval service) and Mr. W. Preston, who is an athlete, and also an officer in the St. John's Ambulance. Our boys should greatly benefit under the able tuition of these two officers.

Our very best thanks must be recorded to Mr. Les McCallum who kindly donated a number of tickets for an evening at the local picture theatre, from which the Company received nearly £5.

As usual, our church parade at St. Aiden's, Longueville, was attended by a full Company on the first Sunday in the month. On Easter Monday the boys, with the O.C. and Mr. Preston, visited Fort Denison, Garden Island, and the cruiser Adelaide. The boys had a most enjoyable time, and came away with several souvenirs from the warship. Our mascot (Peggy Gurre) with her little friends, Joan McIntosh and Audrey Grindrod, held a bazaar at the depot, and sufficient money was raised to purchase a Union Jack for the Company. On Friday, April 24th, the "Mascot" entertained the sea cadets at a social evening, and asked our worthy President to kindly present the Flag on her behalf to the Company. In a few very

well chosen words Mr. Cochrane handed over the flag to the standard bearer, Sea Cadet H. Howard Caldecot. On this occasion Balmain Company accompanied by their "Mascot" and Mr. and Mrs. Cooper attended, and a most enjoyable time was spent by all. These social evenings are a great help to the League for the enrolment of adult members.

On Anzac Day our boys attended St. Aiden's for the Church services. A picnic followed at Tambarine Bay on the site where we hope to build our depot in the near future. Concord Company, under Mr. Docking, also picniced with us at Tambarine Bay.

Will all Companies please note that on Empire Day (24th May) our Flag and Banner will be dedicated by the Rev. J. Fielding, chaplain to the ancient mariners at St. Aiden's, Longueville. We would like to see a big muster of sea cadets at the ceremony, which will be an impressive one.

New boys are steadily enrolling, and the prospects for the advancement of the sub-branch are very bright.

The following recruits have signed articles for the Lane Cove Company:—Reg. Butcher, Howard Caldecot, R. Sommerville, H. McIntosh, J. Martin, D. Wood, F. Darcey, L. Burge.

NORTH SYDNEY.

(Contributed by Mr. H. Morris.)

The ordinary monthly meeting of the North Sydney sub-branch of the Navy League was held at the depot, High-street, on Friday, May 1st.

The following members were present:—Mrs. Audrey Morris and the Misses Glasson, Murray, Morris, Hansford, and Messrs. C. P. Bartholomew (in the chair), M. McDonald C.O. (treasurer) and H. Morris (hon. sec.).

Apologies were received from Messrs. A. G. Milson and Keith Jeffries.

Reference was made to the existing uniform of the sea cadets; and, after discussion, a number of alterations were suggested. It was decided to forward these suggestions to the Executive Committee for consideration.

The Committee spent some time with the cadets, who were enjoying the games provided for their recreation.

Reference was made by the O.C. to the welfare of the Branch, and to the satisfactory attendance of sea cadets at the depot. The O.C. also gave some indication of his plans for the training of the crews for the approaching races on the 27th.

The following Official Committee is now working in the interests of North Sydney:—Messrs. A. G. Milson, Col. Shillington, C. P. Bartholomew (treasurer), M. McDonald (commanding officer), H. Morris (hon. sec.), Mesdames Glasson, Amos (President) Morris, Hammond, Hamilton, Misses Murray, Glasson, Morris, Hansford, Sylvester. C.P.O. Roberts and Hamilton. During the meeting it was stated that the proposed Social Evening in aid of the Branch was well under weigh.

RICHMOND.

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

Thirty-two of the Sea Cadets, together with 25 from Balmain, under Mr. S. Cooper and Captain R. E. Wade, went into camp on the bank of the Geose River (an ideal spot for camping) for four days at Easter.

The first day the sea cadets worked hard in preparing and erecting the tents, canteen, etc. They were allotted to sections, whilst in camp.

Unfortunately, Mr. Cooper (O.C.) met with a painful accident, and was lucky in escaping serious injury. A lad was cutting timber down from a tree

for the purpose of erecting the tents when the tomahawk slipped out of his hand, hitting Mr. Cooper on the head, and causing a nasty wound. Captain Wade rendered first aid to Mr. Cooper, who was temporarily dazed.

A guard was formed each night in charge of C.P.O.'s. Much merriment was caused with the straying cattle, who, as uninvited guests, caused sentry to call out, "Halt, who goes there?" The reply came in the form of a mad stampede, which roused the whole camp.

The four days' outing proved very interesting, and much was learnt by the sea cadets. When off duty they would indulge in swimming, cricket, football, boxing, and fishing.

On Easter Monday, Mrs. Wade and a number of the Ladies' Welfare Committee met Mrs.

WHO WOULDN'T BE A SEA CADET?



BALMAIN-RICHMOND BOYS KNOW WHERE TO PITCH CAMP.

(Photo through courtesy Mr. S. J. Lee Wilson.)

Cooper and ladies of the Balmain Committee at the station on their arrival at Richmond, and took them round to where a car was waiting to take them to camp. On arrival dinner was prepared, and after every one had full and plenty the evening was spent in games amongst the lads.

The Balmain lads did not like the idea of going home. They said that they were only starting to enjoy themselves, and asked if they could stay another week. At 8 o'clock the train started with all the happy and well satisfied campers for home.

The Richmond sub-branch has the offer of purchasing the drill hall from the Commonwealth for £80. Our application for the lease of land—on

which there is erected a fine building—has been granted by the Railway Commissioners, at £1 a year.

On April 25th (Anzac Day) about 30 lads under the command of Captain R. H. Wade, O.C., attended church parade in the morning and a memorial service in the evening. Mr. Stevens of Richmond sounded the last Post. On Sunday, April 26th, church parade was again attended.

Drill is held every Thursday night, and a good muster of sea cadets are in attendance.

Classes have started for semaphore signalling, knotting and splicing competition, for which Mrs. Mayne has kindly offered first prize, and Mrs. Lee Wilson the second prize.

the following ladies who provided the refreshments:—Mesdames Brown, Dormer, Jeffreys, Budgen, Daley, and Miss Frost.

On Sunday, April 19th, a party of boys under the command of Mr. Dakinfield, paid a visit in the gig to Lane Cove Company, and spent a most enjoyable time.

On Sunday, April 26th, we attended an Anzac Memorial Service in Concord Park. Several of the Drummer Company joined us, and also brought their drums and bagpipes. The combined companies made a splendid display as they marched through Concord to the park, and were highly complimented for their smart appearance.

With the object of raising funds members of the committee have decided to hold a monthly Euchre Party at their respective dwellings.

On Saturday last we had a fine muster, and had both gigs out to view the G. S. boat races. We also had with us some of the sea scouts from the disbanded Five Dock Bay Troop of Sea Scouts. Already a number of the sea scouts have joined up with us. Our thanks are due to Mr. Shelley for the apples he kindly gave the boys at the regatta.

Our boys are eagerly looking forward to the athletic meeting on King's Birthday. Mr. Docking and myself are presenting two seamanship manuals towards the prizes.


Our newly-acquired depot at Abbotsford is proving very popular with the cadets. I noted with pleasure the arrival of Captain Beale on board the s.s. Berrima, where he acted as Welfare officer. On behalf of Concord Company I extend to him a very hearty welcome on his return to Australia.

BALMAIN.

(From Mr. S. Cooper.)

The Balmain Company have had a very busy time of late—Thursday, April 23, drill night; Friday, visited Lane Cove at the presentation of colours; Saturday (Anzac Day) Church parade; Sunday afternoon, training.

On Monday night 38 of the boys gave me a surprise party on the occasion of my birthday. The boys, I was informed later, met at Darling-street, Balmain, under P.O. Evans, and marched down in force to my residence. After the customary greetings had been exchanged, we set out to make it a jovial night—and right well we enjoyed ourselves. The following cadets and friends made the evening absolutely it by rendering items:—Stone's jazz orchestra, Messrs. W. Reid and Sid Simpson, Miss Norrie Cooper, Miss Joyce Fidden, Miss Sadie Frankland, Miss Elsie Bain, Mr. Cooper, Cadets J. Lampberd and E. Starkey, P.O. Evans, L.S.S. Phillips, Cadets Barry and Watt, Cadet E. A. Starkey (violin solo),



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CONCORD.

(Contributed by F. L. Adams.)

On April 16th we commenced a fortnightly series of dances at St. George's Hall, Burwood. Unfortunately, owing to the inclement weather, the attendance was rather poor, but the second one held on the 30th ultimo was much better attended. We hope that our coming dances will be well patronised, so that we shall be able to hand a substantial balance to the treasurer. The music was dispensed by the Blue Bird Orchestra, late of Broadcasters Ltd. Our thanks are due to

Mr. Geo. Bain (drum soloist), exhibition of drumming and jazz work, Cadet R. Allen, and his father, splendid vocal items, and R. Allen played the piano to some purpose.

Singing, dancing, and games and a never-ending supply of cakes, soft drinks, and lollies—what more could we want to make a birthday a success?

I would like to thank the boys for the many tokens of respect given to me on this occasion.

Cadets Johnson, Adamson, Eggleton, and the Brothers' Lampberds are the latest recruits.

CAMPING AT RICHMOND.



A HAPPY GATHERING OF RICHMOND-BALMAIN MEMBERS.

Photo through courtesy Mr. H. J. Lee-Wilson.

Camping at Richmond.

Richmond! What memories that name will bring to our boys in time to come. Even to-day the name Richmond brings forth a smile and the proverbial yarn.

Well, the long looked for day arrived when we were to embark for the Easter Camp. Twenty-one boys of the Balmain Coy., under my charge, met at Sydney Station at 8.30 a.m. on Good Friday ready for the 9 a.m. train. Parents were there in force to see their boys away as, without one exception, it was the first camp any of them had been to—hence the excitement.

L.S. Nichol of H.M.A.S. Stalwart, late of the Balmain Unit, also made the trip. It was quite a naval display to see the boys in camp kit. Each boy carried his blankets rolled over his shoulder. In the blankets were swimming costume, change of underclothing, towel and soap.

Over the left shoulder was a haversack, containing an enamel plate, knife, fork and spoon, hair brush and comb, tooth brush, enamel mug, and jack knife slung on belt. Consequently the lads were equipped for any emergency.

We arrived at Richmond at 10.40 a.m. and were met by Captain Wade and a number of boys of the Richmond Coy. A large motor lorry was waiting for us and it did not take long to get aboard. At the camping ground, Yarramindi Falls,

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five miles from Richmond. The Richmond boys, under Mr. H. Lea-Wilson, already had two tents pitched and the stores under cover; so, while the Balmain lads pitched two more tents, lunch was made, and it was not long ere 40 hungry boys sat down to appease the inner boy. After lunch all hands fell in to be detailed off to their respective tents. The small boys were placed in No. 1, under P.O. Evans; No. 2 under C.P.O. Haywood; No. 3 under P.O. Gascoyne (Richmond Coy.)

It would be impossible to find a more enjoyable place to camp. We were situated on the bank of the Nepean River. One pool alone was 90 feet long and 3 feet deep. What more could our coming sailors want—swimming in plenty, cricket, football, boxing, shooting, and bush trails, to follow?

It was astonishing to see people from the city to see the way the Richmond boys could find their way through the bush.

The small boys were piped to bed at 8 p.m.—navy fashion—and the older boys sat round the camp fire, living the day over again, and planning for the morrow.

Each and every boy was detailed for guard, two boys at a time; any person going out of camp received a pass word, and was challenged on returning.

The guard was responsible for the stores, camp and fire to be kept going—tents to be visited twice during the hour, and the lads did their duty quite manfully. On Saturday night a mock trial was held which caused no end of fun. On Monday morning turn out was sounded at 7 a.m. Breakfast over camp was cleared up, and all made ready for inspection, as this was ladies' visiting day. A number of ladies came from Sydney and journeyed from Richmond to the camp in a motor bus.

The ladies inspected the camp, and were more than pleased with the arrangements made for the boys. Mr. Wade and Mr. Lea Wilson must be complimented for the way everything was done.

These gentlemen deserve all the praise it is possible to give them. Mr. Nichols looked after the kitchen and cooking, besides doing the duties of chief officer—and must also be complimented on the way he saw everything carried out. Mr. Eazy, who came out on Sunday, and cooked dinner and tea for the camp has two boys in the Richmond Company. This gentleman walked 5 miles out in the morning and 5 miles back in the evening to do the lads a turn. If Mr. Eazy pays a visit to Balmain the boys will be able to return his kindness. Camp was broken at 5.10 p.m., and motor lorries took us to the station, arriving at Sydney at 10.20 p.m.

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ROSE BAY.

(From Mr. R. W. Wray)

I have pleasure in reporting that we are still making headway "under a fresh breeze, our sails are set and land is in sight."

Every one is happy with the bright prospects of lowering the cutter and making to our haven of rest—the new cutter base at Rose Bay, for which we tender our heartfelt thanks to the Directors, through Mr. Davison, Secretary, of the Clyde Brick Co., who have placed an allotment of land at our disposal.

We have not yet secured a Drill hall. Finance is needed before we can undertake the renting of a hall. We would be extremely grateful of any financial assistance to improve our position.

(From Mr. N. F. Jones)

An enthusiastic party of sea cadets comprise the Rose Bay Company. I am pleased to report good work done at our new cutter quarters, and by the interest displayed by our boys I have every hope of a smart Company of cadets.

Our boys are feeling no discomfort at the necessity of a strict routine. I hope to have the base cleared very shortly and to be able to report in readiness for the cutter. The only party of cadets I want for some time yet is a good working one to "ship their sea legs" on the voyage of gaining knowledge that will be a credit to the Navy League.

DRUMMOYNE.

(From Mr. H. Cardwell)

During Easter a number of our boys camped at Chowder Head and had an enjoyable time.

On Anzac Day we combined with the Drummoigne Girl Guides and attended a Church Parade at the Presbyterian Church, Drummoigne. The Service, which was very impressive, was well attended by both organisations. In the afternoon the company spent the time sailing.

On Thursday, April 30th, Mr. Hooper commenced an examination for Leading Seamen there being about a dozen candidates.

Leading Seaman MacDowell has presented the Company with a Signal Instruction Chart of Morse, Semaphore, International Flags, Compass, Anchor and Bends. The chart, which he made himself, is a credit to him. In accepting the chart, Mr. Kirkcaldie expressed himself as being proud of this young cadet.

Our Ladies' Committee, which has been formed quite recently, has already made plans by which it is hoped to raise a considerable sum of money.

At the Committee Meeting on May 6th, the resignation of the Secretary, Mr. H. A. Cardwell, was accepted with regret. Mr. Cardwell is relinquishing his position for private reasons.

We are hoping for a good attendance at our Depot for the McMaster Cup Race at the end of this month. Our cutter crew is in training and will make a good showing.

The Navy League Journal acknowledges Mr. Cardwell's resignation with regret. Mr. Cardwell has rendered yeoman service to the movement during his association with Drummoigne and he carries away with him a sincere token of appreciation from members and Sea Cadets of the Navy League.—Ed.

EASTERN SUBURBS DISTRICT.

CLOVELLY.

(Illustrated by Mr. C. J. Hodgkin, Chief Executive Officer, Eastern Suburbs)

We are pleased to report that things generally are on a very satisfactory basis at this Sub-Branch. The boys are in great form and expect to get their share of the trophies at the sports meeting to be held at Lyne Park and also in the other competitions to be held shortly.

The Easter camp at Wandan River was a great success and the boys are looking forward to their next trip. During the four days spent in camp their time was fully occupied in boating, swimming, football, with a judicious amount of training.

A Venetian Carnival was held during our stay and its success was assured by the handsome bonfire which the Sea Cadets kept burning until midnight.

About twenty boys from the Clovelly and Rose Bay Companies of the Eastern Suburbs Sub-Branch went into camp under Mr. Linquist, 1st Officer, Clovelly Company, who saw that everything was in order and that all had a good time.

Owing to an attack of influenza, Lieut. Commander Jackson has not been able to take an active part in affairs recently, but we hope to have him back in the near future.

Our Treasurer, Mr. R. H. B. Johnson, Special Country Organising Officer, has received a cheque of £11/1/- from Mr. Malouf, Merchant, Coonabarabran, to whom we extend our thanks.

The President of the Clovelly Surf Club, Mr. R. Laycock, and members, are great supporters of this movement.

The minimum charge per night for the hall is 10/- per night. Mr. Laycock pays 2/6 and the Club 5/- per night. Apart from this Mr. Laycock donated £5 and Mr. Jack, Vice President, two gold medals which were acknowledged in a previous issue.

Richmond's popular Officer-in-Charge, Mr. Wale, has extended an invitation to the Eastern Suburbs Sub-Branch to journey to Richmond and try conclusions in a friendly game of football. Now that wintertime is off we might have a chance of winning. We hope to pay a visit at an early date and take advantage of the hospitality for which Richmond is famous.

The retirement of Mr. C. Oakes, one of our Vice-Presidents, from the political arena was not altogether unexpected among his friends, who, while they deplore the loss of his services to the country, consider that he is wise in following out the instructions of his medical adviser. Mr. Oakes is a keen supporter of social welfare movements and considers that the Sea Cadet movement is of great importance to the country and to the boys.

We hope shortly to get the social side of this movement going to enable us to equip the boys with sporting goods, such as footballs, boxing gloves, single sticks, etc.

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What Its Manoeuvres Mean.

Testing Strategic Bases.

Importance of Hawaiian and Phillipine Islands

Why Japan Covets Them.

Fight For Pacific Supremacy.

British and American Squadrons in Line.

Australia's Vital Interests.

By E. GEORGE MARKS

(Author of "Watch the Pacific," "How Fish Makes War," "Napoleon and the War," (Two Vols.), "Merit and Democracy," etc., etc. Specially written for "The Navy League Journal.")

"COMING EVENTS CAST THEIR SHADOWS BEFORE!"

The U.S.A. and Japan have entered the lists for Pacific Supremacy. The Great Republic is demonstrating with, numerically, a formidable Armada; Japan is building cruisers, light cruisers, submarines, torpedo boats, and aircraft with silent, unostentatious determination; Great Britain is looking on with conscious expectancy; Australia and New Zealand also.

ONE interpretation only there is of the naval manoeuvres of the American fleet in the vicinity of Hawaii. Japan coveted the Hawaiian Islands a great many years before American annexation. When the U.S.A. announced intention to annex Japan resolutely protested. Japan has never acquiesced in the control of the islands by America; out of Hawaii's population of 298,000, 130,000 are Japanese!

Hawaii's Strategic Importance.

Strategically, Hawaii is of immense importance to the U.S.A.—hence the manoeuvres of the fleet. These manoeuvres are intensely resented by the Japanese; silence is enjoined by the Japanese Admiralty; unostentatious preparation is Japan's reply. U.S.A. naval strategists are aware that the seizure of the Hawaiian Islands by Japan, in a Pacific conflict, would mean irreparable disaster to

the American flag. Japan is fully cognizant of the fact that she could never assert her hegemony of the Pacific without the actual possession of the Hawaiian Islands.

The centrality of the Hawaiian Islands in the Pacific renders them strategically of incomparable importance alike to the U.S.A. and Japan; America is intent upon holding them in perpetuity; Japan is equally intent on challenging America's annexation of them—an attack upon these vastly important islands by Asiatics will kindle the dread torch of war in the Pacific.

America's leading naval strategists have for many years recommended extensive fleet manoeuvres in and adjacent to the Hawaiian Islands; Congress did not want to wound Japanese susceptibilities; Japan's resolute protest concerning the annexation

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of the group had not been forgotten by Congressmen. Greatly has the situation between the two countries changed: The Japanese Exclusion Act, acquiesced in by Congress, openly affronted the Japanese Nation.

The strategic importance of the Hawaiian Islands was then seriously thought of by the American naval authorities; manoeuvres on a vast scale planned—to impress the Japanese Nation. Hence the manoeuvres of the U.S.A. fleet in Hawaiian waters is one of the most momentous of modern times.

Cross Roads of the Pacific.

Do not these islands sever the North Pacific from the South, the East from the West—the cross-roads of the Pacific? This segmentation is of vast strategic importance.

Should Japan ever hold these cross-roads of the Pacific then the sovereignty of the Great American Republic would be seriously imperilled; Great Britain would be constrained to come to the assistance of the U.S.A.; the Empire would be at war; her Dominions in the Southern Seas would be open to the harassment of raiders of the Emden type; provided the Singapore Base is not hurried to a condition of practical utility; and the vast strategic importance of the Marshalls, the Carolines, the Pelew, and the Ladrone Islands in some measure neutralised.

These Mandated Islands give Japan a position of absolute impregnability in the Western Pacific. Still Australia's political leaders make not the slightest move to enter a syllable of protest. This silent acquiescence is assisting Japan to build on a new, a formidable Japan, across our trade routes; the same as she would do to the U.S.A. were Japan to hold the Hawaiian Islands.

Japanese statesmen are conscious of the tremendous importance the manoeuvres of the U.S.A. Armada must be to Australians and New Zealanders.

Australians and Americans have passed Immigration Exclusion Acts against the Japanese; the Japanese have no more love for Australians than for Americans; war in the Pacific would not lend immunity to either.

Asiatics do not easily forget; Japan cannot forget her great victory over Russia's hosts by

land, by sea, in 1904-5—she is the unbeaten champion of the East: on land, on sea.

Japan Longs for the Philippines.

Japan considers that her right to the possession of the Philippines is ethically as sound as that of the U.S.A.; they were annexed from the defeated Spaniards in the war of 1898.

Were Japan to hold the Hawaiian Islands—the Philippines, too—in a conflict with the U.S.A., the hegemony of the white peoples of the Pacific would be a vanishing quantity.

Supremacy over the Philippines is not only vitally essential to Japan's hegemony of the Pacific, but for her paramountcy in Asia. Holding the Philippine Islands would remove a menace from a vulnerable flank of the Japanese; the Philippines are to the Eastern Pacific what Samoa—if held by the Japanese—is to the Southern Pacific.

Many naval strategists consider that the harbour of Pago Pago is the most valuable anchorage in the Southern Pacific.

Before the American armada steams into Australian ports every U.S.A. possession in the Pacific will have been strategically examined—tactically tested.

The manoeuvres are a full-dress rehearsal to ascertain the vulnerable points of U.S.A. possessions in the Pacific.

Japanese naval authorities are aware of the real significance of these manoeuvres; "*laissez vous*" is enjoined: "Be quiet, don't say anything; keep silence on the matter!"

Japan has more naval bases in the Pacific than the U.S.A.; than any other naval Power.

So many intermediate bases are possessed by Japan in the Pacific that she could seek out the opposing fleet, American or British, and always be within a couple of days steaming of at least two bases.

Still there are critics who have the temerity to declare that Great Britain has enough bases in the Pacific—that the base at Singapore is not wanted!

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Painable Duty.

Wherever practicable the American armada will strategically examine all possible hostile bases.

The U.S.A. government would be recreant to the trust reposed in it by its 120,000,000 people were it to permit a prospective enemy—a great Asiatic Power—to become impregnable at various vital points of the Pacific without the requisite strategic and tactical examination—by means of fleet manoeuvres.

In war time squadrons and detached vessels of war are sent out for reconnoitring purposes: to ascertain what the enemy is doing. When a nation, in peace time, is apprehensive that a prospective enemy is gaining strategic advantages—is perfecting intermediate bases—then it is a legitimate province of government to ascertain the true facts by actual observation: by manoeuvres of its fleet.

Japan cannot, by any stretch of international law, object to the manoeuvres of the American fleet in Hawaiian waters, in the waters of other U.S.A. possessions. The U.S.A. fleet has as much right to visit the Hawaiian Islands, the Philippine Islands and Samoa, observe the interests of the Stars and Stripes, as the President of the U.S.A. has to review U.S.A. troops without dictation from any foreign Power. The fleet is not manoeuvring in the Pacific for the purpose of creating *Causus Belli* with any Power—Asiatic or European.

It is manoeuvring to make practical tests: manoeuvring to test the strategic importance of the Panama Canal; manoeuvring to test the concentration of the Atlantic and Pacific fleets; to ascertain the possibility of fleets concentrating from the two oceans without being beaten in detail.

After Manoeuvres.

When the armada has completed its great practical tests it will return to its naval stations, more confident in its efficiency; more conversant with its Pacific bases, enlightened as to the real strategic advantages possessed by Japan—in the Eastern, Western, and Southern Pacific.

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The manoeuvres will add a great measure of confidence to the officers and men of the fleet in the event of a Pacific conflict they will be aware of the initial strategic advantages of the enemy. The reconnoitring of the Pacific must prove of inestimable advantage to the American fleet.

Was it not the un-reconnoitred field of the Marne, in 1914, that lost Von Kluck and the German hosts the great initial advantage of the war.

Insupportable Statement.

The new Japanese Ambassador to the United States (M. Matsudaira) recently made a remarkable statement—that war in the future between the U.S.A. and Japan was a physical impossibility.

M. Matsudaira must be a benign optimist. His statement is so comprehensive as to embrace the hypothesis that the Pacific will always remain immune from the ravages of war; that Japan will be content to see the Hegemony of the Pacific pass forever to the white races. M. Matsudaira is no novice in affairs international. He knows better.

Is he not aware that any conflict for the Hegemony of the Pacific must inevitably include the U.S.A.?

Were Great Britain and Japan, for instance, to go to war over the construction of the Singapore base it is practically certain that if the struggle was protracted the U.S.A. navy would be found fighting in line with the British squadrons.

Such a pacific statement as that of the Japanese Ambassador would be intensely refreshing were it true; unfortunately it is not; there is no doubt the U.S.A. and Great Britain will, one day, be pitted against Japan in a gigantic contest for the Hegemony of the Pacific. Hence the manoeuvres of the U.S.A. fleet are justified; the recent cruise of the British Service Squadron in Southern waters was justified; from the Japanese standpoint the cruise of the Japanese Squadron in Southern seas last year was justified.

Every great nation is justified in finding out by practical tests to peace what is of supreme advantage to them in war.

That is the mission of the American armada divested of colorable camouflage and seductive plaudits.

Impressing Japan.

The numerical strength of the armada is intended to impress Japanese; no doubt it will impress them—give an impetus to the building, with greater rapidity than ever, of every conceivable species of war vessel permitted under the Washington pact.

Prior to the gigantic conflict between Japan and Russia in 1904-5, Japanese diplomats, statesmen, international publicists, scouted the suggestion that Japan—with a population then of less than 50,000,000—would have the amazing temerity of measuring strength with the then Russian colossus, whose population was 130,000,000 more.

The marvellous fighting qualities of the Japanese on land and sea in the Russo-Japanese war placed them in the forefront of the world's warriors.

Admiral Togo's annihilation of Admiral Rohdestvensky's fleet at the battle of Tsushima displayed tactical genius of the highest order; Marshal Oyama's grand tactics at the protracted, sanguinary, battle of Mukden, earned for the Japanese land forces immortal fame.

Japan's navy is more efficient now than at the battle of Tsushima, notwithstanding the scrapping of battleships in accordance with the Washington Agreement; her army is the most formidable in the world—not excluding that of France.

Japan's Strength.

Japan is to-day what Germany was in 1913-14.

She has long since recovered from the earthquake disaster, her fleet is the instrument of her creation as a first-class Power; her only instrument whereby she can hope to achieve the supremacy of the Pacific.

When all the varying hypotheses of the situation in the great Pacific Ocean are dispassionately analysed it is an extravagant, an insupportable, statement of the Japanese Ambassador at Washington—that a war between the U.S.A. and Japan is a physical impossibility: it is no more—an land and sea—a physical impossibility than the Japan of less than 50,000,000 people fighting the then mighty Russia of 180,000,000 and infinite resources.

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The American Admiralty is fully cognizant of the incalculable strategic advantage that the Panama Canal has given to the U.S.A. navy from a point of the concentration of the Atlantic and Pacific fleets.

America's greatest fleet of the future must inevitably be in the Pacific—a tremendous reason why the present manoeuvres should cover the Eastern, the Western, the Southern Pacific.

Every strategic and tactical phase of the Hawaiian, the Philippine Islands, Samoa and other Pacific possessions, must be made known to the officers and men of the American armada before they could hope to wage a successful war in the Pacific against a formidable, resourceful, skilful and intensely clever Asiatic Power—the conqueror on land, on sea, of the mighty Russia of 1904-5.

What the Manoeuvres mean to Australasia.

The visit of the U.S.A. fleet to Southern Seas—to the ports, the harbors of the Commonwealth and New Zealand—will be a momentous event; not only to Australians and New Zealanders but to all the white peoples of the Pacific.

The manoeuvres of the fleet will rivet the eyes of the world upon them; the British Admiralty will watch them with interest—the most fixed, the most intense gaze will be that of the Japanese; they cannot forget that these manoeuvres follow closely upon the U.S.A.'s greatest affront to the Japanese—the Immigration Exclusion Act.

The Japanese are aware that the manoeuvring fleet of the Stars and Stripes will be accorded a magnificently enthusiastic reception in the Commonwealth and New Zealand; not because Australia and America have passed Immigration Acts against the Japanese—but because the Americans sprung from that British stock which has helped to keep Europe white from the days of the Crusades.

The manoeuvres of the armada are a great exemplification of the dictum: "*Si Vis Pacem Para Bellum*!"—"If you wish for peace prepare for war!"

To the personnel of the fleet can be applied the precept: "*Non Sibi Sed Patria*!"—"Not for ourselves, but for our country!"



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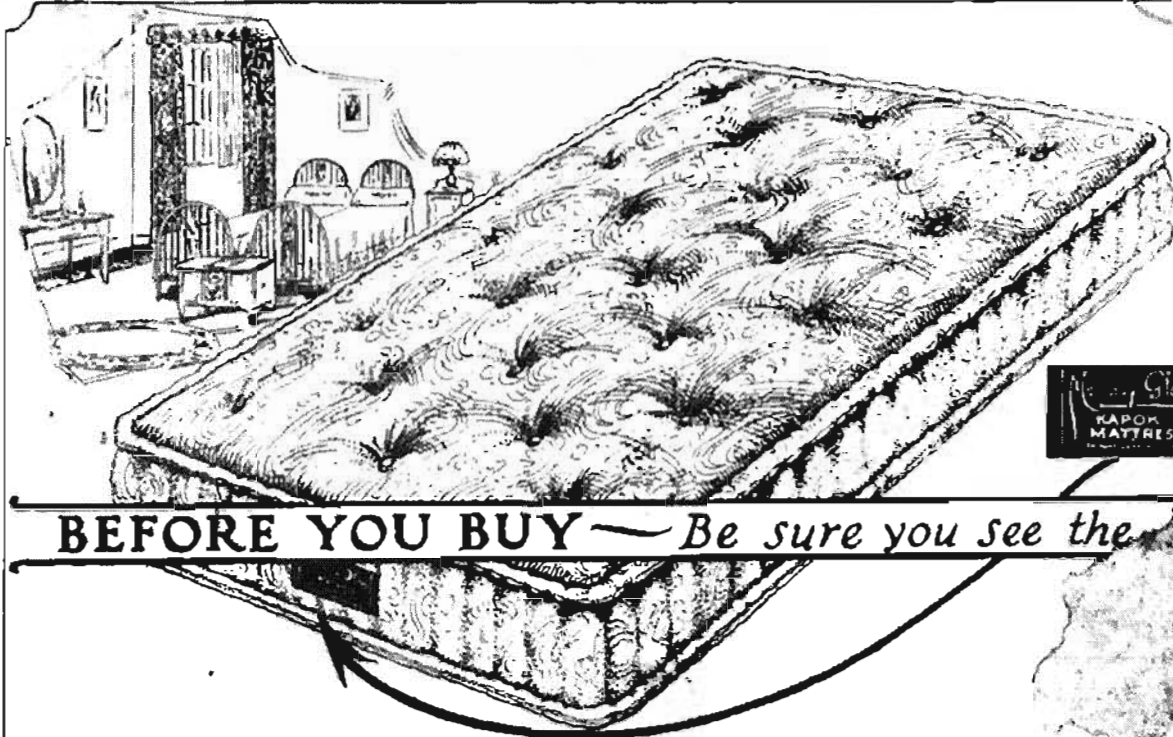
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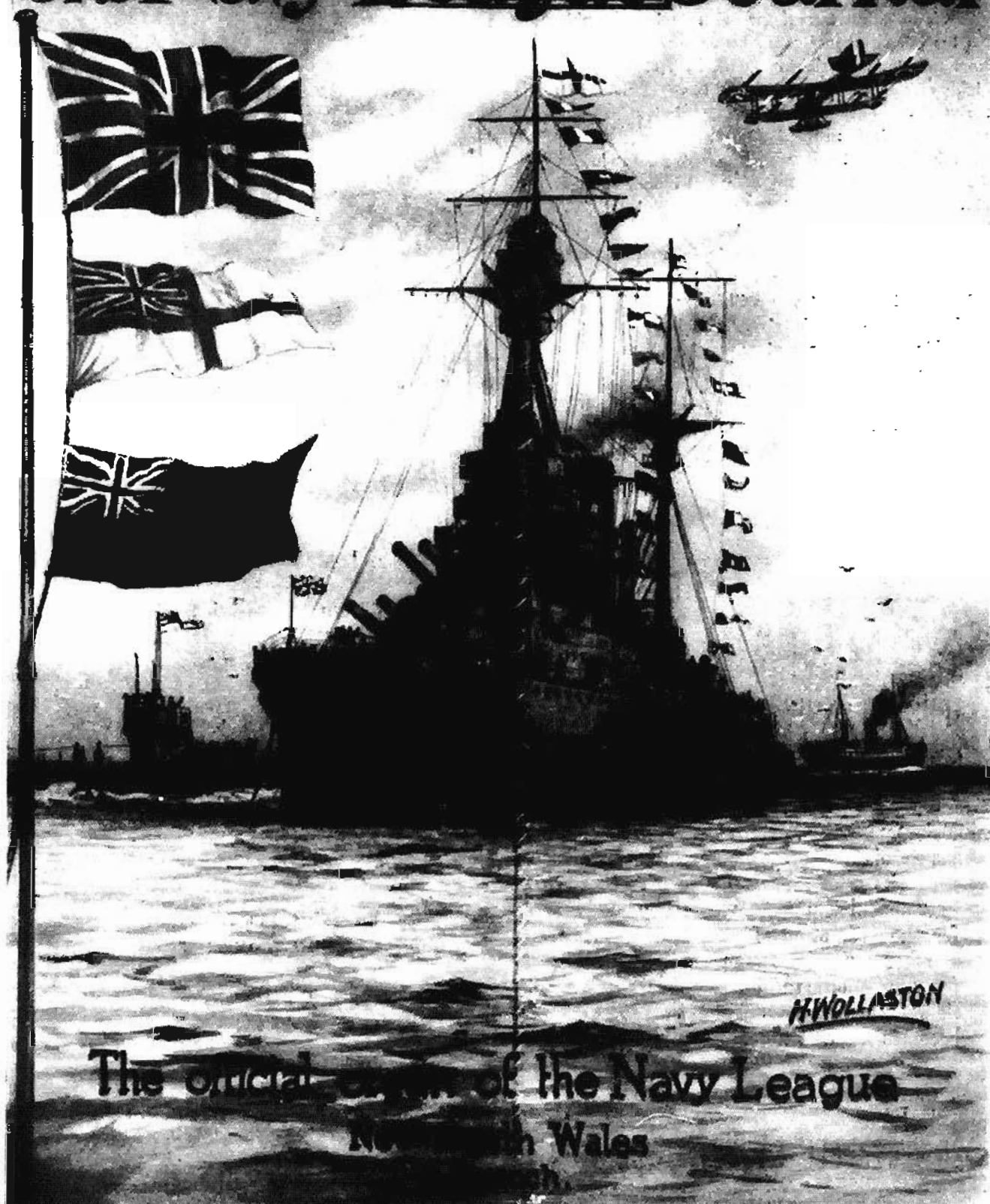
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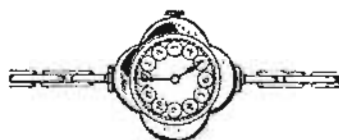
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AUSTRALIA'S WHITE ELEPHANT.

MR. BRUCE HANDLES IT GENTLY.

THE Australian Commonwealth Line of Steam Ships is to be retained. The Prime Minister has said so publicly.

One wonders whether the Board controlling the working of the Line really expected to receive *bona fide* and satisfactory offers for the purchase of the ships. The conditions and restrictions imposed were such as to preclude any such possibility.

The Line is reported to be out of reach of all political influences, but the ordinary man in the streets of our cities, is convinced that the Federal Country Party is chiefly responsible for the wilful and wasteful retention of this twelve millions pounds white elephant. An elephant of any colour or capacity which lives and is fed without the grim need to earn its food will joyfully trumpet forth till death the cry that it must be looked after in the interests of its pampered keepers.

The Government apparently looks upon private shipping lines—private lines which have done so much to put Australia on the map—as freebooters ever ready to swallow up its voters' profits by increased freightage rates. Evidence, however, has not been forthcoming that these companies would raise passenger or cargo rates even if the "white elephant" collapsed. On the contrary, an authoritative statement was made recently in England that

the Australian Commonwealth Line does not influence the charges fixed for sea carriage to and from Australia.

Meanwhile, Australia's white elephant is to meander on, shedding annually a loss of close on a million pounds of money—taxpayers' money, which it never has and never can earn so long as it remains the plaything on which its arrogant attendants batten and wax fat at the expense of their countrymen.

As long as the taxpayer silently acquiesces in his Government's financially disastrous excursions into the domain of competitive commerce, so long will he be called upon to foot the bill. The Commonwealth ships are an extravagant and totally unnecessary luxury which the nation will do well to dispose of.

The Line possibly may benefit a very small and interested section of the producing community, but emphatically, from what most observers have seen, its greatest benefits are conferred on the crews of its ships.

Whether he be friend or foe, Australians admire a strong man. Mr. Bruce is not that man. His whole attitude in connection with the handling of the Government ships has been one of weakness, and political expediency too thin to disguise.

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AUSTRALIA'S NAVY.

Vital Defensive Necessity.

Vice-Admiral Sir Guy Gaunt Answered.

Strategic Misconceptions.

Australia's Fleet Unit in the Great War.

Saved Our Coasts from Von Spee.

Australia's Youthful Seamen in the Sydney-Emden Fight.

"Those Not for an Australian Navy are Against Australia."

The Coming War in the Pacific.

By E. GEORGE MARKS

(Author of "Watch the Pacific," "How Foch Makes War," "Napoleon and the War," (Two Vols.), "Merit and Democracy," &c., &c. Specially written for "The Navy League Journal.")

"I am highly gratified to observe the great progress Australia is making. Everything looks so healthy!" Vice-Admiral Sir Guy Reginald Archer Gaunt, on his arriving in Sydney from England in May.

VICE ADMIRAL GAUNT is Australian born; 38 years ago; then was attached to the Dragoon Guards; his age is 62. He won the D.S.O. and is O.B.E.
He is 56; his brother, Sir Ernest Frederick Gaunt, is also a Vice-Admiral. His age is 60. Lieutenant-Colonel Cecil Robert Gaunt, another brother, preferred the army to the navy; he joined the Hussars.
Mary Gaunt (Mrs. H. Lindsay Miller), the novelist, is a sister of the distinguished trio. Brothers and sisters are Victorian natives.

"If Australia were going to have a navy it must have a good one wholly composed of modern ships. Obsolete ships would be useless in case of attack. It was not likely that any nation would attack Australia with inferior ships. The attackers would, naturally, send their fastest and most up-to-date vessels, seeing that they would be thousands of miles from their base. Then there was the question of expense. To keep an efficient navy would involve a huge amount of money. There was also the question of manning the Australian Navy. At present, with only a few ships in commission the scope of promotion was greatly limited."—Vice-Admiral Sir Guy Gaunt.

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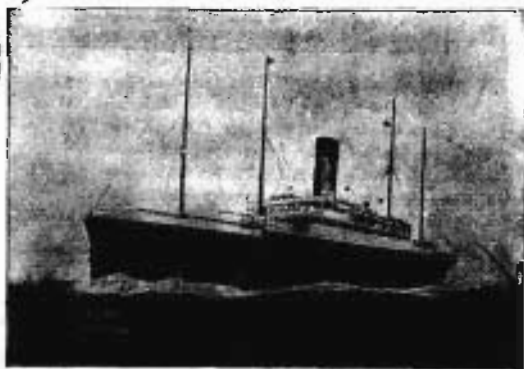
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A FAIR, an impartial, interpretation of Vice-Admiral Sir Guy Gaunt's statement is that he is opposed to the maintenance of an Australian Navy; that he could never be an advocate of a local navy.

English Environment.

His prejudice is unquestionably ascribable to his life-long association with the great British Navy; his vision is bedimmed—he has lost touch with Australian conditions.

The brothers Gaunt are permeated with English ideas; English notions; English environment has subordinated Australian sentiment in them; they have imbibed the true conservation of the British Navy; the British Army.

While the brothers Gaunt have been enjoying their English environment—looking through English spectacles only—Australia has been making giant strides; during the stress, the strife, of the Great War she marshalled 419,000 of her sturdy, vigorous sons; 310,000 were despatched overseas.

Their valor, heroism, incomparable prowess, placed Australia's name on the Scroll of Fame till the end of time.

Kept Raiders Away.

What, too, of Australia's local navy during the world war?

Was not its existence a powerful deterrent to the German sea-wolves—cruisers of the Emden type—fearful of the guns of the Australia; the Sydney; the Melbourne?

Is Vice-Admiral Sir Guy Gaunt cognisant of the immense part the Australian navy played during the terribly critical periods of the war?

If he is not fully, adequately seized, with what it then accomplished he should not now endeavour to damp the ardor of those indefatigable Australian naval men who have striven zealously to build up a local navy.

Australia's coasts, New Zealand's coasts, would have been violated at various phases of the war had it not been for Australia's ships of war.

Vice-Admiral Sir Guy Gaunt must know that Admiral Von Spee, commanding the Scharnhorst, the Gneisenau, armoured cruisers; the Nürnberg, the Dresden, the Leipzig, light cruisers; had definite, specific designs, on the coasts of Australia.

Is it not the incontrovertible fact that Von Spee's intended raids upon Australia's coasts, upon Australia's commerce-carriers, was deterred only by the knowledge of the Commonwealth's navy.

Von Spee was intensely fearful that the Australia, the New Zealand, too, were in Australian waters; the Commander of the Emden and the Karlsruhe were equally fearful.

Imperative Necessity.

Australia has now a much more imperative necessity for the retention, the strengthening, of the Royal Australian Navy than before the war.

The year preceding the war the principal ships of the first fleet unit of the Royal Australian Navy were completed. Proud day indeed it was for Australian patriots when the responsibility for the defence of Australasian waters and for the maintenance of the naval establishments at Sydney and elsewhere in the Commonwealth was entirely assumed by the Federal Government, on July 1st, 1913.

Was it not with general feelings of exultation that Australians viewed the battle-cruiser, Australia; viewed the Sydney and the Melbourne; viewed the auxiliary craft that went to make up the first fleet unit of Australia's navy.

The creation of this fleet unit in Australian waters was not a contravening of the strategic unity invariably aimed at by the British navy, inasmuch as it was expressly stipulated in 1909 by the Imperial Conference that immediately upon the declaration of war the Royal Australian Navy should be placed under the control of the British Admiralty.

The Commonwealth Government adhered most loyally to the pact; the Admiralty soon had just cause to feel proud of the creation of the Australian fleet unit.

H.M.A.S. Sydney, the sister ship of the Melbourne, arrived, after completion abroad, in Australian waters in March, 1913.

On Monday, November 9th, 1914, she smashed up the famous German raider, Emden!

The Sydney's Commander fought the raider at Cocos-Keeling Island with Australians for the crew.

Not long had the world to wait for a ship of the

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Australian Navy to blazon forth the fame of the Australian Commonwealth to the four corners of the earth—the destruction of the most elusive, the most successful, commerce-destroyer of ancient, of modern times.

Vice-Admiral Gaunt is of the opinion that Australians are lacking in the requisite naval instinct.

An extract from Captain Glossop's despatch to the British Admiralty:—

"I have great pleasure in stating that the behaviour of the ship's company was excellent in every way, and with such a large proportion of young hands and people under training it is all the more gratifying. The engines worked magnificently, and higher results than trials were obtained."

Read, Australian citizens, the message of the British Admiralty to the Commander of the victorious Sydney and the Australian Naval Board:—

"Warmest congratulations on the brilliant entry of the Australian Navy into the war, and the signal service rendered to the Allied cause and to peaceful commerce by the destruction of the Emden."

Vice-Admiral Sir Guy Gaunt will perceive that in this message there is no scepticism concerning the practical utility of ships of the Australian Navy.

Emden's Depredations.

Australians should not forget the terrible menace the Emden was to commerce—she sank shipping valued at £4,000,000!!!

Seventy British, Japanese, French and Russian cruisers, in addition to a considerable number of armed liners, were, at one period, scouring the Indian and Pacific Oceans in quest of the Emden.

Single instance of the depredations of the Emden—in her raid on the Bay of Bengal. She stopped £6,000,000 worth of Indian exports; about half that amount of imports; besides capturing 21 steamers of the value of £1,500,000, with cargoes worth £3,000,000!!!

This elusive sea-wolf, under her intrepid, her

resourceful Commander (Captain Karl Von Müller) outwitted the most skilful manoeuvres of Allied warships; the Sydney trapped her, outfought her, left her a mass of twisted iron, on the beach at North Keeling Island.

Australia's first naval victory—the combat lasted one hour and forty minutes—proved the worth of an Australian ship of war, manned chiefly by Australians.

After such a magnificent entry into the stern realities of war, it seems incredible that any British naval officer—Admiral Sir Guy Gaunt especially included—should, after the war, deprecate the practical utility of the Australian Navy.

Australia's Indebtedness and Assets.

Australia is now much richer in exports, in imports, than before the war; her shipping, her trade, requires adequate protection; her trade routes must be kept open; her vulnerable coasts, her valuable harbors, her opulent cities, must not be neglected.

Australia is burdened with a colossal debt—£1,027,746,000; £431,582,000 is borne by the Commonwealth; remainder by the States—but Australia's assets are healthy, stable, inviting.

Notwithstanding the gigantic national debt—mostly incurred during the world-war—Australia would be a magnificent prize for a conqueror; her resources are infinite; her trading potentialities immense.

Australia has grown too, commercially, internationally, important to listen to those who preach against the upbuilding, the maintenance, of an Australian Navy.

A local navy is of vital importance to the Commonwealth.

Japan's Advantage.

Before the war a Continental Power held various strategic islands in the mid-Pacific.

Germany was a European Power; her fleet was concentrated in the North Sea; she was not a Pacific Power.

Germany, under the Treaty of Versailles, was dispossessed of her islands in the Western Pacific—the Marshalls, the Carolines, the Fowes, the Ladrones.

Since 1914 these islands have been occupied by Japan—the greatest Asiatic Power the world has ever known—she is a Pacific Power; her interests, her ambitions, her destiny, is inseparably linked with the Pacific Ocean.

Her mandated islands—she holds them under the League of Nations—in the Western Pacific have given Japan immense, incalculable strategic advantages—by holding these islands she menaces Australia's trade routes; Australia's coasts; Australia's vital communications—the breath whereby we live.

The Caroline Islands are as near to Thursday Island as Thursday Island is to Sydney!!!

Think of it you Australian youths!

Has Vice-Admiral Sir Guy Gaunt given serious consideration to the impregnability of Japan in the Western Pacific?

If he has, then it is incomprehensible that he is not a staunch, resolute advocate of an Australian Navy—instead of an opponent.

Coming War.

Unquestionably, the next naval war will be in the Pacific.

Still Vice-Admiral Sir Guy Gaunt speaks as if Australia was immune from danger for all time; that she needs no local navy—to guard her coasts; commerce.

Australia's fleet unit during the Great War included the battle-cruiser Australia—19,200 tons—

36 knots; three light cruisers: the Sydney, the Melbourne, the Brisbane; six modern destroyers; two submarines; one of which was sunk in New Guinea waters, the other while attempting to enter the Sea of Marmora in the Dardanelles campaign.

The Australia was with the Grand Fleet in the North Sea.

Australia has arrived at an important epoch in her history; a strong, local fleet is vitally essential; the Pacific may at any moment be ablaze with a conflict between Asiatics and Europeans for supremacy of the great Ocean.

Japan is smarting intensely under the affront of the U.S.A. Exclusion Act; aware that Australians uphold America's attitude.

Was not Australia's Exclusion Act the first serious affront offered Japanese nationals?

Japan Preparing.

The great Asiatic Power which conquered the Russian Bear, on land, on sea, in 1904-5, will not submit to these affronts without ultimate retaliation.

That fact is certain.

Japan has been feverishly strengthening her navy since the Washington Conference—she has now squadrons of light cruisers, submarines, destroyers; she has many air-carriers, too.

She is watching the manoeuvres of the U.S.A. fleet in the Pacific with the most intense scrutiny; aware that the armada will manoeuvre in the Southern Seas—in Australian waters.

Continued on page 30.

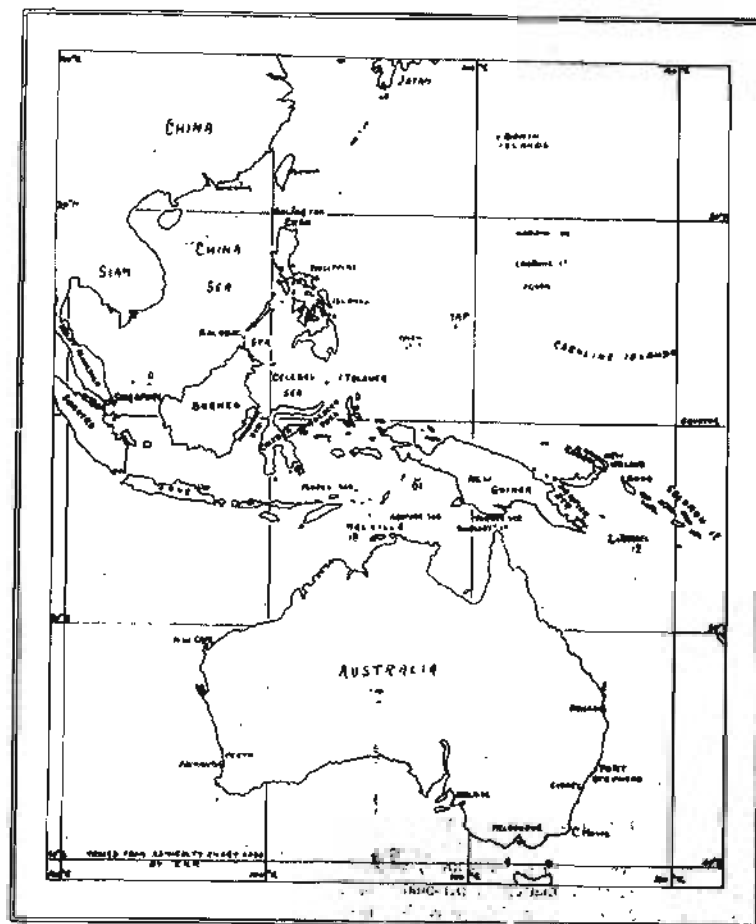
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IN THE PUBLIC EYE.



The above map should be studied along with Mr. E. Marks' trenchant article in this issue entitled "Australia's Navy."

JUTLAND.

In a Court of Law and in "Punch."

(CONTINUED BY HANSEY DAVIES, BARRISTER AT LAW.)

THE Ninth Anniversary of Jutland has come and gone. How the battle should have been fought, whether to Lord Jellicoe or to Lord Beatty should be accorded the greater honour for the result, or whether, after all, victory did not fall to the Hun, has by this time developed into a subject of dispute bidding fair to be perennial, as it appears to have gained the enthusiastic support of book publishing houses, which may be relied on to keep it alive, especially as acrimony, more or less veiled, is not absent from the discussion.

This is particularly shown in the last work on the subject brought out under the amazing title of "The Jutland Scandal," written by an Admiral who was not present at the engagement. Upon its appearance Mr. Punch took a hand in the controversy. While confessing to a feeling of bewilderment caused by the various opinions on what should have been the proper tactics for the occasion, he comes to the conclusion, that on the whole, the main object of the Battle, from our point, was attained, for he sings—

As' where did you find them Dutchmen
At the end of the blinking war?
Why down below under Scapa Flow,
An's that what we fought them for.

Let us, as most people are willing to do, leave it at this and turn to an episode arising out of the same great Battle in which all who composed the British Grand Fleet from the highest to the lowest took part, from which all acrimony was absent, and in which was displayed a spirit of unanimity and unselfishness worthy of the Senior Service, exhibited under circumstances where such qualities are not too often shown, viz., where matters of personal gain are involved. As the records of the proceedings are hidden away in the not very widely read "Law Reports" it is necessary to extract an account in order to make them known to readers of this Journal.

Prize Money.

It was notified by an Order-in-Council dated

2nd March, 1915, made under the "Naval Prize Act, 1864," that His Majesty the King was pleased to declare his intention to grant as "prize bounty" for distribution "amongst such of the officers and crews of any of his ships of war *as were actually present at the taking or destroying of any armed ship of any of His Majesty's enemies, a sum calculated at the rate of £5 for each person on board the enemy's ship at the beginning of the engagement.*"

The words in italics show clearly the conditions under which alone the bounty is made available for distribution; the fact that the applicants for it come within them is a matter to be ascertained by the tribunal by which their application is determined.

What is known as "The Battle of Jutland," was fought on 31 May: June, 1916, when the British Grand Fleet consisted of 151 ships, as one result of it—the sum of £22,685 became available for distribution as "prize bounty" amongst those entitled to it.

An application to determine its distribution was made to the High Court in its Admiralty Jurisdiction, "In Prize," in a case intitled—"In the Matter of the Battle of Jutland," which came before the President of the Court on 27 July, 1920, on a motion made on behalf of Admirals of the Fleet, Lords Jellicoe and Beatty, and the commanders, officers and crews of the 151 ships for a declaration, that they were entitled to prize bounty as being actually present at the destruction of eleven German ships sunk in the battle. The facts were set out in an affidavit sworn by no less a person than Lord Jellicoe, which stated—that at 2.30 p.m., 31 May, reports were received by the Battle Cruiser Fleet under Lord Beatty, which indicated the presence of the enemy, and that at 2.35 smoke was sighted; Lord Jellicoe was immediately informed, and proceeded (in the *Iron Duke*)



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with the Battle Fleet at full speed to engage. "At 3.30 p.m. line of battle was formed, and at 3.48 the action commenced at a range of 18,500 yards, the 5th Battle Squadron, which had conformed to the movements of the Battle Cruiser Fleet, coming into action at 4.8 at a range of 20,000 yards." From 4.1 p.m. to 4.43 the "action raged fiercely" and "between 5 and 6 was continued on a northerly course, the enemy receiving severe punishment," and gradually hauling to the Eastward. "At 5.56 p.m. the leading ships of the British Battle Fleet were sighted by the Battle Cruiser Fleet. The Battle Cruisers then formed ahead of the Battle Fleet." The Battle Fleet came into action at 6.17 p.m., and the enemy was engaged intermittently by the ships of the Grand Fleet till 8.20 p.m. at ranges between 9,000 and 12,000 yards, the enemy "constantly turning away, being evidently anxious to avoid further action in view of the loss he had sustained." "At 9 p.m. the enemy was entirely out of sight, but during the night attacks were made upon him by some of the Flotillas, and at 10.30 the 2nd Light Cruiser Squadron, in rear of the Battle Fleet, was in close action with an enemy's force of light cruisers. At daylight on June 1 the Grand Fleet turned to the N. to search for enemy vessels, but, no sign of the enemy fleet being seen, at 1.15 p.m. returned to port."

Enemy Losses.

It was further set forth that six ships of the enemy, with crews aggregating 4,079 on board, and 5 destroyers with crews of 458, were destroyed, their destruction, as was stated by Lord Jellicoe, having been "solely effected by the combined action of the ships of the Grand Fleet under my command."

The phrase "by the combined action" is most noteworthy.

When one considers the expanse of the "Grey North Sea" in which the Fleet was operating, the distances that must necessarily have intervened between the ships furthest off and those nearest in, and the constantly shifting scene of battle, the thought occurs that it would not have been difficult to prove that some at least of these ships did not succeed in fulfilling the technical condition of being "actually present at the destroying," which would



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have had the effect of depriving them of any share of the bounty, and thus increasing that of the others. Nothing of the kind was done, no such "points" were taken. It was agreed by common consent to regard one and all to have been equally within the condition, and to have the right to participate equally in the result.

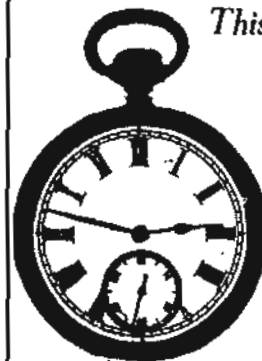
The application came on for hearing before Sir Henry Duke, the President of the Admiralty Division of the High Court on 27th July, 1920, and is reported in L.R. [1920] p. 408. It was made by Counsel on behalf of 120 of the ships supported by Counsel on behalf of the remaining 31 ships, and was consented to by Counsel who appeared to represent the interests of the Crown.

The spirit that animated the parties to the application plainly appears in the account of the proceedings before the Court. Counsel for the applicants said in his address: "It being impossible under the circumstances of this battle—probably the greatest naval battle in history—to contend that any one ship or squadron was responsible for the destruction of any particular enemy ship, the Grand Fleet have agreed that the battle should be treated as a joint and common enterprise." Counsel for the Crown assented to this statement.

And All Were Well Content.

In giving his decision SIR HENRY DUKE said, "The duty of the Court is merely ministerial. It is to ascertain what amount of prize bounty is due in respect of the action and what ships were engaged in it. The admiration and gratitude of the nation have been properly expressed by those whose duty it is to express them. The gallant Admiral, whose affidavit has been read, and all who served under him, have received the thanks of His Majesty and of the Legislature. It is only necessary for me to say that I find and decree that the battle of Jutland was the common engagement and enterprise of the 151 ships of the Grand Fleet, and that is a decree in which those who represent the whole of the Fleet concur. The Prize bounty, which is due under the regulation, is £22,685."

The President did not allow his decision to end with the making of a formal order. He concluded with the following memorable words:—



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"I desire to add of my own motion that the record of these proceedings will be one of the most cherished documents in the archives of this Court."

The proceedings referred to were doubtless instituted after due deliberation: one cannot but believe that the spirit displayed in them was, notwithstanding books since written, that same spirit of unanimity which four years before had animated all concerned in that great engagement "The Battle of Jutland."

So we will conclude with another stanza from Mr. Punch:—

So whenever I go to London,
I say there ought to be
Two statues there in Trafalgar Square
To Admirals J. and R.

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J. R. B. WATT

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3. MR. J. DOCKING, Concord-Abbotsford.
4. MR. F. CURRIE, Lane Cove.
5. MR. S. COOPER, Balmain.
6. MR. G. KIRKCALDIE, Drummoyne.
7. MR. JACKSON, R.N.R., Clovelly.
8. MR. R. W. WRAY, Rose Bay.

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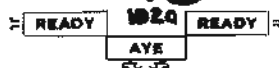


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NAVY LEAGUE



SEA CADETS



OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

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

SEA CADETS' SPORTS.

Nearly three hundred boys spent a care free day at Lyne Park, Rose Bay, on King's Birthday. The weather was glorious, and ensured the complete success of the meeting.

The cadets, led by Balmain Bugle Band, marched on to the ground shortly after ten o'clock.

Representatives from Balmain, North Sydney, Lane Cove, Drummoyle, Richmond, Rose Bay, Clovelly and Concord were present, each Company bearing its distinctive flag, together with Union Jacks and Australian ensigns, presented a very fine spectacle, and all were very favourably commented on by the visitors present.

Drummoyle Company also bore aloft the magnificent "Miss Charles-Fairfax Flag" which it won from the Richmond cadets recently.

After the combined Companies in columns of route had marched past the judges—Lieutenant Warner, R.A.N., C.P.O. McGovern, and Leading Seaman Shanahan of the Rushcutters Bay Naval Depot, the Drummoyle lads were awarded the Blue Ribbon for marching. The ribbon was presented by the Ladies' Welfare Committee of the Lane Cove Company, and will be competed for yearly. The best dressed cadets were then singled out, and the prizes awarded to Junior Cadet D. Dennis (Clovelly Coy.), Senior Cadet J. Gibb

(Balmain Coy.), and Cadet D. Cooper of North Sydney Coy., as the best in "long rig."

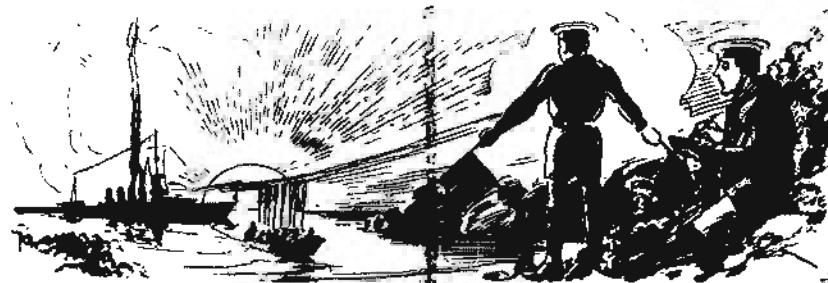
Among those who witnessed the sports were: Messrs. F. W. Hixson, T. Fox, T. H. Silk, and H. Cochrane, members of the Navy League Executive: Miss Charles-Fairfax, Mrs. F. W. Hixson, Mrs. T. H. Silk, Commander and Mrs. Quick, Miss Francis Glasson, Mrs. M. Mayne, Mrs. W. W. Beale, Miss I. Hay, Mr. K. Jefferies, Mr. and Mrs. R. H. Wade (Richmond), Mr. and Mrs. M. McDonald, Messrs. Budgen, Hopkins, Wray, Jones, S. Cooper, T. Stead, G. Kirkcaldie, Hooper, F. L. Hedges, Docking, Mr. and Mrs. Fidden, Mr. and Mrs. Gurte, Mrs. A. M. Norton, Mrs. Roberts and Mr. and Mrs. A. Wood.

The Royal Australian Naval Reserve Band, under Bandmaster Pitt, was present during the afternoon, and played a number of items.

The sports resulted as follows:—

Boys' Flat Race (for 12 years and under)—J. Coun (Balmain), 1; J. Cooper (Balmain), 2.
 Boys' Flat Race for 12 years and under—J. Martin (Richmond), 1; P. Harvey (Balmain), 2.
 Apple Bobbing.—H. Watt (Balmain), 1; S. Butcher (North Sydney), 2.
 100yds for Cadets (14-16 years old)—L. Hayward (Balmain), 1; P. Butcher (North Sydney), 2.
 100yds Officers' Race.—Mr. W. Preston (Lane Cove), 1; Mr. A. Wood (Balmain), 2.
 100yds (over 16)—C. Hayward (Balmain), 1; J. McCabe (Richmond), 2.

Continued on page 22.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Hon. Secretary	Mr. J. COOPER Mr. J. COOPER	DRUMMOYLE—Officer-in-Charge Hon. Secretary	Mr. A. WALKER Mr. A. WALKER
NORTH SYDNEY—Officer-in-Charge Hon. Secretary	Mr. M. SHARON Mr. M. SHARON	RICHMOND—Officer-in-Charge Hon. Secretary	Mr. R. H. WADDE Mr. J. G. AITKEN
CONCORD—Officer-in-Charge Hon. Secretary	Mr. J. COOPER Mr. J. COOPER	LANE COVE—Officer-in-Charge Hon. Secretary	Mr. F. COOPER Mr. F. L. WILSON
EASTERN SUBURBS DISTRICT—Headquarters: CLOVELLY.			
CLOVELLY—Officer-in-Charge Hon. Secretary	Mr. J. COOPER Mr. J. COOPER	ROSE BAY—Officer-in-Charge Hon. Secretary	Mr. R. H. WADDE Mr. J. G. AITKEN

BALMAIN.

(Contributed by Mr. S. Cooper.)

The Jutland Day Parade at St. Andrew's Cathedral proved a success regarding the number of boys present. 40 from Balmain under Officer Cooper, 20 from Richmond under Officer Wade, 20 from Lane Cove with Officer Gurte, and 25 from Drummoyle with Officer Kirkcaldie in charge.

Units carried their Union Jacks and Company colours. Bugles, and the fittings on the drums shone in the very bright sunlight and caught the eye as the boys swung along in true nautical fashion.

His Excellency Admiral Sir Dudley de Chair very kindly took the salute as the cadets proudly marched away to the accompaniment of their bugle band.

Mrs. M. Mayne very generously entertained to dinner all the boys of Balmain Coy. with over 12 months service, and 20 boys of Richmond Coy. at the residence of Mr. S. Cooper, Officer-in-Charge. Mrs. Mayne, Mr. Wade, Mr. Lea Wilson, Mr. H. Nicholls (H.M.A.S. Stalwart), late Navy League Sea Cadet, R. Gaul (S.S. Marrella), and some naval friends were also present. Mr. Cooper gave the toasts, namely, "The King," "The Day," and "Our Godmother." The hall was very

tastefully decorated with bunting and wattle, the Navy League colours being very prominent.

After dinner the Richmond lads went for a practice spin in their cutter, on returning the combined companies were given some good advice by one of our naval friends, who specially complimented them on their smartness and cleanliness, remarking on the seamanship of the Richmond crew. He said that they pulled exceptionally well considering the amount of practice they were able to get.

Balmain boys left for home, Richmond Coy. staying to tea and afterwards catching the 8.20 p.m. train for the country.

DRUMMOYLE.

(Contributed by Mr. A. Walker.)

Mr. A. Walker has been elected hon. secretary to this sub-branch in the place of Mr. H. Cardwell, mention of whom was made in last issue of the JOURNAL.

A Ladies' Welfare Committee has been formed, which has supplied a much felt want. The ladies are making the Cadet movement known to their friends and to residents of the district. It is

hoped that the new interest which is being aroused will do much for the Drummoyne Company.

Our boys did very well at the recent sports meeting, and their officers and instructors are justly proud of them. This JOURNAL will have gone to press before the result of the race for the "Oswald McMaster Cup" is known; but we are hopeful that next issue will contain the news that our boys have won it from the redoubtable holders—North Sydney Company.

The following boys have recently been taken on the strength as cadets:—Messrs Bailey, Leigh, Luzzey, Burns, Ennis, and Townsend.

Mr. Shepherd, of Gladsville, has very kindly presented the Company with a new rudder complete for our whaler.

Information respecting the Navy League may be obtained by ringing B 7808.

RICHMOND.

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

Recently a number of our cadets under the officer-in-charge formed a guard of honor for Mr. Bruntell (Minister for Education), who opened the Richmond Rural School.

On Sunday morning, May 24th, the cadets paraded, under the O.C., Mr. R. H. Wade, and attended the Parish Church. In the afternoon the boys motored to Windsor, where they formed a guard of honor for Major-General Sir Granville Kyrie, who unveiled the roll of honor. The ceremony was very impressive. The cadets were highly complimented on their smart appearance.

On Sunday, May 31st, twenty cadets, under the command of Mr. R. H. Wade, entrained for Sydney, where they attended the Jutland Memorial Service at St. Andrew's Cathedral. Afterwards they journeyed to Balmain, and were entertained to dinner by Mrs. M. Mayne.

The boys are never tired of talking of the wonderful dinner which was provided, and the parents of the boys thank Mrs. Mayne, also Mr.

CHIPS OFF THE OLD BLOCK.



Sea Cadets of the Navy League, N.S.W. Branch.

A Ball will be held at the Palais Royal, Sydney, on the 4th August, to augment the funds for the development of our Sea Cadet Movement. Mrs. Phillip Street, wife of the Chief Justice of New South Wales, is President of the Ball Committee.

For further particulars, members of the League and their friends are invited to ring the Secretary, B 7808.



Murdoch's Great Bargain Event in Men's and Boys' Wear—June 19th FOR 3 WEEKS.

Here are some of the price concessions—
Men's 32/6 English Fur Felt Hats for 22/6. 55/- Men's Overcoats for 38/9. 22/6 to 30/- Men's All Wool Coat Sweaters for 16/11. Boys' 32/6 Suits for 24/9. 25/- "Winner" Tennis Racquets for 58/9. Thousands of Others!

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and Mrs. Cooper, for the generous way in which they always treat their boys whenever they visit Balmain.

Our enthusiastic and consistent supporter, Mr. S. J. Lee Wilson, has kindly donated £10 towards equipment for our drill hall. We extend our best thanks to him for his generosity.

Another successful Euchre Party and Dance was held in the Richmond School of Arts, on the night of June 2.

The hall was tastefully decorated with flags, bunting, and streamers. Refreshments were provided by the Ladies' Welfare Committee.

Too much praise cannot be given to Mrs. Cahill, who worked very hard to make the evening an enjoyable one.

The following ladies assisted with the refreshments: Mesdames Drayton, Pearce, McCabe, W. Martin, Eazy, Reay, Whitley, Heap, Antill, Rowsell, and Miss Buckton.

The last named proved herself a most energetic worker at our previous Euchre Party and Dance by collecting £4-0-6 on a box of lollies kindly donated by Mr. R. Scott, of Richmond.

Our popular President, Alderman J. H. Taylor, was M.C. at the Party, and acted his part right well. Messrs. Horn, Reay, and Stead also rendered sterling assistance.

Mr. R. H. Wade, Officer-in-Charge, kindly donated a handsome silver cigarette case for a gent's cachre prize.

Mesdames Whitley and Rowsell donated a case of ten spoons, as ladies first prize, while Mrs. Antill and Miss Phipps, gave a pair of glass dishes, as second prize.

Thanks to our mascot (Jean Wade), champion

ticket seller of the company, who excels at this phase of usefulness.

All classes are progressing favourably, and are well attended each drill.

New Entries—W. Farrell, R. Butler, J. Mayne, G. Bush, and R. Hunt.

LANE COVE.

(Contributed by Mr. F. Currie.)

A very impressive Service was held in Longueville Parish Church on Empire Sunday, when the Rev. S. G. Fielding, M.A., dedicated the splendid flag given by the Ladies' Welfare Committee to the Lane Cove Sea Cadets.

In addition to the local Company, cadets from Balmain and Drummoine were present.

Among the congregation were Mr. W. Loveridge (President of the Sydney Harbour Trust and Patron of the local Company of Cadets), Mr. Harold Cochrane (Chairman of Lane Cove Sub-branch of the League), Mr. T. Fox (Chairman Balmain Sub-Branch), Mrs. and Miss Fox, and Captain Beale (Organising Secretary of the Navy League). Messrs. Gurne, Cooper, and Hooper were in charge of Lane Cove, Balmain and Drummoine Cadets respectively.

The Navy League takes this opportunity to wish Mr. Keith Jefferies every success in his profession. For the last seven months Mr. Jefferies has been Acting-Organising Secretary of the Navy League (N.S.W. Branch), and Editor of the JOURNAL, in the absence of Captain Beale.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

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R.M.S. COMORIN.

Messrs. MacDonald, Hamilton and Co., agents for the P. and O. Company, very kindly arranged for the latest of the magnificent fleet of passenger steamers—the Comorin—to be thrown open for public inspection on the 13th and 14th instant. An admission fee of one shilling each was charged, and the proceeds will be handed over to the Lady Mayoress' Fund for T.B. Sailors and Soldiers, and to the Navy League for its Sea Cadet Movement. To Messrs. MacDonald, Hamilton and Co., and to the P. and O. Company, the Navy League tenders its warmest thanks.

THANKS!

The Sports Committee tenders its sincere thanks to the undermentioned who have kindly contributed to the Sports Prize Fund:—

Mrs. H. Austin	£5	5	0
Mrs. F. W. Hixson	2	2	0
Sir Alfred Meeks, K.B.E.	2	2	0
Mr. Q. L. Deloitte	2	2	0
Mr. T. Fox	1	1	0
Mr. A. E. Jacques	1	1	0
"M.E.B."	1	1	0
Miss I. Hay	0	10	0

Mr. Barry Abrahams: 1 Kit Bag.

Capt. and Mrs. Hayward: 1 Pocket Compass.

THE NAVY LEAGUE BALL.

Members of the League are invited to remember the date—4th August next (American Fleet week). The ball will be held at the Palais Royal, as last year. The success of the function will depend chiefly on the sale of tickets; and as these are priced at 7/6 each only, which includes light supper and lodge accommodation, there should be no great difficulty in disposing of a very large number.

Details in connection with the dance are being arranged by the Ball Committee, presided over by Mrs. Philip Street, wife of the Chief Justice. Committee meetings will be held from time to time at the Australia Hotel, the management most generously granting the use of one of the drawing rooms for the purpose.

The names of the ladies who have promised to help will be published in the July issue.

LAUNCH OF OTRANTO.

The general manager of the Orient Line has received cable advice from London announcing the successful launching of the R.M.S. Otranto.

The Otranto is a sister ship of the Orama, and is of 20,000 tons gross register, and about 26,000 tons displacement. It is anticipated that the new vessel will leave London on her maiden voyage on February 6, 1936, and will depart from Sydney homeward bound about March 31.

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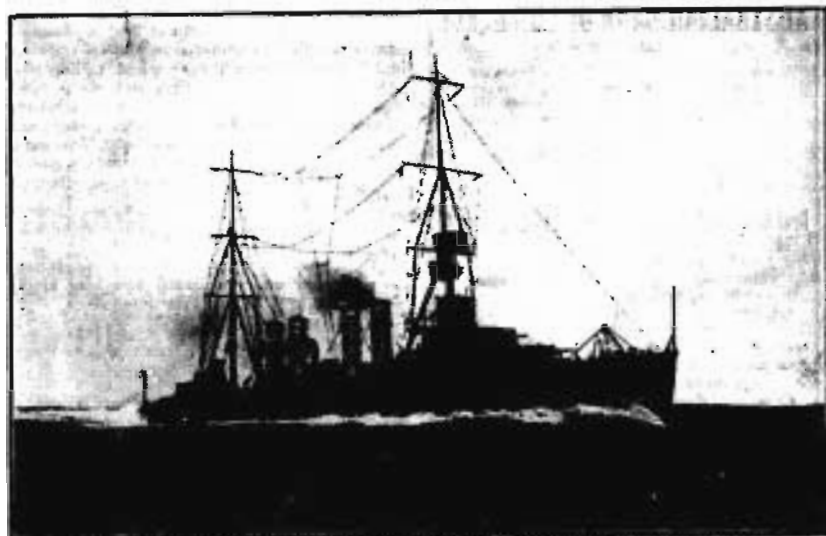
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NAVY LEAGUE WORKERS.

The cadet sports which took place at Lyne Park on King's Birthday, were possible because the spare work in the laying out of the ground for the many events was done by enthusiasts who have the interests of the boys at heart. That these friends of the cadet movement gladly sacrifice their leisure in order to give their younger brothers—brothers in the widest sense—pleasure, speaks volumes for the splendid unselfishness which inspired them to long hours of toil in the preparation of the sports ground. The Navy League gives its sincere thanks to one and all. Among them were, Messrs. S. Cooper, Edgar Fiddow, A. Wood, F. Garro, A. Parton, Stanley, Watt and Hooper.

TO VIEW AMERICAN FLEET.

It is hoped to arrange for the Navy League Sea Cadets to view the warships during their stay in Sydney.

SPORTS' RESULTS—Cont. from page 16.

Tug-of-War (scoters).—Drummoyle beat North Sydney.
Tug-of-War (juniors).—Richmond beat Drummoyle.
Inter-Company Champion Relay Race.—North Sydney, 1; Richmond, 2.
Potato Race.—A. Debois (Drummoyle), 1; E. Drayton (Richmond), 2.
Mascot Race.—S. Butcher (North Sydney), 1; Miss Hopkins (Richmond), 2.
Obstacle Race.—G. Hornby (North Sydney), 1; S. McCabe (Richmond), 2.
Navy League Championship 100yds. Race.—L. Hayward (Balmain), 1; S. McCabe (Richmond), 2.
High Jump.—G. Hornby (North Sydney), 4h. 6in., 1; S. McCabe (Richmond), 2.
Broad Jump.—F. Perkins (North Sydney), 1st 6in., 1; S. McCabe (Richmond), 2.
Bandmen's 100yds. Race.—K. Tarrant (A.B.), 1; G. Selby (P.O.), 2.
Sack Race.—G. Nay (Richmond), 1; Davis (Balmain), 2.
Officers' Wives' Race.—Mrs. Preston (Lane Cove), 1; Mrs. Middleton (Balmain), 2.
Three legged Race.—S. Butcher and L. Butcher (North Sydney), 1; G. Nay and E. Drayton (Richmond), 2.
Company go-as-you-please.—North Sydney, 1; Drummoyle, 2.

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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 to all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEaves 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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A Large Floating Dock?

NAVY LEAGUE'S INTEREST.

WITH a request that the Commonwealth Government in framing its defence programme, should build in Australia a large floating dock to accommodate capital ships, a deputation representing all branches of the Navy League in Australia waited on the Minister of Defence (Sir N. House) states *The Age*, Melbourne.

Mr. F. Clarke, M.L.C., president of the Victorian branch of the League, said it was evident that any sound defence of Australia must be based upon the foundation that the Empire's fleet should come to the assistance of Australia in time of attack on these shores. The main request of the deputation was that the Government should consider the advisability of building a floating dock, which could be towed to any point on the Australian coast where strategy demanded. Sydney had the building facilities for such a dock, and the Navy League urged that it was essential for Australian defence for a dock capable of accommodating capital ships to be built. The Washington Naval Treaty, which limited the size of war ships, might not last for ever, and it might be necessary for Australia some time in the future to have a capital ship of her own. In these days of modern vessels it seemed almost impossible to keep a large ship in waters where it could not be docked. The Singapore Base, apparently, was designed mainly for the defence of the Burmese, Borneo and Mesopotamian oil fields and for the defence of India and the Suez Canal. While the defence of Australia was contemplated in connection with the building of Singapore base, it was really a subsidiary object with the British Admiralty when considering the project. Singapore was further from Sydney than Japan was. There was a good deal of depression in the iron trades in Australia, and while the two cruisers were being built abroad, it would be desirable to keep the Australian ship and dock yard hands in employment. He understood that Britain required a whole series of docks round the world, and if one capable of accommodating British battleships were

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built on the coast of Australia it would help to complete the ring.

Dr. P. Webster, representing the Northern Tasmanian branch of the League, said all preparations for naval defence had in view the possibility of war. Therefore any defence scheme must be capable of performing its functions in time of war. History showed that all disasters that had taken place in warfare were due to inefficient or inadequate preparation. Preparation did not necessarily mean victory, but it was a safeguard against disaster. As long as possible opponents had battleships the Empire needed a battleship, and any defence scheme for Australia which did not provide for a large dock, preferably a floating dock, in Australian waters, was like a chain minus a link, and consequently useless. No battleship could possibly operate here because there were no docks to accommodate such large vessels. Admiral Jellicoe in his books emphasised the fact that floating docks were of value because they could accompany a fleet to a new base in the event of a change in

strategy. It was rather straining the point to say that Singapore base was on the flank of an attack upon Australia from the north, because it was such a great distance from Australia.

Captain Clare (S.A.) said the Navy League of his State stressed the point that the British Admiralty would hesitate before sending a first-class battleship to Australia if there were no means of having it repaired within reasonable distance of the point of casualty.

Mr. C. E. Merrett (Vic.) said he understood that the Federal Government proposed to assist in building a 13,000-ton dock in New South Wales. At present Australia had Mori's Dock and Cockatoo Island, and a third dock of the same size would only increase competition without providing accommodation necessary for large battleships.

The Minister, in reply, said naval defence was recognised by the Government as the first line of defence for the Commonwealth. The whole matter was under consideration, and the question would

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be taken into account. The Prime Minister had said the Government was contemplating building, in conjunction with the New South Wales Government, a dock at Walsh Island. This question, however, was one in which New South Wales made a certain offer to the Federal Government, and asked the Prime Minister for assistance in constructing a dock, the capacity of which had not yet been decided. The whole subject was being considered in consultation with the Imperial Government. It was quite clear that all the Commonwealth's defence force must be laid down, not only in consultation with the British Government, but in such a way that the Commonwealth would co-operate in time of necessity with the British force. To defend Australia against any aggressive navy would require an expenditure of £50,000,000 for ten years, but looking at the strength of navies contiguous to, or likely to attack Australia, it would be seen that it was impossible for the Commonwealth with its small population and the means at its disposal to provide sufficient forces in Australia to defend itself if it were a separate nation.

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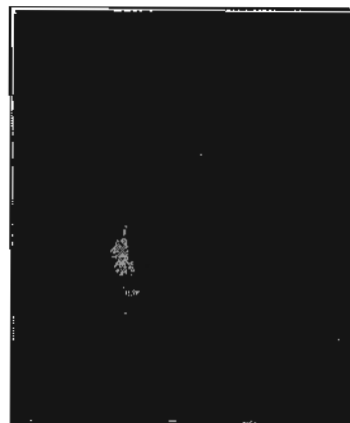
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TO THE NAVY LEAGUE.

AUSTRALIA'S NAVY—Continued from page 8.

Instead of the Australian navy being weakened because of the advice of pessimists—men who have lost touch with Australian ideals, Australian sentiment—the Commonwealth Government should read aright the portents in the Pacific—make the fleet unit of the Royal Australian Navy a force to be seriously reckoned with.

The stronger the Australian Navy, the stronger the British Navy—in time of war the Royal Australian Navy becomes part of the British Fleet to maintain the principle of strategic unity.

This, however, does not presuppose that Australia's naval unit would not, in time of war in the Pacific, be utilised for the purpose of defending Australia's coasts; her harbours; her commerce.

Strategic Misconception.

Admiral Sir Guy Gaunt favours the establishment of a great naval base at Singapore—he considers it would afford protection to Australia, to New Zealand.

Anything is possible in war.

Assuming that the Singapore base, when completed, were captured by the Japanese—it must not be forgotten that they captured Port Arthur; Kuropatkin declared it impregnable.

The strategy of the Japanese would then be to lure the British fleet—substantial portion of it—away from Southern waters, with the express design of despatching raiders to attack Australia's commerce; Australia's coasts; Australia's cities, thus hoping to bring about a weakening of Australia's support in the war.

Without a strong Australian defensive navy the enemy would, no doubt, be induced to carry out such a strategic design; would not be so anxious to do so if he thought his raiders would be held up whilst detached ships from the British fleet took them in the rear.

The Prime Minister of Australia (Mr. Bruce) is becoming more and more seized with the ever-increasing Asiatic menace in the Pacific; his Government has no intention of abandoning the Royal Australian Navy; suggestions of Vice-Admiral Sir Guy Gaunt notwithstanding. He speaks of Australia's Navy being of no practical fighting utility against a hostile fleet.

Would a hostile fleet ever get into Australian waters whilst the British fleet exists?

Australia is not so much concerned with organised squadrons of the enemy as with detached raiding cruisers.

The mission of the British fleet is always to seek out and defeat the main enemy squadrons.

Assuming that this is a correct statement of the position, then Vice-Admiral Sir Guy Gaunt's assertion that an Australian Navy would be of no practical utility unless it were composed of the most up-to-date battle ships, battle cruisers, and auxiliary craft, must be untenable.

His assumption is that an enemy fleet would be permitted to attack Australia without any interference from the British fleet.

No enemy fleet could be induced to attack Australia on the assumption that it would encounter only the Australian fleet unit, and not the British fleet.

Vice-Admiral Gaunt's opposition to the Australian navy has only to be seriously tested to find that it is based upon fallacies—conservative prejudices.

To maintain the Australian navy a fair proportion of the nation's revenue will have to be allocated; not £20,000,000 or £30,000,000 per annum as Vice-Admiral Sir Guy Gaunt would have unthinking Australians believe.

Australians are determined to maintain the Australian Navy; because it is a vital defensive necessity to protect the coasts of the Commonwealth from raiders during the struggle for supremacy in mid-ocean between the British fleet—

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perhaps, the combined fleets of England and America—against the world's most formidable Asiatic fleet—that of the Mikado.

Australians would have liked to have seen the latest two light cruisers for the Royal Australian navy constructed in Australia; it would have been indicative of the Commonwealth's advanced industry, the Commonwealth's progress; the Central Government decreed otherwise—they are to be built in England.

Wherever built they will help to augment the defensive fighting power of the Australian Navy.

Australia's navy is small, unpretentious—in no sense a means of aggression—merely defensive; unlike the giant navy of Japan which, one day, in the not far distant future, will challenge the white peoples of the world for the hegemony of the Pacific—whichever nation gains the naval supremacy of the Pacific becomes the dictator of the world—Providence save humanity from an Asiatic dictator!

Australia does not intend to construct a navy *à pas de géant*—with giant strides—the case with Japan—but to steadily augment it with war vessels—craft to guard Australia's coasts; Australia's commerce; preserve her capital cities from spoliation by Asiatic naval raiders.

Australians magnificently manifested their loyalty to the British Empire, on land, on sea, during the war; they regard the British Navy as *amicus humani generis*—friend of the human race.

It does not seek war; its power is for peace.

Australia's Navy is defensive—does not seek war—stands for the first law of nature—self-preservation.

Those against an Australian Navy are against Australia.

Nelson's dictum was: "Those not in favor of a strong English Navy are against the nation!"

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

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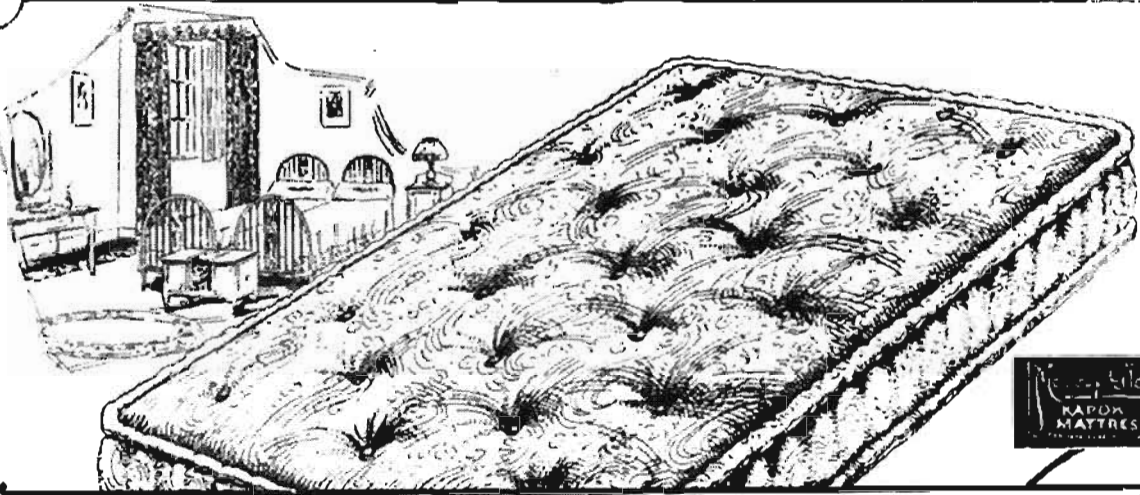
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