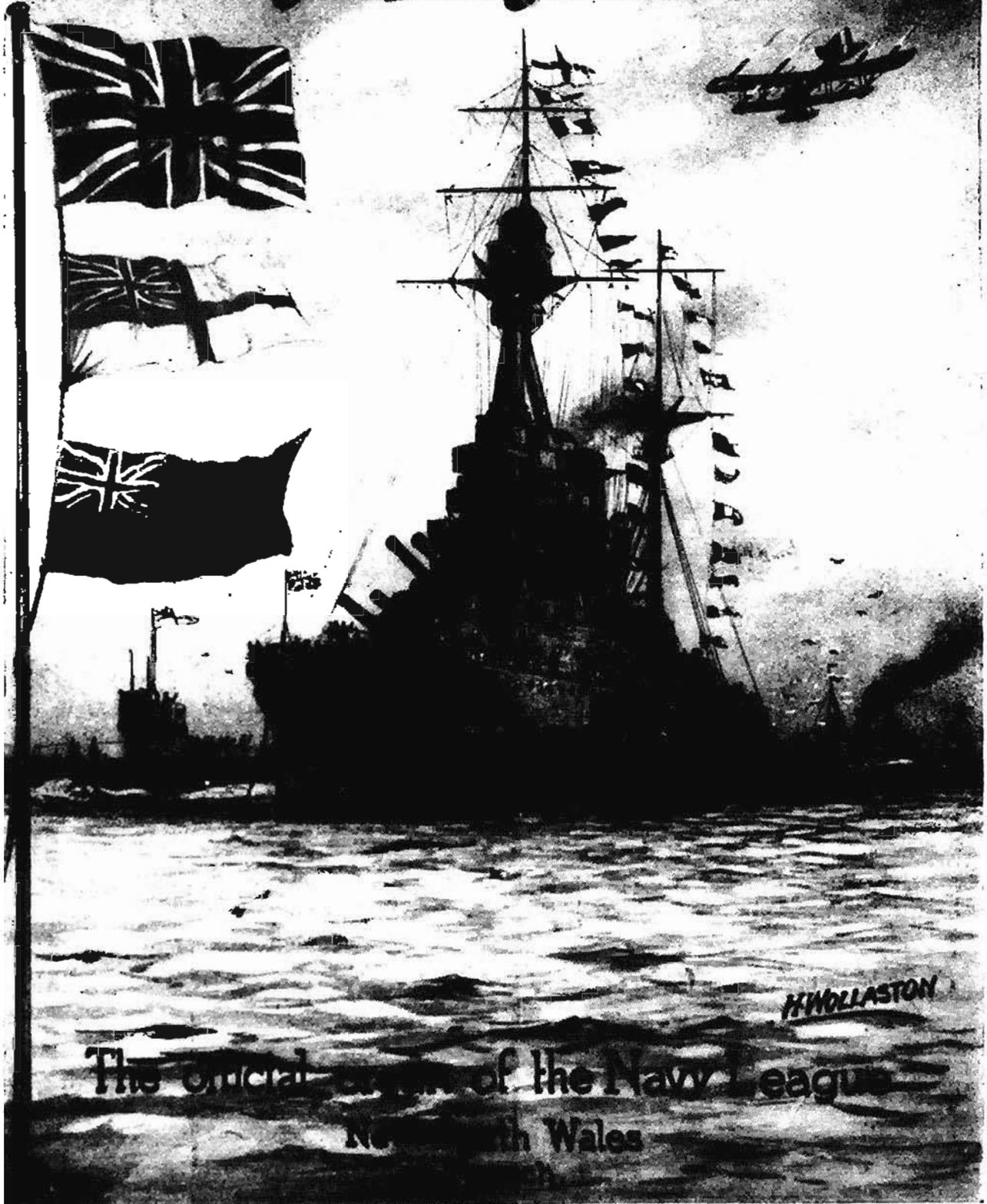


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The Navy League Journal

VOL. VI. No. 9.

SYDNEY, JANUARY, 1926.

PRICE 3d

The SEA and the MAN on the LAND.

AUSTRALIA with its vast spaces has of necessity many thousands of people who live the bulk of their lives far removed from the sea-board. Most of these people rarely think of the sea: they may think of and discuss the London wool sales, the overseas butter and fruit markets, the prospects of placing their beef and mutton on the tables of Britain or the Continent, the rise and fall of wheat values on the home market, but the vital connecting link the sea, is unthought of.

It is doubtful if the average primary producer is even remotely interested in the ships that carry his produce or in the ships of the Navy that police the seas and make it possible for those same merchant vessels to reach their destinations without fear of molestation.

If the British Navy was suddenly blotted out of existence by some great catastrophe British diplomacy would not count for much—neither would the British Empire, including Australia. Piracy would spring up on the high seas, and plunder would be the order of the day and night. Markets would become disorganised, credits would somer-

sault into debits, and large scale primary production would stagnate.

Until Australia is able to utilise the whole of her products within the bounds of the Commonwealth the sea will be as necessary to her economic existence as is the air we breathe to life.

The ocean trade routes are Australia's main arteries along which passes a never ending stream of exports and imports without which the holdings of thousands of country people would soon become desolate wastes. We reiterate, it is the fighting arm and the merchant navy which to a very large extent gives the wool-grower, the meat producer, the wheat farmer and the orchardist of Australia the opportunity to get a fair return for his investments and his labours. In short, the sea to most primary producers means the difference between affluence and penury. It behoves every one of these people, then, to encourage, nay to insist on their parliamentary representatives keeping up a constant pressure on the Government of the day to give effect to a policy of defence, particularly naval and air defence, commensurate to the needs of this great island continent.

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Marooned Sailor who Ate the Food of the Gods.

Strange Stories of the Fiji Sandal Wood Trade.

(BY THOMAS DUNNAN, N.A.)

RICH uncles from Fiji are not so important a part of the stock-in-trade of confidence men as they used to be but many Australians have a real financial interest in Fiji. For a notable part of the profits of the C.S.R. comes from sugar plantations and works in the Fijian Islands.

Sydney's first interest in Fiji was concerned not with sugar but with sandalwood. For a score of years after its beginning in 1804 the trade in sandalwood, mainly obtained in Fiji, supplied Sydney with one of its chief exports. It was a dangerous trade, for in addition to the ordinary risks of navigation in unchartered waters strewn with coral reefs those engaged in it had a fair chance of being killed and eaten.

The profits, however, were tremendous. A few pounds judiciously laid out in whales' teeth, iron and beads would buy many tons of sandalwood from £50 to £70 a ton in Canton. The briskness of the trade is shown by the fact that in the three months from July 1 to September 30th, 1813, duty was paid at Sydney on 682 tons of sandalwood worth something like £40,000. And much sandalwood was shipped direct from Fiji to China.

American and English vessels took an active part in the sandalwood trade in keen and not always friendly competition with the ships from Port Jackson. An English sailor who visited the islands as mate of a Boston (U.S.A.) vessel complains that the "Botany Bay" men seemed to consider that the Fijian "gold-mine" belonged to them.

Is James Aikin the Pioneer.

It was an American vessel which led, through a curious chain of events, to the beginning of the sandalwood trade. In 1800 the Argo, sailing from Port Jackson, was wrecked amongst the Fijian Islands. One of the survivors was Oliver Slater, who was picked up by the El Plumier, a

Spanish prize owned at Sydney, which visited Mbua (afterwards Sandalwood) Bay in 1801 on her way from Port Jackson to China.

The El Plumier put into Guam in the Ladronez, where she was seized by the Spaniards. Slater returned to Sydney on the Fair American, a Yankee vessel which arrived from Manila on May 28, 1804. At Sydney, Slater joined forces with James Aikin, master of the 26-ton Marcia, belonging to Simeon Lord. The Marcia had originally been the launch of the ship Cato and had been "rosy upon at Sydney."

In her Aikin pioneered two trades. First he went to the Great Barrier Reef for trepang or beche-de-mer and then to Fiji for sandalwood. Even the hardy mariners of those days did not consider the Marcia big enough for a trip to China for her capacity was too small. Aikin applied for permission to go to Fiji in the Nantucket (U.S.A.) vessel Criterion to lift a cargo.

Governor King refused permission, but Aikin, Slater and James Bailey evaded him by shipping in the British ship Harriet and transferring to the Criterion when four days out from Port Jackson. The Criterion took 120 tons of sandalwood to Canton, but the Fair American slipped in before her.

Men "Biting Live Fire."

Simeon Lord arranged with the Union of New York, which visited Sydney in 1804, to load sandalwood, but the captain, the Sydney supercargo John Boston and about a dozen of the crew were slain by the natives of Tongatabu, led by a renegade Malay, who seems to have been one of the survivors of the Argo. Daniel Wright, the first mate, filled up his ship's company in Sydney and tried again, but lost his vessel and his life on a reef.

In spite of this and other mishaps there was a rush to Fiji. Though the sandalwood era has

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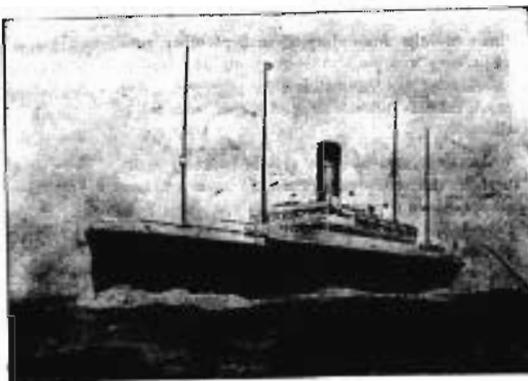
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been almost forgotten in Fiji native tradition still preserves a recollection of the visit of the *El Plumier*. Two Levuka men went over in a canoe to look at the strange ship. After seeing the red caps and the pipes of the strangers they came back and said:—

"They looked like men, but they must be gods, for they were biting live fire, and had their ears wrapped up"

A few references to the Fijian sandalwood trade—such as the depositions of Peter Dillon about the killing and eating of Charles Savage (another of the survivors of the *Argo*) and others in 1813—are to be found in the Historical Records of Australia. A detailed account of doings in Fiji in the early days of the trade recently turned up, however, in a very unlikely quarter.

100 Dollars for a Scrap of Iron.

Leonard C. Wharton, of the British Museum, had inherited some papers from his great grandfather William Lockerby, a Liverpool shipowner, who died in 1853. When examined, these turned out to be a journal kept by Lockerby of a voyage to Fiji, where he was marooned for eight months in 1808-1809.

Lockerby shipped from Boston in 1807 as mate of the *Jenny*—William Barr master. He mentions that at Sydney he was fined £20 for saying to an official: "Damn you and the Governor, too!" This was Governor Bligh, and records Bligh's arrest with a certain satisfaction. He gives the story about Bligh being pulled from under a bed.

In the Fijian group the *Jenny* loaded 250 tons of sandalwood. Lockerby reckons this as worth £30,000 in Canton, and says that the whale's teeth, iron, and beads traded for, it cost only £50.

While the *Jenny* was in the group, the *Eliza*, which carried 30,000 dollars, was wrecked on a reef. Lockerby picked up the *Eliza's* captain, and bought back 9,000 dollars from the Fijians at the rate of a small piece of iron for 100 dollars.

Captain Siddons of the Sydney schooner *Mercury*, is said, by the way, to have done still better business at Tonga about the same time. The natives, who cut off the Port au Prince, had taken

a number of gold bars, and these Siddons bought for bits of iron.

When the *Jenny* cleared for China, on July 28, 1808, she left behind Lockerby and the six men who formed his boat's crew. In one account Lockerby says that he had challenged the captain to a duel with pistols, and had gone ashore expecting Captain Dorr to follow, but that the latter had at once made sail.

Lockerby was kindly entertained by a chief (king as he calls him) who was the proud owner of the only house in the European style in Fiji. This had been presented to him by Lord, Kable and Underwood of Sydney.

Talking of the religion of the Fijians, Lockerby says that he asked a priest if the "Callow" or god really ate the food put before his shrine. "Fortunately for me," says Lockerby, "he seldom neglected his duty, as I generally made my supper out of what was intended for this Callow."

Business by Suggestion.

Lockerby and his companions were picked up at last by the *Favourite*, a Nantucket vessel, which William Campbell, of Sydney, had brought down for a cargo of sandalwood. His troubles were not over, for a native war broke out, and he was captured by the enemies of the chief with whom he had lived.

A native prisoner was promptly cooked, and the sailors seized with Lockerby, ate some of him, thinking it was pork. Later, part of a man's leg was offered to Lockerby. He refused it, saying it was tabu to him. On this a considerate Fijian offered him a piece of roasted child, pointing out that it could not hurt him since a woman with a baby at the breast was eating another bit. He refused it, but had to eat yams boiled in the same pot!

Lockerby and his mates escaped the cooking pot for Campbell rescued them. There was a fight in which the white men and their native allies killed 200 of the enemy.

On one of his sandalwood-buying expeditions Lockerby saw a widow strangled after her husband's death in accordance with Fijian custom. He offered a number of whale's teeth and beads for her, but the chief warned him that she was old

Continued from page 2.

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R.A.N.

Commodore Wardle, D.S.O., A.D.C., R.N., will take the Australian fleet on a cruise in Southern waters towards the end of the present month. The light cruiser Delhi, of the Royal Navy, which is now at Sydney, will accompany the fleet. The Delhi was in Australian waters in 1924 when she was one of the units of the Special Service Squadron under Vice-Admiral Sir Frederick Field. She will be attached to the R.A.N. during the absence of the cruiser Melbourne in the Mediterranean.

ROWING.

Messrs. A. G. Milson and Harry Shelley are again giving the sum of ten pounds—even pounds first and three pounds second—for two prizes to be competed for on Anniversary Day. All Navy League boats are eligible to compete. There is no entrance fee.

GIFT.

Miss Frances Glasson has generously donated several valuable books to Headquarters. The gift is most acceptable and greatly appreciated.

"COCHRANE SHIELD."

The bronze shield presented by Mr. Harold Cochrane for rowing competitions is on view at the office of the League, 3rd floor Wentworth Building, 6 Dalley Street, City.

and useless. When he persisted in his offer, the chief said that the gods would be angry if she were not strangled.

When a Fijian refused to barter some sandalwood for anything but whale's teeth Lockerby said that the figurehead of the vessel was a god which would punish with sickness a refusal to sell. The Fijian stood firm, but a little later he and all his family were taken violently ill, and he gladly parted with the sandalwood to get the "hoodoo" removed.

Soon after this deal by "suggestion," Lockerby left Fiji for China on his way back to Liverpool (Eng.), clothes and respectability.

A Dog Watch with the Stars.

First time Outward Bound.

(W. W. B.)

THE old star Plough, for us, was to-night making its last furrow down the northern horizon and we would not see it any more for awhile. To most of us on board it was one of the last visible links with home and we watched it leave us with feelings of sadness akin to a personal loss. The mighty suns Arcturus and Sirius which shone through the infinite ether overhead were not strangers, neither was Orion in his jewelled belt, but with all their luminous pre-eminence these did not stir our emotions. Were they not universal and with us in our wanderings away? But the Plough was different, its going was like the passing of an intimate friend, like a lament without words, a celestial nocturne muted on the chords of an angel's soul. Even the renowned Southern Cross with the brilliant pointers Alpha and Beta Centauri, which I saw to-night for the first time, could not compensate for the loss of The Plough, —the Great Bear, Charles' Wain, Butcher's Axe of boyhood's years.

The kindly mate had indicated the Southern Cross to me when I visited the poop to look at the time and strike the bell. There it hung low down with its back leaning at an angle against the southern wall of heaven, and thoughts came flooding in, not of the homeland, but of that other Cross on earth on which a God was nailed nineteen hundred years before. And along the misty corridor of those years many lesser crosses loomed, splintered with the bones of lesser Gods who, at the hands of their fellows, had suffered and died for their convictions sake.

Eight bells was struck, the crew mustered aft, the wheel and lookout relieved and the "port watch" went below.

As ships meet at sea,—a moment together, when words of greeting must be spoken, and then away upon the deep.—so men meet in this world; and I think we should cross no man's path without hailing him, and if he needs, giving him supplies.

—HENRY WARD BEECHER.

"Destroyer - Warfare"

BY "FORLEKIDDK."

MODERN sea-fighting has lost much of its former picturesqueness. With the passing of masts and yards and the advent of steam, naval actions have become, in many ways, affairs of mere mathematical precision.

The conduct of a naval battle is centralised in the Commander-in-chief, and individual initiative has suffered in consequence.

There is little opportunity now-a-days for any single ship in a battle-line to distinguish herself. Each of these leviathans is simply part of one huge machine, under the direct command of the Admiral, and in a modern naval action the opposing fleets are usually separated by a dozen miles of blue water.

There is, however, one phase of sea-fighting to-day that still retains something of the glamour and romance associated with the old "wooden walls."

Destroyer warfare, demanding as it does, courage, initiative, and resource, has much in common with the frigate fighting of Nelson's day.

The debt owed by the Empire to those who manned the destroyers during the great war will probably never be recognised.

These little craft, with their slim grey hulls and death-dealing torpedoes, spread terror amongst the German Fleet on that memorable summer night in 1916.

From the commanding officers—most of them mere boys—down to the junior cooks' mates, the entire personnel of the destroyer flotillas were imbued with the same invincible spirit, and it is no exaggeration to say that the part played by the British destroyers at Jutland transcends anything in the whole annals of British naval history.

The functions of a destroyer are many and various, but the chief duty of those attached to the Battle Fleet is to "screen" the battle-ships.

When the fleet leaves its base and proceeds to

sea, the destroyers precede the main body of the fleet, and as the big ships, battle-squadron after battle-squadron, appear in majestic state at the entrance, the destroyers take up their screening stations.

The formation most usually adopted resembles that of an out-spread fan, with the destroyers on the outer edge, and the battle-squadron, consisting of five or six battle-ships in line ahead—i.e., follow-my-leader formation—occupying the pivotal position.

Other destroyers then take station on the wings of the battle-squadron, so that the heavy ships are completely protected, ahead and on each side, from submarine attack.

The distance between the battle-ships and their attendant destroyers varies, of course, according to the conditions prevailing at the moment.

At night, or in a fog, the screen would be ordered by the Admiral to close into, say, 500 yards, whilst in clear weather the screen might be 2000 yards distant.

This type of work demands constant vigilance on the part of the destroyers.

The officers and men in these craft must be ever on the look-out for the tell-tale "feather" of a periscope.

The chief object of the enemy's submarines is to manoeuvre themselves into the area of unprotected water between the watching destroyers and the unsuspecting battle-ships.

The responsibility of the officers and look outs of the destroyer screen is enormous. In addition to watching the waste of waters ahead and on either side, the officer of the watch has to keep an eye on the battle-squadron, for it is his duty to keep accurate station on the big ships.

Should he allow his ship to get out of her proper position he will inevitably be "told off."

"From the flagship, sir," says the signalman,

Continued on page 11.

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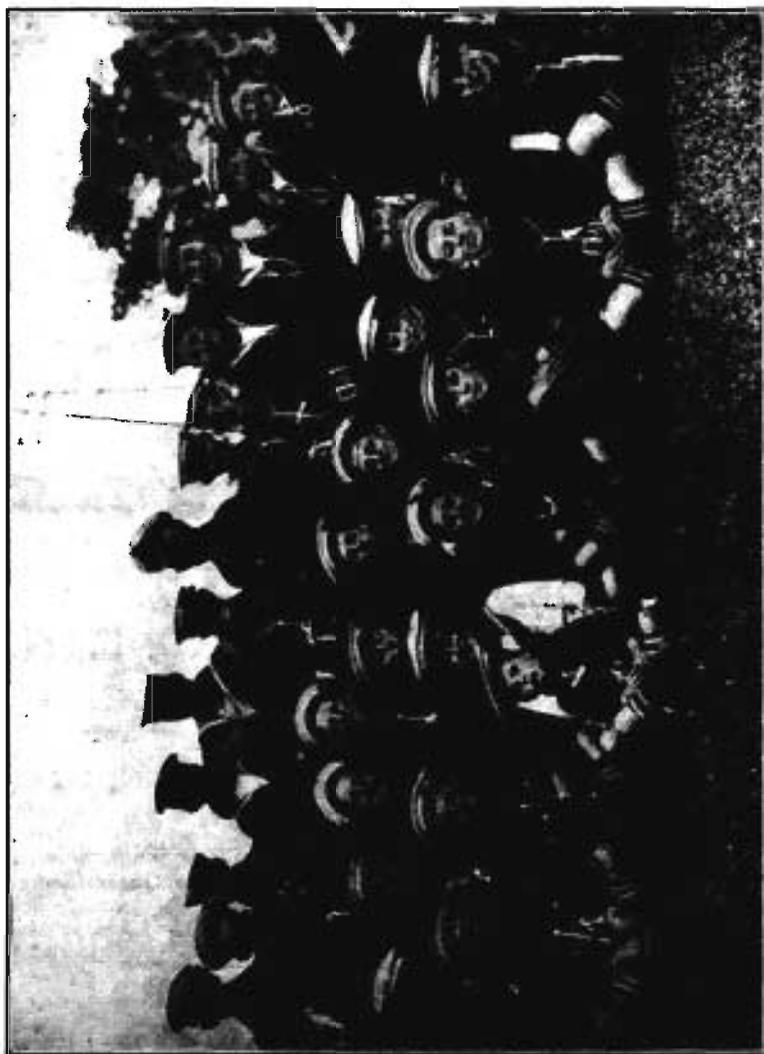
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Portion of Balmain Company of Navy League Sea Cadets poses for the photographer.

Photo supplied by Mr. S. Cooper.

holding out a small white signal pad, "You are outside distance; take up your appointed station."

The lynx-eyed navigator on the flagship's fore-bridge has been using the range-finder to some purpose, and every ship in the squadron—to say nothing of a score of sister-destroyers, is repeating the signal by flags.

The culprit hoists an acknowledgment of her guilt, and hastens to rectify the mistake. With the eyes of the whole fleet on her she scurries back into station, and loud are the curses and lamentations that arise from the bridge.

But it is at night that the real fun begins, for the enemy's destroyers are a constant menace during the dark hours. Also, difficult as it is to keep accurate station in the daylight, at night it is an operation requiring incredible nerve and skill.

Only those who have ever experienced it can appreciate the strain entailed in screening a battle-squadron at night.

The slightest mistake or error of judgment on the part of those responsible for the handling of the destroyers, and disaster will follow hot-foot.

No lights of any description are shown.

As dusk descends on the mass of ships all deadlights are closed, until, when the pall of darkness finally falls, there is not the slightest sign of another ship to be seen.

Only the faint glimmer of light from the compass-bowl, illuminating the little white card under the brass binnacle cover, shows up dimly in the surrounding gloom of the compass-platform.

That little white card, and the occasional gleam of white water over on the port bow—the wash from the racing propellers of another destroyer—are the only two things that matter.

At all hazards that streak of churned up water must somehow be kept in view, and the compass can, and must be, continually watched. The slightest deviation from the course of the fleet will land the luckless destroyer across the bows of some monster battleship—and there will be one destroyer less on the navy list.

Down below in the engine-room—where thirty-thousand horse-power is held in leash—the humming of the turbines is broken by the muffled clang of the revolution-reply gong.

The pointer on the revolution counter gives a flicker, and comes to rest. Two hundred and fifty revolutions a minute. Twenty-five knots. The engine-room artificer gives the big steel wheel a turn and opens her out, and the destroyer trembles like a startled deer as the hum of the engines becomes a roar, and she rushes onward through the pitch black night.

Suddenly, above the noise of the turbines and the howling of the gale, a raucous rattle, deep and full-throated, adds to the nerve-racking din.

This is the "Alarm" the signal for "Action Stations." Those on the bridge have seen something in the blackness ahead!

Blurred figures, sea-booted and duffie-coated, stumble up hatchways and along the streaming decks.

Each man knows his station, and even before the "Alarm" gong has ceased its villainous clanging, the guns crews are clustered round their guns, and the torpedo-men are busy round their tubes.

The revolution-gong rings incessantly for about half a minute, and the racing craft lurches heavily as speed is increased still more, and the helm goes over.

"Must be doing over thirty," shouts an oil-skin clad figure astride the twin torpedo-tubes, to his mate alongside him. But the words are lost in the wind and spray, as the racing destroyer rushes on.

Then suddenly, and without warning, there comes out of the darkness ahead a vivid flash. The figure astride the tubes stands out grotesquely in the glare, and the crew of the 4-inch gun near by appear as so many phantom shapes, immobile and unreal. In an instant the picture is blotted out, and darkness profounder than the grave once more holds sway.

The sound of a voice hoarsely shouting orders comes down wind, though the words are indistinguishable.

Almost at the same moment the distinctive note of the fire-gong, vibrant and penetrating, pierces the medley of sounds—"ting-ting—ting."

Simultaneously with the last gong, there comes a spurt of blinding flame and an ear-splitting roar as the destroyer crashes out a vicious salvo from her quick-firers.

The hot, acrid smell of burning cordite catches the nostrils, and the sound of steel ringing on steel as the breeches of the guns clang to, adds to the fiendish din.

Up on the bridge the captain and officers of the watch stare anxiously out into the cauldron of darkness ahead.

Somewhere out there death stalks abroad.

For a few tense seconds there comes an unearthly hull.

Then "starboard bow; ship on the starboard bow!" shouts the yeoman of signals.

The captain peers eagerly out into the night, following the direction of the signalman's outstretched arm.

"Have got," he says quietly. "Hard-a-port, quartermaster." The destroyer gives a lurching roll as the sea catches her. "Steady." The curt order sounds like a caress on the young officer's lips. He looks round swiftly at the other occupants of the little bridge. "Hold on, you fellows, we're going to ram!"

As the first faint tinge of dawn creeps into the eastern sky the little group high up on the monster battle-ship's compass-platform breathe a sigh of relief.

The dark shapes of the attendant destroyers can just be distinguished against the dull horizon.

But there are now only nineteen, where last night there were twenty.

"A bad night, flag-captain!" says the grizzled old Admiral, as he fumbles for a cigarette.

"I'm afraid it was worse for the destroyers, sir. I wonder if the 'Desperate' will manage to keep afloat till she gets in."

A PINNACLE ICEBERG.



From its base below the water to the peak this berg measures approximately 600 feet, and weighs many thousands of tons. Icebergs are a grave menace to navigators in misty weather and many a noble ship has been posted as missing after an encounter with an iceberg.

A few bergs would be appreciated by Sydneysiders at present.

"She should, with luck," muttered the Admiral. "The sea's gone down a lot. Anyway, she bagged her game all right. Not a bad piece of work on young Baxter's part at all."

The flag-captain nods appreciatively as he sips his cup of tea.

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HIS EXCELLENCY, THE STATE GOVERNOR, ADMIRAL SIR DUDLEY DE CHAIR, RECEIVES A CHEQUE FROM MR. BUCKLAND ON BEHALF OF THE LOCAL NAVY LEAGUE SEA CADETS TO PURCHASE A COAT FOR THE CHILDREN'S WARD.

THE PHOTOGRAPH WAS TAKEN DURING A VISIT TO THE HOSPITAL BY THE GOVERNOR.



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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. E. DOOPER
Hon. Secretary Mr. EDGAR FIDDEN

NORTHSYDNEY—Officer-in-Charge Mr. W. L. HAMMER
Hon. Secretary Miss HODGWAY

LANE COVE—Officer-in-Charge Mr. F. GIBBS
Hon. Secretary Mr. F. L. HEDDER

BALMAIN.

(Contributed by Mr. E. H. Yodaest.)

The annual general meeting of this sub-branch was held at the depot on Wednesday evening, December 30th.

Splendid progress was reported and a substantial credit balance was carried forward.

The following officers were elected for the year 1926, subject to acceptance:—

PRESIDENT—T. Fox, Esq.

SENIOR VICE-PRESIDENT—J. J. Booth, Esq.

JUNIOR VICE-PRESIDENT—Ald. P. W. Tancred.

VICE-PRESIDENTS—Alderman R. Thornton (Mayor of Balmain), Aldermen R. W. Robinson, H. B. Swan, H. Swan, junr., S. H. Burns, H. Scott, and T. V. Harrington; A. Lane, Esq., M.L.A.; T. Keegan, Esq., M.L.A.; W. H. Mahoney, Esq., M.P.; Dr. R. Stopford; G. Phillips, Esq.; T. Spencer, Esq.; D. Lawler, Esq.; Q. L. Deloitte, Esq.; G. L. Beits, Esq.; M. Finlay, Esq.; C. Turner, Esq.; J. B. Sharp, Esq.; W. Waugh, Esq.; W. Somerville, Esq. (Town Clerk).

HON. SEC.—Mr. Edgar H. Fidden.

HON. TREAS.—Mr. W. M. Bartlett.

DRUMMOYNE—Officer-in-Charge Mr. D. KIRKALDIE
Hon. Secretary Mr. A. WALKER

RICHMOND—Officer-in-Charge Mr. R. H. WOOD
Hon. Secretary Mr. A. S. ANTILL

EASTERN SUBURBS—Officer-in-Charge & Asst. Hon. Sec. Mr. G. J. WAPKINS

COMMITTEE—Messrs. B. Johnston, A. Wilkin, P. Macdonald, P. Brooks and S. Smith, with Officer-in-Charge; Hon. Sec. and Hon. Treas. ex officio.

The Hon. Secretary's report dealt briefly with the activities of the Company since its reconstruction about four years ago.

It was reported that there was every possibility of the nuisances emanating from the local coal mine being abated.

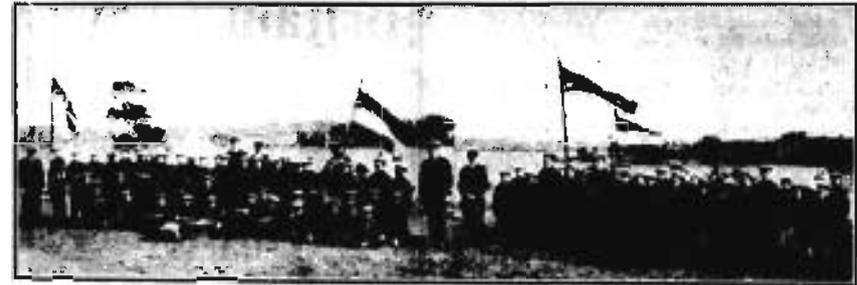
A special vote of thanks was accorded to Mr. H. Shelley for his many kindnesses to the Company.

On New Year's Day the Ladies' Committee entertained Navy League members and cadets at the depot. The arrangements, which were in the capable hands of Mesdames T. Fox, G. Phillips, S. Fox, E. H. Fidden, F. Elliott, and Misses Rina Fox, R. Taylor, and J. Wilkin and other ladies of the Committee were admirable. The tables were beautifully decorated, and ample justice was done the good things. The Balmain regatta was held directly in front of the depot, and the races were watched in comfort.

Visitors from Drummoyne, Lane Cove, and North Sydney Companies were present.

This opportunity is taken to thank the officers

MORE VIKINGS



Drummoyne Navy League Cadets on the banks of the Parramatta River.

of Lane Cove Coy. for the splendid evening recently spent at the residence of the officer-in-charge, Mr. F. Gorre.

These social evenings tend to bring the officers of the different companies together once a month. This Company made a start, and had a most enjoyable evening Lane Cove Coy. followed. Who will be the next to help keep the fraternal feeling moving?

The Officer-in-Charge, Balmain Company, has very kindly supplied the Editor with the results of the recent swimming events and knotting and signalling competitions.

Knotting Competition held at residence of O. M. C., December 14; open to all cadets in the Balmain Company in their different classes.

1st prize—The Stafford Gold Medal, presented by Mrs. M. Mayne. Won by R. Frazer, L.S.

1st prize—Signalling—The Nichol Gold Medal, presented by Mrs. M. Mayne. Won by J. Cooper, P.O.

Special prize—The Goddard Silver Medal—All Corners' Knots. 1st—Won by A. Kendal, cadet; 2nd—T. Court, pouch and knife.

Cleanest Bugle—Won by P. Ward, Bugler. Boys' watch, presented by Mrs. Blaski.

Best Bugle Call, General Salute—1st—Won by P. Ward, Bugler, pouch and knife; 2nd—N. Allen, Bugler, seamanship manual, presented by Mrs. M. Mayne.

Knotting, under 13 years 1st—N. Lamberd, Gold Mounted Fountain Pen; 2nd—G.

Walker, clasp Jack knife, presented by Mrs. M. Mayne.

Knotting, under 13 years 1st—E. Wells, Boys Wonder Book of Nature; 2nd—T. Court, Fountain Pen.

Special Prize—H. Kendal, General Efficiency, Fountain Pen presented by Mrs. M. Mayne

Special Prize Medal for General Efficiency—H. Watt, presented by Mrs. Cooper.

The results of the swimming races held at Elkington Park Baths, December 12th.

Championship—Distance 50 yards—Cadets to 13 years of age.

T. Ibbotson 1st, 40 sec, Gold Medal.
K. Evans 2nd, Silver Medal, Gold centre.
E. Wells 3rd, Silver Medal.

Cadets 13 to 15 years.

Victor Watts 1st, 37 $\frac{2}{3}$ sec, Gold Medal.
G. Young 2nd, Silver Medal, Gold centre.
H. Evans 3rd, Silver Medal.

Cadets 16 years and over.

L. Hayward 1st, 40 sec, Gold Medal.
S. Alsop 2nd, Silver Medal, Gold centre.
R. Bland 3rd, Silver Medal.

Matches took place under N.S.W. Swimming Association Rules. Mr. Starkey and Mr. Nicholl looked after the cadets and a very large number of cadets watched the races and members of the Ladies' Committee were there in full strength.

DRUMMOYNE.

(Contributed by Mr. A. Walker)

After closing day for the Christmas vacation the depot is in full swing again, and prospects are bright for a very successful year.

The Committee, assisted by the Ladies Welfare Committee, organised a Christmas party for the cadets prior to the holidays, and a very enjoyable evening was spent prizes being given to successful cadets in several competitions. Officers Ricketts and Parton organised camps for the senior cadets during the holidays—one squad camping on the Lane Cove River, the other going down the harbour to Bradley's Head. Cadets are still enrolling from the Gladesville district, with the result that the Company continues to make steady progress, and the officers are kept busy drilling the squads in the various duties appertaining to the movement.

Chief P.O. Ricketts, with a crew of cadets sailed the cutter from the depot to Neilson Park while the cutter-gig "Quambi," under Mr. Parton and a crew, had Rose Bay as its destination.

On New Year's Day C.P.O. Ricketts sailed the Quambi from Drummoynoe to Chowder Bay and Watson's Bay. Later in the day Mr. Ricketts and his crew visited Neilson Park.

On these excursions other Navy League boats are frequently met with—particularly North Sydney and Eastern Suburbs gigs.

These outings are most instructive to the cadets as well as being thoroughly enjoyable.

NORTH SYDNEY

(Contributed by Miss Murray)

Under Mr. Hammer's guidance the company is showing an all round improvement. Mr. Hammer is ably assisted by Messrs. A. Hamilton, T. Haynes, P. & L. Butcher, and Mr. P. MacDonald. Under the latter the company's bugle band is making excellent progress.

During Xmas week a squad of cadets camped at the Depot and spent a very happy time. Rowing and swimming was indulged in, and in the evenings reading and indoor games helped the time to pass pleasantly.

On Wednesday evening, the 20th inst., the company is giving a welcome home to Mrs. Amos, a staunch supporter of this sub-branch, who has just returned from a trip to England and Europe.

On the 11th inst. the cadets were the guests of

Britain's Navy

was not made in a day. Neither was the high standard of Purity and Excellence of Australia's famous

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attained overnight. From open competition both have emerged and still remain

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the Union De Luxe Picture Theatre management at the screening of "Zeebrugge."

The cadets are looking forward to the Anniversary Day boat race and to the Competitions for the "Miss Charles-Fairfax Flag" and the "Oswald McMaster Gold Medal." They are keen on making a bold bid for victory in these events.

EASTERN SUBURBS.

(Contributed by Mr. C. H. Hopkins)

"The time of their lives" is the verdict of the boys who attended the camp during the Xmas and New Year holidays.

Leaving our moorings at Rose Bay at 6 p.m. on Xmas day we sailed down the harbour to our selected camping site, and got busy erecting our tent, and getting all the gear stowed safely away.

The ships in port were a blaze of lights from stem to stern, and jazz seemed to be the order of the day, or night, so we decided to visit the branch liner s.s. *Bardine*, to the chief electrician of which we had a letter of introduction.

We explored the ship very thoroughly, including engine-room, stokehold, and propeller drive, watched the crew dancing on the saloon deck, then were taken in hand by the quartermaster, Mr. Moat, who had all sorts of good things waiting for the "innerman or boy," to which ample justice was done.

The following day (Boxing Day) was spent exploring the harbour, Taylor Bay, Clifton Gardens, Balmoral, and on our return fell in with the Drummoynoe boys in the "Quambi." We all camped together, and spent the next day cruising around the harbour.

The following Friday, Saturday, and Sunday were spent camping down the harbour. Watson's Bay, Parsley Bay, and Neilson Park were each visited in turn as well as Shark Island and other places.

The camp cooks excelled themselves in providing some weird and wonderful concoctions, but fried chips appeared to be the popular fancy.

Swimming and fishing helped to relieve the

monotony at times, and some good hauls were made.

This week-end was again put on the harbour, and the boys spent an enjoyable time, ending up with a visit of inspection to the British sailing ship "Ganhpool," which proved very interesting. The boys went aloft as if to the manner born, and "the limit the sky," and got a splendid view of our harbour.

We expect to receive our new whaler shortly, and hope to be able to go further afield in our operations than we have been able to manage in the gig.

PROMOTIONS—F. Richards to Petty Officer; C. Richards to Leading Seamen. Acting 1st Officer F. Hopkins to 1st Officer.

LANE COVE.

After much patient waiting Lane Cove Company is now appreciably nearer to the fulfilment of its ambitions—the acquisition of a suitable waterfront depot. It is understood that the Lands Department and the Lane Cove Council have agreed to lease a suitable site for the building of a depot on the river bank at Tambourine Bay. The lease we are glad to say, has been approved by the Minister, and the outlook now is most hopeful.

A WELCOME PRESENT.

Mrs. Glasson has generously forwarded a cheque for ten pounds towards the funds of the North Sydney Company and Navy League Sea Cadets. The gift is greatly appreciated, and will be used to the greatest advantage.

"ERIC AND HIS SHIPMATES."

The Editor has received more than forty communications from readers of the JOURNAL, expressing pleasure with the article under the above heading which appeared in the December number. It is gratifying to know that some of the seed sown by the wayside has borne fruit.

From a Battle Cruiser's Bridge.



Armistice Day Ceremony on the Fore Deck.

New Orient Liner.

THE new Otranto has a length of 658 feet and a breadth of 75 feet. The exceptional number of single-berth cabins, the marked advance in third class accommodation, and the spacious promenade decks are among her most notable features.

The architecture and furnishings of the Otranto's public rooms are described as beautiful. The lounge is large, 104 feet by 48 feet, with projecting bow windows on both sides, and a raised coach roof over the forward half. The decoration is in a free, English classic manner, with large panels in a grey-blue scheme.

The smoking-room also has bow windows on each side, and a raised coach roof over the centre, and is beautifully panelled in unpolished cedar.

The cafe is specially designed and equipped for the tropics.

These three public rooms, together with an excellent open space which can readily be converted in a ballroom by the use of folding screens, take up the whole of "B" deck.

The dining-saloon, situated on "E" deck, is 72 ft. long and extends the full width of the ship. The design is English classic, carried out in tones of grey and cream. The foyer is in character with the saloon.

On "C" deck is a well-appointed reading and writing room, decorated in a blending of Chinese and English styles, in tones of blue and gold relieved by lacquer panels of Chinese subjects.

The cabin accommodation has been designed to fulfil the requirements of the five weeks' voyage from Australia to England. Every cabin has a

port-hole and is both naturally and artificially ventilated. There are many special state-rooms, with private bathrooms attached. Private bathrooms are also attached to a certain number of single-berth and two-berth cabins.

DECKS

The Otranto's decks are roomy. On her huge boat deck, the whole of which is given over to passengers, are several tennis courts, and ample spaces for all kind of deck games. There are two very wide promenades on "B" and "C" decks. Seven times round each of these is a mile.

Children are especially provided for. They have their own dining saloon to seat 32, and their own playground and promenade.

THIRD-CLASS.

On the Otranto a surprising advance has been made in cabin accommodation, deck spaces, and public rooms for third-class passengers. Such a marked improvement has only been made possible by the abolition of the second-class. The cabins are larger and better placed, and the number of two-berth cabins appreciably increased.

The deck spaces are roomier, too, there being no fewer than four promenades on separate decks

These afford ample space for both games and walking exercise, and for those requiring shelter from wind and weather there is a large covered-in promenade.

In addition to the lounge and smoking-room there are a women's room and a children's room. The dining saloon, a large and well ventilated room, is on the same deck as that of the first-class.

WHAT THE NAVY LEAGUE HAS DONE IN GREAT BRITAIN.

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WHITHER?

It does not require a student of international politics to realise that the trend of anti-British sentiment is very widely spread. As a matter of fact any person of common knowledge who reads the ordinary news in the Press must see that Britain's stolid good sense has raised a horde of hysterical abusers in all parts of the world. It is true this dislike is strongest wherever the conditions of life are most wretched. Russia seems only anxious to include other countries in the ruin she has brought about her own ears, and her principal weapon of abuse for Britain is the accusation that she stands in the way of the coming industrial Millennium.

There can be no doubt we are witnessing a world-wide change in the relations of capital and labour, that social revolution is making its presence felt in almost every country in the world. Britain's greatest industrial revolution was when her feudal system was broken down, when machinery altered the face of the earth, and last and best when the "Factory Act" came into being and children were no longer treated with callous brutality and worked sixty hours a week for less than the poorest paid worker now gets for one day.

Since then, as an Empire, we have progressed amazingly, our wealth and influence unquestioned as being paramount. Capital undoubtedly held the reins with a heavy tactless hand, and Labour, finding the power of the strike weapon, used it at first with discretion and prospered, but latterly with such stupid tyranny that their sway has come to be dreaded just as much as that of any other form of bullying.

Then came the war, a nightmare of sheer brutal killing and destruction, from which both victors and vanquished emerged broken in everything except the will for further reprisals. Britain, in her new hard up role, seemed to lose her head for a while, and there were many who said that as Assyria, Greece, Rome and Carthage . . . as in more modern times were Spain, France, Germany,

and Russia so will Britain be, in fact there were lots of kind friends willing to say Britain was defunct as a great power.

Britain in many respects has pulled herself together except in the relation of capital to labour, and that issue is now being faced. There is no earthly possibility of a return to the "before war conditions." There is a wide feeling that the possibility of a mutual arrangement so easy after the war, has passed for ever, and that the sullen dislike both sides have for each other will not readily respond to any milk and water methods.

What a tragedy it all is—Russia, Asia, and Central Europe, all their peoples seem to be unable to settle down to normal conditions. The very soul of the people can think of nothing except a type of mental loot, a hair-brained summing up of ways and means to acquire living by any methods other than toil. Think of the abiding hatred Russia has for Britain who hurt her vanity so deeply, of her hatred for France to whom she owes countless millions of francs which she refuses even to discuss, and think of the hatred she has for herself as expressed by the battues of the remnants of the intelligentsia still existing. Russia is the hater in excelsis, but there is no love lost between any country—jealousy, hatred, and malice, the inexorable aftermath of war, will hold sway until another generation arises which does not remember the years of damnation beginning in 1914.

Will the Anglo-Saxon speaking people get together and rule the world, and give us real and lasting peace? It is hard to say. Britain still persists in talking of the United States as of a blood relation, the fact being that the proportion of Anglo-Saxon blood is low and decreasing every year, and the race evolving out of the blood imported from every hole and corner of the world is not one with British instincts, but rather more akin to a central European (East) type—clever, suave, with marked financial acumen, but not rugged or of the best governing class. We

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speak the same language as far as construction goes, but we do not either reason in the same way or do we read the same class of literature. Out of one hundred British schoolboys it is a safe bet to say that 90 per cent. will prefer sea yarns as their favourite reading, the other 10 per cent. being cranks who go in for odd hobbies . . . whereas out of 100 American boys no marked style of reading by the great majority will be disclosed. There is not much interest shown in sea stories, or indeed of any form of reading dealing with countries outside their own. I take boys as my example, for the reading done in youth shows more clearly our racial instincts than the acquired tastes of later years. This is an attempt to illustrate how difficult it would be to make a firm alliance with America on any basis except that of decided self-interest. Whether the U.S.A. has any greater love for the British Empire, including Australia, than she has for, say, Austria or China, is doubtful. America's self-interest, like Britain's, is very largely TRADE interests. More so in the future than in the past, alliances will be brought about by TRADE—and not by sentiment. It behoves Australia to strengthen her reliance on her own abilities to look after this grand island continent by intensified immigration, and by increasing and making more effective the fighting services of the Commonwealth—particularly the Navy and Air Force.

AN UNCOMMON VISITOR.

One of the few remaining square-rigged sailing ships under the British flag is now in port. She is the 4 masted barque Garthpool. Formerly known as the Juteopolis, the Garthpool is a vessel of about 2,800 tons register, built in Scotland in the year 1891. The writer knew her by her former name and was in company with her at Newcastle, N.S.W., and on the West Coast of South America. If memory serves aright she carried royal yards in those days.

The Garthpool is commanded by Captain Wylie and arrived here some days ago from Callao and will load wheat for the United Kingdom or the Continent.

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Winging swans will greet many a yachtsman far below on the gleaming vista of a sheltered coastal inlet, or on the Hawkesbury's tidal breast. With necks and pinions far outstretched they will speed V-wise through the long reaches of the night on their pilgrimage, whither? "Que-ee," "Que-ee," they'll cry, and vanish in the dusk.

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Australia and the Pacific.

BY ARTHUR JORG

(Reprinted from the excellent pamphlet "Australia's Defence"
issued by the Australian National Defence League,
N.S.W. Division)

THE interests of Australia in the Pacific are concerned chiefly with defence. Her actual trade with the Pacific Islands, British and other, amounts to very little—about one per cent. of her imports originate there, and less than 1.4 per cent. of her exports have that destination (considering Australian-made exports only, the proportion is about .88 per cent.). But quite 25 per cent. of her export trade and at least a third of her import trade pass either across or along the edge of the Pacific Ocean, and would need safeguarding in time of war; and among the non-British islands in the western area—fewer, no doubt, than they were—lie several excellent harbours that would provide an enemy with handy bases for an attack on the continent. By calling them "bases" one does not necessarily imply that such harbours need be seriously fortified, as would have been implied in or before 1914. It is highly improbable that any Great Power would, in view of the undertaking entered into at Washington, attempt now to fortify any harbour within a week's steaming from Australia; it is doubtful whether any such harbour was so fortified before the Washington treaties were signed. But nowadays fortification is of less importance than we used to think it, except for the great permanent bases where fleets can be refitted and replenished with stores. Oil fuel, and the immensely wider range of aeroplane and radio work, have vastly increased the value to combatants of any harbour that can provide a sheltered hiding place not too far from the hostile territory. Consider, for instance, the value of the Marshall Islands lagoons to Admiral von Spee in the early days of the war; consider, too, the value to the "Emden" of Diego Garcia, and to the "Wolf" of Sunday Island in the Kermadecs and "Pirate Cove" in Dutch New Guinea. The point need not be elaborated further.

It must not be forgotten, too, that one group of Pacific islands, and that a distant one, is of peculiar importance to the Commonwealth. Fanning Island, the half-way house of the Pacific cable, is a vital link in our communications with the outside world; it and its near neighbours, Washington

and Christmas Islands, need ample protection as soon as the vaguest suspicion of war troubles the minds of men.

Having, then, these interests in the Pacific—a small trading interest, a narrow but vital interest in the maintenance of communication with America, and a vaguer but far-reaching interest in the security of our overseas trade—what is Australia doing to conserve them? What should she do? and what can she do? She is doing practically nothing; partly through lack of long experience in world affairs, partly through mere slackness, she is scarcely even trying to minimise her own danger. She can do, of course, comparatively little; that is made certain by her paucity of population, her diversity of regional interests (what genuine interest has a West Australian in Pacific affairs?), and her ever-growing need of resources applicable to internal development. And, because she can do comparatively little, she appears to be sinking back into the attitude of forty and fifty years ago, the lazy, unintelligent reliance on the mother country's good nature which so nearly left us exposed in 1914 to the attack of von Spee's cruisers.

Little as it may be, she ought to be doing all she can. Not for her own sake only; she is no isolated dweller in a country bungalow, but the occupant of one wing of a great mansion. And as for depending, unintelligently or otherwise, on the good nature of the Imperial Government and those who stand behind it, why should there be any good nature to depend on? In other words, what, outside the interests of Australia (and New Zealand), are the interests of the Empire in the Pacific?

Three, mainly; those concerned with trade, territory, and the maintenance of racial purity. This does not mean the Empire, as a whole, thinks so, more especially about the racial purity; for a large part of the population that in fact provides the defence of the Empire, habit in the first place, and the importance of Eastern trade in the second, are the only reasons that prevent them from dropping their burden. Now British trade is very little concerned with the Pacific. As we saw during the war—as the choice of Singapore, so

remote from the Pacific, for a permanent naval base indisputably demonstrates—Eastern trade for Britain means the China trade, and that can be safeguarded without worrying about the Pacific at all. Consequently the only sure base for our reliance on British help in guarding the Pacific for us is a desire among British statesmen to preserve the integrity of the Empire; and, candidly speaking, there seems little reason why anyone else should wish to keep Australia within the Empire if she does not show any such desire itself.

It is important to emphasize this point, that practically the sole reason for any British interest in the Pacific is the existence in that ocean of Australia and New Zealand. In a despatch of 31st October, 1903, the then Secretary of State for the Colonies wrote:—

The whole of Fiji, some 88,000 square miles in the part of New Guinea nearest to Australia, almost all the great chain of the Solomon Islands, the Gilbert and Ellice Islands, the Cook group, and a large number of scattered islands have been added to the Empire during the last thirty years. Most of these acquisitions have been made in consideration, mainly (sometimes entirely), of the interests and sentiments of Australia and New Zealand.

And as far back as 1875 Lord Carnarvon was writing:—

It would be impossible for a very large proportion of the taxpayers of this country (Britain) to understand on what principle they should bear, while the colonies immediately concerned should be exempted from, the burden

of expenditure that may be incurred in connection with such places.

All that is as true now as it was 22 and 50 years ago—or, at any rate, as firmly believed by the Colonial Office and the men who control or influence it. Britain is induced to interest herself in the Pacific by our trade, not by hers; by our existence and our desires, which she will assuredly neglect if we do; and by a demand for the maintenance of racial purity here which we assert without supporting, and in which quite a large proportion of Britains do not believe. This seems an insecure basis for the continuance of her former good nature.

If, then, we are to hope for a spontaneous and steady support from the rest of the Empire, we must take on ourselves some part of the burden that is involved in the maintenance of British power in the Pacific. This means (a) working far more strenuously at our own defences, both land and sea; (b) making it easy, by the construction of adequate permanent bases along our shores, for a strong British squadron to operate in western Pacific waters; (c) taking over, as Alfred Deakin and Andrew Fisher long ago proposed, a share of the police work and possibly other administrative work among the British groups; (d) setting ourselves to make Australia—the whole continent—a great Imperial base for the Pacific, as the mother country is for the Atlantic, self-contained as regards all the necessities of life and the material needs of war, and self-defended from end to end by an adequate and effectively trained white population. It will be the work of years; but every year that does not see it begun adds two to the period of its completion.

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- "Anson's Voyages."
 "Cook's Voyages."
 "Fighting for Sea Power in the Days of Sail," H. W. Household.
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 "Typhoon," Joseph Conrad.
 "Youth," Joseph Conrad.
 "Sailing Ships and Their Story," E. K. Chatterton.
 "The Old East Indian," E. K. Chatterton.
 "The Wreck of the Grosvenor," W. Clarke Russell.
 "Salt Water Ballads," J. Massfield.
 "Realities of Sea Life," H. E. A. Coate.
 "Captains Courageous," Kipling.
 "The Wrecker," R. L. Stevenson.
 "15,000 Miles in a Ketch," R. du Bay.
 "The Cruise of the Falcon," E. F. Knight.
 "The Cruise of the Snark," Jack London.
 "In a Deep Water Ship," Richards.
 "The Surgeon's Log," J. J. Abraham.
 "Sailing Alone Around the World," Capt. Slocum.
 "My Vagabondage," J. E. Patterson.
 "The Clipper Ship Sheila," Capt. Angell.
 "The Mutiny of the Bounty," Sir J. Barrow.
 "Two Years Before the Mast," Hy. Dana.
 "The Ship, Her Story," W. Clarke Russell.
 "The Cruise of the Cachalot," Frank T. Bullen.
 "The Log of a Sea Wolf," Frank T. Bullen.
 "A Sack of Shadings," Frank T. Bullen.
 "The Grain-Carriers," Edward Noble.
 "Round the Horn Before the Mast," Basil Lubbock.
 "The China Clippers," Basil Lubbock.
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 "A Cruise in an Opium Clipper."
 "The Ancient Mariner" (Poem), Coleridge.
 "The Southern Light," by S. G. Fielding.
 "Jacob Faithful," Captain Maryatt.
 "A Tarpsaulin Waster," Massfield.
 "The Love of the Sea," F. H. Lee.

"The Swiss Family Robinson" and the celebrated "Robinson Crusoe," though hardly coming within the scope of the present list, are recommended to every boy who has not had the delightful experience of absorbing them.

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(W.W.B.)

1. We chanced on the road to Narrabeen,
 Fair Narrabeen-by-the-Sea;
 We glistened in health at Narrabeen
 And our tonic was its sea.

CHORUS:

Narrabeen, Narrabeen,
 The choicest place we know.
 Narrabeen, Narrabeen,
 Where good and naughty go.
 Then hie you now to Narrabeen,
 Narrabeen-by-the-Sea;
 For ne'er was place like Narrabeen
 This side eternity.

2. What knows the country of Narrabeen
 That has not Narrabeen seen?
 Its sea sweet sands where mermaids preen,
 And its surf, of surf the Queen.

CHORUS: Narrabeen, Narrabeen, etc.

3. What knows the city of Narrabeen
 That has not Narrabeen seen?
 Its hill framed lakes—O beautiful scene!
 And quiet paths plumed in green.

CHORUS: Narrabeen, Narrabeen, etc.

4. O follow the road to Narrabeen
 Where life is ever care free,
 And live in the joy of Narrabeen—
 Blue lakes, and its grand old sea.

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Its objects are:—

- To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
- To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
- To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in CONJUNCTION with the Air Force, sufficiently strong in all the elements which modern warfare demands.
- To teach the citizens of the Empire, young and old alike, that "it is the Navy whereas, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.
- To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—
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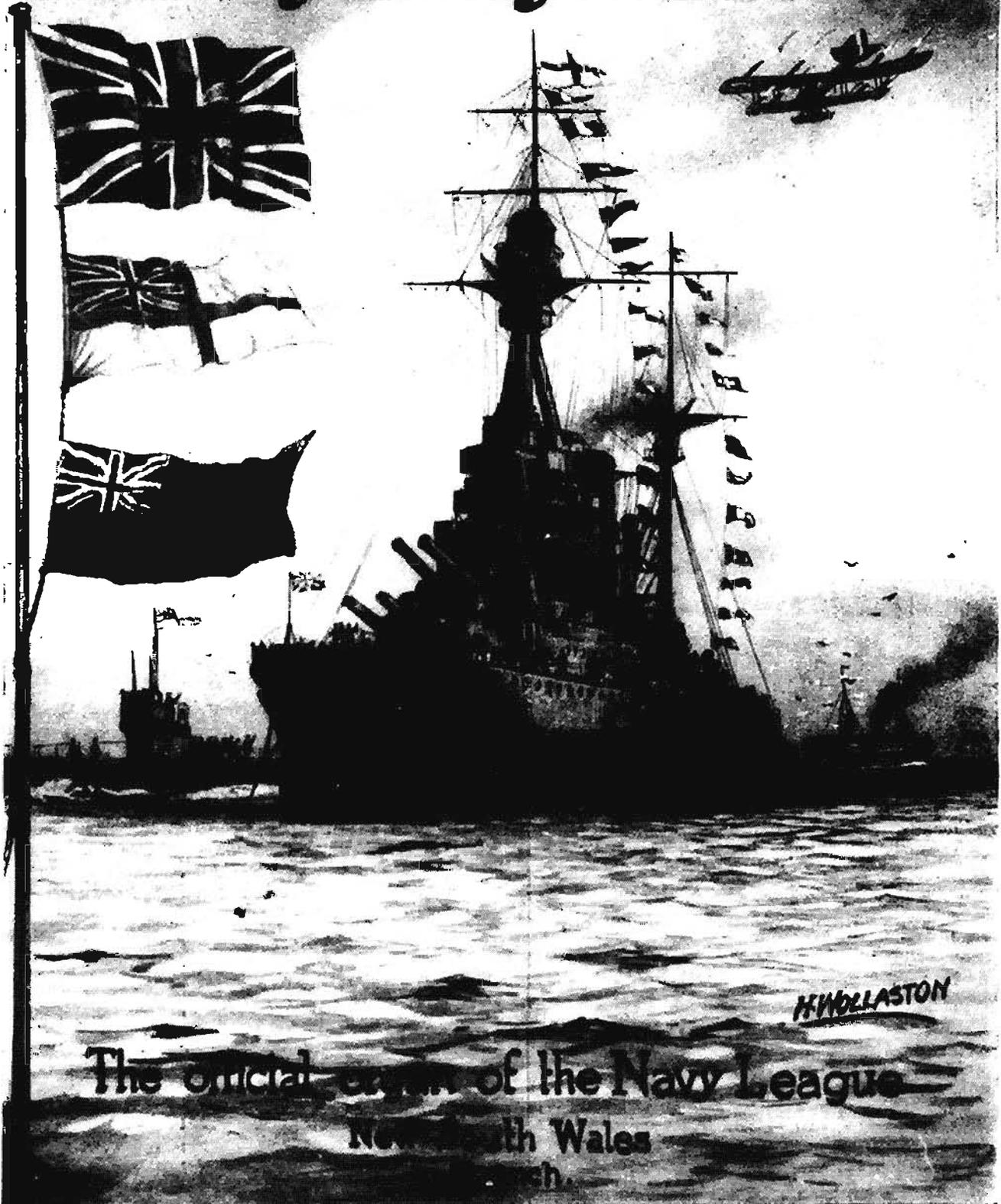
Vol. 6. No. 10.

FEBRUARY, 1926.

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The official organ of the Navy League

New South Wales

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The Navy League Journal

Vol. VI. No. 10.

SYDNEY, FEBRUARY, 1926.

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Our Unpeopled Spaces.

THE problem of peopling our back country is again in the public eye. Let us get down to facts. In nearly every country in the world to-day the tendency is a 'drift' towards the cities. Not only in Australia but in England and the United States and many other lands the average countryman has one ambition—and that is, to make enough money as quickly as possible to enable him to retire to one of the cities. The reason is that the city offers a greater variety of pleasures; it offers communal life which the country more often than not denies. The average man possesses 'herd' instincts, and usually the desire for life in solitude is conspicuous by its absence. The wish to be far removed from 'the madding crowd' only exists in the breasts of the few—and they are not average men.

Every observer who has travelled the world knows perfectly well that the Australian bush while holding attractions for a few, the fortunate few, has no attractions whatever for the ordinary wage earner, -the labourer on a dairy farm, a wheat farm, or a mixed holding. Large sheep or cattle stations employ comparatively few hands, and are negligible in this connection.

We know from experience that life on Australian farms is hard and trying, and life in the real

bush town while perhaps not so hard manually, is more trying still.

Conditions obtaining on the ordinary selection are of the most primitive character, and the immigrant will not put up with them for any length of time. They are markedly inferior to anything he has been used to—certainly in rural Britain—and his chief thought is to get away to the city, or back to England.

It is useless to blink the truth. It is ignorance of the present day mind to paint glowing pictures of what our grandfathers endured. Grandsons don't care a damn what their forbears did—they are not going to do it if it spells hardship and semi-hermitage.

What Australian statesmen have to do is to look ahead, and not backwards when considering the question of imported population.

Highly coloured pamphlets that only picture real life in greatly favoured districts should be cut out. What is wanted is TRUTH. If would-be immigrants are not willing to come after learning facts as they are, and not as city artists depict them, they are better away.

The problem that our statesmen have to solve is not how to get migrants, but how to KEEP them.

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Piracy in Australasian Seas.

How the Harrington Fought H.M.S. *Dedaigneuse* off Luzon.

Polite Forty-Niners who Stole the Bishop's Yacht.

(BY THOMAS DUNNIGAN, R.N.A.I.)

WHILE the first Englishmen to land in Australia were William Dampier and his buccaneer associates, who spent some time on the north-west coast of Australia, where the Buccaneer Archipelago still preserves the memory of their visit, in 1688 their experiences, as recorded by Dampier, were not calculated to induce others of their kind to follow them. There was nothing to gain from either plundering or trading with the natives, of whom Dampier remarked, that the *Hodmadods* of *Monomotapa*, though a nasty people, were gentlemen to them.

By the time settlement in Australia began the great days of the buccaneers and pirates were over. A few desperate pirates still haunted the Atlantic, and at least one vessel homeward bound from Australia, the ill-fated *Cumberland*, fell a prey to them.

In the Malay Archipelago, to the north of Australia, piracy continued to be a flourishing profession until the middle of the 19th century. There is no reason to suppose that the *Macassar* men, whose fleet of 60 boats Flinders met in Malay Roads, near the north-west corner of the Gulf of Carpentaria in 1803, were very scrupulous in their dealings with the aborigines. Still they were by trade fishermen, gatherers of trepang, pearls and pearl-shell and other sea-spoil, not pirates.

More than one vessel was, however, cut off by Malay pirates during the unsuccessful attempts to establish a settlement in the far north of Australia, first on *Melville* Island and then on the mainland.

Malay Pirates.

The most famous of these was the 60-ton *Lady Nelson*, which had done good work in the exploration of the Australian coast. In February, 1825, the *Lady Nelson* was sent to bring a cargo of buffaloes for the settlement on *Melville* Island. She never returned, for she was seized by the pirates of *Baba*, one of the *Scratt* Islands.

When the schooner *Stedcombe* arrived at *Melville* Island she was chartered to go to *Timor* for buffaloes, and also given instructions to look out for the *Lady Nelson*. She, too, never returned, for she was taken by pirates off *Timor Laut*, 60 miles from *Baba*.

Fourteen years later, when *Port Essington* had replaced *Melville* Island, news reached the settlement that a survivor from the *Stedcombe* was still living on the island of *Timor Laut*. This was *James Forbes*, who had been one of the ship's boys, and had been kept as a slave by the pirates. He was rescued by *Captain Watson*, of the schooner *Essington*, and became a fisherman at *Williamstown* in *Victoria*, but never quite recovered from the effects of his captivity. Nothing more was ever heard of the crew of the *Lady Nelson*, but years afterwards the hull, with the name painted on the stern, was still to be seen at *Baba*.

The Malays have been bold and skillful seafarers for ages, and piracy has long been a flourishing profession in the Malay Archipelago. It is hard to imagine the aborigines of Australia, whose navigation in their bark canoes was of the most primitive kind, in the role of pirates. Yet it is recorded that in 1797 some of them put out in their canoes, stopped a boat coming from the *Hawkesbury* to *Sydney* and took a quantity of maize out of her.

Seven Men Marooned.

Apart from this strange incident the earlier acts of piracy on the Australian coast have almost all to do with the efforts of convicts to get away by sea, and few of them can be called piracy in the proper sense of the term.

Thus on September 5, 1797, as the Government's largest and best boat, the *Cumberland*, was on her way from *Sydney* to the *Hawkesbury* with a few stores, she was seized by part of her crew, assisted by three men in another boat, who put the



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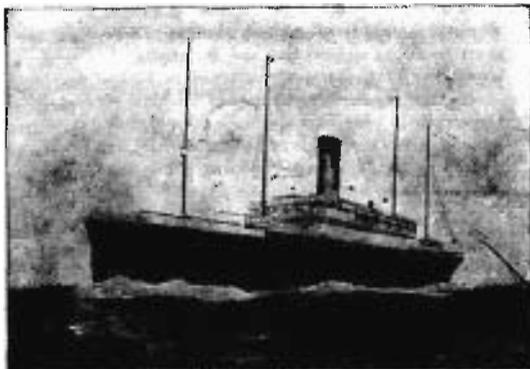
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coxswain and three others ashore in Broken Bay and went off to the southward.

There were 14 of them altogether, and apparently it was too many for the boat or perhaps provisions ran short. At any rate seven of them left the other seven marooned on an island near Wilson's Promontory, where Bass noticed them when returning from his whaleboat voyage to Western port. When they saw the boat two of them took to the water and swam off.

Bass took two, who were ill, into his boat. The other five he landed on the mainland and supplied with a musket and ammunition, a pocket compass, lines and hooks, and such clothes as he and his crew could spare. They were never heard of again.

The other seven, however, reached Broken Bay again in their boat. There they boarded another boat coming from the Hawkesbury with 57 bushels of wheat on board and went off to the northward in her, leaving the old boat on shore. It does not appear that they were ever heard of again.

When the first settlement in Tasmania, that founded in Risdon in 1803 by Bowen, was only a few days old, seven convicts, led by one Duce, stole Bowen's whaleboat and two guns and ran to the Bass Straits islands. There Duce marooned one of the party, in true buccaneer fashion, on a rock, threatening to shoot anyone who interfered.

At Cape Barren Island they fell in with a sealing gang from Sydney. Duce and three of his companions plotted to seize the sealers' schooner, but the others of his party would not follow them. The sealers overpowered Duce and his three mates and left them, with some provisions, on one of the swarm of islands which stud the eastern end of Bass Straits. What became of them after that no one knows.

Convicts' Fight against Warship.

Of the many seizures of ships the most notable was that of the Harrington, a 182-ton brig owned and commanded by William Campbell. On May 5, 1808, a party of 50 convicts, led by Robert Stewart, who had once been a lieutenant in the Navy, boarded the Harrington in Port Jackson by night, overpowered the crew of 23, cut the cables

and got clear away. They sent the crew ashore in boats, and though the ship Pegasus spent nine weeks in search of them she returned unsuccessful.

Stewart and his followers reached the island of Luzon in the Philippines. There they ran against H.M.S. Dédaigneuse. Though they put up a fight (the Harrington carried guns) they were beaten. The Harrington was driven on shore and destroyed. Yet Stewart and most of those with him escaped. Writing in 1812 Campbell says that they were, as he had heard, still at large in some part of India (by which he probably means the East Indies).

In 1827, 50 convicts, led by William Swallow or Walker, rose against their guards and seized the brig Cyprus as she was lying becalmed in Recherche Bay on her way from Hobart to Macquarie Harbour. They reached the coast of China in her and sank her off the mouth of the Canton River. At Canton, however, their secret leaked out. They were sent to London, tried for piracy, sent back to Van Diemen's Land.

The convicts who seized the Frederick at Macquarie Harbour in 1833 were luckier. They reached Valdivia, in Chile, and settled down as respectable citizens, until a new Governor handed some of them over to a British warship.

Cutting out of the Hannah.

On March 15, 1844, Robert Bell, of Sydney, appeared before Henry Augustus Cowper, British Consul at Pernambuco in Brazil, with a story of piracy in New Zealand seas.

Exactly a year before, on March 13, 1843, he had sailed from Sydney as master of the brigantine Hannah, 104 tons, on a trading and whaling voyage. At Cloudy Bay in New Zealand he picked up one William Ellis and gave him a passage to Chatham Island.

Leaving Ellis at the Chathams, Bell returned to New Zealand. On September 23, 1843, the Hannah was back at Chatham Island and ready for sea, having taken on oil, water and provisions. At midnight Bell, who was spending the night ashore, heard the report of firearms on the Hannah. He ran down to the beach, but found that his boat had been stove in.

The Hannah made sail and disappeared. Two

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days later the mate and three seamen were found on South-east Island, where Ellis had put them ashore. They told how Ellis and an American named Hordern, who had been second mate of a whaler, and others had seized the Hannah. A seaman named Green tried to stop the pirates from coming on board and was shot by Ellis, receiving two pistol bullets in the breast.

Bell remained marooned on Chatham Island till December 3 when Captain Coffin, of the Yankee whaling barque Sophia and Eliza, picked him up and took him to Brazil.

Five years later than this, in 1849, two vessels made a piratical descent on the Bonin Islands, between Japan and the Ladrones, then a tiny British colony. One of these vessels bore the name of "Maid of Australia," so presumably came from Australia.

The pirates plundered the islanders of what little money they had, and carried off their stock and food stuffs. They also took away the wife of the leading islander, Nathaniel Savery. She seems to have gone quite willingly, and before she went she showed the pirates where the little store of gold that her husband had acquired by selling supplies to the whalers was hidden.

Necessity knows no law and is no respecter of persons, and in 1849 four prisoners of the Crown, who wanted to reach the newly discovered Californian gold diggings, cut out the 10-ton yacht which belonged to Bishop Nixon, the first Church of England Bishop of Tasmania, and was used by him for visiting the outlying parts of his diocese.

The yacht was successfully navigated across the Pacific and eventually reached San Francisco. From California the leader of the party wrote to the Bishop apologising for the liberty that they had taken with his yacht, and explaining that only hard constraint had driven them to make so free with the craft, of the qualities of which he spoke in the highest terms.

*When a fight begins within himself,
A man's worth something.*

—R. Browning.

THE YOUNG SAILOR'S FAREWELL TO THE FAMILY FLEET.

BY W. J. SINCLAIR

Wait ye winds till I repeat
The parting signal to the fleet
One farewell ere I roam,
For where shall I a wayward find
Like those dear ships I leave behind
To guide me safe from home.

Farewell to Father, reverent look
Who spite of mead, spite of bulk,
Must soon his cable slip,
But ere he's broken up, I'll try
The "Flag of GnatRude" to fly
To duty to the ship.

Farewell to Mother, first-rate she,
Who lunched me on life's stormy sea,
And regaled me now and then,
May Providence her numbers spare
And keep her hull in good repair
To tow the smaller craft.

Farewell to John, the Privateer,
Tho' narrow build with classic gear
And collier rigged and classed,
When for a wife he cruises round
He'll come to the gallop run-around
And make the groupie fast.

Farewell to Nancy, lively yacht,
But whether she'll be manned or not
I cannot now foresee,
May some good ship a tender prove
Well found in stores of truth and love
And take her under lee.

Farewell to Noah, showy barge
With figure-head both high and large
And fitted out so fine,
If captured on a foreign boat
She'll take the van of all the fleet
A vessel of the Line.

Farewell to Fred, the leader smack,
Tho' now upon a different tack
In dock we laid long-side,
Like me, from home he's sent adrift
And without ballast learns to shift
And sail against the tide.

Farewell to George, the Jolly boat,
And all the little craft about
On home's delightful bay,
When they arrive at sailing age
May wisdom give the weather gage
And guide them on their way.

Farewell once more, on life's wide main
Perhaps we never may meet again
Thro' stress of stormy weather,
If summoned by the Power above
We'll harbour in the realm of love
And all be moor'd together.

The Faith of Captain Baynes.

BY W. W. BRALKE

CAPTAIN BAYNES turned from the window as the brightness faded from the placid sea and out of the western sky. Steadying himself along the edge of the polished oak table, he sank stiffly into his easy chair. His thoughts had outranged the setting sun and visioned on a flash of faith the faces of loved ones who had died, and whom he sometimes felt had passed out of his ken. But he had seen them, and he felt exalted. Their presence that Sunday evening had become very real, and he spoke aloud and called them by name. His granddaughter hearing his voice, entered the room, and asked if he wanted for anything. The old man protested that he had not called, and that he wanted for nothing. Stirring the fire and lighting the lamp, his orphaned kinswoman quietly left the room to put on her hat and coat, the Autumn evening being chilly, and the mellow little church across the common unheated. From the depths of his chair the old man puffed peacefully at his comforting pipe as his thoughts visualised the few friends left to him by the thieving years. Intimates they were who had called him "Skipper," with growing affection for the last forty years. And most important of all was his one blood relation—the grand-daughter—who called him grand-dad, and kept house for him. She it was who cheered him when the black demons of gloom and loneliness assailed him and prisoned his soul. She it was who sunned them away with her face and her smile. This slim mature woman mothered him, her soft raven hair brushed his face, and her sweet sympathetic mouth kissed him. She was almost as the soul of his peerless wife. And yet always her laughing grey eyes masked a bereaved heart. Her husband had been an officer in the Merchant Marine and a Lieutenant R.N.R., and was one of those who died for England. The submarine in which he served during the Great War had put to sea and never returned.

Time had not dealt harshly with Captain Baynes. His patriarchal head carried depth and width of brow weather tanned. Full orbed grey eyes shone

from under grey masculine brows; eighty-seven years before, those same eyes had first opened to the light of a Spring morning—a morning sparkling with sunlight and dew, and sweet with the skylarks' song and the fragrance of early hawthorn blossom. A morning such as England gives to those who love her much. His kind humourous mouth was firm above the shaven chin—a chin that had been moulded to meet the storms of life and the shocks of tempests. His ruddy cheeks were partly concealed by trim side beards of snowy white to match his hair, and his cultured voice still possessed the deep flexible tones of one who had dwelt long in the haunts of Nature's music organ by the winds and seas of undefiled and boundless spaces. It was when Captain Baynes stood up or walked that the weight of years so gallantly borne showed unmistakable imprint in the stooped shoulders and retarded step.

A blackbird's late song and a vesper bell tolling from a church tower and swelling and falling away on the twilight breeze lulled the old man into a dreamful sleep. His empty pipe had fallen from his hand, his face had grown tense and looked older; he saw again a plunging ship, and seas that drowned. . . . "Grand-dad!" "Grand-dad!" whispered his grand-daughter in his ear. The old man started, and clutching the arms of the chair, sat erect, with wide eyes. The voice was here. It had seemed afar off, on the ship perhaps with him and them. But no. . . . How foolish of him to go dreaming. His grand-daughter was bending over him in the old home, telling him she was going to Church. He could have sworn they were all together on the careering clipper of long years ago. But she was here at his side and bidding him dream of his white winged ships till she returned. The sound of her light quick foot-fall on the cobbles had hardly ceased when the old man, with apparent effort, rose from his chair and turned up the low burning wick of the shaded lamp suspended above the table. Slowly seating himself again he directed his gaze to the wall

Continued on page 11.

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THE HUMOUR OF THE R.A.N.



Small Australian Urchin to Gentleman in Charge of Royal Guard:
"Excuse me, Mister, but are you an Officer?"

opposite, on which hung paintings of Australian Clippers he had commanded. There were ships and barques, one hove to under a wind frayed rag of a weather cloth off Stewart Island; another was portrayed approaching the verdant headland of the Lizards under a leaning pyramid of swelling white canvas, and one, the centre picture, featured a fine three-masted full rigged ship under three lower topsails and main upper topsail fleeing before a hoary headed hurricane in a scething smother of foam. This picture held the old man's attention, for the vessel was his first command. Of more consequence still, it carried his wife and eight year old son and baby daughter on their first—and, what was to prove for one, last deep sea voyage. Baffling winds and calms had considerably delayed the vessel from the Australian coast till approaching the longitude of Cape Horn. Here the inevitable change had come. Hardly had the ship been snugged down when the maddened wind burst from the heavy cloud barred west. In less than an hour the rolling waves rising higher and higher were stampeding east with the surging ship in their sweep. Now she was pitched on a roaring yeasty ridge, anon staggering through a mighty hollow where a giant sea had been, but pressing ever forward like a sentient thing seeking sanctuary, like a lusty antlered stag mid pursuing hounds. For two days and nights the Captain had hardly left the poop. In his anxiety to make up for time lost he had held on his course, and now there was nothing for it but to run; it was too late and too dangerous to think of heaving to. The safety of the ship was his first care, and he kept the poop day and night. A hard biscuit and a mug of sea salted luke-warm coffee occasionally, served as breakfast, dinner and tea. The third morning of the gale, when there was a bright break in the clouds to windward holding promise of better weather before nightfall, he and the second mate, in dripping oilskins were standing at the mizzen rigging, gripping the shrouds and discussing such a probable happening, when the chart house door flew open, and horror-stricken eyes saw his young son leap out on deck. He shouted to the lad to get back, and at the same time made a dash towards him with the second mate. It was too late. A following sea had ridged up and curled its hungry foaming mouth across the sinking poop. With a

shudder the ship plunged her bows, and the boy and second mate were gone. The captain was picked up stunned against the windlass under the fo'castle head. On regaining consciousness he found himself lying on the settee in his cabin with his wife's tears falling on his face. Their son—blood of their blood and love of their love—had gone, clasped by the second mate in his swift unselfish effort to save him. Both had swept into the bowels of the deep and were seen no more.

The old man brushed his eyes, and rose unsteadily from the chair. Tottling to the French window facing east he sank to his knees with his wet face pressing the glass. Hard by, the little church rose up. It was there he wedded his trusty help-mate, it was there she entered into her quest for Jim, their sea-drowned boy. Ah, yes! There they were, for the second time that night, now high above the old grey tower, limned on the soft clouded majesty of the full orb'd moon. "Mother! Jim! Bais!" he breathed, "wait for me." And as the stately moon sailed into a cavern of cloud, pearl lined and barred with sapphire, Captain Baynes collapsed to the floor—and all was still.

A little later his grand-daughter returned from church. Quietly opening the door, and failing to see her kinsman in his accustomed place, she called anxiously, "Grand-dad! Grand-dad!" There was no reply. Captain Baynes' spirit's bark lay inert near the glass doors facing East; but his immortal spirit was on its most momentous voyage of all—careless of wind and tide. FAITH, his unerring and trusty pilot, was guiding him to the haven of life's Supreme Fulfilment where loved ones would meet him with welcome of fasted lips and twining fingers of joy.

*To live in the hearts we leave behind,
is not to die.*

— President Lincoln.

PLEASE ASK A FRIEND TO HELP
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The Toll of "The Trade."

"The Navy," the organ of the Navy League, London, published in the December number a leading article under the above heading. The writer was inspired by the tragic loss of submarine M1 and we feel sure that the article will be read with a deep and abiding interest and quiet faith in the spirit which permeates all that is serious and best in the British character.

We are privileged to reprint it hereafter. — Ed. N. L. J.

"It must be a source of great pride and satisfaction to you, as it is to me, that our peace organisations and training have withstood the supreme test."

Message of Commodore (S) to all British submariners on Armistice Day, 1918.

THAT is their epitaph, those men who lie enshrouded in the tangled metal remains of M1, of K5, of L24, of H42, beneath the waters that make up the traditional training ground of British seamen, the waters from Portland Bill to Gibraltar.

It is the epitaph they would choose to have, for submarine men, more than all other seamen, know that upon training, unending training in all conditions and all circumstances, depends the efficiency of "The Trade." They will not echo the questioning voices of laymen demanding to know why submarines should be exercised at all in rough weather. It was not by smooth-water, shallow-water, training that Eg. B11, B17, and a score of other nautical monomarks, wrote numerals into the golden pages of history. "The Trade" is a hard trade, hard in its demands, physically, mentally, and socially. It will have only the best of men, and it exacts the best from the men it accepts. "That is the custom of 'The Trade.'"

We mourn the loss of all good men whom the successive peace-time disasters have snatched from us. We mourn them as brothers, as fellow-citizens, as the partners in family joys and sorrows. We mourn them as future national leaders, as men who, having learned themselves by hardship to obey, shall be an example to a new generation. But we rejoice in the great heritage they leave us, the gift

of an everlasting memory of self-sacrifice and of devotion to their calling. The sea that they sought to master has loved them into eternal peace, but we who remain to struggle with the storms and angry seas of life may draw from the memory of them the courage to endure, the strength to face, without flinching, both peril and temptation. "That is the custom of 'The Trade.'"

Let us recall just one incident in the long record of the submarine service, a story that bears very directly upon the disasters which we have suffered in these recent years of peace. One of our submarines was sunk in water that made salvage operations ultimately possible, though it was not until three weeks after she went down that the struck hull was raised. When the interior of the submarine was searched there were only dead men there, but each man was at his post. Every last detail of drill and evolution had been performed to the final moment. They had not flinched. "That is the custom of 'The Trade.'"

We who remain must remember. "The Trade," young as it is has built for us a great tradition. At the very hour when M1 was thrashing into the chops of the Channel on her last exercise the nation stood silent in remembrance of all the men and women who had perished in the defence of our ideals. We of the present generation have instituted a great memorial, the most dramatic and and soul-stirring that any nation has ever devised for its immortal children. It shall not be said of us, as Collingwood said, a few bare months after Trafalgar, "It is a story grown faint in the recollections of most people." But remembering is not all. There is sorrow and suffering in the legacy as well as high tradition. There is need for comfort, material and spiritual. Therein lies our duty, the "death duty" on the legacy.

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40-light tins of 50, 3/5

FLOATING DOCKS AND CRUISERS.

Questions in Parliament.

Mr. Walter Marks, M.P., in the House of Representatives, on 3rd February, asked the Prime Minister (Mr. Bruce) the following questions:—

- (1) Is it a fact that the Admiralty dispositions for Singapore include a 55,000-ton floating dock, and also a graving dock to accommodate two capital ships?
- (2) If so, does not this portend the presence in the Indian Ocean and the Pacific of large naval ships?
- (3) Is it a fact that the Commonwealth Government is negotiating with the Government of New South Wales for the construction of a floating dock at Walsh Island, which, while being able to accommodate a ship of 10,000 tons, will not be able to slip a British capital ship should one visit our shores?
- (4) Is it a fact that the proposed floating dock to be built at Walsh Island has Admiralty approval?
- (5) Is it not a fact that the Admiralty would gladly welcome the presence in the Commonwealth of a floating dock which would accommodate a capital ship or aeroplane carrier of large tonnage?

The reply was as under:—

- (1) No official information has been received as to the latest Admiralty dispositions for Singapore in this respect.
- (2) See answer to (4).
- (3) Yes.
- (4) Yes.
- (5) I have no advice as to the views of the Admiralty in this connection.

Mr. Marks also asked the Prime Minister if his attention had been drawn to the report in the Press regarding a statement by Admiral Viscount Jellicoe pointing out the serious need of the Empire's cruiser strength to protect our trade routes, and the impossibility of the Motherland continuing to carry practically the whole burden of naval defence. The per capita contribution to that defence is: Motherland 24s., South Africa 1s. 9d., Commonwealth and New Zealand from 8s. to 9s., and Canada 34d. Notwithstanding our fine effort, I ask the Prime Minister to consider the matter, in view of Admiral Jellicoe's strong appeal to the Dominions, to see whether we might not go further than we have gone. In view of the statement of the ex-Minister for Defence (Mr. Bowden), that a third cruiser would be laid down, perhaps in three years' time, I ask whether that work could not be expedited to meet the appeal of Admiral Jellicoe.

The Prime Minister replied that the cruiser construction programme of the Government has already been announced, and considered and approved by this House. When it is proposed to undertake further naval construction the matter will naturally be submitted to Parliament.

NOTES OF INTEREST.

It is understood that the Australian cruiser Melbourne will be at Portsmouth during April, when the crew will be granted leave. Facilities will be given to the men to make the train journey to London, to have a look round.

Ships of the R.A.N., accompanied by H.M.S. Delhi, are cruising in Southern waters. Included in the ports of call is Hobart, one of the show places of Australasia.

Everybody who has had the pleasure of meeting Commodore Wardle, D.S.O., R.N., will be sorry to hear that his period of service with the R.A.N. is drawing to a close. The Commodore will hand over the command of the fleet to his successor, Captain Hyde, R.A.N., in April next. Captain Hyde will be the first R.A.N. officer to hold the position.

Captain J. F. Robins, R.A.N., on behalf of the Australian Government, presented the binacle removed from the battle cruiser Australia to the Japanese Consul-General as a souvenir to Japan. The presentation took place on board H.I.J.M.S. Iwate during her visit to Sydney in the early part of the month.

The Japanese four-masted barque-rigged auxiliary vessel Taisei Maru has also been on a visit to Sydney from Yokohama. She belongs to the Merchant Service, and carries a crew of 118, including 71 cadets who will ultimately become officers in the Mercantile Marine. Japanese shipping magnates believe in having their officers trained in ships where seamen are made.

It is understood that Admiral of the Fleet, Earl Beatty, will retire from the Admiralty before the end of the year. Admiral Beatty has already held the post of First Sea Lord beyond the ordinary period.

The two Australian cruisers building in Britain will be named *Canberra* and *Australia*.

The new powerful battleship *Kodney* will be added to the Royal Navy after completion. She was launched recently.

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THE NAVY LEAGUE.

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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN — Officer-in-Charge: Mr. R. COOPER
Hon. Secretary: Mr. EDGAR FIDDER

NORTH SYDNEY — Officer-in-Charge: Mr. W. L. HAMMES
Hon. Secretary: Miss MURRAY

LANE COVE — Officer-in-Charge: Mr. F. GIBBS
Hon. Secretary: Mr. F. L. HEDGES

COOGEE-CLOVELLY — Officer-in-Charge (A.M.L.):

Mr. G. STONE

DRUMMOYNE — Officer-in-Charge: Mr. W. HOOPER
Hon. Secretary: Mr. A. WALKER

RICHMOND — Officer-in-Charge: Mr. R. H. WADE
Hon. Secretary: Mr. J. KYNOCK

BONDI-ROSE BAY — Officer-in-Charge: Mr. C. J. HOPKINS

MISS CHARLES-FAIRFAX FLAG.

Officers-in-charge are reminded that the competitions for the above will be held at Ibrox Park on Saturday, 27th February.

The Executive has been pleased to appoint Mr. W. Hooper as officer-in-charge of the Drummoyne Navy League Cadet Company. Mr. G. Kirkaldie, the retiring officer-in-charge, received a letter of thanks from the Executive for his splendid and greatly appreciated services. Although he has relinquished his charge, Mr. Kirkaldie will continue to associate himself with the welfare of the boys.

Mr. Stone has been appointed acting officer-in-charge of the newly formed Clovelly-Coogee Company. The Bondi-Rose Bay Company will be under the charge of Mr. C. J. Hopkins, who until last month was officer-in-charge of Eastern Suburbs Cadets.

FORMATION OF COMPANIES.

Several letters have reached the Navy League office seeking information regarding the formation of Sea Cadet Companies.

The Executive Committee alone has power to authorise the formation of Companies either in Sydney or any other part of New South Wales, and application should be made accordingly.

The various Sea Cadet Companies are busily engaged practising for the forthcoming competition for the Miss Charles-Fairfax Flag. The flag is at present held by Drummoyne, and it is reported that they are very hopeful of retaining it. Other companies are equally keen on wresting it from the holders, so that excellent work is promised.

St. Andrew's Cathedral authorities desire to thank the officers-in-charge of Drummoyne and Balmain units of sea cadets for their attendance with such a large number of cadets at the Memorial Cross in commemoration of the first Christian Service held in Australia.



DRUMMOYNE UNIT'S GIG.

Winner of Rowing race held under the auspices of the Anniversary Day Regatta Committee.



NORTH SYDNEY UNIT'S WHALER.

One of the Competitors. This Unit's gig gained second place.

PROPOSED DEPOT.

During the month a meeting was held at the School of Arts, Lane Cove, when the question of building a depot for the local cadets was discussed.

Mr. F. L. Hedges occupied the chair, in place of Mr. Harold Cochrane, who is confined to St. Helier's Private Hospital.

The Lands Department has granted a lease of suitable land on the foreshores of Tambourine Bay, Lane Cove River, and the objective of the local N. L. Sub-branch Committee is the erection of a suitable depot thereon.

The plan having been decided upon and accepted, it was agreed to get specifications and an estimate of the cost of the proposed structure.

In the meantime preliminary steps are being taken to raise funds to meet the cost.

Those present were: Messrs. F. D. Hedges, F. Gurre, — Oakes, — Grindrod, M. Somerville, Mesdames Grindrod, D'Arcy, and McIntosh, and Capt. Beale.

At the monthly meeting of the Executive the Chairman (Judge Backhouse) expressed the Committee's sympathy with Mr. H. Cochrane in his illness, coupled with the hope that he would soon be well and strong again.

GET A FRIEND INTERESTED.

Mr. Couper, officer-in-charge of Balmain Company, writes to say that his Company very deeply appreciates the kindness extended to them recently by Mr. Cleary, the general manager of Messrs. Tooth's Limited.

Under the auspices of the Anniversary Regatta Committee the Navy League sea cadets from the following Companies: Balmain, Drummoyne, North Sydney, Richmond, Lane Cove, and Eastern Suburbs competed in the handicap rowing race. Gigs, cutters, and whalers took part, and the event was won by Drummoyne's gig with a length and a-half to spare after a great tussle with North Sydney units gig. Richmond was third in its cutter three lengths further back, followed by Balmain and Eastern Suburbs. The ten pounds for the two prizes was very generously contributed by Messrs. A. G. Milson and Harry Shelley.

Mr. J. G. Kynock has been elected hon. secretary of Richmond Company in place of Mr. Antill, resigned.

On February 16th North Sydney Company visited Richmond and played the local lads cricket. The final scores were: Richmond 116, North Sydney 36. The visitors attributed their defeat to a glut of water-melons and to the local brand of heat—116° in the shade of the melons. The sun's score on the thermometer coincided with the tally of runs knocked up by the country-siders. "Collusion," said one sweating North Sydneyite, "that's what it was."

Mr. W. Hooper took 50 of the *Drummoyne* cadets on board the Japanese training ship *Taisei-Maru* during her stay at Sydney. The boys were splendidly received by the Japs, and had a royal time on board, exploring every nook and cranny from the main royal truck via the shark's tail on the bowsprit end to the fog locker and the keelson.

Miss Oxley also visited the ship, but was not impressed. She said the Navy League boys appeared to be in their element scampering about with the agility of monkeys, and on deck behaving themselves as unformed boys are expected to do.

Mr. C. J. Hopkins is away up country for a month or so, and in the meantime Mr. Hopkins, junr., who is first officer to the *Rose Bay Coy*, is carrying on.

Drummoyne Company reports new enlistments: Aubrey Brown, Sydney Brook, Andre Luzzi, Donald McLeod Oag and Kenneth Reilley.

The following promotions have taken effect in North Sydney Unit: Cadets H. L. Collins and W. King to Petty Officers.

The Mine Sweeper *Mallow*, now a Unit of the R.A.N., was the vessel responsible for picking up 148 of the 167 survivors of the ill-fated P. & O. passenger ship *Persia* when she was sunk in the Mediterranean on 30th December, 1915, by a German submarine. Altogether 334 non-combatants, including women and children perished with the *Persia*.

THE RULE OF THE ROAD AT SEA.

By the late Mr. Thomas Gray, C.B., in
1875's Calendar.

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

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THIRD CLASS SINGLE	From 5/3
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SUNSHINE AND JOY.



Mr. S. Cooper, Officer-in-Charge, Sea Cadets and Members of the Balmain Welfare Committee spend a care-free day.

WHAT THE NAVY LEAGUE HAS DONE IN GREAT BRITAIN.

It has trained about 21,000 boys in Naval Brigades and Cadet Corps in the duties of citizenship and seamanlike knowledge.

Investigated 12,000 cases of sufferers by the Great War, and given relief to the extent of nearly £250,000.

Assisted in the education of 900 children of men who fell in the War.

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

The League has branches throughout the British Empire.

DRUMMOYNE SUB-BRANCH.

OFFICE-BEARERS, 1926.

Chairman and Representative on Central Committee: CAPT. O. SMITH.

Deputy-Chairman: MR. I. NEWTON.

Management Committee.

MESSERS. J. M. BUCHANAN, W. DANIELS, G. McDONALD, A. W. CLARKE, W. T. HILL, G. MCKNIGHT, H. A. EVERINGHAM, G. KIRKALDIE, Ald. W. S. DEMPSKY

Hon. Treasurer: Hon. Auditors:

H. W. BROWN, I. NEWTON, G. MCKNIGHT.

Company Writer: C. R. HOOPER.

Ladies' Welfare Committee:

MESDAMES TODD, SPED, WALKER, McDOWELL,

HEYDON, HALL, PRICE.

Hon. Secretary: MR. A. WALKER.

DRUMMOYNE SUB-BRANCH.

Annual Report and Balance-Sheet for 1925.

In his report, Mr. A. Walker, the Hon. Secretary, writes:—

"During the past year the Company has made remarkable progress, both financially and in members enrolled.

They have also distinguished themselves in the various competitive events, having held the Fairfax Banner for the twelve months, this banner being the highest honor which can be secured for drill and general proficiency by any Company during the year.

They have also won several events on the harbour in the cutter and gigs, and are now becoming very expert in the management of these boats.

Camps were held on several occasions at Bradley's Head and on the Lane Cove River. These camps were greatly enjoyed by the boys, and served to train them in the various duties of a Navy League cadet.

During the year Mr. Cardwell and Mr. Brown (hon. sec. and hon. treas.) were compelled to resign owing to pressure of private business, and Mr. J. J. Eyre (President) resigned owing to ill-health. The Committee desire to place on record their regret in losing the services of these gentlemen.

Captain O. Smith who was elected to the position of President, has proved a power of strength, and much of the success gained by the Company is due to his untiring efforts.

The Ladies' Welfare Committee which was formed during the year, has performed yeoman service for the Company, having collected £47 since their inception, and entertained the cadets on various occasions at the depot.

The Committee are indebted to many friends who have assisted them during the year by donations and services, particularly Mr. H. Shelley, the occupants of block 7, Sutton's Buildings, Drummoyne—Mr. Holroyd, Mr. Lawler, Captain Smith, Mr. Fanning, Mr. Mitchell, and Messrs. Poole and Smith."

PLEASE SUPPORT OUR ADVERTISERS

NAVY LEAGUE—DRUMMOYNE SUB-BRANCH.

STATEMENT OF RECEIPTS AND DISBURSEMENTS, 1925.

RECEIPTS.	£ s. d.	EXPENDITURE.	£ s. d.
Brought Forward	3 9 2	Frame for Address to Miss Fairfax	0 0 0
Cadets' Subscriptions	31 3 1	Uniforms for Cadets	0 14 10
Donations	25 14 0	Repairs to Depot, Globes, etc.	3 15 6
Sale of Uniforms	1 3 3	Travelling Expenses of Officers and Cadets	3 4 0
Grant from Head Committee	14 0 0	Stamps, Stationery and Hire of Hall	2 3 0
Prize Money	4 10 0	Sheets for Cutter	0 3 3
Concert Kinnet Theatre	20 17 2	Travelling Expenses of Musicians and Social	0 17 6
Collections and Socials held by Ladies' Committee	41 0 6	Moorings for Boats	0 5 0
		Repairs to Drum	5 2 6
		Electric Light at Depot	1 9 11
		Christmas Entertainment to Cadets	3 3 0
		Rent of Depot	65 0 0
		Towage Expenses	0 10 0
		Bank Charges	1 0 0
		Cash in hand	23 7 5
		Balance in Bank of N.S.W.	34 16 9
	£154 19 2		£154 18 2

BALANCE SHEET DECEMBER 31st, 1925.

LIABILITIES.	£ s. d.	ASSETS.	£ s. d.
J. T. Dudley, Rent of Depot	3 0 0	Cash in hand	23 7 5
Balance	55 4 2	Credit Balance in Bank	34 16 9
	£58 4 2		£58 4 2

We have examined the Books and Vouchers in connection with the above, and certify the above is a correct statement
 C. R. HOOPER, Hon. Treas. O. SMITH, President. H. W. BROWN, Hon. L. NEWTON, Auditors.

Activities of Navy League (N.S.W. Branch)
for the Year 1925.

THIS branch of the Navy League experienced a fairly satisfactory year in 1925. Progress, though slow, has been maintained. In common with other organisations of a patriotic nature we have encountered difficulties, the chief being the raising of funds. In this connection the State Government consistently refused the League permission to make a general appeal for funds in public. We, therefore, were driven back on to a much smaller circle for financial support, and it is gratifying to report that our endeavours met with a considerable measure of success.

THE PRESS

The whole of the Metropolitan Press has been most sympathetic and helpful. At a number of functions the League has been well reported. On

no occasion has our organisation been refused space in the news column.

NAVY LEAGUE HELPERS.

In addition to those members of the Executive, whose help and financial support was given unstintingly, thanks are due to Mr. Harry Shelley, the Trustees of the "Walter and Eliza Hall" Trust, the Colonial Sugar Refining Company, Bank of N.S.W., Commercial Banking Company of Sydney, Mrs. and Miss Kelso King, Mrs. and Miss Glasson, Miss Rita Fox, Miss Doreen Higgins, Mrs. Mayne, Mrs. Anos, the officers and hon. secretaries of Subbranches and Cadet Companies and their wives, advertisers and contributors to the NAVY LEAGUE JOURNAL—and finally, all those good friends too numerous to mention here who assisted

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Boys' One-piece Bathing Costumes, in Plain Black or Black with coloured trimmings of Blue, Red, or White, with Sleeves or without Sleeves. Wool and Cotton 20in 4/11, 22in 5/3, 24in 6/6, 26in 6/6, 28in 6/6, 30in 6/11

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in divers ways at the many functions connected with the Navy League.

THE NAVY LEAGUE BALL.

The annual ball was held at the Palais Royal during the visit of the American fleet. The State Governor and Lady de Chair were present, and the function was voted as one of the most pronounced successes—socially and financially—of the season.

EXCURSION TO SHARK ISLAND.

This was greatly enjoyed by the cadets and their parents, and the hope freely expressed was that the League would make it a yearly event.

NELSON NIGHT

Was celebrated at the Royal Naval House. An address by Mr. Walter Marks, M.P., followed by a concert, was greatly enjoyed by the large gathering of Navy Leaguers and Cadets.

STATE GOVERNOR AND SPORTS PRIZES.

About three hundred sea cadets attended Royal Naval House, when His Excellency the Governor presented the sports prizes to the successful boys. His Excellency expressed sincere pleasure at the wonderful reception given him by the cadets. The function was one of the pleasantest and most successful ever organised by the League.

AMERICAN FLEET VISIT.

250 cadets visited Garden Island at the invitation of the naval authorities, and witnessed the arrival of the fleet. Later 100 of the boys marched in the procession of U.S. sailors through the city. The League boys met with a magnificent reception from the huge crowds lining the route. And, in the words of an American officer present: "The boys gave his 'guys' a lesson in marching"

ROYAL SHIPWRECK RELIEF AND HUMANE SOCIETY CONCERT.

Navy League Sea Cadets formed the Guard of Honor to the State Governor on the occasion of the concert, and lined the main aisle in the Town Hall.

"ZEEBRUGGE" FILM.

On the invitation of the management of the Crystal Palace Theatre, 300 cadets witnessed, and greatly enjoyed, the screening of the historic event. The boys led by their bugle band marched from Circular Quay to the theatre. Their presence in

the city excited considerable interest and favourable comment among the spectators.

PRINCIPAL ACTIVITIES OF CADET COMPANIES.

ATHLETICS.

Annual Sports were held at Lynn Park when about three hundred cadets were present.

CAMPS.

Camps were formed at Cronulla, Bradley's Head, George's River, Kurnell, Hawkesbury and Lane Cove, and were well attended by cadets from various Companies.

BOAT RACES.

Boat races (rowing) were held under the auspices of the Committee of the Anniversary Regatta, the Lane Cove Skiff Club, the Drummoyne Club, the Motor Yacht Club of N.S.W., and the "All-Comers" race off Shark Island. In this connection very many thanks are due to Mr. Harry Shelley, Mr. A. G. Milson, and Mr. Harold Cochran for towing the boats and for contributing prizes; also to Mr. T. Fox for presenting a cup.

CADETS IN PUBLIC.

Apart from the occasions on which the combined cadets visited the city, the various units have been much in evidence locally, forming Guards of Honor to the State Governor or Lady de Chair when performing some public ceremony in the district—assisting hospital authorities, church parades, and the like.

JULIAN DAY.

At the Julian Day celebrations about 150 cadets attended at St. Andrew's Cathedral.

GAMES.

Games such as football and cricket have been indulged in between cadet units, and have done much to cement the feeling of good fellowship.

SUB-BRANCH BAZAARS, ETC.,

Have been held with varying success at North Sydney, Richmond, Lane Cove, Eastern Suburbs and Balmain. After much hard work on the part of certain members of local committees, officers-in-charge and hon. secretaries, all the sub-branches are keeping their heads above water. All Companies are deserving of the highest praise for the manner in which they have established themselves and made their presence felt in their respective districts. As long as the League can count on the

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TOTAL ASSETS, June 30th, 1925 - - - £45,217,845.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1855	£1,335,071	1875	£4,781,854	1895	£12,108,832	1915	£29,708,823
1865	£2,216,524	1885	£10,569,722	1905	£15,629,856	1925	£45,217,845



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49, YORK ST., WYNYARD SQUARE, SYDNEY

support of so many willing helpers the cadet movement is bound to consolidate its position in the community. Richmond Company purchased a splendid drill hall during the year for use as its depot. It is gratifying to know that every Company has an objective, which is the purchasing of a suitable depot for its own particular use.

SIGNALLING COMPETITIONS.

In connection with the Miss Charles Fairfax flag and the Oswald McMaster gold medal, cadets from everywhere took part in the signalling and general efficiency competitions.

SHIPS VISITED

Cadets from different Companies visited most of the American warships when in port, also three Australian cruisers, and fifteen overseas steamers, and two sailing ships during the year.

BOATS.

Mr. G. E. Fairfax kindly donated a new whaler to the League for use by cadets from the Eastern Suburbs. In addition the Navy League owns a whaler presented by Mrs. Amos, and a cutter gig presented by Mr. and Mrs. Kelso King, a dinghy given by Miss F. Glasson. The League also owns nine other boats, including 4 cutters, 3 gigs, 1 whaler, 1 cutter gig. All these having been purchased at different times from the naval authorities.

CADETS SEA SERVICE.

During the year under review, nineteen cadets have adopted a seafaring life.

EMPLOYMENT OF EX-SERVICE MEN

The League has found billets for seventeen ex-naval and ex-merchant service men afloat, and employment for five ashore.

NAVY LEAGUE JOURNAL.

The official organ of the N.S.W. Branch continues to hold its own. It is now in its sixth year, and has never been an expense to the League—on the contrary, it has been profit-producing since its inception.

EX-CADET R. GAUL

Navy League Sea Cadets will be pleased to learn that Mr. Ronald Gaul, one of the first Navy League Sea Cadets in Australasia, has joined the Canadian four-masted barque Garthpool. Mr. Gaul is anxious to be a real sailor. Many of us may live to see him in command of a fine ship. Our best wishes go with him.

WHAT OUR ADVERTISERS ARE DOING.

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

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1. To create an atmosphere favourable to the establishment and growth of the Navy League Sea Cadet movement.

2. To consider and devise ways and means to raise funds for the support and development of local cadet activities.

3. To assist the appointed officer-in-charge, or his deputy, to carry out the duties allotted to him by the Navy League Executive through its representative, in order to ensure that complete co-ordination of training which is essential to the well-being of the Sea Cadet movement as a whole.

4. To ensure harmonious working with the educational and religious authorities, and to co-operate with all recognised organisations devoted to the welfare of boy life.

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PLEASE SUPPORT OUR ADVERTISERS.

A Treatise on First Aid.

For Navy League Sea Cadets.

BY KIRKAL H. FIDDER.

THE Tram stops with a jerk; passengers are thrown forward; "Whatever is the matter"? or "What was that"? are the usual expressions; one more observant than the rest advises that there has been an accident. Curiosity naturally tempts the passengers to alight and join the crowd that has quickly gathered. A poor unfortunate has been knocked down by a tram and one of the wheels has crushed and is directly over his leg; scores of the usual curious people crowd round all anxious, but none able to help the poor victim; lifting jacks are quickly in operation, the tram is lifted, and the patient extricated.

Anyone with a knowledge of First Aid can render splendid service to the unfortunate in a case like this by, at least, easing the agony until the Ambulance or medical man arrives.

The ordinary Navy League Sea Cadet will at once ask, "How can that be done?" With the object of giving a little instruction in the application of First Aid, I propose to contribute a series of lessons, commencing with a description of the anatomy or skeleton, and finishing on the more intricate subject of Poison and Antidotes.

It is a very true saying that a little knowledge is a dangerous thing, and all sea cadets would do well to primarily accept a course of instruction at any of the ambulance branches—of which there are many—for a few months. The mere fact of being able to apply what is known as digital compression (a very simple finger pressure) in the case of an arterial wound may save the patient's life. Unfortunately, the location of the arteries can only be described in these articles, and a cadet chum, or younger brother will make an excellent subject on whom to practice. I mention 'younger' brother advisedly, seeing that an elder one is not likely to politely agree to the pulling about some of the practices will necessitate; however, that is a mutual arrangement.

Let us first take the structure of the body—the bones, or really the frame—starting from the top bone of the head that your cap covers—"the parietal." I might mention, incidentally, that human bones are capable of far more tensile strain, in proportion, to the strongest girders to be used in the construction of the Sydney harbour bridge. Proof of this is quite easy to find in the hard-headedness of some of the Navy League cadets; some have heads as hard as the Sphinx. Of course, I do not mean this reflectively—the word 'bone-head' signifies sufficient.

Cut your head off at the shoulders—I mean imagine you are handling a skull; it seems rather a gruesome sort of thing to hold in one's hand, but it is no more objectionable than an ordinary plaster cast of the same portion of the anatomy. Count the bones and you will find there are five, each perfectly formed and strong. Face the skull squarely (no skull has yet been known to bite); the convex, or rounded bone in the front, is known as the Frontal Bone; the temporal bones are situated one on each side of the head, extending from the frontal bone to the large bone at the back of the head, which is known as the occipital bone; the one on top of the head (in many cases thinner than any of the others) is, as I have explained, known as the Parietal Bone.

Of course every boy will recognise the nasal bones and cheek bones. And it is not necessary to mention in this article that every decent head should possess at least two maxillae or jaw bones; it would be rather an unfortunate old head that could not boast these two essentials, would it not? Always remember that in the operation of mastication, or chewing, only the lower maxilla or jaw bone moves. In these jaw bones are located the teeth, very necessary adjuncts in mastication and consequent decent digestion. These bones of the head should be easily remembered.

Let us now trace the trunk of the body. Firstly,

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the spine or vertebral column; this is composed of 33 small bones known as vertebrae. In the neck are seven which are known as the cervical vertebrae, and the top one of these closest to the cranium is called the 'Atlas.' If Nature had not provided us with an atlas bone we would be unable to nod our heads; it acts as a pivot for the rest of the column. The next, or second vertebra from the cranium is known as the 'axis': this permits of the side-to-side movement of the head as in signifying "No." Then comes the 12 main or dorsal vertebrae, each increasing slightly in size as the lower portion of the column is reached. The ribs—12 on each side—are attached to these dorsals; and it is interesting to know that our ribs are not bone throughout their entire length; about two inches from the front, cartilage or gristle takes the place of the bone. Proof of this is had by the great pressure the ribs will take before breaking, even in boxing who has not had a very hard blow in the region of the ribs, hard enough to fell an ox. If the ribs were bone throughout something would have to break, but the cartilage acts as a buffer and consequent shock absorber.

The upper seven pairs of these ribs are known as true ribs; all of these are attached to the breast bone or 'sternum.' Then come the lower five sets which are called 'false' ribs. The three upper pairs of these ribs are attached—again by gristle—to the ribs above them; the last two pairs are known as 'floating' ribs. The whole of this

structure encloses and protects the lungs, heart, liver, etc.

Now, let us go back to the shoulders. We have two shoulder blades—each known as a 'scapula'—and two collar bones known as 'clavicles'; these four bones are quite easily traced with the fingers, the collar bones (clavicles) being at the lower and front part of the neck above the sternum, or breast bone, the upper part of which they rest on, the outer edges joining with the shoulder blades (scapulas). These clavicles are narrow bones and quite easily broken. I believe statistics should prove that there are more clavicle fractures than any other.

Now to take the arms or 'upper extremities.' By a ball and socket joint the upper part of the arm is joined to the scapula by the bones known as the 'humerus'—it terminates at the elbow or 'olecranon'; then from the elbow are the two bones of the forearm known as the 'radius' and the 'ulna'; each of these bones terminate at the wrist or 'carpus.' In the carpus are eight carpal bones in two rows of four, then five long bones known as the 'metacarpal' bones (one for each finger); these bones form the knuckles, and to each (with the exception of the thumb) is attached three finger bones, or 'phalanges'; the thumb has only two.

Having traced the bones from the parietal to the phalanges or fingers, I must now explain the

largest bone in the body—the 'pelvis.' It is composed of two haunch bones and the 'sacrum.' These two first named bones meet in front (at the 'pubes') in the middle line, a small piece of cartilage or gristle intervening, but behind the sacrum is between them. The hip joints, into which the thigh bones socket are provided in the pelvis which supports the abdomen.

We will now take the lower extremities, or legs. The thigh bone, or 'femur,' reaches from the hip socket in the pelvis to the knee joint; this femur is a particularly strong, round bone, and is arched slightly forward. Then we come to the knee-cap, or 'patella,' a triangular bone lying with its base upwards in front of the knee joint and immediately under the skin. It seems somewhat strange that there are no imperfections in any part of the anatomy with the exception of the patella. Nature does not seem to have provided it with sufficient protection for such a vital part of the human frame. Where a fracture of any bone will if not compounded, and provided it is properly approximated, mend in a few weeks it invariably takes

months to recover completely from even a severe blow on the patella. Most of you cadet footballers realise this, I am sure.

The shin bone, or 'tibia,' is a sharp bone, and may quite easily be traced with the phalanges (fingers), whereas the 'fibula,' or brooch bone of the leg, cannot be felt, as it is protected by muscles.

Now for the foot, or 'pedas'; it is composed of the ankle, or 'tarsus,' a group of seven irregular bones, the largest being the heel-bone, and the uppermost (the ankle bone) forms the lower part of the ankle joint. Between the 'tarsus' and the phalanges, or the toe bones, are the five metatarsal bones, as in the hands. Always remember the wrist is the 'carpus' and the ankle the 'tarsus.'

Cadets would do well to memorise the names of the bones, by doing so it will be helpful in learning the circulatory system which I will deal with in a later article.

Next month I propose to explain the varieties of fractures—a very interesting subject.

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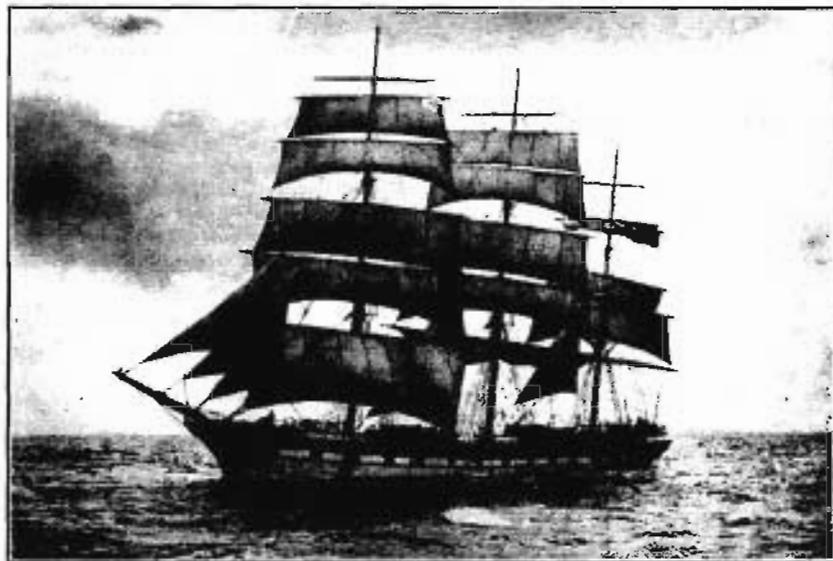
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Sea Cadets—Shun!

Captain A. H. writes: An incident which will appeal to all those who are keenly alive to the value of training occurred on Anniversary Day during the regatta on Sydney Harbour. During the towing of the Navy League Sea Cadets cutters and gigs the hat of one of the Balmain corps guests fell overboard from the s.s. "Estrella." A N. L. sea cadet in one of the boats under tow noticed this, and in his endeavour to save the hat, fell overboard himself. Action was immediately taken by the "Estrella's" skipper to recover the cadet, who in turn delivered the hat to its owner. It happened nearly one mile from H.M.S. Delhi, and yet it was observed from her forward bridge by the "look-out" or signaller on watch. When the "Estrella" and her string of boats in tow

passed H.M.S. "Delhi" semaphore signals were exchanged. The "Delhi" desired to know if "the man overboard" was "o.k." Sea Cadet Signaller Cooper was instructed to reply that such was happily the case. A short signalling contest then took place, the "Delhi" proving to be the victor. On board the "Estrella," however, the unanimous opinion held by the guests and cadets was that, if we had only have had Signaller H. Nicholls, R.A.N., on board, the "Delhi's" signaller would have been well "tried out." The Balmain Unit and its friends highly appreciated the incident, since it amply afforded evidence of the best possible kind regarding the training and possibilities of the Navy League sea cadets. If such vigilance is kept on board H. M. ships during a holiday carnival in harbour, it is no wonder that we can feel secure when H.M. Navy is guarding our coasts and the high seas.

SYDNEY BREAKS A RECORD.

A record for wheat loading in the port of Sydney was established at the terminal elevator, White Bay, recently. The steamer Rio Azul went alongside at 2.30 a.m. on January 21, and the loading was completed at 9 a.m. on January 23, when 5,586½ tons had been put aboard in the working time of 12 hours 20 minutes. This includes the time when the plant was running slowly to enable trimming to be carried out.

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Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Wentworth Building, 6, Dalley St., Sydney.

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

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

PHONE: B 7808.

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:—

- To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every part of the World.
- 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.
- To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
- To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.
- To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—
"For God, for the King, for the EMPIRE."
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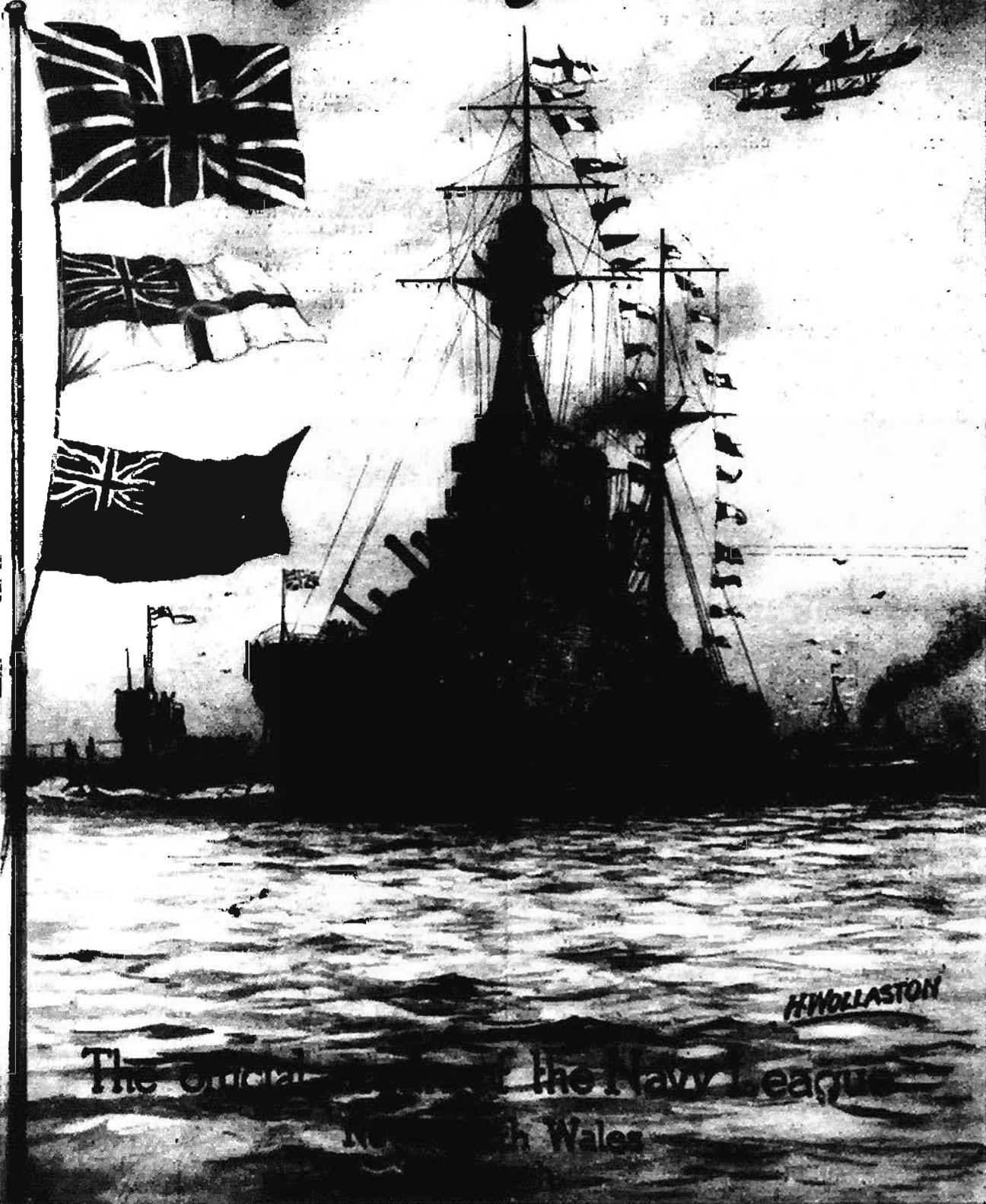
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Shipwreck, Slaughter and Tortoise-shell.

The Strange Doings of Captain Hart of the Sydney Cutter Lambton.

BY THOMAS DENBARIK, M.A.

ON May 22, 1836, there sailed from Port Jackson on a voyage in search of tortoise-shell and pearls the cutter Lambton, registered in Sydney and commanded by C. H. Hart. The story of that voyage and of the wild doings in the region of Caroline Islands that marked it is told in a series of papers from Rear-Admiral Maitland, then in command in the China Seas, which eventually reached Governor Gipps, via London.

Hart had with him from a previous voyage a native of the island of Ascension and he put into Ascension to trade. There he found two schooners, the Unity commanded by a namesake of his own, William Hart, and the Avon whose master was a Frenchman from the Mauritius named Duarte, or Deudoit. Wrecked on the reef was a whaler, the Falcon of London.

According to Hart's own deposition, made before Don Juan Bapbista Acha, port captain of Guam, it would appear that he had never heard of the Falcon before. From the narrative of John Plumb, a boat steerer on the Falcon, it appears, however, that the two vessels had met a little time before. Captain Hingston of the Falcon then told Hart

that he was going to Guam to break out his oil as the vessel was leaking. Hart persuaded him to try Ascension instead, saying that it was nearer than Guam, had a snugger harbor, that supplies were cheaper and that he could get the work done more peacefully as there was no grog.

In an evil hour for himself Hingston took this advice. All went well till the Falcon was leaving the harbour after the repairs had been carried out. A sudden squall took her aback, she was carried in by the rollers and went on the reef.

No lives were lost and the crew managed to save most of the stores and oil which they put on a small island. The natives could not, however, resist the temptation to steal and there was a quarrel with a chief named Nanawat in which Hingston and four of his men were slain.

DUPLICITY AND RAPACITY.

The schooner Avon, under the Frenchman Duarte, was lying in a harbor 20 miles away and the survivors sent to Duarte for help but could get it only on condition that they made over to him all that had been saved from the Falcon. To this they were compelled to agree. There is a strong

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suggestion that Duarte (also called Deudoit) had himself inspired the thefts from the Falcon and had received some of the stolen goods from the natives.

The arrival of the two Harts and their schooners brought the number of white men at Ascension up to 70 in addition to which 400 natives belonging to another tribe were quite ready to help them against Nanawah and his men.

Nevertheless Nanawah defied them to do their worst and for some time beat off all attempts at a landing. Plumb relates how a raft was rigged up to carry a gun. This was in charge of Captain Hart of the Unity, of whom he says:—"He liked long balls better than close quarters with the natives."

However, numbers and armament prevailed in the long run. The natives were overcome and forced to take to the bush while the white men and their native allies overran the island, plundering and ravaging.

A white man called Jim the Cooper, who had lived on Ascension for some years, found the chief Nanawah leaning up against a tree. "I know what you want, Jim," said Nanawah. "Shoot me where I stand; I am tired of life for I am hunted by everyone."

Jim the Cooper told him that it was not intended to kill him but to take him to another island where he would still be a chief and that he would be able to take his wives and children with him.

Nanawah does not seem to have put much faith in these fair promises but he begged that he should not be taken on board the Avon, saying that he knew well enough what would be his fate if he fell into the hands of the Frenchman.

RUM AND CIGARS FOR CAPTIVE CHIEF.

That night Nanawah sat at the cabin table and showed that he had acquired some civilised tastes, by drinking rum and smoking cigars. When questioned about the murders he simply remarked:—"It is no use bothering me about it any more. I have done it and I am now in your power; do with me as you think proper."

So far the whole affair had run on lines only too

familiar in the story of the dealings of white men amongst the Pacific Islands. The two Harts and their coadjutor from Mauritius had amongst them, however, a certain amount of originality, and they now gave a fantastic touch to the tragedy.

As Commander Blake of H.M.S. sloop Laune, says, in a report to Admiral Maitland, "three schooner captains held what they termed a 'consultation' on board the Lambton. With such pomp and ceremony as they could muster they constituted themselves into a court martial, and solemnly tried the wild chief. In spite of the promise given to him when he surrendered, they condemned him to death."

Unfortunately, the only detailed description of these strange proceedings is that of Plumb, who gives a very bold and matter-of-fact account of them. Hart, naturally, avoids detail, and so do seamen of the Lambton, who made statements at Macao to Captain Eliot, the superintendent of British trade with China.

It seems that there was a certain amount of pomp and ceremony about the whole business, such as no one would expect to find when three trading schooners met at a remote island in the Pacific. The schooners' captains took it in turns to display their "pennants," just as if they had been man-o-war's men. This day it was the turn of the Lambton, and it was for this reason that the "trial" and the execution took place on board that vessel.

The court-martial was very brief—or, possibly, the preparations for the hanging were begun before the trial was held, in well-founded anticipation of the verdict.

"YOU HAVE BROUGHT ME TO A PRETTY ISLAND, JIM."

Early in the morning the cross-jack yard was lowered, and a rope with a hangman's knot at the end of it rove through a block at the yard arm. Some of the seamen amused themselves by putting the loop round their own necks in view of the captive chief who was chained to a stanchion.

When he saw this, Nanawah called to Jim, the cooper, and said, "You have brought me to a pretty island, Jim; but I am prepared for it—it is quite what I expected."

At 9 o'clock all was ready, and the hangman came on board. It was in keeping with the chief's instinctive dread of Duarte that he should supply

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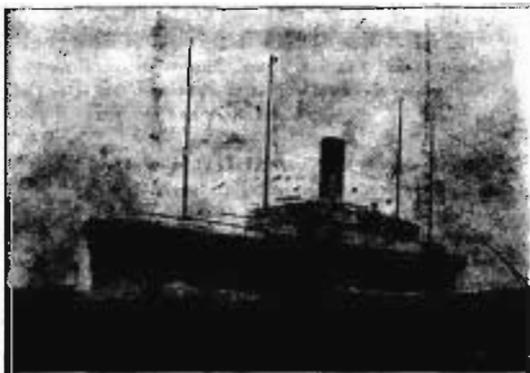
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the executioners. These were two negroes from the Avon.

"They looked more like friends than men," says Plumb. "They were dressed in long red gowns, with long wigs made of canvas, thrummed with Manilla rope yarns, and their faces painted red, which gave them a most hideous appearance. When Nanawah saw them he asked who they were, and when told their office, he seemed to shrink with horror."

After the chief's arms were pinioned, the negroes led him to the forecastle. He groaned heavily, and with difficulty walked to a cask which he mounted with the aim of two men.

When his eyes had been bandaged he was asked if he had any more to say, or any message to send to his wife. He said, "No"; but made a last request that he should not die by the hands of the fantastically disguised negroes, but by those of Narleck, one of the chiefs who had assisted the white men.

No heed was paid to this dying wish. A signal was given, a gun was fired, he was run up in the smoke, and remained hanging till noon when he was cut down. The natives then took the body ashore and buried it.

HART'S DESCENT ON NUTTIC.

After the execution of the chief, C. H. Hart took the survivors of the Falcon to Guam in the Lambton, while the others sailed to the Sandwich Islands. At Guam, Hart made a statement to the Spanish authorities, in which he admitted the execution of Nanawah, but justified it on the grounds of necessity. He does not mention the fact—if it is a fact—that the chief surrendered on a promise that his life should be spared.

A lurid light is thrown on Hart's doings by a seaman named William Marshall. He describes Hart as raiding Nuttic, one of the Raven Islands, because the natives would not sell their tortoise shell to him, saying they were keeping it for their Mahouawee or god.

Marshall says that Hart descended on Nuttic, taking with him a number of Ascension Islanders, killed the men that he could find, and took away the shell.

Hart then left the Ascension Islanders on Nuttic to collect more shell under the charge of an Irishman named Patrick Gorman. This Gorman, he says, shot in cold blood an old man, one of the survivors of the original inhabitants, and so tyrannised over the Ascension Islanders that they set off in two canoes, intending to gain their native island at all risks. One of these canoes with seven on board was never heard of again.

Later Hart recruited some more natives from the Ascension Islands for Nuttic, and left them there with Gorman, his three native wives and five

other white men.

It is only fair to say that Marshall had a special grudge against Hart; but his statement about Gorman shooting a harmless native is more or less confirmed, apparently with great reluctance, by another seaman on the Lambton named William Rogers. This man also tells us that Jim, the Cooper, was one of the men who went to Nuttic.

PORTUGUESE "JUSTICE" AT MACAO.

Later Hart went to Manila and then to China, where he shipped the tortoise shell on a vessel bound from Canton to Sydney. The Lambton went into the opium smuggling business until questions began to be asked about the doings of the Lambton at Ascension and Nuttic. Hart then sailed in a hurry for Manila, his purposes on his own statement being to secure copies of the statements that he had made before the Spanish authorities, in order that he might justify himself.

It does not appear, however, that he returned to Canton, for he next turns up at Macao, the Portuguese Island off the coast of China. Here the Governor apprehended him at the request of Captain Eliot, who desired to have him handed over to the British authorities for trial for his doings at Ascension and Nuttic.

For some reason, however, the Governor of Macao declined to turn Hart over to Captain Eliot.

Instead he called on Elliott to produce his evidence against Hart before a Portuguese court at Macao. Elliott naturally protested vigorously against this extraordinary proceeding. He pointed out that Hart was a British subject, that he was accused of committing a crime on board a British vessel and in a place in no way subject to the Portuguese authority but within the jurisdiction of the British Court of Admiralty.

In spite of these arguments, complying as he said, with the law of Portugal, he released Hart after 24 hours in prison.

It had been Admiral Maitland's intention to send Hart to Sydney for trial, especially as some of the seamen of the Lambton had returned to that port and might be available as witnesses.

The British Navy naturally held it as a duty to attend to the policing of the remotest corners of the seas and Admiral Maitland stated that as soon as he could spare a vessel for the service he would send her to Ascension and Nuttic to inquire into the doings there of Hart and his confederates.

The proctor to the Admiralty suggested that Hart and any other persons accused should be brought to trial at Sydney as soon as they came within reach of the authority of the New South Wales Government. It does not appear, however, that Captain Hart or the Lambton ever returned to Sydney.

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Australia and the Air.

BY CAPTAIN GEOFFREY FODDUST HUGHES, M.C., A.F.C.,
LATE ROYAL AIR FORCE.

(Reprinted from "Australia's Defence," the official organ of the National Defence League, Sydney).

"We cannot make the Air Force the great weapon it must be unless we have the backing of the whole country."

Air Chief Marshal Sir Hugh Trenchard, G.C.B., D.S.O., A.D.C., in an address at Cambridge University.

THE remarkable development of aviation in the last ten years has not only added new problems to war both on land and at sea, but has now definitely reached the stage where a new form of warfare with new problems of its own has been inflicted on the world—war in the air. This does not mean that air war will supersede other forms of war, or that the next war will be fought and won in the air, for in the long run, to quote a favourite phrase of Mr. C. G. Grey, editor of the "Aeroplane": "The only thing that wins a war and keeps it won is a soldier with a rifle in his fist standing on his flat feet in the enemy's capital city."

Before the war of 1914 air power was untried, and though during five years of war great air forces were gradually built up on both sides, the possibilities and the problems of war in the air to-day are vastly different from those of 1914-1918. From occasional duels with revolvers or rifles between two scouting aeroplanes in 1914, air fighting developed so that in 1918 engagements between squadrons of 20 or 30 aeroplanes on each side were not uncommon. These squadrons were at best a number of individuals, without means of proper co-ordination, flying together into the combat, and once an engagement became general it was still a case of single combats—each individual for himself—the resulting turmoil being admirably described in war-pilots' slang as "a Dog Fight." But to-day, with aeroplanes equipped with efficient wireless telephones, a squadron of eighteen machines can be manoeuvred and drilled by its leader, with the precision of an infantry platoon on the parade ground, and it is not looking far ahead to picture fleets of aeroplanes manoeuvring in battle under the orders of a commanding officer.

This is only one phase of war in the air, taken as an example to show how war-flying is to-day far ahead of even the end of the European War. Many other examples could be given, but space must confine this paper to general principles and their application to Australia.

Air Chief Marshal Sir Hugh Trenchard, G.C.B., D.S.O., A.D.C., Chief of the Air Staff speaking at the Cambridge University, said: "The aeroplane to-day is the most offensive weapon that has ever been invented. It is a shockingly bad weapon of defence, but it is the only defensive weapon against the aeroplane that has yet been discovered, and even in these days of great scientific improvements and inventions, I have grave doubts that any other weapon will take its place for another hundred years, if then."

There is no doubt that to-day Australia is practically unequipped with this "most offensive weapon," and the extent of Australia's weakness in this vital arm of defence can best be realised by a short study—firstly, of the problems of air defence and the organisation and equipment that is essential to national safety in the air, and then of our present position.

The organisation of an air force as outlined by Sir Hugh Trenchard falls under three main divisions:—

- (1) A section responsible for defence against aerial invasion.
- (2) A section to co-operate with the Navy; and
- (3) A section to co-operate with the Army.

I. DEFENCE AGAINST AERIAL INVASION.

This section must be capable of defending the nerve centres of the country (capital cities, ports, railways, telegraphs, factories, etc.) against hostile air forces, for the most efficient fighting force would be useless if the enemy could cripple the vital services of the country and so disorganise the

nation itself. This section should consist of three branches:

- (a) Defensive aeroplanes, which are normally single-seater fighting machines, capable of attacking enemy aircraft seeking to invade the home territory.
- (b) Offensive aeroplanes, which are powerful bombing machines, capable of flying long distances, and carrying great weight of bombs. These are needed to attack the enemy's aerodromes, bases, dumps, and all his vital services. In air war the soundest of all defences is to attack.
- (c) Ground defences at vital points, consisting of anti-aircraft guns and searchlights.

2. CO-OPERATION WITH THE NAVAL FORCE.

The work of this section is to assist the fleet with scouting and observation of gun fire, to patrol home waters and protect convoys against submarine attack, and to attack hostile craft with bombs and torpedoes. For these purposes it needs various types of seaplanes and flying boats—fast fighting machines for defence against enemy aircraft, large bombing machines and torpedo planes for attack, deck-flying machines for use on individual units of the fleet, and machines specially equipped for long sea patrols. In addition, the naval air arm should have large seaplane carrier ships to form mobile bases for its operations, and small airships, which are of great value for the protection of convoys. Needless to say, the personnel of this branch must necessarily be trained in naval matters.

3. CO-OPERATION WITH THE ARMY.

This section has to carry out the work of spotting for the artillery, photography, co-operation with infantry in action, reconnaissance, bombing, and of course, defence against enemy aircraft. The organisation is divided into two groups—one to carry out tactical work, the other strategical work. The former group consists of "Corps Squadrons," which do the artillery spotting and infantry co-operation, and the "tactical" reconnaissance, photography and bombing immediately connected with local operations. The latter group consists of "Army Squadrons," some of fighting machines to carry out the offensive-defence neces-

sary to minimise enemy aircraft activity and to protect the corps machines in their work, and others of heavy bombing machines for day and night raids well back in the enemy's territory, and others of fast high-flying aeroplanes for long strategical reconnaissances and photography well behind the enemy lines.

All units must be very mobile and squadrons must be equipped with travelling workshops, and all the other ground equipment necessary for establishing bases from which the aircraft can operate. With so many varied duties to perform, an air force must be equipped with a great many different types of aeroplanes, for each branch of its work requires a special machine—fast single seater fighters, heavy bombers, specially armored machines for low flying in contact with infantry, defensively armed two-seaters for artillery spotting and reconnaissance, fighting seaplanes, bombing seaplanes, torpedo carrying seaplanes, and many other specially equipped machines, including amphibians capable of flying and alighting both on land and water.

The first great problem is the supply of personnel, including pilots, observers and gunners, each trained to the special work of his branch, mechanics to handle aeroplanes, engines, guns, bombs, wireless and photographic equipment and all the other highly technical equipment, staff officers, supply and equipment officers, engineer officers for repair depots and so on. The expense involved is such that the most any country can afford to maintain is a highly efficient permanent nucleus backed by a reserve partly trained, but capable of being rapidly brought up to war efficiency.

In Australia we undoubtedly have material second to none from which to select the personnel of an air force, but we have at present only a very small permanent nucleus, and until quite recently no organised reserve at all.

After the war a great number of first class war-trained pilots and observers and mechanics came back to Australia, but, unhappily, the vast majority were allowed to drift back to civil life. A comparative handful were appointed to the Royal Australian Air Force, and the rest were allowed to

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JIM: "A-D-D-E-R of course."

BILL: "No, not that adder, I'm writin' home an' I wanta tell 'em I adder booser time."

scatter and lose all touch with the air. For nearly six years nothing was done, but now at last steps have been taken to form a Citizen Air Force, and a few of the old war-trained men are attached to two squadrons maintained by a nucleus of the permanent force—one in Victoria and one in New South Wales. The R.A.A.F. to-day has about 40 permanent officers of all ranks, and about 20 officers holding short service commissions. Of these, about 12 are stores and equipment officers, and two are medical officers, so that we have under 50 general service officers, which includes staff and flying officers. In addition, there are perhaps 20 officers in the newly-formed Citizen Air Force. This means that our Air Force and Reserve to-day contains barely sufficient officers for two service squadrons. It is not necessary to point out how hopelessly inadequate that is even as the nucleus of an organised air force.

Further steps are now being taken to form yet another reserve by offering free flying training to university and other young men between the ages of 18 and 23, on condition that they undertake to serve with the Air Force and reserve for eight years. This also is a belated step in the right direction, and will undoubtedly meet with a good response, but it is not enough. Of course, the political answer to all this is that there is no money to do more, but it is time Australia realised that national safety is at stake and that money must be found to provide at least reasonable safeguards.

Our air force should at least have the personnel necessary to provide the peace-time nucleus of a complete air force, with a reserve of partly trained personnel sufficient to bring the force to a war footing without undue delay. Behind that reserve there must be yet another reserve of men, at least qualified as pilots, available as raw material, capable of being converted into war pilots in any emergency. A scheme is now on foot to do this by the formation of Flying Clubs equipped by the Government with low-powered aeroplanes, in which young men can learn to fly at little cost. The Sydney and Melbourne sections of the Australian Aero Club are endeavouring to carry out this idea, and it is hoped that early next year there will be active flying clubs in both cities.

In the air defence of Australia the problem of

personnel is serious enough, but it is simple in comparison with the problem of equipment. This problem has two phases—firstly, the necessity for keeping equipment up to date in time of peace, and secondly, the replacement of casualties in war.

The vital equipment of an air force is aeroplanes and engines. With aeroplanes inferior in performance to those of the enemy, the most gallant pilots and observers are at a disadvantage so enormous that even the highest skill may be of no avail. Every day the design of aeroplanes and engines is being improved, and the best fighting aircraft of to-day are at least 30 per cent. better in performance than the best machines in use at the end of the war. Fighting machines capable of a top speed of 120 miles an hour, which was the best of 1918, would be hopelessly outclassed by the best machines of to-day, which, though more heavily armed, can fly at 160 miles an hour or more. And the progress in other types has been no less marked.

In the face of this we must realise that in Australia to-day, with the exception of two or three seaplanes of now obsolescent post war type, our only equipment consists of what remains of the British Government's gift of 100 aeroplanes of types in service in 1918, which are now quite obsolete. The Australian Air Force does not possess even one really modern aeroplane, and our only means of acquiring any modern type of aeroplane is to purchase it in England or elsewhere, because Australia itself cannot yet produce one. It is bad enough that our equipment is out of date, but our position as regards replacements is even worse.

England has an organised aircraft industry capable of producing some of the finest aircraft in the world, but on the problem of replacements Sir Hugh Trenchard said: "In the event of war, and a war in which this country is seriously attacked by an air power, the great problem to be faced is that in the first clash of the opposing forces, the casualties will be very high, and the question of replacing from reserves will be very difficult. In fact, they will be almost insuperable, not only for this nation, but for any other nation. Let me explain. Supposing the two forces consisted of—

let us take the figure at something like 100 aeroplanes on each side. Within a month this figure would drop to something like 20 or even 10 aeroplanes. How are the casualties to be replaced? For the first month you will have your reserves, both pilots and machines, but beyond that there will be no reserves that I can see—at any rate, none that are fit to take the field at once—and the two opposing armies will go on fighting each other on the basis of 20 machines a side, instead of 100. From this you will see that whichever side can re-equip first both in pilots and machines and get back to the original number of 100 machines, will probably win the war.

If war comes to Australia, where are we going to replace the enormous wastage of 80 per cent. of our equipment in the first month? We have not to-day a single factory capable of producing an aeroplane or an engine. Our only source of supply would be Europe or America. It would mean months of delay before a single machine could be obtained, and even then it would almost certainly have to run the gauntlet of a blockading navy. Until Australia can build its own aircraft and engines its position in the air is one of grave peril in the event of war. If war comes to Australia it will come from a nation prepared and equipped to wage war, and the air will play a vital part. It is useless to discuss in detail abstract plans of aerial defence when we have not the means to defend ourselves. Before Australia can plan its aerial defence it must have the weapon to use, and the first great task is to forge that weapon.

The immediate problems are firstly to organise a real and complete air force; secondly, to equip it with modern aircraft; and thirdly, and possibly most vital of all, to build up an industry capable of producing aircraft and engines, which alone will make Australia independent of external sources of supply.

All these problems can be solved, but to solve them the nation must spend money. They can never be solved while governments allow only niggardly sums for air defence.

Only a few months ago a new Air Force Station was established at Richmond, and it was necessary for the aeroplanes to be flown from point Cook in Victoria to Richmond. The newspapers were full

"GROSSLY EXAGGERATED."

SEAMEN'S MISDEEDS.

Sir Neville Howse, V.C., Minister for Defence, replying to a question by Mr. Walter Marks in Parliament, said that the disturbance created at Hobart recently by certain sections of the Royal Australian Navy was not of a serious nature, and that the leave of the seamen was not curtailed in any way.

The Minister quoted the following letter, addressed by the Mayor of Hobart to the Commodore Commanding H.M.A. Fleet:—

Town Hall, Hobart,
17th February 1926.

Dear Sir,

My attention having been drawn to certain statements published in the Sydney Evening News, relative to the behaviour of the men of your Fleet in this city, I at once communicated with the Police Department, and as a result have this afternoon forwarded the following urgent cable to the editor of the paper referred to:—

"Called reports published in your paper regarding conduct of sailors of Australian Fleet in Hobart grossly exaggerated. Small percentage caused little trouble first two days only. Public report behaviour of men generally very good. Statement that citizens desire Fleet to leave absolutely untrue and unfounded. On contrary, the city looks forward to and welcome the visit of Fleet every year. Glad if you give this special prominence."

It is very regrettable that the misdoings of a small percentage of men should result in such aspersions being cast upon the whole of the Fleet, and I shall be glad to do anything else in my power to counteract the bad impression which may have been created.

Yours faithfully,
Signed: F. D. VALENTINE,
Mayor.

of the pitiful story of most of the machines delayed and damaged along the route. Two or three machines got through within the first few days; the rest either straggled in later or finished the journey ingloriously by train. We cannot expect much more than this from our air force equipped with obsolete machines and with inadequate financial backing.

The people of Australia must get in touch with the air, and must realise that it brings war to towns far from the firing line, into the very homes of non-combatants, and that without sound air defence the very heart of the nation is laid bare to the sword of the enemy.



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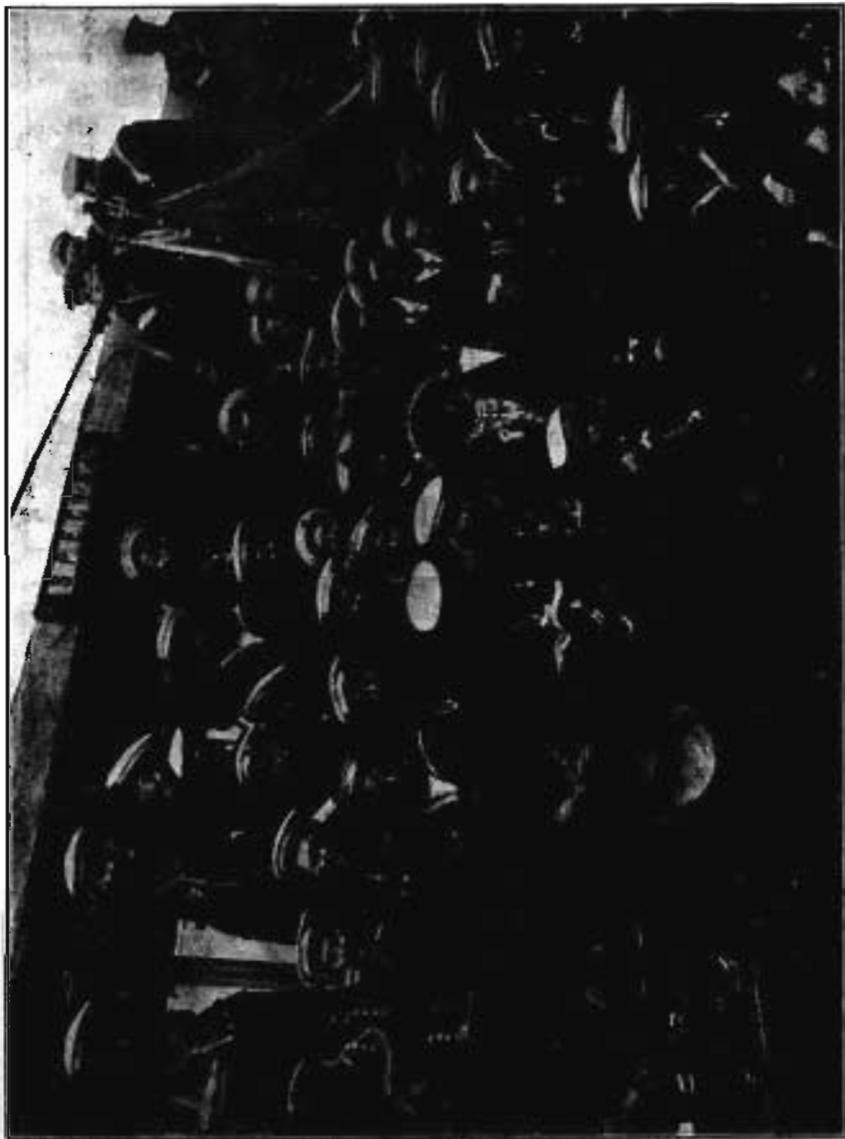
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A HAPPY BAND.



Officers and Cadets of the Navy League from Balmain, Birchgrove and Richmond. The boys were among those who took part in the Miss Charles Fairfax Flag Competitions.

Photo sent by Mr. S. Cooper

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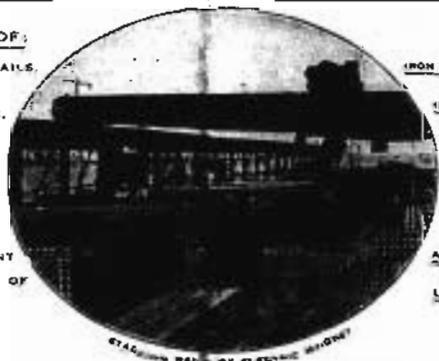
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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Hon. Secretary Mr. EDGAR FIDDIS

NORTH SYDNEY—Officer-in-Charge Hon. Secretary Mr. W. L. HAMMER Miss MURRAY

LANE COVE—Officer-in-Charge (Actg.) Hon. Secretary Mr. E. SOMMERVILLE Mr. F. L. HEDGES

COOGEEOLOVELLY—Officer-in-Charge (Actg.) Hon. Secretary Mr. R. STONE

DRUMMOYNE—Officer-in-Charge Hon. Secretary Mr. W. HOOPER Mr. A. WALKER

RICHMOND—Officer-in-Charge Hon. Secretary Mr. R. H. WADE Mr. J. HOPKINS

BONDI-ROSE BAY—Officer-in-Charge Hon. Secretary Mr. G. J. HOPKINS

BIRCHGROVE—Officer-in-Charge Mr. R. STONE

MISS CHARLES-FAIRFAX FLAG COMPETITION.

Commissioned Instructor J. F. Warner, R.A.N., and Chief P.O. Instructor W. H. Butler, have very kindly submitted the following report on the judging of the Competitions between the different Companies of Navy League cadets, held at Leichhardt on Saturday, 27th February, 1926.

1. SQUAD DRILL.—In this event Drummoyno stood out as winners and performed each item with very few faults, in the best time of the day—2 min. 57 sec. Total points 112. Balmain followed very closely with 108. Their formation of fours was weak. Richmond was third with 106 points. Their formation of fours and inclining being weak. Lane Cove made a very close fourth with 104 points, and deserve special mention on their good performance, considering their average age was far below that of the remainder. North Sydney brought up the rear with 98 points. Their formation of fours, two deep, turn and march being weak and

the inclining being very poor.

2. SEMAPHORE.—Drummoyno won this event easily and performed very well together. Their closing being the best. Points 118. North Sydney made a good second with 114 points. Their opening was weak. Lane Cove being third with 107 points. Their numbering, opening and correct angle being weak. Richmond fourth with 104 points. Their numbering was weak and opening was consequently poor, also correct angle was weak. Balmain was fifth with 100 points. They omitted to number, but otherwise did well. Numbering may have been carried out previously.

3. KNOTS, BENDS, HITCHES—Balmain led easily with 135 points. North Sydney second with 124 points. Drummoyno third, 105 points, being weak in Carrick Bend and Timber Hitch with Half Hitch. Richmond fourth with 99 points. Lane Cove was fifth with 94 points, which was very good considering the average age of the Company.

Bondi-Rose Bay did not compete in any of the above events.

Grand totals are as follows:—

Company	Squad Drill	Semaphore	K.R.H.	Grand Totals
Balmain	108	100	135	343
North Sydney	98	114	124	336
Drummoyno	112	118	105	335
Richmond	106	104	99	309
Lane Cove	104	107	94	305

Some difficulty was experienced in selecting the Best Dressed Cadet owing to the very good appearance of all Companies, it is therefore considered that the winning cadets are deserving of special mention. Cadet Wade, Richmond (slacks) and Cadet Cooper, Balmain (shorts) are selected as the winners of their respective classes.

We also wish to bring to notice the following observations made during the afternoon.

The discipline and spirit shown by all Officers, Petty Officers and Cadets are considered to be of a very high standard, and are in keeping with the best traditions of the Naval Service.

The splendid physique of all Companies is an outstanding feature. We also wish to thank all Officers, and especially Mr. Gurre, O.O.D., for assistance and help in arranging all the necessary details to make the competition a complete success.

ROWING.

Balmain, Drummoyno, and Glebe Rowing Clubs held a combined regatta on the Parramatta River on the 13th March in aid of the Balmain Hospital.

In the event arranged for Navy League Sea Cadets, Richmond cutter, coxswained by Mr. R. H. Wade the inlanders popular officer-in charge, passed the Judge first with a length to spare from Drummoyno Company, with Birchgrove units crew in third place. Rose Bay-Bondi and North Sydney Cadets also competed.

Navy League officers present included Messrs. Cooper, O.C. of the new Birchgrove Company; R. H. Wade, Richmond Coy.; W. Hooper, O.C. Drummoyno Coy.; W. L. Hammer, O.C. North Sydney Coy.; C. H. Hopkins, O.C. Rose Bay-Bondi Coy.; Messrs. G. Kirkaldie, M. Somerville, G. Starkey, F. Hopkins, C. Parton, A. Hamilton, L. Butcher, P. Butcher, G. Haynes and several others.

Balmain, Lane Cove, and Clovelly Companies were not represented in the race.

Mr. R. Stone, Acting O.C. Clovelly-Coozee Coy. reports progress. Mr. Hopkins has taken over the splendid new whaler presented by Mr. G. E. Fairfax and built by Messrs. Hayes & Sons, Careening Cove, for the Navy League. Mr. Stone will take over the Rose Bay gig.

A NEW CADET COMPANY.

The Executive Committee of the Navy League at its last meeting decided that there was plenty of room in Balmain for the establishment of two units of Sea Cadets. The old unit will retain the name of Balmain Company and the new will be known as Birchgrove Company. The two companies will enjoy similar privileges inasmuch that they will both enlist boys from Balmain and adjoining districts and be entitled to raise funds in the same territory.

Birchgrove Company will be under the command of Mr. S. Cooper who was lately in charge of Balmain unit and has been transferred. An appointment has not yet been made to Balmain, but Mr. E. H. Fidden remains with the old body as Hon. Secretary.

It will be interesting to note the progress made by the two Companies.

Mr. Harry Shelley, who has long been a generous supporter of the old Company, has signified his willingness to assist the Birchgrove unit also.

Mr. F. Gurre has resigned from Lane Cove Company, and Mr. M. Somerville, 1st Officer, has been invited to act as O.C., pending confirmation by the Executive.

Officers-in-Charge (Richmond excepted) who are unable to make full use of all boats under their care should notify Headquarters.

It is expected that Commanding Officers will also take steps, where necessary, to make an officer responsible for the proper care of the boats.

Boats will be withdrawn in future from any Company where reasonable supervision is not maintained.

Mr. F. W. Hixson, O.B.E., and Captain O. Smith, members of the Navy League Executive, were present at the Miss Charles-Fairfax Flag Competitions on 27th February.

At the Sydney Town Hall on the night of March 10 the Anniversary Committee's prizes were awarded by the Lord Mayor of Sydney.

The Drummoyno and North Sydney Companies boats crews were present under their respective O's. in C. and received 1st and 2nd prizes donated by Messrs. A. G. Milson and Harry Shelley.

The Drummoyno sub-branch Hon. Sec., Mr. A. Walker, has been enjoying leave of absence. He is back in harness again.

THE PRIME MINISTER ON DEFENCE.

Mr. Bruce, the Prime Minister, in an important speech recently, referred to the Labour opposition to a comprehensive scheme of defence for Australia. He said that there were a few people in Australia who held that Australia should not remain an integral part of the British Empire. These people were generally afraid to express their views before an audience of patriotic Australian citizens. There were a number of Labour leaders who, through illogical thinking or muddled headedness, advocated a policy which, if carried into practical effect, would mean that Australia would have to get outside the Empire. There could be no shirking the issue. Either Australia should remain inside the Empire or go outside. When the King was at war the whole Empire was at war. Mr. Charlton (the Leader of the Federal Labour Party) argued that Australia should remain in the Empire, but take no part whatsoever in Imperial and international affairs. The policy of the Nationalist party was that Australia should not only remain in the Empire, but take a share of the responsibility of forming and deciding Imperial and international affairs. Australian prosperity had been built up on the protection of the British Navy, and the future development of Australia also depended on the British Navy, for as long as Britain remained mistress of the sea no great enemy force could land on the Australian shores. The best policy of defence for Australia was for a Commonwealth force, both naval and military, to co-operate with the British Navy. The Labour party had recanted its compulsory training policy, and now said it did not want to have a citizen army in Australia. Therefore, the policy Mr. Charlton had evolved—or more probably Mr. Anstey—was a policy that would leave Australia entirely at the mercy of any foreign enemy country. The Labour party positively was afraid to tell the people the real facts regarding Australian defence. The Nationalist party, on the other hand, endeavoured to educate the Australian people to a true sense of their responsibilities and what they should do to meet them in conjunction with Britain.

UNSPORTSMANLIKE.

The criticisms levelled at the Judges in the Miss Charles-Fairfax Flag Competitions recently held at Leichhardt were contrary to the spirit of the Navy League. Such criticisms show a deplorable lack of taste and call for the severest condemnation from all Navy Leaguers.

The Navy League never has and never will be a party to such unsportsmanlike methods.

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Miss Charles-Fairfax Flag.



Courtesy Sydney Mail.

Commissioned Instructor Warner, R.A.N., handing over the Charles-Fairfax Flag to the Halmain Company after the annual competitions at Leichhardt between the various companies of the Navy League Sea Cadets for the right to hold the Miss Charles-Fairfax flag for a year. Cadets from Halmain, Drummoyle, Lane Cove, North Sydney, and Richmond took part, and they were judged in squad drill which included marching, turning, forming fours, and two deep flag-signalling, and knotting, bands and rights, by Commissioned Instructor J. F. Warner and Chief Gunnery Instructor W. H. Butler. The award of places resulted: Halmain; North Sydney; Drummoyle (holders of flag last year); Richmond; Lane Cove. The Judges expressed pleasure at the splendid spirit of the boys, their good appearance, and their general fine physique. The competition for the best dressed boy was won by Cadet Wade, Richmond (long rig) and Peter Officer Cooper, Halmain (short rig).

BALMAIN'S DISTINCTION.

Raised First Navy League Sea Cadets in Australia.

(BY K. H. FIDGEN, HON. SEC. BALMAIN SUB-BRANCH OF THE NAVY LEAGUE)

BEFORE giving a précis of the first company of the Navy League Sea Cadets (Balmain), it will be opportune to explain briefly the aims and objects of the organization.

The average citizen will tell you he knows the Boy Scouts. The Navy League Sea Cadets? What exactly is it? Indeed, he may well ask, for this modest but extensive army of boys has what may be termed a dual personality, and provides one of the definite minor social problems of the day.

The N.L.S. Cadet Units accumulated gradually, here and there, under the auspices of the Navy League, and the object may be significantly defined as a body of lads formed for the purpose of receiving instruction in things nautical and physical and moral training as a unit recognised by the Navy League, to develop in them the principles of good citizenship. They are controlled by public-spirited but little known workers, who do good in the capacity of officers, men who have a thorough understanding of boys, and a gift for leadership; and the results of the training is almost entirely due to the genius of these officers, most of whom are ex-service men with years of sea experience to their credit.

The cadets are a fine lot of boys, and they get a splendid training; here is maintained the highest standard of "moral" discipline and zeal. If, on joining, the cadet lacks the necessary finish in character, manners or habits, they acquire it before they leave. The subjects taught, once mastered, are calculated to be retained by the cadets, and will, undoubtedly, help them considerably in their life's work; no matter what vocation they may see fit to follow.

The faith of these boys in the British Navy is grand—many have gone to sea, and are serving in the Australian Navy. It is believed they have not been disillusioned.

The elementary schools do much, but they are placed at a certain disadvantage in comparison with voluntary organisations when character training is the object; for a boy goes to school because he has to, but he joins the Navy League Sea Cadets, because he wants to; and discipline as part of a game is welcome where it would be irksome as part of a task. We have had a disarmament conference; we will continue to scrap warships; we hate war; but boys the world over will still make wooden boats, and will play at sailors and soldiers so long as a boy has the ardent nature of a boy and the spirit of the sea. This masculine spirit of play is a fundamental fact; neglect will not diminish it; coercion will not abolish it; but it can be made the vehicle for the formation of character.

It is heartening to visit a Navy League Sea Cadet Company's headquarters—there to find an *esprit de corps*; a spirit of common service; a spirit of comradeship; that is, undoubtedly, the boy's best available alternative to the atmosphere of the public school.

The principal characteristic of such a voluntary organisation among boys is its fluid nature. Without constant attention it evaporates. These boys are only boys, and are not legally tied to continue their cadetship for any stated period. Therefore, to keep them, their officers must be men of character and personality, continually devising novelties, varying the training, keeping up the interest. The glamour of a uniform is indispensable. It is a wholesome thing that the poorest boy should pay something, if only a 1d. a week, towards the cost of an organisation which he joins because he wants to, and which exists for his benefit. The poorer the class of boy for which a unit caters, the greater consequently is the social value of the work of the unit, but the greater also is that unit's dependence upon whole generosity.

There can be no doubt that the units achieve

results which are among the objects for the attainments of which the Navy League exists, and it is gratifying to know that the executive committee of this organisation is always ready and willing to financially assist the different Companies, provided they are assured that endeavours are being made to partially maintain themselves.

In 1920 Mr. Alfred G. Milson, honorary secretary of the N.S.W. branch of the Navy League, was desirous of seeing N. L. Sea Cadet units established in New South Wales, similar to those existing in England. Through Mr. J. W. Clarke, then manager of H.M.A. Naval Dockyard, at Sydney, the N.L. Executive heard that Mr. W. L. Hammer, one of the dockyard staff, was keen on the idea, and anxious to further the proposed cadet movement.

Capt. W. W. Beale, O.B.E., organising secretary of the League, was deputed by the Executive Committee through Mr. A. G. Milson, to interview this gentleman, with the result that Capt. Beale's recommendation to the Executive Committee was

endorsed, and Mr. Hammer (now officer-in-charge of the North Sydney Company) was duly authorised to form the first (Balmain) unit of the Navy League Sea Cadets, the object being to inculcate the spirit of the sea, and if possible draft the cadets from this unit to H.M.A.S. "Tingira" or the Mercantile Marine. Mr. Hammer received the co-operation of the schoolmasters, clergy, and civic authorities, and in a very short time he was successful in getting together some 50 boys. With the assistance of ex-naval officers he proceeded to form classes in Morse and Semaphore Signalling, compass, helm, anchor, knots, splices, bends, hitches, navigation, squad, company and physical drill, and first aid. Sports such as swimming, cricket and football were not overlooked. The movement progressed, enlistments were rapid, and necessitated no small outlay in uniforms and equipment: this expense was borne by the N.S.W. branch of the Navy League.

A 26ft. naval cutter, signal mast, spotting material, etc., were supplied by the Executive



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Committee, and many sympathetic supporters donated flags, bugles, drums, etc.

The Balmain Navy League Sea Cadet Corps (as it was then known) continued to enlist the local lads, and at one period had a strength of five officers and about 100 boys. Some of these cadets were quick to learn, and left the corps to join the 'Tingira'; others joined the mercantile marine; even now the interest of the N.L. Sea Cadets is still with them, and it is not unusual to receive visits from these ex-cadets on drill nights.

The corps continued its activities until April, 1922, when it was decided, in view of the resignation of Mr Hammer, and the necessity to vacate the waterside depot at Snail's Bay, to reconstruct the Company. The scheme of reconstruction was undertaken by Capt. W. W. Heale, Capt. A. Hayward (first officer of the old unit), and myself. The St. John's Church of England School Hall was let to the corps at a nominal rental, and in the meantime endeavours were made to induce the State Government (through the Sydney Harbour Trust) to permit the corps to use portion of Goat Island for a depot. Unfortunately, this privilege was refused. Attention was then directed to the possibility of leasing a suitable waterside residence with class rooms for boys and grounds for drill. Overtures were made to the local council for the closing of the end of Grove-street, Balmain—this site would have suited admirably for the purpose of a depot—but the civic fathers received the proposal very coldly, and at the same time inferred that they were not in sympathy with the movement. So severe was the adverse criticism of some of the aldermen at what they called "the audacity of the capitulative class" that the press saw fit to comment on the situation, with the result that the whole position was reviewed through the local papers—with honors to the corps. Failure to secure a suitable frontage left nothing but to continue the use of the school hall.

In November, 1924, the trustees of an estate in Balmain were approached with regard to an admirable house and grounds with a frontage to the Parramatta River, and the possibility of the Navy League acquiring same, on a lease as a depot. This time the agitation found favour, with the

result that the Balmain League waterside depot is now an accomplished fact. The terms of the lease are amicable to both parties, and when the necessary alterations and improvements are completed it is calculated it will be the most up-to-date of any depot in Australia. So much for the acquisition of a base. Now let me take the activities of the Company.

Centred, as the Company is in an industrial suburb, it caters more especially for the working-man's son, and a truly desirable cadet he has proved himself to be; he is quick to learn, and willing to work, and tactful officers find it a pleasure in inculcating that naval spirit which the average Australian youth so loves. Give him the water and a boat and he desires little more.

It is interesting on occasions of drill nights to see the different classes at their lessons—viz., the compass class receiving instruction under a leading seaman or petty officer; this being the first class in which a cadet is required to perfect himself before being transferred to the knotting class; in another, a class learning their knots, splices, bends, and hitches; outside a semaphore signalling class and single-stick class, and, invariably, yet another class receiving instruction in the lead-line and anchor. Likely lads, after passing the necessary tests, are made leading seamen and petty officers.

Other items of the syllabus, as boat work, company and squad drill, etc., are not overlooked, and it is usual to combine all the classes for this instruction. The depot lends itself admirably for boat work; the boats being moored directly off the frontage. Cricket and football are indulged in in season, and local ceremonial occasions, and now and then a church service is attended by the whole Company, with its bugle band much in evidence. Processions held in connection with the Balmain and District Hospital and other charitable institutions have always been headed by the Balmain Company, and special ribbons for marching have been presented on each occasion.

The following gentlemen constitute the committee of the Company:—President, T. Fox, Esq.; Senior Vice-President, J. J. Booth, Esq.; Junior Vice-President, Ald. P. W. Tancred; Vice-Presidents Ald. R. Thornton (Mayor), R. W. Robinson,

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105 fathoms—1 knot.

110 fathoms—A piece of leather.

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And so on as for 100 fathoms.

SEA LINEAR MEASURE.

6 feet—1 fathom.

100 fathoms—1 cable.

10 cables—1 sea mile (nearly).

3 sea miles—1 league.

60 sea miles—1 degree of latitude.

A sea mile or knot, sometimes termed a geo-
graphical mile, is assumed to contain 6080 cubic
feet.

L.L.L.L. (four L's) are said to be the sailor's
watchword, meaning "Log, Lead, Latitude, Look
Out," and of these I am sure you will find that the
Lead is the most to be relied upon. When enter-
ing harbours, and you are doubtful about your
position, turn at once to the Lead as your best
friend.

In using the Deep-sea Lead, remember it is
always hove from the windward side of the ship.

THE MARINER'S COMPASS.

NOTES FOR SEA CADETS.

COMPASS CARD.—The mariner's compass con-
sists of a circular card which is carried by a mag-
netized bar of hardened steel placed under the
card joining the North and South Points. This
magnetized bar is called the needle. This card is
carefully fixed upon a fine steel pivot rising from
the bottom of a brass or copper bowl, by means of
a small agate cup fixed in the centre of the needle.
The card and needle are thus free to swing as if
they were floating in water.

The bowl containing the card is carried on
gimbals, so that it may always remain level in
whatever direction the ship may pitch or roll.
The bowl has a glass cover, and is placed in a
wooden or brass case called a binnacle, which is
fitted to carry lights to illuminate the Compass at
night.

LUBBER LINE.—Inside the bowl is painted a
vertical or up and down line commonly called the
"Lubber's Point," and the bowl is so arranged in
the binnacle that in small vessels the Compass
being placed directly over the keel, the centre of
the Compass card, the Lubber Line, and the ship's
head shall be in one line.

COMPASS COURSE.—The Helmsman steers by
the Lubber Line, keeping any given point of the
compass as near to it as possible; this point of the
compass by which the helmsman steers is called
the ship's Compass Course.

POINTS OF THE COMPASS.—The compass card
is divided into four quadrants by two diameters
perpendicular to one another. The ends of these
diameters are called North, South East, and West,
are marked N., S., E., W.; they are termed
cardinal points.

Each of these quadrants is divided into eight
equal spaces, and the points dividing these spaces
are called Points of the Compass; accordingly
there are 32 Points of the Compass altogether.

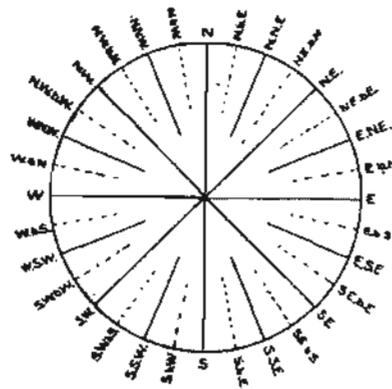
The names of the points of the compass are
obtained as follows:—Starting with the two dia-
meters, N.S., W.E., divide the four quadrants
equally by two more dotted diameters, and name
their ends by the two letters between which each
end falls, thus—N.E., S.E., S.W., N.W.

Now you have eight spaces; divide these spaces
equally, and name their ends by the three letters
between which each end falls, taking care always
to place the single letter before the double letters;
thus the eight new points are N.N.E., E.N.E.,

E.S.E., S.S.E., S.S.W., W.S.W., W.N.W., N.N.W.
Now you have sixteen points, and it will be noticed
that the word "by" does not occur in any of
them.

To form the remaining sixteen points divide
equally the sixteen spaces we have already obtained
by the short dotted lines, which are the ends of
diameters.

The word "by" (written b.) means "one point
towards," and is used in the formation of all the
remaining sixteen points; it is always followed by
one of the names of the four cardinal points,
N.S.E.W., and never by a double name, as N.E.



Starting from N. and moving in the direction of
the hands of a watch, the first new point we come
to is "one point" from N., it is therefore named
N.b.E. (North by East). The next new point we
come to is "one point towards" N. before coming
to N.E.; it is therefore named N.E.b.N. The
next new point is one point towards E. from N.E.;
it is therefore called N.E.b.E. There is one more
new point before we come to E., it is "one point
towards" N. from E., and is therefore named
E.b.N. And so on with the other three quadrants
of the Compass.

HALF AND QUARTER POINTS.—Besides the
above 32 points, each point is divided into four
quarters; the direction of the quarter, half, or

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three-quarters being indicated from any of the 32 points towards one of the four cardinal points, "e.g., N. $\frac{1}{4}$ E. or N. $\frac{1}{4}$ W. means $\frac{1}{4}$ point from N. towards E. or towards W. respectively. S.W. $\frac{1}{4}$ S. or S. $\frac{1}{4}$ W. means $\frac{1}{4}$ point from S.W. towards S. or W. But we do not say E.b.S. $\frac{1}{4}$ E., but it is more simple to say E. $\frac{1}{4}$ S., and it is the same thing.

The value of one point of the Compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 11 degs. 15 min.; and $\frac{1}{2}$ point equals 5 degs. 37 min. 3 secs.

The points of the Compass are made up as follows:—

Four cardinal points.—N.S.E.W.

Four half cardinal points:—S.E., S.W., N.W., N.E. These make the eight principal points.

Eight false (N.N.E., E.N.E., E.S.E., S.S.E. points:—(S.S.W., W.S.W., W.N.W., N.N.W.

Then sixteen "by" points, so named because they "lay by," and are named from the eight principal points.

Thus four cardinal, four half-cardinal, make the principal points.

Then eight false points make sixteen points, and the sixteen "by" points equal thirty-two points.

North	East	South	West
N.b.E.	E.b.S.	S.b.W.	W.b.N.
N.N.E.	E.S.E.	S.S.W.	W.N.W.
N.E.b.N.	S.E.b.E.	S.W.b.S.	N.W.b.W.
N.E.	S.E.	S.W.	N.W.
N.E.b.E.	S.E.b.S.	S.W.b.W.	N.W.b.N.
E.N.E.	S.S.E.	W.S.W.	N.N.W.
E.b.N.	S.b.E.	W.b.S.	N.b.W.

ERRORS OF COMPASS.

The Mariner's Compass is subject to the following errors:—Variation, Deviation, Heeling Error, and Dip.

VARIATION.—The angle between the true North and the Magnetic North (the needle points to the Magnetic North), this in few parts of the world agrees with the true North, the difference between them is called the Variation of the Compass.

DEVIATION.—The angle between the Magnetic North and the Compass North caused by the iron or steel in the ship, her equipment, or cargo (the deviation in iron ships is also affected by the heel of the ship altering the relative positions of the iron to the Compass card), this is termed Heeling Error.

DIP.—Is the result of the earth's magnetic attraction, which attracts the end of the needle nearest to the Pole towards it; thus it is the angle which the needle makes with the horizon. Near the Equator it inclines but little, if properly balanced, but one end becomes depressed as one advances to the Pole—the North end in the Northern Hemisphere, and vice versa.

A Treatise on First Aid.

THE CIRCULATORY SYSTEM.

For Navy League Sea Cadets.

(The first article of this series appeared in our last issue).

BY KIRK J. FLOREN.

I HAD intended this month to deal with Fractures but have since thought it advisable that Circulation should follow on the skeleton as many of the terms are allied to the first article.

The organs of Circulation are the Heart, Arteries, Veins, and Capillaries.

THE HEART. This Organ is really the Pump of the body; it is situated behind the breast bone (Sternum) and lies with about one-quarter of its bulk to the right and three-quarters to the left of the centre of the sternum. There are four chambers in this organ, the two upper are called the Auricles (right and left) and the two lower the Ventricles (right and left).

ARTERIES are vessels which convey blood from the heart. The Aorta, which is the central or trunk artery of the body, commences at the left ventricle and passes down on the left of the spine to just below the navel, from here it divides into two branches known as the Iliacs. These Iliacs carry the blood to the organs enclosed in the Pelvis and to the lower extremities (legs). The Pulmonary Artery is concerned in carrying the blood through the lungs. From the Right Auricle the blood passes to the right Ventricle and is thence carried by the Pulmonary Arteries to the lungs where it is purified in the Capillaries by contact with air and becomes scarlet in color; it is then conveyed by the Pulmonary Veins to the left Auricle and from here it passes into the left Ventricle, thereby completing the circulation.

Cadets will say this reads very well but it is not easy to remember; the only suggestion that can be offered is that they secure Charts of the Circulatory system (they can be purchased for a few pence at almost any emporium) and trace thereon the course of the blood.

We will first take the Arterial circulation from

the head downwards as we did with the bones; it will be noticed very many of the terms are the same for the skeleton as for the circulation. In the head there are the Occipital, the Temporal, and the Facial Arteries. The Occipital supplies branches to the region of the scalp from behind the ear to the back of the head. The pulsation of the temporal artery may easily be felt by placing the finger on the front of the upper part of the ear. I once overheard a patient in a Hospital ask a Medicus how, in the event of a patient having lost both arms he would be able to take his pulse. The doctor was naturally amused and answered "In that case my friend there are other points at which I could take his pulse, from the Temporal Artery for instance, but please don't ask me what I would do if, in a case like this, the patient had his head off."

Next is the Facial Artery which crosses the lower jaw (Maxilla) and sends its branches to the chin, lips, cheek, and outside the nose. This finishes the head.

Now come the Carotids (right and left); they leave the upper part of the chest and pass on either side of the windpipe and, just below the level of the angle of the lower jaw they divide into the Internal and External Carotids; the first named enters the cranium and supplies blood to the brain, the External gives off a number of branches, viz: to the tongue, the face, and to the back the Occipital.

Lower down again we find the Subclavian Artery which passes from a point behind the inner end of the collar bone (Clavicle), and crosses the first rib to the armpit; the Axillary Artery is a continuation of this Subclavian. By pressing the fingers deeply into the armpit this Axillary may easily be felt pulsating. The continuation of this Artery is known as the Brachial Artery and runs down the arm on

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the inner side of the biceps muscle, gradually passing forward until it reaches the middle of the front of the elbow.

Just below the elbow this artery divides into two known as the Radial and Ulna Arteries; these run along the front of the forearm on the outer and inner sides respectively. The Radial Artery at the wrist is where nurse or doctor takes the pulse. Branches of the Radial and Ulna join to and form the Palmar Arches in the hand. The arteries run along on either side of the fingers (the phalanges) to the tip.

Arteries of the lower extremities are the Femoral, a continuation of the Iliac; it enters the thigh in the centre of the groin fold, and its pulsation can be easily felt. From behind the thigh bone (Femur) it passes to the back of the knee, and is here known as the Popliteal Artery. Just below and behind the knee joint this Popliteal divides into the Anterior (front) and Posterior (back) Tibial arteries. The Posterior Tibial passes down the back of the leg to the inner side of the ankle, and its pulsation may be felt behind the large bone at the inner side of the ankle (Tarsus); then it enters the sole of the foot as the Plantar Arteries, which run forward amongst the muscles to supply the foot and toes.

The Anterior Tibial where it leaves the Popliteal, passes forward between the leg bones (Tibia and Fibula), then down the leg to the centre of the front of the ankle; it then continues as the Dorsal Artery of the foot, passes over the ankle

(Tarsus) down to the sole between the 1st and 2nd metatarsals (toes), and forms (with the Plantar Arteries) what is known as the Plantar arch.

All arteries divide and subdivide as explained, and they become so small as to assume microscopic dimensions when they are known as Capillaries; these Capillaries connect the Arteries and Veins.

All blood running through the Arteries is called "Arterial" and through the Veins "Venous." Arterial blood is easily distinguished from Venous as it is scarlet in colour and the blood usually spurts out in jets, whereas in the case of Venous bleeding it is a dark red, flows in a slow continuous stream and issues from the side of the wound further from the heart.

In describing Venous circulation we reverse the order of things, instead of commencing with the heart we go from the Capillaries. Venous blood passes from the capillaries to the veins, these take it to the heart and become larger as they proceed being joined by other veins until as two large vessels they reach the right Auricle of the heart—these veins are known as the Inferior vena cava and the Superior vena cava; there are also four pulmonary veins.

Let it be remembered that no pulsation can be felt from veins, as explained Venous blood circulates in a slow continuous stream.

I hope next month to deal briefly with Wounds and their treatment by direct and indirect pressure and then to explain the several Fractures.

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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:—

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