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SYDNEY, JULY, 1926.

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The Chief of Our Sea-going Fleet.

THE Commodore George F. Hyde, C.B.E.,

1 R. A. N., we believe Australia has found a worthy successor to those distinguished officers of the Royal Navy, who have commanded the Commonwealth's fleet, including the best loved and most respected of all, the late Rear-Admiral J. S. Dumaresq, C.B., C.V.O.

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Boring in Bird Land.

Coral Island with one Foot-high Coconut Palm.

Oyster Cay and Shattered Illusions.

(BY THOMAS DUNBAR, M.A.)

LIFE ON A CORAL ISLAND.

THE very phrase has about it something of the magic and witchery of the South Seas. It calls up visions of a narrow ring of land enclosing a blue lagoon, and set in a sapphire sea stretching away on every hand till it meets and melts into the blue sky. On the windward side of the island great rollers rise up to dash themselves into masses of white foam. High above the tops of coconut trees, palms looking like "animated feather dusters"—as some Philistine puts it—wave in the breeze, and from time to time a huge nut drops to provide meat and drink for the dusky inhabitants.

There was once a popular novelist who laid the scene of a story on a coral island. The book was a great success, so great that the writer decided to go to see a coral island for himself. No doubt he found it interesting to compare the efforts of nature with the wonderful descriptions that had done so much to give the book a well-deserved success.

Let us hope for the sake of Nature's credit that he did not strike a coral island like Oyster Cay. This is undoubtedly a coral island, for it consists entirely of coral and coral sand. But there is no lagoon—there are no great rollers and no coconuts. There is one coconut tree, but as it has only four leaves and is about one foot in height, it hardly comes up to the specifications. Except when a fishing lugger manned by Japanese and by Torres Straits islanders or Papuans comes to the island, there are no dusky natives about.

Yet Oyster Cay, one of the smallest and least conspicuous of the myriads of islands scattered along the 1,200 miles of the Great Barrier Reef is achieving world-wide fame.

WRECK OF THE "UPOLO."

It has been selected as the site of the bore, which the Great Barrier Reef committee is, under the control of its Director of Research, Mr. Charles Hedley, putting down to test the depth and nature of the deposits of dead coral that make up the Barrier. For this purpose it has advantages which, in the minds of scientists, outweigh its lack of the elementary qualities which popular imagination gives to all coral islands, and which were to a large extent possessed by Funafuti on which a bore was put down nearly thirty years ago.

It is situated about half-way down the length of the Barrier, nearly equi-distant from its northern end close to the New Guinea coast and the region off the Queensland coast where it "peters out" in Swain's Reef and other groups of reefs and islands. It is, too, about half-way between the coast and the outer edge of the Barrier—here about 50 miles off the coast.

Twenty-seven miles away, too, the port of Cairns offers a convenient base from which supplies can be obtained. If there are no coconuts to drink, it is a comparatively simple matter to get water over from Cairns. And if there is no lagoon, there is no narrow channel to steer through at the risk of shipwreck.

That it is, however, possible to make shipwreck even in these calm waters inside the Great Barrier is proved by the bones of an old time ship still visible on the Upolo Reef, not a mile from Oyster Cay. One is tempted to imagine that the name of the vessel was Apollo, but Upolo is the spelling of the Admiralty charts. Of the story of the wreck the oldest inhabitant of these parts knows nothing. It was there when he first ran into Trinity Inlet before Cairns began to be, nearly half a century ago.

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TERN TOWN.

Not only is Oyster Cay nearly all that a coral island ought not to be, but it seems utterly out of place to find a crude oil engine coughing and spluttering on this lost little islet. The harsh outlines of the machinery, the rising and falling of the head-piece of the drill stand out black, stark, and unnatural against the background of sand, sea and sky while the sounds of the drilling plant running day and night, are utterly out of harmony with those other sounds that never cease—the crying of the terns that swarm over the island.

For man is but a temporary and accidental intruder on Oyster Cay. The real owners of the island are the three species of terns which occupy every square foot of available space in the nesting season.

With a length of 300 yards or 800 feet, hardly longer than some modern ships, the island has at its highest point an elevation of but eight feet above spring tides. It is overgrown with grass and weeds, and all amongst these are the nests of the noddies, the wideawake terns and the crested terns.

The total number of the birds that inhabit this tiny islet must amount to nearly 100,000. How prolific of fish and other life the surrounding waters must be is shown by the fact that if each bird is allowed only a pound of food a day it would take 50 tons a day to supply them all. Terns are not large birds, but their consumption is high, for they are extremely active, and must need a deal of "fuel" to keep them going.

This is true above all of the wideawakes. On this island at least these birds do not pronounce very clearly the words from which they take their name, but their habits well deserve the title. They cry continually day and night, and must eat and sleep in relays. No matter at what hour of the night the visitor awakes, there are numbers of the birds flying and calling to each other.

FIGHT FOR A FOOTHOLD.

So crowded is this city of the birds that there are always little parties of birds for whom there is no room on the top of the island where the nests are. They spend their time on the beach, or else they keep flying to and from, waiting for other birds to

rise up so that they may settle down. Every now and then a bird settles on a patch of which another is already in possession. Then there is a fight, but no one is much hurt. From time to time an egg lying near the edge of the bank is dislodged in these scuffles and rolls down on to the beach. There it stays.

Finding the room for the machinery and the hut that houses the invaders has meant the displacement of a certain number of birds. However, they take the invasion in good part. There are always dozens of them sitting on the machinery and on the roof of the hut. When one has taken up his post anywhere he very much resents being disturbed. Thus one noddy took up a position on the boat. He was very annoyed when it became necessary to launch it.

On Oyster Cay the terns reign supreme as far as birds are concerned. A few brown gulls visit the island occasionally, but they are pirates and poachers. Their object is to steal the eggs or chickens of the terns, and they hang around waiting for a chance to seize an unguarded egg or young bird. Luckily for the terns, each gull steals for his own hand. Unlike certain politicians, they have not learned "the cohesive force of public plunder."

A more daring, but perhaps less destructive marauder, the frigate or man-of-war bird, occasionally visits the island. One of them is sometimes seen perched on an old stake at the eastern end of the Cav. The frigate bird lives by stealing the fish from other birds. When he sees that a tern has been lucky he swoops down upon it and makes it drop the fish which he catches in the air as it falls.

PIRATES OF THE AIR.

When observing these corsairs of the air at Bramble Cay, at the extreme northern end of the Barrier, where they are more numerous, Mr. Hedley came to the conclusion that if the bird waylaid refuses to give up its fish, the frigate bird sometimes breaks its wing with a blow from its own powerful pinion. There are several crested terns with broken or injured wings on Oyster Cay, but one hesitates to assign such a cause to the injury.

Ticks are, however, the worst enemies that the terns have to face. What writer of romance ever

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placed ticks on his coral island? They are here, however, in myriads, in millions. It is not safe to leave the beach or the paths that have been cleared through the grass, for if you do the ticks are bound to get you.

As long as the terns are in good health they manage the ticks fairly well.

You will often notice one scratching himself as he flies, evidently trying to get rid of the ticks. Other birds, however, get into a low condition and become too weary and worried to fly. You see them moping about the island till death releases them from their sufferings. They are studded with gorged and bloated ticks. From one dead bird 250 ticks were taken by an enthusiastic scientist who counted them carefully. Is it any wonder that the bird died?

Ticks are not the only insects on the island (a purist may object that, according to one classification, a tick is not an insect, but it is generally reckoned with them). As Victor Hugo pointed out long ago, butterflies are fond of flying over the sea. Even in fine weather you will find the big blue fellows a mile or more from land off Cairns, evidently flying for pleasure. Often an offshore wind blows one over to Oyster Cay.

LOST IN A GREAT CITY.

Beetles, too, are blown out in the same way. There are resident grasshoppers and spiders as well as some small beetles and various creeping creatures.

From time to time, too, a small land bird is blown out to sea and comes to rest on the Cay. The swarming, shrieking population of terns arouses in these little wanderers the same emotions that a resident of the remote back-blocks may be expected to feel when he first tries to cross Circular Quay, Sydney, during the rush hours. One of them has been known to take refuge inside the hut till he was rested enough to leave the island. The presence of human beings evidently inspired him with less terror than all the tumult and confusion of bird life outside.

There is some indication that when the terns are not breeding, the gannets, who can be seen fishing in the channel between the island and the Queens land coast, make their nests on the island. There

are what appear to be traces of gannet nests on parts of the Cay. In tern time, however, there is no room for them.

Of the human visitors there is little good to be said. The crews of the luggers engaged in gathering trepang and trocas shell on the reefs, land at times to gather eggs. The Torres Straits islanders and Papuans are at least less destructive than the white sailors and others who occasionally visit the islands. They take the eggs that they want and leave the others alone. Their slight acquaintance with our modern civilisation has not led them to find a pleasure in throwing eggs at each other or knocking the harmless and beautiful terns over with a stick.

It is the dead coral—not the living terns—that is leading the scientific world to fix its eyes on Oyster Cay as the central point of Michaelmas Reef, itself but a minor reef amongst the scores that make up the so-called Barrier Reef, which is really a congeries of reefs.

PROBING REEF'S SECRETS

Is the Great Barrier, which has played so great a part in the history of Australia, but a thin veneer of coral over a platform of rock, or is it a mass of coral many hundreds—perhaps thousands—of feet in thickness? Is the 50,000 square miles and more which the reef covers, a lost province of Australia which has sunk beneath the sea in recent ages, as geologists count time?

On these and many other questions the core of coral that is being brought up by the calyx drill on Oyster Cay should throw light. But the memories left on the mind are the glories of sea and sky, the dazzling white of a sand bank on which vegetation has not yet taken root, the green of a distant island low down on the skyline, and the wonderful sweep of the coastal mountains of Queensland, from Bellenden Ker to Peter Bolle, near Cooktown, rising in tumbled masses against the western sky for a hundred miles on end.

And above all, one recalls myriads of terns weaving an ever-changing pattern as they fly over the low island, and of the calling and crying that ceases not day and night as they fly to and fro.

Please interest a Friend in the Navy League

Naval Notes from Europe.

From a Special Correspondent.

It is understood that the new battleships *Nelson* and *Roon* will not be fitted with torpedo tubes, which has started a discussion in British naval circles as to whether the torpedo is not entirely obsolete for big ships.

During the general strike in London several submarines were sent into the Thames docks and supplied electrical power to the city by means of their powerful generators.

H.M. cruiser *EMERALD* which was taken out of the hands of the private contractors in 1920, and has been completing in a Royal dockyard ever since, leaked badly on her maiden voyage and had to return to Malta.

The German navy is building a number of cruisers and destroyers, and is remanning the fleet with volunteers on a twelve-year enlistment.

The French navy is scrapping a number of its older units, including several destroyers, which had to do cruisers' work during the war, and the famous six-funnelled *JEANNE D'ARC*.

It is the intention of the British Admiralty to strengthen the anti-aircraft armament of most capital ships by substituting 4 inch guns for 3-inch.

It is understood that the wonderful apparent qualities of the 10,000-ton Italian cruisers exist principally on paper, and that for the real work of a cruiser the ships of the *COUNTY* and *AUSTRALIA* classes are far superior.

The plans for developing the Greek navy, which were to make it capable of resisting any Turkish aggression by sea, have been held up for lack of funds.

The famous battleship *PELAYO*, their only battleship at the time of the 1898 war, is being broken up in Holland.

The French Navy League is increasing its membership rapidly, and in addition to propaganda work, is undertaking a number of training schemes.

The Russian navy is still talking of building a number of submarines, getting the parts and machinery from Germany, but the financial difficulties appear to be insurmountable.

In the new destroyer *AMBUSCADE*, Messrs.

Yarrow appear to be doing wonders in the saving of weight, and her competition trials with the Thornycroft *AMAZON* are awaited with interest.

The construction of the new shallow gun-boats for service against Chinese pirates is proceeding rapidly on the Clyde.

Through the closing down of the coastal motor-boat base at Haslar, Portsmouth, the depot ship *HORNER*, formerly C.M.B. 102, has been paid off. The move is regarded as poor economy.

After a distinguished career dating from 1863, taking a big share in the "little wars" of the time, Admiral Thomas MacGill, C.B., has died in his 76 year.

The German navy is building an 8,000-ton vessel with three 100-foot rotors for experimental purposes.

The work of clearing away the wreckage of H.M. ships *THETIS*, *INTRAPID*, and *IPHIGENIA* which were sunk as blockships in Zeebrugge Harbour in 1918, is almost completed.

Vice-Admiral Marten Pasha, Commander of the Dardanelles defences during the war, has died at Berlin.

The largest submarine in the Japanese navy, a 2,000-ton vessel, recently arrived at the Yokosuka Naval Station for completion after its launching at the Kawasaki dockyard.

The Spanish navy is to be increased by the addition of a cruiser and three destroyers. Their construction is under British direction.

The British submarine *L.37* has now been completed, and has been commissioned. She was laid down during the latter days of the war.

Portsmouth naval establishments were recently visited by Prince Chichibu of Japan.

The British submarine *X.1*, the largest vessel of her type in the world, has commenced her experimental cruise via Gibraltar. It is understood that this cruise will take her round the world, and will test the utility of this type in a possible Pacific War.

Prince Nicholas of Roumania and Prince Charles of Belgium have been appointed Honorary Sub-Lieutenants, R.N., on completion of their training in the British navy.

Vice-Admiral Sir John Franklin Parry, K.C.B., Hydrographer to the British Admiralty, 1914-19,

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THE HUMOUR OF THE R.A.N.



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DAD: "Well don't come to me for sympathy! You've been hanging around her all your shore leave so you've got no one but yourself to blame!"

WHITE AUSTRALIA.

has died at the age of 62. Latterly he was President of the International Hydrographic Bureau at Monaco.

The French flotilla leader *TRAMONTANE*, first of a series of three 1,450-ton boats to be completed, has run satisfactory speed trials.

Japan is constructing four cruisers of about 2,100 tons. The first of these, the *FURUTAKA*, has been recently completed.

French and Italian squadrons recently visited the British Naval Base at Malta, and were given a very cordial reception.

The 25 German destroyers sunk at Scapa Flow in 1919 have now all been salvaged, but the capital ships will present a harder task.

Admiral Sir Osmond de Beauvoir Brock, late Commander-in-Chief in the Mediterranean, has succeeded Admiral Sir Sydney R. Fremantle as Commander-in-Chief at Portsmouth.

The British cruiser *CONCORD*, after two years' service on the China station, has returned home for refit. During her commission she covered about 40,000 miles.

The Argentine cruiser *BUENOS AIRES*, carrying H.M. the King of Spain, recently inaugurated the opening of the new channel at Seville.

During the national stoppage the British destroyer *VIOLETTE* conveyed mails between England and Belfast.

Spring Cruise.

The spring cruise of H.M.A. ships Sydney (flagship of Commodore G. F. Hyde, C.B.E.), Adelaide, Swordsman, Platypus, Success, and Tasmania has been arranged, and the fleet will leave Sydney on August 10.

The itinerary is as follows:—Arrive Jervis Bay, August 10, leave September 3; arrive Port Adelaide September 7, leave September 20; arrive Port Lincoln September 21, leave October 4; arrive Westernport October 6, leave October 11; arrive Port Phillip October 11, leave October 15; arrive Geelong, October 15, leave October 18; arrive Port Phillip October 18, leave October 29; arrive Port Melbourne October 29, leave November 8; arrive Port Phillip November 8, leave November 15; off Port Melbourne or Williamstown November 15, leave November 15; arrive back in Sydney November 18.

Fleet exercises will be carried out during stay at Jervis Bay, Port Lincoln, and Port Phillip, and nearing the conclusion of the cruise men who are natives of Victoria, South Australia, West Australia and Tasmania will proceed on Christmas leave from Melbourne. New South Welshmen and Queenslanders will proceed on leave on the return of the fleet to Sydney.

Mr. H. S. Nicholas, the well-known Sydney barrister and writer, in the course of an article in the official organ of the *Australian Defence League*, wrote:—The White Australia policy affects very few Japanese, for it is so administered as not to interfere with merchants, students, or tourists, but it has been the subject of protests time after time, and however carefully it has been explained, has been treated as inconsistent with the doctrine of equality among civilised peoples. In almost every instance the desire for peace and disarmament is subject to a reservation of those interests which each nation considers vital to its honor or its security. There is no interest which Australia considers more essential to its security than the maintenance of the White Australia policy, and none which other nations consider nearer to their honor than the right of their nationals to be treated on the same footing as those of other countries.

The White Australia policy entails two obligations on the Australian people. The first is to be able to explain it to the peoples of other countries and to the British people in particular. Some English writers assure us that the interests of the people of Great Britain and of Australia are one, as we believe they are, and that therefore Australia's quarrel will always be Great Britain's, which by no means follows—others writing with apparent authority declare that the two countries having nothing in common, and that Australia must be prepared to defend herself. The one thing clear in this divergence is that our policy must be explained; it may or may not be accepted, but it will not be taken on trust. The second obligation is that we must be prepared to defend ourselves so far as our resources will permit. The two obligations are from one point of view the same. We cannot expect to convince other nations of our belief in a policy unless we are ready to defend it, and can give proof of our readiness. It is no use asking other people to take a share in our defence if we also say that it can never be in danger. In the early days of the Australian Navy and of the Citizen Forces readiness for self defence was treated as a test of self-respect. It should be the same to-day. To say that we will adhere to the White Australia policy at all hazards, and yet that we will submit to no sacrifices is to make ourselves ridiculous. We issue a challenge and then refuse to put ourselves in readiness. To call ourselves a nation, and yet not to fit ourselves for defence when other nations have still their armies and navies is bad enough, but to call ourselves a nation with a policy and yet not to have an organised defence force is humiliating.

R.N. and R.A.N. Appointments.

Following is the latest list of naval appointments:—
 Captain: Hector Boyce, C.M.G., to Cerberus, additional for passage to United Kingdom, for reversion to Royal Navy, June 22. Commander: Edwin G. Morris, to Sydney, in command, and as chief staff officer to Commodore George F. Hyde, C.B.E., commanding R.M.A. fleet (temporarily), to date June 22. Lieutenant-Commander: Herbert V. Croer, to Cerberus, additional to date July 11. Lieutenant: Glen L. Cant, to Cerberus, additional, July 11. Sub-Lieutenant: Neil M. Sherlock, Marguerite, July 11. Engineer-Commander: Douglas P. Herbert, to Brisbane, additional, to date July 11, and to Penguin, additional, to date July 24. Engineer-Lieutenant-Commander: Ernest Baker, to Tasmania, additional, to date June 26, and to Brisbane, to date July 10. Paymaster-Lieutenant-Commander: Eric Kingsford Smith, to Platypus, and for *Boatilla* duties, to date July 1; Wellington T. Hogan, to Platypus, additional, to date July 1, and to Adelaide, to date July 8; Geoffrey H. Lane, to Adelaide, additional, to date July 8, and to Cerberus, to date July 16; John Hehir, to Cerberus, additional to date July 16, and to Penguin to date July 21. Commissioned Instructor: Robert A. Baker, to Cerberus, additional as assistant to District Naval Officer, South Australia, to date July 8. Commissioned Gunner: William Windsor, to Platypus, to date July 8; James J. L. L. Baker, to Platypus, additional to date July 8, and to Cerberus, additional for passage to United Kingdom, per R.M.S. Ormonde, for reversion to Royal Navy, to date July 24. Commissioned Boatwain: Albert J. Haberfeld, to Cerberus, to date July 1; Alfred J. Reed, to Adelaide, to date July 5. Gunner: Frank R. Dohson, to Cerberus, additional to date July 11. Warrant-Engineer: Norman J. E. Lark, to Cerberus, additional to date July 11. Paymaster-Midshipman: Albert H. Sheppard, to Platypus, additional to date June 2. Promotions:—Lieutenants: Frederick John Durnford and Norman Arthur Cyril Hardy to be Lieutenant-Commanders on date May 15 and June 13 respectively. Surgeon-Lieutenant Robert Martin to be Surgeon-Lieutenant-Commander, to date June 28. Gunner Arthur Ernest Greer to be Commissioned Gunner to date May 18. Paymaster-Cadets Eric Douglas Creal and Ralph Frank Merton Lowe to be Paymaster-Midshipmen, to date July 1, 1926.

The following were received on going to prom:—Rear-Admiral: Percival H. Hall Thompson, C.B., C.M.G., to Cerberus, additional for passage to United Kingdom per R.M.S. Orvieto, for reversion to Royal Navy, to date June 28. Commander: James R. C. Cavendish, to Swordman, in command and as Commander (D) to date August 5. Lieutenant-Commander: Gordon B. R. Raderford-Helpman to Adelaide, to date June 28. Lieutenant: Norman K. Calder, to Swordman, for *Boatilla* duties, to date August 5; Claude H. Brook, to Swordman, and for "N" duties, to date August 5; John R. Miller, to Cerberus additional, to date August 5; Raymond P. Middleton, to Succow, to date August 5; Alford B. Rosenthal, to Swordman, to date August 5;

William T. A. Moran, to Sydney, to date August 5; David H. Harries, to Tasmania, and for "N" duties, to date August 8; Alfred K. Buchanan, to Sydney, to date August 8; Arthur J. G. Tate, to Delhi, to date June 28. Engineer-Commander: Ralph P. Janion, to Penguin, additional, to date August 14; Douglas P. Herbert, to Penguin, as First Assistant to Engineer-Manager, to date August 14; Arthur C. W. Mearns, to Platypus, additional, to close accounts, to date August 2, and to Penguin, additional, to await passage to United Kingdom, to date August 12. Engineer-Lieutenant-Commander: Percy W. Hime, to Platypus, to date August 2. Paymaster-Commander: Keith M. Lawler, O.B.E., to Cerberus, additional for passage to United Kingdom per R.M.S. Orvieto, as Secretary to Rear Admiral P. H. Hall Thompson, C.B., C.M.G., and for reversion to Royal Navy, to date June 28. Paymaster-Lieutenant-Commander: Basil M. Peck, to Cerberus, additional as secretary to Rear Admiral William R. Napier, C.M.G., D.S.O., First Naval Member, with the temporary rank of Paymaster-Commander, whilst holding the appointment, to date June 28. Surgeon-Lieutenant (D): Alfred R. Woodsett, to Penguin, to date July 21; Gilbert R. Carter, to Cerberus, to date July 21. Senior Master: William S. Edgerton, to Adelaide, to date July 24. Schoolmaster: Frederick C. Lambourne, to Platypus, and for *Boatilla* duties, to date July 21; Bernard E. Fluxus, to Cerberus, to date July 21; Gilbert R. Carter, to Cerberus, to date for advanced course, to date July 24. Paymaster-Cadet: Philip G. L. Owen, to Cerberus, additional, to date June 14.

Promotions.—Lieutenant-Commander Alexander J. Loudoun-Shand to be Commander, to date June 30; Engineer-Lieutenant-Commander Arthur C. W. Mearns to be Engineer-Commander, to date June 30; Gunner Samuel H. James to be Commissioned Gunner, to date July 1.

THE WARSHIPS.

Open for Inspection.

Commodore G. F. Hyde, C.B.E., R.A.N., has informed the press that vessels of the Royal Australian Navy lying at buoys in Farm Cove, Sydney, will be open to the public between the hours of 2 p.m. and 4.30 p.m. on Saturdays, Sundays, and on general holidays.

DINNER DANCE.

Please invite a friend to the Navy League Dinner Dance at the Westworth, August 5. Tickets 15/- each, including dinner.



KIWI, THE QUALITY POLISH, IS DISTINCTLY SUPERIOR. IT GIVES THE SMART APPEARANCE. IS WATERPROOF, AND POLISHES PERFECTLY.



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Packets of 10, Eightpence
 Packets of 15, 1/-
 All night tins of 50, 3/5.

If you smoke a pipe, of course you smoke "Vice-Regal" Mixture in a Civic Pipe.

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RELATIVE STRENGTH OF FLEETS.

CORRECTED TO 31st MARCH, 1923, AND SUPPLIED BY THE NAVY LEAGUE, LONDON.

| | British Empire | United States | Japan | France | Italy | Soviet Union | Germany |
|---|----------------|---------------|-------|--------|-------|--------------|---------|
| Battleships ... | 18 | 18 | 6 | 9 | 7 | 5 | 8 |
| Battle Cruisers ... | 4 | — | 4 | — | — | — | — |
| Cruisers ... | 47 | 32 | 31 | 15 | 14 | 7 | 9 |
| Cruiser Minelayers ... | — | — | 3 | — | — | — | — |
| Armoured Coast Defence Vessels and Monitors ... | 3 | 1 | — | — | — | — | — |
| Aircraft Carriers ... | 8c | 1 | 2 | — | 1 | 1 | — |
| Flotilla Leaders ... | 17 | — | — | 2 | 11 | — | — |
| Destroyers ... | 172 | 309d | 103 | 54 | 52 | 83 | 16 |
| Torpedo Boats ... | — | — | — | — | 54 | — | 16 |
| Submarines ... | 56 | 120 | 53 | 45 | 42 | 23 | — |
| Sloops ... | 34 | — | — | 8 | — | 4 | — |
| Coastal Motor Boats ... | 6 | — | 2 | 2 | 12 | 27 | — |
| Gunboats and Despatch Vessels ... | — | 12 | 6 | 49 | 12 | 2 | 3 |
| River Gunboats ... | 18 | 6 | 8 | 7 | 2 | 4 | — |
| Minesweepers ... | 61 | 44 | 4 | 29 | 40 | 20 | 35 |

BUILDING AND PROJECTED.

| | | | | | | | |
|---|-----|-----|----|-----|-----|----|-----|
| Battleships ... | 2 | — | — | — | 1 | — | — |
| Battle Cruisers ... | 15p | 8a | 8 | 9k | 5g | 2 | 3w |
| Cruisers ... | — | — | — | — | — | — | — |
| Armoured Coast Defence Vessels and Monitors ... | — | — | — | — | — | — | — |
| Cruiser Minelayers ... | 1 | — | — | — | 2g | — | — |
| Aircraft Carriers ... | 1v | 2 | 2 | 2r | — | — | — |
| Flotilla Leaders ... | — | — | — | 201 | — | — | — |
| Destroyers ... | 2 | 12e | 24 | 36m | 24h | 24 | 12k |
| Torpedo Boats ... | — | — | — | — | — | — | 1y |
| Submarines ... | 10q | 8f | 26 | 58n | 20o | 3 | — |
| Sloops ... | — | — | — | — | — | — | — |
| Coastal Motor Boats ... | — | — | — | — | — | — | — |
| Gunboats and Despatch Vessels ... | 4v | — | — | — | — | — | — |
| River Gunboats ... | — | 6b | — | — | — | — | — |
| Minesweepers ... | — | — | 2 | — | 6j | — | — |

NOTES.

- a 8 authorised, 5 appropriated for, 3 others will be laid down before the end of U.S. financial year.
 b Authorised and appropriated for.
 c Including 2 Cruisers under reconstruction as Aircraft Carriers.
 d Includes 14 fitted as Minelayers and 25 assigned to C.O. duties.
 e Authorised but not under construction or contract.
 f Includes 4 authorised but not appropriated for.
 g 3 projected but not yet authorised.
 h 2 projected but not yet authorised.
 i To be combined minelayers and minesweepers.
 j 3 projected but not yet authorised.
 k 32 projected but not yet authorised.
 l 14 projected but not yet authorised.
 m 27 projected but not yet authorised. (In addition it is proposed to lay down 3 or 4 coastal submarines each year.)
 n Including 8 projected but not yet authorised.
 o Includes 4 authorised but not yet laid down, and 3 projected.
 p Includes 6 projected.
 q 1 Carrier and 1 Aviation Transport.
 r 1 not yet authorised.
 s Projected (for Australia).
 t Authorised but not yet laid down.
 u 2 not yet authorised but contained in 1923 estimates.
 v 6 not yet authorised but contained in 1923 estimates.
 w Not yet authorised but contained in 1923 estimates.

NOTE.—The number of vessels building and projected is added to the number already built does not represent the future relative strength, for many vessels in Schedule II, are for replacement of vessels in Schedule I which will become obsolete.

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A True LAGER



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 ANGLES, TEES, ROUNDS,
 SQUARES, PLATE,
 OCTAGONS, PIG-IRON,
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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. W. BUCKLAND
Non. Secretary—Mr. EDGAR FIDDER
NORTHSYDNEY—*Officer-in-Charge*—Mr. W. L. HAMMIS
Non. Secretary—Miss MURRAY
LANE COVE—*Officer-in-Charge*—Mr. R. BERNERVILLE
Non. Secretary—Mr. F. L. HEDGECOCK
COOGEE-CLOVELLY—*Officer-in-Charge*—Mr. H. STONE
Non. Sec.—Mr. S. MILLER

DRUMMOYNE—*Officer-in-Charge*—Mr. J. KIRKES
Non. Secretary—Mr. A. WALKER
RICHMOND—*Officer-in-Charge*—Mr. H. R. WADE
Non. Secretary—Mr. J. EYRECK
BONDI-ROSE BAY—*Officer-in-Charge*—Mr. R. J. DAPESIN
Non. Secretary—Mr. W. S. MURRAY
BIRCHGROVE—*Officer-in-Charge*—Mr. H. S. COOPER
Non. Secretary—Mr. W. S. MURRAY

McMaster Cup.

Ideal weather conditions favoured the Navy League Sea Cadets on June 19th, when the annual cutter race for the "Oswald McMaster" cup took place.

Two heats and the final rowed over a course from Wright's Point to Gladsville wharf, on the Parramatta provided a splendid afternoon's sport for the boys and plenty of excitement and thrills for the large crowd of spectators present, who shouted encouragement to their favourite crews.

The first heat proved to be the tit bit of the afternoon as it was only in the last stroke that Richmond crew with a magnificent effort forged ahead and snatched victory from North Sydney, the holders of the cup, by a bare three feet. In the second heat the honours went to Drummoyne after a hard contest with Birchgrove who were unfortunate in breaking an oar and spoiling an excellent chance of winning.

The final was also a splendid race, Richmond crossing the finishing line nearly three-quarters of a length ahead of Drummoyne, to whom the race

and the cup were awarded owing to an unintentional infringement of the rules by Richmond.

After the racing the Drummoyne Ladies' Committee provided refreshments for the guests including about 200 Sea Cadets.

RESULTS:—1st Heat.
1. Richmond. 2. North Sydney. 3. Balmain.
2nd Heat.
1. Drummoyne. 2. Birchgrove. 3. Eastern Subs.
Final.
1. Drummoyne. 2. Richmond.

Route March.

By kind permission of Commodore G. F. Hyde, C.B.E., R.A.N., Commodore commanding the Royal Australian Navy, the band of the flagship, "Sydney," will head the march of Navy League Sea Cadets through the city on Saturday morning, July 24.

Cadets will parade on the west side of Circular Quay and commence their march along George Street at 10 o'clock. The Officer-in-Charge of Drummoyne Company will be Officer of the day.

BALMAIN.

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

Mr. T. Fox, President, and Miss Rita Fox, who recently returned from Honolulu by the "Niagara," were met on arrival by the Sea Cadets under the Officer-in-Charge; later the President entertained the Boys at the Depot and gave them an interesting talk on his trip.

The Sydney Harbour Trust has commenced the removal of our Sea Wall which collapsed at one corner due to the dredging operations in connection with the adjacent Coal Mine. When the wall is completed it is intended to erect davits and boom and to finish the slip.

The H.M.A.S. "Marguerite" was recently visited by the Company and many intricacies explained to the Boys by the courteous Officers.

Arrangements are being made to visit Fort Denison where Mr. Sumner is always so pleased to take a party over this historic Island.

Mr. J. J. Booth's latest gift to the Company is a splendid Phonograph and Records.

Messrs. Houlder Bros. have kindly donated some Antifouling Paint for our Boats.

"Speed up Summer" is the Slogan of our Boys; Winter time precludes most of the aquatic sports as Swimming, Sailing etc.

It is understood the Sydney Collieries Ltd., are making every endeavour to abate the Coal Dust nuisance; if they can do so it will make conditions much more pleasant.

An interesting gentleman, Mr. Arthur (late R.N.R.) has visited the Depot and promised to give a Lecture to the Boys on a date to be arranged.

Officers from other Companies are also frequent visitors.

KINDNESS.

"We shall pass through this world but once, any good thing therefore that we can do and any kindness that we can show to a fellow creature, let us do it NOW, let us not defer it, or neglect it, for we shall not pass this way again."

BIRCHGROVE.

(Contributed by Mr. S. Cooper.)

The cadets of the Birchgrove Company are not disheartened at the result of the cutter race, and hope to make a better showing next time; breaking an oar was simply a bit of bad luck, but worse things than that happen at sea.

As the Harbour Trust cannot allow the barquentine "Lindstol" to be moored in Snail's Bay, the Birchgrove Committee has decided that a waterfront depot will be more suitable for the boys, and a sub-committee has been formed for the purpose of acquiring a favourable site.

Mr. T. H. Silk presided at the monthly meeting held July 8th, when it was decided to hold a pillow-slip evening in aid of the Balmain Hospital. 36 members were present.

We have to thank Mrs. Silk for presenting the Company with a bugle; also Mr. Wells for a set of boxing gloves.

The Company's Godmother donated 18 lanyards, 3 gold and 1 silver medals for knotting and signalling competitions.

Birchgrove Company claims the honour of having the youngest juvenile member in the League—Rae Cooper, born June 30th, and received certificate same day. Can any Company beat this?

Mr. Waterfield, late Chief Yeoman of Signals, R.N., was appointed an officer of the Birchgrove Company on June 23rd, and Mr. Whitmore, late Coxswain, P.O., 1st class R.N., was appointed July 7th.

The results of examinations held on 21st and 28th June, for Petty Officers and Leading Seamen Cadets, are as follows:—

LEADING SEAMEN FOR P.O.—1. E. Starkey, 90%; 2. W. Ryan, 87.1%; 3. N. Allen, 85.7%; 4. A. Jackson, 74.3%; 5. R. Fraser, 67.1%.

SEA CADET FOR LEADING SEAMEN. 1. E. Wells, 97.1%; 2. S. A. Kendal, 94.3%; 3. G. Walker, 93.1%; 4. J. Lamberd, 92.1%; 5. J. Starkey, 85.3%.

The following gentlemen assisted at the examinations:—Messrs. Cooper, Starkey, Waterfield, Pearce (late R.N.), Wells, Harvey, and Nicholls. The cadets will be decorated at the next parents Entertainment Night.

The following cadets have joined since the June issue of the JOURNAL:—George Craig, Albert Slattery, Douglas Waterfield, Colin Cruwys, Robert Whitmore, Thomas Tennant, James Alexander, Thomas Pinkiss, Robert Sherman, Arthur Cross, Harold Fletcher.

NORTH SYDNEY

(Contributed by Miss Murray.)

Cadets of the North Sydney Company assisted at the Annual Junior Red Cross Pageant held at the Sydney Town Hall in June, and were complimented on their smart appearance.

An enjoyable afternoon was spent at Drummoine depot after the boat race for the McMaster Cup. The North Sydney crew used Drummoine Company's cutter, and were and in their heat.

Plans for the erection of cat-heads at the depot are in the hands of the Town Council for approval.

The arrangements for completing the quarters at the depot are well in hand, and the O.C. will shortly take up residence there.

On recent drill nights a good deal of boxing has been indulged in. Many of the cadets—both senior and junior—show great promise with the gloves, and are ready to participate in friendly bouts with boys from other companies.

LANE COVE.

The officer-in-charge (Mr. M. Sommerville) reports a most successful Committee meeting held at the School of Arts on June 21. Those present included:—Mr. T. Oakes (in the chair), Messdames M. Oakes, E. Home, M. H. Gooch, E. M. Darcy, C. W. Sommerville, Prestor Baker, Thomas, Miss E. Darcy, Capt. W. W. Beale, Mr. R. M. Sommerville (O.C.), Mr. F. L. Hodges (hon. sec.).

The Company, though small, is progressing, and if enthusiasm counts for anything the time is not far distant when Lane Cove unit will hold its own with the best.

A satisfactory credit balance-sheet at the Bank was reported by the hon. treasurer, Mr. Hedger.

Mr. Harold Cochrane, one of the sub-branches most active supporters, is the President.

ROSE BAY-BONDI.

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

Big results are expected from our efforts to form companies in other centres of this large district, and we are pleased to report that accommodation for training purposes will be at our disposal at the Returned Soldiers' and Sailors' Memorial Hall at Bondi when completed in November.

At the annual meeting held recently the following resolution was passed unanimously:—"That

the request of the Rose Bay-Bondi Sub-branch of the Navy League Sea Cadets for the use of the Club Gymnasium be acceded to."

In his letter Mr. J. H. Cash, Hon. Secretary, states that "the Association will take an interest in the welfare of the boys, and that they are to be congratulated on the opportunity of securing a home to carry into effect the good objective they have set themselves to attain."

Mr. W. Hunter (President), ex-naval man, Lt.-Col. P. W. Smith, V.O. (Chairman of Trustees), E. F. Hally, A.A.A. (Treasurer), A. O. Butler (Asst. Hon. Secy), G. M. Stafford, B.A., L.L.B. (Hon. Solicitor), and J. B. Middleton, M.C. (Hon. Architect) are also taking keen interest in us.

Mr. C. J. Brown, another member, editor of "The Leader," has placed his large room at Harris House at our disposal for training purposes, and Mr. Mark Harris has given us the use of another room.

Mr. Brown will also assist us per medium of his enterprising journal, "The Leader," by giving publicity to our activities from time to time, thereby bringing it under notice of those chiefly interested.

Hearing that we were short of oars, and having difficulty in obtaining same, Messrs. Knipsen's Ltd., of Clarence Street, kindly donated three very fine pairs to our sub-branch.

Mr. C. Isles, Suburban Carrying Company, as usual, collected the oars and other gear in various parts of the city, and delivered to our depot at Rose Bay. Mr. Isles has been a keen supporter—in donations and service—from the inception of the movement in the Eastern Suburbs.

Our best thanks to the above gentlemen for their assistance and generosity.

Our week-end trips comprise two surprise visits to "The Surprise" and H.M.S. "Delhi,"—trips to Manly, also Middle Harbour, and Watson's Bay.

The Whaler and Dinghy are kept in commission, and do not get a chance to grow barnacles. With two such fine boats the intention is there to keep them fully employed and their sea-going qualities well looked after.

A pleasing feature of these week-end outings is the keenness of the boys to learn how to handle the boats under varying conditions, wind, and weather, and the results attained are more than gratifying.

Please interest at least ONE friend in our Sea Cadet Movement.

AUSTRALIANS ALL.



Cadets of the Birchgrove Company lend a hand on board Mr. D. Carment's graceful yacht "Athene."



North Sydney Sea Cadets are adept at signalling. These lads are semaphoring to their colleagues in the unit gig.

August 5.

The Governor, Admiral Sir Dudley De Chair, Lady De Chair and Miss De Chair will be present at the Navy League Dinner Dance to be held at The Wentworth on August 5th. Naval Officers, including Commodore G. F. Hyde, Commanding the Royal Australian Navy, have reserved tables, also many society girls and prominent Sydney business men. Tickets 15/- each. Ring H 7808.

A Generous Member.

At the last monthly meeting of the Navy League Executive Mr. Harry Shelley with customary large heartedness promised a further hundred pounds worth of advertisements for our Journal, or the equivalent in cash.

PERSONAL.

Captain W. W. Beale, O.B.E., who has been actively associated with the N.S.W. branch of the Navy League as Organising Secretary since 1919, will soon be closing the final chapter of his labours for the League and vacating his office chair. And many are they who will be unfeignedly sorry at his going.

Shortly after returning on board the troopship Leicestershire to Australia, Capt Beale was chosen for the League from a large number of candidates. In April, 1920, he founded the League's official organ, *The Navy League Journal*, which he has edited and controlled since. At the end of 1920 Capt. Beale, on behalf of the Navy League Executive and in association with Mr. W. L. Hammer, established the first unit of voluntary Sea Cadets in Australasia. Despite many obstacles, political and financial, things have moved since then and at the present day our branch of the League is one of the most vigorous in the world. It will be with sincere feelings of regret that officers and cadets will say Good-bye to Capt. Beale.

H.M.A.S. "MELBOURNE."



In accordance with the system of exchanging ships between the British and Australian Navies, the cruiser Melbourne is now on her way back to Australia and H.M.S. Delhi has left Australian waters for Malta.

THE NAVY LEAGUE—NEW SOUTH WALES BRANCH.
RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 31st DECEMBER, 1925.

| 1925 RECEIPTS. | |
|---|--------------|
| Jan. 1—To BALANCES brought forward from 31st December, 1924:— | |
| Bank of New South Wales | £173 9 8 |
| Cash in hand | 3 4 2 |
| Deposits | 5 10 0 |
| | 180 3 10 |
| Less London Office | 9 3 |
| | 179 14 7 |
| Dec. 31—SUBSCRIPTIONS, DONATIONS, Etc. | |
| Annual Subscriptions | 382 3 2 |
| Net Proceeds—Navy League Ball | 236 18 6 |
| "Walter & Eliza Hall Trust" | 100 0 0 |
| Special Donations | 85 14 0 |
| | 807 15 8 |
| NAVY LEAGUE JOURNAL— | |
| Advertisement and Special Subscriptions | 772 16 8 |
| Less Cost of Production and Distribution | 638 0 0 |
| | 134 16 8 |
| SALE OF BAKERS | 1 8 0 |
| | £1,123 14 11 |

| 1925 PAYMENTS. | |
|--|--------------|
| Dec. 31—By DISTRIBUTION on account of Equipment, Rents, etc., for Sea Cadets | £280 3 7 |
| Donation to Richmond Co., for Drill Hall | 30 0 0 |
| Net Debt and Gear | 10 16 8 |
| | 320 16 5 |
| SALARIES | 605 0 0 |
| PRINTING, STATIONERY, &c. | 19 4 4 |
| RENT | 38 0 0 |
| GENERAL EXPENSES, &c. | 95 8 3 |
| | 758 10 7 |
| NET COST OF CALENDARS | 2 3 2 |
| By BALANCE carried forward | |
| Bank of New South Wales | 221 0 2 |
| Deposit | 1 0 0 |
| | 222 0 2 |
| Less London Office | 3 12 3 |
| Petty Cash Overdraft | 2 1 10 |
| Lane Cove Co. | 5 0 |
| | 5 10 1 |
| | £1,123 14 11 |

Audited and found correct.

A. G. MILSON, Hon. SECRETARY.
15th May, 1926.

W. RUSSELL CRANE, F.C.P.A. } Hon. AUDITORS.
H. J. GIBBONS, F.C.P.A.

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1. Because it is your only guarantee of peace.
2. Because in case Britain is attacked, it is your one hope of victory.
3. Because it ensures the safety of our hearth and home.
4. Because it is intended for defence not defiance.
5. Because you and 46,089,249 other Britons live in an unvictualled ocean citadel in the North Sea.
6. Because it guarantees the safe arrival of your food supply and raw materials from over the sea.
7. Because for you a Fleet is a necessity, to most foreign nations it is a luxury.
8. Because the value of your sea-borne trade is £1,359,907,029, per annum.
9. Because over £570,000,000 worth of food, and over £690,000,000, of raw material is imported annually into the British Isles.
10. Because you require 300 merchant ships every week to provide you with food and raw materials in the British Isles.
11. Because you possess a mercantile marine of 19,440,711 tons in the United Kingdom, and, 2,781,487 tons in the dominions, which would require protection in time of war.
12. Because if the supply of material and the export of manufactured products is arrested, the wage fund will disappear: so that the purchasing power of the people must prove utterly inadequate to their needs, and the available store of provisions, however increased, will be entirely beyond their means.
13. Because the sea is your highway from any one part of your Empire to any other part.
14. Because you have an Empire of 13,909,782 square miles to protect.
15. Because the population of the Empire is over 450,000,000.
16. Because without it you could not transport your troops over-sea to India, or wherever they might be required in time of war.
17. Because in the settlement of international disputes, it is the right arm of the Foreign Minister.
18. Because it helps, as Admiral Mahan, U.S.N., said, to guarantee the peace of the world.
19. Because the foundations of the Empire are laid upon sea power.

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Three well-known lines of steamers, the Aberdeen, Blue Funnel, and White Star lines have arranged to modify their services between England and Australia via South Africa, and to inaugurate a combined service on a joint time-table. The Aberdeen steamers "Euripides," "Themistocles" and "Demosthenes" and the Blue Funnel steamers "Nestor," "Ulysses," "Anchises" and "Ascanius" will together afford a first saloon service sailing at regular intervals from Brisbane, Sydney, Melbourne, Adelaide, and Fremantle, and calling at Durban and Capetown, as well as at Tenerife in the case of the Aberdeen steamers, and at Las Palmas in the case of Blue Funnel steamers.

In addition to this first saloon service, the joint arrangements provide for the White Star Liners "Ceramic," "Suevic," "Runic" and "Medic," which are already very popular on the Cape route, to continue to provide an additional service at intermediate dates, carrying "cabin" passengers only as at present at moderate rates.

The new arrangements will offer greater facilities to travellers who prefer the Cape route, by providing a more comprehensive time-table than hitherto, and greater regularity of sailings. As a further convenience, it has been arranged that passengers may secure accommodation and take out tickets by any steamers of the joint service either through Dalgety & Co. Ltd. or Gilchrist Watt and Sanderson, who are already well-known as agents for the Lines concerned.

The first sailing from Australia on the combined

Ex-Naval Men's Association

SUCCESSFUL SMOKE NIGHT.

A most successful Smoke Night was held by the Ex-Naval Men's Association at the Lady Betty Cafe, Sydney, on Wednesday, 30th June, 1926.

Among the guests present were: Commodore G. F. Hyde, C.B.E., R.A.N., Capt. J. F. Robins, R.A.N., Commander R. Garsia, R.A.N., Capt. Beale of the Navy League, and Mr. Massey, Vict. Store Officer.

This was the first Annual Smoke Night of the N.S.W. Section, but the sixth for the Victorian Section, and was largely attended, about 125 members being present.

A very enjoyable programme was provided and the orchestra, under the direction of Mr. Pitt, rendered appropriate music for the occasion. Mr. J. Edney rendered a solo which was applauded. Mr. Hamilton, R.N., proved himself to be a first-class conjuror, performing many sleight of hand tricks with cards and coins. Cass Mahomet (Indian Entertainer) rendered several very amusing items which were well received.

Toast "Our Guests," proposed by Mr. S. Harvey, was responded to by Capt. Robins, and Commander Garsia.

Toast "Our Navy," proposed by the President, Mr. W. H. Butler, and responded to by Commodore Hyde.

Toast "Kindred Association," was proposed by Mr. Evans, and responded to by Capt. Beale and Mr. Hoskins.

Toast "The Press," was proposed by the President, and responded to by Mr. Park.

Several members of the H.M.S. Delhi were present and thoroughly enjoyed themselves, and received the best wishes of the Association for a happy return to the old country.

The evening was concluded with the singing of Auld Lang Syne at 11.15 p.m.

time-table will be the "Ascanius," which is due to leave Sydney on 16th August next, to be followed by the "Euripides" sailing on 27th September, and by the other vessels at regular intervals.

It should be noted that the Blue Funnel Line carry 1st class only, and the Aberdeen 1st and 3rd class, but the Aberdeen 3rd class bookings will remain separate from the new arrangement and be handled solely by the existing agents, Messrs. Dalgety & Co. Ltd.

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PROGRESSIVE TOTALS OF THE BALANCE SHEETS

| | | | | | | | |
|------|------------|------|-------------|------|-------------|------|-------------|
| 1855 | £1,335,071 | 1875 | £4,781,854 | 1895 | £12,108,532 | 1915 | £29,708,833 |
| 1860 | £2,216,524 | 1885 | £10,589,722 | 1905 | £15,529,856 | 1925 | £45,217,645 |

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Lord Forster's

Farewell Message

To the Young People of Australia.

To all of you I give the message dear to generation after generation of children throughout the Empire:—

Hear God and Honor the King.

Remember that the flag of the Empire is made up of three emblems of Christianity—the cross of St. Andrew, the cross of St. George, and the cross of St. Patrick. Think of that whenever you see it and salute it, and strive to make this Empire over which it is flying worthy of it

day by day. Honor the King! Remember

the King is the symbol of the unity of the Empire. He is the keystone of the arch. Nowhere in the world are people more free, nowhere is Government more democratic, than in Australia.

Australia for Australians and the Empire!

Do not be content to grow up only to take what Australia can give you. Give in your turn. Give to your country all that you can of service and good citizenship. It may be much or it may be little, according to your circumstances, but at any rate all of you can make up your minds to give something. So may you grow up to be honest, upright, and Christian people.

Play the Game from First to Last, and may God bless and keep you.

NAVIGATION.

Although navigation is a subject on which separate instruction is given and hand-books issued, it is essential that all ratings should be acquainted with its general principles and also certain details dealing with it. Such knowledge will be found useful in boat work and when quartermaster of the watch in small ships.

NAVIGATION is the art of taking ships from one place to another, out of sight of land.

PILOTAGE is the art of taking ships from one place to another when land or navigational marks are in sight. This is done by the aid of *Charts*, which are maps showing the coast-line and the depths of water in different parts of the sea, the latter marked in feet or fathoms, as stated on the chart. These charts are made by the surveying ships, and published by the Hydrographic department of the Admiralty.

LATITUDE.—The sides of a chart are marked off in a scale of latitude. The lines drawn from side to side across the chart are called parallels of latitude.

LONGITUDE.—The top and bottom of a chart are marked off in a scale of longitude. The lines drawn up and down the chart are called meridians of longitude.

These are used to describe positions on a chart.

COURSES.—If it is desired to take a ship from one position on a chart to another, a line is drawn joining the two positions. The angle this line makes with the north and south line is called the course. Having carefully noted that this line runs well clear of all dangers to the ship, depending on her draught of water, &c., the ship is then steered on this course by her compass, with certain small corrections.

DISTANCE.—On certain plans of harbours a scale of distance is given on the chart.

On coast charts and ocean charts, distance is measured by the latitude scale at the side of that chart. As the latitude scale changes from the top of a chart to the bottom, the scale abreast the position of the ship must be used.

One degree of latitude equals 60 minutes of latitude equals 60 nautical miles of distance.

FIXING POSITION OF SHIP ON CHART.—When within sight of land the position of a ship is obtained by taking bearings by compass of two or more prominent objects marked on the chart. These bearings are then drawn on the chart in pencil. The point where the two lines cut is the position of the ship.



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When out of sight of land the position of the ship is obtained by observations of heavenly bodies with a sextant. This is only possible if the horizon is clear. These observations are called sights. If no observations are obtained, the position of the ship must be found by calculation from the course and the speed maintained over the ground since the ship was last fixed.

The courses steered by the standard compass are drawn in pencil on the chart.

The speed through the water is found from patent logs and the revolutions of the engines.

The amount the ship has been drifted, due to currents, tidal streams, and wind, must be allowed for to obtain the course and speed made good over the ground. Hence the need for careful steering and accurate working of the patent logs.

TIDES are vertical movements of the surface of the sea, caused by the attraction of the moon and sun. The effect of the moon is much greater than that of the sun.

The tide usually rises from low water for 6½ hours till high water, then falls for 8½ hours till low water, and so on, but the times taken and the heights vary everywhere. They can be found from tide tables.

High water occurs about 40 minutes later every day and varies in height.

The highest high waters are called *Springs*.

The lowest high waters are called *Neaps*.

These occur alternately, approximately, every 7½ days.

When a tide rises higher than usual it also falls lower than usual, and *vice versa*.

TIDAL STREAMS are horizontal movements of the surface water of the sea caused by the tidal wave. In the open sea they usually run in one direction for 5 or 6 hours, then become slack, and run in the opposite direction for 5 or 6 hours, but they vary very much in their rate and direction, especially near the land and entrances to rivers. Details are found in tidal atlases.

CURRENTS are continuous or periodic movements of parts of the ocean, due to prevailing winds and other causes. Details are found in Current charts of the oceans.

CHRONOMETER.—This is a very accurate and expensive clock, which is slung in gimbals and stowed in a special box, so as to prevent shocks and vibration.

A ship generally has three chronometers which are wound every day and compared with each other, so that if one goes wrong the error will be shown by the other two.

Their errors on Greenwich Mean Time are found by W/T or time ball signals, which are made from different stations throughout the world.

DECK WATCH and HACK WATCH are very accurate watches for use on the bridge and for taking sights. They are compared with the chronometers daily.

SEXTANT is an instrument for accurately measuring angles. It is used for fixing the ship by observations of heavenly bodies and by angles of terrestrial objects.

MEASUREMENTS.

Cable.—As a measure used by seamen is one-tenth of a nautical mile, which is estimated roundly at 6,000 feet. Thus, 1 cable = 600 feet = 100 fathoms.

Chain.—The unit employed in the actual measurement of lengths by surveyors. The land surveyor's chain consists of 100 links = 4 poles = 22 yards = 66 feet. The marine surveying chain is 100 feet.

Degree.—Is the angle subtended at the centre of a circle by an arc equal to the 360th part of the circumference. A degree is subdivided into 60 minutes, and each minute into 60 seconds.

A degree of longitude is equal to 4 minutes of time.

Earth.—The circumference of the earth at the equator is little less than 25,000 miles.

Fathom.—Measure of length and equal to 6 feet. Soundings are reckoned in fathoms.

Nautical Mile.—Is equal to 6,080 feet, or 2,000 yards (approx.) is often used.

Knot is a speed of nautical miles per hour, and never should be used to express a distance.

If a ship is going at a rate of 12 nautical miles per hour she is said to be going "12 knots."

Statute or Land Mile, as used ashore in England = 1,760 yards = 5,280 feet.

League.—Is three nautical miles.

Sound.—At an average temperature of 62° travels at the rate of 1,125 feet per second.

Time.—A definite portion of duration. It is marked in a general manner by the recurrence of striking natural phenomena, such as the alterations of light and darkness, and the succession of the seasons. Thus the two natural measures of time are the "day," or period of the earth's rotation on her axis, and the "year," or period of the earth's revolution in her orbit.

Common time is reckoned from an "initial

instant" or "epoch," independent of local situation, which is the same for all the inhabitants of the earth.

Local time is reckoned at each particular place from an epoch determined by local convenience, such as the transit of the sun's centre over the meridian of the place.

Greenwich time is the mean solar time of Greenwich, usually called G.M.T.

Ship time is the mean solar time at the place where the ship happens to be.

In east longitude it is evidently before Greenwich time, and in west longitude behind, every 15 degrees of longitude making a difference of one hour.

Zone time is a method of time keeping which is always a whole number of hours fast or slow on Greenwich. To attain this, the world is divided into 24 zones: the breadth of each zone is 15 degrees of longitude and Greenwich is the centre of zone 0. Greenwich time is denoted by the number 0 or the word zero. The eleven zones to eastward of zone 0 are numbered—1 to — 11, the eleven to the westward are numbered + 1 to + 11. The zone exactly opposite zone 0 (i.e., on the opposite side of the world) is divided into two half-zones called — 12 and + 12. In quoting times by this method, the number of the zone and its prefix — or + (minus or plus) is always added and is called the *zone description*.

Division of the Circle.

| | | | | |
|-------------------------------|---|---|---|--------------------------------------|
| 60 Seconds | - | - | - | 1 Minute |
| 60 Minutes | - | - | - | 1 Degree |
| 90 Degrees | - | - | - | 1 Right angle or quarter of a circle |
| 2 Right angles | - | - | - | 1 Semicircle |
| 360 Degrees or 4 right angles | - | - | - | 1 Circle |
| 4 Minutes of time | - | - | - | 1 Degree of longitude |
| 15 Degrees | - | - | - | 1 Hour. |

REMEMBER

- "The Sun is our life."
 - "By the sun of it the Empire was formed."
 - "By holding it the Empire was preserved."
 - "If we fail to appreciate its value, the Empire will perish."
- Admiral Viscount Jellicoe.

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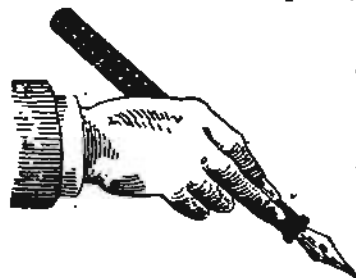
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STATEMENT OF RECEIPTS AND DISBURSEMENTS FROM 1ST JANUARY TO 30TH JUNE, 1926.

| RECEIPTS. | £ s. d. | DISBURSEMENTS. | £ s. d. |
|---|----------|----------------------------------|----------|
| Cash on hand 1/1/1926— | | Room of Hall for Meeting 6/2/26 | 0 5 0 |
| Late Officer in-Charge | £1 18 5 | Amounts expended by Mr. F. Gurre | |
| Ladies' Welfare Club | 3 0 8 | Refreshments 29/1/26 | £0 12 8 |
| Bank Balances | 4 18 1 | Fares and Tea 27/2/26 | 1 8 6 |
| Weekly Subscriptions—Cadets | 2 7 8 | One Day's Relief | 0 14 8 |
| Entrances Fees—Cadets | 0 4 0 | Sales 7/2/26 | 0 3 0 |
| Deposits on Belts | 0 3 0 | Fares and Refreshments 21/2/26 | 0 8 0 |
| Monthly Subscriptions—Parents, &c. | 1 4 0 | Deposits on Belts | 0 4 8 |
| Proceeds sale 5 tons Ovaline | 0 1 3 | Casualty Soda, &c. | 0 3 0 |
| Donations— | | Advertising | 1 2 6 |
| Mr. Bradford | 0 10 0 | Stamps | 0 2 0 |
| Received by Headquarters | 1 11 0 | | |
| By Headquarters | 2 13 0 | Petty Cash, Ladies' Welfare Club | 5 3 0 |
| Mr. H. Cochrane | 5 5 0 | Refreshments, Anzac Sunday | 1 8 1 |
| Proceeds from Evening held by Mrs. F. M. Darcy | 8 18 0 | King's Birthday | 4 10 8 |
| To adjust error in additions in statement submitted by Mr. Gurre | 4 7 3 | Pence Cards | 1 5 0 |
| Amount standing to credit of Savings Bank Account, Crow's Nest, to be paid to Company by Mrs. Gurre | 0 3 9 | Caps | 0 15 0 |
| | | Cap Tallies | 0 18 0 |
| | | Rent of School of Arts, 21/8/26 | 0 5 0 |
| | | 29/3/26 | 1 0 0 |
| | | Bank Balance—Bank of N.S.W. | 43 3 8 |
| | | Gov. Savings Bank, Crow's Nest | 0 2 0 |
| | £58 11 4 | | £58 11 4 |

HAROLD COCHRANE, PRESIDENT.
25th June, 1926.

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|--------------------|----------------|---|----------------|
| Subscribed Capital | £1,000,000 0 0 | Perpetual Deposit with Government | £20,000 0 0 |
| Capital Paid Up | 140,000 0 0 | Trust and Agency Funds under Administration | 25,890,000 0 0 |
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The "Discoverer" of Sea Power.

BY DR. P. E. WHEATON, FELLOW OF NAVY LEAGUE, VICTORIAN BRANCH.

FEW of our younger generation have heard of Alfred Taylor Mahan, still fewer have read his books, and fewer again know that it was he who in the last decade of last century demonstrated to the world the role which Sea Power has played in the history of mankind and the influence it exerts—and will continue to exert—on the destinies of nations and peoples. His genius in this demonstration made the civilized world realize for the first time that Sea Power was a concrete fact, and not only an abstract conception. He may be truly regarded as the discoverer of Sea Power as a living force guiding and changing the policies of nations and determining their relative positions among the peoples of the earth. Sir Francis Jeune, the distinguished English judge, wrote in 1894 to Mahan: "It does seem a little late for us to realize what command of the sea really means, but it is nevertheless the fact that till you wrote we never did realize it." I venture to assert that no nation can become great or continue to be so whose foremost thinkers and practical leaders are ignorant of the message contained in Mahan's writings, or ignore his philosophy and teaching. Lord Charles Bereford wrote to Mahan: "If anything can wake our politicians up it will be a perusal of your book. I have written and begged some of the most prominent among them to read it, not for my sake, but for my country's sake."

The scene of the making of naval history changed during last century from the Mediterranean to the Atlantic, and has since changed to the Pacific, and now more than ever concerns us in this part of the Empire. It is, therefore, a duty for each one of my fellow-Australian citizens to make himself or herself familiar with the full significance of Sea Power—what it means to each of them and the reasons which dictate the naval policy of our country. In no way can one better obtain this knowledge than by studying one at least of Mahan's three classics: "The Influence of Sea Power upon History," "The Influence of Sea Power upon the French Revolution and Empire," and "The Life of Nelson." These

works which made his reputation were translated into five foreign languages and made a profound impression upon all the Powers, for they drove home the truth that Sea Power is absolutely vital to a progressive nation. By a careful reading of these books anyone can obtain an intelligent understanding of Sea Power, its scope and its limitations, and be able to take an intelligent interest in that most difficult of the problems which confront a government and a people—how to defend their country.

In addition a perusal of Mahan's books introduces us not only to a historian and philosophic writer of exceptional attainments, but to a Christian gentleman in the best and widest sense of the title who did much towards bringing together the people of the United States. The introduction to the life of Admiral Mahan, by Carlisle Taylor, begins with this paragraph: "This work is the overflow of an English heart full of admiration for an American who by force of character overcame well-nigh insuperable obstacles, and as the result of years of strenuous work and skilful application of his superb mental powers, earned for himself in the eyes of the world the highest distinction yet accorded a naval philosopher." Alfred Thayer Mahan was born in 1840 at West Point on the Hudson. "It may be said that he was one-half Irish, one-quarter English, and the remaining quarter of French-American stock. He was brought up in a decidedly anti-English atmosphere. He has left it on record that the experiences of life and subsequent reading and reflection modified, and in the end entirely overcame his early anti-English prepossessions." (Carlisle Taylor). After passing through Columbia College and the United States Naval College he graduated as midshipman in 1859, and lieutenant two years later. About this time he received his baptism of fire at the capture of Port Royal in the war between the North and South. He became Captain in 1885, and was appointed lecturer on naval history and strategy at the Naval College, an institution with whose life and development his name will be always honourably linked; of it he

became President in 1892. After 40 years' service he retired as Captain on his own application in 1896. He was promoted to the rank of Rear-Admiral in 1906, and on December 1, 1914, he died at the Naval Hospital, Washington, at the age of 71.

By the world at large he will be known as a great—perhaps the greatest—writer on naval history and philosophy. In this work his genius shone forth in refulgent splendour. To us of the British Empire he will in addition be remembered as a friend and kindly critic, who had the greatest admiration for the British Navy.

Speaking of his first classic, Sir George Sydenham Clarke wrote: "His book was doubtless intended primarily as an address to his countrymen; but the history of maritime war in the modern world is in the main the history of the Anglo-Saxon race, and to us in a special sense the influence of Sea Power appealed. Speaking as an outsider, Captain Mahan wielded a force which could not have been exerted by any British writer, even if his equal had appeared among us, and others besides myself felt a sense of thankfulness that the stirring message had come from across the Atlantic." (Carlyle Taylor). I have quoted largely from the life of Admiral Mahan, by Carlisle Taylor, a book which will much more than repay the time spent in reading it. And I will conclude with Taylor's farewell:

"Well done, Mahan! Rest from your labours. The echo of your fame shall reverberate through the ages, even so long as men go down to the sea in ships. You were a credit to the Green Isle from which your grandsire came; you rendered an incomparable service to England and to France, whence your mother's forbears sprang; and you brought honour and renown to America, the land which gave you birth. You were the Rosetta Stone which revealed the hidden language of the seas. Your genius shall continue for all time to inspire those to whom posterity shall intrust the destinies of the great nations of the earth.

Please interest at least ONE friend in our Sea Cadet Movement.

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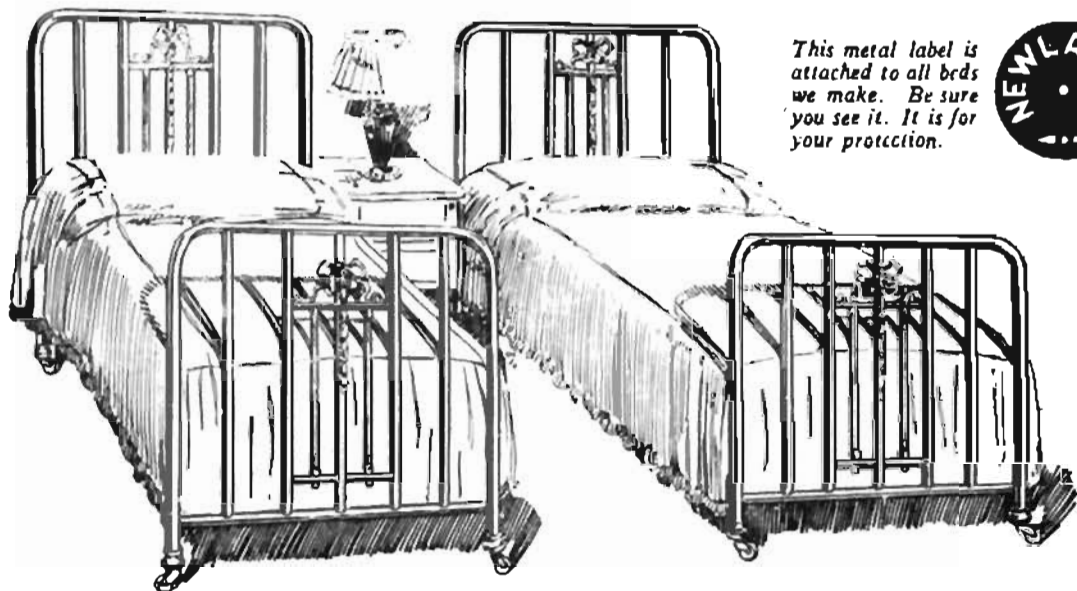
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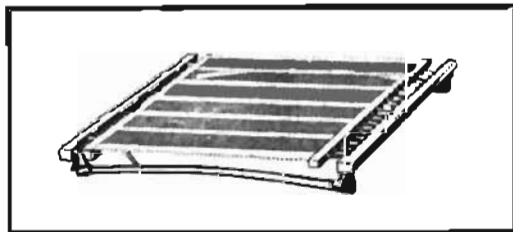
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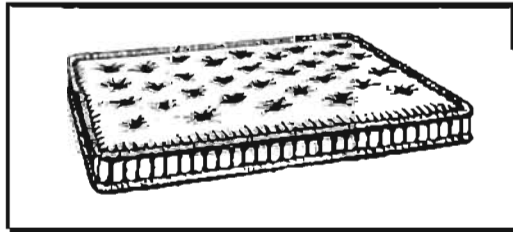
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HOPE FROM THE 'PLANE

Earth at last a warless world, a single race, a single tongue—

MARLOWE'S "mighty line" fades into nothingness alongside the Almighty line nobly written through England's Seer-Poet to the human race for ever. 'A warless world, a single race, a single tongue.' What a line! What a vision! What largeness of mind to tune in to inspiration beyond the imagination of lesser men! What blessed hope for those who mourn their sacred dead in battle and worse, and guess and fear for earth's youngest sons! What harvest of scorn to be reaped by the strong and winnowed into the lighted halls of a richer sympathy and braver tolerance when 'his preached to White Australia stalwarts and Kenya colonists; and what joy will lighten the tread of Esperantists when the 'single tongue' is voiced abroad!

The vision is surely within the ambit of reason. Maybe the late Sir Ross Smith and his pioneer colleagues, and Parer and MacIntosh, Cobham and Ward and other intrepid wingers in the 'plane have unconsciously intensified it and impressed it on the understanding of those who already saw dimly the great family of mother earth drawing together through the intelligent use of the elemental air.

Never since our planet put on its atmospheric coat and found that life was good, has need been greater or universal wish more sincere than in this generation for a TRADESMAN to arise and draw together the filaments of Tennyson's mightiest line, and with resounding hammer blows beat them into the possible whole "where all men count, but none too much."

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TELEPHONE

With Harpoon and Lance.

How Bay Whaling Flourished in the Early Days.

Forgotten Pioneers and Pathfinders.

(BY THOMAS DUNNAN, M.A.)

OVER a thousand years ago the Basque mariners of the south-east corner of the Bay of Biscay, to whom we owe the word harpoon, used to put out in their boats to harpoon whales, which they towed back to their shore stations. In the early days of Australian settlement methods very similar to those of the Basques, who were the first whalers in Europe and probably the first in the world, were practised by the bay whalers who plied their trade round the coasts of Tasmania, along the southern shores of Australia and in New Zealand.

It is true that bay whaling does not go back to the very earliest days of Australian settlement. The first whaling on the Australian coast was done in 1791, but that was by British vessels sailing out of Sydney, and it was deep sea whaling of the orthodox type. In 1805 the first Australian-built whaling vessel, the brig King George of 185 tons, constructed at Sydney by Kable and Underwood, was commissioned, but this, too, was a deep sea whaler.

It was in Tasmania, not in New South Wales, that the idea of capturing whales in boats working not from a ship but from a station established on shore was developed. The first bay whaling station was that set up at Ralph's Bay, on the eastern side of the Derwent in 1806 by William Collins, the first harbourmaster of Hobart. Even then others seem to have been slow to follow his example. By 1820, however, there were a number of bay whaling stations in Tasmania. The golden age of bay whaling, both in Australia and in New Zealand was the thirties of last century.

Whether in New Zealand, in Victoria, or in South Australia, bay whalers were the pioneers and forerunners of settlement. By 1850, however, bay whaling was almost a thing of the past, lingering on only in one or two places. Two of the old-

time stations, Twofold Bay in New South Wales, and Te Awaiti in New Zealand, have survived to the present day.

At Twofold Bay the Davidson family have been whaling for two generations. Davidson is an old man now, and it is hard to get a boat's crew in these days, but sometimes he still goes after a whale with harpoon and lance in the fashion of the old days.

WHALES' BACKBONES AS CHAIRS.

In Tasmania itself all that is left of the dozens of bay whaling stations once scattered along the eastern and south-eastern shores of the island are a few old chimneys, now reduced to mere heaps of stones, often almost hidden by scrub or bracken fern, an occasional rusty pot or some other mouldering relic of the old trying-out places, numerous sections of the backbones of whales (sometimes used as seats in remote huts), and a few names, such as the Fishery, where no one ever fishes now, or the name Lookout given to the point or hill on which a man was stationed to give warning of the approach of whales.

Yet in 1841 the records show that 35 sites for bay whaling stations were leased from the Government. This means that something like 1,000 men were employed at these stations, a great number for those days. An estimate of the number in New Zealand in the same year gives a total of over 700.

At the same time there were bay whaling stations in N.S.W., Victoria, South Australia and Western Australia. Probably over 3,000 men were then employed in bay whaling. Unlike deep sea whaling it was a seasonal occupation. The black whales, which were the species mostly hunted by the bay whalers, visited the coast during part of the year only. Usually the season lasted from five to six months; for the rest of the year the bay whaler had to find something else to do.

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For the organisation and working of a New Zealand bay whaling station we have the detailed evidence of the Piraki Log, the diary kept by Captain Hempelman, who was in charge of the station at Piraki on Banks' Peninsula in the thirties. Unfortunately no such record is available for Tasmania or Australia. There remain only scattered bits of evidence in books and writings, of which the main concern is not with whaling, a few stray documents and some fast dying traditions.

WHALEBOATS AND THEIR EQUIPMENT.

A bay whaling station usually had four whaleboats, each manned by a steersman, a harpooner and five rowers. The true old-fashioned whaleboat, 30 feet in length and with a beam of six feet and built on very fine lines, is now almost as extinct as the 18 or 20 foot oar which the steersman used. Hobart was once a great centre of whaleboat building, but it is many years since a whaleboat was built there, and it is doubtful if there is a builder there now who would undertake to turn one out even if it were required.

Yet the old whaleboat was a very fine type of boat. It was built primarily to be rowed, but it sailed well too. It was exceedingly handy and a fine sea boat. With his long oar the steersman had a command over the boat unknown in these days of rudders, and this command was not lost when there was no way on the boat. It was this that largely helped to make the whaleboat such a fine surfboat.

Remarkable stories are told of the control which a good steersman had over his boat. Thus in whaleboat races Captain Nat. Hopwood, a famous old-time Tasmanian boatsteerer, would not call on any of the rowers to slacken off to round a buoy; he simply swept the boat round with his steering oar.

As to the oars used by the rowers each of them was a mere 14 feet or so in length. As soon as the lookout man signalled that a whale was in sight the boats set out after it. The harpooner, who ranked second to the boatsteerer, was in the bows, and until the boat drew near the whale he "backed up" the bow oar.

Modern whalers use a gun to shoot the whale; the bay whalers, like all the whalers of their day,

threw the harpoon by hand and killed the whale with lances. It was a case of "first catch your hare." To harpoon a whale it was necessary to get very close to it.

HARPOONERS AND HEADSMEN.

When the boat had been worked close enough for the harpooner to have a chance he did not throw the harpoon straight at the whale. The art of harpooning lay largely in throwing the heavy harpoon so that it descended on the whale from the air. Then the very weight of the harpoon helped to drive the barbed head deeply into the whale.

The harpoon was not intended to kill the whale. That was the work of the lance. But it was played with the harpoon first. Attached to the harpoon was a hundred fathoms or more of line, which was coiled in a tub in the bows of the boat. This ran out when the whale made off after being harpooned, and then the whale was allowed to exhaust itself dragging the boat along.

To kill the whale was the work not of the harpooner, but of the boatsteerer or headman, and after the harpooning they changed places, the headman going into the bows and the harpooner going back and taking the steering oar. Sometimes the whale sounded so deeply that the line had to be cut to save the boat. Failing that his fate was almost certain. Not being a fish, though the whalers called it one, the whale has to come up to breathe every few minutes. Sooner or later, exhausted by towing the boat, it would stay on the surface long enough for the boat to be brought up. Then the headman thrust the lance into its heart.

Then came the hardest work of all towing the dead whale, weighing perhaps eighty tons or more, back to the shore station. There the blubber was stripped off and melted in the trypots.

The boat which put the first harpoon in claimed the whale if there was more than one boat after the whale. It sometimes happened that two boats struck a "fish" at the same time and that the prize had to be divided. It is thus that we find one Tasmanian station, known as Gardiner's, from it one headman taking 334 whales in a season.

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PIONEERS OF PORTLAND BAY.

It may be the half whale which causes this season's catch of Gardiner's station to be remembered, but it is likely it was an unusually good one. No such sensational day's work is remembered for any of the Tasmanian stations as that which resulted in the capture of seven whales in a day by the bay station at the New River in Southland (N.Z.)

The value of whale varied greatly. It was affected not only by the quantity, quality, and price of the oil but in the case of the black whales which formed the great majority of the catch by the bay whalers by the amount and quality of the whalebone and the rate at which it could be sold.

In 1834 the value of the whales captured off various parts of the Tasmanian coast varied from an average of £40 for the Great Swanport fishery to £70 for Hobart Town. In the case of Hobart Town, however, the greater part of the catch was the result of deep-sea rather than bay whaling.

Of the men who set out in pursuit of Leviathan in their 30-foot boats few records remain. The very names of almost all of them have long been forgotten, and are to be found only—where they are still preserved—in old documents still kept in the archives of Hobart and elsewhere.

One whaling headman (William Dutton) has achieved a certain amount of posthumous fame through his claim to have been the first permanent settler within the limits of what is now Victoria, five years before the Hentys. He first went to Portland Bay from Launceston in 1828, and spent several years in the season whaling and sealing there. In 1829—according to his own statement—he built a house there and lived in it for two years in all.

In 1833 he went farther and started a vegetable garden. One difficulty about this claim is that, if the house and garden are considered to make him a permanent settler, a prior claim might be urged for the sealers from Port Dalrymple, who in 1826 had two acres under wheat on Phillip Island.

SOME NOTED BAY WHALERS.

Another noted headman was William Chaseland, who is still remembered for his feat of steering a whaleboat from the Chatham Islands to Otago

across more than 500 miles of often stormy seas. Chaseland was a half-caste Australian aborigine; and it is interesting to note that William Lanne, the last full-blooded male Tasmanian aborigine, was also a whaler. It was after he had been paid off from the whaler Runnymede at Hobart Town in 1869 that he began the spree that ended in his death.

"Black" Murray was another whaling headman who has found a niche in the history of New Zealand. He maintained a discipline at his station which was not found amongst all the bay whalers. He once made a crew pull a whaleboat across Cook Straits in a storm, with himself at the steering oar, because they were more or less drunk, and he considered this a good means of keeping them from becoming more drunk.

Of Tasmanian Bay whaling headmen, Gardiner and Watson are still remembered, because their names are still attached to the sites of their long-vanished stations on Forester Peninsula (Watson's being almost at the spot where Tasman's carpenter, Peter Jacobson, swam ashore with the Dutch flag in 1642.) They are, however, names, and nothing more. There are no traditions to show what manner of men they were.

Incidental reference has already been made to the bay whalers at Portland Bay before the Hentys. The bay whaling station at Port Fairy (Victoria) associated with the name of that noted shipbuilder and pioneer, Jonathan Griffiths, of Launceston (like Hamilton, Hume, John Batman, and James Kelly, the circumnavigator of Tasmania, he was born at Parramatta) goes back almost, though apparently not quite as far, as that at Portland Bay. The old station at Malacoota inlet in East Gippsland, founded by Captain Stevenson, is apparently of slightly later date.

In South Australia the old bay whaling station at Encounter Bay was founded by Launceston whalers years before the first settlers came to Adelaide, just as the sealers of Kangaroo Island, with their headman, Abyssinia, were there many years before the whalers came to Encounter Bay. The Encounter Bay station figures in Simpson Newland's "Paving the Way," a fine story of the pioneer days of South Australia. This appears to

be the only instance in which one of the most picturesque episodes in Australian history has been used in romance.

Bay whaling in New Zealand had reached its height, and was just about to decline when regular settlement began. Amongst the leading founders of stations was Johnny Jones, of Waikouaiti, once a waterman on Sydney Harbour and later a leading citizen of Dunedin. He even had a kind of chaplain for his station, bringing a Wesleyan missionary to act as preacher and teacher. It is on record that one of these chaplains greeted his successor with the words:—"Welcome to Purgatory. Brother Creed."

NAVAL NOTES from EUROPE

(BY A SPECIAL CORRESPONDENT)

Captain E. R. G. R. Evans, C.B., the well-known Antarctic explorer, has been appointed to the command of the British battle cruiser *REPULSE*. She is the vessel in which the Prince of Wales took his recent voyage to Africa and America.

The German Fleet during a Summer cruise recently visited Spanish waters.

Vice-Admiral Sir Walter Cowan has relinquished the post of Commanding Officer (Coast of Scotland) to become Commander-in-Chief of the North America and West India Station.

The aviation arm of the Japanese navy is being increased by five companies, to each of which is attached an average of 16 planes.

The British battleship *WARSPITE* has replaced the *QUEEN ELIZABETH* as flagship of Admiral Sir R. Keyes, Commander-in-Chief in the Mediterranean. She conveyed 4½ tons of silver coins from Britain to Cyprus during the National Emergency. During her refit her two funnels were reduced to one.

The Spanish battleship *PELAYO*, built in France in 1887, is being broken up in Holland.

The Swedish sail training ship *AR CHAPMAN* built at Whitehaven in 1888, as the *DUNBOYNE*, and purchased for training duties in 1923, recently visited Dover.

Captain H. R. Godfrey, C.B., D.S.O., Commander of the British destroyer *BRAGLE* during the landing at Gallipoli of the Mediterranean Expeditionary Force, has been appointed a Naval aide-de-camp to H.M. the King.

The naval branch of the Russian Soviet has placed orders for the construction of ten 130-ton submarines and 15 C.M.B.s. for the protection of Leningrad.

A new history of Sea Warfare is being prepared by the well-known British naval author, Mr. H. W. Wilson. It will consist of a revised edition of his 'Ironclads in Action,' and a second volume dealing with the War, entitled 'Battleships in Action.'

The Turkish Government has voted 3,000,000 Turkish pounds for the first part of the work of reconditioning the cruiser *YAVUZ*. She is the former German *GÖEBEN*.

The British Atlantic Fleet's Summer cruise, which was interfered with by the National Emergency, has now been resumed.

The National Research Society has temporarily shelved the proposal to erect a Victory Museum at Portsmouth.

The R.N.V.R. drill ship *PRESIDENT* has returned to her moorings off the London Embankment for another six years on completion of her overhaul. During the National strike she was employed as a depot ship for Royal Marines at the London docks.

It has been decided to introduce names for submarines in the British navy instead of initials and numbers. The first vessel to be dealt with is the *O-1*, building at Chatham dockyard, which is being rechristened *OSBORN*.

Admiral Sir Wilmot Hawksworth Fawkes at one time commander of the Royal yacht *OSBORN*, and Rear-Admiral of the British Channel Fleet cruiser squadron from 1902-4, has died suddenly in his 80th year.

On the completion of the fitting out of the late British mine sweeper *GOOLE* as a drillship for the R.N.V.R., she will be towed to Manchester to replace the training ship *IRWELL*. The *IRWELL* replaces the 122-year-old *EACLET* at Liverpool.

The British battleship *QUEEN ELIZABETH* has returned from the Mediterranean to Portsmouth, where she is to undergo a long refit and complete modernisation.

The death has occurred at Guernsey of Commander H. Butterworth, R.N., Captain Superintendent of the Mersey training ship *INDEFATIGABLE*, ex cruiser.

The British battleships *NELSON* and *RODNEY*, which were laid down in 1922, will be completed shortly, and eight specialist officers have been detailed for duty in each vessel.

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NAVY LEAGUE STALWARTS.



Two hundred and fifty Sea Cadets marched through Sydney on Saturday, July 24. The above picture shows portion of the parade leaving West Circular Quay. North Sydney Cadets are in the foreground followed by Drummoyne unit, and eighty-five boys from Birchgrove Company. The march was led by the band of the flagship Sydney (see page 19), followed by representatives from Richmond, Congee, Rose Bay, Lane Cove, and Balmain Companies, then came the splendid boys shown above.

Mr. J. Hiron, Officer of the Day, handled the parade in a very workmanlike manner, and he

with the officers in charge of Companies, including Messrs. S. Cooper (Birchgrove Coy.), W. L. Hammer (North Sydney Coy.), R. M. Somerville (Lane Cove Coy.), C. H. Hopkins (Rose Bay Coy.), R. Stone (Coogee Coy.), R. H. Wade (Richmond Coy.), and W. Buckland (Balmain Coy.), deserves great credit for the success of the march.

Praise is also due to other officers who rendered sterling service, including Messrs. Harvey, Watt, Hamilton, L. Butcher, Hayward, F. Hopkins, Parton, Waterfield, Whitmore, and Mr. G. Wells.

NAVAL NOTES—CONT.

The Dutch submarine K. XIII, recently left Amsterdam on a seven months cruise to the Dutch East Indies. This is one of the longest trips ever undertaken by an unescorted submarine.

The British mine sweeper *FORBES*, employed as tender to the Royal Naval College, Dartmouth, has started her Summer programme of Cadets instructional cruises.

The Japanese Government has abandoned its intention of installing 5.9 in. guns in the new cruisers, and has decided to fit 4.7 in. instead, thus saving £200,000.

The British cruiser *COVENTRY* which returned to Portsmouth in May, has been recommissioned and returned for duty as flagship of the Rear-Admiral (D) Mediterranean Flotilla.

An award of £600 has been made by the Royal Commission to Captain M. E. Dunbar-Nasmith, V.C., R.N., for a submarine sounding apparatus.

Japan has under consideration the construction of 33 new vessels to be completed by 1931. They will include four 10,000 ton cruisers, sixteen 1,700 ton destroyers, and five 2,000 ton submarines.

The British 'Flower' Class sloop *HARBELL* has recently returned to Portland after a courtesy visit to Continental ports, including Ostend, Amsterdam, and Copenhagen.

The British cruiser *CASTOR* which took a prominent part in the battle of Jutland, and which has been refitting for about 12 months at a cost of over £100,000, has now re-commissioned.

Vice-Admiral Sir W. R. Bantick, Chief of Staff to Admiral Beatty in the *LION* during the war, is to succeed Sir R. F. Phillimore as Commander-in-Chief at Plymouth within a few months.

As part of a scheme for the reconstitution of the Italian navy, the old body of naval constructors is being abolished and replaced by a new corps of naval engineers.

The French six-funnelled training cruiser *JEANNE D'ARC* recently paid a courtesy visit to the port of Liverpool. She is shortly to be scrapped.

A tower to Lord Kitchener has been erected on Marwick Head, Orkney Islands, in memory of his loss on board the cruiser *HAMPSHIRE* when she was mined and sunk off there on June 5, 1916.

The British cruiser *DURBAN* on the China station which recently completed refitting at Hong

Kong, is returning to home waters in October for recommissioning.

Plymouth was recently visited by the U.S. training ship *NANTUCKET*, which during her voyage across the Atlantic under sail lost a cadet overboard.

Captain Claude Cumberledge, R.N., formerly on the Australian Station, has retired with the rank of Rear-Admiral.

The King has honoured Commodore T. E. Wardle, D.S.O., R.N., with the C.B.

Navy League Dinner Dance.

"Splendid specimens of potential manhood, Navy League Sea Cadets, formed a Guard of Honor for the Governor and Lady de Chair in the Palm Court of the Wentworth Cafe, where the Navy League Ball was held last night. The dance was an immense success, gay parties overflowing the ballroom or dancing in the gallery.

Supporters of the League of all ages were present in force, many having tables adorned with a profusion of flowers. They have reason to be proud of their hobby for in five years eighty-one Navy League Sea Cadets have gone to sea, and there are four hundred in training in Sydney at present," thus it was written in one of the State's leading newspapers when describing the function. Other papers were equally eulogistic and unanimously voted the ball an unqualified success.

About four hundred people were present when the Governor and Lady de Chair, who were accompanied by the Chief Justice and Mrs. Philip Street, Mr. and Miss Kelso King, Mr. A. G. Milson, Commander and Mrs. Quick, Miss Doreen Higgins, Miss Francis Glasson, and Captain Beale, entered the ball room.

Among those present were: Commodore G. F. Hyde, C.B.E., R.A.N.; Captain G. L. Mauley, R.N.; Commander Johnston, R.N.; Commander R. C. Garis, R.A.N.; Commander H. L. Quick, R.A.N., representing the Royal Australian Navy. Messrs. Kelso King, A. G. Milson, F. W. Hissom, O.B.E., H. Cochran, T. H. Silk, S. Fowler-Newlands, Captain O. Smith, J. J. Booth, E. R. White, and J. Payne of the Navy League Executive Committee. Mr. and Mrs. Higgins, Misses Joan and Freda Higgins, Miss Bertha Anderson, Miss Helen Fell, Mrs. Waring, Mr. and Mrs. J. M. D. Goddard, Miss Jean Goddard, Mr. and Mrs. H. E. White, Mr. and Mrs. Stuart F. Doyle, Mr. and Mrs. Williamson, Captain L. M. Hatfield, Mr. G. Bunting, Captain Lundgren, Mr. & Mrs. N. Seale, Mr. and Mrs. L. Davies, Mrs. Venour Nathan, Lady Richards, Mrs. J. J. Booth, General and Mrs. Herring, Mr. and Mrs. S. J. Evans, Mr. G. H. Leibies, Dr. Whiteman, Mrs. T. H. Silk, Miss E. Mingaye, Miss P. Appleton, Mr. and Mrs. S. Cooper, Mr. and Mrs. Summerville, Mr. G. Rainsford, Captain and Mrs. Geoffrey Hughes and Dr. and Mrs. Lloyd.

THE STOPFORDS.

A Naval Family.

BY CAPT J. H. WATSON, F.R.G.A.S.
(PRESIDENT, ROYAL AUSTRALIAN HISTORICAL SOCIETY)

II.

IN connection with Edward Stopford mentioned in the first part (June) of this family's history there is a link with early Sydney which may have some interest for local readers. The battleship *Warspite*, into which he changed from the *Boudicca*, when Commodore Sir James Brisbane transferred his flag, put into Sydney on account of the serious state of the Commodore's health. The result is told on a marble tablet on the interior wall of St. James' Church, the inscription on which reads:—

Sacred to the memory of
Commodore Sir James Brisbane, Kt., C.B., K.W.,
who closed with his life an honorable career of action
and distinguished service. Whilst commanding H.M.
Squadron in India, he conducted in person the naval
force employed in the difficult and harassing war
which ended with the submission of the Burmese
Empire, subsequent to its termination.

He sailed for South America in command of H.M.S.
Warspite, but being greatly impaired in health by that
arduous service, landed in Sydney, and after protracted
suffering, died on 19th December, 1826 aged 52 years.

Sir James was buried with full naval honors in
the Devonshire-street burial ground; and when
that ground was taken over for building the
Central Railway Station the remains and the
monument erected over them were transferred to
the South Head Cemetery.

Another incident occurred in connection with
the *Warspite* whilst in Port Jackson, and was in
consequence of the greatest bush fire that has taken
place on the shores of the harbour. It commenced
near Pennant Hills on November 26th, and swept
down to Middle Head, clearing all before it, in-
cluding a cottage belonging to, and the home of
Mr. James Milson. He was absent from home,
but members of the family made vain efforts to
save the furniture and also some valuable horses
and cows, and finally, to save themselves, had to
seek refuge in the waters of the harbour at Neutral

Bay. This was seen from the *Warspite*, and a
boat was sent from the ship to rescue them.
Possibly, the midshipman in charge of the boat
was Edward Stopford.

Whilst the *Warspite* was in Sydney, H.M.S.
Success and *Voltage* were here, the former com-
manded by Captain Stirling and the latter
by Captain the Hon. Richard Saunders
Dundas; and after Sir James Brisbane's death
Captain Stirling, as senior officer, appointed
Captain Dundas to the command of the *Warspite*,
and she sailed in due course for South America.
She completed her commission by going round
Cape Horn, being the first battleship to do so, to
Portsmouth, having circumnavigated the world.

Coming back to the Stopfords, there was a
Lieutenant William Stopford contemporaneous in
1811 with Edward Stopford, and who was ap-
pointed to H.M.S. *Fawn* in 1812; also a Lieut-
enant Thomas Stopford appointed to H.M.S.
Tyne in 1814, but what branch of the family these
belong to, the records available do not state.
For the same reason it is likely that some of the
family will be unintentionally omitted; but passing
over a gap, we reach the time in December, 1857,
when Robert Wilbraham Stopford entered the
navy as a cadet, became a Sub-lieutenant in
July, 1863, received his first commission in
September, 1865, and in 1870 he was Flag-
lieutenant to Vice-Admiral Sir Edward Gennys
Fenahawe on H.M.S. *Royal Alfred* on the North
American and West Indies station. He reached
post rank in 1885, and in 1888, was Captain
of the *Curacoa* while in Sydney, and made many
friends here. In 1899 he retired as Rear-Admiral
and Vice-Admiral in 1904. His war and meri-
torious services are numerous, and include a medal
for Suakin when as Commander of the *Arab* he
served ashore in the naval brigade.



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Frederick George Stopford was born on May 10th, 1851, and entered the Navy as a cadet in March, 1865, passed for midshipman, and was appointed to H.M.S. Ocean the flagship of Vice-Admiral Sir Henry Kellet, K.C.B., January 16th, 1867. In 1870 he transferred to the flagship of Vice-Admiral Sir Hastings R. Velverton, H.M.S. London, on the Mediterranean Station. Promoted Sub-Lieutenant in June 1875, Lieutenant, September 1879, and Commander, December 31st, 1889 in which capacity he served on the Duke of Wellington, flagship of Admiral the Earl of Clanwilliam, at Portsmouth. He got his Captaincy, December 31st, 1891, and retired as Rear-Admiral in June, 1907.

The Honorable Walter George Stopford, was born on September 18, 1855, and went to the Britannia at Dartmouth as a cadet on January 15th, 1870, by 1890 he had attained the rank of Commander, and in 1896 had command of the Halcyon, a torpedo gun boat in the Channel Squadron. He was gazetted Rear-Admiral in October, 1907, and retired. E. M. Stopford who joined the Britannia as cadet in 1870 is not traceable further, and Lieutenant Grosvenor Stopford who in 1870 and 1871 was serving on the China Station, also seems to have passed out.

Phillip James Stopford entered as cadet in 1885, and was midshipman in May, 1887, by 1891 he had reached the rank of Sub-Lieutenant at which time he was serving on the battleship Inflexible in the Mediterranean, and it may interest New South Wales readers to know that the present Governor of New South Wales, Admiral Sir Dudley Rawson Stratford de Chair, K.C.B., was a Lieutenant on that ship at that time, being the Officer borne for Torpedo Duties. The Sub-Lieutenant was promoted to Lieutenant in April, 1893. In 1903 he was 1st Lieutenant of the Venus, a first class Cruiser on Coast Guard Service in Southampton Water.

In 1912 when he had the rank of Commander he was appointed to the Pyramus, succeeding Commander F. H. Mitchell on her being re-commissioned at Sydney, on November 30th when she took over the officers and crew of the Pioneer when that ship was handed over to the Commonwealth

and sent to Rose Bay to be used for gunnery practice in connection with the training ship Tingira.

The Hon. Arthur Stopford came into the service as cadet on January 15, 1893, and became midshipman April 15, 1895, and was appointed in 1897 to the battleship Renown, the flagship of Vice-Admiral Sir John A. Fisher on the North America and West Indies station. (This vessel is not the same Renown that was here with the Prince of Wales in 1920). He was Sub-Lieutenant in 1898 and Lieutenant in 1900. In 1907 he was serving on the battleship Invincible.

In 1913 he was Flag-Commander on the personal staff of Vice-Admiral Sir George J. S. Warrender, whose flag was on the King George V., which was under the command of Captain George H. Baird.

The Hon. Guy Stopford entered as cadet on September 15, 1900, and passing through the various subordinate grades was in 1913 Lieutenant and Commander on the Teal, a small vessel of a class built especially for the shallow China rivers.

Barrington G. D. Stopford was a midshipman in 1907 on the Cornwallis battleship, and in the same capacity served later on in the Vengeance, also a battleship.

Robert Maurice Stopford was a midshipman in 1907 on the Exmouth—a battleship—the flagship of the Atlantic Fleet.

These names of members of this family have been brought down to a pre-war period—to enumerate their services during the war would possibly make too long an article, the object of which has been to establish for the Stopfords the reputation of being a Naval family.

A POPULAR COMMANDER.


A well-known figure in the P. and O. Company's service is the commander of the liner "Balranald," Captain W. P. Townshend, R.N.R. The genial mariner formerly skippered the s.s. Berrima, and was transferred to the newer and bigger vessel before she left London on her present trip. Captain Townshend is a product of sail, and in addition to many useful years as an officer in steamers belonging to his present owners, he spent the war period, and for some time after in the Royal Navy. Hosts of friends afloat and ashore will read in the worthy skipper's change of ships a sign that the year is not far distant when one of the famous line's crack mailboats will house him as her commander.



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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Asst. Officer-in-Charge Mr. J. BELLARD
Hon. Secretary Mr. A. WILSON
NORTH SYDNEY—Officer-in-Charge Mr. W. L. HARRISON
Hon. Secretary Miss M. HARRISON
LANE COVE—Officer-in-Charge Mr. H. BOWEN
Hon. Secretary Mr. F. L. BOWEN
COOGEE-CLOVELLY—Asst. Sec. Mr. B. STONE
Hon. Sec. Mr. J. A. MILLER

TO HELP DRUMMOYNE.

The Governor (Admiral Sir Dudley de Chair) will be accompanied by Lady de Chair and Miss de Chair on the occasion of the ball to be held at the Cairo Hall, Bridge-road, Drummoyne, on the evening of September 16. The proceeds of the dance will be devoted to the Building Fund which has been instituted for the purpose of enabling the Committee of the Drummoyne Sub-branch of the League to provide a permanent depot for the local sea cadets. The Chairman (Captain O. Smith), assisted by other gentlemen and a Committee of ladies, is working hard to ensure the success of the function. Tickets are 5/6 each, and may be obtained from the Navy League officers.

CLOVELLY-COOGEE.

Mr. R. Stone, O.C., reports that progress, though slow, is maintained, and since he assumed charge of the Company the following cadets have joined up:—J. Mocklair, W. Bailey, R. Worrall, D. Peters; P. Coote, A. Luth, B. Luth, E. Worrall, J. Hennessy, J. Hay, L. Lindsay, D. Marsh, C. Phillips, G. Beattie and A. Beattie.

DRUMMOYNE—Asst. Officer-in-Charge Mr. J. BELLARD
Hon. Secretary Mr. A. WILSON
RICHMOND—Officer-in-Charge Mr. H. HARRISON
Hon. Secretary Mr. J. BELLARD
BONDI-BOSE BAY—Officer-in-Charge Mr. E. J. BOWEN
BIRCHGROVE—Officer-in-Charge Mr. B. STONE
Hon. Secretary Mr. W. G. BOWEN

NORTH SYDNEY

(Contributed by Mr. W. L. Harrison.)

Mr. B. Flesselles, a junior officer of this unit, has answered the call of the sea, and shipped on board Burns, Philp fine steamer "Marella." Mr. N. King, an old boy of the Company, has filled the vacancy created by Mr. Flesselles' absence.

The O.C. has taken up residence at the depot, and is thus able to keep in closer personal touch with officers and cadets.

Much boxing is indulged in by the cadets, and some of them are becoming quite proficient in the use of the gloves.

The Guard of Honor to H. E. the Governor and Lady de Chair on the occasion of the Ball at the Wentworth on the 5th inst. met with a splendid reception from the four hundred people present. The Governor expressed pleasure at the smart appearance of the cadets, and complimented the O.C. on the turnout.

Mr. J. McGarry has been appointed P.T.I. to this Company.

Please ask a Friend to support our
Sea Cadet Movement.

BALMAIN.

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

Arrangements have been made for Mr. T. W. Arthur (Late R.N.R.) to give a Lantern Entertainment on "Nelson and His Times," in St. John's School Hall, Balmain, on Thursday evening 19th inst. Mr. Arthur recently lectured before the Millions Club and was splendidly received. Over 100 slides will be used during the entertainment. Invitations have been extended to Officers and Cadets of other Companies and it is hoped each will be well represented. Parents and others are to be charged the nominal amount of 6d.

The Sea Wall has been repaired by the Sydney Harbour Trust and all are busy getting ready for the Summer.

Our Cricket Team recently rowed to Gladsville where the Drummoyne Company's Team were met and a game indulged in.

A Church Parade at St. John's on 8th inst. was well attended.

Mr. G. Phillips has been appointed 3rd and Sports Officer, and P.O. Gurre has been promoted to C.P.O. These appointments will be confirmed at the next meeting of the Committee.

DRUMMOYNE.

(Contributed by Writer C.P.O. Keringham.)

On August 4th the Company was presented with the trophies which have been recently won. The presentation was made in the Town Hall by the Mayor, Ald. Nield. The boys' parents were invited, and an enjoyable evening was spent. Captain Beale and members of the local Committee were present. Mr. Shelley sent his apologies, and promised that he would be down one night to see us, so we are all looking forward to the occasion.

A Plain and Fancy Dress Ball will be held in the Cairo Dance Hall, Bridge Road, Drummoyne, on Monday, 16th August. His Excellency the State Governor, Lady de Chair and Miss de Chair will be present, and a brilliant evening is expected. The proceeds will be devoted to the building fund for our proposed depot at the foot of Bayswater Street, Five Dock.

On Thursday, August 5th, a party of boys, together with the Officer-in-Charge, attended at The Wentworth to form part of a Guard of Honour.

We have endeavoured to persuade ourselves that Spring is here, by going out sailing in the cutter and the "Quambi." But on our portion of the river there has been little or no wind to speak of, and consequently we have not yet got back into our sailing trim.

Mr. Hinchliffe, one of our pioneer members, has very kindly offered his services to the Company to teach the boys signalling, at which he is very proficient. Needless to say we have gratefully accepted his offer.

We are glad to have P.O. Pickles back amongst us again after his recent mishap.

Since the last report in the JOURNAL Mr. Harry Pickles has been promoted to Junior Officer, and R. Swain to Petty Officer 1st class. The following boys have also joined the Company:—G. Lee, C. Lee, A. Moberg, S. Moxon, H. Moxon, J. Cartrell, A. Hett, T. Blake, W. Batterham, J. Hutchison, E. Livingstone, S. Wellington.

LANE COVE.

(Contributed by Mr. R. M. Somerville.)

We started off this month by giving a Boys' Party, which was a decided success. A delicious cake of substantial proportions was made by Mrs. Oakes (a member of the Welfare Committee), and thoroughly enjoyed by the boys.

We hope to make this party an annual event, and to be financial enough next year to invite all companies.

All the Welfare ladies worked hard and deserve many thanks.

We are grateful to Messrs. Bradford, Jensen, Curtis and Coe for donations towards the party.

A musical programme was carried out by the Misses Harvey and Cooper (Birchgrove), Jessie Barker, Nellie Thomas, Lane Cove Boys' quartette, and Cadet Harris, and a novelty item, "Tommy Atkins," by four tiny tots, pupils of Miss Macallum.

Games and dancing filled in the remainder of the afternoon and evening. Miss Macallum officiating at the piano.

During the afternoon Mr. Cochrane, in a very happy speech, presented knives to those boys who were entitled, and to Cadet Jack Standish, a prize won by him last year, for an essay on the dedication of the Flag.

We must again express our gratitude to Mr. Bashford for interesting himself on behalf of our Company, with the result that he has passed over to us a skill to enable us to go out to our moorings.

Thanks are also due to Mr. Taylor for his offer to us of a room.

Church parades are being carried out, also weekly boat drill.

The boys enjoyed the route march on Saturday, 14th inst., and also their trip to Coogee in the afternoon, and we hope good results will ensue.

ROSE BAY BOND.

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

One distinct advantage which this Sub-branch possesses is the fine geographical position in which our boat-house is located at Rose Bay, with plenty of room to get a good offing if the wind is against us owing to its accessibility. We are able to keep in touch with anything of passing interest from time to time, inspecting warships, millionaires' yachts, sailing ships, disabled ships when salvaged, varied by trips to Manly, Balmoral, Clifton Gardens, Clark Island, Shark Island, Neilson Park, Double Bay, or a visit to one of the other Sub-branches, helps us to avoid monotony and makes the boys keen to be out every trip.

Since the formation of this sub-branch the gig—until handed over to Clovelly—the whaler, and dinghy, received at a later date, have been in use every week end, a band of enthusiasts turning up every time. As an outcome of the training received quite a number of the boys are able to handle either boat and take charge like veterans.

Mr. Eric Murray (3rd officer), H. Richards (C.P.O.), C. Richards (P.O.), T. Berkley (leading seaman) deserve special mention for their initiative and resource, and are a band of trusty Vikings any O.C. would be proud to have with him when the wind is blowing and the waves running high.

On parade the boys have been complimented time after time on their smart appearance and bearing. But when they indulge in a game of football, the uniform is doffed for the jersey (which, in some cases, would make Joseph with his coat of many colours take a back seat). The eagerness displayed by the small boy to bring down the heavyweights (the senior and junior officers) is amusing, and many good falls are due to their efforts. One small boy, whose "gameness" is the biggest part of him, on being complimented on his success, replied that he liked them big, as the "bigger they are the heavier they fall." A truism endorsed by those brought to earth.

In their enthusiasm hard knocks are given and taken in the best possible spirit, and the best of good feeling prevails in all ranks.

The boys realise that this is not a Kindergarten, and each one is on his toes to hold his own in the class or outdoor with the other fellow.

Following on the publicity given to this splendid movement by visits to the schools, the march through city, etc., we are pleased to report that our Bondi Company has been augmented by about 46 new boys of a splendid type keen to learn and qualify for the job higher up.

We expect to show good results with Rose Bay Company shortly, and hope to attain the same results there as at Bondi—namely, the use of the Returned Soldiers' Hall (free of charge) for training purposes.

The march through the city referred to elsewhere in this issue, was a great success. Our whaler, occupying a prominent position, was a feature of the march.

To enable us to have the boat hoisted out of the water on Friday by the Harbour Trust, it was necessary to bring it to Circular Quay on Thursday night. A call for volunteers resulted in 13 boys, 1st officer and O.C. turning to. The trip around under sail was thoroughly enjoyed, as it happened to be a particularly warm night, and with a good breeze blowing we got around in quick time. Avoiding the ferry traffic we tied up under the lee of the mission ship John Williams, and left gear and boat under the watchful eye of a Harbour Trust official.

All hands regret that Captain Beale is relinquishing the helm with which he has so successfully guided the destinies of the Navy League Sea Cadet movement since its inception in N. S. Wales.

Detachments from the various Companies—Richmond, Lane Cove, Drummoyle, Birchgrove, North Sydney, Coogee, Clovelly, and Rose Bay-Bondi, with their senior and junior officers, in all about 150, attended by the Randwick Municipal Band, and followed by the Boy Scouts, led the march down Belmore-road to the Esplanade at Coogee, and formed a Guard of Honor on the occasion of the laying of the Coogee pier foundation stone.

The Deputy-Mayor (Mr. Goldstein), Mr. Newman, Mr. Emslie, Mr. Percival (Town Clerk), Commander Rolleston, and other prominent citizens expressed their appreciation of the fine showing made by the boys; and we are led to understand that provision will be made on the pier for a pair of davits for the use of any visiting Company of Navy League Sea Cadets.

After the function the boys were entertained at Sargeants.

Other trips since last issue include Watson's Bay, a visit to the four-masted barque the C. B. Peterson, Clifton Gardens, Lynne Park, Shark Island.

PROMOTIONS.—A. Murray and E. Walker to Acting-P.O.'s; T. Berkley, H. Humesworth, B. Woodhill, leading seamen.

IN COLUMN OF ROUTE.



This picture conveys an idea of the length of the parade of Navy League Sea Cadets last month on the occasion of the march through Sydney's principal streets. Led by the Royal Marine Band from H.M.A.S. Sydney (by the kind permission of Commodore G. F. Hyde, C.B.E., R.A.N., Commodore Commanding H.M. Australian Navy) the boys made a splendid showing and created a most favourable impression with the large crowds of spectators who lined the route along George Street. In the middle distance a boat—a 27-ft. whaler the gift of Mr. G. E. Fairfax to the Navy League for use by the Rose Bay-Bondi Company—can be seen supported on a jinker and drawn by four horses. Further astern a lorry carried a fine model of a cruiser—the property of the Birchgrove Company, and an Ambulance Section brought up the rear.

REGULATION UNIFORM.

Navy League Sea Cadets are reminded that, when on parade, they must be correctly dressed, either in Regulation Long Rig or Short Rig, and officers are requested to see that the practice is adhered to.

LONG RIG: Man-o'-war cap with white top; cap tally with the words NAVY LEAGUE thereon; navy jumper with jean

collar; black silk scarf; white lanyard; navy slacks; black boots. Note: Gaiters may be worn with the consent of the O.C. Company.

SHORT RIG: Cap and tally as in Long Rig; navy jersey; silk and lanyard as above; brown leather belt; navy shorts; dark socks with company tops; black boots.

Badges of rank, etc., must also be properly worn by all ranks.

Gunnery at Sea.

BY LIEUT.-COLONEL C. R. ROLLISTON, R.N. (RETIRED).

DURING a discussion on relative Naval strengths and other matters affecting Sea Power it was stated that, at the beginning of the Great War, British Naval rangefinders were most inaccurate and that our ships laboured under a serious handicap in consequence. That our rangefinders were inaccurate as compared with the German instruments cannot be doubted, but we suffered no handicap as a result. Strange as it may seem the position actually was somewhat reversed, and the extreme accuracy of the German range-finders and shooting—when everything was going well—militated against their success in a naval action.

Our methods differed essentially from those of the Germans in that, to put it briefly, we did not try to hit the enemy and they did.

When a British battleship is first commissioned with new guns, new mountings, and new conditions everywhere, even in and surrounding the magazines, and particularly affecting the temperature therein, one of the first operations to be carried out is the "calibration" of her guns, by which is meant the testing of one gun against another and the testing of all of them over a "true" range, which is known within a yard or two. Accurate as are the methods and processes of the big gun factories, it is impossible to guarantee that two guns of the same calibre and construction will be so identical in every respect that they will give identical results under all conditions. Calibration is the process of ascertaining, not so much what the differences really are—because once the gun is made it cannot be altered—but what effect those differences will have on the vital factor, namely, the velocity of the projectile as it leaves the muzzle of the gun. Calibration is carried out with "practice" projectiles, which are not made with such meticulous accuracy as live shell; consequently another disturbing element has to be taken into account in calibrating, that is the fact that two apparently similar practice shots may not be exactly the same weight. The difference may be as much as three or four pounds, and every pro-

jectile used in calibration has, therefore, to be weighed prior to being fired and due allowance made for discrepancies. With live shell any errors in the weight of the metal portion of the projectile can be allowed for by increasing or decreasing the weight of the T.N.T. or other bursting with which it is filled.

When calibrating her guns a ship is anchored at both ends—bow and stern—in smooth and unfrequented waters, and a target, consisting of a wooden cask with a flag on it, is moored at a convenient range, say 15,000 yards, or 7½ miles, from the ship. The exact distance is calculated from the chart by fixing accurately the positions of the ship and target, the latter being near a point of land where an observation party can be stationed with instruments which can measure exactly the distance by which each shot fired misses the target.

Each gun is then fired in turn by the same individual, generally the Gunnery Officer himself, so that if there are any personal errors of eyesight, etc., they may have the same effect on all guns, and therefore be of small account. The first shot from each gun is usually disregarded as it will be fired from a cold gun, and in all subsequent firings the guns will be hot. In a 12-inch gun, for this reason, the difference between the first and all subsequent rounds averages about 200 yards in range.

The projectiles to be used are generally weighed the day before, and the barometer and thermometer readings are noted at the commencement of the firing and again at intervals throughout the shooting, as any change therein will affect the density of the atmosphere and the air resistance to the flight of the projectile. The true range is set on the sights for the first few rounds, the shore party is warned to "stand by" by the dipping of a flag a minute or two before each round, and the distance the projectile falls "over" or "short" of the target is at once signalled back to the ship. The exact angle of elevation of the gun is also read as the gun fires.

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Six rounds from each gun are generally sufficient, and the information noted as each fires is tabulated, averaged, and, combined with the results noted by the shore party, the muzzle velocity of each gun can be calculated. Knowing the range set on the sights and the angle of elevation of each gun it is then a matter of comparative simplicity to select the graduated sight strip corresponding to the muzzle velocity, and to attach it to the sight bracket, so that with each gun at its appropriate angle of elevation each sight pointer will point to the same range.

Even this process of calibration does not give absolutely accurate results, but they are as correct as is necessary, because the aim of Naval gunnery—at any rate with big guns—is to ensure that if a ship fires four or five guns simultaneously at the same range the projectiles will fall within a maximum of 200 yards of each other. Having achieved that result it will be seen to be impossible for every gun in every "salvo" fired to hit the target. Under ideal conditions the furthest shell will miss "over," the nearest will miss "short," and one or more of those in between should hit.

British gunnery, therefore, aims at "straddling" the target, as it is called, but German gunnery tried to hit with every shot. Their calibration and their range finders were so accurate, that under decent conditions four or five guns in a salvo would more often than not fall at almost exactly the same distance from the firing ship. If they all hit the enemy well and good, but if one missed all missed, and unless the range were known to a yard or two salvo after salvo might be fired, some missing just short and others after a 50-yard sight correction just missing over. Sights cannot, in practice, be graduated or set in smaller divisions than 50 yards, which is more than the width of any ship afloat.

British Naval Gunnery has always regarded a hit with more than half the number of guns in any one salvo as impossible, and straining after the impossible as a waste of time. We were quite content for the Germans to do it, but were satisfied ourselves to attain fair average results.

A certain advantage does, however, rest with the ship which can open fire with a range as nearly as possible correct, but here again errors are not

of very great importance. British rangefinders are constructed on a totally different principle from those of the Germans in that they depend on direct measurement of the angle subtended at the target by the length of the instrument, while the Germans used a stereoscopic method of much greater accuracy. Even at that, however, the advantage is short-lived, because the actual true range—even if the rangefinder could measure it absolutely accurately—differs considerably from the gun-range, and the difference between the two can really only be found by actual gun fire. It might take a British ship two or three salvoes fired with different range settings to "find the target," whereas the Germans might find it with the first shot. Three salvoes could easily be fired in 60 seconds—which is, therefore, the whole possible advantage to be gained by absolutely correct rangefinders. But in practice, the advantage is probably much less than that, because with seven or eight rangefinders the error in one is nearly always balanced by an opposite error in another, and the average range stands an excellent chance of being just as accurate as if the range had been measured with a foot-rule.

I can quote my own experience when in charge of the Transmitting Station of a battleship at the battle of Jutland. The "T.S." is the place where all information necessary for accurate shooting is collected, inspected, and dissected prior to being passed to the guns in the form of range for the sights. Our seven rangefinders were all observing for about one minute before fire was opened, and the ranges given differed by thousands of yards—natural errors being accentuated by the misty conditions. I disregarded one rangefinder which was giving results hopelessly different from the others, and passed the average range given by the remainder to the guns. Result: We hit with our first salvo. Calibration, laying, range finding, organisation, and instruments had all justified themselves.

The most difficult part of naval gunnery then begins. Having hit with the first salvo, it then remains to keep the range. In order to do that, the rate at which the range is changing must be known, and allowance must be made for the time the projectile is in the air. With two ships on diverging courses at different speeds it is not at all

unusual for the range to be changing at the rate of 600 yards per minute, and, since at ordinary action ranges a 12-inch projectile is in the air for about 30 seconds, it would be quite useless to fire with the range registered at the instant of firing, because it will have altered 300 yards during the flight of the shell through the air.

Almost the whole of naval gunnery is concentrated on ascertaining the rate at which one's own ship and the enemy are approaching or receding from each other. It will readily be seen that the following factors must be known in order to find this "rate-of-change-of-range":—(1) One's own course. (2) The enemy's course. (3) One's own speed. (4) The enemy's speed. (5) The direction in which the enemy lies. Items (2) and (5) are very important—for, to take an extreme case, if an enemy is right ahead, so that one is steering directly at her, one's own speed will be reducing the range with the full effect, whereas if the enemy is away to one side, or abeam, one's own speed is having a very diminished effect, and is having none at all when the enemy is directly on the beam. Item (2) is the hardest to ascertain, as the difficulty in estimating the direction in which a ship 6 or 7 miles away is heading will be readily realised.

However, instruments of varying accuracy exist to aid personal observation to estimate these various factors, and a few salvoes soon test the accuracy of the resulting estimate of the "rate of change." For example, if the first salvo hits, and the "rate" correctly estimated and applied to the sights before firing again, the next salvo must also hit. If it does not, then the rate was wrong, and one or more of the above factors must have been incorrectly measured or estimated.

But, of course, as soon as one does get the rate right, the enemy will alter course zig-zag—perhaps unobserved, and everything has to begin over again.

It is impossible to steer a ship even in smooth water on an absolutely steady course, and the inevitable "yawing" from side to side, combined with a certain small or large amount of roll and pitch, added to the perpetual troubles briefly outlined above, give the naval gunnery man a certain amount of justification for wondering why shore artillery ever misses the target.

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Naval Defence.

"It is upon the Navy that, under the good providence of God, the wealth, prosperity, and the peace of the Empire do mainly depend."

— The Articles of War.

(Statement prepared by the NAVY LEAGUE, London).

THE Navy League urges all its members to keep the attention of the Nation fixed on the truth of the above, and on the importance of the defence of our sea-borne trade which is vital to the existence of the Empire and to the very life of the inhabitants of the British Isles.

The British Nation, and especially the British Navy, is at present suffering from the post-war reaction from war-time enthusiasm, and there are even some who consider that the days of war are over, and that the last titanic struggle has exhausted the world, and has taught it the futility of armed forces for the settlement of international disputes. Nothing could be further from the truth.

It is a fallacy to suppose that we shall be given due warning of the next war. We had fifteen years' warning of the last, yet it found us unprepared in many ways. In 1851 the political sky appeared so cloudless that the Great Exhibition was held in honour of peace. Within a few months the clouds were gathering, and within three years we were plunged into the Crimean War with Russia.

In the early days of the late war we owed our safety to the incomparable shipbuilding resources of the country, resources which permitted a large number of men-of-war of all classes to be turned out at the shortest notice. It is different now. Then the yards had established themselves firmly on naval orders, and had worked themselves up to their pitch of perfection by that means. Now the naval sections of most of the British yards have been allowed to fall into disuse, the skilled labour being dispersed for lack of employment.

To those who say that the maintenance of the Royal Navy at the strength which is necessary for its work, is a provocative gesture to the World, and starts a new race for armaments, we would reply that the prudent householder who fits his front door with a stout lock and takes the precaution of

seeing that all his window catches are in order is provoking the burglar to precisely the same degree as is done by Britannia when she sees that her Fleet is adequate for the protection of her Empire and the trade lanes on which her life depends.

The programme of new construction for the years 1925-6 to 1929-30, published by the Admiralty on July 27th, 1925, and approved by the Government, will be found in Appendix II.

CAPITAL SHIPS.

Capital ships have aptly been described as the Gold Reserve of the Navy, and in this branch of the Service we have our position clearly defined by the Washington Agreement which we have signed, and to which we intend loyally to adhere. Dividing them into post-war, war, and pre-war ships the figures for Great Britain are 3, 8, and 12 respectively, excluding the training ship "Thunderer"; but of these, four have to be scrapped as soon as the "Nelson" and "Rodney," now under construction are commissioned.

For the United States the figures are 5, 5, and 8.

For Japan the figures are 2, 4, and 4.

Neither France nor Italy possess either post war or war-built capital ships, but have sufficient older vessels for the defence of their coasts.

In the matter of capital ships, therefore, we maintain something like a one-power standard, although the modern design of the backbone of the American Battle Fleet gives them an advantage which must not be overlooked.

CRUISERS.

It is in the matter of cruisers, which are so essential for the protection of the Empire, that we fall dangerously below the standard which is necessary. The impression which the German corsair cruiser "Emden" made on British opinion in the early days of the war cannot easily be forgotten. This ship and her consorts were pursued by no



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less than twenty-three Allied vessels, yet they contrived to elude them for months, and cost Great Britain alone some £3,500,000 in ships sunk. Values have gone up vastly since then, and, were she operating to-day, the bill would have been a very much heavier one for us to pay. Yet she was handicapped by the fact that the entry of Britain into the war came as a surprise to Germany. Had they intended to attack British commerce in July, 1914, they would have made very different dispositions of their Fleet, and would have been infinitely more successful. We may not be so lucky in the next war, and a carefully concerted attack on British commerce and the communications of the Empire would be a very difficult operation to check.

For the purpose of considering the strength of the British Navy it is not sufficient to count the number of ships only. Its primary purpose is to protect the trade lanes and the food supply of the country, therefore it is essential, not only to calculate the British ships that are necessary for that purpose and that are available to protect our commerce, but also the foreign ships that could be dangerous to it. On this account cruisers must be divided into four classes (A) the Washington type, a type which is practically standardised as a ship of 10,000 tons, with a speed of 34 knots, and an armament of 8-in. guns. (B) ships of 7,000—9,999 tons, with a speed of 20 knots and over, (C) modern ships of 5,000 tons to 6,999, and (D) small cruisers of under 5,000 tons, and older ships.

COMPARATIVE CRUISER STRENGTH.

| | G. Britain. | U.S.A. | Japan. | France. | Italy. |
|----------|-------------|--------|--------|---------|--------|
| Class A. | 0 3 11 | 0 0 8 | 0 4 0 | 0 3 3 | 0 2 3 |
| " B. | 6 0 7 | 10 0 0 | 2 0 0 | 0 3 0 | 0 0 0 |
| " C. | 9* 0 0 | 0 0 0 | 14 0 0 | 2 0 0 | 1 0 0 |
| " D. | 21 0 0 | 14 0 0 | 16 0 0 | 13 0 0 | 9 0 0 |

*The British programme projected includes two cruisers from the Australian Navy which will replace two ships in class C. These Australian ships are included in the British total, but they are built for local requirements, and may not be available when and where they are most needed.

As the British ships are intended primarily for defence, and the advantage is with the attacker, it is necessary always to move them down one class compared with foreign ships in order to get their true value to the nation. Class D ships are practically useless for defence work in distant seas, but they may be very dangerous in attack.

The minelayer "Adventure" has been omitted from this table, as she is a cruiser only in size and speed; her weak armament makes her useless for cruiser duties.

The British cruiser projected cover a period of five years; the programmes of other powers are for short periods, and are intended to be increased in successive years.

DESTROYERS.

In the matter of destroyers the position is even more serious than it is in the matter of cruisers—for these lightly-built craft cannot maintain a patrol ceaselessly as can a well-built cruiser, but have to be constantly returning to port to refuel, refit, and rest their crews. At the present moment the position is as follows:—

| | G. Britain. | U.S.A. | Japan. | France. | Italy. |
|------------------|-------------|-----------|--------|---------|--------|
| Flotilla Leaders | 18 | ... | ... | 7 | 15 4 |
| Destroyers | 136 2 27 | 203...112 | 101... | 15 85 | 18 60 |

* Long term programme, definitely fixed.

† Long term programme, liable to increase.

‡ Short term programme.

PATROL CRAFT.

At the end of the war we had 1,319 surface patrol craft, or auxiliary naval craft as they are described in the Washington Treaty, in commission for the purpose of patrolling, conveying, and keeping down the submarine blockade, in addition to M.L.'s and mercantile auxiliaries. Yet they could not prevent a huge number of food ships being sunk, the price of all foodstuffs being rapidly advanced, and the whole country being rationed to a degree that caused considerable hardship. To-day we only have 326, and the conditions under which they will work are almost certain to be very much more difficult than they were in the last war.

SUBMARINES.

As regards submarines, Great Britain has little more than half the number of the United States, roughly the same number as Japan, provided the forthcoming programme is as small as rumour has suggested, and roughly the same number as France, being only superior to Italy, and even then by a very small margin. The actual figures are as follows:—

| | G. Britain. | U.S.A. | Japan. | France. | Italy. |
|--------------------------|-------------|---------|--------|---------|----------|
| Submarines of all Types. | 63 1 24 | 123 1 4 | 68 1 1 | 100 8 | 20 41 12 |

*Short term programme.

†Number uncertain.

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| "Furious" | ... | 19,100 " | 31 " " |
| "Eagle" | ... | 22,700 " | 24 " " |
| "Glorious" | ... | 22,500 " | 31 " " |
| "Courageous" | ... | 22,500 " | 31 " " |

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| | | | |
|-------------|-----|----------|---------|
| "Langley" | ... | 12,700 " | 15 " " |
| "Saratoga" | ... | 33,000 " | 34½ " " |
| "Lexington" | ... | 33,000 " | 34½ " " |

JAPAN.

| | | | |
|---------|-----|----------|--------|
| "Akagi" | ... | 27,000 " | 29 " " |
| "Kaga" | ... | 27,000 " | 29 " " |
| "Hosho" | ... | 9,500 " | 25 " " |

FRANCE.

| | | | |
|---------|-----|----------|--------|
| "Bearn" | ... | 21,450 " | 21 " " |
| X | ... | ... | 19 |

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is projected. It must be noted that the biggest gun carried by a British aircraft carrier is a 6-inch, smaller than that in most modern cruising ships, while the American and Japanese vessels are being designed to carry 8-inch pieces.

It is impossible to consider what the position will be five years hence, for while we have frankly put our cards on the table, and have declared the programme which is a minimum necessity to maintain the fleet in its present position, the United States, Japan, Italy, and to a certain extent France, are in a position to increase their building plans, and are practically certain to do so. This will make the position even worse than it appears above.

APPENDIX I.

MODERN SHIPS.

CAPITAL SHIPS.

| | U.S.A. | Japan | France | Italy |
|----------------------|--------|-------|--------|-------|
| Launched since 1918 | 3 | 5 | 2 | - |
| Launched 1914-1918 | 11 | 7 | 7 | 4 |
| Launched before 1914 | 9 | 6 | 4 | 9 |

CRUISERS

| | | | | | |
|----------------------|----|----|----|----|----|
| Launched since 1918 | 8 | 10 | 17 | 5 | - |
| Launched 1914-1918 | 31 | - | 2 | 2 | 2 |
| Launched before 1914 | 8 | 20 | 13 | 15 | 11 |

DESTROYERS.

| | U.S.A. | Japan | France | Italy | |
|------------------------|--------|-------|--------|-------|----|
| Launched since 1918... | 29 | 148 | 45 | 19 | 21 |
| Launched 1914-1918 .. | 158 | 132 | 29 | 25 | 32 |
| Launched before 1914 | 2 | 30 | 4 | 27 | 8 |

SUBMARINES.

| | | | | | |
|----------------------|----|----|----|----|----|
| Launched since 1918 | 21 | 53 | 49 | 16 | - |
| Launched 1914-1918 | 34 | 51 | 6 | 24 | 42 |
| Launched before 1914 | - | 10 | 6 | 11 | - |

APPENDIX II.

The building programme as approved by the Government is as follows:—

CRUISERS.

| | 1923-26 | 1926-27 | 1927-28 | 1928-29 | 1929-30 |
|--------------------|---------|---------|---------|---------|---------|
| Class A. | ... | 4 | 2 | 1 | 1 |
| Class B. | ... | - | 1 | 2 | 2 |
| AIRCRAFT CARRIERS | - | - | - | - | 1 |
| DESTROYERS | - | - | 9 | 9 | 9 |
| Submarines, O Type | - | 6 | 6 | 6 | 5 |
| " Fleet Type | - | - | 2 | - | 1 |

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WALTER T. BRUNTON; SHEPHEARD E. LINDLEY.

| | | | |
|--|------------|---|---|
| Subscribed Capital | £1,000,000 | 0 | 0 |
| Capital Paid Up | 140,000 | 0 | 0 |
| Reserve Fund | 100,000 | 0 | 0 |
| Perpetual Deposit with Government | £20,000 | 0 | 0 |
| Trust and Agency Funds under Administration exceed | 25,000,000 | 0 | 0 |

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| | | | | | |
|-----------------------|-----|---|---|---|---|
| Gunboats | ... | 4 | - | - | - |
| Motor Launches | ... | - | 4 | - | - |
| S'bm'rine Depot Ships | ... | 1 | - | 1 | - |
| Net Layer | ... | - | - | - | 1 |
| Repair Ship | ... | - | 1 | - | - |
| Floating Dock | ... | 1 | - | - | - |

APPENDIX III.

AN OUTLINE OF THE PRINCIPAL PROVISIONS OF THE WASHINGTON TREATY.

The following is a general outline of the outstanding points in the Washington Treaty as far as it pertains to ships of war:—

PARTIES TO THE TREATY.

The British Empire.
The United States of America.
Japan.
France.
Italy.

CAPITAL SHIPS.

A limit is placed on the displacement, armaments, and total tonnage of Capital Ships of the Contracting Parties.

A Capital Ship is a ship of over 10,000 tons displacement or carrying guns of more than 8-inch calibre.

The maximum calibre of gun which may be mounted in any ship is 16 inches.

The maximum tonnage of individual Capital Ships is fixed at 35,000 tons.

The maximum tonnage of Capital Ships which may be maintained is as follows:—

| | | |
|----------------|-----|---------------|
| British Empire | ... | 525,000 tons. |
| United States | ... | 525,000 " |
| Japan | ... | 315,000 " |
| France | ... | 175,000 " |
| Italy | ... | 175,000 " |

AIRCRAFT CARRIERS.

The displacement, size of armaments, and total tonnage of Aircraft Carriers of over 10,000 tons of the Contracting Powers are limited.

The maximum tonnage of Aircraft Carriers is ordinarily 17,000 tons, but each Power may build not more than two of these vessels of not more than 35,000 tons.

Aircraft Carriers may not carry guns of greater

calibre than 8 inches, and the number of these guns allowed to be carried is limited.

The total tonnage of Aircraft Carriers of over 10,000 tons displacement which may be maintained by the Contracting Parties is:—

| | | |
|----------------|-----|---------------|
| British Empire | ... | 135,000 tons. |
| United States | ... | 135,000 " |
| Japan | ... | 81,000 " |
| France | ... | 60,000 " |
| Italy | ... | 60,000 " |

REPLACEMENT.

There is an agreed programme of replacement of existing Capital Ships, individual existing ships being named for scrapping in each year. The dates for commencement of replacement vessels are included in the Treaty.

SHIPS OF 10,000 TONS DISPLACEMENT OR LESS.

No limit is placed on the number of ships of 10,000 tons displacement or less, whether they be Cruisers, Aircraft Carriers, Submarines, Torpedo Craft, or other auxiliaries of the Main Fleet.

NAVAL APPOINTMENTS.

Following is the latest list of naval appointments:—

Captain: Francis H. W. Gooden, to Sydney in command and as chief staff officer to Commodore Hyde, C.B.E., commanding H.M.A. Squadron, to date July 26. Commander: Edwin G. Morris, to Sydney, to date July 26. Lieutenant-Commander: Arthur G. Mack, to Sydney and as squadron torpedo officer, August 12. Lieutenant: Andrew S. Donovan, to Sydney additional, August 12. To Penguin additional, to await passage, August 18, and to Corbier additional for passage to United Kingdom per R.M.S. Mooltan for reversion to Royal Navy, August 25; William H. Williamson, to Adelaide, August 3; James C. D. Esdaile, to Sydney and as squadron A/S officer, August 4; Lieutenant (E): Walter H. B. Randa, to Adelaide, June 26; Otto F. McMahon, to Adelaide, additional, August 1. Surgeon Lieutenant (D): Alfred R. Woodcutt, to Timgia, August 2; John E. Richards, to Platypus and for squadron duties, August 5; Hugh Wright, to Penguin, August 8. Commissioned Gunner: Francis W. Potter, D.S.C., to Timgia, July 26; Charles H. Soper, to Timgia additional, July 26. Warrant Engineer: Brifoteaux Laughton, to Corbier additional, August 1.

Promotions.—Surgeon-Lieutenant William Edward John Paradise to be Surgeon-Lieutenant Commander, August 1; Paymaster Lieutenant Commander Charles H. Spurgeon, O.B.E., to be Paymaster Lieutenant Commander, July 1.

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BALANCE SHEET—YEAR ENDING 31/12/1925.

| RECEIPTS. | £ s. d. | EXPENDITURE. | £ s. d. |
|-------------------------------|----------|---|----------|
| Cr. Balance as at 31/12/24 | 89 18 4 | Purchase of Oars | 4 0 0 |
| Contributions by Cadets | 31 6 3 | Gear for Depot—Anchor, mooring, chain, ropes, etc. | 8 1 10 |
| Ex Ladies' Committee | 42 10 0 | Timber | 0 14 8 |
| Donations and Membership Fees | 7 12 0 | Repairs to Side Drums | 2 8 8 |
| Rentals | 91 0 0 | Pence Cards | 1 2 6 |
| | | Exs. for Officers' boat time at Depot—24 hours concreting | 3 5 0 |
| | | Proportion Gas A/c. | 2 0 0 |
| | | Installation of Electric Light and Meter, Light A/c. | 28 13 1 |
| | | Typewriter | 15 0 0 |
| | | Audit Fee | 2 2 0 |
| | | Advances to Ladies' Committee | 8 10 0 |
| | | Advances to Officer-in-Charge for entertainments, lounge, wreaths, Cot—Balmain Hospital | 21 2 0 |
| | | Uniforms | 1 1 11 |
| | | Sundries—Carriage, Sand, Stationery, Postages, etc. | 5 10 11 |
| | | Bank Fee | 0 10 0 |
| | | Rent for Depot | 91 0 0 |
| | | Credit Balance—Cash in Bank | 96 5 2 |
| | £262 7 7 | | £262 7 7 |

I hereby certify that I have examined the records of the Branch and find the above statement to agree with same and to be in order.

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PLEASE NOTE.

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

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AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are:—

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

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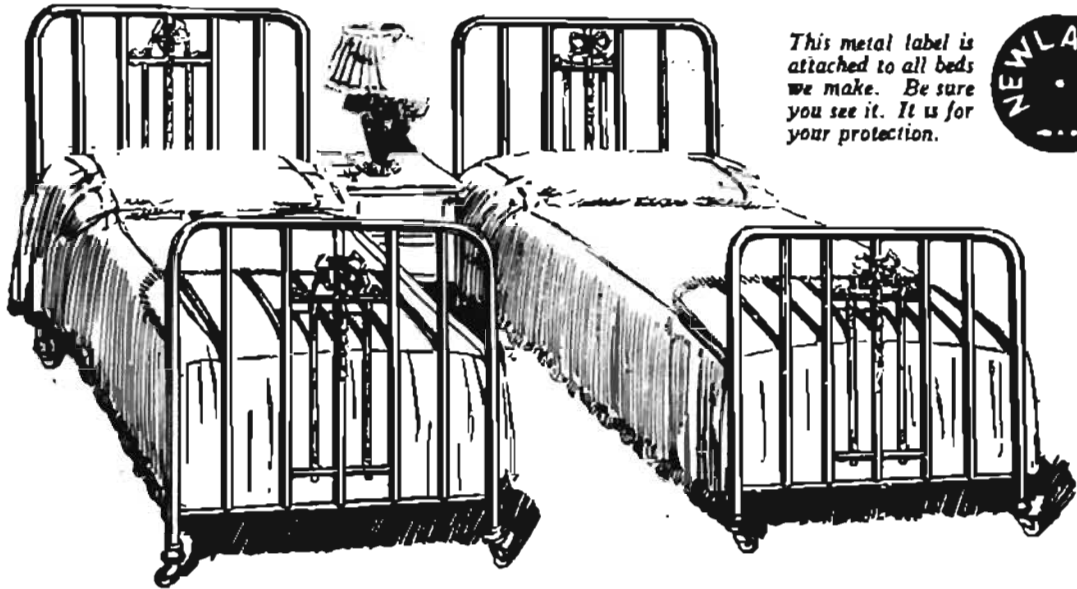
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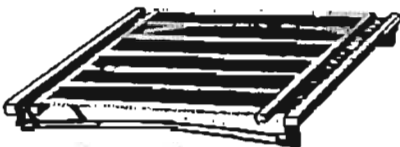
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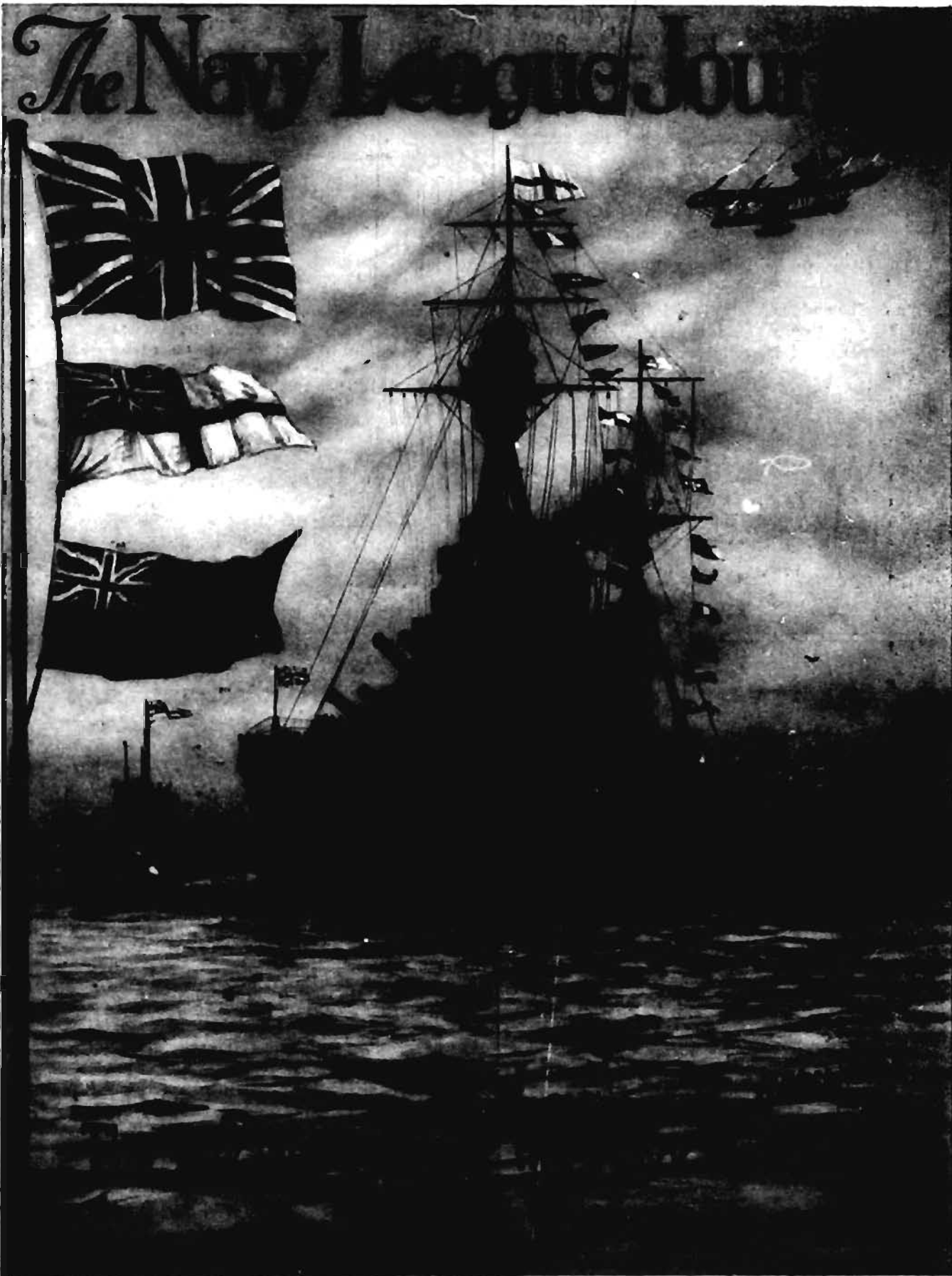


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SEPTEMBER, 1926.

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The Navy League Journal

VOL. VII. No. 5.

SYDNEY, SEPTEMBER, 1926.

PRICE 3d

Imperial Unity and the League.

IN the midst of the problems of a growing and virile nationality and in the absorption of pressing domestic affairs we must not lose hold of or sight of the great responsibilities that are ours by virtue of our sisterhood in the far-flung group of self-governing nations of the Empire. Each of these nations has its peculiar domestic problems. And each, again, in the course of its growing and history, gains a specialist knowledge and experience which have already been—and which are becoming of greater utility every day—of the utmost service in the development of the Empire in the widest sense. By reason of geographical position, by its experience with other races, neighbours and aboriginals, by the bounties and exigencies of its climate and the particular trend of social and economic development—in fact, all those forces that mould a nation and stamp it as a definite unity from an erstwhile heterogeneous mass, each obtains a fund of knowledge that can be pooled and usefully exchanged and with which it is armed to take its own strain in the structure of Empire.

One of the greatest blessings of life is to live in peace and understanding, and this state, like any

other good thing, must be fought for and striven for. It necessitates the will and knowledge to understand and the courage and active duty to secure and maintain adequate protection for ourselves in the pursuit of our lawful occasions. It behoves, therefore, every thinking citizen to devote a little more of his time, thought, and money that this active spirit may be nurtured and kept alive.

During a period of rehabilitation, extension and progress, in the stress of our work-a-day lives, there is a tendency to lose sight of the need to insure the fundamental basis of our society on which not only is built the real progress of national life but which is the first and imperative condition of living at all.

Against this natural human tendency the Navy League acts as a resistant and buffer. It is watchful of its greatest adversaries, apathy and indifference, with whom it wages warfare eternal. And so it follows that the League offers logical scope for action and information to everyone who has the interests of his Country and Empire at heart.

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Name Origins not Generally Known.

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(PRESIDENT ROYAL AUSTRALIAN HISTORICAL SOCIETY)

ON Monday, May 7, 1770, Lieutenant James Cook in H.M.S. Endeavour left Botany Bay at 8 a.m., and 'at noon was abeast an open bay, distant two or three miles, in which there appeared to be a good anchorage, and which I called Port Jackson.'

These are the words as Cook wrote them, and the story believed for many years was that the seaman on the look-out who reported the open bay was named Jackson, and Cook named it after him.

But there was no one of that name on the ship, so, of course, that cannot be true. We find the true source of the name from the old church at Bishops-Stortford in Hertfordshire, where a tablet on the wall has this inscription:—

To the Memory of

SIR GEORGE JACKSON, BART;

afterwards

SIR GEORGE DUCKETT, BART,

Judge Advocate of the Fleet,

Who died 15th December, 1822, aged 97 years.

He was for many years Secretary to the Admiralty and a member of Parliament for Weymouth and Melcombe Regis and Colchester.

CAPTAIN COOK,

of whom he was a zealous Friend and early Patron, named after him

Point Jackson in New Zealand

and

Port Jackson in New South Wales.

At the time the Endeavour left England there were two joint Secretaries of the Admiralty, Mr. George Jackson and Mr. Philip Stephens, and Cook following his custom of naming places after officials, called two points in New Zealand Point Jackson and Point Stephens. And two harbours in New South Wales he named Port Jackson and Port Stephens.

Captain Arthur Phillip, R.N., the first Governor of New South Wales, like the great navigator Cook, named Rose Bay and Rose Hill after an official, who was the Right Honorable George Rose, M.P., the Treasurer of H.M. Navy, President of the Board of Trade, Clerk of Parliament, &c. This gentleman who died in 1818, aged 72 years, is credited in an obituary notice with having been the original projector and unwearied promoter of Saving Banks throughout the Kingdom, and to which excellent institutions he undoubtedly con-

tributed more than any other individual either in the Government or the country.

Dawson Point is a place of considerable interest at present as it is where the great bridge that will cross the harbour to Milson's Point will commence to creep its way across. It has borne its name for over 130 years, but was variously spoken and written of as "the western point" and "Point Maskelyne." The first of these two explains itself, the latter is derived from. Nevil Maskelyne, the Astronomer Royal of Greenwich Observatory, who went on board the Sirius (Governor Phillip's ship) "the timekeeper and instruments necessary to determine its rate of going," and which were landed and placed in an Observatory which Lieutenant Dawes of the marines erected "on the point of land which forms the west side of the Cove"; for this officer was charged by the Board of Longitude with observing the expected comet.

Lieutenant Dawes also had his residence here; for Mrs. John Macarthur in writing home to her relatives in England, says: Under date 7th March, 1791—"Mr. Dawes we do not see frequently. He is much engaged with the stars that to mortal eyes he is not always visible. I had the presumption to become his pupil and meant to learn a little astronomy. It is true I have had many a pleasant walk to his house (something less than half a mile from Sydney), have given him much trouble in making orreries and in explaining to me the general principles of the heavenly bodies; but I soon found I had mistaken my abilities, and blush at my error."

The Rev. Nevil Maskelyne, D.D., F.R.S., died at the Royal Observatory, Greenwich, on February 9, 1811, aged 79 years.

Lieutenant Dawes returned to England in 1792, and was appointed Governor of Sierra Leone; he was afterward in the West Indies, and he died in 1836.

It was in February, 1789 that the powder magazine on the Point was finished. This building was demolished recently to make room for one of the piers for the bridge, and the stone with R.R., 1788, on it has been preserved. The letters stand for Robert Ross, who was the Major in command of the Marines serving in the colony, and was also Lieutenant-Governor. It was also on this Point that the first battery was erected by and in charge of Lieutenant Dawes. So Dawson Point has played an important part in the history of Port Jackson.



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Temporary Abandonment of the Present System of Training Boys for the Royal Australian Navy.

THE Navy League has always been deeply interested in anything that has a bearing on the fostering of a Sea Spirit in this Island Continent and has for some years past kept in close touch with the system of training boys for the Royal Australian Navy. Recently the question of training has come very much into the limelight and it has been decided that the training of boys for the Service is to be definitely abandoned for at least 5 years. Also it is mooted that in, say 3 year's time, the question of training will be re-considered:—whether or no it is feasible to re-organise and continue boy-training after the 5 years' quiescent period.

In place of the above, the system provisionally urged for the immediate future is a period of only 3 months training, the trainees to be young men of an average age of 19 years.

It will be seen, therefore, that this change in the vital policy of training is complete and drastic; but it is put forward as a necessary measure of economy. It is true that ship-construction costs will have to be met in the near future but it is a pity that the groundwork of training an efficient personnel for the manning of these ships should be even temporarily sacrificed and reduced to desuetude.

The training of the future rank and ratings of the R. A. N. is of the utmost significance, and the work, quiet and unostentatious as it may seem, bears full fruit in due season. It will be perhaps 5 years ahead that any cessation or diminution of training lads for the Service will begin to be felt to any great extent, but thereafter the results of such a policy will show rapidly and cumulatively.

It is axiomatic in Naval circles that it is, supremely necessary to train boys destined for the Service, whether they be officers or men, at a comparatively early age *i.e.*, at their most plastic and receptive years. It is more essential to-day than

heretofore, so that the youngster when the time comes may be educated in the highly technical branches of knowledge that is required in the smallest vessel of the Navy. And apart from the purely educative, and, what may be described as the utilitarian point of view, the sailor has to be imbued with the true value of discipline, the ethics and tradition of an institution of which they are members and which has produced men of the finest type as citizens, and for the job that is theirs.

During the last 14 years a consistent policy of training has been carried out with excellent results. A large proportion of the Petty Officer personnel in our Squadron have been boys who have passed through these training courses, and they are also to be found in the present Instructional Staff of the Training Establishment. The high standard attained in efficiency by the men manning our ships is recognised by the Imperial Navy and the other Dominions, yet is not so generally recognised by the public in Australia. Perhaps the fact is so near home that it is taken for granted and any such expression of opinion might smack too much of self-laudation. An important work such as the establishment and maintenance of an up-to-date Training School is, relative to other naval commitments, by no means a great burden in the monetary sense; and, when its undoubted utility and the fundamental part it plays in the economy of the Navy is borne in mind, its benefit and need far outweigh and inestimably cover the relatively small charge on moneys that is incurred.

As stated above the results will be cumulative and more severe during the passage of time. Immediately no great harm will accrue—in fact an immediate benefit will arise; a certain saving of expense in this direction. But we venture to suggest that it will not be saving in the long run.

With whatever vigour and ardour any training scheme is taken up in the future some years will

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be irretrievably lost. These can never be made up, and must be written off as a deficit when balancing up the advantages and disadvantages of the proposed curtailment.

It therefore is the paramount duty of the League to draw attention to these facts and the deductions to be made therefrom. In no way do we wish to be unreasonable or didactic on the question from first to last, but we do desire that no hasty conclusions and matter-of-fact considerations shall obscure and defeat its real, vital issues.

The Navy League further, in what it considers to be in the best interests of the Service in this regard, intends to do all in its power to set the facts before the public, and actively to combat any proposal that has for its object any material reduction in the present policy and programme of boy-training.

STRESS!

O. R. D. B.

Ships a sailing—

Outward sailing

Toward the gloaming wrack,

Stemming a rising sea and trailing

Smoke-drift 'long the track!

Day dies; the dear night's shade

Settles mistily.

As questing, lab'ring hulls slow fade
Into mystery.

Ships a looming—

Dimly looming

Out the lowering wrack,

With a growing gale a booming

'Long the homing track!

Salt-scarred the white hulls 'merge,

Silent and chastened;

And gath'ring strength, a quiet urge,
Pass on unheeded.

BOYS' WEEK.

"If you are going to do anything permanent for the average man, you have got to begin before he is a man. The chance of success lies in working with the boy—not the man."
—THEODORE ROOSEVELT.

The Navy League engaged as it is in one of its most important duties, that of the Navy League Sea Cadets, their control and welfare, has accepted the invitation of the Sydney Rotary Club to participate in the doings and festivities of Boys' Week.

The Rotarians have mapped out a full and varied programme for the interest, amusement and edification of boys in general; and everyone will wish them deserved success in their undertaking and that they may be in a position to give material benefits to the several institutions they are helping this year.

Our boys, we hope about 250 strong, will join in the big parade of anything from 10,000 to 20,000, which will proceed through the city, on Saturday, 25th September, and thence to the Showground. The Sea Cadets with their bands will lead this wonderful procession, comprising a number of other organisations concerned in boys' welfare.

The following Wednesday it is hoped to send a strong contingent of Sea Cadets to the Picnic at Warwick Farm, where the boys will be entertained by various societies, employers and individuals, acting as hosts. Thursday night again at the Town Hall the Sea Cadets will be in prominence in demonstrational work. Many of our Companies have signified their readiness to take part in the programme, and we can safely rely on them to show the public what smartness and discipline mean in the Sea Cadet Units of the League.

A member of our Executive Committee, and President of the Clovelly-Coogee Sub-branch, Mr. E. R. White, is acting as our delegate and representative on Rotary's Committee for Boys' Week, and by means of his exertion and enthusiasm our prospective arrangements during this important week will be systemised and perfected. We bid success and great ensuing good attend Rotary's splendid endeavour.

Naval Notes from Europe.

By a Special Correspondent.

The British Battleship *IRON DUKE*, late flagship of Admiral Jellicoe in the Grand Fleet, was recently recommissioned for service as flagship of the Third Battle Squadron of the Atlantic Fleet.

In commemoration of the landing on Zeebrugge Mole in 1918, a tablet at the spot where the assault was made was unveiled by Prince Charles of Belgium recently.

The last submarine of the British war programme, the *L26*, which was laid down in 1918, will be commissioning for trials shortly.

The U.S. Cruiser *PITTSBURGH* has been relieved of her duties as flagship of the U.S. Naval Forces in European waters by the new U.S. light cruiser *MEMPHIS*.

The "Ronald Megaw" Memorial prize, consisting of a presentation sword and its accoutrements, given annually to the Sub-Lieutenant who obtains the highest place in the year's examinations, has, for the year 1925-26, been awarded to Sub-Lieut. E. K. Le Mesurier of the battleship *REVENGE*.

A round the world cruise is being undertaken by a detachment of the Soviet Navy. A transport serving as a floating exhibition is accompanying the squadron.

The British armoured cruiser *NATAL*, which blew up in Cromarty Firth in 1915 with heavy loss of life, is now being demolished as she lies capsized.

A giant seaplane, with engines of 2,100 horse power and wing span of 130 feet, has just been completed for the French Navy.

The Second Cruiser Squadron of the British Navy is carrying out a series of visits to holiday resorts around the English coast in place of the abandoned cruise to the Baltic ports.

Three officers of the Norwegian Navy have been promoted in recognition of their services in Captain Amundsen's Polar expedition.

The British cruiser *CURLEW* from the North American Station is now doing a three months' itinerary in Pacific waters, during which she will visit ports as far North as British Columbia.

The Swedish battleships *MANLIGHETEN* and *TAPPERHETEN* paid a courtesy visit to Portsmouth recently, and on the way home were very nearly wrecked on the Goodwin Sands.

Changes have taken place in the command of the three British monitors employed as turret drillships at Portsmouth, Devonport and Chatham. These are now the only ships of their type on the effective list.

The agitation for a revival of sail training in the British Navy has again arisen following the recent visit of the Swedish naval training ship *AF CHARMAN* to Dover, and the very smart work of her cadets.

It is rumoured that the battle cruiser *Repulse*, in which the Prince of Wales made his African and American tour last year, may be selected to convey the Duke of York to Australia early next year.

The British cruiser *CASTOR*, after a 12 months' refit at a cost of about £100,000, has been recommissioned and joined the Home Reserve Fleet.

The Italian fleet has been carrying out exercise schemes in the Mediterranean in combination with the army. These exercises form part of the campaign to foster Italian interest in naval matters.

The British light cruiser *GLASGOW*, last survivor of the Falklands and Coronel, and especially famous for her four months' chase of the *Dresden* which she finally compelled to surrender, has been placed on the suspense list.

Pembroke dockyard has now been reduced to a care and maintenance basis.

The British submarine *X1*, largest of her class in the world, is now undergoing further alterations at Chatham dockyard, following her return from an independent cruise to Gibraltar.

For the first time since the war a strong detachment of the German fleet, consisting of four battleships and two cruisers, has made a long Mediterranean cruise. The last German warships seen in those waters were the *Göeben* and *Breslau* which made their escape to the Dardanelles in 1914.

The third British submarine (training) *Botilla*, consisting of seven boats of the "H" type has been brought to full strength again by the completion of the refit of the *H28*. The depot-ship *MAIDSTONE* has also recently refitted.

After long delays the French cruiser *DUQUAY-TRUIN* has recently run her trials off Brest. She was laid down in 1922 and was to have been ready for service in 2½ years, but modifications in her original design have caused this delay.

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NAVAL NOTES—CONTINUED.

The new Yarrow-built British destroyer *AMBUSCADE* will be commissioning shortly. She was launched last January and will be, with the *AMAZON*, the first post-war destroyer to be built for the Navy.

A cruise to the Faroes and Iceland has recently been completed by the British fishery protection gunboat *KENNET*.

A large flying boat is to be constructed for the Danish navy by the Supermarine Aviation Works, Southampton.

Admiral Sir Edmund Freemantle, the 'Father of the British Navy,' holder of the office of Rear-Admiral of the United Kingdom for 25 years, has celebrated his 90th birthday.

The building of two new destroyers for service in the Dutch East Indies is under the consideration of the Dutch Government. There is a desire to bring the strength of the destroyers in the fleet up to eight—this would mean an increase of four, but the existing flotilla is obsolete for its work.

The work on the salvage of the German battle-cruiser *HINDENBURG* (scuttled by the Germans in Scapa Flow in 1918) is progressing rapidly. The operations are being conducted by Cox and Danks who have now brought a floating dock into use.

Vice-Admiral Henry Leah (retired) commander of the Portsmouth flag and depot ship *DUNE OF WELLINGTON* from 1888 to 1891, who spent a considerable portion of his 41 years service on foreign stations, has died, aged 76.

The battleship *KING GEORGE V.*, built in 1911, in the Second British Battle Squadron throughout the war, and now used as an overflow ship to the *IMPREGNABLE* (boys training establishment at Devonport), is shortly ceasing to be used for this purpose in view of impending scrapping under the Washington Treaty.

Surgeon-Rear-Admiral A. MacLean has been placed on the retired list to facilitate the promotion of more junior officers. He received the D.S.O. for his great zeal and courage during the battle of Jutland.

The Prince of Wales distributed the prizes in the Metropolitan Asylum Board's training ship *EXMOUTH*, lying off Grays, Essex, on July 6, on the occasion of the 50th anniversary of the vessel's establishment. Although she has the appearance of an old three-decker she is in reality a steel ship specially built by Vickers of Barrow.

The Latvian Government's new submarine *RONIS*, a 400 ton vessel has been launched by the Ateliers et Chantiers de la Loire. Her armament consists of six torpedo tubes, a 3 inch anti-aircraft gun and two machine guns.

The new rank of Surgeon-Captain (dental) has been introduced in the British Navy.

Farewell Luncheon to Capt. Beale.

ON Monday, the 6th of September, a farewell luncheon was given by the Executive Committee of the Navy League at the Royal Sydney Yacht Club's headquarters in honor of Captain W. W. Beale, O.B.E., the retiring organising Secretary.

The occasion was characterised by the absence of all formality, and the gathering, though feeling the great loss of Captain Beale's services to the New South Wales branch of the League, did not allow this fact to mar a hearty and cheery leaving-taking. It was the severing of a connection which was no doubt trying to all the members of the Executive. A period of relationship which stood for progress and harmony—and which, we may trust, will furnish the first, last and only precedent of the spirit in which the administration of affairs in this Branch of the world-wide Navy League has been conducted.

A notable guest of the function was Captain W. P. Townshend, R.N.R., who is at present in command of the P. & O. Branch liner "Bairnald," the vessel that takes Captain Beale and his family to England. The two captains are old friends, being apprentices together in the same line of sailers in the old days.

Those present were: Judge Backhouse, Messrs. Kelso King, G. E. Fairfax, A. G. Milson, F. W. Hixson, A. Consett, Stephen, Harry Shelley, J. Payne, J. J. Booth, C. M. C. Shannon, S. Foster-Newlands, T. H. Silk, H. Cochrane, Commander R. C. Garsia, R.A.N., Captain A. W. Pearse, Captain S. G. Green, and Mr. G. E. D. Billam.

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Annual Meeting.

THE Annual Meeting of the Navy League (N.S.W. branch) was held on Thursday, 2nd September, at Royal Naval House, Sydney. The Hon. Sir William Portus Cullen, K.C.M.G., M.A., L.L.D., President of the League, presided and, after the reading of a very comprehensive and satisfactory Annual Report and Balance sheet of 1925 by the honorary secretary, Mr. Alfred G. Milson, moved its adoption, which was seconded by honorary treasurer, Mr. C. M. C. Shannon.

In a happy address, the President emphasised the important work that the League was performing, and, analysing its chief activities, placed before the members present a remarkably vivid and clear conception of what the League stood for in its relation to the welfare of Australia and the Empire. The breadth of vision, the depth and earnestness of the President's message should prove an inspiration to all those who were privileged to be present: and on such an occasion it is a matter for regret that more members were not in attendance. Nor were the boys forgotten. Sir William had nothing but praise for the efficiency of the various sea cadet units inaugurated and fostered by the League; and publicly thanked their officers and their busy Committees for the work, time, and energy that they were devoting to the instruction, recreation, and the moulding of character of the many boys now in the movement. It is certainly gratifying to know that these units are strong numerically and their enthusiasm boundless.

The President referred to the imminent loss to the League of Captain Beale, and assured the meeting that the loss would prove a heavy one. Captain Beale's work has been filled with the ardour of a man seeking to do good, and doing good. The success of the Sea Cadet movement is largely due to his enthusiasm, patience and capacity for untiring work, and inspired at the same time with his knowledge of boys and the sea. The boys will always remember him as a good friend and inspiring example.

Mr. C. M. C. Shannon in seconding the adoption of the report referred particularly to the Balance-sheet and the Statement of the League's

financial status. He stated that it is a matter of some concern to the Executive that the revenue from membership subscriptions is slowly decreasing due to the falling off of members. As the gap widens from those days of stress and war, there is a feeling—always prevalent during periods of peace—that a good deal of the usefulness of such a league is diminished. A little thought will soon show the fallacy of such reasoning. In these days the League's work is doubly important, if only to combat this tendency. Present members are therefore invited to do all in their power to promote an increase in membership and to place our monthly Journal in the hands of their friends not at present in the movement.

When we survey the many activities of the League in New South Wales, and particularly its great work in the training of sea cadets, it is a matter for surprise that membership, and the revenue derived therefrom, should ever be the subject of criticism and enquiry.

The wide scope allowed by the League's Aims and Objects gives free play to the energies and citizenship of every public spirited man and woman, eliminating as it does political and sectarian issues. It is its wideness combined with definite legitimate objects and ideals that make its appeal universal.

The adoption of the Report was carried unanimously and the re-election of the Executive Committee as then constituted, moved and seconded respectively by Messrs. White and Cochrane, was also carried.

The President, in reply, pointed out the need to-day of a healthy attitude in the facing of facts as they are. Many writers in prophesying mood tell of the wonders of the future—of what may be or might be. Somehow or other these gentlemen erect a wonderful economic and social system on premises equally as vague, blinding themselves to the fundamental yearnings and springs of action in man; and whose creed (if it could ever possibly be realised) contemplates beatific happiness in the cessation of all disciplinary work and the forcing of an old, rapidly-maturing mind in a young body. But in youth we have a trust to execute. Its very fragility and tenderness endears us to it, and all we



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may do is to direct its growth and development—not to impede or force. The pruning knife and the hot-house must not become the usual implement in this Spring time garden. But in natural, healthy pursuits we can use the present materials for the building up of our ideals. The League's interest in boys and youths is a practical expression of this utilisation—the practical operation of a vision looking ahead and inculcating the new generation with the finest urges to work, manliness, and happiness in sane pleasures.

Events come and go: the world is a busy place; and memory plays over the past as the rays of the setting sun turn all sharp outlines into dreaming contours of hazy light. It seems a long, long time since the Titanic world struggle with its hopes and fears, misery and god-like self-sacrifice. The youth of to-day must be injected with some of that spirit of loyalty; the practical lessons that it taught must not be relegated to the dust heap of old and stuffy things.

Sir William went on to remind us of Australia's vital dependence on the sea and shipping. Our markets are world-wide. To and from the principal one—the old country—there must always be secure access; and on the navies of the Empire fall the duty of policing the trade lanes and furthering in every way the ease and precision in the conduct of passengers and the transport of the wealth of many lands. Empire routes are so wide that, in what may be termed the Navy's peaceful pursuits, it is found necessary to maintain and keep commissioned relatively large squadrons in various parts of the world; and more vital still, to keep up the strength of these units and use measures of reasonable preparedness should hostilities break out.

The President concluded by saying how happy he was to be thus associated with the League, and to hold high office in an organisation which in a very real and practical sense was keeping the ideals of service, citizenship, and pride in our Navy before the public eye, and at the same time helping the younger people to what was best in the ethics of our own time.

Members are requested to interest and enrol a friend.

H.M.A.S. "MELBOURNE."

We are glad to see the "Melbourne" back again in home waters after an absence of nine months. In conformity with the scheme of exchange ships H.M.A.S. "Melbourne" has been lately attached to the First Cruiser Squadron of the Mediterranean Fleet commanded by Admiral Sir Roger Keyes, during which time H.M.S. "Delhi" has taken her place in our fleet.

During her commission abroad the "Melbourne" was present in manoeuvres and exercises carried out by the Mediterranean and Atlantic Fleets under active service conditions.

Nearly 100 ships were present when the "Melbourne" sailed en route for home, and a hearty send-off was accorded her as she threaded her way through this mighty, awe-inspiring concourse of fighting-ships. But, perhaps, the most treasured and inspiring of all the day's glories was the farewell message of their Commander-in-Chief, which read as follows:—

"If the Australian Fleet possesses other ships that are as efficient as the "Melbourne" there can be no doubt as to the part they will play in the defence of the Empire should the occasion arise."

The "Melbourne" has done well and worthily represented our Fleet; and such service should be a source of legitimate pride and gratification to the whole nation.

NOAH'S ARK.

Major S. H. Hambling, lecturing at Plymouth Technical School in "The Romance of Shipping," remarked upon the wonders of the Ark. Considering that it was built thousands of years ago, he said, it seemed wonderful to think that it was only in 1853 that a vessel of larger proportions was constructed. The Ark was also built to the same ratio, as regards length, breadth and depth, that is reckoned now the best by naval Architects, and contained banqueting halls, a library; and even a fish pond.

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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Actg. Officer-in-Charge Mr. W. BODLASS
Hon. Secretary Mr. EDGAR FISHER
NORTH SYDNEY—Officer-in-Charge Mr. W. L. HAMMER
Hon. Secretary Mr. F. L. MURRAY
LANE COVE—Officer-in-Charge Mr. B. SOMMERVILLE
Hon. Secretary Mr. J. L. MURRAY
OOOGEE-CLOVELLY—Actg. Sec. Mr. R. STONE
Hon. Sec. Mr. J. E. MILLER

RIISING TIDE.

A perusal of the columns of Sub-branch and Company news for the past several months cannot but show that individual companies are strengthening their positions numerically, financially and by the acquisition of valuable assets for depot and working gear. Furthermore several other districts are planning to build up branches in the movement, which shows the growing interest that is being taken in our work. It is pleasing to relate that the present position attained by the various units in general indicates a busy and progressive season ahead. The success of thus getting a good start for the coming Summer months when much useful employment and pleasure may be indulged in by the boys, is due for the most part to the assiduity and keenness of their respective officers, backed up by the loyal help of the local Committees.

We are greatly indebted to the *Sydney Morning Herald* for publishing recently a very full and helpful article under the pen of Mr. S. Elliott Napier, dealing with the Navy League's Sea Cadet Units. Through such a powerful medium much good to the Companies must result and the public interest be aroused.

DRUMMOYNE—Actg. Officer-in-Charge Mr. J. HIRONS
Hon. Secretary Mr. A. WALKER
RICHMOND—Officer-in-Charge Mr. R. H. WARD
Hon. Secretary Mr. J. HIRONS
BONDI-ROSE BAY—Officer-in-Charge Mr. E. J. HEPBURN
BIRCHGROVE—Officer-in-Charge Mr. R. COOPER
Hon. Secretary Mr. F. J. MURRAY

NORTH SYDNEY

(Contributed by Mr. W. L. Hammer.)

Final arrangements are being completed for the institution of a sub-depot to be situated at Balmoral. The proposed officer-in-charge is Mr. H. R. Currington, who will be helped by an officer from the North Sydney depot for the time being. Active canvassing and propaganda work is in progress and much local interest has been already stirred. It is hoped to form shortly a strong committee through such agencies as the Parents and Citizen's Association, Mosman Public School and its headmaster. This gentleman has intimated that he is in a position to select about 25 boys, and the acceptance of this offer will serve as a very good nucleus for Balmoral.

A suitable place for the establishment of the depot has been found in Mosman Bay. It is conveniently situated, being right alongside a 3-ton slip and cradle equipped for the hauling of craft out of the water. Another very useful neighbour is the headquarters of North Shore Rowing Club. The site measures approximately 60 feet by 30 feet, and is to be leased at a very fair rental.

NORTH SYDNEY—CONTINUED.

(Contributed by Miss Murray.)

The Company wishes to convey how sorry everyone is to bid good-bye to Captain Beale. When in doubt as to anything, the first and last suggestion was; "Ask Captain Beale"; and he was always able to settle the knotty point. The Sub-Branch wishes him the best of good luck.

High Street Wharf has now the appearance of a busy place. The catheads are already installed at the end of the Point and new mechanical Semaphore set up and in use. New Cadets are continually joining, which is an excellent sign of the interest that is being aroused in our work locally. Many residents of this Suburb have recently remarked and mentioned their notice of the drilling of our boys on the lawn outside the depot; and always in compliment to their smart and seamanlike appearance. Mr. Hammer, gazetted as Senior Officer, North Sydney, is now, in conjunction with Mr. Currington, forming a sub-depot at Balmoral and another is mooted for the Willoughby district.

The Hon. Secretary is organising another Bridge Party soon and the proceeds will go to the extinguishing of the depot's furnishing debt.

DRUMMOYNE.

(Contributed by Writer C.P.O. Everingham.)

On August 29th a party of boys, under the supervision of Mr. Pickles, attended the Lantern Lecture given by Mr. Arthur in the St. John's School Hall, Balmain. The boys appreciated the "turn-out" very much, and we wish to thank Balmain Coy. for their invitation and the entertainment.

We also desire to tender our apologies to Balmain for the disparity in size of the teams when we engaged them in a game of cricket on 14th August. We can assure them that next time we will "trim the dish" and give our smaller boys a chance to display their talents.

In order to advertise our Ball the O.C. decided to organise marches through various sectors of Drummoyme on the three Saturdays prior to Thursday, the 16th September, the night of the Ball. The first was held on Saturday, 28th August, and took in that portion situated north of Bridge Road. The second had to be cancelled owing to several unforeseen contingencies arising.

The following Sunday a crew of boys, with Mr. Pickles at the tiller, went for a cruise down the Harbour. Owing to a belated departure the

expedition only reached Rose Bay and Shark Island. They saw no sign of the Rose Bay boat in the vicinity.

Mention might be made here of an experiment which has been carried out with the old set of Concord's cutter sails. The foresail has been transformed into a standing lug and a jib. A favourable opportunity has not occurred in which to test the success of this idea. Also, a plan for fitting the "Quambi" with a movable but undetachable fin has been broached by Mr. Pickles, which will, no doubt, prove a great advantage. (In lighter mood it might be added that patents have been applied for.)

Our Company meteorologist, prophet and optimist, has informed us that selling and canvassing operations are going well, and that looking into his magic crystal he has been assured that the Ball will be a social and financial success.

LANE COVE.

(Contributed by Mr. R. M. Sommerville O.C.)

We had our election of officers this month resulting as follows:—Mr. Cochran (President), Mr. Caldecoat, Mr. Oakes, Mr. Standish (Vice-Presidents), Mr. Hedges (Secretary and Treasurer), Mr. Standish, Mr. Caldecoat (Auditors).

Our cash in hand is slowly increasing, but we have a long way to go before being able to build our depot.

A successful Euchre Party and Dance was organised by Mesdames Oakes, Barker, Thomas and Sommerville, which resulted in a clear profit of £1 10s. Miss McCallum gave her services at the piano and contributed several items from her class. Misses Cooper and Harvey (Birchgrove) delighted every one by their clever display of dancing.

Our dinghy is now practically ready for use.

We wish Capt. Beale's successor every success in his new work.

Our Company was examined for Mrs. Mayne's medal for knots, bends and hitches, and after a very severe test, Cadet Caldecoat was declared the winner. Our boys did splendidly at their examinations, and gave Mr. Hiron a stiff task, and the thanks of the Company are due to Mr. Hiron for the services he rendered.

The members of our Committee attended the Felix Club dance at Birchgrove and had a good time.

ROSE BAY-BONDI.

(Contributed by Mr. C. J. Hopkins, O.C.)

"Once more into the boats" is the slogan of the boys attached to the Sub-branch, and the more boat work they get the better they like it. In this respect they are accommodated to the limit, as it is only fair to the generous donors that the fullest possible use be made of the boats.

During the month we have had trips to Watson's Bay, Clifton Gardens (where a football match was indulged in), Neilson Park, Farm Cove, Rushcutters Bay, Elizabeth Bay—a visit to North Sydney depot where we fraternized with the O.C., Mr. Hammer and his boys; also another real good time as the guests of Mr. F. W. Hixson, O.B.E., at Elizabeth Bay. As on previous occasions, Mr. Hixson catered for the boys on a lavish scale, and saw to it that everyone enjoyed themselves. Apart from his generosity in this and other directions we are indebted to Mr. Hixson for the personal interest he takes in the welfare of our Sub-Branch. (Mr. Hixson has asked us to repeat the visit at an early date).

Messrs. Houlder Bros. have generously given us a quantity of anti-fouling paint for the boats.

Mr. Brunner, Redfern Box Factory, gave us a splendid big packing case to keep our gear in at the boatshed, which is very useful and acceptable.

We omitted to acknowledge receipt of a cheque from Mr. Kelso King in a previous issue and hasten to make amends.

Mr. E. F. Bayly Macarthur, one of our Vice-Presidents, has forwarded a cheque for £3 3s.

We are pleased to acknowledge also the receipt of an anchor, and set of boxing gloves donated by The Navy League.

Following on and as a direct outcome of the very interesting article contributed by Mr. S. Elliott Napier published in last Saturday's "Sydney Morning Herald" on "The Navy League its Aims and Work" we have received a letter from Mr. N. L. R. Griffin with a cheque for £2 2s. enclosed.

Mr. Griffin in his letter states that he will be pleased to accommodate a limited number of boys (5) on his yacht "White Wings" (17 tons) when racing and a greater number (10) when not racing.

We trust that Mr. Griffin's generosity and support will lead others to do likewise, and take an interest in the nearest Sub-Branch of their locality.

Our best thanks to the above gentlemen for their interest and generosity.

As mentioned in a previous issue our Company has been considerably augmented with new recruits joining up, as many as 40 being on parade at one time.

A new Company is being formed at Rose Bay which will increase our strength materially.

Mr. A. Parton, 2nd officer from Balmain, has given us the benefit of his services and experience during the week-ends. Owing to the absence of Mr. Eric Murray in the country we have been temporarily short of officers, and Mr. Parton generously stepped into the breach.

PROMOTIONS TO LEADING SEAMEN: H. Barker, L. Wilson.

At the Eastern Suburbs ball held recently at the Casino, Bondi, we furnished a Guard of Honor to Lady de Chair. Her ladyship expressed her appreciation on the smart appearance of the boys, and requested the O.C. to convey her thanks to the Company for their splendid showing.

Lady de Chair signified her intention of being present at the forthcoming ball to be held at the Casino at an early date in aid of the Rose Bay-Bondi Sub-branch.

During an interval between dances the Company led by a detachment of Highland pipers did a Grand March around the ballroom, which aroused great enthusiasm.

Mr. A. Kerr generously provided supper for the Company after the march, and the amount of Jellies left untouched, showed that they had met their Waterloo.

All hands agreed that it was "some night" in all respects. Among others present who have promised their interest and support are:—Mr. and Mrs. Robert Layton, Mrs. C. I. Davenport, Mr. and Mrs. Foster, M.L.A., The Mayor and Mayoress of Waverley, Ald. and Mrs. Jackman, Mrs. Pickering, Mrs. A. Norton, of Rose Bay, and others.

We are indebted to Mrs. Williams, Mrs. Murray, and Mrs. Krater for their untiring efforts in furthering the success of the Dance held at Harris Hall during the Month.

Owing to the short time at their disposal and the clashing of other functions on that particular night their efforts did not meet with the success which they merited but everyone had a good time—The Navy League Cadets being well catered for by having special dances and prizes as well as chocolate dances for all comers. All hands had a good time and are looking forward to our next function.

We expect to run a Social once a month when we get into our headquarters at the Returned Soldiers and Sailors' Memorial Hall, when completed in November.

Mr. W. Hunter one of our Vice-Presidents is President of the Returned Soldiers and Sailors' Memorial Hall so we can rest assured that the home fires will be kept burning to welcome us into our new home.

A party of officers met at the Secretary's Office last Saturday morning to say farewell to

Continued on page 19.



A few of the Balmain Company on the quarter-deck at their Depot.



Drummoyne Gig and Crew—after Winning a Strenuous Race.

BALMAIN.

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

Mr. T. W. Arthur's interesting lantern entertainment on 'Nelson and his Times' was well attended. At its conclusion he was accorded a hearty vote of thanks by the President, Mr. T. Fox. Mr. Arthur would be pleased to repeat his lecture should any other Company so desire and make the necessary arrangements.

A few of the cadets under Officer A. Parton recently had a day in the bush; North Ryde was the rendezvous. Mrs. B. Gilkes hospitably entertained the Company before leaving for home; thanks Mr. and Mrs. Gilkes for your kindness.

R. Gaul, late G.P.O., of this Company, who joined the barque "Garthpool," after having served portion of his time on the s.s. "Marella," writes a very interesting letter on his experiences. The "Garthpool" had trouble with her steering gear on the way home and was compelled to put into Rio de Janeiro where she was delayed for some time. The latest advice to hand is that she arrived at Falmouth on the 6th September, exactly

six months and one week from leaving Sydney; a long time to be away from home some cadets will say, but lime-juicers cannot be expected to run to a schedule.

A novel way of catching albatross is explained in his letter. Two alighted close to the barque while she was becalmed; fishing lines were rigged, and to each was attached a stout hook surrounded with salt junk. Each bird in turn gobbled the mussels and was hauled aboard. After being photographed—the spread of wings was about 18ft.—they were again liberated. He also advises that a school of sperm whales came quite close to them on one occasion.

Sharks followed them for a considerable distance, so a shark line was thrown overboard with the result that one greedy fellow was hooked. Unfortunately, the hook was not equal to the strain when pulling him aboard, and it bent like a piece of tin. Mr. Shark lost very little time in putting distance between himself and the ship.

When Master Gaul returns to Sydney the photographs he has taken should prove interesting.

John Travers Cornwell, V.C.

BOY—1st CLASS.

By Courtesy of Messrs. Hodder & Stoughton, Limited, Toronto, Canada.

"Mortally wounded early in the action, he nevertheless remained standing alone at a most exposed post, quietly awaiting orders, till the end of the action, with the gun's crew dead and wounded all round him. His age was under 16 years."—Admiral Sir David Beatty's Despatch.

"BOY—2ND CLASS."

IF you had been standing on the platform of a certain London station on the 14th of October, 1915, you might have noticed a group of a dozen or so boys. The eldest was about eighteen, the youngest was just under sixteen, and his name was John Travers Cornwell. Although he and his companions were still dressed in ordinary clothes—their Sunday-best, I fancy—they were actually on that day all members of His Majesty's Navy.

Only a little time before these boys had been at school, or selling newspapers in the streets, calling out the latest news of the war, or acting as messengers—in some way or another trying to do the work of men who had gone to fight the Battle of Liberty. But now they were "Boys—2nd Class," entitled to draw pay at the rate of sixpence a week and "all found," which means that they were to be fed and clothed at the cost of the country.

And the country was very glad and proud to do this for them, for it needed these boys for His Majesty's ships, the ships which have guarded—and will ever guard—this glorious land of ours from every foe. The Navy had called for boys—but only for boys of the very best character whose record was altogether clear and clean. His Majesty's Navy will have no others for the work it does, and the work its boys do is so tremendously important that it can only be done by those who are at all times to be trusted—absolutely. By the time a boy reaches Jack Cornwell's age—and before that—it is known whether he can be trusted or not. This little book is written to tell the story of a boy whom the Country trusted, and of the way in which he repaid that Trust.

Jack Cornwell, as he was always called, was the second son in a happy little family of three boys and a girl. His father and mother were both country folk, one coming from Cambridge, the other from Bedfordshire. There had never been much money to spend in their home in a small street at Manor Park, and it had not been easy to make both ends meet since war broke out; for the father, who was a retired soldier and long past military age, had joined the Army again when he heard Lord Kitchener's call for more men. Although Jack Cornwell had few of what people call advantages—he left school when he was fourteen—he had a patriot for a father. And that's a very big advantage indeed. His mother, too, was always full of cheerful courage. She set to work to keep things going while her husband was at the war, and was helped by her eldest son who worked at a factory and by Jack himself who had secured a job after he left school as a delivery boy on one of Brooke Bond's tea vans.

Jack had always wanted to be a sailor. Longingly he had watched the vessels on the Thames ever sailing forth to the ends of the world, ever steaming into dock laden with treasure from far-distant lands. As a school boy he had listened so eagerly to the tales told by "old boys" who returned to visit their class-mates when on leave from the navy. His school had sent many boys to His Majesty's ships, and there were at one time at least a dozen on board the "Impregnable" alone.

There came a day when Jack Cornwell made up his mind to "join up." "Your country needs you," he read on a hundred posters. Needed him? Well, he was ready and willing—glad to answer the call. He went to the recruiting office and asked if he could serve in the navy. Yes—if Jack Cornwell had brought with him letters from the head of his school and from his employer. His character was "very good." Yes, his country needed him.

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Jack Cornwell was just an ordinary boy. No one spoke of him as especially clever or ambitious. He was quiet and reserved, slow of speech as of anger, seldom gave any trouble, was always straight and truthful. One of his teachers summed him up as a school boy by saying, "We always felt we could depend upon him." And that is the stuff that heroes are made of.

In the school that Jack attended, the boys are put on their honour; they are taught that straightness, truthfulness, a good character are the things that are worth while in life, that to do the work before them, whether the teacher is present or not, is the thing that counts. Each boy feels that the reputation of the whole class is in his hands, that he cannot do as he pleases, because if he does others suffer besides himself, that just as a regiment of soldiers depends for its name and fame on the pluck and bravery and endurance of every single man in it, so the success or failure of a school or a class depends on the honour and sense of duty of every single boy.

Duty and Honour—those were the watchwords of Jack Cornwell's school days. You shall read how well he remembered them afterwards, how he lived and how he died with the clear call of those words ever in his ears. Just a boy, just a very ordinary boy, but without thought of self he answered that call—when it came ringing to him out of the roar of battle. Duty called, Honour called. His answer cost him his life; it gained for him everlasting glory.

Just an ordinary boy, but because he obeyed that call of Duty and Honour—think of it! His name goes down to the ages with the names of those grand old heroes Drake, Frobisher, Blake and Nelson. Think of it!—when in the years to come people read of the great war the story of Jack Cornwell will be part of the history of the British Empire.

IN TRAINING.

Now let's see just what a "Boy—2nd class" learns and does when he joins His Majesty's Navy.

Jack Cornwell was trained at Keyham Naval Barracks near Plymouth Sound. There were about six hundred boys in this Royal Training

Establishment which was different from other naval schools in one rather startling way. It was entirely on land. At first you may well smile at the idea of teaching a young sailor his business on land instead of on sea, but in the early stages, at any rate, it has many advantages. For one thing—and you may certainly smile at this—it is not easy to teach a boy anything at all when he is sea sick; for another, there is much more space in which to keep the models and all the hundred and one things that are used in the daily classes, and you can learn all about the lead and compass and the theory of seamanship and gunnery just as well in a classroom as you can on a ship. The practical part, which must of course be learned at sea, comes later.

The boys at Keyham were divided into "messes," or classes, of twenty. These messes always kept together, and each mess passed through the course of training as a whole. In this way it differed from a school, where certain boys at the end of the term go up to another class, and others remain where they are. The course of training meant hard work, "jolly hard work," for the boys then had to learn in six months what in peace time they would have been given two years or so to tackle. It was quick work, it was tough work, but the enemy wouldn't wait. The boys were wanted.

Here's the order of Jack Cornwell's day. The morning bugle sounds at a quarter to six—half-past five in summer. Rolling up hammocks, prayers, clearing and tidying up the quarters till eight o'clock, then a hearty breakfast. Inspection by the officer of the day at half-past eight, and by nine o'clock the classes are in full swing. Dinner at mid-day and then work again till three, except on Wednesdays and Saturdays, which are half-holidays, and after that games or practice in rowing and sailing. Tea at five, then "go as you please," till hammocks are slung at half-past eight. By nine o'clock when the bugle calls "Lights out," most of the boys are asleep. It has been a very full day, but they have enjoyed every minute of it. There is plenty of fun as well as work and exercise, and the food is just as good and plentiful as it can be.

What did these boys really learn at Keyham?

First of all, of course, Seamanship. It's a big word and means a tremendous lot, and is divided into many subjects, to each a week is given. Jack Cornwell's first week was taken up in learning all about his kit, how to roll his hammock, look after and wash his clothes. Next came a week of semaphore or signalling work, then a week learning "bends and hitches," or what you and I would call knots—it's very important to know how to knot a great rope so that it won't slip—and after that all the mysteries of the compass by which a sailor steers his ship. Jack Cornwell himself had, of course, to learn to steer at the wheel—there were full-size models worked by electricity at the training establishment—to rig and sail a boat, to throw the lead by which soundings are taken to find the depth of water. He had to know all about anchors, how to cast them and to weigh them, and he spent a good deal of time on "lights" which mean so much in guiding the sailor through the darkness of the night.

His play was almost part of his work, for he spent many of his spare hours in the boats learning to "row a good oar," and had the joy of belonging to a winning crew in a boat race. He was keen, too, on football and played well. Now and again he and his friends took part in concerts at the barracks, and sometimes when a ship came into dock they would be taken all over it so that they might see what their future quarters would be like, and how, in actual fact, things on board ship fitted in to all they had learned from the models of their classes. And in the evening they would listen to the yarns their instructors—"old sea dogs"—would tell as they sat round the stove in their mess room—yarns of daring and adventure, of storms and fights, of heroism and duty well and truly done.

Jack Cornwell worked with a will at Keyham. Against his name is no record of what they call "crime" in the Navy, no bad marks, you might say. "He was quick and intelligent, he tried hard and behaved well. Yes, a good boy!" so one of his instructors speaks of him. He was always cheery, and that made him popular among the other boys; always spic and span, taking pride in his appearance, and that gained for him the post of messenger to the Commander of the school.

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Jack Cornwell was confirmed while at Keyham, and though, like most boys, he spoke little of his feelings, I know that in his quiet way the service meant a great deal to him. He acted upon his faith rather than talked about it—and that's the very best thing a boy can do.

After three months Cornwell and his mess started their gunnery course. He was taught by a first-class petty-officer who was an old navy man and at one time a London police sergeant. Now gunnery calls, as you may imagine, for the utmost quickness of eye and hand; everything has to be done at lightning speed. A wrong movement, a slow movement, the slightest mistake in following an order, the least hesitation in carrying it out, and—well, the chance is lost, the whole plan behind the order tumbles to pieces. Although the modern naval gun is a marvel of machinery it is useless unless it is served by men and boys of quickest brain and deftest hands.

It is so wonderfully made that it takes wonderful skill to work it—for, as you know, the more complicated a piece of machinery is the more careful you have to be in handling it, and the more likely it is to "go wrong."

Now there's great danger that you and I should look upon heroes like Jack Cornwell as so gifted, so naturally clever and brave, so out of the ordinary that we say to ourselves it is no good our trying to follow in their footsteps because we are not "made that way"—we haven't "got it in us." I am not going to pretend that we all have Jack Cornwell's chance of showing what we can do and endure when the guns are booming and the dead and dying lie around us; but I do say, and say again, that this was a very ordinary boy as far as any one could judge at school, at the training establishment, and on his ship. You would think that every one at Keyham would have marked him out as the one boy among all the others. But no—in some ways he was a long way behind his companions. Jack Cornwell found his gunnery course, for instance, full of difficulties. He had learned "seamanship" easily and rapidly; gunnery was very hard, and he was not as quick as he might have been, as others were. He made up his mind he'd do his best to learn, and his instructor says he was "quite good" by the end of

his course. But no one at Keyham ever spoke of him as brilliant or in any way uncommon. I'll tell you how they did speak of him there, and then you'll understand. "He was a thoroughly decent lad—he had a lot of character—he was a good boy." That's all.

Over and above all this naval training there was something else that Jack Cornwell learnt, about which it is not easy to write, for it is very difficult to put into words. He learnt discipline. He learnt it in a hundred ways—in the football field, at the mess, in the classes, in the boats, by the fire in the evening; all day long he was taught that to obey without questioning, without hesitation, is the secret behind all the might and majesty of the British Navy. He began to understand that orders, rules, regulations are not made by those in authority just for the fun of making them and in order to vex and annoy those under them, but because long years of experience have proved that by obeying these orders, rules, and regulations, and in that way only, can a ship and a ship's company do the work it has on hand. He began to see that those above him, right to the top of the tree, were subject to the same discipline, though it might take different forms, that he was an important member of a glorious team, important because every player had to do his very best if the team was going to win. Slowly, surely he realised that while he might do everything possible to score for himself, while he had every right to think for himself and to be himself, it was much more important that his side scored, and that often he must sacrifice his own wishes and his own ambitions for the good of the team. Through discipline, Duty and Honor, the watchwords of Jack Cornwell's school days were brought into touch with every-day work.

When the sergeant shouts, "Left! Right! Left! Right! Halt! 'Bout turrnt! Forrm fours!" and you march and turn and do this and that at the words of command you may be tempted to think it is all very silly and useless to ask what good such drill can possibly do. But watch a boy at his first drill and look at him again after a few weeks' training. At first he hesitates as he hears each order. He has to pause and think before he is certain which is left and which is right; he



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"bout turns" the wrong way; he gets into a muddle when he tries to "form fours." But gradually he learns to answer each order correctly, smartly, almost before the word is out of the sergeant's mouth. He hasn't to wait and think, to wonder which way he has to turn; to do the right thing at the right time has become part of his nature. That is the result of discipline. And so in the din of battle when he can see nothing for the smoke, when his body and brain are numb from the shock of the falling shells, if he hears an order he carries it out in spite of all his weakness, and in spite of hardly understanding what it means—just because drill has trained him to obey. That is what discipline does, and that is how battles are won.

There come moments in all our lives when we have no time, perhaps have no power, to think of right and wrong, of what we ought to do. Most of us want so badly to do the plucky, the brave thing, the right thing when we have the chance, but shall we?—if that chance comes suddenly, without warning, and passes in a flash before we have time to work things out in our minds? Yes, if we have been so trained, and we have so trained ourselves, by discipline that at the very whisper of the call of Duty and Honour we instantly respond as to a command. No, if we are always thinking about ourselves and what we are going to get out of life, and forget that it is what we give and not what we get, what we do, and not what reward we receive—that is what matters.

How did Jack Cornwell learn all this? Largely, I think, from the petty officers who taught him, men who had seen much of life in all parts of the world, men of many years' service, whose pride in the Navy was catching, who by their example and their teaching and their stories showed how reasonable and wise and necessary was the spirit of discipline. Discipline was a great part of their lives, because it was a great part of the Navy's life, and they lived for the glory of the Navy. And so that splendour of discipline, which so many people think is a dark, cruel, ugly thing, lightened and brightened Jack Cornwell's days. And in that light he died—and lives for ever.

(TO BE CONTINUED.)

GOT HIS GOAT.

The story goes of a Chief Boatswain's mate, a most invaluable adjunct to the ship's concert party, being the possessor of a very good bass voice, suffering an unignited interruption during his rendering. A dapper, smart little man, with a neatly trimmed beard and a thorough disciplinarian but on the whole very well liked by all the men, he was just reaching the deep critical final of "Asleep in the Deep," when in the frequent pause before the final admonition there rang out a long attenuated "Baaa!" This unseemly behaviour from the direction of the back rows was fittingly reproved by the artist albeit his style was rather cramped in forcefulness by the presence of visitors. The song remained forever uncompleted and it was with difficulty that he was persuaded afterwards that the culprit was the goat, a great pet of the ship's company, which in fact chose this inauspicious interval to vent his appreciation and applause.

NAVAL APPOINTMENTS.

Following is a list of the latest naval appointments:—Commander: Cuthbert J. Pope, to Sydney, additional, to date October 14; to Penguin, additional, to await passage to United Kingdom, to date October 16; and to Cerberus, additional, for passage to United Kingdom, per Ceramic, to date October 23. Lieutenant-Commander: Gordon B. R. Rudyerd Helpman, to Adelaide, additional, to date October 12; and to Sydney, and as a squadron navigating officer, to date October 14. Lieutenant: Franklin B. Morris, to Melbourne, additional, to date October 8; and to Melbourne, and for "N" duties, to date October 12; John R. P. Rayne, to Adelaide, to date October 12; Neven R. Read, to Platypus, to date October 15. Sub-Lieutenant: Charles Reid, to Success, additional, to date October 15; Pt-Hip Bailhache, to Adelaide, to date October 8. Lieutenants (R): Robert Gray, to Platypus, to date October 8; Harrie G. D. Oliver, to Platypus, to date October 8. Engineer Lieutenant, R.A.N.R. (R): John Muir, to Platypus, additional, for 3 months' training, to date September 4. Chaplain: Rev. George Stubbs, to Cerberus, additional, to date August 24, and to Adelaide, to date October 8. Instructor-Lieutenant: George Lucas, to Cerberus, to date September 6. Schoolmaster: Henry P. Downes, to Tingira, to date September 15.

Please interest at least ONE friend in our Sea Cadet Movement.

Facts to be Borne in Mind re Boy Training for R.A.N.

1. Present system will be abandoned for a period of at least 5 years.
2. System to be adopted as a temporary measure is a course of 2 months' training for young men of an average age of 19 in lieu of a training period of 1 year for boys averaging 15½ years.
3. The belief that these changes have been recommended by the Naval Board cannot be supported. The "Sydney Morning Herald" states:—"There is no doubt—although the Board itself cannot and the Minister will not admit it—that in coming to his decision Sir Neville Howse has acted against the advice of the Naval Board. Questions that have been asked in Parliament and the excessive replies and still more significant silences of the Minister makes this implication clear."
4. All information at the disposal of the Navy League supports this view.
5. Examination of statements in Parliament goes to show that it is on account of ship construction, and specifically in having regard for the unexpectedly high cost of construction of the Seaplane Carrier (£300,000 more than originally estimated, and costing something over £300 per ton) that the springs and very creation of an efficient personnel for manning our ships is to be sacrificed—the principle of comprehensive training of boys at a comparatively early age, which has the endorsement of many years of experience and trial and which has become an axiom of the Service.

5. The capital cost of an up-to-date shore-establishment for boys could be estimated at £130,000 (one-thirtieth the cost of sea-plane carrier) the number in residence at one time could be increased to 400, and the overhead expenses per training unit decreased by 80 per cent.

6. A training system must function, so that of the boys trained, a considerable proportion must be given an advanced education to provide well educated men for the higher Gunnery and Torpedo Ratings and for Warrant and Commissioned Officers. This necessity is increasing with the intrusion of Wireless, Signals, Writer and Supply Branches. It will be surprising if a body of young men of 19 from the unskilled labour market can show even a small proportion of sufficiently well educated men. The abolition of Boy Training therefore means that only a few men will be able to attain the higher Gunnery and Torpedo Ratings, fewer still to Warrant Rank, and none at all to Commissioned Rank within the age limit of 25. Results truly disastrous! A high price, if it can be measured in money, that Australia will have to add to the Construction Bill, not without regret from it, as the Minister for Defence suggests in defence of this unfortunate decision, stating:—"The disadvantages attaching to the temporary abandonment of boy training must be accepted for the time being."

7. The Navy League believes that the completion of the new training school in 1928 is essential to the future welfare of the Royal Australian Navy, and that the work to bring this about should be taken in hand at an early date to ensure the continuation of the system of boy training which has been so lightly and heartily abandoned.



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Wounds.

FOR NAVY LEAGUE SEA CADETS.

BY ROGER H. VIDDON.

(THE SECOND ARTICLE OF THIS SERIES APPEARED IN OUR MARCH ISSUE).

'READY AYE READY!' is known to all cadets of the Navy League; and my short article on Wounds and how to stop bleeding quickly and effectively when necessity arises will, I hope, help the boys to carry out this admirable phrase.

The saying 'he bled to death' would be ridiculed to a degree if everyone had the knowledge of how to stop bleeding—that is the main thing.

In my last article I explained the Circulatory System, and if cadets will resort to their March issue of the Journal (and it is hoped they all keep their copies) they will find where I distinguished between 'Arterial' and 'Venous' bleeding. In

any case the distinction is worth repeating. All blood running through the arteries is 'Arterial' and through the veins 'Venous'; arterial blood is scarlet and venous is dark red. The former in the case of all wounds may also be distinguished by its, what I would term, hose effect; as the water leaves the hose it spurts out, whereas if a vein is severed it is likened to the flow of water from a hose with the tap a quarter on—it just flows in a continuous stream.

There is no cadet who has not been afraid he was going to bleed to death because he happened to cut rather deeply his finger, his toe, his leg or some other part of his extremities, or even his

head (all expect such trifles in a 'muck up'); this article is to help the boys to be ready, and it can only be done by the interested cadet seeking the co-operation of at least another cadet or mate (who should certainly be a cadet) to follow the directions I shall give.

Before giving the points at which compression should be applied, let me say advisedly—never lose your head, go about your job smartly but composedly and don't get excited. If you are impeded in your access to the patient ask politely for gangway, provided, of course, you have followed up the instructions, joined a local First Aid Class and passed the necessary examinations. No cadet must think after reading an article that he can do just as has been suggested—practical instruction is the most essential, and the facilities for learning First Aid thoroughly are easy and the cost very nominal.

It is not possible to give charts showing the points of compression, and it is hoped the boys who are anxious (and it should mean all) will keep their interest on the move, and that they will seek advice at the nearest First Aid Class.

One point is certainly stressed; a lot of judgment is necessary after having arrested bleeding; the patient may be what I would term 'game' or possibly, as boys are wont to say, 'cracking hardy.' Use your head and, in the case of a serious wound, take no notice whatever of the patient or his friends (the case is in your hands in the absence of a medical man) and insist, discreetly, on the doctor being sent for instead of sending the patient to him. Until the arrival of the medico keep the part of the injury elevated and make the patient as comfortable as possible under the circumstances.

Pressure on a particular artery by the fingers between the wound and the heart is what is known as 'Indirect Digital Compression,' but it may be necessary to apply pressure with the thumb or fingers directly on the wound, thus directly compressing the artery, this is 'direct digital compression.' The word 'Digital' is derived from the Latin word 'Digit' meaning a finger—or as previously explained 'phalange'.

Digital pressure cannot be maintained for very long. It will, therefore, be necessary to improvise what is known as a Tourniquet. A cadet's scarf will make an admirable one. Place a stone about the size of a walnut in the centre of the scarf, take the two long ends and tie the stone tightly in the centre, then take a turn around the part above the seat of injury and between it and the heart, tie a reef knot, then secure a short stick; place it between the first and second turns of the reef knot and continue turning until the bleeding is arrested.

If the Tourniquet is properly approximated this improvisation will have the desired effect.

Now to explain the points at which to apply the pressure (Dad is almost sure to have a chart in one of his books showing the circulatory system with these points marked in red dots); in any case here they are:—

The Occipital, Temporal, Facial, Carotid, Clavicle, Axillary, Brachial, Radial, Ulna, Palma, Femoral, Popliteal, Tibial, Plantar.

Supposing for instance Jack has had a fall and has sustained a nasty gash on his forehead, the arterial blood on account of the pressure behind it, jets forth. Bill, if he has done as suggested, is ready for the occasion should at once give digital (indirect) compression at the temporal artery at the front of the upper part of the ear closest to the seat of the injury—if on the left side compress on the left temporal and *vice versa*.

In order to create interest I would welcome any questions by the cadets, and will take the first opportunity of answering them through the JOURNAL.

Later I hope to treat with Fractures—an interesting subject, and one that will appeal to all likely students of First Aid.

ROSE BAY-BONDI—CONTINUED.

Captain W. W. Beale, O.B.E., prior to his departure for England.

Endowed with boundless enthusiasm for Navy League interests, a keen knowledge and sympathetic understanding of human nature, tactful, courteous, patient, firm and just. An idealist of the highest order yet intensely practical as results attained show, he has set a high standard in the literary as well as other fields, and established The Navy League Sea Cadet Movement on a permanent basis, his presence and experience and advice will be greatly missed at Headquarters.

To know Captain Beale apart from his Navy League activities officially was a privilege.

The success of this sub-branch is largely due to the splendid support and encouragement accorded by Captain Beale.

The midday round table conferences at the office became almost a joint habit. No difficulty was too great to overcome and we were always strengthened and bucked up by his wonderful optimism.

Our best wishes go with Captain and Mrs. Beale and the children.

Mr. Billam, on whose shoulders Captain Beale's mantle has descended, has created a very favourable impression. Keen, alert, enthusiastic and courteous, we are extremely fortunate in securing the services of a gentleman of his type who graduated in the same school as Captain Beale.

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BIRCHGROVE.

(Contributed by Mr. S. Cooper, O.C.)

As no notes appeared last month from Birchgrove we have some leeway to make up in news. We have by no means gone off our course—simply so many things moving that the scribe's duties had to be neglected. However, here we are "on deck" again.

For the last six weeks we have been out sailing. With some slight alterations the cutter will be all that can be desired; and we hope to make a good showing when the season starts in earnest.

Our Welfare meetings are booming every Thursday, with an average attendance of 30 members, but we are still—as Oliver Twist—asking for more. Every cadet's parents are wanted and welcome at the writer's home, 65 Ballast Point Road, Balmain, at 8 p.m. on Thursdays.

30 ladies of the Welfare Committee made up a theatre party recently and attended "Best People," which was thoroughly enjoyed.

The junior girls of the Committee have formed what is known as the "Felix Club," and at their first drive—a dance—realised £12, which sum goes towards a forthcoming bazaar to be held for the benefit of the Company. "Well done, Felix!"

Thanks to Mr. Handcock, boatbuilder, and our Boat Officer, the whaler has been reconditioned and as good as ever. Like the dinghy she was in a parlous state until these gentlemen took them both in hand. The whaler now will soon be under sail.

A Navy League Brass Band is at last an accomplished fact, the Company purchasing a full set early this month. We have secured the services

of Bandmaster S. Thomas, late of Lismore and Armidale Bands, and of England, and under his able direction 21 instruments will be making the pulses race in Birchgrove. We have also a string band, which tackles jazz and lighter music; and we welcome with open arms anyone who will join up with either of our bands.

Mr. Somerville, O.C. (Lane Cove) and Mr. Hiron, O.C. (Drummoyne) have been visitors, and the parade on each occasion numbered 103 and 98 cadets respectively. We were glad to see these gentlemen, who complimented the cadets on their fine showing.

Captain Beale paid a farewell visit and attended the Cadets' Parents Welfare Meeting. He spoke in glowing terms of his happy association with us. Leading Seaman W. Robertson, on behalf of the boys, presented our late Organiser with a suitably inscribed silver cigarette case. Captain Beale, thereafter, was present at the promotions, among which were three Leading Seamen passing to the rating of 1st class Petty Officers.

85 cadets gathered at the S.S. "Balranald" to see Captain and Mrs. Beale's departure for Home. A number of ladies of our Welfare Committee also were present, and gave the departing lady a memento in the form of a silver boomerang, while the Felix Club did not overlook the younger generation. The ship's side was a riot of coloured streamers, a profusion gathering in an apex on deck where Captain Beale and family stood waving good-bye. We were all sorry to see such a good friend leaving us—the worthy helmsman who has steered the Barque "Navy League" for the period it has been in existence in Australia.

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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.

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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:—

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

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ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
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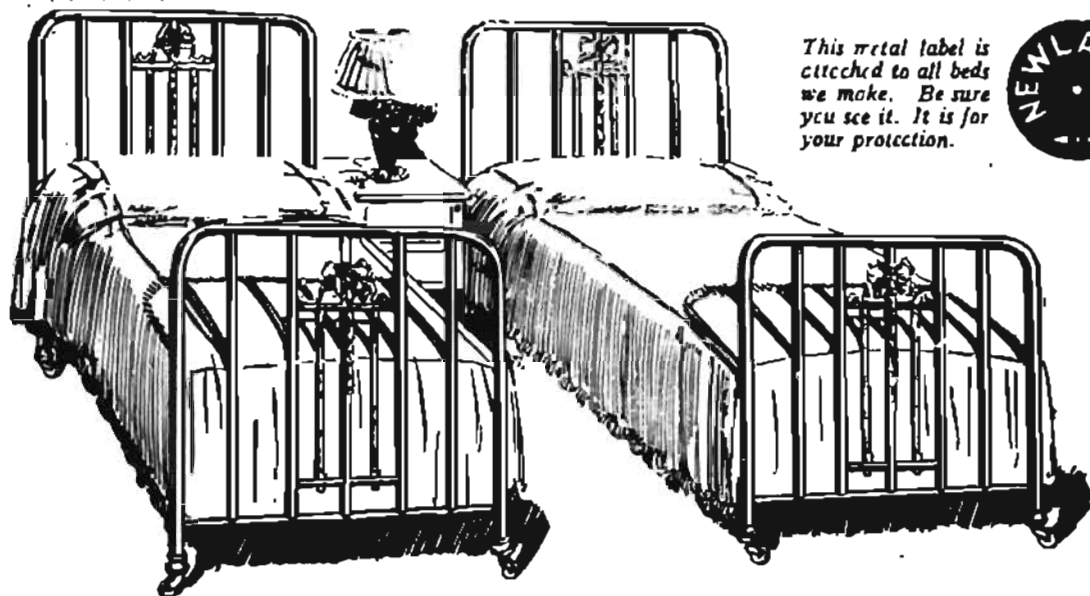
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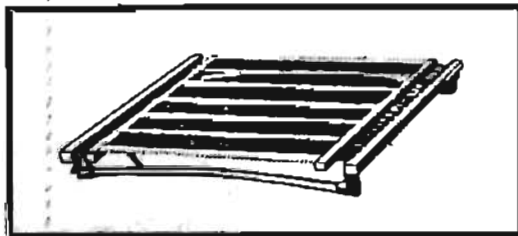
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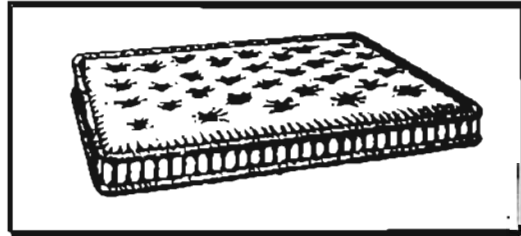
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