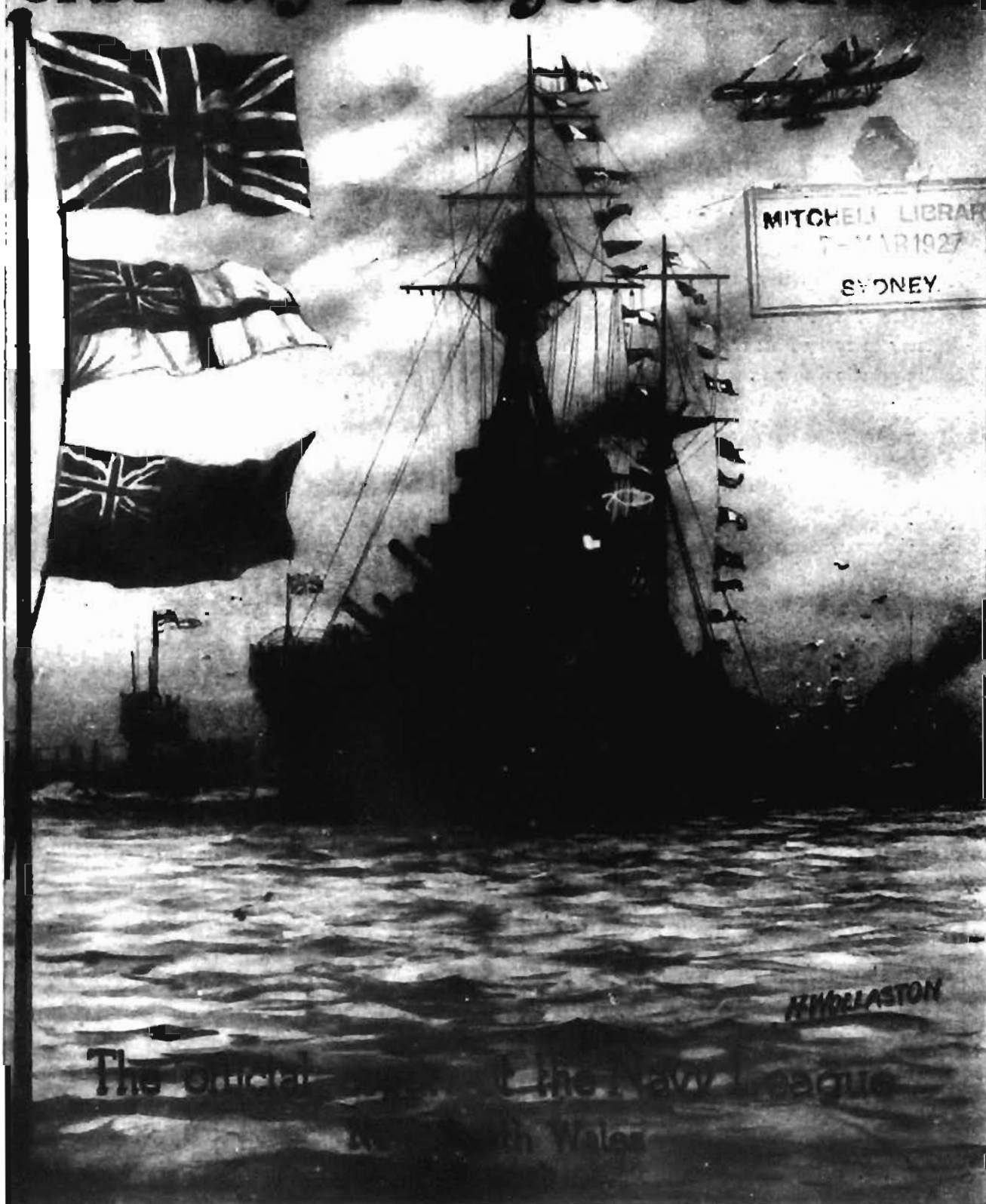


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The Navy League Journal

Vol. VII. No. 9.

SYDNEY, JANUARY, 1927.

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Financial Props.

THIS is the first issue of the JOURNAL in 1927. Let us speak a little on our financial status, therefore, at the beginning of this fresh period; and thus have done with it—but not, we hope, to forget it or dismiss it from our minds during the following months.

The Navy League in N.S.W. relies primarily on the annual subscription of its Fellows and Members.

If, by any chance or reason membership declines to any marked extent, the League's resources are seriously diminished thereby. Special donations, both from public and private bodies and individuals, necessarily fluctuate from year to year; but under this heading there is a dependable minimum of income forthcoming. The average per annum taken over a period of years is not so large as might be supposed, having regard to the League's work and its sponsoring of such an important boy organisation as the Navy League Sea Cadets. In the wider view, this human material is of vast significance to the Commonwealth, and in many indirect ways. In the narrow view direct benefits are easily discernible. A number of our boys join the Navy and our Mercantile Marine; and their moulding and training in the Sea Cadet units prove of great value to the authorities and ship owners.

The greater percentage, of course, do not go to sea, and no inducement is held out to the cadet to do so. If with the training, backed by a natural inclination and the acquiescence of the boy's parents he does go to sea, we may truthfully say that the League has been his trainer and adviser in the start of a career. So much, therefore, for our work along these lines.

By the aid of many zealous and public-spirited advertisers the JOURNAL is run with a small margin of profit, and is distributed to members free of charge. There is no gainsaying the publication's supreme usefulness. It brings the general supporters of the League into constant touch with the activities and fortunes of the various Sea Cadet units, and keeps all *au fait* with the latest news and development of our mighty sea-arm of defence.

Our third main source of revenue is by means of holding functions, e.g., an Annual Ball; a Matinee Concert at a theatre, and affairs of like nature. It will be readily seen that apart from actual financial profit these functions give a further resulting good. Through them Navy Leaguers may meet socially, and a feeling of unity of purpose be nurtured through these contacts.

Committees of lady supporters have worked hard and unsparingly in the past for their success, and has never refused to lend a hand in the details of organisation and publicity and the conduct of selling campaigns.

We are thus dependent on a yearly income from the various sources set out above. Out of this, beyond Headquarter expenditure, we have given in kind to and financed our branches of Sea Cadets, enabling these to get established and into working swing.

We have no capital fund, and, whatever may be the case in the future, our policy relies solely in the simple collection of monies as they become due and the relative expenditure to carry on directly the purposes of the League.

The end to be striven for is the practical realisation of our aims and objects; the means whereby these may be attained are the collective energy and support of all individual members of the League.

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TELEPHONE

Why Tonga still has three old Naval Guns.

Captain Croker's Attack on a Heathen Stockade.

When New South Wales was asked to send Troops.

BY THOMAS M'KENNIN

THREE guns of a pattern used in the British Navy nearly a century ago still lie on the island of Tonga, far out in the South Pacific. They are the relics of an almost forgotten battle fought there in 1840, at a time when heathenism was making a stand against the new religion introduced by the Wesleyan missionaries.

The story of the fight is still preserved in a despatch, dated July 25, 1840, which Governor Gipps sent to Lord John Russell. He states that Her Majesty's sloop *FAVORITE* had returned to Sydney on the previous day as a result of her commander, Captain Croker, and two seamen having been killed, and the first lieutenant, one of the mates and 18 seamen wounded in a conflict with the natives of Tonga.

As First Lieutenant Dunlop, who was acting commander as a result of the death of Captain Croker, was still dangerously ill from the wound that he had received, the account of the incident was given to the Governor by the Second Lieutenant Van Doores.

He stated that when the FAVORITE called at Tonga in the course of a cruise in the South Pacific a war had been going on for some time between the Christian natives and those who remained heathen. Captain Croker was induced by the representations of the Wesleyan missionaries to try to effect a peace, either by conciliation or by force. He landed a party of 90 men with three guns and some ladders which had been prepared on board the FAVORITE. A force of 1,400 or 1,500 Christian natives carried the ladders and dragged the guns to a village or camp four miles from the landing place, in which the heathen "army" had taken up its position.

WHITE MEN WITH HEATHEN?

It would appear that there were renegade white

men associated with the heathen party. In describing the enemy's position Van Dorron said:

"This village or position had been strengthened in a manner which implied some knowledge of the principles of military defence, and there is reason to suppose that at least two or three white men had assisted in the construction of it. The work consisted of a stockade, formed of the trunks of cocoanut trees, covered by a mound of earth and having a ditch (partially wet) in front of it. The gateway was strongly barricaded also with the trunks of cocoanut trees and defended by a cannonade. The party within are supposed to have consisted of 400 to 500 persons, of whom perhaps fifty were armed with muskets."

Against this formidable position Captain Crocker advanced on the morning of June 24, 1840, with his 90 seamen and marines and his three guns, accompanied by the crowd of Christian natives. He advanced without the firing of a shot to within about 100 yards of the stockade and came to a parley with the holders of the fort.

As a result of the parley Captain Croker was admitted within the fortification and was honorably permitted to retire unhurt. He gave the defenders a fixed time for deliberation but when it had expired there was no sign of submission. It was then that Croker and his men advanced to attack the gateway.

It is stated that no shot appears to have been fired within the stockade until Captain Croker and his followers had actually reached the barricaded gateway.

FIRE FROM STOCKADE

Then the carronade was fired and a musketry fire was opened from loopholes in the stockade with fatal effect. Captain Croker fell almost instantly, while the first lieutenant, Dunlop, and



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Ellerman, one of the mates, were severely wounded, as also were a number of seamen.

It would appear that Captain Croker had expected that there would be no serious resistance, for up to this time the attackers had not made any use of the three guns which had been brought from the FAVORITE. Now, however, they fell back on their guns and opened fire on the stockade. They found, however, that it was ineffective. Their guns were entirely uncovered, and they themselves were exposed to the fire of musketry within. The attack was therefore abandoned and the three guns were left behind.

Captain Croker and the two seamen who fell with him were buried on the island, and the missionaries, Tucker and Rabone, were taken to the neighbouring island of Rabone for safety. The FAVORITE then returned to Sydney.

Naturally the officers and men of the FAVORITE chafed at the idea of leaving the three guns in the hands of the enemy. As soon as he had a little recovered from his wounds, Lieutenant Dunlop, the acting commander of the vessel, asked Governor Gipps to send an expeditionary force from N.S.W. down to Tonga in the FAVORITE to act with the ship's company in recovering the lost guns. The following is Dunlop's letter, dated August 19, 1840.

REQUEST FOR MILITARY FORCE.

"Her Majesty's ship FAVORITE being now nearly ready for sea I beg permission to represent to you that when the attack was made by a party from this ship on the fortress of Bea on the island of Tonga-taboo, the 24th of June last, two long six pounders and one twelve-pounder cannonade were unavoidably left behind and were taken possession of by the heathen belonging to the fortress; that to have attempted to communicate with the heathen in their excited state of mind for the recovery of the guns would have been certain destruction to all employed on such service; but I now beg to submit to your consideration that an attempt could be made with every likelihood of success if a party of about 120 soldiers, with two field-pieces, were added to the force belonging to the ship. That to allow the guns to remain in the possession of the heathen is likely to be most detrimental to any

merchant ships touching at that island, as well as an example to any of the other islands which may be tempted to act offensively."

While Gipps sympathised with Lieutenant Dunlop's feelings about the guns he did not feel disposed to send an expeditionary force to Tonga without the sanction of his official superior in England. In his reply to Dunlop's request he wrote:—

"Under all the circumstances of the case, however, I feel it my duty to state that until instructions on the subject shall be received from Her Majesty's Government I do not feel at liberty to move the Major-General commanding Her Majesty's troops in this colony to employ any portion of the force under his command in the manner that you propose. I beg at the same time to state that I concur with you in thinking that the guns must not permanently be left in the hands of the natives."

In forwarding Dunlop's letter and his own reply to Lord John Russell Gipps wrote:—"I beg to submit to your Lordship's consideration whether some means should not be taken for the recovery of the guns."

NOT WORTH DISPERSAL.

It was a matter of many months in those days to send a message of any kind from Sydney to London and to obtain a reply, and it was not till nearly a year later that Gipps received Lord John Russell's reply, dated London, April 22, 1841. Seen from London the recovery from the heathen of Tonga of the FAVORITE's three guns seemed of much less importance than it had to Gipps, to say nothing of Dunlop. Lord John Russell, after referring to the request for an expeditionary force, wrote:—

"I approve of your having declined to direct the embarkation of a military force for such a purpose, and especially as it is very probable that you may find it necessary to detach a small body of troops to South Australia. I do not consider that the guns are worth a dispersal of the military force at your disposal."

This closed the incident of the FAVORITE's guns. No attempt to recover them is recorded, and they are still at Tonga.

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It would be interesting to know whether there were really white men concerned in the designing of the fortress held by the heathen, and if so, who they were, and also where the cannonade fired by the Tongans came from: but on these points there seems to be no evidence available.

Traditions of the fight still persist in Tonga, where the site of the grave of Captain Croker is still pointed out at times. The stories current in Tonga differ in some details from the account given by Van Dorst to Clipp, but the general effect is much the same. It was a fair fight, and the only one in which British naval guns fell into the hands of Pacific Islanders.

Naval Notes from Europe.

(By a Special Correspondent)

The British destroyers *TELMACHUS* and *SARRINA*, built in 1916 and 1917 respectively, have completed preparations for sale. The former was very actively engaged during the war in mine-laying operations.

The Italian Navy's new 10,000 ton light cruiser *TRIESTE* has been launched.

The new Latvian submarine *SPINDOLA*, sister to the *RONIS*, has been launched at Havre. She will have a surface speed of 14 knots and 9 knots when submerged. Her armament consists of six torpedo tubes, a 76 mm. anti-aircraft gun and two small quick-firers.

The British air-craft carrier *ARGUS*, upon whose extensive refit over £275,000 has been spent, commissioned for trials at the end of November.

The British battle-cruiser *REOWN* is now undergoing alterations for the Duke and Duchess' voyage to Australia and New Zealand in January. On her return home six months later she will have circled the world.

Admiral Earl Beatty, First Sea Lord of the British Admiralty and Chief of the Naval Staff since November 1919, has deferred his resignation at the request of the First Lord. He has completed the normal maximum period of seven years which it is customary to serve on the Admiralty Board.

The British submarine *R.4* went ashore off Exmouth during a fog, but was subsequently towed off without sustaining damage.

The wreck of the French battleship *FRANCE*, which sank on August 22, 1922, after striking the rocks, is to be auctioned during December. A condition is imposed that the purchaser shall, upon successfully refloating her, hand over her papers, guns and ammunition to the naval authorities.

Owing to the retirement of Admiral Sir Hugh H. D. Tothill, Vice-Admiral Sir James A. Ferguson, Commander-in-Chief of the North America and West Indies station since 1924, has been promoted to Admiral.

The British instructional mine-laying destroyer *ANDRIE*, recently recommissioned, has completed stability tests and joined the Atlantic fleet.

The French converted aircraft carrier *BEARN* is now nearly ready for trial, but her speed of 23 knots is rightly regarded as quite inadequate.

Norwegian naval men are suggesting the construction of six flotilla leaders based on the design of the French *JAGUAR*.

The British sloop *VALERIAN*, built in 1916, foundered in a hurricane about 18 miles off Bermuda with the loss of 84 of her crew. A court-martial found that everything possible had been done for her safety, and her survivors were honorably acquitted. The same hurricane was responsible for the breaking of the moorings of the cruiser *CAUCUTTA* at Hamilton, but the vessel was subsequently recovered undamaged by the gallantry of two young officers.

A great British naval film dealing with the battles of Coronel and the Falklands is now in course of preparation. The Admiralty is co-operating, and it is hoped that this will do for the British Navy what the 'Ypres' has done for the Army.

To make quite certain of their seaworthiness and reliability the new French submarines are to stay at sea for three weeks and a month before they are accepted.

The British steam drifter *LEVANTER*, tender to the battleship *IRON DUKE*, drove ashore during a storm on the Scotch coast. Her crew of 15 were saved, two of them swimming ashore in a rough sea to procure help, as her wireless had been rendered inoperative.

Nelson's famous signal was not flown in the *VICTORY* on Trafalgar Day for the first time in many years, owing to the fact that the old flag-ship's yards and topmasts had been unshipped during her restoration.

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DAVID JONES'**NAVAL NOTES—Continued.**

The seaplane equipment of the new French cruiser *DUGUAY TROUIN*, which has been successfully tested, is particularly ingenious.

It is reported that the Turkish cruiser *Gozben*—formerly German—is to be reconditioned at a French shipyard. Hitherto the Turks have objected to her leaving Turkish waters for fear of her being seized.

The French sloop *YSER* collided with the French submarine *O'BYRNE* during training operations off Toulon. Both vessels were damaged.

The British Admiralty is trying to interest young men in the advantages of the Navy as a career by means of lectures throughout the country.

The British cruiser *CLEOPATRA* of the Second Cruiser Squadron is to be taken in hand for an extensive refit. Her place in the squadron has been assumed by the *CANTERBURY*.

The Fourth British Cruiser Squadron under Vice-Admiral Walter M. Ellerton, C.B., has left the base at Trincomalee for a cruise to Indian ports. The flagship *Essex* will spend Christmas at Karachi, while the *EMERALD* and *ENTERPRISE* will be at Calcutta.

The French torpedo school ship *PATRIE* is to be replaced by the 18,000-ton *CONDOR* in the scheme for reorganising the training service at Toulon.

Pumping operations have been commenced by the British salvors Cox and Danks, preparatory to raising the German battle-cruiser *MOLTKE* which lies submerged bottom upwards at Scapa Flow.

The Swedish submarine *DRAKEN*, which with her displacement of 1,000 tons, is about double the size of any previous submarine in the Swedish navy, has been launched at Karlskrona. She will be fitted with seven 53cm. torpedo tubes.

There have been considerable reductions in the staffs of British Admiralty dockyards.

Very little information is coming to hand concerning the trials of the new British mine-laying cruiser *ADVENTURER* which is now undergoing official tests. It is expected that she will be employed very largely on instructional work.

Captain F. Burges Watson, D.S.O., who took part in several actions while in command of the destroyer *LOVAL* early in the war, has relieved Captain E. J. Hardman-Jones, O.B.E., as Chief Staff Officer at Gibraltar.

Great relief is felt in the service at the British Admiralty's action in increasing the zones of promotion to captain and commander. They will give over 130 officers another chance who were expecting to be retired.

The coal hulk *SHAN*, built as the British unarmoured frigate in 1873, drove ashore at the height of a hurricane at Bermuda recently. She was the first warship to fire a torpedo in actual warfare.

The Dutch 34-knot destroyer *DE RUYTER* has been launched at Flushing. Her armament includes four 5-in. and two 3-in. guns, in addition to two sets of triple torpedo tubes and four anti-submarine bomb throwers. She has accommodation for a small seaplane.

A new British Naval Mission is to go to Greece at the request of the Grecian Premier. The last one was asked to withdraw in May, 1926, as it was alleged that the Greek Government could not afford the expense of foreign missions.

The commissioning of many new units of the French Navy is being delayed owing to a shortage of personnel.

The British cruiser *DURBAN* recently returned to Devonport to re-commission after serving nearly five years on the China station. She sailed again for the Far East within 14 days of her arrival.

The British Atlantic fleet gave a naval display off Portland to the Dominion Premiers at the end of October. The programme, which covered a wide field and lasted about six hours, included a 15-inch gun concentration shoot.

The German cruiser *EMDEN*, the first to be built since the war, has commenced a world cruise to show the flag.

There are strong complaints in France that naval aviation is being neglected in favour of the army.

The British destroyer depot ship *DUGUENEC*, built in 1913, is being broken up at Blyth.

Rear-Admiral David T. Norris, C.B., has succeeded Rear-Admiral Cecil M. Staveley, C.B., as Rear-Admiral in the First British Battle Squadron, Mediterranean Fleet. The flagship *RESOLUTION* is returning home for an extensive refit, and in consequence his flag will be flown in the *ROYAL OAK*.

The new French mine-laying cruiser *PLUTON*, 5,560 tons, is to be laid down at Lorient within a short time.

North Sydney Cadets at their Depot, High St. Wharf.



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CADETS AT "DANCE and SKYLARK."

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The Sentinels on our Coast.

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(PRESIDENT ROYAL AUSTRALIAN HISTORICAL SOCIETY)

PART II.

THE MACQUARIE LIGHTHOUSE (SOUTH HEAD)

A BEACON light having been established on the South Head in 1814, Governor Macquarie determined to place a more permanent receptacle for the light, and one being designed on the principal of Smeaton's lighthouse on the Eddystone rock in the English Channel, steps were taken in 1816 for its erection.

Governor Macquarie may be allowed to say exactly what took place at its commencement; this can be found in his journal, which is in the Mitchell Library. In it under date of July 11th, 1816, he has written:—

"This day at 2 o'clock in the afternoon I went through the ceremony of laying the foundation of the New Tower intended to be immediately erected at the South Head of Port Jackson (and to be completed in nine months from this date), to answer the double purpose of a lighthouse and Barrack for the party of soldiers quartered there. I was accompanied on this occasion by Lt.-Govr. Molle, Mr. Garling, the Judge Advocate, Mr. Secretary Campbell, Captain Gill, Acting-Engineer, Lieut. Watts, A.D.C., and Mr. Greenway, the Acting-Civil Architect, all of whom went on purpose along with me to see this ceremony performed.

I christened this intended erection Macquarie Tower, and we drank success to it in a glass of cherry brandy.—L.M."

Macquarie's journal must be again consulted to see how the work progressed, and under date of December 16th, 1817:

"Capt. Gill, Acting Engineer, &c, being about to take his departure for England, and the whole of the stonemason works of 'Macquarie' Tower and Lighthouse at the South Head of Port Jackson, including the cutting of the inscription, being

now completed—Mrs. Macquarie and myself made up a party of friends to breakfast this day in honor of Capt. Gill to view this noble magnificent edifice; the party consisted of our own family—Capt. Gill, Lieut.-Govr. Erskine, Rev. Mr. and Mrs. Cowper, Dr. and Mrs. Redfern, and Mrs. Riley—with her own and Colonel Molle's children; most of the party having gone down with us in the Government barge. Having breakfasted and remained at Macquarie Tower some time, we returned home by water, stopping at Bennelong's Point where the ceremony was performed of laying the Foundation Stone of the New Fort proposed to be erected on that Point, and which was this day named 'Fort Macquarie.' At 3 p.m., this same day, I also laid the foundation stone of the new stables for Government horses, &c., &c., intended to be erected on the site of the old bake-house within the Government Domain, and contiguous to the present Government House. . . . (now the Conservatorium).

Governor Macquarie further on in continuation of this day's proceedings says he found this a most interesting day; no doubt he did, for he had everything his own way.

"Being completed and ready for us a lighthouse-keeper had to be provided." He was found in Robert Watson who at this time was in charge of the signal station, and was also a pilot. He took charge, and the light exhibited in May, 1818. This Watson was formerly a quartermaster on H.M.S. Sirius which conveyed the first fleet under Captain Arthur Phillip, who founded the settlement; and it was from him that Watson's Bay takes its name, and not from Captain Thomas Watson, as has been often stated. The mistake is easily accounted for, because Captain Thomas Watson was a pilot and harbour master, and had a residence at Watson's Bay, which he sold in 1837. The last occupier of it was Sir John Robertson, and after his death it was pulled down. It was

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Watson's Bay long before Captain Thomas Watson came on the scene; and if the 'Sydney Gazette' of April 13th, 1811 is turned up it can be read there that:

"His Excellency the Governor made an excursion to South Head by water with Mrs. Macquarie, the Lieutenant-Governor, Mrs. O'Connell, Mrs. Palmer (Walloomoolah), and a party of officers on Tuesday, April 9th, and called at Camp Cove (now called Watson's Bay) where the native figtree spreads its foliage."

Robert Watson did not hold his position as lighthouse-keeper long as he died in November, 1819, and was buried in the Devonshire-street cemetery, his remains being transferred to the Bunnerong ground when the Central Railway Station was built.

When Governor Macquarie laid the foundation stone it was to be for a building to answer "the double purpose of a lighthouse and barrack for the party of soldiers stationed there." For what purpose a party of soldiers was there has not been stated, though it was not for defence purposes. The reason may be found in an occurrence in January, 1791, that Collins the historian of the early days mentions. He says:—

"About the middle of the month a theft of an extraordinary nature was committed by some of the natives. It had been the custom to leave the signal colours during the day at the flagstaff on the South Head, at which place they were seen by some of these people, who, watching their opportunity, ran away with them, and they were afterwards seen divided among them in their canoes, and used as coverings."

The lighthouse did its duty for many years, and was the first one erected in Australia, and of the thousands of ships which made for the port of Sydney few there have been which missed its warning light. There was one, however, which did—the unfortunate DUNBAR, a name which will for ever be associated with the South Head.

The DUNBAR, a comparatively new ship, under command of Captain Green, a most competent commander who had sailed into Port Jackson many times, arrived off Botany Bay at 8.30 p.m. on

August 20th, 1857, on "a very dirty, dark and rainy night." The captain then stood off shore on the starboard tack until 11.30 p.m., when the yards were squared with the intention of running in through the Heads; but by some unexplained cause the lock-out man cried "breakers ahead," and it was found when too late that the ship was close under the cliffs of the South Head. An attempt was made to bring her round, but she was caught in the heavy seas and dashed to pieces on the rocks at a spot almost directly under the signal station. One hundred and twenty-one lives were lost, one person only, a seaman named Johnston, being saved.

The loss of the DUNBAR led to the erection of the lighthouse on the inner South Head, and which is known as the Hornby Light. The light first shown in 1859, and named in compliment to the Governor's wife, Lady Denison, who was a daughter of Admiral Sir William Phipps Hornby.

The Macquarie Tower at the South Head, of which the Governor when he laid the foundation stone was so proud, appears to have had some serious defect, for in 1822 it had to have extensive repairs, and when it had reached its 63rd year of age the Government architect recommended that a new one should be built as it was badly constructed. So it was decided to build a new one, the stone for which was to be obtained from a quarry between where it was to be erected and the ocean.

The foundation stone was laid by Sir Henry Parkes in the presence of the Governor, Lord Loftus, his wife, and a large assemblage of ladies and gentlemen, including Mr. James Barnes, the architect, on March 1st, 1880: and it came into operation in 1882. The first illuminant was electricity provided by dynamos on the spot, but in 1912 kerosene took its place. This is vaporised and gives an incandescent light by means of a large mantle.

The South Head light is said to be the best in the world.

All the lighthouses on the Australian coast are now under the control of the Commonwealth Government.

TO BE CONTINUED.

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Forthcoming Activities.

We are very pleased to announce that Commander A. Marsden, R.N. (retired), lately arrived on a holiday from England, is giving an address on "The Navy and the Battle of Jutland" at King's Hall on Wednesday, and February next, at 8 p.m. Commander Marsden comes to us with the reputation of doing much good work for the Navy League in Great Britain, where he has lectured extensively. As a naval officer he has the advantage of the practical and technical knowledge of his subject, and Navy Leaguers should make definite note of this special event in the annals of the League in N. S. Wales, to which they and their friends are cordially invited.

Several films of Navy League Sea Cadets are to be shown on this occasion, which will be of marked interest to those members who have not had the time and opportunity of seeing some of our boys at training in their depots and at camp.

Mr. Edgar Fidden, the energetic Secretary of the Balmain Company of Sea Cadets, broadcasted an excellent resume of the history of the N.S.W. Sea Cadet movement at Farmer's Station recently. He has had letters from many listeners-in as far afield as New Zealand, which shows the great amount of interest that people are taking far-and-wide in the sea cadets.

For the information of the readers of this JOURNAL he will be "on the air" towards the end of this month from Farmer's Broadcasting Station. He is intending to elaborate to some extent his first talk, and will deal more fully with the actual working of the average depot—the training of the boys, and review the work they do and the instructions they receive.

Arrangements have been entered into with the management of the Wentworth Hotel (city) for the holding of our Annual Ball on the evening of the 28th March next. This date coincides very happily with the Royal visit, and it is hoped that the Royal party will honor the Navy League with their patronage and august presence. Details will be given in the February issue; but this notice, it is hoped, will serve to allow members to keep this important engagement free.

Comparative Naval Dispositions.

Extracted from "The Times," dated in the 1st week of December.

Mr. Bridgeman (First Lord of the Admiralty), in a Parliamentary answer, supplies the following table giving the numbers of British, American, Japanese, and French warships in Chinese waters:

	Brit	Amer.	Jap	F.
Cruisers	4†	1	1	1
Aircraft Carriers	1	—	—	—
Destroyers	9	8	1	—
Minesweepers	25	1*	—	1
Depot Ships	3†	—	—	—
Submarines	12	—	—	—
Sloops	4	—	—	—
River Gunboats	15	9	10	6
Launches	3	—	—	—
Surveying Ships	2	—	—	—
Yachts	—	1	—	—
Special Service Ships	—	—	1	—
Despatch Vessels	—	—	—	1

† One other cruiser (DURHAM) is absent from the station at the present time, but is now in route for China, and is due at Hong Kong on January 15th.

S. One is employed as a Despatch Vessel, and the other as a Submarine Tender.

* American minesweepers are sometimes referred to as gunboats or minesweeping gunboats.

† Includes TAMAR, which is a stationary hulk at Hong Kong.

Mr. Bridgeman stated in the House of Commons, in answer to Mr. Looker (C. Essex, South-East), that the following reinforcements were added to the Squadron last October:—HARMES, aircraft carrier and 3rd Destroyer Flotilla, which comprises one flotilla leader and eight destroyers.

Mr. Looker: Is the Minister satisfied that these forces are sufficient in the present emergency to answer any call that may be made on them?

Mr. Bridgeman was understood to reply that he could not possibly forecast what all the calls Mr. Looker referred to might be. "We consider," he added, "that at present they are sufficient, and we are considering the question of the possibility of having to add to them."



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Sole Officer-in-Charge Mr. W. BUCKLAND
Hon. Secretary Mr. EDGAR PADDEN

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

LANE COVE—Officer-in-Charge Mr. R. B. HARRISON
Hon. Secretary Mr. F. L. VERNON

COOGEE-CLOVELLY—Officer-in-Charge Mr. R. STONE
Hon. Sec. Mr. J. E. MILLER

MOSMAN BAY—Sole Officer-in-Charge Mr. R. E. SUTCLIFFE
Hon. Secretary Mr. T. V. ROBERTS

DRUMMOYNE—Sole Officer-in-Charge Mr. J. KIRKES
Hon. Secretary Mr. A. WILKES

RICHMOND—Officer-in-Charge Mr. R. E. WIDE
Hon. Secretary Mr. A. STUBBS

BONDI-ROSE BAY—Officer-in-Charge Mr. D. J. HEPBURN
Hon. Secretary Mr. W. A. MURRAY

BIRCHGROVE—Officer-in-Charge Mr. R. STONE
Hon. Secretary Mr. W. A. MURRAY

IN PROSPECT.

This is the month when Companies are planning their work for the year, and reconstruction and improvements are the order of the day. Training schemes, drill schedules, classes are all being overhauled with an eye to maximum efficiency. Sub-branch Committees and Welfare Committees are also laying new foundations for their different but united efforts for their various branches. A spirit of co-operation between branches is very manifest at the present time, and let us hope that 1937 will see a great unified increase in the interest shown in our cadets. The work and pleasures of the year lie before us. Let us undertake the one and enjoy the others to the extent of our fullest capacity.

NORTH SYDNEY

(Contributed by Mr. W. Hammer, O.C.)

The Company was represented at the opening function of the Returned Sailors and Soldiers' Memorial Hall at Bondi last month. The O.C., on behalf of the officers and cadets, wishes to thank Mr. Hopkins, O.C. Bondi-Rose Bay Com-

pany, for his thoughtfulness in issuing them this invitation. It was pleasing to note the keen interest which was shown towards the O.C., Mr. Hopkins, and his Company, which certainly augurs well for Bondi-Rose Bay, and may good luck and a prosperous New Year go with it.

The O.C. North Sydney, in company with the signal officer, Mr. A. Hamilton, attended the first Mosman Bay Company's Church parade at St. Clement's Church of England, Raglan-street, Mosman. Among those present to do honor to such an occasion were Major E. Scott, D.S.O., Misses Beryl and Hazel Scott, Lieut. Tom Roberts, Mr. and Mrs. Turnley, and the Acting O.C., Mosman. The service was conducted by the Rev. C. Yarrington; the text for the morning was "Keep Watch," the motto of the Navy League. The service was indeed an impressive one.

The Company went into camp at Long Reef, Collaroy on the 25th December, several of the Mosman boys joining them.

Officers and cadets turned out at 4 a.m. on Xmas Day to make all ready for departure for camp at 6 a.m. The O.C. with a small party joined at night. The next day we had a visit from

Mr. Perrier of Kodak's Ltd., who took two characteristic reels of film of the cadets under camping conditions, besides a number of still studies which no doubt will prove excellent material for future numbers of the JOURNAL. Mr. Perrier expressed delight in the manner in which the various stunts and evolutions were carried out by the Company. At 6.30 p.m. the weather commenced to look threatening. During the night and the succeeding day the wind freshened to gale force from the South East accompanied by heavy rain squalls. The canvas held well, and everybody managed to keep dry and comfortable. No liberty leave was, however, granted—and the only persons leaving camp were working parties. Monday night was a test of the morale of the Company, and all behaved remarkably well under very trying conditions. By 6 a.m. all were housed in two tents, the remaining six having been abandoned at various times during the night. During the forenoon the camp was finally evacuated and we found shelter in a suitable cottage, the distance of transportation being about one and a-half miles. The whole operation was conducted in good style and the boys showed wonderful spirit in the face of all these difficulties. On the Tuesday all hands were snug and happily established in the cottage, waiting for the weather to break. During the day we were entertained by an old identity of the neighbourhood, who thrilled the boys with exciting accounts of his adventures in the Boxer rising.

On Wednesday, as there was no sign of the weather clearing up by noon, it was decided to return to the depot next day. The Company returned by motor lorry and arrived at headquarters by 6 p.m. on Thursday, the 30th, and the remainder of the camping term was spent in depot, the cadets being billeted therein for some little time. Our youngest cadet, A. Clark, struck 16 bells at midnight, New Year's Eve, 8 for the Old Year, and 8 for the New.

The O.C., Mr. Hammer, wishes to place on record in these columns his grateful thanks to 1st Officer Mr. D. Robinson for his kindly assistance in placing the use of his car for executive purposes in and about the camp and its arrangements at Collaroy. On several occasions when the need arose for rapid transit, our worthy No. 1 hove in sight with the bus. Though this officer was staying at Manly he kept in constant touch with us, and rendered signal assistance on many occasions.

The officers and cadets of North Sydney extend the Compliments of the Season to all Companies.

The "Fighting Norths" are again staging a number of boxing bouts next Wednesday, the 12th inst. Matches have been arranged with local talent. The Company welcomes the attendance of

N. L. Sea Cadets and their officers at these events, which take place monthly at the depot, and whereat much excellent sparring may be witnessed.

BALMAIN.

(Contributed by Mr. W. Buckland, O.C.)

During the last month we have had a very active time. On 8th December, at the invitation of the Eight-Hour Committee, we formed a Guard of Honour at the crowning of the Queen ceremony held at the Sydney Sports Ground. The arrangements were successfully carried out by the O.C., ably assisted by 1st Officer Mr. G. Phillips. During the evening the boys were provided with refreshments.

The following boys were successful in their examinations, and were duly promoted:—P. O. Fox to Warrant-Officer, P. O. Jones to C.P.O.; Leading Seaman Phegan, Campbell, Waterman to P.O.'s; Cadets Easton, F. Smith, S. Smith to leading seamen.

To finish up the year we had a good old Christmas party arranged by the Ladies' Welfare Committee. The boys were entertained with various games, for which prizes were kindly given by Mrs. Lawler (President of the Ladies' Welfare) and Miss Rita Fox.

At 9.30 p.m. all the cadets sat down to an excellent supper, very tastefully arranged by the ladies. The table had an air of real Xmas gaiety with its decorations and the boys in marvellous coloured paper caps and a balloon apiece. Amongst our visitors was Mr. Bittam, and the boys enjoyed a little talk from him during an interlude in the feasting. The Company showed its appreciation of the services of Mr. Buckland, by giving him a little gift in token thereof. This gentleman, in reply, thanked the boys for this evidence of their regard, and assured them that he intended to do a lot more for the Company in the coming year.

Our grateful thanks are here publicly expressed to Mr. T. Fox, President of the Balmain N. L. Committee for his gift of a cask of ginger beer, which was the liquid asset of the party, and which went its destined course in quick and lively time.

Some recent donations are:—A watch to be competed for by the cadets donated by Mrs. Vaughan Joyner, books from Mrs. Lawler and Mrs. T. Fox, also to be competed for at an early date. All these are gratefully acknowledged.

At the invitation of the Balmain Regatta Committee we formed a Guard of Honour for His Excellency the Governor-General, Lord Stonehaven, on board the regatta flagship "Jervis Bay,"



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BALMAIN—CONTINUED.

on 3rd January. The party was in charge of Mr. Buckland. This is the second occasion and within a short period of time that we have formed a guard for Lord Stonehaven, and His Excellency expressed pleasure at meeting our boys again. He complimented them on their smart appearance and wished them every success in the New Year. The contingent was entertained with luncheon aboard the flagship by our President, and spent a very enjoyable day at the regatta.

The Committee of the Balmain N. L. Cricket Club held a party recently, and the Club had a good time. The President (Mr. T. Fox) and the Vice-President (Mr. J. J. Booth) of the Branch were in attendance, the former arranging games for which he gave the prizes, and the latter gentleman gave a donation to start the cricket fund for this year.

DRUMMOYNE.

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

Christmas and New Year with all the good things accompanying are past, and once again the long vista of a fresh year lies ahead.

We are buoyed up by the feeling that the Drummoynes Branch is going ahead. The main concentration during 1927 will be the establishment of a new depot building and in this matter we are fortunate in having very alive Sub-branch and Welfare Committees behind us.

Christmas time means a temporary cessation in our usual routine. At the last three parades the average attendance has been 15 cadets; but this must not be taken as a sign that our strength in numbers is diminishing. The deplorable fact is simply the result of so many cadets being away on holidays.

We heartily thank the Lane Cove Company for the very enjoyable evening we spent at their Christmas Tree.

Our own Xmas Treat will take place at the "Cairo," Bridge Road, Drummoyne, on January 15th. Rather a belated party some will say. So it is; but arrangements could not be made for a hall before Xmas and, moreover, we wished to get "all hands" who will be in strength again by that date. On the night in question two competitions will be held: a signalling contest on the lines of the Oswald McMaster Gold Medal Competition and general seamanship, including knots, compass, anchor-work, rule of the road at sea, etc. Particulars and results will be given next month.

At the end of this month we intend holding a week-end camp down the harbour for two days, staying at Little Manly or Chowder Head. Both the cutter and the "Quambi" will probably be requisitioned for the trip.

Two new recruits have reported at the depot: G. and J. Munce.

ROSE BAY-BONDI.

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

The opening function of the Eastern Suburbs Returned Sailors and Soldiers' Memorial Hall at Bondi on the 18th December, was a great success.

Mr. Walter Marks, M.P., R.A.N.V.R., after a very fine address, in which he was ably seconded by Ald. Jackman (Mayor of Waverley), Lieut.-Col. P. W. Smith, V.D., Chairman of Trustees, Mr. T. B. Middleton, M.C., Hon. Architect, and other speakers, opened the hall with the gold key presented to him, and an inspection was made by the large number present.

Navy League Sea Cadets drawn from the various sub-branches, about 250 in all, under their various senior and junior officers, mustered at the tram terminus, from whence they marched to the hall, led by the Naval Band and a detachment of the Royal Naval Reserve.

The Mayoress of Waverley (Mrs. Jackman) assisted by an energetic ladies' committee, looked after the boys, and saw to it that each one got his share of the cats and drinks.

The splendid manner in which these ladies carried out their voluntary task at short notice reflects greatly to their credit and organising ability, and all hands are deeply grateful for their kindness.

The Smoke Concert at night was a huge success. During the speeches eulogistic reference were made to the fine manner in which the Navy League Sea Cadets had carried out their part of the contract in forming the guard.

The Returned Sailors and Soldiers take a great interest in the boys. Apart from giving us the free use of the gymnasium for instructional purposes as well as recreation, some have offered their services as instructors. When we get set no doubt the boys will be shown how fields were won after the manner specified by Oliver Goldsmith in the "Deserted Village Preacher."

We are looking forward to many a good crum with "Old Originals," and appreciate very much the kindly interest which they have taken in us.

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ROSE BAY-BONDI.—CONTINUED.

Our week-end trips as usual were varied—Nielson Park, Shark Island, Clifton Gardens; also a visit to the German four-masted barque, "Gustave."

Some of our boys who camped at Rose Bay earlier in the month were entertained by Mr. Harold Colthorne on board the "Viking," 5.30 a.m. breakfast, after which they got our boat ready for those who are not such early risers.

Promotions:—L. Wilson, Acting-P.O.; H. Mutton, Leading Seaman.

Notwithstanding the inclemency of the weather our Xmas camp was one of the best ever. We have had camps at Woniora River (Easter), Balmoral, thence to Clovelly last Xmas, and other places, but no where have we had the comfort and convenience which was our lot on this occasion.

Hearing that we are debarrued from camping on Shark Island, Mr. F. W. Hixson, O.B.E., kindly invited us to make use of his place in Elizabeth Bay for a camping ground.

After Xmas dinner the boys assembled at Rose Bay with all their camping gear, rations for a week, etc. Pushing off, we sailed to Elizabeth Bay, tied up to the booms, erected the tent, and soon had a roaring fire going.

The first two nights were fine—Saturday and Sunday—but Monday, Tuesday and Wednesday wet day and night; and the boys appreciated the kindness of Mr. Hixson who provided spring mattresses, plenty of blankets, and great coats.

With the tent and the boat-sheds, there was no need to get wet. A fire was going all day and night in the boat-shed, hot drinks and shrimps—of which the boys caught large quantities—were always available. In fact, we found things so comfortable and congenial that when the fine weather did come we were not inclined to shift our base, so contented ourselves with short excursions from Elizabeth Bay.

The big swimming bath was well patronized, and at high tide diving indulged in.

Mr. Hixson has placed this fine water frontage at our disposal as a depot, and has plans in hand to erect davits for hoisting our boats; bunks and hammocks in the boat-sheds; a mooring for our boats; and provision for storing our gear. In every way he has anticipated our requirements to ensure comfort, care of boats, and efficiency, and what we needed—a depot of our own.

Apart from giving us a lot of useful gear, Mr. Hixson sent the boys to the "ficks," and provided the wherewithal to purchase fruit, etc.

Mr. and Mrs. Hixson's chief concern was that the boys were kept warm and had plenty to eat. They had a practical demonstration of how to make a damper by the camp chef. Leading Seaman Mutton reckoned it was good. They wisely took his word for it, and left it at that.

A lot of useful work was done by the boys in getting our new home ready, and fixing the slips on which to pull up the boats.

We are very fortunate in enlisting the goodwill and practical assistance rendered to this Sub-branch by Mr. Hixson, Mr. G. E. Fairfax, B.A., LL.D., and other prominent citizens in the Eastern suburbs. We can assure them that their efforts on our behalf are fully appreciated.

We broke camp at mid-day New Year's Day. Sailed over to visit North Sydney depot, where we fell in with a lot of the boys out sailing and transhipping some of them into our boat we sailed down the harbour where we exchanged greetings with some of Drummoigne Company in the "Quambi."

After landing the North Sydney boys we set out for our present home port Rose Bay, where we arrived just before the storm broke. Got our boat safely moored, and dispersed until the next week-end, all hands agreeing that it had been some camp.

Mr. Stone, O.C. (Coogee-Clovelly), with his boys in the cutter paid us a visit in passing at Elizabeth Bay on their way to Ryde. On their return they were not so fortunate as we were in avoiding the storm, which broke in full force as they entered Rose Bay. Mr. Stone wisely decided on safety first, stowed his canvas, and ran into Neilson Park for shelter.

With our new boat house at Elizabeth Bay we will be brought geographically close to the other depots, thereby ensuring a closer co-operation which we trust will be to the mutual benefit of everyone.

BIRCH GROVE.

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

Our camp this year was one of the wettest on record.

On Xmas Eve a fatigue party under Mr. Robertson (Sportsmaster) and Mr. M. Sommerville (O.C. Lane Cove) took the gear per motor lorry to Narrabeen. On arrival at 11.45 p.m. tents were erected and all made snug for the night. The remainder of the cadets arrived next day and were detailed for tent guard, water party, provision party, etc.

On Sunday afternoon the Narrabeen Life Saving Club gave a special life saving display, which was instructive and very interesting to the boys.

Continued on page 22.

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Navy League Concert.

A CONCERT took place on Wednesday, the 15th December at King's Hall, City, and was well attended by Navy Leaguers and their friends. Considering the time of the year, when so many other engagements intervene, we cannot but be pleased with the support that was given.

The programme presented, under the direction of Miss Winifred Jenner, was one of outstanding merit, both varied and well-balanced. Each performer gave of his and her best, something individually different and yet there was preserved that unifying and cumulative interest, which is found so hard to attain on the concert platform.

The evening opened with a delightful one-act fantasy by Gilbert Cannan entitled "Everybody's Husband"; and this was produced in a spirit fully befitting it by Miss Daphne Deane, a talented actress and one well-known to Sydney theatre-goers. It was admirably cast. The Girl of Claro St. Clare was well portrayed in all her modernity with its strong dash of romantic idealism; the Mother, Phoebe Martyn, a charming young mother, hedged around by all the propriety of her time and generation, yet showed that she had the nerve to rebel and the saving grace to realize in time her one extravagance. The Grandmother, May Wylds, so youthful in her crinolines, was the very epitome of what a wife should be, though even she confessed the dread secret; while Great Grandmother, Helga Rolunde, a dashing, roguish lady in bonnet and flowered dimity of 1815 in a background of Continental intrigue and escapade, sounded the note of disillusion and warning to the errant fancies of the Girl.

A bright coloured, slightly provocative dream; and with the fall of the curtain one woke up, pleased to keep it stored away an intangible something—as did the Girl so busy with the awakening arrangements of her wedding day.

Miss Annie Payne sang with charm and feeling two Scottish songs: "Callie Herrin" and "Within a mile o' Edinboro' town." Later in the evening she graciously consented to appear again in place of Mr. Francis Halls, who was unfortunately at the eleventh hour unable to attend. She thus gave extensively of her repertoire and in so doing showed

herself skilful and sympathetic in the interpretation of widely differing themes.

One of the pleasantest and most unique items of the evening was that of Rhythmic Dancing given by the pupils of Miss Rachel Lewers. After the conventionalised and artificial forms group dancing usually takes as in the ballet and its kindred concepts, Rhythmic Dance comes as a pure, untrammelled, impressionistic art. It demands a good deal of intelligence from the artist, being chiefly interpretive, and seems to elicit in naive fashion the natural grace of bodily movement and posture of its devotees. The Misses Bertha Lawson, Molly Warburton and Gladys Beresford rendered a group of five dances between them, the most striking of the ensemble ones being a "Circle Dance."

Miss Beatrice Day needed no introduction and in a humorous recitation "The Little Hatchet" greatly amused her audience. This difficult piece, when subjected to the artistry of Miss Day, seemed simplicity itself; yet one realised that only a practised and consummate artiste could have sustained the ever interrupted dialogue and preserve the humour and balance of the piece.

At the piano Madame Evelyn Grieg rendered Paderewski's "Minuet" and Novellette No. 2 by Schumann. The execution of the former was characterised by a delicacy and restraint worthy of this daintiest of conceptions. Madame Grieg is an executant of outstanding ability and, beyond and above her correctness of technique, one knew her as a lover of music and the beautiful for their own sakes. For an encore she gave Boccherini's Minuet on the dulcitone, the instrument that is always envisaged in conjunction with the stately old dance.

Mr. Robert Turner, a prominent member of the "Bunch of Keys" Company, gave several delightful monologues. In "Monty talks of Love"—a composition, by the way, of his own—he described in inimitable fashion Monty's version and ideas of the great phenomenon. Followed a realistic piece about a coxer with his girl at the pictures, a riot of emotion and humour, in which Mr. Turner gave his imagination full rein. He was not allowed to go until he had given an encore, which was in more serious vein.

Mrs. Julius Rosenfeld (Piano), Mr. Louis Ratner (Violin), and Mr. Leo Packer (Cello) rendered a suite of three instrumental pieces: "Romance" (Svendson), "Serenade" (Widor) and "Bourée" (Bach). The choice was a happy one for the occasion and was much appreciated. Perhaps Widor's yearning, sad-hued composition made the greatest appeal and the trio are to be complimented in providing a very pleasing musical contribution to the evening.

Last, but certainly not least, Miss Winifred Jenner wound up the full-measured programme with some vocal items, which brought the concert to a bright and cheerful finish. This artistic's clear enunciation, combined with a charming mezzo-soprano voice was indeed a pleasure to listen to. The half-humorous, half-sentimental burden of her songs seemed a very well chosen medium for her expression.

Our grateful thanks are due to the Ladies' Concert Committee for making possible this Christmas event. Under the chairmanship of Miss O. Kelso King, the Committee comprised Miss A. S. Murray (an indefatigable Secretary and Treasurer), Mrs. A. Norton, Mrs. G. S. Thompson, Mrs. T. H. Silk,

Miss Frances Glasson, Miss K. Murray, Miss A. Payoe, Miss E. North and Miss Winifred Jenner (programme arranger).

A joint Ladies' Welfare Committee was also convened and the help and practical interest shown by these League Ladies augurs well for future functions. Mrs. A. Walker was Chairman, with Mrs. S. Cooper as Secretary and Mrs. Lampherd, Treasurer, and the Committee consisted of representatives from Drummoyle, Birchgrove, Balmain and Lane Cove Ladies' Welfares. This Committee did excellent work in the sale of tickets and undertook the catering arrangements for the artistes. Under their supervision chocolates and programmes were sold.

We thank Miss O. Kelso King, Miss Glasson, Mrs. T. Fox, and many ladies of the Welfare Committee, Mrs. Walker, Mrs. Cooper, Mrs. Somerville, Mrs. Lampherd, for their generous donations in kind; and Mr. Watson for making up the flowers so kindly sent by Miss A. S. Murray and Miss Glasson.

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Reminiscences of Jutland.

Courtesy "ANCHOR AND AYLON."

DOES any one need to be reminded that nearly eleven years ago we were freed from a greater danger even than that presented by Napoleon Bonaparte? On June 1st, 1916, the German High Sea Fleet, which had been deliberately built up to cripple our maritime ascendancy, was flying back to the Fatherland for shelter, never again to issue forth in battle array, whilst Admiral Jellicoe was looking in vain for the foe that had returned home under cover of the darkness.

The passing years clear up many debatable points, and with the perspective of a decade between the battle and ourselves, a better scale of values is obtainable than was available at close quarters. The net result of the Battle of Jutland was the elimination of the German High Sea Fleet from further challenge of our naval power; what the gross result was, who can say?

GALATHEA'S FIRST SHOT.

The beginning of the battle was not without its quaint and humorous side. On the evening of May 30th, the First Light Cruiser Squadron set out for a "sweep" of the North Sea, in company with other Light Cruiser Squadrons and the Battle Cruiser Fleet. At two o'clock in the afternoon of the following day, the Eastern limit having been reached, the order was given for the ships to return to their base, but the GALATHEA, flying the broad pennant of Commodore Alexander Sinclair, was late in getting the order, being well away on the wing. However, she was just about to turn at 2.15 p.m. when a merchant ship was sighted right ahead. She appeared to be stopped and blowing off steam. This decided the Commodore to keep on his course and see what was happening. A little closer approach disclosed a German destroyer alongside her, the stump foremast and tall mainmast stamping her as an unmistakable Hun. Bang! went the GALATHEA's fore-castle 6in. gun. The first shot of the Jutland Battle had been fired! Enemy in sight consisting of one destroyer was "sparked" out from the GALATHEA's wireless, and

this was the first enemy report of that great sea Armageddon, the time being about 2.30 on May 31st.

It was not very long before the GALATHEA discovered enemy cruisers and destroyers, and came in for an unpleasant degree of attention, the range being 14,000 yards. What happened to the first shell fired by the enemy is worth recording. It hit the GALATHEA below the bridge, and passing through a deck or two, lodged against the opposite side of the ship, but fortunately without exploding. A seaman belonging to the Royal Navy Reserve saw in a couple of minutes later, and thinking it belonged to the ship's own ammunition, attempted to pick it up, but let it go more quickly than he had lifted it, exclaiming: "Crikey! the blighter's hot!" He had a hot time of it for a day or two, as may be imagined, for the incident became the standing joke of the ship for some time.

ENEMY LED TO ACTION.

From these movements developed the most tremendous sea fight in the world's history. The GALATHEA, keeping the Battle Cruiser Fleet informed as to what was going on, led the enemy towards Admiral Beatty, and soon it became evident that the day for which such mighty preparations had been made, and for which so much money had been spent, had arrived. It would be futile to attempt to describe the battle in detail, and one must, therefore, be content to deal with generalities. Jutland may be said to have been fought in three chapters. The first was the Battle Cruiser action from 4 p.m. to 6 p.m.; the second, the Battle Fleet action from 6 p.m. to 9 p.m.; and the third, the night action, from 10 p.m. until 2 a.m. on June 1st.

The Battle-Cruiser action was for the most part a long distance artillery duel, in which our battle cruisers, assisted by the Fifth Battle Squadron, engaged the enemy battle cruisers and the leading ships of the enemy Battle Fleet. The trend of the

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fight was northward, all the while drawing nearer and nearer to Jellicoe's Grand Fleet, which was hurrying to the scene of action from Scapa. The visibility was bad, the distance separating the contending forces between 13,000 and 18,000 yards, and fire had frequently to be checked owing to the mist. The Battle-Cruiser Squadron, under Hood, was despatched by Admiral Jellicoe to race on ahead and support the Rosyth battle-cruiser force, and at 5.30 p.m. they sighted gun flashes. During this chapter both sides received a good gruel, the Germans being no mean adversaries, their range-finding and shooting being good.

THE HORNS OF THE CRESCENT.

A few minutes before 6 p.m. Admiral Beatty made junction with the leading ships of Admiral Jellicoe's force, and augmented by three more battle-cruisers, drove the German battle-cruisers away to the south-east. At 6.15 Jellicoe sighted the leading ships of the German battle force, and deployed his fleet from cruising formation into battle line. It was a masterful stroke, and developed into a sort of crescent-shaped curve, enveloping or enclosing the enemy within the horns of the crescent. The range was long, however, the visibility very poor, and only a few of the German battleships could be seen at any one time.

At 7 p.m. the Grand Fleet turned South to close the enemy, but by this time the latter had fled to the westward, and launched torpedo attacks at our battleships from time to time. Later, they turned again to the east, and then, under a heavy smoke screen, once more to the west, working gradually round by the south to the south-east. By 8 p.m. the firing had died down, and the fleets were out of touch.

During the night Admiral Jellicoe went south to prevent a return of the Germans to their base, and to be ready for the fray at break of day, his rear being protected by destroyers. With consummate skill or rare good luck, the German Commander-in-Chief slipped under the stern of the south-going British Fleet, and got home by the "back door." In this manoeuvre the German battleships fell foul of our destroyers, and produced a scene of liveliness, Jellicoe's ships being five miles or more to the south.

At dawn on June 1st the Germans were fleeing for home behind the protection of the mine-fields, whilst Jellicoe scoured the sea in vain for the lost foe. He had brought his fleet magnificently into action, and the German Commander-in-Chief had cleverly wriggled clear. The British went home to watch and wait for the enemy's next appearance, and 3½ years later the Germans came out again—this time to surrender!

BIRCHGROVE—CONTINUED

The cadets played the officers' football after the rain ceased on Monday. An hour was spent each afternoon at band practice. A bandmaster from a nearby camp was interested in the playing, and kindly came along and gave us a hand.

On receiving a wireless report that the wet weather would continue, it was decided to return home; but the tents were left, and at New Year a number of the Welfare Committee spent the week-end there.

Camp routine was as follows:—Officer of Day and bugles turned out 6.25 a.m.; "reveille" sounded 6.30; physical drill, hands to bathe 7.30; breakfast 8.30; clean up camp, clean dishes and place for dinner; 9 a.m. air blankets; 9.30 clean up tents and fold blankets; inspect camp; dismiss hands to dance and skylark; dinner noon; band practice, 1 to 2 p.m.; football and cricket until tea at 5.30 p.m.; sing song; guard posted 8 p.m., lights out and pipe down 9.30 p.m.

Many of the sub-branch and Welfare Committee members visited the camp, also representatives of the Felix Club. Mrs. Cooper, Mrs. Pont and Mrs. Lamphard, were in charge of the Commissariat Department and all hands were well looked after in regard to the inner-boy.

The Balmain Council kindly gave our band permission to play and collect in the street during Xmas week with the result that £21/18 was handed in after eight performances. Each boy received 18/8 as his quota—a nice Xmas box.

MOSMAN.

(Contributed by Mr. H. R. Carrington, O.C.)

Some of our boys went to the camp organised by North Sydney Company; and, from all reports, they had an excellent time despite the wet weather.

Four cadets, we are pleased to note, have passed through ordinary seaman test since their recruitment. They are:—L. G. Scott, A. Dalziel, A. Aldred and G. Aldred.

We are pleased to say that we have taken possession of a whaler. It is not certain, at present, whether this will become our permanent property; but it will come in very useful for commencing our boat-work in earnest.

Re the forthcoming Oswald McMaster Signalling Competition, two of our boys will be entering. They have picked up "signals" very quickly.

We are also entering the whaler in the Anniversary Day Race; but of course the crew will not have had much practice by that date.

The Company attended on Church Parade at St. Clement's Church, Raglan Street, Mosman, on the 19th of December. The Service was conducted by the Rev. C. Varrington, M.A. The Company paraded in good strength.

When the Charles-Fairfax Flag Competition is next held we are trusting that this event will take place at Mosman; and, if such comes about, other companies by their presence will in no small measure popularise the movement in Mosman.

Thanks to the exertions of our energetic Committee we have obtained as a training centre the use of a school-room in the St. Clement's Hall. So soon as depot arrangements are finalised we shall transfer from this training centre to our permanent home.

LANE COVE.

(Continued by Mr. R. M. Sommerville, O.C.)

In opening this month's report I must first congratulate the Birchgrove Company on their splendid Xmas Party. We thoroughly enjoyed ourselves and were filled with admiration for the price-giving arrangements and the musical programmes which followed.

We congratulate Mr. Hillman, also, on the well-organised Concert put on by the Navy League at the King's Hall on the 15th December. Many of our Lane Cove supporters attended and thoroughly enjoyed the diversified entertainment.

Our own Xmas Party was held on the 14th December and was given by our Committees, the Ladies' Welfare Committee providing the presents. Each cadet received a book; and the prizes were distributed by our President, Mr. H. Cochrane, who was in fine form, giving the boys some good, hearty advice in his own jolly manner. Present were the Organising Secretary, Mr. Cooper, O.C., Birchgrove and Mr. Nichol amid a large concourse of parents and supporters.

The O.C. Mr. Sommerville was presented with a silver service ring and Mrs. Sommerville with a pearl necklace, gifts from the boys, which came at a great surprise and were very much appreciated.

Cadet Darcy received the medal for signalling presented by Mrs. Sommerville and he also received the President's prize. Cadet Fielder won the O.C.'s prize of one guinea for introducing the largest number of recruits to the Company.

During the evening dancing items were given by the ladies connected with the Welfare Committee, whilst Miss McCallum assisted at the piano.

We are pleased to report that Mr. Aldred has joined the Company as an officer and promises to be of great assistance.

The O.C. with a number of cadets joined in with Birchgrove Company in their holiday camp.

The camping was cut short by the advent of wet weather, but the boys enjoyed themselves thoroughly at Narrabeen, and are looking forward to future opportunities of camping.

At last we have secured admirable training quarters. It is a commodious place and built for a garage, and is centrally situated at the Lane Cove terminus. Mr. Barton, the owner, has allowed us to hire it at a very reasonable rental.

Mr. Fielder has offered two guineas to the cadet who gets most recruits during 1927, and no doubt this will prove a great inducement to the boys to bring along their friends.

The dinghy is on shore for overhaul, so we have some work in store for us.

Mr. Barker has kindly presented us with a fine buoy which we have needed for some time.

We wish all Companies the best of luck during 1927, and all Navy League supporters, particularly those who have so generously helped us in our up-hill fight.

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The Tempest.

G. H. H.

THIS play of Shakespeare's was one of his maturest works. Despite its title it seems that the poet's philosophy at the date of writing was definitely a settled one: the conviction that the good triumphs eventually over the evil in the world. The play, one of the shortest, is moreover coloured by the brightest fantasy and ranks, perhaps, as one of Shakespeare's greatest contributions to drama and literature.

From a sea point of view it is interesting to note that one of the main sources of the play is that of the New World adventure. There is no doubt that Shakespeare had very frequent conversations with Elizabethan sailors and that he read avidly the current accounts of the numerous exploration voyages of his contemporaries. Eden's *History of Travaille*, published in 1577, tells of a voyage to Patagonia in the far south of South America wherein it was noticed that the natives called out to the "chief devil of the many they worship," one Setebos, to deliver them. In this volume occur many of the names of the play's protagonists with but slight alterations.

Pointed allusions, moreover, have been found in the play to Sir Walter Raleigh's *Discoverie of the Large, Rich and Beautiful Kingdom of Guiana*, published 1596. And from another pamphleteer, Shakespeare drew the form "Bermoothes" for the Bermudas. But undoubtedly the greatest sea source was in his reading of the accounts of a remarkable and sensational voyage given by Silvester Jourdain in *A Discoverie of the Bermudas, otherwise called the Ile of Devils*, by Sir Thomas Gates, Sir George Sommers and Captayne Newport with divers others," which appeared in 1610.

Jourdain, himself, was a survivor of this voyage wherein the Admiral's ship was parted from the rest of the fleet in a hurricane and driven on the Bermuda reefs. The vessel seems to have been wedged providentially between two rocks and did not immediately founder; the crew were thereby enabled to get ashore after the storm, which passed as suddenly as it had struck.

No one perished and the sailors fell asleep through sheer exhaustion. They, awakening to find themselves dried by the tropic sun and in a land of plenty, began to talk of enchantment.

The other ships of the fleet after the storm were enabled to make contact and sadly went on to Virginia, reporting that their Admiral with his crew and ship had perished. After the lapse of several months those reported lost landed in Virginia, having sailed in two vessels, which they had built on the island.

A further account of this mishap and curious deliverance was narrated by William Strachey, a Virginian official. In this telling the antics of Ariel of the play are seen in "a little round light." The narrative recounts:—"Only upon the Thursday night (just before the storm) Sir George Sommers being upon the watch had an apparition of a little round light like a faint starre trembling and steaming along with a sparkling blaze halfe the height upon the maine mast, and shooting sometimes from shroud to shroud."

It is recorded also that during Sommers's stay on the island, which is described as uninhabited, mutinous conspiracies took place and "a sea monster in shape like a man" was reported, "having at his elbows large fins like a fish."

The shipwreck, the desert island idea, the monster and enchantment: all these are incorporated wholesale into the Shakespearean fantasy.

The play has many aspects: political, personal, philosophic. It takes its place in time after the tragedies, the colossal heartsearching and disillusion of this gentlest of poets. It has something of the freshness and naivete of the earliest comedies, but is far beyond these in feeling and meaning. It is the supreme work of a genius who has suffered terribly, almost to annihilation, and who at long last finds some reason for these sufferings and humiliations in the sweeping arc of his poetic expression. It is the safe haven after troubled seas (and what storms!); and in the heart of the playwright one senses a sympathy with all the common throng of humanity and a belief in the ultimate rightness of things.

PERSONAL

We have visiting us in Sydney Commander Arthur Marsden, R.N. At the invitation of the Navy League Executive Committee he attended the monthly meeting on Monday, 10th January, at Royal Naval House. He was very interested in our work, and gave us useful information of the League's endeavours in Great Britain, of which he is an ardent supporter. Elsewhere under Forthcoming Activities in the present issue readers are told more fully about the address Commander Marsden has so kindly consented to give to Navy Leaguers and the general public.

His career is a distinguished one. Entering the navy in 1878 he was promoted from the Royal yacht to lieutenant in 1901. In 1912 he was again promoted to Lieutenant-Commander, and 1917 saw him in his present rank. He was on the Active Service list, and served throughout the war, being in command of H.M.S. "Ardent" at the memorable battle of Jutland, and in respect of this engagement he had the honor to be mentioned in despatches by Lord Jellicoe.

It is also interesting to note that Commander Marsden has received the silver medal of the Royal Humane Society for saving life at sea.

The Conservative candidate for North Battersea, which is at present represented in the British Parliament by Mr. Saklatvala, the Parsee Communist. He is an indefatigable worker in the political fight against Communism, and by writing and speaking is a practical upholder of the Empire and its meaning in the finest sense.

As before mentioned, he is a supporter of the Navy League, and at the present time is on a world tour with his wife, Mrs. Marsden, who is a daughter of Mr. Llewellyn and Lady Rachel Sanderson and a grand-daughter of the 5th Earl of Clonmel.

NAVAL APPOINTMENTS.

Following is the latest list of naval appointments:—
 Lieutenant-Commander: William Y. L. Y. Beverley, to Cerberus, additional, for passage to the United Kingdom, per R.M.S. Orana, for reversion to the Royal Navy, to date January, 1927; Reginald W. Moore, D.S.C., to Cerberus, additional, for passage to the United Kingdom, per s.s. Thalatta, for reversion to the Royal Navy, to date December 22, 1926. Lieutenant: Franklin B. Morris, to Cerberus, additional, for passage to the United Kingdom, per s.s. Demosthenes, to date January 22; (C) Roy R. Dowling, to Platypus, additional, and for Butilla duties, to date January 20; Frederick G. Juce, to Cerberus, to date January 10; (N) Henry A. Shovers, to Melbourne, to date January 20. Chaplain: Rev. George Stuhls, to Franklin, for R.A.N. College, to date January 24, 1927; Rev. Frank L. Oliver, to Adelaide, to date January 25; Rev. Vicar W. Thompson, to Platypus, to date January 1; Rev. Ivor L. Skelton, to Penguin, additional, to date January 1. Instructor Lieutenant-Commander: Francis H. Redmill, to Franklin, for R.A.N. College, to date February 1; Brian J. McGrath, to Penguin, and for naval establishments, Sydney, to date February 1. Surgeon-Lieutenant: Robert Nihil, to Cerberus, to date December 18, 1926; Denis A. Pritchard, to Melbourne, additional (temporarily), to date December 22, 1926. Surgeon-Lieutenant (H): Alayne C. Treagus, to Cerberus, additional, to date January 4, and to Penguin, to date January 22. Commissioned Gunner: Arthur Greening, to Cerberus, to date January 1, and to Cerberus, additional, for passage to the United Kingdom, per s.s. Demosthenes, to date January 22. Commissioned Boatman: Alfred J. Reed, to Sydney, to date January 15; Joseph W. Williams, to Penguin, additional, to date January 15. Senior Master: William R. Murphy, to Melbourne, to date January 10; Richard H. R. Finney, to Penguin, to date January 10; Schoolmaster: John E. Pearce and Edmund T. Griffiths, to Cerberus, additional, to date January 10; John A. Henry, to Cerberus, to date January 10; Cyril G. Jopling, to Melbourne, additional, to date January 10.

Promotions:—Engineer-Commanders: Percival Edwin McNeil and James John Cantley Brand, to be Engineer Captains, to date December 31, 1926. Commissioned Engineer: Edwin John Ross, to be Engineer Lieutenant, to date December 31, 1926. Acting Supply Petty Officer Hugh Mahan Johnson, to be Mate (A) (Acting), to date January 1.

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

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

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

PHONE: B 7808.

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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, WEALS 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 acquire GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self respect in the spirit of their Motto—
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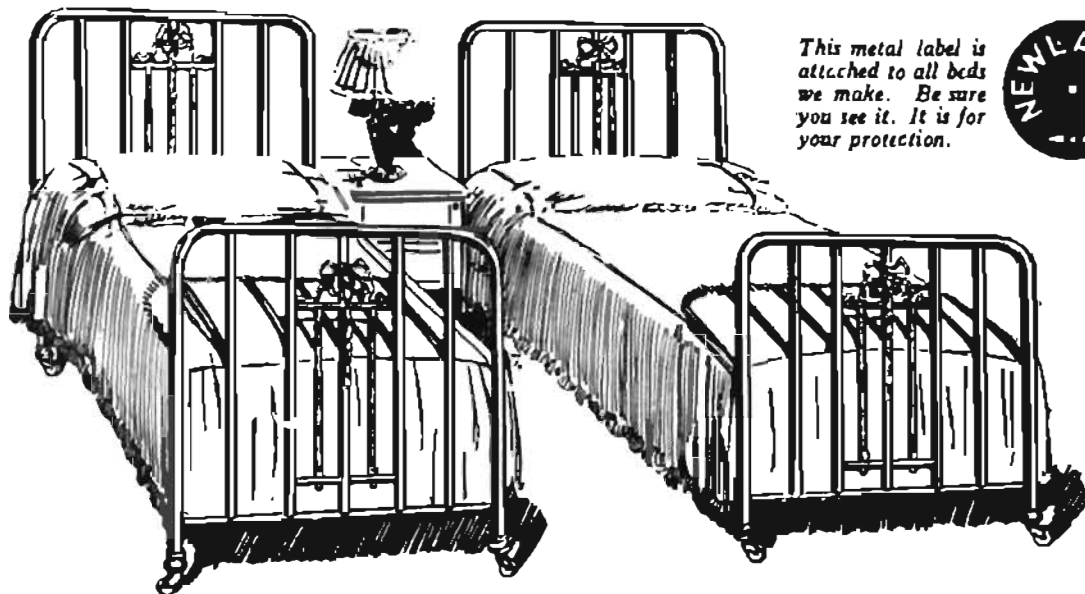
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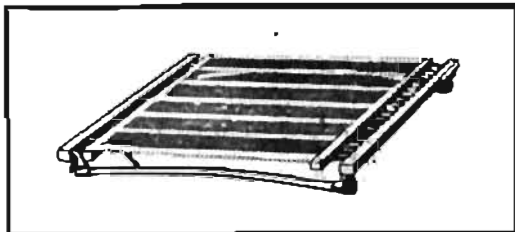
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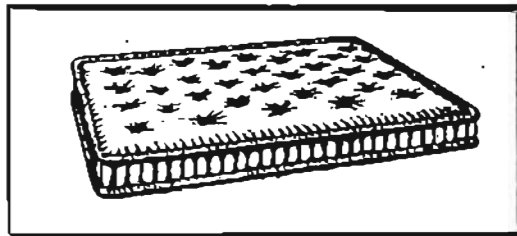
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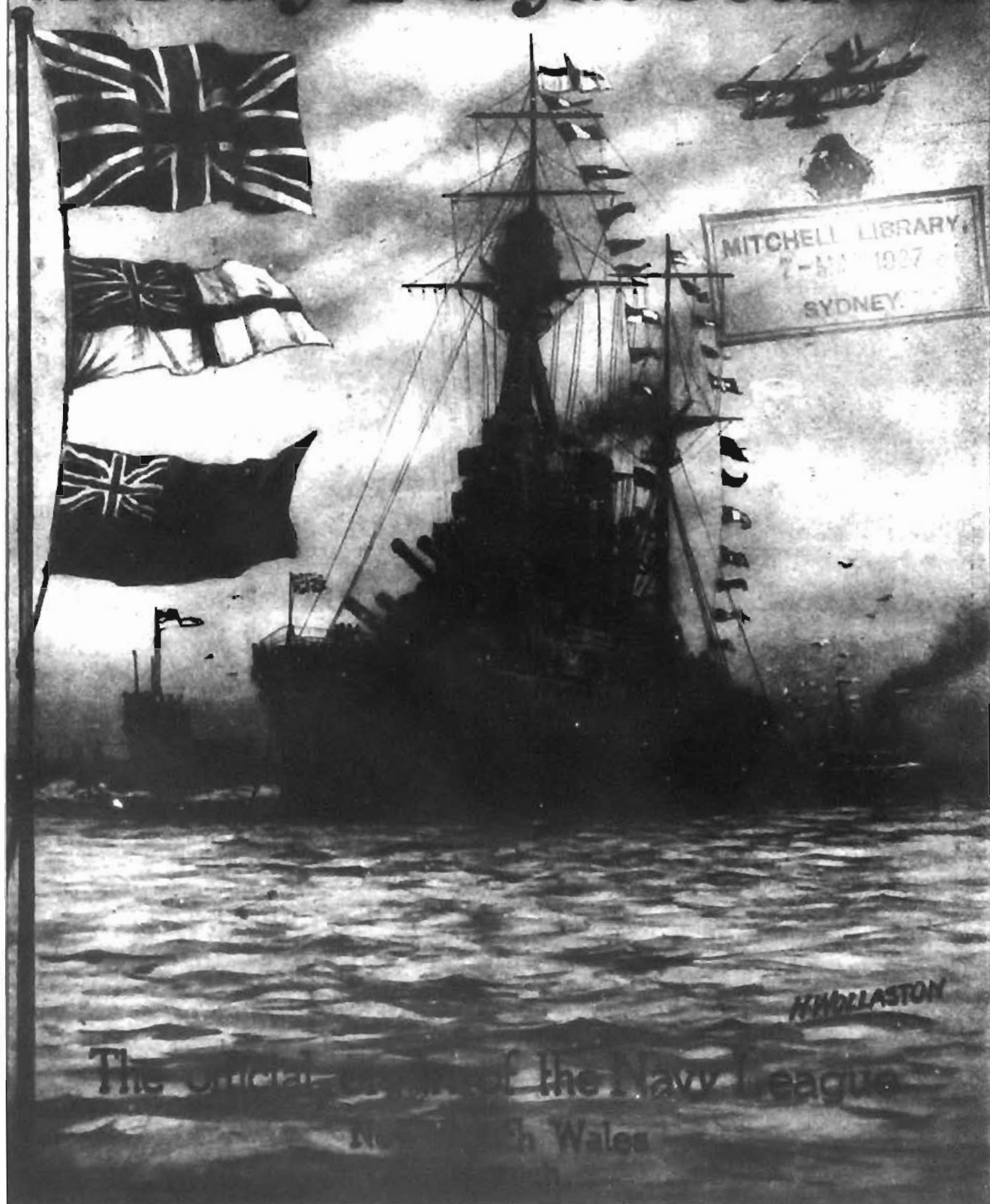
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The Navy League Journal

Vol. VII. No. 10.

SYDNEY, FEBRUARY, 1927.

PRICE 3d

CHINA.

Whatever may be the result of the Civil War in China, Britain has applied thereto a most consistent policy which, at the same time, allows scope for the legitimate and national aspirations of the Chinese, yet is sternly set against a parade of invertebrate weakness in protecting British lives and property faced by hostile mobs.

From first to last, and during pending negotiations, this position has been maintained, and as a corollary the necessary troops and defence force have been despatched in the logical pursuance of such a policy.

This is no mere "jingo" move, and cannot be construed by even the most pacific-minded as an act of aggression; it is merely the taking of reasonable precautions when no guarantee can be given by the rival Chinese factions for the safety of foreign residents.

The British in China are there by virtue of still existing treaties and agreements; and, whatever may be their status in the future, it is sufficient that they are there at this time and need urgent protection.

Any Government in power which refused to grant such aid or which was so dilatory that only steps were taken in the wake of a great tragedy would be severely censured—and rightly so. If a show of determined effort to withstand mob-law and anti-foreign rioting in Shanghai deters what might otherwise develop into a great catastrophe, then the presence of British troops and warships is

supremely justified, and is not only the insurance of the lives of British subjects, but further is a boon to all Chinese citizens worthy of the name. Other interested nations after a series of somewhat vague and hesitant steps have gradually swung into some sort of line with Britain's lead. Somewhere and sometime a stand must be made in face of a difficulty. Reluctantly the British Government has been forced to the step taken, and at last the rapidly diminishing prestige of the white in China has been checked. British subjects in the East have for several years past suffered humiliation and indignities, whilst British commerce has been harassed by boycotting and such-like interference with legitimate trading.

There is no secret as to the origin of these ferment; they are the results of the propaganda of Bolshevik agents, and are yet another instance of the Soviets' aim to overthrow British power and influence to the furtherance of their visionary dream of revolution and world-dominion.

China actually and politically is in a state of chaos. Let us hope that the stirring, awakening spirit of this vast nation, cognizant at last to the possibilities of a wondrous future, may find a way to bind the warring sections.

When that is accomplished China may settle down to an era of progress and emancipation, a united nation and, with its old-time peace-loving attributes and ruled by its finest passions, seek with confidence the high company of the outside world.



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Where Sail Still Holds Its Own.

Tasmania's Ketches and the Men Who Run and Race Them.

Steyne's Voyage Round the Horn to Rio and Back
by Good Hope.

BY THOMAS DUNNAN.

ONE by one they have dropped away till to-day there is not a single trading vessel working under sails on the registry of the port of Sydney. Probably the 87-ton ketch Phil Forbes, which foundered near Broughton Island off Port Stephens on June 5, 1922, was the last of its race. One or two sailing vessels still visit Sydney regularly—such as the Alexa, which trades with the Gilberts. The Alexa, however, is registered at Wellington (N.Z.) Deep-sea sailing ships owned overseas also visit the port from time to time.

Melbourne still has one or two small sailing vessels which run firewood and other commodities up to the city; but she, too, is a port that has nearly gone out of sail. It was at Point Nepean, down by the entrance to Port Phillip, by the way, that Australia's last brig, the old Edward, was wrecked on September 30, 1912.

There is, however, one port in Australia which can still show quite a fleet of sailing vessels regularly engaged in trade. It is the only port in the Commonwealth that can, if we leave out of account the fleets of luggers (really only glorified fishing boats) belonging to Thursday Island, Broome and other northern ports.

There is Hobart in Tasmania. At the Hobart regatta, held this year on February 1, the race for trading vessels under sail is the big event of the day, with over £100 offered in prizes. These vessels are ketches, two-masted craft usually of about 60 tons. Some of them have so far fallen from grace as to have an auxiliary engine as a standby for calms or head winds. Others rely on the sails alone.

There are several smart schooners sailing out of Hobart as well. These are usually run in the

timber trade, carrying cargoes to Melbourne or Adelaide. It is the ketch, however, employed in trading to the outports which is the characteristic Tasmanian form of sailing craft.

ROUND THE WORLD IN A KETCH.

These small Tasmanian craft were not always confined to short coastwise trips. In 1826 William Steyne sailed the 25-ton Emma Kemp round the world from Hobart. He went to Rio de Janeiro round Cape Horn, picked up a cargo of tobacco and coffee, and returned by way of the Cape of Good Hope. He had a crew of five men, and it is recorded that not one of them except himself could read or write.

Steyne touched at Cloudy Bay in New Zealand on his way to Rio. Robert McNab, the historian of old New Zealand, says that his was the most wonderful voyage in the history of Australasian shipping.

A famous old Tasmanian ketch was the William the Fourth, built in the days of that monarch and a century or so ago. She continued in active service till she came to grief on Bruny Island in a gale a few years ago. In her youth she once carried the mails from Tasmania to New Zealand, and she had made voyages to Albany, Western Australia.

To this day there are dozens of ketches trading out of Hobart to various points on the east and south-east coasts of Tasmania. They bring up timber, firewood, fruit, wool and a thousand and one other things, and take back supplies for the settlers.

Even here the competition of steam makes itself felt. The mosquito steamers are apt to beat the ketches off the run where there is a regular volume



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of trade—and especially where there are passengers to be carried. There are outports which a few years ago were served by ketches making regular trips which are now relying on steamers alone to carry their trade. In other places the ketches still hold their own.

The ketches, too, retain the traffic to the creeks, bays and inlets where timber, produce and other things are shipped "off the beach." They work into all sorts of lost corners and forgotten inlets—from Catamaran Creek away round the coast to East Bay, Maria Island and Fortescue Bay. There are bays where the bales of wool are still carried out to the boats which then take them out to the ketch which lies off the beach to wait for its loading.

SAILING SHIP FAMILIES.

This year's ketch race was won by the *May Queen*. Famous racers of the past were the *Speedwell*, the *Leillateah*, the *Gazelle*, the *Huon Chief*, and the old *Tasman*. William has always been a favorite ketch name in various combinations. Besides that veteran the William the Fourth there were the William and Mary, and the William and Ann. Others are, or were, the *Swift*, the *Hope*, the *Betty* and the *Rose*.

While "squareheads" are found in some numbers in certain other branches of Australian shipping ketches are manned almost entirely by Tasmanians born. These bargemen, to use their commoner name, are almost a race apart. Often the ketch is a family affair. There are families, such as the Spaldings, which have been running ketches in and out of Hobart for generations. A still more famous sailing craft family is that of the Heathers, but they run rather to the command of schooners, and some of them have remarkable passages from Tasmanian ports to the mainland to their credit.

In the days when the now deserted Port Davey, in the far south-west of Tasmania, was an active centre of the trade in Huon pine, carried on entirely by sailing craft, the Heather family lived in that remote corner of the island. As the boys grew up they took to the sea and they have been there ever since, in ketches and in schooners.

While ketches no longer sail round the world or run to New Zealand or Western Australia they are

stout seaworthy little craft, and if properly handled can stand a lot of knocking about. As a rule a skipper, a couple of men, and a boy form a crew for a ketch, except when she is racing, when she blossoms out with a crew of a dozen or more.

Ketches are sometimes used for fishing where long trips have to be made. Thus there are several ketches employed in the crayfishing trade in Bass Straits, the main purpose of which is the supply of the Melbourne market. A well-known craft of this kind is the *Mary Burgess*.

WOODEN SHIPBUILDING.

That the ketches are well built stout little craft is shown by the service that they give. Such a ketch as the William the Fourth which ran for nearly a century, is an exception, but there are others which have been in commission for over half a century, and are still going strong.

It is claimed that there was a time—away back before the middle of last century—when the Derwent was a greater shipbuilding river than the Clyde. In the days of wooden ships, Tasmania had abundant supplies of the raw material, and many fine deep-sea vessels were turned out from shipyards on the Derwent, D'Entrecasteaux Channel, the Huon River, Port Esperance and elsewhere.

Even Lewisham, to-day a tiny village of a few houses at the entrance to Pittwater, had its shipyard in the early fifties. There was built the ill-fated schooner *Zephyr*, which went ashore near the mouth of Bream Creek, at Marion Bay, on the East Coast (where its bones still stick up from the sand at times) in 1853 and other craft, most of which seem to have been unlucky.

Vessels like the 403-ton *Derwent*, the *Middleton* (340 tons), the barque *Panama* (350 tons), all of which ran between Hobart and London, the whaler *Ruymede*, the Fair Tasmanian, the *Circassian*, and many others were built in the shipyards at Battery Point, Hobart, in the forties and fifties of last century.

The days when the Tasmanian shipyards turned out full-rigged ships and barques are gone—perhaps for ever. But in addition to wooden steamers, the shipyards at Hobart and that of the Willsons at

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Port Cygnet, still build fine ketches, with an occasional schooner. In to these they put the Tasmanian eucalyptus timbers, the Tasmanian blue gum and stringy bark, with Huon pine for their finer work.

GUN-BUILT CUTTER IN THE ARCTIC.

As an instance of the strength and stability of eucalyptus timbers, it is interesting to note that the United States revenue cutter Bear, which has for many years been used for patrol work in the Arctic seas north of Alaska, was built of eucalyptus timber. There may, for that matter, have been Australian gum timber in some of Nelson's ships that fought at Trafalgar. In the very first years of the nineteenth century a good deal of Australian timber was shipped from Sydney to the British naval shipyards. There was also one shipment from Port Phillip in 1803, for when Collins made his unsuccessful attempt to found a settlement there, a quantity of timber was collected and sent away.

Things change even in Hobart, but still the ketches beat up and down the Derwent with their cargoes, or lie in picturesque rows lining the wharves round the fishermen's dock. And every year the characteristic event of the Hobart regatta is the trading vessels' race in which the ketches strive for the blue ribbon of the seas. Hobart has its steamer race, too, when the two fastest steamers compete on Christmas Day in a 50-mile run for the honor of carrying the cock at the masthead for the ensuing year. This, however, is a private affair, though there is just as much keenness about it. This season, curiously enough, there was an accident in both races. One of the steamers grounded, and in the sailing vessels' race two ketches came into collision.

Not only are the ketches a remarkable and vigorous survival from the age of sail, but they are the nursery of a hardy and skilful race of seamen. In their little corner of the Tasmanian seas they are doing good service to Australia.

Members are requested to interest and
enrol a friend.

Naval Notes from Europe.

(By a Special Correspondent)

The British aircraft-carrier ARGUS has completed her refit and rejoined the fleet. She was laid down in 1914 as the Italian liner CONTE ROSSO, and was purchased on the stocks in 1916 by the British Admiralty.

The new German cruiser EMSEN has left Wilhelmshaven on her world cruise to show the flag. She will be away from home nearly 18 months.

The British battleship KING GEORGE V., which was completed in 1911, and which at the battle of Jutland gave a good account of herself, is being prepared for scrap under the Washington Agreement.

Two large destroyers are building at Rotterdam for the Dutch navy from British design. They will have a cruising radius of 4,800 miles at 15 knots.

The British Atlantic fleet target ship AGAMEMNON has paid off at Portsmouth in preparation for sale. She has been manoeuvred by wireless at 15 knots without a soul on board.

The new British submarine ONYX has been carrying out trials. She was launched in September and is due to commission at the end of January.

The French destroyer FORTUNE has been launched at Caen.

The British destroyer which has, in company with French and Spanish warships, been patrolling the Tangier Zone to prevent the smuggling of arms, has now been withdrawn.

Rear-Admiral Alister F. Beal, C.B., C.M.G., has been placed on the retired list at his own request.

The sloop HELLIOPTRE, which has been laid up at Portsmouth, is proceeding to the North America and West Indies station to replace the VALERIAN which recently foundered off Bermuda. The ill-fated vessel's survivors—nineteen—have arrived in England.

Vital changes are now under contemplation in connection with the constitution of the Italian navy. Under the scheme many of the obsolete vessels would be scrapped.

The Electric Boat Co. of America is claiming against the British Admiralty for the use of alleged patents for submarines during the war. The 'spectacle frame' construction is the most important of these.

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NAVAL NOTES—Continued.

The British battleship *RESOLUTION* has arrived at Portsmouth for an extensive refit upon which nearly £50,000 is to be spent this year. She has been recently acting as flagship to the First Battle Squadron.

The new British mine-laying cruiser *ADVENTURE* has been carrying out trials, but great secrecy is being maintained as to the results. The construction of the French mine-laying cruiser *PLUTON* has been suspended 'on account of the rapid development of the type'—presumably until some of the *ADVENTURE*'s secrets are published.

The British Coastal Motor Boat Base at Haslar is to be re-named *H.M.S. HORNET*, as this title is considered particularly suitable for this class of craft.

During the past year over 3,000 men have been discharged from British Naval Dockyards.

The Turkish battle cruiser *YAVUZ SULTAN SELIM*, formerly the German *GÖTTEN*, which for several years lay in Stenya Bay following mine damage, is to be repaired by French engineers near Constantinople. On completion of the refit she will be the most powerful warship owned in the Levant.

The British destroyer *STORK*, built in 1917, is to be prepared for sale. The *TEMPEST* is replacing her as firing ship at Chatham.

Vice-Admiral John E. Drummond (retired), who saw service on land in South Africa and China with naval guns, has died in his 54th year.

The French naval budget has now been reduced to 1,805,000,000 frs. Of this amount 112 million frs. are to be expended on naval aviation.

During her recent Canadian cruise the sloop *WISTARIA* destroyed the hull of the cruiser *RALEIGH* which was wrecked off the Labrador coast in 1922.

British naval expenditure for the financial year will be considerably below the estimate, as construction has been slackened owing to the coal stoppage.

In the signalling exercises between merchantmen and warships for the second quarter of 1926, the British cruiser *VINDICTIVE* came out top on the naval side.

The old Royal Marine Barracks at Forton, Gosport, are to be taken into use again, under the name of *H.M.S. ST. VINCENT*, as a boys' naval training establishment. Thus a fine old naval name will be perpetuated.

The new Greek submarine *PAPANICOPIS*, sister to the *KATSONIS* which was put into the water last March, has been launched at Nantes.

The British submarine depot ship *LUCIA* is undergoing an extensive refit. As the Hamburg-America liner *SPREERWALD* she was captured off St. Lucia—the origin of her name—by the *BRITANNIA* in 1914.

Paymaster-in-Chief, William H. Gribbell, who has died in his 92nd year, was one of the oldest surviving officers of the Accountant Branch in the British navy.

The British destroyer *AMAZON* has now run trials, but will not be finally completed for some time yet as certain alterations are being carried out.

Vice-Admiral A. C. Clarke, D.S.O., C.B.E., has died at Algiers in his 79th year.

The future of the French Naval Base at Biserta is receiving serious consideration. At the moment the cost of its upkeep is not commensurate with its storage and fuelling capabilities, but it has great air possibilities.

It is expected that the new British battleships *NELSON* and *RODNEY* will complete and join the Mediterranean Fleet about May, 1927. A good deal of criticism is being levelled at them with regard to the disposition of their armament.

Under amended uniform regulations all engineer officers in the British navy will wear purple between their stripes.

There is much controversy in French naval circles over the submarine policy. Small sized vessels of between 400 and 500 tons are favoured by a large section.

On completion of her renovation this year the *VICTORY* will appear just as she was on the day of Nelson's death. She will rest in a permanent concrete bed laid down in the Henry VIII. Dock at Portsmouth—the oldest in the world.

It is reported that three British sloops are to be handed over to the Indian Government to form the nucleus of the Royal Indian Navy.

The Imperial Defence College commenced its activities on January 1.

A large scrapping programme is to be carried out in the French navy this year to find personnel for the new warships.

Admiral the Hon. Sir V. A. Stanley has been placed on the retired list at his own request.

Instruction in motoring at home ports is to be provided for a limited number of men of the Atlantic Fleet during leave periods.

Under new regulations advances of pay are to be made to officers on discharge from H.M. ships on foreign stations for their passage home.

MONUMENT TO CAPTAIN COOK



Monument to Captain Cook on the Island of Hawaii at the place of his death.



Ship's Company H.M.S. *Diomedé* at Captain Cook's Monument Hawaii 1926.

Cook—the Navigator.

VERY little is known about this famous British navigator. We hear, of course, the record of his voyage and his log-notes; but even in his writings Cook says very little about himself. Much of the character of the man has to be pieced together and inferred from what he accomplished.

There is no doubt that he was full of a bull-dog courage and pertinacity; that he was master in fact as well as in name in every vessel in which he commanded; that, at a time when navigation was emerging into an exact science, Cook, with his self-teaching, used the latest knowledge with the practicability of a genius, and tutored himself in navigation, mathematics and astronomy.

His very early life was the usual hard lot of North sea sailors of those days. He emerged from obscurity on the outbreak of war between England and France in 1756; volunteered in His Majesty's service and was given a berth with the fleet supporting General Wolfe at Quebec. Here he was entrusted with the ticklish job of surveying and taking soundings opposite the French fortifications, and barely escaped with his life. Soon after he surveyed Newfoundland coasts and the Gulf of St. Lawrence, which work brought him into sufficient prominence for his being appointed to the command of an important scientific expedition. This was to observe chiefly the transit of Venus on June 3, 1769.

It may be here said that Cook's emergence from the life of an ordinary sailor to an honoured rank in His Majesty's navy was indeed very rare in those days. This fact alone shows that he must have had a remarkable personality. At the same time, he must have been a very personable and presentable young man; for we find throughout his rising career some one of influence stepping forward on his behalf.

Cook made three great voyages in the Pacific. His first mapped the Society Islands, showed New Zealand to be two islands, and definitely found that Australia was not a huge peninsula of New Guinea. In the second voyage he circumnavigated the Southern Hemisphere, and went the farthest south of any navigator up to that time. South Georgia and New Caledonia were put on the map. Cook further reported that he believed that a land mass existed in the region of the Pole; and such is the case though never actually proved until many years after Cook's death.

The third voyage—and his last—was famous for the discovery of the Archipelago named after him,

and the Hawaiian Group; for the mapping out of the North-west coast of America of what is now Oregon to Alaska. After a cruise in the Bering Sea and reporting the existence of the Aleutian Islands, Cook returned and met his death in Hawaii.

On his previous stay at these islands Cook had been welcomed as a god. He had been feted, and many presents of edibles and native finery had been given him and his crews. The island legend ran that the passing promise of this god was: "I will return in after times, on an island bearing (with me) trees and dogs." When the masts and sails of the English vessels were sighted and the natives saw the live-stock aboard they took the facts as evidence of the prophesy fulfilled.

On Cook's return after an appreciable interval of time it was observed that the old camaraderie and friendly spirit shown formerly were strangely diminished.

No doubt the offerings to the "god" though spontaneous had impoverished to some extent the wealth of the islanders. Even a "god" may overstay his welcome. It seems that Cook could not altogether account for his huge popularity on his first visit, and did not take much notice of the lessened warmth in the second reception.

Following a usual practise in dealing with native thefts he, with a cutter's crew, took in charge a chief who was to be freed when the subject matter of the theft was returned.

On the night of February 13, 1779, a cutter was stolen, Cook with his men went ashore to seize the king who was quite willing to go with them. The people, however, became very menacing and the hostage and his friendly captors were forced to retreat.

Next morning on the shore Cook turned to signal the boat to pull in for the party. A native struck him over the head and as he was falling another native plunged a dagger in his back.

Thus came to an end a great sailor, a man whose name is ever kept green by the names of islands, points and straits throughout the length and breadth of the Pacific.

A monument is erected at the place of his death on the Island of Hawaii photographs of which are shown herewith kindly sent for publication in the JOURNAL by the Navy League, Hawke's Bay, Branch, Napier, New Zealand.

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The Sentinels on our Coast.

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

CONCLUSION.

ON July 1st, 1915, the lighthouses on our coast passed to Federal control as arranged by the Lighthouse Act of 1911, at which time there were 24 on the coast of New South Wales, viz.:-

Station of Light.	Date of Erection	Approach Bearing Cost	Distance Visible
Green Cape	1883	£23,338	19 miles
Twofold Bay	1862	1,143	7 "
Montague Island	1881	26,304	22 "
Ulladulla	1873	5,517	12 "
Jervis Bay	1899	20,000	24 "
Crookhaven	1903	1,500	7 "
Kiama	1887	1,750	9 "
Wollongong	1882	2,351	10 "
South Head (Sydney)	1882	26,092	26 "
Inner South Head	1878	5,833	14 "
Barenjoery	1881	20,400	15 "
Norah Head	1901	15,250	18 "
Newcastle	1858	4,465	17 "
Port Stephens	1862	7,400	17 "
Nelson's Head	1873	2,837	10 "
Seal Rocks	1875	18,973	22 "
Crowdy Head	1879	5,015	12 "
Tacking Point	1879	4,650	12 "
Smoky Cape	1891	16,800	28 "
South Solitary Island	1886	31,359	20 "
Clarence River	1866	1,747	12 "
Richmond River	1866	4,112	12 "
Cape Byron	1901	18,162	26 "
Fingal Head	1873	4,357	12 "

In giving this list of "active" lighthouses a "passive" one might be mentioned that has stood on the south head of Twofold Bay for 80 years and which has never been lighted. For "thereby hangs a tale," which having come down to the present day in a fragmentary manner, on being pieced together gives that wonderfully romantic story of Mr. Benjamin Boyd, known to history as "Ben Boyd." His career has been told in this journal, and was that of a star rising in northern latitudes; flashing across the southern firmament with meteoric splendour; and dazzling all who came within its path!

Arriving in Sydney in 1842 with his renowned yacht the Wanderer, he established, where now is the Wentworth Hotel, a branch of the Royal

Bank of Australia (not the present bank of that name) and with the vast sums of its gold which he brought out he set about making himself "the prince of squatters," as an English writer termed him. He also wished to control the whale fishery in these waters, which at that time was Australia's greatest asset, and with that end in view he purchased a large fleet of whalers and established his headquarters at Twofold Bay. At this place he commenced to build Boyd Town and East Boyd. The ruins of the Sea Horse Hotel (named after one of the steamers he brought from England) and the Church he built are still to be seen there. As he intended to make it a great shipping port for his vessels, he erected the great stone lighthouse which, as said before, stands on the South Head. Before the Government would allow Boyd to put a light in the building they wanted from him a guarantee that he would have a keeper in attendance and that the light should be regularly exhibited at stated hours. Now, as Mr. Boyd was out to create Boyd Town at the expense of the Government township of Eden, this arrangement did not suit him; he wanted the light for his own ships and as the guarantee was not given no light was ever shown. Such is the story of that "lighthouse," Boyd Tower. For information's sake it may be added that the Church was never used and that its roof was destroyed by a bush fire about ten years ago.

Returning to the subject, after this digression, it may be said here questions have been raised and discussed at this time on the present necessity of the lighthouse system. In general, they are: has not the lighting programme been overdone? Are there not too many of these sentinels, and are they not having the effect of making the navigators on our coast careless? That is, do they not trust too much to "making" a certain light in a certain time rather than placing reliance on their own navigation? But this is a question for expert authorities to deal with, as also is another problem which is engaging attention, viz.:-are pilots necessary?

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Ruins of the Church, Old Boyd Town.

NAVAL APPOINTMENTS.

Following is the list of appointments and promotions of officers of the Royal Australian Navy:—

Lieutenant-Commander: Leonard A. W. Johnson, to Adelaide; (G) Laurence B. Hill, to Cerberus, additional for duty at navy office. Lieutenant: Charles E. Glasford, to Franklin, for R.A.N. College. Cadet Midshipman: Francis K. Fogarty, Rodney Rhoden, Rupert C. Robinson, Arthur S. Storey, Jack Denny, Sydney K. Gallehawk, Niel A. C. Letch, Allister G. E. Stewart, John B. Thompson, to Cerberus, additional for passage to the United Kingdom, per s.s. Demosthenes. Engineer Lieutenant-Commander: John W. Wishart, to Sydney, and to Penguin, and for ships in reserve and R.A.N.R. craft and machinery at Roskett Bay, and to assist engineer manager. Engineer-Lieutenant: George A. Hutchison, to Sydney, as Acting Engineer-Lieutenant-Commander: Carleton R. Reid, to Penguin, as second assistant to engineer manager. Chaplain: Rev. Ivor L. Skelton, to Adelaide; Rev. Frank L. Oliver, to Cerberus additional. Surgeon-Lieutenant-Commander: William J. Connolly, to Penguin additional. Paymaster-Lieutenant-Commander: Eric Kingsford Smith, to Penguin additional. Paymaster-Lieutenant: Frederick E. Kedge, to Platypus, and for Antilla duties as Acting Paymaster-Lieutenant-Commander: Frederick C. J. Denton (emergency list), to Penguin, for victualling and clothing duties, and for charge of victualling, clothing, and implement accounts. Commissioned Gunner: (F) Hector C. Stanton, to Cerberus additional. Gunner: John H. Bryant, to Cerberus, and for gunnery school. Commissioned Signal Boatwain: Phillip D. Pomeroy, to Penguin additional. Warrant Shipwright: William C. J. Ward (acting), to Penguin, and for ships in reserve. Sidney J. Hocking, to Penguin and for Brisbane in reserve. Shipmaster: Cyril J. Jupp, to Adelaide additional, and for squadron duties. Commissioned Instructor: Charles Pringle, to Penguin additional, as assistant to district naval officer, New South Wales. Promotions—Lieutenant-Commissioner (Acting Com-

mander) George F. Langford to Commander. Surgeon-Lieutenant (D) Christopher B. H. Boake to Surgeon-Lieutenant-Commander (D).

ANNIVERSARY DAY REGATTA.

Under the auspices of the Anniversary Day Regatta Committee, Navy League Sea Cadets pulled in a cutter and an "all-class" race.

The cutter race was won by Birchgrove, 125; with Balmain, scr., second.

Drummoyn gig 90s, had an easy win in the "all-class" race. Birchgrove, 50s, 2; Mosman, 40s, 3.

The £10 for prizes was very generously donated by Messrs. A. G. Milson and Harry Shelley.

NAVY LEAGUE BALL.

(Royal Visit Week)

The Wentworth, Monday, 28th March.

An energetic ladies' committee is now working strenuously to make this event one of the outstanding features during the festivities of the Royal visit to Sydney. Tickets for the ball, including dinner, are £1 1s. each, and may be obtained from the Wentworth or Navy League Office, 6 Dalley-street (City).



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—*Asst. Officer-in-Charge* Mr. W. SHILLAND
Hon. Secretary Mr. EDGAR PARRIS

NORTHSYDNEY—*Officer-in-Charge* Mr. W. L. RAMMER
Hon. Secretary Miss MURRAY

LANE COVE—*Officer-in-Charge* Mr. M. DOONCKVILLE
Hon. Secretary Mr. F. L. REDDIE

COOGEE-CLOVELLY—*Officer-in-Charge* Mr. R. STONE
Hon. Sec. Mr. J. E. HOLLIS

MOSMAN BAY—*Asst. Officer-in-Charge* Mr. M. B. DUNNINGTON
Hon. Secretary Mr. T. V. ROBERTS

BALMAIN.

Contributed by Mr. W. Buckland, O.C.

Being the first month in the New Year things are naturally quiet. We have had our cutter up on the slip, and have cleaned and painted her.

The Ladies' Committee presented the Company with a black and gold flag made by Mrs. Fox. A pendant of the same colours was also made by Miss Lawler for the bow of the cutter. Our boys' stocking-tops are of these colours, and they were fitted out by their mothers.

We desire to thank Mr. H. Shelley for again towing our cutter down for the Anniversary Day race and for the good things to eat he gave the boys. The regard which cadets and members of Balmain hold for Mr. Shelley is indeed great; he it is who makes possible to a large degree the functioning of the depot.

After the race officers took the cadets out for a sail, which was enjoyed exceedingly.

On Saturday, 29th January, we went up to Lakemba to play the local boys at cricket. They turned out to meet us at the station, and together we went to the field. After a good afternoon's

DRUMMOYNE—*Asst. Officer-in-Charge* Mr. J. HIXSON
Hon. Secretary Mr. A. WALKER

RICHMOND—*Officer-in-Charge* Mr. R. H. WARD
Hon. Secretary Mr. J. KYDGE

BONDI-ROSE BAY—*Officer-in-Charge* Mr. E. J. HOPKINS

BIRCHGROVE—*Officer-in-Charge* Mr. A. COOPER
Hon. Secretary Mr. W. S. MURRAY

sport Balmain cadets won by 27 runs—Leading Seaman F. Smith obtaining top score.

A new Company board has been presented by Mr. J. B. Sharpe, for which we thank him.

At the last sub-branch committee meeting Mr. E. Fidden, our Hon. Secretary, tendered his resignation. He has taken this step owing to Mrs. Fidden's indifferent health of late. Mr. and Mrs. Fidden are leaving "Trafalgar" at the end of January.

Since the beginning of the year we have enrolled eight cadets:—H. McCusker, Len Smith, Mark Hall, C. Grice, S. Cameron, J. Butcher, H. Clarke and W. McCulloch.

Four of our boys being late for the Regatta Mr. Cooper, of Birchgrove, kindly took them down by the "Estrella."

DRUMMOYNE.

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

On Saturday, January 15th the cadets were entertained at a social evening in the depot. The Ladies' Welfare Committee were the convenors and performed their duty excellently. The boys'

parents were invited, and members of the Sub-Branch Committee were present, including Captain Smith (Chairman). In order to keep the cadets busy the naval order of procedure was reversed, and they received portion of their refreshment first.

The Signalling Competition was then run off—the message, consisting of fifty words, being made by Mr. Hinchliffe, the signal instructor. When the message was afterwards checked by Mr. Walker (a member of the Committee) it was found that the winner was L. S. Peaty, with one slight error, and F. S. Walker filling second place, with three errors. Later in the evening the medal was presented by Mr. Hinchliffe.

The competition for the Best Dressed and Best Behaved Cadet was won by Cadet Soady, and it is a great credit to him as he has only been in the Company four months, the time of duration of the competition. Cadet Cullen ran a very close second.

The other competition was unable to be completed owing to lack of time. The remainder of good things was distributed, and so ended a well-nigh perfect evening.

We must express our sincere gratitude to Mr. Shelley for towing us down to the Anniversary Day regatta, and for his very acceptable gifts to the boys.

We also wish to congratulate Birchgrove Coy. on their victory in the cutter race, and Mosman Coy. for the very good showing they gave in the second race.

On Saturday and Sunday, 5th and 6th February, we held a camp down the harbour. Eighteen, all told, were present, and consequently both cutter and "Quambi" were used. Owing to a very favourable north-wester we were at Neilson Park before eleven o'clock. The new rig for the cutter of two standing lugs and jib was tried out and proved a success, as it eliminates the dipping fore-sail of the old rig. We stayed at Neilson Park for a portion of the afternoon and then went sailing, finally returning to Chowder Head for the night.

As it was such a small camping party, no set rules regarding routine were laid down. It was a rather "go-as-you-please" camp—but yet an orderly one.

On Sunday afternoon coming home the cutter gave the "Quambi" half-an-hour's start, but was defeated by twenty yards, which margin would have been more had not the "Quambi" been forced to return to pick up a signalling flag which dropped overboard.

The cooking was good, sleeping accommodation and mosquitoes not too bad, and consequently a very happy time was spent by all.

One Thursday night, a crew out rowing in the

gig, witnessed the "shooting" of a scene from the film, "For the Term of his Natural Life," and picture-making was voted by one and all to be the biggest fraud in the world.

Two other recruits have enlisted—G. Spencer and F. Wynne.

ROSE BAY-BONDI.

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

After the splendid time we had at our new depot (Mr. F. W. Hixson's, O.B.E., Elizabeth Bay) at Xmas, the boys are very keen on camping there, and each Saturday afternoon a band of enthusiasts come along and enjoy a good week-end under ideal conditions and delightful surroundings.

We have been congratulated by several of the other Sub-Branches in having secured the goodwill and practical assistance of such keen Navy League supporters as Mr. and Mrs. Hixson, who are out to see that our comfort is on a par with other advantages pertaining to this depot.

Our ideal was, and is, to make this the finest Navy League depot in Australia and with the splendid support accorded and the plans in course of preparation for extension the next few months will see us a long way on the road to fulfilment of our aim and objective.

We expect to form a Committee shortly to help us along in these directions.

A lot of useful work of a practical nature has been done by the boys in preparing the site for extension, they are anxious to do as much as possible themselves in creating their new home and with this end in view come along with the will to do.

Boat work is the strong point of this Sub-Branch and ever since we have had a boat the rule was that it went out every week and so far it has never missed, either the O.C. or 1st Officer, Mr. F. Hopkins, being on hand, but mostly in conjunction. The splendid support and enthusiasm of the 1st Officer in instructing the classes on the various subjects and also in sailing has been the means of placing this Sub-Branch in the happy position in which it is to-day.

As an outcome of the consistent boat work and the resultant "lustre of the sea" quite a number of the boys trained by the 1st Officer have joined up with the Mercantile Marine, some for short and some for long periods—the initiative and resource developed in the course of instruction standing them in good stead in whatever walk of life they chose to follow. These boys keep in touch with us and are always welcome to have a day out with us while in port.



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ROSE BAY BOND—CONTINUED.

A number of boys of a splendid type have recently joined us and are very keen, some from Glebe, Redfern, Darlinghurst, Potts Point and Maroubra; with their assistance we hope to make our presence felt in friendly rivalry with the other Sub-Branches in the near future.

We do not cast our bread on the waters (cost too much, 6d. per loaf), but we get flotsam and jetsam in the shape of wood and coke in large quantities at times floating past the depot.

The wind and high tide last week-end floated great quantities of wood into Elizabeth Bay, and on the turn of the tide brought it right past the boat shed; standing in water up to their knees the boys salvaged enough wood to keep us going for months.

The previous week we had on one of our scouting expeditions located a little bay where the high tide had deposited large quantities of coke. Acting on the principle that "all is fish that comes to our net," we secured four bran bags full for a start—more to follow in the future to "keep the home (depot) fire burning."

The baths at our depot are a great adjunct, and the few who are not able to swim receive instruction, and then kick off on their own in a life-belt. Water is laid on, shower baths in the boat-shed and dressing-sheds, and electric light to be laid on in the near future.

A visit was paid to the French gun-boat "Casiopee," which was anchored about two hundred yards from our depot. The new boys thought it great; also our trips to Clark and Shark Islands, Rose Bay and down the harbour.

Anniversary Day was a day of bustle, standing by to assist Cogee-Clovelly, to whom we lent one of our boats. We sailed over to North Sydney depot and stripped the boats. Owing to being delayed in our trip across in avoiding the contestants in the other races, we got to the post too late to participate, which was bad luck on our part, as we might have won had the others been slow enough. Our congratulations to Drummoyne on their well-merited win and consistency.

Navy League supporters were given a fine treat at King's Hall last Wednesday night by Commander A. Marsden, R.N., whose subject was "The Navy and the Battle of Jutland." In the first part of his discourse he dealt with the noted Admirals from Noah to Nelson, including Alfred the Great, Drake, Hawkins, Frobisher Hawke,

Anson, and others. Then gave a very interesting account of Jutland and the tactics adopted by Beatty and Jellicoe to upset the calculation of the High Fleet. Some very interesting personal experiences were related by Commander Marsden, and the large audience were sorry when the lecture concluded.

Walders, of Sussex-street, have again donated a fine tarpaulin to the Sub-Branch, which will be very useful and acceptable.

Mr. C. Isles, Suburban Carrying Company, as usual, delivered this free of charge to our depot with other gear. Our thanks to the above gentlemen for their generosity.

Mr. Isles has his motor boat anchored close to our depot at Elizabeth Bay. We can always rely on a tow if we strike a rough patch at any time.

Mr. Lowe, our signalling instructor, intends to train a class in the use of the heliograph. The boys have made good progress in the other branches of signalling under his able tuition, and we expect to reach a high standard in this important branch.

The unveiling of the memorial stone to Governor Phillip at Camp Cove by the President of the Royal Australian Historical Society, Capt. Watson, was marred by very rough weather thereby debarring the Navy League Sea Cadets from mustering in full force. A few of our boys attended under the O.C., and enjoyed the fine speeches by the various speakers.

BIRCHGROVE.

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

The Birchgrove Company is still going strong and working hard to get the depot ship-shape and on a footing with the other companies' depots.

T. H. Silk, Esq., our President, has placed Flowerdew's sail-loft at our disposal for a small rental, and all hands are busy hoping to give everyone a surprise at the opening. Please watch the papers!

I do not intend to say much about it, except every night, Saturday, Sunday—in fact every half hour we can spare goes into the depot.

Our Welfare meetings each Thursday are still well attended, the usual attendance never less than 25, more often over 30. Our boats are now moored at the depot, and we would be pleased to see any company come along at any old time; but if you visit us within the next six weeks please bring along a working suit or old clothes, because, as sure as fate, you will be presented with a brush and pot of paint and shown where to

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Very glad we won the cutter race, and we would have had to be reckoned with if our whaler had started with the others. We lent our whaler to H.M.S. Geranium, and could not get to the starting line in time. Although we started very late we pulled into second place; defeated for first but not disgraced.

These are some of the letters received from well wishers this month:—

DEAR MR. COOPER,

Hearing that you intend to have the electric light installed in the new Depot please order what you want and we will foot the bill for all the installation. Whenever you require anything please send out an S.O.S. and we will be waiting to receive the call, as we want the Birchgrove Company to progress this year as in the past.

Yours faithfully,

THE FELIX CLUB GIRLS.

To Mr. SAM COOPER,

O.C. Birchgrove Company.

Dear Sir,

Enclosed find a cheque for £5 as ready cash for renovating Depot. When that is spent let me know as I have another 2'6" waiting for you.

Best wishes,

KEEP WATCH.

GODMOTHER.

DEAR MR. COOPER,

Hearing you want an Ambulance Stretcher for instructional purposes I would deem it an honour if you would allow me to supply you with it. I have priced them in Sydney, and find the cost about £7 10s, if that would suit would be pleased if you would let me know.

Yours faithfully,

J. PRATT.

(late Dock Master, Cockatoo Island)

(The stretcher Mr. Pratt wanted to present us with was a travelling one and not suitable for our purpose, so that gentleman had one made to our requirements and duly sent it along).

To THE O.C., BIRCHGROVE COMPANY,

Dear Sir,

I must certainly congratulate you on your cadets' knowledge of seamanship, but notice that you are a little handicapped through want of a proper jacksay for knotting classes. Please accept the same from me.

Kind regards,

A WELL WISHER.

The Jackstay came along and it is some stay, other companies please don't copy. Is it any wonder when driving force like this is behind us that we are forging ahead?

A volunteer was called for recently at Bondi to go down the cliff on a rope to rescue a lad who had got into difficulties (got down but could not get up). One of the Birchgrove Company hap-

pened to be there, and being a medalist for knotting, was the right lad in the right place; and he did the job in a practical Navy League way. He particularly asked his name not to be mentioned—the silent Navy trait about this boy.

What's up with the other Companies' racing boats crews lately? I notice in the JOURNAL that practically each Company has been holding week-end picnics, but directly there is a race where there is a chance to show ourselves and bring the movement before the public who follow the water for sport, and from whom we are likely to get support, there is nothing doing. If boats can be used for pleasure, and not pulled in races, well it's time the rule was enforced. A Company having enough cadets to man them and not pulling them the boats should be taken away and given to those who would pull them, or put into store until they could be pulled in races. The last races—both cutters and whalers—were a disgrace to the League.

The same remarks apply to the Church parade of February 6th. We are as busy as any unit, in fact, I claim, busier than any other unit at present, but we managed to send along 40 cadets and band. Where were all the other Companies? What is the excuse for that date?—no oars or no wind to sail!

To make this movement go ahead we have got to turn out every time we are called, and at full strength, too. There were only 85 cadets all told at the commemoration service. It is up to the O.C.'s to back up headquarters and turn out in better fashion for the future. If Birchgrove cannot send their quota along, then we will go out of commission.

Commander Marsden gave one of the finest lectures I have heard during my time in the League on 2nd February and the general comment was: "I could listen to him all night!" What greater praise than this?

"Now, then, shake it up, all hands," and make the League something to be proud of—not ashamed of, not forgetting that numbers at races, parades, lectures are the biggest advertisement we can get.

Still another—DEAR MR. COOPER,—Your letter to hand re some cement, I should like to say we have every sympathy with your movement and congratulate you on your interest in boy life. Please send along a carrier to our store and we will deliver to him one ton of cement as a donation.

Yours faithfully,

MAX BEDFORD, Sales Manager.

I would like to thank the following for the splendid help given at the depot:—Messrs Waterfield, Harry Whitmore, Murray, Lamphard, G. Bain, East, Fraser, Nicholls, J. Bain, R. Young, Messdames Harvey, Whitmore, Lamphard, the Felix Girls; and special mention of P. O. Kendal and Cadet R. Bland. These two lads never miss. There is still room for more names to go down.

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MOSMAN.

(Contributed by Mr. H. R. Carrington, A.C.P.)

All our boys are in full uniform, and on several occasions recently local residents have praised them on their smart appearance. We now number 28 all told, but we are confident that this number will be augmented considerably now that training arrangements have been made in Mosman.

On Anniversary Day we entered a whaler and crew in the second race for the Navy League Cadets. This event was our first in serious racing. With the very short time for practice and the fact of a strange boat and indifferent oars, we did not do so badly. We thank Mr. Nixey for coxing the boat, and by his coaching and the efforts of the boys we made a showing.

We have been fortunate in obtaining a mooring at Mosman Bay, just off the depot site. Mr. Colley has kindly placed this at our disposal, and also has given us stowage space for oars and gear, together with the use of his dinghy.

We sent across a contingent to hear Commander Marsden's very interesting address, and the boys were inspected by this officer who expressed great appreciation and admiration on the way they turned out.

On Saturday, 5th March, we went aboard the "Ballarat," which was lying off Cremorne Point. The cadets were shown below, and were very interested in the engine-room and stoke-hold.

The next day we paraded with other Companies at St. Andrew's Cathedral, and took part in the commemoration service held in Gresham-street. All hands were delighted to keep step to the martial music of Birchgrove band; and indeed it is considered a very useful addition to the Navy League Sea Cadets as a whole. We are trusting to hear them play in Mosman at some future events.

NORTH SYDNEY

(Contributed by Mr. W. Hammer, O.C.)

Wednesday, 2nd February, at the depot, was the scene of another boxing contest. The matches were—Stanley v. Naylor, won on points by Naylor. B. Donaldson v. L. Butcher, won on points by Butcher. R. Byrne v. L. Eyres, a draw. B. Collins v. P. Stanley, won on points by Collins. P. Butcher v. F. Macintyre, won on points by P. Butcher. The contests were witnessed by a large number of cadets and local folk.

Commander A. Marsden's lecture on "The Navy" was heard by a number of cadets and officers, and was thoroughly appreciated.

The depot is at present undergoing renovation by painting and cleaning throughout; and all hands are looking forward to seeing the "Renown" come to anchor in Neutral Bay.

The cutter has been tried out on the cat-heads

and the hoisting arrangements were found satisfactory, only eight hands are required to lift her.

We were very pleased lately to receive an autographed photo of the late Organising Secretary, Captain W. W. Beale. It is now hung in the O.C.'s office at the depot. Cadets and officers thank Miss Frances Glasson, the donor.

The officer-in-charge took the cutter under sail to Snail's Bay recently to pick up oars from the Birchgrove Coy. It transpired that this Coy. was away working on its new depot, and the mission was therefore unsuccessful. By reason of this shortage the North Sydney cutter did not pull in the Anniversary Day races, but it was hoped at the last minute that oars might be obtained. Both officers and cadets felt the disappointment keenly, as the boat's crew had been detailed off the racing. However, after this set-back the cutter was prepared for sail, and proceeded down the harbour with many cadets aboard who viewed with interest the various events of the day. The Mosman Bay Company also on that day had a cruise in the cutter in charge of Mr. Nixey. This gentleman is working up a new Company at Middle Harbour, and so soon as this Company is officially recognised, the North Sydney Company are to loan them their rig.

N. L. DEPOTS.

Individual Companies find it necessary to use different ideas in the establishment of their depots.

Local conditions and the configuration of the land are controlling factors. The lay-out and general scheme of the one may be ideal for itself; but again, it may not prove suitable for another.

There will always be a good deal of variety among the individual working units making up the uniform whole of the movement.

A depot means in general the meeting place and training quarters of a Company, with the gear and means for hoisting and stowing boats, with a slipway, etc. On the other hand, in particular cases, it is found necessary to have training quarters at some more convenient spot, and water-side arrangements are made for the Company's boating requirement.

The following are centralised depots, i.e., where the boats are not separate from training quarters:—Balmain depot, North Sydney depot, Drummoyne depot (funds for new one being raised); Birchgrove depot (nearing completion for use).

The Companies forced to have training quarters some distance from their boat moorings are: Richmond, Mosman, Rose Bay-Bondi, Coogee, Clovelly, Lane Cove.

Mosman and Lane Cove Companies each have a block of land with water frontage on lease, and are now raising building funds for depots.

Navy League Lecture.

Under the auspices of the Navy League, N.S.W. Branch, Commander Arthur Marsden, R.N., delivered an address at King's Hall, on February, on "The Navy and the Battle of Jutland."

Many members of the League were present, and the Executive were represented by Messrs. A. G. Milson, F. W. Hixson, H. Cochrane, T. Fox and J. Booth. A strong contingent of N. L. cadets was also present.

At 8 p.m. two reels of moving pictures were kindly shown by Messrs. Kodak (Australasia) Ltd., depicting interesting phases in the training of Navy League Sea Cadets at depot and scenes from recent camp life.

There followed a choir of six male voices under the leadership of Mr. Herbert Fry, rendering a delightful series of old sea chancies. Mr. Fry explained the difficulty of giving a natural rendering of these songs of the sea on the concert platform. However, they created the atmosphere of the sea in rollicking style, which was much appreciated by the audience and the boys.

The musical items were broadcast, so that many had an opportunity to listen for the first time, perhaps, to these sailor ballads.

Mr. Alex Whitson and Mr. Norman Hestelov gave songs of a nautical flavour, which were well received.

Commander Marsden, at the conclusion of the musical programme, was introduced to the audience by Mr. A. G. Milson, who acted as Chairman.

In a wonderfully interesting address he took his listeners through the salient points and crisis of England's naval history right down to the eve of the World War.

Historical facts are apt to be a trifle dull to a mixed audience of adults and boys, but Commander Marsden had the happy knack of giving such pithy, breezy accounts of the trend of naval events that all were absorbed and in good receptive humour to hear at first hand the story of the Battle of Jutland.

When war was declared, the lecturer assured us, the Navy was absolutely ready in fighting trim.

In regard to the fully-commissioned vessels there was no transitional period. In peace they were equipped and ready for hostilities at a moment's notice.

After a vivid description of the "Ardent's" part at Jutland, of which ship the speaker was in command, Admiral Jellicoe's position was commented on.

At that time German shipping had been swept off the seas; we were moving troops and food ships at will, and consequently the Germans had everything to gain and nothing to lose by seeking the issue of a big fleet action.

At Jutland the issue was not forced by the German fleet; they turned during the night and doubled round the British rear.

Lord Jellicoe, therefore, stands out as a man full of moral courage; no one more than he realised that a great British victory, though spectacular, would gain no more than was already ours—the virtual freedom of the seas. On the other hand defeat—and there is always this chance—would be the severest blow the Allies could suffer. In the dispassionate light of after-events it is seen that the German High Sea Fleet, from the German point of view, should have avidly sought action. Their defeat would not have made much appreciable difference; their victory might have altered the whole complexion of things. It was the case in struggle between the man with everything to lose by the issue; the other with everything to gain.

However, as Commander Marsden with dry humour pointed out, people and critics are still in controversy about what Nelson did or should have done at Trafalgar; there is little wonder, then, that Jellicoe and Jutland are still the hot debating ground of the pundits.

A delightful lecture, touched here and there with enlivening anecdote, and stiffened by the relation of first-hand information and experience.

It was delivered in that racy, straightforward style, of which it seems only a naval man is capable when the subject is the Navy; and there is no doubt that it impressed all listeners in rare measure; giving them many new ideas and a fresh inspiration in regard to our great arm of defence, the Navy.

SERVICE.

No greater service can man render to the world than to help make MEN out of boys. The more under-privileged the boys are, the more important is the work.

The individual not only renders service, but multiplies himself.

That reward consists in the disciples doing even greater work than their Master.

John Allen.

A South Sea "Cutting-Out."

The Story of the Brigantine Borealis.

Capture by the Solomon Islanders.

(BY J.C.)

This true story of a Western Pacific adventure in which an Auckland vessel was concerned relates to the days when scores of ships, large and small, many of them belonging to this port were engaged in the Kanaka labour trade. Massacres of recruiting crews were frequent, and the masters of labour and trading vessels had to rely on their own vigilance and arms for protection. The loss of life and the many abuses of the trade at last led to the abolition of recruiting for the Fiji and Queensland plantations.

"KEEP a sharp look-out, Mr. Cremer," said Captain Kenneth McKenzie, as he went to the ship's side to board the whaleboat. "And take this and see that the rifles are all loaded," and he handed the mate a loaded revolver. After a few more words of instruction to the officer about the morning's work, the captain spoke to his son Willie, a young sailor who was remaining aboard with Mr. Cremer, and stepped down into the boat. There were one or two canoes alongside, and six natives, black and shiny of skin and fuzzy of hair, some with "spritsail-yard" nose adornments of bone, were squatted about the deck.

Mr. Cremer and young Willie McKenzie watched the captain's boat pull away across the calm shining lagoon to the inner corner of the bay, a little more than half a mile distant. The veteran captain, long-bearded, massive and muscular of figure, stood handling the long steer-oar; with him in the stern-sheets was the Fiji Government recruiting agent, Mr. Harkins. Both had Snider rifles and Colt revolvers, the customary precaution when landing in the wild islands of the Western Pacific. On the thwarts beside each of the three oarsmen was a loaded rifle. The object of the early morning pull to the shore was to take aboard several native recruits who had been promised by the local chief, young men willing to engage for work on the Fiji sugar and cotton plantations. The men left on board, six whites and a Fijian, turned to the job of setting up the rigging damaged by a recent gale. The six natives squatted on the deck watched them in silence. They had

come aboard to trade, and as they appeared friendly enough they were suffered to remain; their weapons—bows and arrows, spears, tomahawks—had been left in their small outrigger canoes.

Captain McKenzie's vessel was the brigantine Borealis, a handsome little craft, quite new and a fast sailer. She had been built by Darrach, of Mahurangi, from whose yard many a sweetly-lined, swift-sailing vessel had been launched for Auckland coasting work and the South Sea traffic. At the last Auckland Anniversary regatta she had won second prize in the race for trading vessels of her class. She was owned jointly by her master and Captain F. H. Anderson, the Auckland ship-chandler and shipowner.

McKenzie had made several successful voyages in the Western Pacific native labour trade, and this cruise in the Borealis was to be his last. His crew consisted of twelve all told; his son was acting second mate.

THE REEY-ISLAND URU.

The Pacific lagoon, or bay, in which the Borealis lay at anchor, was a deep bight of the mainland of Malaita Island, in the Solomon group—about 2,000 miles away up to the north-north-east from New Zealand. A small coral island of not more than about two acres, called Uru, lay in the bay about half a mile from the mainland. This island, clothed with coconut palms, was crowded with natives' huts; it was the home of a tribe of fishermen and traders who visited all ships that came to the bay and bartered their produce for white man's trade goods. As events proved, they

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were a treacherous people, on the watch to cut off any unwary ship's crew, and concealing their designs under a guise of friendship until an opportunity for murder and loot offered itself.

On this morning of September 13, 1880, Captain McKenzie, after pulling to the Malaita beach met a number of natives there, and spent about three quarters of an hour explaining to them, through a native who knew some English, the terms of engagement for Fiji, and banded out some presents. The natives recruited were in the boat, when suddenly a loud yell was heard from the Borealis, which was in sight. The captain shouted to his crew to give way, and they lay back on their oars with all their might, McKenzie, too, putting his weight on the stroke oar. He could see as he approached his ship a terrible commotion on the brigantine's deck, and hear the yelling of savages. The Malaita recruits and the interpreter jumped overboard and swam ashore just after the boat pushed off.

THE USELESS FIGHT.

As soon as the boat was in hail of the Borealis, Captain McKenzie hailed the ship. The reply was a terrific chorus of shouts followed by a volley of arrows. McKenzie ordered his men to lay in their oars and get their rifles, and they all opened fire on the black heads that showed over the bulwarks. Arrows and spears fell around the boat. Nothing was to be seen of the ship's crew, and McKenzie realised that the fate that had overtaken so many other ships' crews had at last befallen his own.

The captain and his four men fired away at the savages until their ammunition was all but exhausted.

The vessel was crowded with natives; clearly it was impossible to recapture her. With a heavy heart, the poor skipper, knowing only too well the terrible end that had come to his loved son, told his crew to put their rifles down.

"No use, lads," he said, grimly. "The only thing we can do is to go away and get help. We'll make for Suva Bay; there are pretty certain to be some vessels there." The day was 45 miles away to leeward. It was now about 10 o'clock in the morning. They ought to reach Suva Bay that evening.

"Look, sir," said the man who had the stroke oar. "They're after us!"

Some large canoes packed with warriors were paddling out from the far corner of the inlet. McKenzie told the men to pull away, and as they drew clear of the land he set the lug-sail to catch what little wind there was.

Leaving the distraught captain to make his way down the coast for help, let us see how cannibal "Man Solomon" contrived to take possession of the Borealis.

While those six apparently harmless daky traders of the inlet sat watching the crew at work on the rigging, a horde of their tribesfolk lay in waiting on Uru Island, armed with their bows and arrows, spears and tomahawks. They saw the captain's boat leave the brigantine; they saw some of the crew aloft in the fore-rigging attending to the gear. And then the savages knowing exactly how many men there were left on the ship, stealthily put off in their canoes, apparently making for the mainland, or fishing, but all the time gradually nearing the doomed Borealis. They could not be seen from the corner of the bight, where McKenzie was bargaining for recruits.

In twos and threes the natives came on board the ship, smiling and friendly, and offering articles for barter. Their weapons were quietly handed up after them. The mate—a Sydney man—was quite unsuspecting of them; young William McKenzie, too, was misled by their treacherous faces of friendship. The sailors were busy on the deck and at the fore-rigging; the cook and steward, George Ward, was in the galley preparing the mid-day meal.

A sharp, high shout came from one of the tomahawk-armed naked cannibals just outside the galley. Next moment the natives on deck rushed upon the hapless, unsuspecting sailors, and two score or more of the islanders swarmed on board from the canoes.

Most of the awful work was done with the tomahawk. The mate, young McKenzie, and a young apprentice from Auckland, named W. E. Huntly, two sailors and a Fijian, all fell after a desperate struggle for life. The mate probably used his revolver, but surrounded as he was by a furious crowd of tomahawk men he was despatched in a few moments.

TO BE CONCLUDED.

Address by "Lady Jellicoe."

Report in an address given by Lady Jellicoe at the Christmas Navy League Bazaar held in London:—"Lady Jellicoe expressed the great pleasure she felt at opening the bazaar for the Navy League funds. The Navy League had carried on invaluable work in the past, and that work was still as essential as ever. When a country's finances were embarrassed the suggestion was often made that economies should be effected by naval reduction. People very easily forget what the Navy had done in the past. The Navy must be sufficient and efficient for the whole of the Empire—which had been gained by sea power and which must still be maintained by sea power. The purpose of the Navy League was to keep that fact ever before the people of the Empire, and every assistance should be accorded the League by the people of the Empire. Lady Jellicoe said she had seen its activities in the overseas branches, and she could vouch for the usefulness of the work there performed, in the interest of the sailors of the Royal Navy and the men of the Mercantile Marine. The lectures arranged by the Navy League were very valuable in keeping before the overseas public the work which the Royal Navy performed in keeping the peace of the world."

NOTICES.

A Carnival is to be held at Lane Cove on 7th, 8th and 9th of April in aid of the Returned Soldiers' Memorial Hall, and the Lane Cove Coy. have been asked to assist. One of the events to be held will be a signalling competition open to members of the Navy League Sea Cadets and Boy Scouts. Details will be posted to each Company in ample time for entries.

There will also be a procession of decorated cars, etc., on the 9th.

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FRACTURES.

BY KIMMAR H. VIDDEN.

THE word "Fracture" when used in anatomy means broken bones.

They are classified firstly as "Direct" and "Indirect"; in the former case the bone yields at the point where the force is applied and there is always more or less bruising of the adjacent soft parts by the body which causes the fracture, as, for instance, when a limb of a tree is broken by a heavy wheel passing over it or a stone falling upon it. When the bone is broken some distance from the seat of the injury it is known as "Indirect." Direct fractures are by far the commonest, although when I was doing First Aid work at a skating rink some years ago "Indirect" fractures were far in excess of the "Direct"; I treated many patients for fractured collar bones (Clavicles) caused by the skater falling and striking the floor with the open hand in an endeavour to lighten the fall, with the result that the ligaments between the wrist and the head of the Humerus (the bone of the upper arm) were unable to take the strain, and the head of the Humerus struck the clavicle causing it to fracture.

Muscular action not infrequently leads to the fracture of bones into which powerful muscles are inserted, particularly the Knee Cap (Patella) by tearing them asunder. The patient may then fall and attribute the accident to the fall, whereas the reverse is the case. It is recorded in the Medical Journal that a doctor awoke with a fit of cramp and almost immediately his thigh bone (Femur) broke with a snap; this was caused by "Muscular Action."

Before giving the symptoms by which fractures may be known it is necessary to classify them into what are known as Simple, Compound, Complicated, Comminuted, Greenstick and Impacted.

Any fracture where no wound of the skin occurs is known as "Simple," and the distinction between it and "Compound" is of special importance, as the latter are very much more serious, chiefly for the reason that the air has access to the seat of the injury when the fracture is compounded, and there is always a risk of septicæmia; the repair of a

Compound Fracture is very tedious, and they are always treated as serious cases in hospitals no matter how minute the fracture may be. Tetanus (or Lock-Jaw) sometimes supervenes in a case of a Compound Fracture.

When a bone is bent and cracks and is not broken completely across it is known as a Greenstick Fracture, these only occur in the cases of children, their bones not being matured.

If a bone is smashed into several pieces it is known as Comminuted. When a fracture occurs and the sharp ends of the broken bone cause injury to nerves or other adjacent parts, as a fractured rib perforating a lung, it is known as complicated; operations are invariably necessary in these cases, as the consequent hæmorrhage has to be arrested.

In a complete fracture there is either a lengthening or shortening of the bone (usually the latter), the bones overlapping; when, instead of this overlapping the broken ends are driven one into the other the fracture is known as "impacted."

Fracture of a limb is usually attended by pain, swelling, and loss of power; but these do not suffice to distinguish it from other forms of injury. Deformity, other than swelling, abnormal mobility at the seat of the injury, and a rough grating sound and feeling known as Crepitus when the limb is so moved as to rub the broken surfaces together; these are the most satisfactory evidences of fracture. In some cases the patient may be able to advise he heard or felt the bone break. I was alongside a man who fell and fractured his Femur and I distinctly heard the bone snap. One thing must be impressed, and it is that at all times, if in doubt, treat the injury as a fracture until medical advice is obtained.

Another symptom is certainly worth mentioning, although it is never referred to under this heading in any First Aid Book. I have proved by experience that the usual complexion of the patient is proof of a fracture—a pallor (paleness tinged

with yellow), is always evident where there is crepitus—and crepitus is caused by a fracture; it is only by experience that this peculiarity evidences itself.

In the treatment of fractures it is most important that there should be as little disturbance as possible of the injured part till it is finally adjusted by the doctor. In many cases simple fractures, especially of the lower limbs, are made compound by ignorance or carelessness on the part of the injured person or of officious onlookers (you have all met the kind of folk who 'sticky back,' and although they have practically no knowledge of 'first aid,' must have a finger in the pie and offer all sorts of ridiculous suggestions); always beware of these individuals. Carelessness recently cost a man his leg—amputated at the thigh—and almost his life. He was knocked down by the bumper of a car, felt his femur break, but had sense enough to know himself that if an attempt was made to put him on his feet the fracture may be compounded. Willing hands rushed to him, and he begged not to be shifted; but somebody thought he knew more than did the patient or anybody else, and put his arms under the shoulders of the patient and stood him up, with the result that the femur which had been broken transversely tore through the femoral artery, and the bone protruded some four inches through the flesh. This was truly a complicated fracture and necessitated the patient lying in the hospital for some months. Every effort was made to approximate the bone

and save the leg, but further complications set in, and the unfortunate fellow was 15 months in hospital, and lost a lower extremity only through the ignorance of a meddling person. I instance this only to emphasize the foolishness of rushing a case before the actual trouble has been located.

In every case the injury should be attended to first on the spot where it has been received: the limb should be fixed by what are known as splints to keep it temporarily steady; walking sticks or umbrellas commandeered from bystanders make admirable improvised splints. Usually, lookers on are only too pleased to oblige, and their articles are later to be used at the particular hospital to which the patient has been transported. In the case of a fracture of the lower extremities and no splints are available, the sound leg may be used as such if due care is taken in the bandaging.

It is not possible to explain the treatment and bandaging of fractures in this article, and I have only attempted to give an outline of what a fracture is, and how they may be distinguished. Lessons at a First-Aid Class are necessary, and the subject may be easily mastered by one of ordinary intelligence within a month; of course, an ounce of experience is certainly worth a hundredweight of theory.

Later I propose to deal with minor accidents that are not unlikely to occur when camping, and what treatment to adopt.

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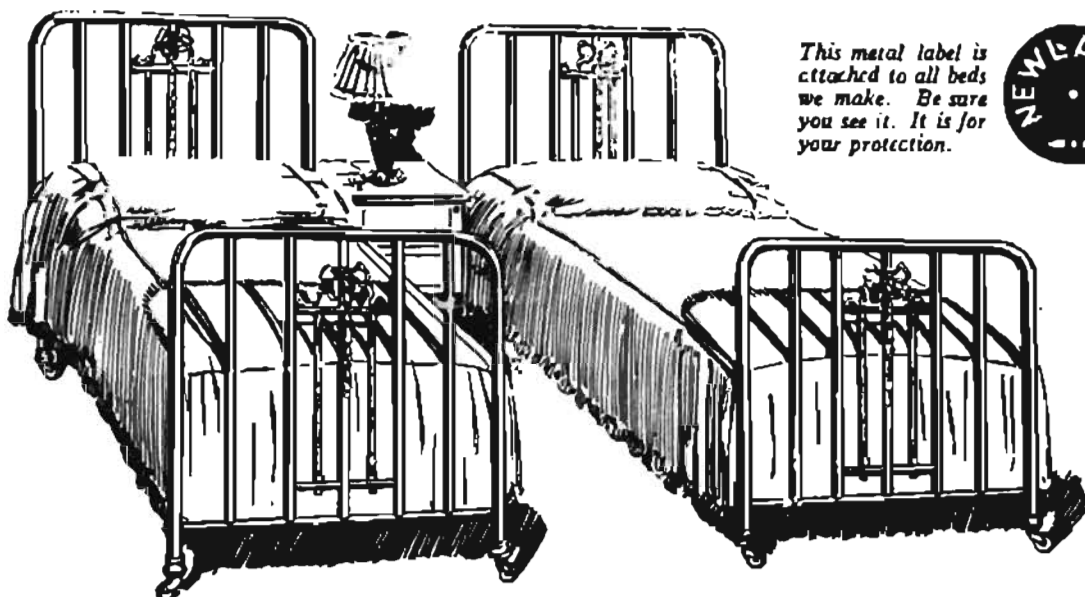
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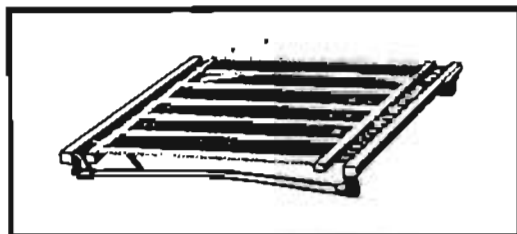
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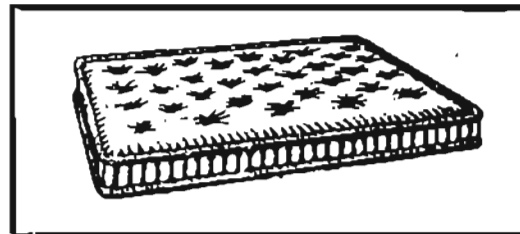
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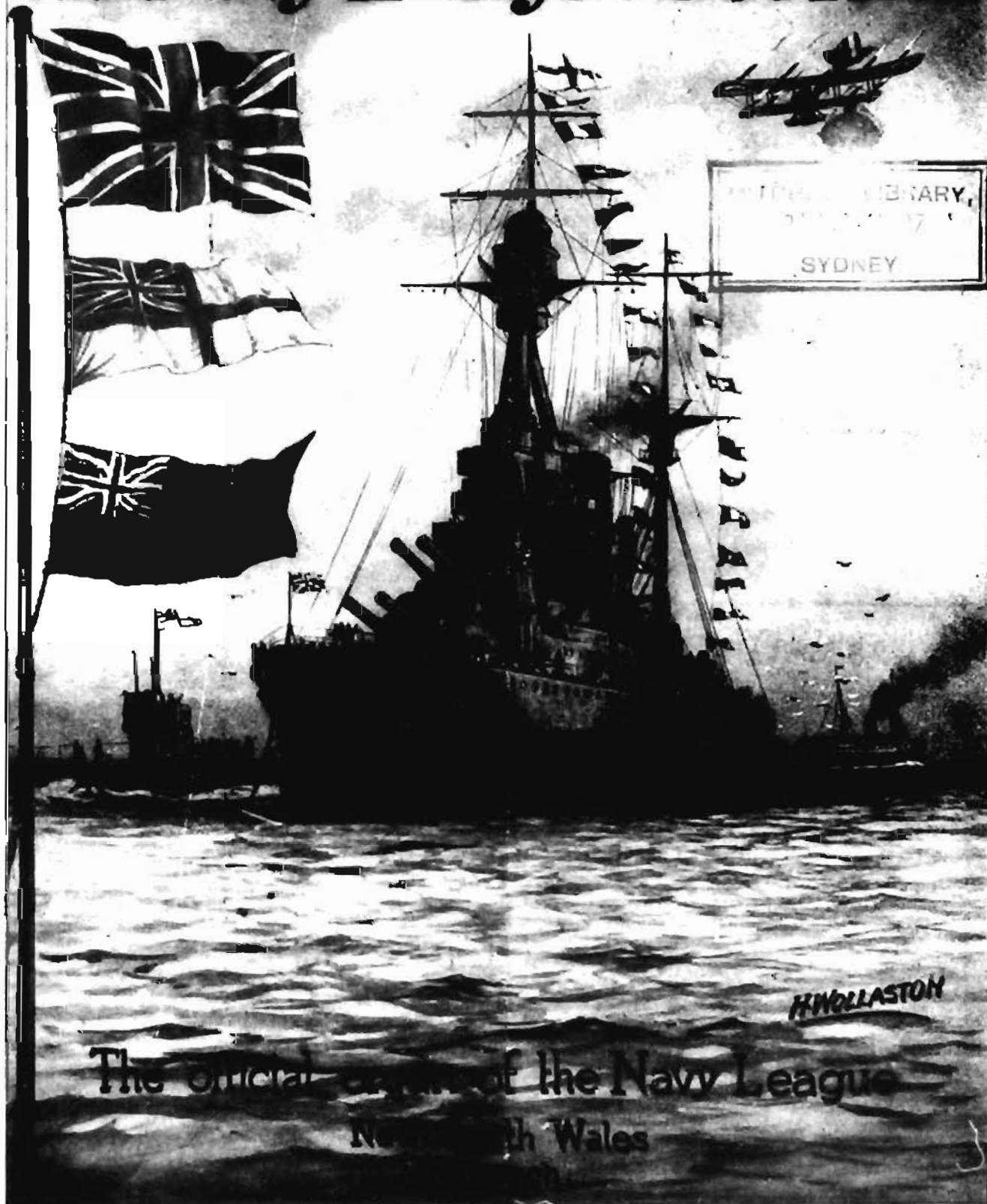
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VOL. VII. No. 11.

SYDNEY, MARCH, 1927.

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The Royal Visit.

ALREADY the Navy League of N. S. Wales has sent a message conveying our loyal good wishes to T.R.H.'s the Duke and Duchess of York, on the eve of their setting foot on Australian soil. It is indeed a memorable and unique occasion which has actuated this visit—and the ceremony, it seems, will be worthy of it.

At long last Canberra, the capital of the Federal Parliament of the Commonwealth, will enter on the career for which she was specially designed. Her destiny will be that of our island continent itself. She inherits the blessing of the States united, and looks forward steadily to an ever-growing cohesion among them. Set apart, thus, Canberra will be the ideal meeting place for the exchange of political ideas, and will reflect in herself the many facets of this wide-flung country.

The opening of the Houses of Parliament is the pivotal event of the visit—its *raison d'être*; yet Their Royal Highnesses are taking the opportunity of seeing at first hand each and every centre

of population of this diversified land.

A member of the Royal House which represents the unity of Empire is coming among us. During these personal contacts let us pause and think a little about the progress of this Commonwealth of free nations which are united under the common bonds of language and tradition—loyal to the same King and Empire; and in those dominions which are self-governing, peopled for the most part by the same stock and kin.

Unity for the pursuance of the large purpose of Empire is achieved by many factors, hereditary and economic; and not the least are the ambassadorial duties and travel during recent years undertaken by the King's sons. Notions and political plans may prove too abstract unless leavened sometimes by the concrete and personal.

We welcome Their Royal Highnesses in a spirit of loyal and affectionate regard, and wish them all success and happiness in their mission.



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The Visit of H.M.S. Renown

BY FRANK C. BOWEN.

THE choice of the battle cruiser *RENOWN* to carry the Duke and Duchess of York to the inauguration ceremony of the new Australian Commonwealth Capital at Canberra is a very happy one. For not only has she already made a name for herself as a Royal yacht by carrying the Prince of Wales as Ambassador of the Empire, but she also has been reconstructed until she is one of the finest fighting ships in the world, and in the present state of Australian enthusiasm on naval matters she will be a very fine object lesson to many people in the island continent. The *RENOWN* is a magnificent vessel in every way, roomy enough for use as a yacht and still a splendid example of Britain's fighting might.

When the Admiralty first decided to place her contract with Messrs. Fairfield, on the Clyde, she was to be a battleship of the ROYAL SOVEREIGN type, a ship of 25,000 tons displacement, with a speed of 21 knots. She was little more than laid down, however, before the battles of Heligoland and the Falklands showed the immense power of battle cruisers, and it was accordingly decided to finish the *RENOWN* and her sister the *REPULSE* as this type of ship. They were cut in two as they lay on the stocks and lengthened 170 feet, at the same time being given more powerful engines and infinitely greater boiler power. The late Lord Fisher was at the back of this move, for in his opinion, the finest capital ship was a shallow-draught, exceedingly fast battle cruiser, with the heaviest possible big gun and the lightest possible secondary gun, shallow enough to carry out his beloved project of a campaign in the Baltic and fast enough to elude enemy attack, for his favourite slogan was that speed was the very best protection.

When the *RENOWN* was finished, therefore, after being built with the greatest possible secrecy, she was a ship with a normal displacement of 26,500 tons, although she rose to over 32,000 at full load. Yet her maximum draught was only 30 feet. Her main battery consisted of six 15-inch guns, four mounted in turrets and two aft, with a secondary battery of seventeen 4-inch guns and two sub-

merged torpedo tubes. These 4-inch guns were mounted peculiarly, fifteen of them being in triple mountings behind a single shield, it being decided that this was the best method of getting a concentrated salvo fire directed from the control top on the foremast. There were many people, however, who maintained that a 4-inch was not nearly big enough to stop a modern destroyer, and this weak secondary armament, although it agreed with Lord Fisher's slogan, is generally regarded as being the *RENOWN*'s greatest disadvantage in service.

In appearance the *RENOWN* is a magnificent vessel with two huge funnels, tripod masts, and a superstructure rising in a rough triangle to the conning tower and control position forward. She has the lines of a yacht, and being designed for the high speed of 31½ knots she was given a big sheer forward, having such a tall stem that a destroyer captain who had the misfortune to get across her bows on a dark night is reported to have said that he thought the coast of Scotland was chasing him.

Originally her armour was only six inches thick amidships, and was cut down to the minimum, but since the war she has been reconstructed with a nine-inch belt and infinitely better anti-torpedo bulges and internal protection against underwater explosion. As with all fast ships, the bases of her funnels are carefully protected in order that her speed shall not be pulled down by a chance shell, while she was also given a good thick conning tower and heavily armoured turrets.

Her engines are Brown-Curtis turbines, driving four screws, and supplied with steam by 42 Babcock and Wilcox boilers. She burns oil fuel only, and stows about 4,300 tons, but when she is steaming at full speed she consumes 1,400 tons per day. As her speed drops, however, the consumption drops very rapidly, and at her economical speed of rather more than ten knots she only consumes 150 tons a day, and can travel for very long distances without having to stop to refuel. Her designed speed was 31½ knots, but on trial she did 32.68 knots with 126,300 shaft horse power, a triumph for her Clydesdale builders.

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She was commissioned for service in August, 1916, having been completed with the greatest secrecy and without the Germans having had any inkling of the drastic changes that had been made in her design. She was commissioned in the Grand Fleet, and immediately did excellent work, although her speed was not seriously used until November, 1917, when she and the REPULSE, together with some of the newest light cruisers, carried out a very effective sweep in the Heligoland Bight. During this action she was reported to have done 41 knots, but 34 is nearer the mark, and even that is magnificent considering that she was only designed for 31. Early in 1918 she became the flagship of Rear-Admiral Sir Henry Oliver, and shortly before the Armistice she gave an excellent account of herself in the air raid on the German sheds at Tondern.

In the middle of 1919 she was taken up by the Prince of Wales for his Canadian tour, when Rear-Admiral Sir Lionel Halsey flew his flag in her, and when her ship's company included seven midshipmen from the Australian navy. She made a great impression, not only in Canadian waters, but also in South America and in the United States, and as soon as she returned she went to Portsmouth for a refit for the Prince's Australian tour, the work costing over £100,000. She left Portsmouth in March, 1920, going out by the way of the Panama Canal, and took out a number of junior officers of the Australian navy, bringing back twelve midshipmen for special training in England. At the end of 1920 she paid off, and after some services with the Atlantic Fleet she went into dock at Portsmouth to fit out for the Prince's tour to India and Japan. On this occasion the Captain was the Hon. Herbert Meade, since promoted to flag rank, and although no young officers from the Dominions were included in her ward-room Lord Lewis Mountbatten went out as A.D.C., and Prince Charles of Belgium was one of the smartest midshipmen in her gun room.

The cruise was a triumph in every way, and when she returned in 1922 she was laid up at Portsmouth for a long refit, this including very considerable modification to her protection and a thickening and extension of the armoured belt. It was a scrapping of Lord Fisher's policy, and the

work cost something like a million pounds; but there was no doubt that it was very well worth it, for it converted her into one of the most efficient fighting ships afloat, and when she was completed in the summer of 1926 she rejoined the Battle Cruiser Squadron of the Atlantic Fleet and once again made it a fighting force.

In the old days when men-o'-war were chosen to carry Royal passengers to the Dominion, the Admiralty always went to very considerable expense to fit them specially for the purpose. Their hulls were painted white, the funnels and upperworks buff, and it was always necessary to land the greater part of their guns in order to make state rooms for their Royal passengers and suites. Nothing of the sort is happening in the case of the RENOWN. Only the triple 4-inch gun mounting is being removed in order to make a convenient promenade deck for the Duke and Duchess. The hull is only a slightly lighter grey than is usual for ordinary naval work, while the Duchess of York has insisted on the utmost simplicity in the quarters that are prepared for her accommodation. Practically all the furniture comes from naval store, being reinforced by a few favourite pieces which are her own property; and both Duke and Duchess have decided firmly that the use of the RENOWN as a yacht shall not in any way impair her efficiency as a fighting ship.

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Naval Notes from Europe.

(By a Special Correspondent)

The British battleships *Nelson* and *Rodney* are nearing completion. Captain the Hon. M. R. Best has taken command of the former, and a third torpedo officer has been appointed.

The 8-in. guns which are being mounted in the 'County' class cruisers are rousing considerable interest in naval circles. Guns of this calibre have not been seen in British warships since the 'eighties.

The British Admiralty has placed a trial order for a set of condenser tubes constructed of a new non-corrosive ("monel") metal. It is hoped that the invention will assist in overcoming the commonly experienced trouble.

The French Government is speeding up the construction of the 10,000-ton cruiser *Trouville*. This is part of a scheme to modernise the navy, by which further vessels, including two destroyers and two large submarines, are to be laid down shortly.

While the new German destroyer *Morw* was running trials near Pillau an exhaust pipe came adrift fatally scalding two men. She is an 800-ton vessel with a designed speed of 33 knots. Five similar vessels are nearing completion at Wilhelmshaven, all bearing names instead of the usual German numbers.

The Dutch submarine *K.13* has concluded her 20,000-mile voyage from Amsterdam to the Dutch East Indies.

The sailing of a detachment of Royal marines in the *Renown* to form a Royal escort for the Duke and Duchess of York recalled the inauguration of the Corps in 1664 when 1,200 men were chosen from the Duke of York's Regiment of Foot to form a 'Marine Service.'

The British cruiser *Southampton*, which was built in 1912, and which played such a gallant part in the battle of Jutland, has arrived at the abandoned Pembroke dockyard, to be broken up.

The French flotilla leader *Leopard* has again broken down on trials with condenser trouble. This is the fourth time she has had to dock for repairs since she commenced trials in April, 1926. Her sister *Parthene*, which was also launched at the end of 1924, has completed most successful trials and joined the fleet.

Admiral Canavaro has died at Venice in his 83rd year. He was the last survivor of the battle of Lissa in 1866, when he held the rank of lieutenant.

Osborne Naval College is to be converted into an emigrant training centre by the Y.M.C.A. The College was closed down in 1920, and the cadets were transferred to the Britannia Naval College at Dartmouth.

Rear-Admiral D. Murray Anderson is to assume the command of the African Station in February.

The Greek Government is inviting tenders for the salvage of the vessels sunk in the Aegean and Ionian seas and the Turkish fleet sunk in Navarino Bay. The Government requires a minimum of 33% on all recovered treasure.

The total of British battleships is now temporarily reduced to 14. This depletion has been brought about by the withdrawal of the *Ajax*, *King George V.* and the *Thunderer* for scrap, and the conversion of the *Centurion* into a target ship.

A suggestion has been put forward by Commodore Sir Bertram Hayes that the whole of the Merchant Service should form a Royal Naval Reserve. This scheme has proved very successful in Japan.

The German naval budget for 1927-28 estimates a total expenditure of over £11,100,000. This shows a marked increase over last year, stated to be due to a proposed destroyer programme.

The old British battleship *Thunderer* stranded outside Blyth Harbour while in tow for the scrapers. When she was subsequently refloated she was taken to Rosyth, as the Blyth authorities refused to have her in the port for fear she should ground again and interfere with traffic.

The 10,000-ton French cruiser *Colbert*, building at Brest, is expected to be launched late this year.

The corsair cruise of the cruiser *Ember* has been made the subject of a propaganda cinema film in Germany.

Admiral the Hon. Sir Edmund R. Freemantle, G.C.B., has resigned the appointment of Rear-Admiral of the United Kingdom and of the Admiralty, and has been succeeded by Admiral the Hon. Sir Stanley C. J. Colville, G.C.B. Sir Stanley was acting First and Principal Naval A.D.C. to the King when he retired in 1922.

The Polish Government has placed orders with French yards for three submarine mine-layers. This is a direct result of the recent French showing the flag cruise in the Baltic.

Vice-Admiral Diego Simonetti has died at Pisa in his 62nd year. He was Commander-in-Chief of the Italian navy, and he had recently flown his flag in the battleship *Conte di Cavour*.

A GOOD BAD ONE.



"Say, Son, is he a good talker?"

"Gee! No! He's a jolly bad one. You poke your finger in his face and just bear him!"

NAVAL NOTES—Continued.

The great British naval film 'The Battles of Coronel and the Falklands' is now in course of preparation. The Admiralty has been assisting in tests of explosives to procure the most realistic effects.

The British destroyer *RETRIEVER* is to prepare for scrapping at Portsmouth.

A naval construction programme is to be undertaken by Sweden. It is stated that during the next ten years a coast defence ship, four destroyers, seven submarines, minelayers and an aircraft carrier will be constructed.

A new British Naval Mission is to go to Greece. The previous mission was dispensed with by the Greek Government in the middle of 1926, but it is hoped that this one will prove more successful. The contract, which has been signed, expires in March, 1929.

The giant British submarine *X.1* has, after three years' trials, at last joined the *First Submarine Flotilla*. She has carried out several independent cruises, but this will be her first regular service.

New salvage appliances are to be employed in a further attempt to refloat the French warship *DEVASTATION* as she lies sunk in Lorient Roads.

The Swedish training cruiser *FVLCIA* is carrying out a West Indian cruise. She is the warship which conveyed Princess Astrid from Sweden to Antwerp for her wedding with the Belgian Crown Prince.

The British Imperial Defence College commenced its official existence on January 1, and lectures dealing with Imperial strategy began about a fortnight later.

The silver model of H.M.S. *ENDRAVOUR*, which the Australian Commonwealth presented to the Commonwealth 15 years ago, was loaned to the *REX* for her cruise, and forms the plate centerpiece of the dining table.

The French naval base at Toulon has been considerably strengthened.

The Turkish battle cruiser *YAVUZ SULTAN SELIM* (ex *GÖRRÜS*) did considerable damage to herself and to the floating dock in which she was being lifted at Constantinople for extensive reconditioning. This set-back has caused mild satisfaction to the other Balkan powers who are very perturbed at her reconstruction.

Rear-Admiral Cyril S. Townsend, C.B., has been appointed to succeed Rear-Admiral Richard G. A. W. Stapleton-Cotton, C.B.E., as Rear-Admiral in Charge, Gibraltar, and Admiral Superintendent of Gibraltar Dockyard.

The French aircraft carrier *BRANN*, laid down in 1914 as a battleship, is now nearing completion at La Seyne.

Membership Week.

IN the editorial entitled "Financial Prospects" appearing in the first number of the *JOURNAL* of this year it was mentioned that membership subscriptions comprise the larger part of the League's annual income. It is felt, therefore, necessary, having regard to the increasing scope of the League in N.S.W.—and more especially by reason of the rapidly-growing Sea Cadet movement which the League is proud to have sponsored, that present fellows and members should do all in their power to increase our numbers. With this end in view, it is proposed to set aside ONE WEEK in the near future during which all Navy Leaguers are invited to keep one dominant thought uppermost in their minds. This will run somewhat as follows:—"During these few days I will introduce at least one other person to join as a fellow or member of the Navy League."

In the past a few members have done much in interesting their friends and acquaintances whom they found to be already keen about naval and seafaring matters. These have done yeoman service. That one member has been responsible for awakening the interest of twenty others is a very great thing in itself, and his efforts should in no way be minimised; but, in relation to the total membership list, it is of course a small fraction. If members individually take up and espouse MEMBERSHIP WEEK in real earnest the united effort will indeed prove a wonderful adjunct to the finances of this branch and of great benefit in the carrying out of our objects and growing responsibilities.

The setting of a few days aside for this purpose enables those participating to concentrate during a short and stated period of time; and, if successful, leaves the remaining weeks of the year clear for the usual and ordinary interests of members.

The Navy League Sea Cadets are to have demonstrations and visiting days at their various depots during this proposed week, and members will be escorted to any they wish to visit, and are asked especially to bring with them friends and prospective members.

The week chosen will be notified to all readers of the *JOURNAL* in the April (next) issue. An essay, open to cadets of the Navy League, will be set in this connection, and the prize winning compositions will duly appear in the *JOURNAL*.

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The Australian Coat-of-Arms.

BY MAJOR E. F. C. SCOTT, D.R.O.

WE all know the significance and meaning of the UNION JACK and our own AUSTRALIAN FLAG; but how many seeing our Coat-of-Arms quite realise that it also is as symbolical as the flag which each one of us knows as sacred?

A flag is the convenient way of proclaiming to the world just who we are; but the "Coat-of-Arms" for those who can read it, and understand the design and signs of Heraldry and their meanings, opens up a far more interesting subject and conveys more than any flag can do.

The space allotted is too restricted—even if I fully understood the science of Heraldry—to go through the whole story; but it is my endeavour to condense as briefly and concisely as possible, so that the next time we see the "Coat-of-Arms" it may mean more to us than just a shield with an Emu and Kangaroo.

There are several different "Coats-of-Arms"; the first belongs to the King, and it is significant that all his Dominions bear part of his which, to those who read, is an admission of respect and loyalty.

Many old families and their descendants also are entitled to a family crest which in itself shows their standing, and also contains a motto generally in Latin or French.

You must not overlook the fact that each strange device in the form of animals or signs bears a message. They are all a relic of armorial insignia which were originally embroidered on a cloth worn over the armour to render a Knight conspicuous in battle.

The National Coat-of-Arms officially sanctioned by modern Governments represents, as I have said, in most cases the family Heraldic of the Sovereign, which England in 1189 adopted, such as the Lions and Leopards.

Then, again, individual communities, such as London and States like Australia and other Dominions, are entitled to the use of "Arms." In cases such as ours the emblems shown are a symbol of the character of our country representing familiar objects in the same way emblematic of our individual history.

England adopted in the 11th century the "Lion," while half-a-dozen or more countries like Scotland, Wales and Norway also selected the same device, but easily distinguishable from the English.

You may say the Lion was not as symbolic of England as the Kangaroo and Emu is of our

country. True! But it represents the character of the national feeling of the countries at that or a later period, all of which at some time or other considered themselves the superior of anything on the earth; and the ancient traditions which ordained the use of animals for signs left them no choice—it remained for history to prove who was the most entitled to this symbol.

This, I fear, is a very rough idea of the origin of the Coat-of-Arms; but you cannot deal fully with a subject delving into ancient history. The dimensions of the Coat-of-Arms which is always in the form of a shield of some fashion; the tinctures which are two—namely, Gold turned or Silver "Argent"; and the bearing of the different colours (five in number) describe their meaning fully in a few minutes.

Each and every one means a phase in the history of the bearer—be it individual, City or Dominion; and who can say, unless conversant with what is in itself a study, the romance and suffering, the battles and campaigns fought and won represented by a colour, a design, and the place on which it appears in the shield?

The first pretence to a Coat-of-Arms in Australia was designed in 1805, and it had in it all the sentiment of unity which later crystallised into the Federation of Australia 96 years later.

It showed the Emu and Kangaroo with a rose crest and several other designs, including the Scotch Thistle and the motto "ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY"; and was flown in the form of a flag first by Mr. John Bowman at his farm in Richmond when the news arrived of the victory of Trafalgar on October 21st of that year.

A happier device could not have been chosen for a country in the first stages of development. Nelson used it in the battle of Trafalgar, and Bowman repeated it in what he little thought would become the foundation of a National Coat-of-Arms.

He, in 1805, like the loyal Englishman he was, expressed the sentiment, and since then our men have proved in action that the motto (over a century after it was first coined) still holds an inspiration.

The original "Bowman" flag is now in the possession of the Superior Public School at Richmond.

Eleven years ago by a Royal Warrant the Australian Coat-of-Arms was approved, representing a Kangaroo and Emu supporting a shield containing

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the devices adopted by each State at various times. For instance:—

N.S.W.—Red Cross with Six gold Lions passant guardant.

VICTORIA.—Five stars on blue back-ground representing Southern Cross surmounted by Gold Crown.

SOUTH AUSTRALIA.—A Crown on a gold back-ground.

WEST AUSTRALIA.—A black swan on a gold back ground.

QUEENSLAND.—Maltese Cross (blue) surmounted by gold Imperial Crown.

TASMANIA.—Red Lion passant.

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Unlike the original design by Bowman it lacks the message of Nelson, and bears but the one word AUSTRALIA. After all, that one word should convey as much or more than many of the old-fashioned family and other mottos in Latin, for it belongs to the children of to-day (the men and women of to-morrow), who are taught early to realise what that word implies and the inward meaning of every device upon our Coat-of-Arms and National Flag.

Without such knowledge these emblems become merely a piece of bunting, or a tin shield as the case may be; whereas both (the Coat-of-Arms more particularly) tell of past deeds of heroism and chivalry, of adventure and high ideals and the sacrifice of thousands throughout the ages who have each one helped to build up the great heritage we have to-day—AUSTRALIA. Most of our fathers, our brothers or men folk helped in some way within our remembrance during the past war and played their part.

Whatever the future may have in store, it remains for all of us to set our ideal as high and hold our courage as steadfast as our forefathers, and then, indeed, a century hence may Australia be amongst the foremost nations of the earth.

A Coat-of-Arms does not belong to the select few, to the nobility of England or elsewhere—the man who sells papers at the street corner, and the Prime Minister of Australia have the same "Arms," which spell Unity, Loyalty, and a common endeavour to advance our country.

Next time, therefore, we see the National Shield we should regard it with respect in the knowledge that each colour and design tells of our National Life and glorious achievement.

Navy League Ball.

The Navy League Ladies' Ball Committee has been working arduously for the success of this function. With Mrs. Philip Street as President and Miss Doreen Higgins and Mrs. Leo Quick as Hon. Secretary and Hon. Treasurer, the meetings have been excellently attended, and much enthusiasm has been shown by all the ladies on the Committee. Donations and services have been thankfully acknowledged from Mrs. Kelso King, £5 5s; Mrs. A. Amos, £5 5s; Miss Hume Barbour, £4 4s; Messrs. Palings, presenting ball tickets; The Australasian Films, Ltd., advertising on the screens of their leading theatres; The Sydney Ferries, Ltd., full advertising on their vessels.

Tickets are available and are priced £1 1s., and include dinner or supper at the election of the holder. Patrons requiring supper in lieu of dinner should notify the Hotel Wentworth at a reasonable time before 18th March.

Fellows and members are reminded that the occasion of the ball is the only opportunity offered during the year for all members to get together socially—and, therefore, all should strive to be present if possible on that night. Moreover, the proceeds are to aid the Navy League Sea Cadets, which movement should be dear to the heart of all Navy Leaguers.

The locale is the Wentworth Hotel, the date, Monday, 18th March, and dinner commences at 7.30 p.m. Tickets are to be obtained from Navy League office, 6 Dalley-street—Wentworth Hotel and Hotel Australia.

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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
Hon. Secretary Mr. A. HAMMER

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

LANE COVE—*Officer-in-Charge* Mr. M. SOMMERVILLE
Hon. Secretary Mr. F. L. NEEDLES

COOGEE-LOVELLY—*Officer-in-Charge* Mr. E. STONE
Hon. Sec. Mr. J. R. MILLER

MOSMAN BAY—*Officer-in-Charge* Mr. E. STONE
Hon. Sec. Mr. J. R. MILLER

DRUMMOYNE—*Officer-in-Charge* Mr. J. HIGGINS
Hon. Secretary Mr. A. HAMMER

RICHMOND—*Officer-in-Charge* Mr. E. K. WOOD
Hon. Secretary Mr. J. EVANS

BONDI-ROSE BAY—*Officer-in-Charge* Mr. J. HIGGINS
Hon. Secretary Mr. A. HAMMER

BIRCHGROVE—*Officer-in-Charge* Mr. E. STONE
Hon. Secretary Mr. J. R. MILLER

MOSMAN BAY—*Officer-in-Charge* Mr. E. STONE
Hon. Sec. Mr. J. R. MILLER

Oswald McMaster Gold Medal.

The gold medal was competed for on Saturday, 5th March, under the supervision and judging of Messrs. C. Frolik, R.A.N., and S. Hopper, Chief Yeoman of Signals, from the training staff at Rushcutter's Bay. The District Naval Officer, Commander Quick, R.A.N., and his staff are ever ready to give their aid and specialist knowledge in and about such Navy League events. Our heartfelt thanks are given to these gentlemen for the interest and encouragement the League receives from them; and we must not forget that the high standard already attained by our boys has been helped in no inconsiderable degree by the active co-operation of the Service.

We have pleasure in setting out *in extenso* the report received from these two gentlemen:—

"The competition was carried out at Ball's Head under the conditions laid down—13 competitors from various Companies taking part.

The conditions of the competition were read out to the cadets, who were then spread out with their writers, each pair being well separated.

The first message was made at the rate of exactly 10 words per minute by one of the judges, and after being given time to peruse the results, the forms were collected and corrected.

The results were excellent, no less than eight cadets obtaining 100%.

The second message was then made, and proved the final. The rate of sending for this message was quite 18 words per minute (an extremely severe test), but this rate was used for two reasons—one was because the judges knew by previous experience that there were a number of cadets present who could comfortably read at the rate of 15 words per minute; the other reason being a desire to dudge the oncoming storm.

The first reason was fully justified as the result proved, Cadet J. Cooper, P.O., of Birchgrove Coy. obtaining 96%, a really splendid result. The next highest being Cadet A. Kendal, L.S., of Birchgrove Coy., and Cadet R. Somerville of Lane Cove Coy., who both obtained 80%. The second reason was also justified; as although we got a bit wet on the way to the station (which no one apparently minded a bit), the second message being the final, saved us from getting a severe ducking.

Cadet Cooper was declared the winner, and to him we offer our most hearty congratulations—especially as we have in mind his previous attempts at this same competition. One realises that this result has only been obtained by sheer perseverance and determination to win.

To all other competitors we also offer our congratulations, and hope that they may be spurred on by this same spirit of determination which should ever characterise the Navy League Sea Cadets, and which must ultimately bring its reward.

From the splendid spirit displayed throughout the competition and the keenness of each individual cadet, it is evident that this form of contest is very popular; and it is hoped that the next will be even more so. Indeed, we feel sure it will, as this experience and that of the past proves that the cadets are being trained along such lines as cannot fail to produce the splendid results obtained in this and other competitions of its kind. The result reflects great credit on all those who are devoting so much of their time in teaching, and also on the cadets themselves for their steadfast loyalty to those who have their interest so much at heart."

BALMAIN.

(Contributed by Mr. W. L. Hammer, O.C.)

The Sub-Branch Committee had their meeting at the depot on February 18th. Mr. J. Spark was appointed hon. secretary. The new sec. is an ex-service man who served as a sergeant with the Royal Inniskilling Fusiliers in the late war. Mr. Frank McCulloch was appointed Second Officer. The latter gentleman served with the Royal Navy, and was in action on the Belgian coast, also in North Russia with Monitor 25. We are looking forward to the promised lecture from Mr. McCulloch on his war experience in North Russia. Both Mr. Spark and Mr. McCulloch received the good wishes of the Committee, and they both hope to be useful and of service to the Navy League.

We competed in the Greenwich Skiff Club's boat race. Our boys were not lacking in pluck, but had no chance, as we were badly handicapped. We expected to have some start with our heavy cutter. Next time with a better handicap we hope to win. After the race the officers took the cadets out for a sail which was enjoyed by the boys.

The Balmain Company have been very busy these last few days. We had the dinghy up and cleaned, and painted her, and she looks well. The slipway is also undergoing a change. The cadets have been quite busy under Mr. Phillips and Mr. McCulloch (1st and 2nd officers) digging and

making ready, so we will have a much more easy pull to get the cutter high and dry. We are also having the bath under the boatshed made shark-proof.

There is also a change in the cadets' room, as we have had new racks made for the Indian clubs and dumb-bells. There is quite a good roll up on Monday night for physical drill—club swinging, boxing, etc., under the officers.

The cadets are doing well in all other branches of their work under Mr. Buckland, O.C. New members are still joining up. Last week we enrolled two new cadets—James Sinclair and Thomas Jannese.

Mr. and Mrs. Spark have taken up residence at "Trafalgar."

NORTH SYDNEY

(Contributed by Mr. W. L. Hammer, O.C.)

Renovating and general overhaul of North Sydney depot is well under weigh, the O.C. donating to the Coy. paint and paint brushes for painting mast, cat-heads, and mechanical semaphore; also solbs. kalsomine and brushes, together with wire for stays, etc. for mast, complete with fittings. The North Sydney Coy. is at present undergoing re-organisation owing to the transfer of boys from the Coy. to Middle Harbour and Mosman Bay Companies. Recruits are enrolling each week, filling up the gaps made by the transfer of the boys aforementioned.

At an early date the O.C., in company with the Organising Secretary at Headquarters, proposes to visit the local public schools within his area in an endeavour to raise further recruits for the Company.

On Tuesday, 22nd February, Mr. Hammer was the guest of the Commodore, Flag Officers, and members of the Royal Motor Yacht Club of N.S.W. on the occasion of the celebration dinner in honor of the prefix "Royal" which has just recently been granted them by His Majesty the King; this club being the third of its kind in the Empire to receive this distinguished honor. Mr. Hammer was thereafter nominated for a membership in the club, which has been accepted. He has received congratulations from the officers and members upon his successful nomination. This connection will do much to bring the Royal Motor Yacht Club into closer touch with the Navy League Sea Cadet movement in N.S.W. It is more than likely that the motor boat owners of the Royal Motor Yacht Club will in the near future be forming a motor boat section for service with the R.A.N.V.R., and



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NORTH SYDNEY—CONTINUED.

The O.C. (North Sydney) has expressed his willingness to join up with the section. This will in no way interfere with or handicap him with regard to his Navy League Sea Cadet duties, but will, if anything, enhance his work for the League by knowledge gained in the course of annual training aboard H.M.A. ships of war. At the same time, there will open up a new avenue of work for those boys who do not go to sea—that of the Auxiliary services.

The O.C., in company with Major Scott, D.S.O., and the Organising Secretary from headquarters paid a visit to the Mosman Bay High School, and addressed the boys in an endeavour to enlist recruits for the local Coy. They also attended the local Sub-branch committee meeting on the same evening and addressed the members, impressing upon them the great national importance and the wide field of utility of the Sea Cadet movement of N.S.W.

The North Sydney cutter has been in regular commission over the week-ends chiefly under sail owing to the shortage of oars for this boat. At the present time, in between painting and cleaning of depot, sailing crews are detailed off for training purposes; also hands to bathe by way of a little diversion during the overhauling of depot which has entailed a fair amount of hard work.

The O.C. has been successful in enrolling two fellowship members for N.S.W. Branch Navy League—Mr. Henry E. White and Mr. Norman J. White.

For the N. L. Sea Cadets parade through the city on Saturday morning, 19th March, Mr. Hammer will be officer of the day. He is engaged in drawing up a plan of the route and order of march for submission at the next officers meeting.

On Wednesday evening, 9th March, Miss A. S. Murray, hon. secretary of the North Sydney Sub-branch, brought over Lady Graham and Miss Campbell to the depot, High-street. The visitors were much interested in all that they saw. Being drill and instruction night the ladies obtained a thorough acquaintance with the extent of the training given, and were enabled to make a tour of the various classes held that night.

ROSE BAY-BONDI.

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

A lot of useful work has been put in at the depot during the last month. A number of boys come along and camp overnight each week end, and do their best to push along the work in hand so that our plans will be completed at an early date.

The kitchen in course of construction gives them the opportunity to display their skill acquired at the technical schools, in a practical manner. They are full of ideas and enthusiasm and show plenty of initiative and resource.

The slipway being completed, Mr. F. W. Hixson supplied and fixed a new and longer cable to the winch, thereby enabling us to haul up our boat at any state of the tide. This is a great convenience and facilitates the launching or landing of our boats.

The boats have been out as usual to various parts of the harbour. Mr. A. Puxton and Mr. W. Watts, formerly 1st and 2nd officers Balmain Company, have been along. The former on several occasions has lent his aid in taking charge of one of the boats, whilst our 1st officer had charge of the other, thus enabling the O.C. to supervise operations from the shore end.

As our hands are full at present pushing on with our own depot we regret that we are unable to accept the invitation so kindly extended to all Companies by "the hon. member for Birchgrove" in the previous issue, to come along with a working party to his depot, and show our ability in the various trades or professions enumerated. We would gladly do so, had we completed our own; but "charity begins at home," and as our depot is so centrally situated we want to push ahead, so that we can welcome any visiting Company at any time and make them feel that it is a "home away from home."

We heartily endorse the comments made by Mrs. Cooper regarding the non-appearance of boats and crews in the races held recently. We plead guilty for slipping on the last and only occasion. We had to stand by another Company to whom we lent one of our boats, and by thus assisting we were delayed. But we tried all out to reach the post in time, and got there just too late. After our strenuous exertion we had to row back, re-ship all our gear and return to our depot. To ensure our starting in time some of us slept at the depot the previous night, but the late arrival of some of our new boys, who arrived simultaneously with the other Company referred to further delayed us.

A lot of new recruits from Woolahra, Paddington, and Darlinghurst have come along, and include some very promising material. The boats attract the boys like magnet; also the model yachts which they sail in the baths and on the harbour.

We hope to have a good muster in the parade on the 19th inst. through the city.

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MIDDLE HARBOUR.

(Contributed by Mr. W. G. Hixey, Actg. O.C.)

The Middle Harbour Company has now been established, and has already a membership of 18 boys in full uniform. Every day we are growing stronger numerically, and have a very fine prospect ahead of us. The locality is good for a N. L. Sea Cadet Company, comprising a large area from which to obtain recruits and plenty of space for training purposes. Our training depot is Castlecrag Hall, which is situated at the Edenborough-road bus terminus, Willoughby—and which again is not far from the bay where we have our boat moored. We are the happy possessors of the gig which North Sydney so kindly consented to pass over to us, with the consent of headquarters, and it has been put to good use since we brought her round.

We have had several pulling excursions round the bay and to Balmore, which were greatly enjoyed by the boys.

It is intended to call a meeting of cadets' parents and supporters early next month in order to form a nucleus for the Sub-branch and Welfare Committees. We have the support of many individual members of the Castlecrag Progress Association; and Mr. Griffin (architect of Castlecrag) has kindly consented to help on committee.

We trust that in due course Northbridge, Willoughby and Naremburn residents will also come behind us with their support and blessing.

MOSMAN.

(Contributed by Mr. H. R. Carrington, Actg. O.C.)

We have only two items of particular interest to report in this month's JOURNAL. First, by the efforts of our President, Major Scott, and the generosity of Messrs. Madell Bros., of the Australia Picture Theatre, Ltd., Spit Junction, we were the recipients of a very successful picture benefit on Wednesday, 2nd inst., from which we made the sum of £30 (approx.). Messrs. Madell Bros. supplied us with 1,200 seats, and various trades people of Mosman donated the tickets. At the interval our President made a speech from the stage, outlining the aims and objects of the League, and spoke about the Sea Cadet movement. He also thanked Messrs. Madell Bros. for their thought and generosity to the new Mosman Company. Major Scott gave a money prize to the boy who sold the most tickets, and this was won by Cadet W. Oxenbould, who sold to the value of £2 18. 6d. This cadet worked very hard, and when the prize was presented to him, returned it "for the benefit of the Company." We thank him for thinking so much of his Company, and for his efforts on its behalf. Cadet H. Parkin was next with £2 7s. 9d.

to his credit. Actg. P.O., L. G. Scott sold a very large number, but was excluded from the prize.

Our first purchase with the money acquired is to be a set of oars for our whaler. Mr. S. Cooper, of Birchgrove, is giving us the necessary rowlocks, for which we thank him.

Two boys entered the Oswald McMaster Gold Medal Competition, but were unsuccessful. However, this is no discredit, as they have been practising only a very short time. We are pleased that they made an attempt; and in future competitions we promise we will be of some account. Our hearty congratulations to the winner, and we were pleased to see a great deal of improvement in the large number of competitors.

The Actg. O.C. would be pleased if other Companies would help him to secure the services of one or two officers to assist him temporarily or permanently. Mosman Bay Company is growing rapidly, and they will realise the difficulties in handling a number of recruits and boys of a few months' standing. The O.C. also wishes to thank in these columns Mr. Hammer and his officers for the assistance they have rendered in many ways.

CLOVELLY COOGEE.

(Contributed by Mr. R. Stow, O.C.)

S.O.S.

We send out our signal to readers of this JOURNAL, also to friends and supporters of the League, to come at once to our assistance. The finances of this sub-branch of the Navy League are very low. Please send a small subscription (or a large one would be very welcome).

We want to build a shed in which to train our lads, who are very keen on the League work, and which would also do to house our boats. The boats are in a very bad way and greatly in need of repair.

WILL YOU HELP US?

NOTE.—Subscriptions may be sent to Mr. J. K. Miller, Hon. Sec., "Kemook," Battery-street, Clovelly.

Great disappointment was felt that so few boats competed in the race on Anniversary Day.

We wish to thank the Rose Bay-Bondi Company, also Birchgrove Company for their assistance on several occasions.

An examination on signalling was held recently, and naval men acted as judges. The subjects were semaphore signs and reading, morse signs and morse signs by lights, international code and navigation lights in seamanship manual. Conduct was also marked. Out of a possible 700 C.P.O. Mickleson, 699; P.O. Hay, 697; Leading Signaller Hennessey, 693. We are very pleased with these results, as the examination was very comprehensive and none too easy.

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BIRCHGROVE.

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

The Greenwich 12 ft. Flying Squadron invited the Navy League to take part in a boat race on February 19th, the second anniversary of their club's formation. Sorry there were not more boats competing. Luck was with us, as we won in the whaler, our 1st cutter 2nd, and 2nd cutter 4th.

The Birchgrove Band was in attendance under the baton of Bandmaster Thomas and was well received. The supporters of the Flying Squadron must be congratulated on their very fine catering; every one had full and plenty, and those ladies who looked after the arrangements deserve the highest praise.

The President of the Flying Squadron promises another race on the same date next year, when a more valuable cup is to be competed for. The conditions for retaining it are:—To be won twice in succession or three times in all. O.C.'s should hook that date on their future card.

Are Navy League boys game? The following answers that question:—Leading Seaman Cadet J. Lampard, whilst coming to band practice on Thursday, the 17th, two days before the race, had a collision with a motor lorry, which ran over him, smashing his machine completely and breaking his left arm at the elbow. This cadet is one of our solo cornet players and, knowing the position his absence would create, decided to do his best on Saturday the 19th. He duly came along and, being unable to hold his cornet with his left hand, his father knelt in front of him and held his cornet up for him. He played the whole programme through, sticking it out to the finish. This lad is not 14 yet, and it shows the gameness of a N.L. boy and the enthusiasm of the parent.

Mr. Billam spent the best part of Sunday at the Depot and watched operations. There was quite a bustle on that day—concreting and fencing going on. Ladies, gents and cadets, all were piling in as there are no drones at Birchgrove. On his leaving he said he was quite satisfied that our enthusiasm was still bubbling over. The depot will soon be in commission. Mr. Pont, of Pont Brothers, carriers, kindly carted two tons of cement for us from the city free of charge. Thanks from all, Mr. Pont; your welcome help is greatly appreciated. A donation of 70 feet of rubber hose, fitted with sprinkler and coupling, was sent along for the depot. Many thanks, Mr. Daniels. Such friends and helpers keep the old flag flying!

Mr. Beardmore very kindly assisted us with another ton of cement. Mort's Dock and tug boats have given us unlimited supply of ashes for concrete; a very necessary commodity just now.

Forty of our Welfare Committee and friends formed a theatre party on Tuesday, March 1st, and went to see "Fair and Warmer." This party is only one of many we have had and they get bigger every time. Twelve of the Felix Club girls attended a theatre party on March and to see "Tell me more." This party was also a great success.

Although not yet officially opened, on March and we held our first drill night at the new depot, just 12 months from the day of forming our company. We are by no means straight yet, but found the depot all that could be desired.

The Misses Ward, of Wharf Road, Balmain, presented us with quite a large amount of useful fittings for the depot.

Miss Jones, of Wharf Road, also has helped us with gifts for the same purpose.

Messrs. Pont Bros., besides doing our carning gratis, kindly gave us six sheets of galvanised iron for the fence. The Manager of the Cycloxy Toy Factory kindly gave us 40 sheets of flat iron. Any one (please note) having any second-hand flooring to give away, will be please get in touch? We have hammers, nails, cramps, saws and men to fix it, but at present flooring is *non-exist*.

Birchgrove's luck was in again winning the McMaster medal.

I received a letter from Capt. Beale, and he desires me to give his best wishes to all officers and cadets and friends connected with the League.

NOTICE:—MR. CLAUDE WILLIAMS gazetted Assistant or Deputy Bandmaster to the Birchgrove Coy.

Mr. Cleary, manager of Tooths, Ltd., invited the Navy League band to play at the Newsboys' picnic. 13 lorries, and one for the band, was the order of the day. National Park was the rendezvous, and a magnificent day was spent. Soft drinks by the barrel, cakes and biscuits by the cwt., ice cream by the ton, fruit by the sack. What more could one want? Mr. Harvey, Actg. Chief Officer was in charge, assisted by Sportsmaster G. Bain. The Navy League band was specially complimented by all on its smartness, cleanliness, and playing.

Mr. James Robertson, plasterer of Leichhardt, has spent the last four Sundays doing the facing up of the concrete work; and on one occasion his brother came along to help. We, who were mixing and carrying for them, knew that they were working alright; in fact, we were not running, but galloping.

We have decided that if ever these two gentlemen come along again to help, we will put the whole Company on mixing and carrying, and see if we can hold them. The thanks of the whole Company are extended to these gentlemen for their invaluable help.

Company News continued page on 51.

The Vital Necessity of an Adequate Navy.

(The following are notes sent by the Navy League in London to Members of Parliament during the preparation of Estimates for the coming period.)

THE NAVY AND THE AIR.

THE Admiralty spend three millions a year on naval aircraft. This is distinct from the Air Ministry expenditure of twenty millions, and is an additional burden on Navy Estimates.

Aircraft constitute a new and essential part of the equipment of a Fleet which cannot lessen the importance of maintaining the full efficiency of other weapons, or be substituted for any existing types of warships.

Means of defence against aircraft are being rapidly developed, and the efficiency and accuracy of high angle shooting are being greatly increased.

It was freely asserted in the days when torpedo boats were first produced in large numbers that the day of the battleship was numbered. These statements were again repeated when the submarine became established, and are now being made as freely with reference to aircraft.

The facts are as follows:—Torpedo boats having proved futile against battleships, ceased to be built. Not a single modern battleship (Dreadnought or later classes) was sunk by torpedoes, either from a submarine or any other vessel, during the Great War. Aircraft proved equally futile against capital ships during the war, although at that time high angle shooting was very inaccurate; and all experiments, both of the Americans and ourselves, go to prove that the capital ship incurs small danger from the air.

There is even less reason for believing that the advent of aircraft heralds the doom of the capital ship than there was for the old exploded myths that the torpedo boat or the submarine would have this effect.

TRADE ROUTES.

The responsibility and capability of protecting 130,000,000 tons of cargo annually to and from the United Kingdom alone, on the 80,000 miles of trade routes, must rest with the Navy.

FLEET AIR ARM.

The value of aircraft to the Fleet is fully recognised, and development of this new Arm is being pressed forward as well as means to counter it.

It is an illusion to suppose that this new Arm will seriously modify our conception of Imperial naval strategy, and we may be certain that war at sea will, in the main, continue to be dependent upon sea-borne ships.

In the Fleet Air Arm 70 per cent. of pilots and 100 per cent. of observers are naval officers, which ensures the Arm being an integral part of the Navy—in fact, if not altogether in name.

ECONOMY.

The greatest economy exercised by any department since the war has been in the Navy. This has been carried to such lengths that the numbers of ships of several classes have actually been reduced below those of other nations. If we still maintain a "One Power Standard," it is only because of our splendid personnel. These reductions must not be allowed to continue further, as our national existence depends on an efficient and adequate Navy. Should Parliament fail to provide and maintain such a Navy, and should our communications be cut by a belligerent, then over thirty millions of our population in these islands would actually die of starvation within a month.

History shows conclusively that it is madness to regard the League of Nations, Treaties, Locarno Pacts, and such instruments as if they could take the place of our Sure Shield, the Navy. Treaties and pacts are apt to become "scraps of paper," when great issues arise, and when an aggressive policy takes hold of great nations.

The League of Nations has done some useful work in minor matters, and will do more in the future; but one real force which can ensure peace is now, and will be in the future, as it has proved in the past, the British Navy.

A South Sea "Cutting-Out"

(BY J.C.)

CONCLUSION

HOW THE STEWARD SURVIVED.

GEORGE WARD, in his cooking quarters, heard the signal shout for the massacre, and heard the rush of the cannibal crowd. Before he could reach his revolver he was attacked by a savage who struck at him with a tomahawk. The blow would have split his skull, but he partly dodged it, receiving a gash in the side of the head. The terrible shock staggered him, but he managed to grip his revolver, and he shot the man who had chopped at him. He tried to fire another shot, but he found that all the other chambers of his revolver, which he had always kept loaded, had been emptied. Throwing down the useless weapon, he snatched up a big knife, and fought his way outside. There on deck he saw a ferocious, yelling leaping mob of kanakas—about eighty of them he reckoned afterwards—chopping and clubbing away at the crew.

Ward defended himself with his knife until he received a tomahawk cut in each arm. In his helpless state, bleeding fearfully, he was knocked down the open main hatch. He crawled into a half-empty water tank. There he crouched for hours, until the sounds of the massacre died down, and the natives left the ship.

Half-dead, he cautiously climbed on deck again, a slow and agonising process. There he saw the awful signs of the massacre. The body of the mate lay there, and those of young McKenzie and the two A.B.'s. The apprentice, Huntley and the Fijian, he surmised, must have been killed in the forepart of the vessel, as he did not see their bodies.

Ward crawled aft into the cabin. He went into the captain's cabin and bolted the door, and there he remained three days until help came. While he was there he heard the savages repeatedly visit the ship, evidently in search of him. They broke in the head of the tank in which he had hidden, and they smashed the skylight in the roof of the captain's cabin, but being a thick dead-light it

hung together, and prevented them from discovering him. They did not attack the door, fortunately; when it was closed it appeared from the outside part of the main cabin wall, and to this circumstance the sole survivor owed his preservation. The natives plundered the ship, but, happily for poor Ward, they had not finished with her when help came, otherwise they would no doubt have set fire to her.

THE RESCUE EXPEDITION.

We return to Captain McKenzie's boat flight down the Malaita coast for help. For hours he and his men toiled at the oars under the tropical sun; there was little wind to help them. It was after midnight before they ran alongside the nearest of three schooners lying at anchor in Sun Bay. There was the Auckland schooner *Flint*; the others were the *Daintless* and *Stanley*.

The *Flint*'s master immediately sent word of the massacre to the other vessels, and all three quickly hoisted anchor and made sail for the fatal bay of Uru. The wind by this time had sprung up, and it was blowing half a gale by the time the schooners reached the open sea. It was a dead beat to windward, and it was the afternoon of September 16—three days after the capture of the *Borealis*—that the rescue party reached the unhappy brigantine. The *Stanley* was the first to arrive. McKenzie did not hope to find anyone alive, but the expedition was in time to rescue George Ward, who was found lying all but dead in the cabin.

It was a fearful spectacle, that ravaged little ship. On the decks were half-dried pools of blood; part of a human arm was found in the scuppern. The *Borealis* had been looted from bow to stern; stores and provisions had been broken open, and portions were scattered about the decks. There were axe-cuts everywhere; the bulwarks and shrouds and masts and deck-houses had been hacked and chopped about. The bodies of the murdered sailors were not to be found; they had been taken ashore, cooked, and eaten.

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As the Stanley arrived, natives were seen escaping from the cannibal isle in their canoes. The armed boat crews of the schooner pursued them, and captured four—two men, a woman and a boy. These were locked up and later taken on to Fiji in the schooner and given up to the police.

When the Dauntless and Flirt beat up to the anchorage, the combined forces of the crews, including a number of Auckland men, all armed with rifles, landed to pursue the kanaka pirates and murderers. They found Uru Island deserted. On the mainland they searched into the bush and found a large village, but the noise the white men made on their march had given the people plenty of warning and they had vanished. The only man hit was one of the sailors, accidentally wounded in the back by one of his comrades, who, in the twilight of the bush mistook him for a native. McKenzie's expedition wreaked what retribution they could, but it was most inadequate revenge for the loss of lives. On Uru Islet they set fire to all the huts and chopped down the coconut trees, believing that thus they would place the cannibal tribe at the mercy of their enemies, the hill men.

Then the grieving captain set to work to repair the ruin of his pretty brigantine. The Dauntless, Flirt and Stanley each lent some hands to put the Borealis to rights and bring her to port. Mr. Hutchinson, the mate of the Stanley, was transferred to McKenzie's vessel. The wounded steward was tended, and was taken to Fiji and sent to hospital. The first news of the massacre was sent to Fiji in the ketch Patience; the Borealis turned up there later, and presently came to Auckland.

The news of the massacre made much stir in Fiji, and in Auckland when it reached there in October of 1880. The Fiji Times made a hot editorial attack on the then Governor and High Commissioner of the Western Pacific, Sir Arthur Gordon (who soon afterwards was appointed Governor of New Zealand) for his lack of energy in taking punitive measures against the Melanesian islanders guilty of murders of white crews. It was declared that the High Commissioner's policy tied the hands of British warship commanders and prevented them exacting revenge for these massacres. In the period of 1879-1881

there were many such tragedies in the "Black Islands"—the New Hebrides, Solomons, Santa Cruz, New Ireland, and New Britain—and for very few of these was adequate punishment given.

Captain McKenzie was a splendid old sailor of fearless, vigorous Highland stock—those veteran Nova Scotians and Waipae men were grand seamen and noble pioneers. He had been at sea for nearly forty years, and had been a master mariner twenty-five years. He had much experience in labour recruiting, and it was his policy to inspire confidence in the natives and to treat them well, otherwise it would have been impossible to secure labour. His fatal mistake at Malaita was in trusting them too much, and it is likely enough also that the Borealis suffered for the misdeeds of other less scrupulous traders in the islands.

Brave old Kenneth McKenzie reared sailor children as plucky and vigorous as himself. The family is well known and honored in Auckland today. Captain George McKenzie, whom his father skillfully schooled in the wisdom of seafaring, made his name as a smart sailor in command of the fore-and-aft schooner Three Cheers, in the trade between New Zealand and Australia, and later in that handsome and swift-sailing little vessel the topsail schooner Hula, which is still often seen in the Waitemata.

Courtesy "The Auckland Star."

Forthcoming Events.

MARCH 19TH.—Saturday, at 10 a.m., from Circular Quay, parade of Navy League Sea Cadets headed by Birchgrove Company's band. Route: Pitt-street, along Park-street, Elizabeth-street, Queen's Parade, Macquarie-street to Quay.

MARCH 26TH.—Navy League Sea Cadets will line a section of the Royal route from war-of-war steps to Government House. A special squad will be inspected. Other cadets not on parade will occupy a position on Garden Island to view the arrival of H.M.S. "Renown," March 26th.

Navy League hall and dinner at Wentworth Hotel, 7.30 p.m.

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Queer Naval Customs.

IN no service or institution in the world is such a queer blending of ancient customs and modern methods to be met with as in the British Navy. Here, one might almost say, tradition never dies, and amidst the great steel engines of destruction—last words in the science of slaughter—may be found survivals of customs dating back even to the Armada.

Very few people know that a British warship on commissioning is supplied with a barrel of salted tongues, of which no mention is ever made in the ship's accounts. This custom goes back to the days of Elizabeth, and originated in the Queen's curiosity and love of detail. During a visit to some ships which were about to leave on a voyage of adventure, she asked to see how the salt beef for the crews was prepared, and noticing that nearly every portion of the carcass was salted, except the tongues, her Majesty inquired what was done with them. On being told they were thrown away, she gave instructions that in future the tongues were to be packed separately and placed on board for the captain's use. Since then this custom has been rigorously attended to, and even the captain of the *Medina* received the usual barrel of pickled tongues before the ship left with her Royal passengers for India.

The present methods of boat hailing dates from the *Trafalgar* era. After dark all boats approaching a ship are hailed by the sentry with the cry "Boat ahoy!" If the boat contains a flag officer, the answer is "Flag." If the captain, the name of the ship is called out. If a commissioned officer of lower rank, the answer is "Aye, aye," and if there are no officers on board the response is "No, no." If the reader should chance to see two men-of-war boats pass each other, and one of them tosses oars, he may be sure that the other boat contains Royalty or a flag officer, but if the crew lie on their oars the passing boat has a captain on board.

The regulations concerning the salutes of passing warships are precisely the same as laid down in 1808. A ship on which a court-martial is being held can always be recognised by the Union Jack hoisted on her peak; while the

prisoner, when he is brought back to the apartment after the Court has considered its verdict, knows the result from the position of the sword lying on the table. If the hilt is pointed towards him the verdict is favourable, but if the point faces him he has been found guilty.

The famous old custom of "piping the side" goes back long before the Nelson era, when captains often had to meet on the flagship to receive instructions from the Admiral. Very often the weather was so bad that the accommodation ladder could not be rigged over the side, and the hands were piped to hoist the captain over the side by means of a rope sling. The side is now "piped" only for Royalty and officers of high rank.

The custom of saluting the quarter-deck, which is still in vogue in the navy, dates back to pre-Reformation days, when all ships carried an image of the Virgin Mary on the poop, which the men saluted whenever they passed.

The old cry, "show a leg, show a leg," used by the boatswain's mate when rousing the crew from their hammocks in the morning, was in use on Nelson's ships, and is occasionally heard on merchant vessels.

On every warship the day's work begins with prayers after divisions (a muster of the crew, which itself dates from the Middle Ages), which are said by the chaplain or captain. This ceremony comes down from Blake's time, when it was usual to chant hymns at the changing of every watch, and also to have prayers before going into action.

The ceremony of dressing ship and manning yards when Royalty is about to pass is the same to-day as it was in the time of Charles I., when Commander Boker drew up the regulations, except that few ships now carry yards.

The daily "tot" or rum (known in the navy as "mutiny"), which is served out at 12.30, consists of three-parts of water to one of spirit. This was introduced about a couple of centuries ago in place of the beer, which was found to turn sour on long voyages. "Grog," as it is generally called, owes its name to the ingenious Admiral who, 150 years

ago, first thought of serving it out to the men in a diluted state instead of neat. He used always to wear a program jacket, and was known as "Old Grog." Hence the term was applied to the weakened spirit which he introduced.

A hoary institution, the origin of which no one seems to have been able to trace, is the "scran bag." Into this all the odds and ends of gear, clothing, etc., which have been left by careless men, are thrown; and every Thursday (called Ropeyarn Sunday) it is opened, and the men claim their lost articles. For each of these a penny or a piece of soap has to be paid by the owner as a fine, and it is not an uncommon practice when a ship runs short of soap for the corporal (generally known as the "crusher") to search the men's quarters and collect all the gear he can find, and then charge twopence or two pieces of soap to the owners. This singular custom certainly has the effect of making the men careful and tidy with their things.

Few people know that the blue and white uniform of the British Navy owes its origin to a Duchess of Bedford. George II. once met the Duchess out riding, and he was so pleased with her blue and white habit that he ordered these colours to be used for naval uniforms. Before this there was no official costume for naval men of the lower ratings.

The black silk scarf worn under the collar by bluejackets is a token of mourning for the death of Nelson, and the three narrow stripes of white braid round the edges of his collar commemorate the battles of Trafalgar, the Nile, and St. Vincent. With regard to Jack's dress, the Admiralty lays down the most stringent regulations concerning

what, to the landsman, must appear the most trivial matters. For instance, the band round the hat, which bears the ship's name, must be tied in a bow, so that the ends shall be respectively gin. and gin. long, the short end to be in front. The width of Jack's bell-bottomed trousers is also subject to their lordships' care and thoughtfulness, and officers are stationed at the various naval barracks to measure the sailor's "breeks" when he comes ashore after a commission. If they are a sixteenth of an inch out, they must go.

The paying-off pennant, used only by ships of the Royal Navy, is a long narrow streamer with a silver ball at the end, and is a yard long for every year the ship has been in commission. Although a ship is still officially "paid-off" at the end of her commission, the custom recalls the days when the men were not paid till they got home—often a matter of years—and their hard-earned cash soon went among the crimps. Now the crews are paid once a month on board ship.

There is a toast honored once a week on every British warship.

"Sweethearts and wives," says one of the officers, rising to his feet. "May your sweethearts soon be your wives, and your wives always remain your sweethearts," is the response before the toast is drunk.

Kindly supplied from clippings by W. E. Stopford, Esq.

Members are requested to interest and enrol a friend.

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RICHMOND.

(Contributed by J. C. Ansell, Hon. Sec.)

This Company has been reorganized, and the officers of the Sub-Branch Committee are as follows:—H. K. Goodman, Esq., President; J. H. Taylor, Esq., Vice-President; J. C. Ansell, Esq., Hon. Sec. and Treasurer. The Committee have recently written Headquarters that they have much pleasure in recommending Mr. J. G. Kynock to the position of Officer-in-Charge to take the place of Mr. Wade who has resigned. Now that we are reorganized we hope to get into fine stride once more—and, as of yore, make a distinctive mark for ourselves in the N. L. Sea Cadet movement.

LANE COVE.

(Contributed by Mr. R. M. Somerville, O.C.)

We have had a busy month with our drills, all of which have been well attended. During this period the boys had a party one night at my residence, and if noise speaks for anything, the boys enjoyed themselves. Cadets Ginn and Sherman won competitions.

Our Signalling Squad are working very hard, and we had two cadets in the final of the McMaster Medal Competition. Cadet Somerville tied for second place with cadets from Drumoyne and Birchgrove. We congratulate Cadet Cooper on winning. We also hope Navy League boys will hold their own against Boy Scouts in a signalling competition to be held at Lane Cove on Saturday, April 9th, at 3.15 p.m. Competition is to be run on the lines governing the McMaster Medal, and the prize is to be a medal. There will also be a tag-o'-war contest which is also open to boys' teams. Details will be furnished to each Company. We wish our Ladies' Welfare Secretary, Miss Dwyer, a pleasant holiday in the country and in Brisbane. The headmaster of Lane Cove School secured a position for this Company on the occasion of the Public Schools' display at the Show Ground in honor of the Royal Party, and we are sending a squad along.

We held a successful social evening in the form of a Euchre Party and Dance during the month; and the prizes all went to relatives of the boys of this Company.

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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.

PHONE: B 7808.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are:—

- To insist 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 dependants of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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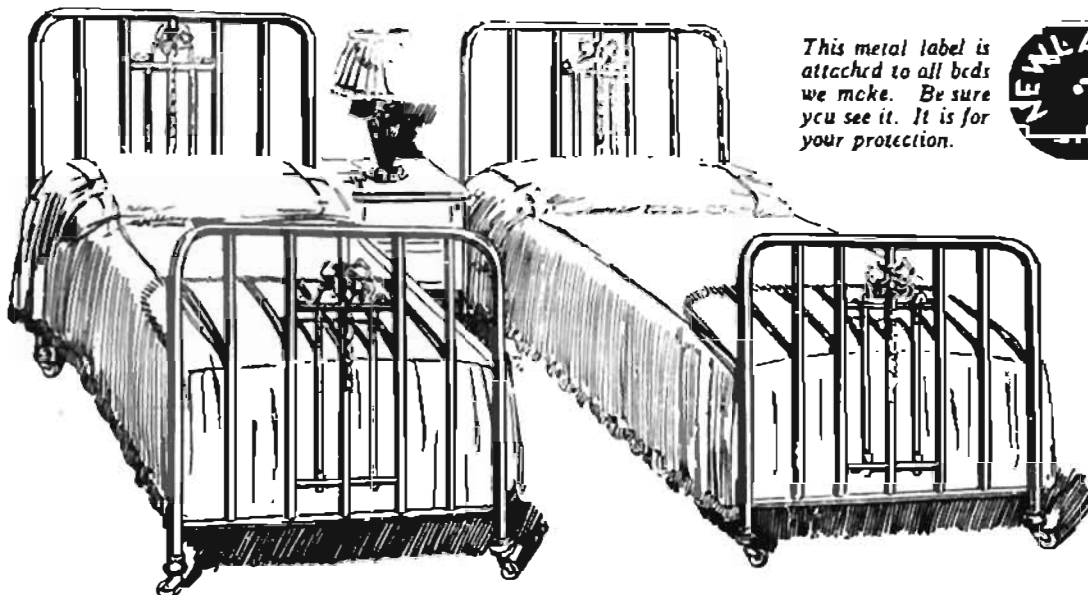
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NEWLANDS ALL STEEL BEDS RANGE IN PRICES FROM £2 TO £50 EACH



This metal label is attached to all beds we make. Be sure you see it. It is for your protection.



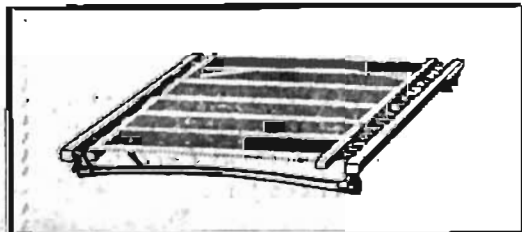
Make sure it is made by Newlands

Pictured above is the "York" design of all steel twin beds that cost approximately £6:17:6 each bed, without mattress. Different freight rates make this price slightly higher in districts outside the metropolitan area. These beds, made in all sizes, and finished in a wide range of modern colored enamels, are of a design of simple beauty that will harmonise in all furnishing schemes.

Equip these twins with "Steelite-de-Luxe" springs and "Morning Glory" bedding and you have a sleep unit that makes that all-to-be-desired result—sound, healthy sleep—a certainty. Remember too, that there are specific hygienic and economical reasons for metal beds. If not, why is their use in hospitals always insisted upon by medical authorities? Since when has a wooden bed been tolerated in any hospital anywhere?

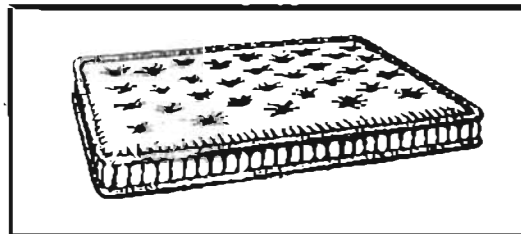
THERE IS A RELIABLE FURNITURE SUPPLIER IN YOUR DISTRICT STOCKING NEWLANDS PRODUCTS

The Leading Hotels and Clubs in Australia are equipped with the "Steelite-de-Luxe" Spring because of its hygiene, comfort and service.



Awarded Medal and Certificate of Honour British Empire Exhibition London, 1924

"Morning Glory" bedding comes to you as the purest bedding it is possible to produce. It is made in all sizes.



NEWLANDS BEDSTEADS

"Steelite-de-Luxe" Springs



"Morning Glory" Bedding