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The Navy League Journal

Vol., VII. No. 12.

SYDNEY, APRIL, 1927.

ПРИКЛ 3D.

Limitation of Armaments.

THE recent proposal of President Coolidge for a further limitation in naval building programmes has been received with a good deal of mixed feelings. No doubt at Geneva a Convention will meet with at least the representation of Great Britain, U.S.A., and Japan, who have signified their readiness to discuss the matter in any reasonable way.

The Washington Treaty still stands and affects capital ships and aircraft cruisers by establishing quotas.

In regard to cruisers, the limitation was directed to tonnage displacement; hence ship designers and naval authorities of the various sea powers have been rivalling each other to produce the most effective ships within the displacement allowance.

Elsewhere in the JOURNAL will be seen the present strength of fleets of naval nations so arranged that a comparison may be readily drawn. In capital ships we are behind the U.S.A. at present, and this discrepancy is in no way made up by our battle cruisers; but in the near future this position will be rectified, and we will come back to the 5, 5, 3 basis of the Treaty. In cruiser strength we are pre-eminent, and it is to regulate and establish a quota for this class that President Coolidge has thought fit to call a

conference.

No doubt much saving of the world's money has been accomplished by the Washington Treaty. It accomplished a certain truce, which has been adhered to in naval armament.

The service, so far as the Empire is concerned, is now cut down to the present margin of safety; and it is hard to see in what manner discussion can have a successful issue unless the British Empire's dependence on large and mobile fleets of cruisers is admitted by the other parties to it.

The U.S.A., admittedly, is weak in numerical strength of cruisers in comparison with us; but if a quota is to be settled at all, the fact that our economic positions are entirely dissimilar must be conceded. The Empire's life's blood is the sea and communication by sea which depend again on such a state of protection as to be reasonably sufficient should war break out. America's largest market is domestic and self-contained; ours is widespread and mainly overseas. The degree of need must be the sole criterion; and it is hoped that, with all our desires for the furtherance of goodwill and peace in the world, and understanding one another, no faccid acceptance of terms may result which would in any way endanger our main security of life within the Empire—that of the Navy.



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TELEPHONE

Nipping Piracy in the Bud.

An Incident in the Career of Jonathan Griffith, a Sea Pioneer.

When Public Spirit Did Not Pay.

BY THOMAS DUNNIN.

IT is true that Parramatta has her river, but the old town does not appear specially fitted by nature to be the nurse of hardy mariners. Yet, at least, two men who played a great part in the early sea history of Australia, were born in Parramatta. One was James Kelly, who circumnavigated Tasmania in a whaleboat in 1815-1816; the other was Jonathan Griffiths.

As seaman and shipowner, shipbuilder, whaler and pioneer, Jonathan Griffiths lived a life full of adventure, and did much service—now almost forgotten—to Australia. In the early twenties of last century he settled at Launceston. Like many other residents of that town he engaged in whaling and sealing along the southern coasts of Australia, and became one of the pioneers of Victoria. Long before the Henlys went there he built a house at Portland Bay, and spent nearly a year there whaling. He was, too, one of the earliest to begin bay whaling at Port Fairy (Vic).

Jonathan Griffiths built ships as well as sailed them. In his yards at the Tamar he turned out some fine deep-sea vessels. Some of these were of 300 tons or more, and made voyages to England.

As might be expected from his record, Jonathan was a man of quick, decisive action. Hidden away amongst the files of official papers for a century—and recently published in the "Historical Records of Australia"—is the story of how he seized a vessel at Twofold Bay, and so nipped in the bud some very promising schemes of villainy. Incidentally, his interposition on the side of law and order proved expensive to himself.

The initial movement of the plot began in Sydney on June 2, 1824. On that day one Ternen hired out a boat to a prisoner of the Crown named Oldfield. In this boat Oldfield, Lawrie (the owner of a small vessel then lying in Port Jackson), Child, an ex-prisoner, who had become free by

servitude, and another man whose name is not recorded, left Cockle Bay. They promised to return that evening.

ENCOUNTER AT TWOFOLD BAY.

They did not return that evening, nor the next, nor the next. Next day, however, Lawrie's vessel, which had been lying ready for sea, and cleared for Newcastle, passed out through the Heads. It soon became known or suspected that both Lawrie and Child were deeply in debt, while Oldfield, as a prisoner, had obvious reasons for getting away.

Griffiths was about to sail from Sydney in his brig, and to him came Ternen, who asked him to keep a look-out for the missing boat. On his way to the southward Griffiths put into Twofold Bay, a place often visited by whalers and others, but as yet with no permanent settlement round it.

Here Griffiths fell in with Lawrie and his party. They still had Ternen's boat in their possession, but the name had recently been painted out. This was not the only suspicious thing about the party. For instance, their vessel had been cleared for Newcastle, to the north of Sydney; yet, here they were, over 200 miles to the southward. The master of Lawrie's vessel, who was apparently not in the plot, told Griffiths that they were really going to Port Dalrymple. Even this hardly seemed to be their ultimate destination, since they had laid in three months' provisions. The master had heard Lawrie and one or two of the others say that they had paper money with them, and his belief was that they intended to leave Australia all together.

Nor was this all. Lawrie's party also possessed four or five muskets and ammunition; and from what he heard and saw, Griffiths came to the conclusion that Lawrie and his associates intended to turn pirates and seize the first vessel that they were strong enough to capture.



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If this was their intention, there was no chance of their seizing Griffiths' brig—the *Glory*. It was the other way about. Griffiths seized Lawrie's vessel and took her, together with all on board, to Launceston.

THE WAY OF THE TRANSGRESSOR.

From Launceston Oldfield and another man, suspected of being a convict, were sent back to Sydney. There both were claimed by the authorities as prisoners of the Crown, and so passed out of the story.

A few weeks later Child was sent to Launceston Gaol on a charge of uttering in the town a set of forged Treasury bills. For this offence he was in due course tried and executed.

Not long after his apprehension it was generally reported that forged Treasury bills to a very large amount had been imported into Tasmania by Child or some other of Lawrie's party. None were discovered, however, till several months later when the police took possession of forged bills to the amount of about £5,000. These were exactly like those uttered by Child, and there was little or no doubt that they were made by the same hands.

As to Lawrie, he remained in security for a considerable time. He was even able, as set out later, to bring an action against Griffiths and secure substantial damages. Later Griffiths secured a warrant signed by a member of the Legislative Council of N.S.W., on the strength of which Lawrie was arrested and sent to Sydney to stand his trial for the theft of Tern's boat. He was found guilty and sentenced to seven years at Port Macquarie.

If the way of the transgressor was hard, so was that of the upholder of the law. Before his arrest on warrant, Lawrie had brought in the Supreme Court of Van Dieman's land an action against Griffiths for trespass and illegal arrest. Gellibrand, the Attorney-General, appeared for Lawrie, and the result was a verdict against Griffiths, with damages assessed at £460. Griffiths tried in vain to secure a new trial.

His property was levied upon, and he was compelled to pay the £460, together with costs and other expenses amounting to £720 17s. 7d.

TOWED BEHIND THE BRIG GLORY.

An interesting incident of the trial was the evidence of Lawrie's son. He stated that Lawrie's

vessel with his father on board had been towed behind the *Glory* to the no small risk of Lawrie's life. No doubt this evidence had its effect when the damages were assessed.

There were some curious features of the trial. Thus the plea on behalf of Griffiths were, at the request of Griffiths' solicitor, drawn by Gellibrand, who had been retained for Lawrie. A truly Gilbertian situation followed this surprising procedure. Acting in conjunction with Alfred Stephen, Gellibrand put in a demurrer that those same pleas were insufficient. Although, at the orders of the Government, Gellibrand later sent back Lawrie's retaining fee, and argued in support of the pleas against which he had put in the demurrer, the pleas were held by the Court to be informal and insufficient.

Another thing that seems to have told against Griffiths, seems to have been the detention of Lawrie's vessel and cargo. Yet here the Government seems to have been *pari passu* criminis or an accessory after the fact. The vessel was never used by Griffiths, but was employed for some months in the Government service.

Griffiths stated that he had always conceived her as belonging to the Crown after the seizure. On the other hand, the vessel was not, at least up to the time of Lawrie's conviction, regarded by the Crown officers as Government property. When she was taken into the Government service the Superintendent applied to Griffiths as the owner. Yet it does not appear that Griffiths ever received anything for the hire of the vessel.

What became of Lawrie's vessel does not appear from the official papers. In the summary of the case prepared in 1827 for the Tasmanian Executive Council, it is expressly stated that it was not known what had become of her.

"TO COMPREHEND ALL VAGABOND MEN."

Griffiths felt fortified in his action in seizing Lawrie's vessel by the fact that years before Governor Macquarie had given him written authority to seize all suspicious characters. This authority, apparently designed to give Griffiths power to act in the case of runaway convicts, had never been revoked. This authority Griffiths was unable to produce at the trial, but it appears to

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have been a paper under Macquarie's hand authorising Griffiths to apprehend at sea all runaway convicts and suspicious persons and others leaving the colony in defiance of the port regulations.

Its existence was proved by the certificate of Macquarie's secretary (Campbell) and by affidavits by Surgeon Owen and the Rev. Mr. Youl, then Chaplain at Port Dalrymple.

In June, 1827, Jonathan Griffiths sent a memorial to Governor Arthur setting out that he had just had to realise on valuable property in order to satisfy certain demands in the case. He pointed out that he had acted in all good faith and in the public interest, and that he had felt it to be his duty to carry out the order given to him by the late Governor Macquarie.

The memorial was considered by the Executive Council, together with a special report on the case, the Council decided that on the statement of facts Griffiths was justified in seizing Lawrie's vessel, but that the facts so stated did not appear or were not proved at the trial.

It also considered that Griffiths, in addition to his action in seizing two runaway convicts and Lawrie, who had afterwards been convicted of stealing Ternan's boat, had rendered an essential benefit to the colony by preventing the circulation of forged Treasury bills to an immense amount, for uttering which one man (Child) had recently been executed.

The Council, therefore, recommended the memorial to the most favorable consideration of the British Government.

There the story ends. 'There is nothing to at all what, if any, compensation Griffiths received for his heavy losses. However, he was for many years a leading citizen of Launceston.

It was after this that he played his part in pioneering Portland and Port Fairy, and achieved his greatest successes as a shipbuilder. He died full of years and honors, and his descendants still live in Victoria.

"Dawn of the Capital"

(Words by E. George Marks. Music by Oswald R. Palmer).

(CONTINUOUS)

I.

Visits of a great new world,
Its Capital behold,
Destined in future days,
History to unfold,
With splendour of mighty men,
Heroes by sea and land,
Men who have rallied round the flag,
Unflinching, dauntless, grand!

II.

British child of the Southern Realm—
White the hand at the steady Helm—
"White Australia shall remain!"
This shall be our true refrain.

III.

Happy children of the sun,
Vigorous our race we run,
"For Australia 'gainst all wrong!"
Stirring burden of our song.

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Naval Notes from Europe.

(By a Special Correspondent)

The gunboats *LADYBIRD* and *APHIS*, owing to their small steaming radius, will make a circuitous passage from Malta to China.

The cruiser *COMUS* was sent to Lisbon, and the destroyers *WINDSOR* and *WESTMINSTER* to Oporto, to protect British interests during the revolutionary trouble. Their wireless was the only source of reliable news.

The Chinese gunboats *GANNET*, *PETREL*, *SEANOW*, and *TERN*, building at Yarrow's, are to be ready in September.

In naval reference libraries for Flagships Chamber's Encyclopedia is to be replaced by the Encyclopedia Britannica.

The sloop *JONQUIL*, built during the war, sold to Portugal in 1920, and renamed *CARVALHÃO ARAÚJO*, has been bombarding Oporto.

The Italian cruiser *SAN GIORGIO* has been despatched to China to protect Italian interests.

French naval aviation bases in the Mediterranean are to be improved.

The Latvian submarine *SPIDOLA*, French built, made 15 knots on trial.

The destroyers *AMAZON* and *AMBUSCADE* when completed will join the Atlantic fleet.

Four French destroyers of *ADVENTURER* type, bought from the Argentine in 1914, are to form a special fast mine-sweeping flotilla on the Atlantic coast.

The French cruiser *CONDE*, 10,400 tons, built at Lorient in 1900, has paid off, and is stationed there as an accommodation hulk and training ship.

Vice-Admiral C. T. M. Fuller, flying his flag in *H.M.S. Hood*, was taken seriously ill and was rushed to Gibraltar. He will recuperate in the South of France.

Economies at Portsmouth Dockyard are to include the discharge of 600 men. It is officially denied that this is due to the transfer of men to Portsmouth when Pembroke and Rosyth closed down last year.

The cruiser *CALLIOPE* is expected to complete repairs at Chatham in April. When ready she will rejoin the Home Reserve.

The Admiralty tug *SECURITY* has been sold to the Elliot Tug Co. (Dick Page) of London.

The patrol gunboat *KILCHRIST* which has been in commercial service for several years, is now the *Castro* of Valparaiso.

The three new cruisers now building under the current year estimates are to be named *Dorsetshire*, *Northfolk* and *Yorke*, all old names in the navy, though not used since the beginning of the nineteenth century.

Admiral Chocheprat has been promoted Grand Officer of the Legion of Honour.

The French 3rd squadron at Toulon, employed chiefly in training duties, has been put under command of Vice-Admiral Helleir with his flag in the condemned *PATRIE* until the *CONDORCET* finishes her refit.

A naval mission is to be sent to Greece. It will be led by Captain Charles E. Turle, D.S.O., and will include two air officers. The contract will terminate in March.

The Royal Benevolent Society is trying to make itself more widely known. Lectures on its aims will be delivered at Portsmouth, Devonport and Chatham during the Spring. It was instituted in 1739.

The famous Admiralty salvage steamer *RACER* was withdrawn from auction at £3000.

The battleships *NEISON* and *RODNEY* are scheduled for completion in June and August respectively.

The cruisers *CUMBERLAND*, *BERWICK*, *CORNWALL*, *SUFFOLK* and *KENT* are to be completed during the year, the first in June and the last in December. The cruiser mine-layer *ADVENTURE* is expected to be completed at Devonport in April. She was laid down in 1922, launched in 1924, and tried at the end of last year; but it is understood that considerable alterations are to be made.

Elementary submarine training is to be given to all ranks and ratings in the weekly exercise of the *Flotilla*. This is in consequence of the 1924 order, making all hands liable for service in submarines.

The Fishery Protection sloop *GODSTIA* is to refit at Sheerness.

Commander A. M. Peters, D.S.C., is in command of the cruiser *DUNEDIN* now on her way home from New Zealand.

Coastguard appointments are no longer to be limited to the navy.

The "Coma" fund has held its twenty-fifth meeting. It was instituted for the dependents of those lost in the destroyer of that name which foundered with a loss of 87 lives. Only four recipients are left.

Parade of Navy League Sea Cadets through Sydney Streets Saturday, 19th March, 1927.



READY TO MOVE OFF.



GUN'S CREW ON THE MARCH.

Courtesy "Sydney Mail."

The History of a Ship.

C. H. COLLINS, R.A., U.S.N.

IN 1919 an action was brought in Admiralty Division of the High Court of Justice in England for the condemnation of the steamship Edna as an enemy vessel or alternately as a neutral vessel engaged in unneutral service. The vessel was not so condemned. The facts that go to make up part of the history of the ship are interesting, as showing what might happen to any vessel in times of unusual trouble. The facts are best set out by taking an extract from the judgment of Lord Sterndale, the learned President of the Court. He said: "In this case the Crown ask for the condemnation of a ship now called the Edna. She was originally a Norwegian ship called the Jason. Then she was bought by a company to which I shall have to refer later, and was called the Mazatlan; and as the Mazatlan she continued for some time until she was bought by the present claimants, Messrs. Sudden and Christenson, a firm in San Francisco, when she was renamed the Edna. The vessel had been bought some time in the early part of 1914 by a company called the Lloyd Mexicano Société Anonyme, and that company really consisted of one person, a German named F. Jebson, a captain in the German Naval Reserve. I think there were one or two other nominal shareholders, but he held substantially all the shares, and he really was the company. I suppose the ship was on the Norwegian registry before she was bought by that company. She was transferred to the Mexican registry, and she flew the Mexican flag. She sailed on a voyage which lasted from March 14, 1914, to May 14, 1914. She went north from San Francisco for lumber, back to San Francisco, and then made a voyage to Mexican ports and back. The next voyage is said to have begun on or about May 14, and continued to August 3, 1914. During that voyage, when she got to San Pedro, the port of Los Angeles, a curious transaction, which I do not yet understand, took place. At that time there was a good deal of trouble in Mexico. The Carranzas and the Villaists were engaged in hostilities with one another, and there was a question whether there would not be trouble between Mexico and the

United States. It is said that for that reason the owners of the ship decided to transfer her to the German registry, and to put her under the German flag—the reason being that if they put her under a neutral flag, neither of the contending factions in Mexico would requisition her, whereas if she continued under the Mexican flag, as I suppose both of them called themselves the Mexican Government, either of them might requisition her. The owners meant first to transfer her to the American flag, but they were not able to do that in consequence of the American law of registration. What they did was to get a document from the German Consul at San Pedro, which allowed them temporarily—I will not say to register the ship, but to put on the ship the name of a port of registry which was German, and to fly the German flag. They painted out the words La Paz, the Mexican port of registry, and painted in Hamburg, and put her under the German flag. I have not seen that document. It is said, on the one hand, that it was for one voyage only. On the other hand, it is said that it was to enable the owners to fly the German flag for as long as it was convenient to them; and I will adopt that as being correct.

Undoubtedly, she never was registered as a German ship, and undoubtedly, on the evidence before me, her Mexican registry was never affected; and I cannot see that the transaction can have the slightest effect upon the ownership of the vessel. At that time war had not broken out. If a state of war had existed, and she had been met by a British ship whilst carrying the German flag, it might have been difficult for her to deny her German nationality. But nothing of that kind happened; and in the transaction itself I can see nothing that alters the ownership of the vessel. I do not think it altered her registry but, at any rate, it did not, in my opinion, alter her ownership. She still continued owned by this Mexican company, which was in fact Jebson. She got back in August 3, 1914; she left on her next voyage on August 23. In the meantime, war had broken out between England and Germany; and I will take it—and I think it is the fact—that she had not



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restored herself to her Mexican character; that is to say, she had not painted out the word Hamburg and painted in the words La Paz, nor had she hoisted the Mexican flag till after the outbreak of war. Therefore, I will take it that she was, whether rightly or wrongly, flying the German flag in the harbour of San Francisco at the outbreak of war.

She sailed on her next voyage under the Mexican flag on August 23, 1914, and the voyage continued until October 2, 1914. As before, she went north and loaded some timber. She also loaded a general cargo, and then she shipped some coal, and she shipped it in such a way that it could be got out without disturbing the rest of the cargo. She took on board a gentleman of the name Traub, who was a German wireless operator, who had been trained on the Telefunken system, and therefore was not familiar with the Marconi system which was fitted on board this vessel. In the course of her voyage she also took on board some other persons—a Captain Zur-Helle and his wife, and also another lady, and at one time somebody connected with the German Naval Service. Further, some packages which contained gun sights, and perhaps other things useful for a ship of war, were also shipped. The packages were marked Remington typewriters. The wireless operator—who was already on board—was a gentleman named Duncan Smith, and he seems to have behaved with great resource and great courage throughout the voyage. The chief officer was a gentleman of the name of Walters, who seems to have done the same. He had refused to serve in the ship while she was under the German flag; he had rejoined her together with the cook (who had also refused to serve) when she came under the Mexican flag again. Traub was shipped because it was supposed that Mr. Duncan Smith would not work the wireless installation as Jebben (who came on board the ship) wished him to do.

I have no doubt whatever that the coal and the other things I have mentioned were shipped for the purpose of being put on board the German cruiser Leipzig. I entirely accept Mr. Smith's evidence that he was asked to communicate with the Leipzig, and keep in touch with her from the time they came within range of her. What he did,

however, was to put the wireless installation out of order in such a way that it would not communicate with the Leipzig. Only one person could be in the wireless operating room at a time, and so he was able to appear to produce the spark, and to appear to Jebben and Captain Paulsen, the master, as though he were trying to communicate with the Leipzig, and could not get an answer. In that way he prevented complete touch being kept with the Leipzig, as had been intended. But they did meet in Ballenas Bay, and there Jebben and the other German officer went on board the Leipzig with one of the ladies, and it is said that some of the packages were transhipped to the Leipzig. Coal was not passed to her there. I have no doubt that the intention was that those things and the coal should be put on board the Leipzig; and I think that the story told by the captain and some of the others on board the ship, of this visit in Ballenas Bay being a mere matter of courtesy, when they went on board the Leipzig as a morning call and took fresh fruit with them, is untrue. I cannot think that they ever thought anyone would believe it, and I do not know why it was considered worth while to file such affidavits. After that the vessel went on to Guaymas. At Guaymas the coal was discharged into lighters; and I have no doubt that what Mr. Smith says he was told on the voyage back to San Francisco—namely, that the Leipzig had got the coal—is absolutely true. As I have said, I do not believe a word of the story told the contrary, and I do not believe a word of the story told by the so-called agents at Guaymas, who say that the coal was landed there. Afterwards the vessel continued her voyage, discharged the remainder of her cargo, and returned to San Francisco. She arrived back in San Francisco, as I have said, on October 3, 1914. She went another voyage under the Mexican flag, which lasted from October 14, 1914, to October 8, 1915, and the reason that voyage lasted so long was that during it she was requisitioned by the Carranzistas, the followers of Carranza in Mexico, and she carried troops for them. Then, unfortunately, she fell into the hands of the Villalistas; they kept her, and they would not let her go until they got a consideration for doing so, of 15,000 dollars, in October, 1915. In October and November, 1915, she was on a voyage along the coast for her present



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NAVY LEAGUE BALL

owners—the claimants, who had bought her in a way I will describe presently. On November 7, 1915, she was chartered to W. R. Grace & Co., and on that voyage she was captured by H.M.S. Newcastle. The question now is whether she ought to be condemned.

That is her history, apart from her passing into the possession of those who now claim her. That matter seems to have originated in January, 1915, when correspondence took place between a Captain Rinder—who had been in the White Star Service, but was carrying on business at San Francisco as a marine surveyor and shipbroker—and Mr. Jensen, with the result that on February 15, 1915, an agreement was made by the Lloyd Mexicano Co. for the sale of the ship to a company called the Executive Co. But she was still in the hands of the Mexicans, and the owners were indebted in an overdraft to their bankers. Their bankers were represented by a Mr. Wilson. The owners also wanted advance for the purpose of getting the ship free. The result was that she was transferred to Mr. Wilson on April 5, really to secure the money owing by the owners to the bank; and also, if possible, to get her an American registry. For reasons which I do not really think it necessary to inquire into, Mr. Wilson transferred her to a company called the West Pacific Steamship Co. But he really was that company; it only had, I think, 50 dollars capital, and it was merely representing Mr. Wilson. It was supposed to be able to facilitate matters, perhaps in regard to the registry, and also to make matters easier in the case of his death. On September 23, 1915, the Mazatlan was released, and sailed for San Francisco. On October 1 the claimants bought her at a price of 125,000 dollars, a price which left a profit of 10,000 to the Executive Co. The money was paid by three cheques—one of 114,000 dollars was paid to Mr. Wilson, one of 10,000 dollars to the Executive Co., as representing their profit, and 1,000 dollars was paid also to the Executive Co. for some money that had been deposited. Three bills of sale were given—one from the Lloyd Mexicano to the Western Pacific Steamship Co., one from that company to the Executive Co., and one from the Executive Co. to the claimants."

The Navy League Ball was an outstanding feature in the mind of social gaiety during the Royal visitors' stay in Sydney. The Wentworth Hotel management, as of yore, catered and entertained in the excellent fashion always associated with Mrs. MacLurcan's name. The ball-room was tastefully decorated, and the dais (all prepared should the Royal party come along) seemed a corner of fairyland. Over 400 guests participated in the pleasures of the evening which lasted from 7.30 to midnight, and all seemed to be thoroughly enjoying themselves. What with an excellent dinner, the dance music of one of the most famous orchestras in the city, together with varied and enjoyable cabaret tunes, the guests lacked for nothing that might add to a perfect evening.

With the number present the dancing could be enjoyed thoroughly; in fact, now the addition has been made to the floor space at the Wentworth, a few hundreds more could have been comfortably accommodated. It was unfortunate that the Lord Mayor's ball took place on the same night; but in the short time available it was not always possible to keep functions from thus clashing.

The Sea Cadets were represented on that night by the Birchgrove Company Band which marched and played round the ball-room to the accompaniment of many plaudits. Spick and span and creating a marvellous volume of music, they made a great impression during the dinner hour.

The Ladies' Ball Committee are to be congratulated on the success of such a brilliant function, and we take this opportunity of thanking one and all on this Committee for the interest and energy displayed.

The result of the function financially is the gratifying net sum of £216 17s. for the funds of the League.

The Committee under the Presidency of Mrs. Philip Street was composed of the following ladies: Miss Doreen Higgins (hon. sec.), Mrs. L. Quick (hon. treas.), Miss Joan Higgins, Miss Kelso King, Mrs. G. S. Thompson, Mrs. Stephen Herford, Mrs. C. Hume, Miss Hume Barbour, Mrs. T. H. Silk, Mrs. Foster Newlands, Miss N. Houston, Miss Ruthven, Mrs. Brock, Mrs. A. M. Norton, Miss A. S. Murray, Miss Vinia de Loitte, Miss Glasson, Mrs. and Miss Shaw.

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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Asst. Sec. in Charge Mr. W. DUCKLAND
Sec. Secretary Mr. J. SPARKS
NORTH SYDNEY—Officer-in-Charge Mr. W. L. HAMMER
Hon. Secretary Miss GUNNAY
LANE COVE—Officer-in-Charge Mr. H. SOMMERVILLE
Hon. Secretary Mr. F. L. REDDERS
COOPER-CLOVELLY—Officer-in-Charge Mr. H. STONE
Hon. Sec. Mr. J. H. MILLER
MORMAN BAY—Asst. Sec. in Charge Mr. H. B. BULLINGHAM
Hon. Secretary Mr. T. T. ROBERTS

DRUMMOYNE—Asst. Officer-in-Charge Mr. J. KIBBON
Hon. Secretary Mr. A. WALKER
RICHMOND—Asst. Sec. in Charge Mr. A. VYNDY
Hon. Secretary Mr. J. D. MITCHELL
BONDI-ROSE BAY—Officer-in-Charge Mr. E. J. HOPKINS
BIRCHGROVE—Officer-in-Charge Mr. H. GOODER
Hon. Secretary Mr. W. S. MURRAY
MIDDLE HARBOUR—Asst. Sec. in Charge Mr. W. D. MCKEY

A BUSY MONTH.

The last few weeks have necessarily seen great activity in the Sea Cadet Movement, for the period under review is memorable for the coming of the "Renown" and the landing in Sydney of T.R.H. the Duke and Duchess of York.

At the landing a strong contingent of cadets, with their officers, made a colourful showing in lining the Royal route at Man-o'-war Steps, whilst 50 boys in charge of Mr. S. Cooper, O.C., Birchgrove, were inspected by the Duke of York in Government House Grounds. Marching to and from Circular Quay the sea cadets drew much favourable comment from the throngs abroad in holiday mood, and with the band leading and colours flying we feel that the N. L. Sea Cadets did honour to themselves and to those who train and support them.

Previously on the 19th March the sea cadets marched through the principal city streets, and in spite of wet weather gave the public some idea of their growing strength numerically and showed the public by a sample of the spirit that imbues them. It was a memorable march and "showing of the

Navy League flag," and must result in the greater general knowledge and interest of Sydney's population in a great boy movement. Needless to say the band was in evidence and played excellently; also a great attraction in the procession was a field gun and crew, the gun being kindly lent for the occasion by H.M.A.S. "Tingira." The crew consisted of Mosman and North Sydney boys, and they managed it like "old hands" under the direction of Mr. Whitmore (officer of Birchgrove).

The N. L. Band also showed up at the Ball, and was accorded a hearty reception by the numerous guests.

On Thursday, 31st March, the cadets were enabled to inspect H.M.S. "Renown," and what they didn't see wasn't worth seeing. The Sydney Ferries Ltd. generously allowed the boys in uniform to be franked through to and from the battle-cruiser, and a strong party were able to take advantage of the privileges accorded of inspection and transport.

A busy month but a very interesting one; and we would like here to compliment all those officers and cadets whose keenness and pride in the League showed to such advantage at these various musters.

BALMAIN.

(Contributed by Mr. W. Duckland, Acting O.C.)

We received our prize money for the Anniversary Regatta races. We did not compete in the Oswald McMaster Gold Medal, but our Coy. was in attendance. On returning from Ball's Head to the depot one of the 14ft. sailing boats had capsized, and the crew were hanging on to the sails. Several boats passed them without giving assistance, until our boys came along with their cutter and took some of them aboard and towed them in.

The Balmain Coy. had a good turn-out for Church parade on Sunday, March 10th, at the Central Methodist Mission, and enjoyed a sermon by the minister Mr. McKibbin. His subject was Capt. Scott's ill-fated expedition to the South Pole. Mr. McKibbin's talk was very interesting, and was closely followed by the boys.

On Wednesday, March 16th, we had a good muster at the depot. Mr. T. Fox (our worthy President), Mr. Billam (organising secretary), and the ladies of the Welfare Committee were also present for the unveiling of a large picture of Lord Stonehaven inspecting the Company's guard of honour on the "Jervis Bay." After a few well-chosen remarks to the cadets, Mr. T. Fox called on Mrs. Lawler, President of the Ladies' Committee, to unveil the picture. Mr. Fox stated he had much pleasure in presenting this picture to the Company. He also drew the attention of the cadets to the fact that they had a real good photo. of Mr. Duckland in the picture and a number of cadets. As Mr. Fox stated, Mr. Duckland is seen in the photo keeping very good company. Suitably framed, it is now the property of the Balmain Company, and hangs in the boys' room, and they are indeed very proud of it.

We wish to thank Mr. Payne for the fine job he has made of our cutter. He has seen to it that a new keel was fixed on her, and she is once again in good repair. We only need her scraping and painting and she will be as good as new. Mr. Payne very generously donated to the Company the amount of the repair bill, which we gratefully acknowledge. We also thank Mr. A. K. Broadhead for the iron rails for use in our slipway. We will now be able to put in a cradle and get the cutter up quite easy.

We had a good roll-up for the landing of the Duke and Duchess of York. The cadets looked excellent. Five of our boys were included in the guard of honour. All the cadets were splendid and stood like trained naval men, although they must have been a little tired with standing so long in the heat. The O.C. was quite satisfied, and stated that they had done their duties well.

The cadets of this Company paid a visit to the H.M.S. Renown. We heard quite a number of people remarking on the cleanliness and smart appearance of the cadets. The boys enjoyed the opportunity and trip, and the Renown was well inspected. The 15in. guns seemed to attract most of their attention. We were pleased to see that the sailors still show the same interest in the Navy League Sea Cadets.

We have recently had the water-front fenced round the depot to prevent anyone from falling over the harbour wall.

LANE COVE.

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

The Company is still "forging ahead," and hopes to report even better results next month.

This month has been very busy for all hands.

We had a good turn-out for the route march through the city; and but for the inclemency of the weather, there would have been a better display. As it was, it created a distinct impression on those who saw it.

Another gale day was the arrival of the Duke and Duchess. Everyone turned out for that, and were well rewarded by the splendid view obtained of the distinguished visitors. Thanks to Birchgrove's band, our display was most arresting. Not much boat drill has been carried out owing to counter attractions. About the only day vacant for boat drill was spoiled by rain. A carnival to be held this week-end is of great interest to this Company. We hope to take an active part with signalling, tug-of-war, etc.

Recruits for this month: Clarke, Kirkwood, Kerr, Chell. Cadet Chell is an ex-Richmond Cadet. The Welfare of this Company decided to present Cadet R. Sommerville with a medal for signalling, on recognition of his position in the McMaster Medal competition.

Cadet Darcy and Sommerville have been gazetted as signallers.

Birchgrove's godmother has promised us two medals for competitions this year—one for signalling and one for knotting—to be competed for at Xmas time.

The thanks of the Company are due to this lady for the kindly interest she always displays in a Company so far removed from her own.

We had an excellent squad included in the Public Schools display. Birchgrove helped us with boys and banners, and we have been congratulated on the boys' appearance. Cadet Kendal (B) represented King Neptune; Cadet Clarke



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LANE COVE—CONTINUED.

(L.C.) Amphitrite; Cadet Wells (B) Doctor; Cadet Kent (L.C.) Chancellor; Cadet Cummins (B) Barber; Cadet Nott (L.C.) Policeman. As the Navy League standards were the only ones displayed, they struck a very dominant note.

After parading, the boys formed the letter O in the word "welcome," and the effect was most pleasing.

Our thanks are due to Lane Cove Headmaster (Mr. Champion) for making this display possible. The visit to the Renown by our boys is a thing to be talked of for a long time. Souvenirs were obtained by all hands, and very few boys needed tea when they arrived home at night.

MIDDLE HARBOUR.

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

Since my last report, I am glad to say that further progress has been made both in training and in numbers. Eight boys have joined within the last two weeks. The boys have had plenty of excitement with the arrival of the Renown with the Royal Party. The parade of N. L. Sea Cadets was a huge success, and this Company did its best with a quota of twenty boys present. We feel sure the march on that day was a unique advertisement for the League, as witness the remarks which were overheard from the onlookers during our lining the route and our final march to the dispensing place.

Mr. Currington, Acting-O.C., Mosman, and Mr. Nixey, Acting-O.C., Middle Harbour, were approached after the dismissal by Mr. Matthews, who was organising the Citizens' Welfare Canteen for Renown men and other naval ratings during the visit. His suggestion that messengers should be supplied by these two Companies for duty at the canteen was accepted, and the boys had been detailed off each day since, and carried out the work in excellent fashion. Incidentally, they have had a very good time, Mrs. Wilkinson, the lady-in-charge, looking after them in good style.

On Thursday, 31st March, boys and parents visited H.M.S. Renown and thoroughly enjoyed the privileges of a special inspection. Parents and supporters thank Headquarters for the opportunity offered them.

The weather during the last two week-ends has prevented us making the usual excursions to Balmoral Beach; but Easter and camping are drawing nigh when the boys hope to make up for lost time in this direction.

The Company—officers and cadets—congratulate Birchgrove on the fine performances of the band at recent parades, and wishes them all good luck and success.

BIRCHGROVE.

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

The parade of cadets for propaganda and band advertising purposes was splendid, and rain did not deter the main body from turning out—in fact the weather assisted to show the mettle of Navy League Sea Cadets.

The Mosman cadets, who manned the field gun, did splendidly under Mr. Whitmore, and the "Right take ground reverse drag ropes" evolutions went to show that if we had field guns the Navy League would have to be reckoned with in competition.

The parade on the occasion of the Duke's visit was fairly well attended, and made a splendid showing. It was a tough job and required all hands there. Considering the boys were standing from 8 a.m. till 2.30 p.m., they did marvellously well; in fact, better than anyone who has had experience in functions like these would expect. Troops of any description would have been distressed under the same circumstances. Balmain, Lane Cove, Rose Bay, Mosman, Richmond and Middle Harbour must be congratulated on their turn out. Birchgrove turned out over 120 strong (not including band), Richmond 27. The latter Company must be specially commended. Richmond is badly handicapped when functions are held in the city. They have to leave early and get home late, with two hours' travelling each way. I would like it published what their expenses were on that day; it would show to what extent their enthusiasm for the movement goes. Yet, where were North Sydney, Drummoyne, and Clovelly?—5 from North Sydney, 5 from Drummoyne, and 3 from Clovelly! A fine day, a public holiday, and all within a stone's throw from the rendezvous—and not there. Get into these aunts, lads; don't miss anything! If your officers are not available other Companies will only be too pleased for you to join in with them and make as big a show as possible.

Next month we propose to send an account along of the many splendid donations given to Birchgrove. How about forming a Navy League Band? Boys from any Company are invited to join our band; it is not necessary to belong to Birchgrove Company to join. Practice is on Sunday mornings, and the fee is 1/6 per week, which includes teaching, music and reasonable repairs to instrument. If you have any instrument suitable for a brass and reed band, join up. This time next year we have to be 60 strong; so, what about getting in while the getting in is good?

Mr. and Mrs. Silk very kindly sent along a cheque for £3 3s. for Company's funds, which is thankfully acknowledged.

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MOSMAN.

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

All Companies have had a busy month, and our Company has on all occasions turned out in full strength.

On the 19th March our Annual Parade took the form of a march through the city. Part of Mosman Bay Coy. formed a gun's crew, and manned the field gun (kindly lent for the occasion by the training ship "Tingira") and from report from Mr. Whitmore, who had charge of that section, our boys handled the gun like old hands.

The remainder of our Company, under their own Actg. O.C., had with them North Sydney and Middle Harbour Companies. We certainly think that each Company should endeavour to have at least one officer on parade on every occasion.

On 26th March, five of our Companies, together with representatives of other Companies, were reviewed in Government House Grounds by their Royal Highnesses the Duke and Duchess of York; the remainder formed a guard at man-of-war steps, and had, after a bit of a weary wait, an excellent view of proceedings. The general strength of one or two Companies on parade on this day was rather disappointing, and we trust that our League will make an effort to show its full strength at the "Fairfax Banner" demonstration, which will be held in Mosman Oval on 3rd inst. This annual event means a lot in the way of publicity to the Navy League in general—and in this instance in particular to our young Mosman Bay Company, which we feel sure will make an excellent showing on that day.

We would like to record that Mr. Greer has joined as a junior officer, and it speaks much for his enthusiasm that he travels all the way from Penhurst to Mosman at least twice a week to be of service to our boys.

Through the untiring efforts of our President (Major Scott, D.S.O.) we are in possession of a first-class camping ground at Clontarf, which our boys and their officers will occupy during the Easter four days' holiday.

We have purchased six oars, and beg to thank Mr. Cooper of Birchgrove Coy. for his assistance therewith. Our boys will now have interesting and useful boat training.

Two boys from our Company on each alternate day during the stay of the Renown in port have been detailed for duty at the Citizens' Canteen, where they have performed useful services. The following appreciative letter speaks for itself:—

THE CITIZENS' WHILCOMB CANTINE.

To the men of H.M.S. "Renown."

No. 1. wharf, Circular Quay,
23rd April, 1927.TO THE PRESIDENT AUSTRALIAN NAVY LEAGUE
(MOSMAN BRANCH).

Dear Sir,—The Committee of the Citizens' Canteen desires us to thank you most warmly for the services of your boys; they have been of very great service, and their conduct exemplary.

I am, yours sincerely,
(Sgd.) EVELYN WILKINSON,
Hon. Organising Secretary.

RICHMOND.

(Contributed by J. C. A. Will. Hon. Sec.)

I am very pleased to say, that since the 8th March, 1927 (when the Richmond Company was re-organised) and up to the present date, 47 boys have been enrolled, and we have every possibility of another 20 boys joining up in the League.

Our Company has been divided up into two squads, which are under the command of C.P.O.'s L. Marlin and G. Hunt.

Each squad is competing in a competition, for which a Silver Cup has been presented to the Richmond Company by Mr. J. Clough and the writer. The Cup has to be competed for every three months; and the Squad obtaining the most marks for regular attendance, drill, appearance and good behaviour holds the Cup for three months. Mr. J. G. Kynock, O.C., is acting as Judge.

March 10th, 18 boys on the roll, under the command of Mr. Kynock, O.C., who took them through squad drill.

Sunday, March 13th, the Company, in charge of the O.C., together with myself, attended Harvest Festival at St. Peter's Church, Richmond. The sermon was very interesting and instructive, and given by the Rev. F. Dillon, the Vicar of the parish.

Tuesday, March 15th, games, etc., were indulged in. Every Tuesday has been set apart for games, which consist of bobs, quoits, table tennis, boxing, and several table games.

Thursday, March 17th, drill and bugle practice. Mr. O. Stevens has kindly offered to instruct and teach the boys chosen for the bugle band. To this gentleman we convey our appreciation, for he has also offered to be bandmaster when we are able to get a band together.

Thursday, 24th March, Drill, 28 boys now on the roll.

Saturday, March 26th, 37 boys under the command of Mr. J. G. Kynock, O.C., travelled by the

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RICHMOND—CONTINUED.

6.45 a.m. train to Sydney, and marched to Man-o'-war Steps and took up their respective positions, prior to the arrival of T.R.H.'s the Duke and Duchess of York.

After the Royal welcome and parade was over I met the O.C. and boys, and we then decided to take the boys over to Taronga Park where the lads enjoyed themselves immensely. There were Navy League boys scattered all over the Park, some riding on the elephant, others around the monkeys, lions, tigers, in fact, there was not a bird or animal that was not seen by our boys. 5 p.m. came and it was time to go home, so we journeyed back to Sydney, had tea, and marched along George Street to the Central, where our train was waiting. We departed at 8 p.m. and arrived Richmond at 10 p.m.

Thursday, March 31st, another trip to Sydney, when 27 boys under the command of Mr. J. G. Kynock, O.C., together with myself, travelled to Sydney and went on board H.M.S. Renown. The visit was kindly arranged by Headquarters, and we appreciated it very much, as a great deal was learnt by the boys. They climbed all over the Renown and scrambled down below into the men's quarters and obtained many souvenirs from the crew. We arrived at Circular Quay about 6 p.m., had tea, and then marched along Pitt Street towards the Lyric Theatre, where Mrs. Antill invited the boys to the entertainment. 9.30 p.m. we marched on to the railway. We departed at 10.15 p.m. and arrived at Richmond by 11.50 p.m. after an instructive and very enjoyable day.

April 5th, the sum of £11 5s. 4d. was raised by a euchar party which was held in the Richmond School of Arts, and the hall was tastefully decorated with flags and bunting.

Mrs. J. G. Kynock and Mrs. Whittly were in charge of the catering arrangements, and proved themselves most efficient. The following ladies also assisted:—Mesdames Pattison, Phillips, A. Marlin, W. Marlin, Weatherhead, Rowsell and Reay, the Misses Buckton and Reay.

Miss Buckton deserves great praise for her work in raising funds for the League. This young lady had a box of chocolates, and raised two pounds by auctioning it. Although an invalid, this lady is a most energetic worker, and is always in the front whenever money is wanted.

Our Company has now two football teams (A and B Grade); and I will be very pleased to receive communication from secretaries of other Companies should they desire to arrange a football match with Richmond.

The following have kindly donated to our Company: Mrs. W. R. Goodman, 10/-; Mrs. K. Sly, 5/-; Mr. R. McGowan also put two adds in the local

paper for the price of one, viz.—8/-.

To these good people we convey our thanks for their kind generosity. Richmond Navy League appreciates these good deeds; and we are going to show something for it by making every effort to form a brass band.

April 7th, drill was commenced at 7.45 p.m., with 45 boys on parade. Who said Richmond Company went bung?

On May 6th we are going to have another euchar party and dance.

Every Tuesday night the Company meets for games and recreation, whilst Thursday is our training night.

DRUMMOYNE.

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

We must apologise for the non-appearance of our report in the last issue of the JOURNAL.

The arrival of the Duke and Duchess in Sydney caused some excitement in our ranks, the average attendance increasing slightly as the date approached. Five cadets were chosen to join the special squad which was interviewed. Several other cadets reported at Farm Cove, while the remainder proceeded down the harbour in the cutter. We rowed down as far as Long Nose Point, from whence we obtained a tow from the tug "Estrella," which hovered near Bradley's Head, while the entry was made. Then she proceeded down to the anchorage, and we there parted company. After waiting some time, we at last were in a position about 30 yards from the companion way when the Royal pair boarded the Royal barge. The afternoon was spent rowing round the harbour.

On the following Thursday the O.C. (Mr. Hiron) obtained a dozen tickets from Mr. Billam for the special inspection of the Renown. The opportunity was given to several of the cadets to make use of the tickets, and they spent a very enjoyable afternoon.

Our intention was to inspect the Renown on Saturday, 2nd April, but as it was too wet to row down, a party proceeded via the ferry, but to their disappointment were not able to get aboard.

Four cadets endeavoured to obtain the McMaster medal, but again they were unfortunate. However, we wish to proffer our congratulations to Cadet Cooper, P.O., for his very good performance.

On the occasion of the Greenwich Flying Squadron's race, a representative crew was sent up from Drummoynes. However, the handicap was too large and the notice given too short for us to display our wanted skill. Our sincerest congratulations to Birchgrove.

DRUMMOYNE—CONTINUED.

It is our intention to hold a camp at Easter, and we have gladly accepted Rose Bay Coy.'s offer to put us up for a couple of nights at Elizabeth Bay. Some of our time will also be spent at Clontarf. An invitation to Messrs. C. Hooper and W. Hooper to attend the camp has been given, and Mr. W. Hooper has accepted.

We are sorry to have report the resignation of C.P.O. McDowell owing to removal to Melbourne. We will miss his ready services very keenly. A presentation of a mounted wallet was made by the cadets on the Thursday night prior to his departure, while the officers and various friends gave him a little send-off on the previous Wednesday. Mrs. McDowell was also one of the indispensable mainstays of the Ladies' Welfare Committee. In his farewell speech C.P.O. McDowell told us not to be surprised if in two or three years' time he returned with a Company which will put us all to shame; and, judging by his services, our Company, coupled with that determined Scotch spirit, we think he will fulfil his prophecy. We wish him every success for the future.

At our last Committee meeting Mr. L. Hinchcliffe was elected Vice-Secretary to the Committee.

Also, we wish to announce that Cadet L. Peaty has been promoted to Leading Signal Cadet.

ROSE BAY-BONDI.

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

On the date of the landing of their Royal Highnesses, the Navy League Sea Cadets assembled at West Circular Quay at 9 a.m. and promptly moved off at 9.30, led by the splendid band belonging to Birchgrove Sub Branch, followed by the Standard Bearers of the various Companies, to take up the position allotted to us, from man-of-war steps to Government House Grounds, where we linked up with the Boy Scouts.

A composite company of specially selected sea cadets, five from each Company, 50 in all, moved off under Mr. T. Cooper, O.C., Birchgrove, to take up a position in Government House grounds, where they were inspected by H.R.H. the Duke of York. The remaining 350 had a long wait until their Royal Highnesses arrived at men-of-war steps to embark for Admiralty House.

Immediately the Royal Party left Government House ground the Officer brought the Guard to attention, which was the signal for Birchgrove band to play the National Anthem. The Royal and Vice-Royal party immediately "came to the halt," thereby enabling us to get an uninterrupted view, and the boys felt amply rewarded for their long wait.

To handle a guard composed of all types of "the usual small boy" over a lengthy period is no

sinicure, especially when there were so many attractions and distractions, and I take this opportunity as Officer-of-the-Day to place on record my appreciation of the splendid co-operation of the Senior and Junior Officers.

The monotony of our long wait was relieved by selections from the Birchgrove band.

The Rose Bay-Bondi Company spent the rest of the day at our depot, where a lot camped for the night; and on the Sunday the two whalers, under the O.C. and the 1st Officer, with 26 boys in each boat, sailed around to the landing stage in Farm Cove where the decorations were viewed in comfort. We then sailed around the "Renown," down the harbour, and back to our base.

The outcome of an intensive recruiting campaign conducted by the O.C. resulted in augmenting the strength of our Company by 72 new boys in 10 days; 45 of these appeared in uniform to participate in the march of Navy League Sea Cadets, a few days after joining. Since then our numbers have been considerably added to, making a grand total of 140 boys. To this splendid result I attribute the following factors:—

1. Having something tangible and concrete in the way of a base or depot (thanks to the splendid backing and enthusiasm of Mr. F. W. Hixson, O.D.E.)

2. By keeping faith with the boys and "delivering the goods"

3. By direct personal contact in addressing the boys in their classes and bringing this movement and its advantages right under their notice.

4. By transferring our training quarters to a central rallying point, thereby enabling us to radiate like the spokes of a wheel to all points of the compass.

The Sydney Ferries kindly arranged to transport the Navy League Sea Cadets free of charge to the "Renown" last Thursday. Unfortunately, the notice was too short to get in touch with the boys of this and Clovelly-Coogee Companies. Our slogan is that we see "anything of interest that enters the harbour," and to be let down on the biggest and best of all was not to be thought of. An interview with Mr. McKell, Assistant-Manager of Sydney Ferries, soon put matters right for us, and 66 boys from Rose Bay-Bondi and 9 from Coogee-Clovelly were transported to the "Renown" free of charge on the 6th inst.

The boys had a great time and spent most of it around the big guns with an occasional trip to the galley, where they returned usually munching some tit-bit or other.

The 1st Officer circled round the Renown in the "Fairfax whaler," and had for her crew some of our old boys trained by him, who have adopted the sea for a calling, and seen a considerable portion of the world since they left us for the

Company News continued page 25.

Fleets of the World.

(PARLIAMENTARY PAPER ISSUED IN LONDON LAST MARCH).

	BUILT.						
	British Empire	United States	Japan	France	Italy	Soviet Union	Germany
Battleships	16	18	6	9	8	3	8
Battle Cruisers	4	—	4	—	—	—	—
Cruisers	48	32	33	18	14	7	8
Cruiser Minelayers	—	—	3	—	—	—	—
Armoured Coast Defence Vessels and Monitors	3	1	—	—	—	—	—
Aircraft Carriers	—	—	4	—	1	—	—
Flotilla Leaders	17	—	—	5	11	—	—
Destroyers	157	306	109	49	60	83	17
Torpedo Boats	—	—	—	—	53	6	16
Submarines	55	121	18	44	42	23	—
Sloops	33	—	—	—	21	4	—
Coastal Motor Boats	8	—	2	3	200	27	—
Gunboats and Despatch Vessels	—	12	6	56	10	2	3
River Gunboats	18	6	8	10	2	4	—
Minewweepers	61	42	4	24	44	20	35

	BUILDING.						
	British Empire	United States	Japan	France	Italy	Soviet Union	Germany
Battleships	2	—	—	—	—	1	—
Battle Cruisers	—	—	—	—	—	—	—
Cruisers	14	5	6	5	2	2	3
Cruiser Minelayers	1	—	—	1	—	—	—
Armoured Coast Defence Vessels and Monitors	—	—	—	—	—	—	—
Aircraft Carriers	1	2	1	2	—	—	—
Flotilla Leaders	—	—	—	—	—	—	—
Destroyers	2	—	18	22	8	24	12
Torpedo Boats	—	—	—	—	—	—	—
Submarines	9	3	19	43	15	3	—
Sloops	—	—	—	—	—	—	—
Coastal Motor Boats	—	—	—	3	—	—	—
Gunboats and Despatch Vessels	—	—	—	—	—	—	—
River Gunboats	4	6	—	1	—	—	—
Minewweepers	—	—	2	—	24	—	—

- a. Including 1 Cruiser under reconstruction as Aircraft Carrier.
 b. Includes 11 Battle Cruisers and 21 assigned to C.G. duties.
 c. Carrier and 1 Aviation Transport.
 d. To be completed minelayer- and minewweepers.
 e. Of pre-Revolutionary design. Work proceeding slowly, or in some cases work stopped.
 f. Classed in Germany as large torpedo boats.
 g. Classed in Germany as large or small torpedo boats.
 h. Approximate, includes M.L.S.

	PROJECTED.						
	British Empire	United States	Japan	France	Italy	Soviet Union	Germany
Financial year (inclusive) up to which programme extends	1929	—	1931-32	1929	1927-28	—	1927
Battleships	—	—	—	—	—	—	—
Battle Cruisers	—	—	—	—	—	—	—
Cruisers	9	18	4	2	3	—	1
Cruiser Minelayers	—	—	1	1	—	—	—
Armoured Coast Defence Vessels and Monitors	—	—	—	—	—	—	—
Aircraft Carriers	1	—	1	—	—	—	—
Flotilla Leaders	3	—	—	9	—	—	—
Destroyers	24	12	15	10	8	—	—
Torpedo Boats	—	—	—	—	—	—	—
Submarines	18	4	8	20	3	—	—
Sloops	—	—	—	—	—	—	—
Coastal Motor Boats	—	—	—	—	—	—	—
Gunboats and Despatch Vessels	—	—	—	—	—	—	—
River Gunboats	1	—	3	—	—	—	—
Minewweepers	2	—	—	—	—	—	—

- i. Also proposed to lay down four Red Class submarines each year 1928 and 1929.
 Three only authorized.

No such programme has been decided.

NORTH SYDNEY

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

The O.C., North Sydney, desires to place on record his thanks to the officers-in-charge of the various Companies, together with their Senior and Junior Officers, for the excellent co-operation in assisting him to make the Annual Parade through the city of Sydney, on 19th March, a successful event despite the fact that inclemency of the weather was to some extent against it. Nevertheless, everybody—officers and cadets alike—played their part splendidly, with the result that the parade took place without a hitch.

A word of praise is also due to the Birchgrove band for its fine effort in rendering excellent marches along the route. The band is undoubtedly a credit to the bandmaster and the Company generally.

Over the week-end of March 12th, the O.C. (Mr. Hammer) accompanied Mr. Fred Pritchard aboard the motor cruiser "Tinker Bell" to Broken Bay and the Cowan. Close observation of the coast line and the course set from Sydney to Refuge Bay, and also the navigating of the Cowan from Refuge Bay to Bobbin Head was made, and will no doubt be of invaluable service in the near future if coastal patrol work is seriously taken up.

If it is possible, and the necessary consent obtained for the participation of sea cadets, Mr. Hammer desires to launch out with an M.L. section attached to North Sydney depot. Officers and cadets may then be selected from the Company to make up the personnel of the boat. He then intends to make a number of deep-sea cruises from time to time in company with the boats of the Royal Motor Yacht Club of New South Wales, of which he has become a member. The scheme, he feels, will prove an invaluable training for officers and cadets belonging to the M.L. section. Since the rumour has been broadcast abroad that there is a possibility of the O.C. attaching an M.L. to depot, it has backed up recruiting wonderfully at this depot.

We thankfully acknowledge cheque for £6 from Lady Graham, who was a visitor at the depot last month. She wished the sum to be spent on the purchase of oars for the cutter—which has been done.

Members are requested to interest and enrol a friend.

CONFIDENCE !

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like a good
friend, is one
you can always
trust.

RUSSELL'S
WHITE WINGS
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FLOUR
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same,

No. 1A.

Accidents Whilst Camping.

BY KEDAM H. VIGDEN.

It matters not whether the Camp be for a couple of days or a week, provision should always be made for emergencies by way of treatment of accidents, and the following articles should form part of the kit of the particular Cadet or Officer to whom has been delegated the duties of administering First Aid:—

- 1-4 oz. Bottle Friars' Balsam
- 1 small pepper castor of Boracic Acid
- 1-2 oz. Bottle Tincture of Arnica
- 1-2 oz. Bottle Iodine (not tincture)
- 1 oz. Permanganate of Potash (Condy's Crystals)
- 1 small pair Scissors
- 1 small pair Forceps
- 2 Needles (1 large, 1 small)
- 1 reel White Cotton (strong)
- ½ lb. Johnson's Cotton Wool
- 2 ozs. Johnson's Surgical Lint
- 2-1 oz and 2-2 oz Gauze Bandages
- 1 packet assorted Sized Pins.

Should the Camp be in proximity to one of the beaches it would be well to include a 4 oz bottle of 880 deg. Ammonia in the kit, its application has the effect of taking all pain out of the Blue-bottle sting, that elongated marine "monster" frequently encountered on our beaches.

All bottles should have glass stoppers for the reason that they are more convenient and at times they may contain volatile spirits, as collodion (ether and guncotton), which might and do at times explode; if an ordinary corked bottle is used there is a risk of the bottle bursting and the contents making an awful mess of the case; in the use of glass stoppered bottles the stopper will invariably be blown out, and if the case is carried correctly no damage will be done.

"Zam-Buk," as the First Aid man is usually called, should always beware of "sticky beaks", wanting to get access to his case to "doctor" their own little cuts and bruises; he should, therefore, see that it is always kept locked and only the Officer-in-Charge of the Camp and himself have keys—duplicate keys are always advisable, as "Zam-Buk" may be absent from the Camp when

an accident occurs, the O.C. in that case selects another camper with the necessary knowledge of first aid to attend to the patient, hands him the key and holds him responsible for the use and safe keeping of the contents until "Zam-Buk" returns.

Accidents which are most likely to occur whilst camping are, in my opinion, Bruises, Wounds, Fractures, Burns, Scalds (particularly by the parties responsible for the cooking of the "cats") Stings, Bites, Foreign Bodies in Eyes, Sunstroke, Immersion (apparently drowned), and not by any means the least, severe Sunburn.

I will take each of these in the order in which they occur and hope to make them clear to campers.

BRUISES are the result of a blow that does not give rise to a wound but tears some structure beneath the skin from which bleeding (usually capillary) may proceed. As the blood soaks through it undergoes what are known as chemical changes, these cause that discoloration of blue, yellow and green which are so noticeable with a black eye (and these should not be too frequent at any camp seeing that "stinkers" as they are more familiarly known are usually caused by contact between the eye and a fist). The Arnica bottle comes in handy in all cases of bruises; from the lint cut a pad a little larger than the size of the bruise, make a lotion of about 20 drops of the tincture to half a cupful of water, soak the lint in this lotion, apply to the bruise and then bandage; this treatment is always effective.

WOUNDS. These are classed as incised, punctured, lacerated, contused, poisoned, and gunshot. The first thing to do is to stop the bleeding as soon as possible; next, the wound must be cleaned and dressed. Let me here emphasise the necessity that whenever wounds are being treated the hands and the utensils must be scrupulously clean. A dessertspoonful of boracic acid to a tumbler of water makes an admirable antiseptic lotion. When the wound has been cleaned to satisfaction draw the parts together as neatly as possible and apply a little Friars' Balsam; when using lint see that

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the smooth and not the woolly side is placed next the wound. It is preferable, if possible, that water that has been boiled should be used for washing the wound. A dab of Iodine is also advisable.

FRACTURES. My last article in the JOURNAL dealt with this subject, and a little further advice as to broken limbs might be helpful. Don't scruple about spoiling a coat or a pair of trousers if necessary; cut away any portion of the clothing that is not easily removable without discomfort to the patient or if there is the possibility of complicating the fracture. Fix the extremity in as natural a position as possible taking great care not to compound it. bind a rifle, roll of newspaper or pieces of wood to it to act as splints. If no splints are available simply, in the case of a leg, fix the broken limb to the sound one and, in the case of an upper extremity fix it to the chest. Care must be taken not to bandage too tightly, as considerable swelling is likely to take place. A fractured collar bone should be treated by bandaging the arm across the chest so that the hand rests on the opposite shoulder. The elbow should be free, but the forearm at arm bandaged across the chest.

When the patient is made as comfortable as possible it is well to get him to a doctor or, if considered necessary, bring the medico to the patient. It is here advisable to mention that when a doctor is sent for the messenger be instructed to advise him or (in his absence) his maid the nature of the injury he is being called to attend, so that he will know what instruments or potions to take along; this precaution saves a lot of time and is, of course, to the interest of the patient.

Should the case be serious and a doctor not available there is only one other thing to do and that is to improvise a stretcher and convey the patient to the nearest train, ferry or motor service, telephoning the Civil Ambulance Headquarters that the case is on its way by one of these vehicles and instructing them to take over and transport the case to the nearest Hospital. At times the Civil Ambulance is called on to travel many miles from their station to attend to such cases, and if it is considered the patient is not fit to be transported in the manner I have mentioned then by all means bring the Ambulance Wagon to the case; of course decisions as to what to do for the best are

left to the discretion of whoever may have charge of the case, but if the first course is adopted and it is a long "carry" arrangements should be made for relays, so that the hard work of carrying a patient carefully over sometimes rough country will not be left to three or four willing mates; send a dozen along if necessary and arrange the reliefs as equally as possible.

BURNS AND SCALDS. Burns are produced by dry heat, scalds by moist. In treating a burn the first aim must be to protect the injured skin from the air; flour can always be had at a camp and with it the wound should be freely powdered and then covered up with cotton wool or other soft material; vaseline, olive oil, boracic ointment, lanoline, or even butter are very soothing. If clothing adheres to a burn never try to pull it off, but saturate the clothing with oil of some kind, this will loosen it. Blisters forming over a burn should be pricked with a clean needle and the fluid gently pressed out with piece of wool, the skin being smoothly spread over the raw surface before re-dressing. Do not change the dressings too often, as the process is painful.

In the case of scalds of the mouth or throat send for the doctor in case an operation of tracheotomy (opening of windpipe through the neck) be necessary. In the meantime apply a flannel wrung out of hot water to the neck, from the chin to the sternum (breast bone), keep the patient quite quiet and prostrate. A little cold water or olive oil may be sipped by the patient as it has a soothing effect and relieves the swelling.

BITES AND STINGS.—The Ammonia bottle may be made good use of in cases of bites or stings; another treatment which is effective is to cut an onion into slices and apply to the part, renewing the slices every few minutes until the pain ceases. Bull Dog Ants, those dear little familiar camp friends, have been known to bite, and I would recommend the liberal application of the 880 deg. for their carresses.

If the bite should be from a Red Back Spider or one of the Trap Door variety, a Centipede, or a snake (we have read quite a lot lately in the press of the spider bites), the following treatment should be tried immediately; if the kit contains a strong surgical needle for this slight operation all the

better, if not, then use the largest of the two sewing needles after immersing in boiling water or burning the point to about one quarter of an inch, hold the needle firmly in the forceps, dip the needle point in the Iodine and proceed to scarify around the bite; don't be afraid to dig in and let each scratch be a little deeper than the last, a few deep scratches in a criss cross manner to make the part bleed freely, then apply a few grains of the Permanganate of Potash rubbed in with a hard pad of wool on the end of the forceps; it is also advisable to apply a ligature between the bite and the heart and to get the patient to a Doctor quickly: I particularly mention these treatments on account of the prevalence of spiders wherever a party is camped.

TO BE CONCLUDED.

MOSMAN OVAL

Saturday, 2 30 p.m., April 23, 1927

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Membership Week.

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Twice one are two
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Navy Leaguers
Double the crew!

This week (vide p. 11 of March issue) has been fixed from Monday, 9th June, to Saturday, 14th June inclusive.

It is hoped that members will each endeavour to enrol at least one other person into the ranks of Navy Leaguers, thus not only helping forward the general objects of the League but further encouraging and supporting our widely-dung Navy League Sea Cadet Corps.

Sea Cadet depots will be open for inspection during this busy week, and the enrolment should prove a heavy one if each and every one espouses the good cause.

Cadets in the Companies are invited to compete in an essay on the subject: "Why every public spirited citizen should be a member of the Navy League." Age limit is 104 years, and Officers-in-Charge are requested to forward the papers under a number (not name) together with cadet's company to Headquarters. Prizes of £1 1s. and 10/6 to those adjudged the best, which, it is hoped, may be published at a convenient time in the Journal. The closing date for essays is Tuesday, 10th May, and they should not exceed 1000 words in length.

ROSE BAY-BONDI—CONTINUED.

wider field, we always welcome our old boys among us, and their tales of the sea are very acceptable to the novices.

We have received a donation of Bitumen from De Meris Co., which is very acceptable.

Mr. W. Waugh, Batmain, has kindly donated a Cabin Mirror and Glass Stand. Our thanks to them for their generosity.

Mr. F. W. Hixson is very keen in providing for the comfort of the boys. He has placed a splendid big cave at our disposal which is being floored and made weather-proof—apart from the kitchen and boat shed already in use. A quantity of horsehair mattresses, mess tables, from H.M.S. Psyche, davits for hoisting boats, painters for the Fairfax whaler, and Hixson dinghy (14ft. with sails complete), and another 14ft. naval dinghy to hand, and (more to follow), two cricket bats—all as valuable additions to our assets.

Our Easter camp at Elizabeth Bay should be a record one in every way, especially as regards comfort.

Boys have joined up from Granville, Parramatta, Lakemba, Banksstown, Campsie, Glebe, Moroubr, Kensington, Clovelly, Pronte, Redfern, Paddington, Darlinghurst, Rose Bay, Vaucluse, Double Bay, and all are ambassadors for the Navy League.

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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 7606.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

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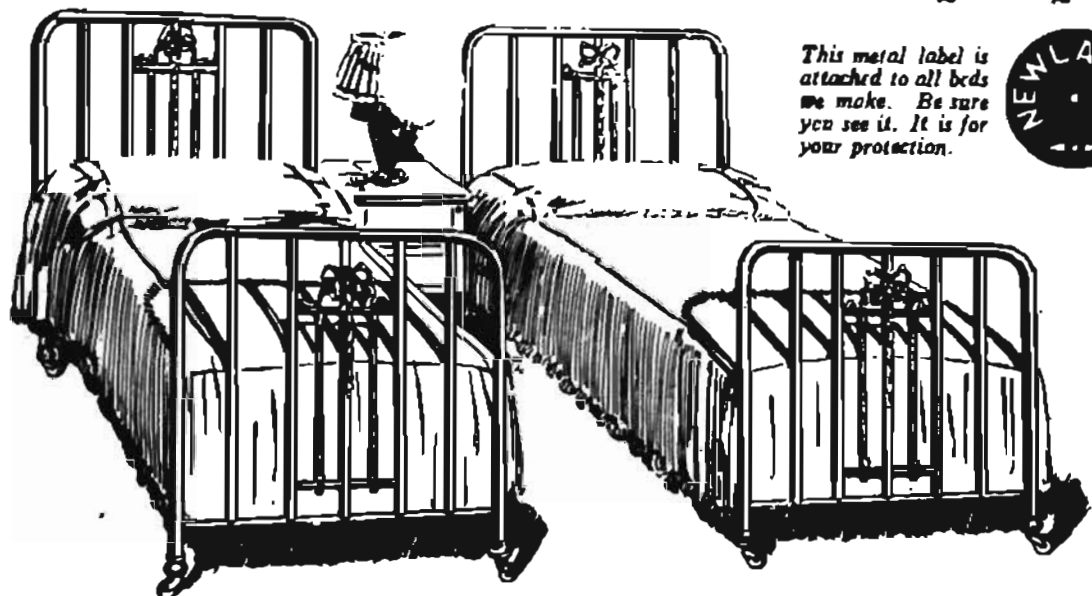
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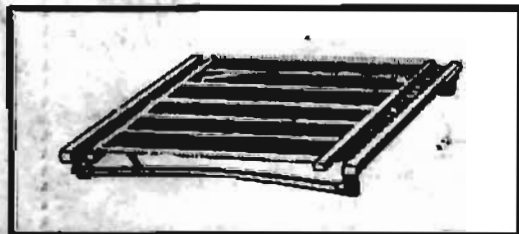
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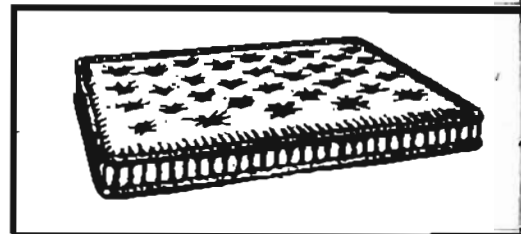
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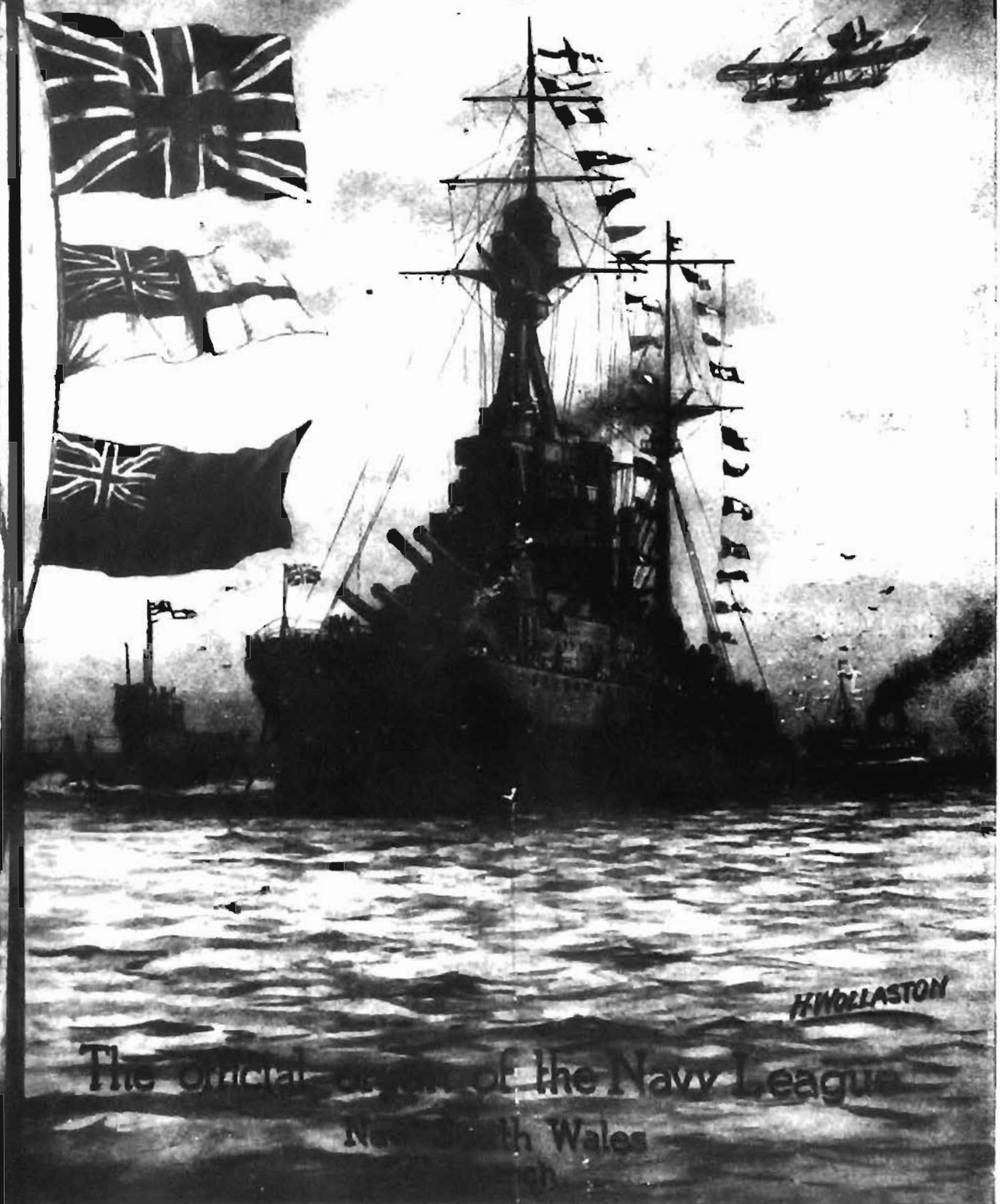
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VOL. 8. No. 1

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TELEPHONE

Green Cape's Lonely Graveyard.

Why Its Pine-trees are Growing at the Womboyn River.

Disaster Bay and How it Earned Its Name.

BY THOMAS MCNEIL.

WHERE a point jut out into the lake-like Womboyn River several exotic trees, huge Norfolk Island and other pines, stand out boldly against the native gum-trees. They are the misplaced memorials of a terrible tragedy of the sea.

On the night of May 30th, 1886, the Ly-ee-Moon, a favourite passenger ship of the day crashed on a rock just at the extremity of Green Cape, five miles from the mouth of the Womboyn. Of those on board 76 were drowned; a score or so were rescued and found shelter at the lighthouse that had been built on the Cape a few years before.

The bodies that the sea gave up were buried in a lonely cemetery close to the lighthouse. No trees grow on the wind-swept promontory of Green Cape but a little later a number of trees were sent down to be planted near the cemetery. These young trees were taken to the Womboyn to be despatched thence to Green Cape.

The trees were, however, never destined to reach the Cape or to adorn the cemetery for which they were intended. Rough weather came on and—it can be very rough in Disaster Bay when the wind comes in from the southeast—it was impossible to make the short voyage from the mouth of the river to the Cape. The only track by land led along the beach and through the bush and this too was impracticable in bad weather.

In the end the attempt to take the trees to the Cape was given up and as the next best thing they were planted on the hillside above the lake where some of them flourish to this day. In the course of forty years they have gone on to great trees nearly a hundred feet in height. Certainly they have done far better than they ever would have done at Green Cape.

The wreck of the Ly-ee-Moon was the worst of the many by which Disaster Bay has justified its name. It was, too, a wreck that should never have occurred.

MISSING SAFETY BY A FEW YARDS.

The Ly-ee-Moon was coming north and once she was well round Gabo she had the Green Cape light in sight since the night was fine. The rock on which she struck is a table-topped mass, over which the seas wash in bad weather, separated by a narrow channel only from the cliffs at the end of the Cape, and the lighthouse stands but a short distance from the edge of the these cliffs.

Outside the fatal rock is build water with no reefs or rocks. If the course of the doomed vessel had kept her another furlong out to sea she would have been safe. The tradition is that the attention of the officer on watch was distracted, with the result that the steamer was allowed to fall off her course and hit the rock.

Once she had struck there was no hope for her. And narrow as was the gulf between those on board and safety it was only a lucky few who were able to cross it.

It was some time before the lightkeepers were able to get a line on board the vessel, and it was with the help of this that most of the rescues were made. Everything possible was done for the survivors, as a very interesting narrative written by one of their number and still preserved at the lighthouse testifies.

As lighthouses go Green Cape is reasonably accessible. It is not, for instance like Tasman Island, a mass of rock rising like the peak of some submerged mountain out of an ever-stormy sea. It has not the savage isolation of the Manxbyker, of Clifty Island in Bass Straits or even of South Solitary. Still it is lonely enough and hard to reach.

The nearest habitations are at the Womboyn River, half a dozen miles away, on the one side and at East Boyd, a dozen miles by land, on the other. Stores and supplies are brought by sea to



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Bettangabee Bay, a sheltered inlet four miles up the coast, and then carried over a bush road.

CAPTAIN SKELTON'S HOME BY THE SEA.

To reach the Womboya it is necessary to follow a rough track, seldom used in these days, that runs along the top of the high ridge that ends in Green Cape. From this ridge the track drops steeply down to the Disaster Bay beach. The beach itself is the road as far as the mouth of the river.

Just above the point at which the track strikes the beach are the ruins of a long-vanished house, a few scattered remains of fencing and some patches of cleared land fast being swallowed up again by the bush. It is one of those places where nature has won in the conflict with man.

Years ago when Captain Skelton retired from the lighthouse service after a long term as headkeeper at Green Cape he settled down here. He was within sight and sound of the sea, which was indeed only a few yards from his door, and handy to his old lighthouse to which he made a road that has now fallen almost into disuse.

When Captain Skelton died the place was abandoned, and it has been deserted ever since. Yet it is a picturesque and delightful spot though not promising as a farm.

The Ly-ee-Moon is not the only vessel that has left her bones on the rocks around Green Cape. A mile or so west of the lighthouse the City of Sydney Point preserves the memory of the City of Sydney, also a popular passenger steamer on the Sydney-Melbourne run in her day, which was wrecked there in foggy weather on November 6th, 1863, a score of years before the Green Cape lighthouse was built.

No lives were lost in this wreck. There is a tradition that the vessel carried a number of sheep and that she was driven so close up under the cliffs, which are low at this point, that a bridge was thrown across by which the sheep walked from the deck on to the plain.

BETTANGABEE BAY.

Still nearer to the lighthouse lies part of the hull of the Steamer New Guinea, a 1700 ton steamer. She was lost with no loss of lives, on February 13, 1912.

The word "plain," by the way, has the same sense at Green Cape as in some of the western districts. A plain is not necessarily flat. The term is applied to open country by contrast to the timbered areas. For a mile back from the apex of the Cape, on which the lighthouse stands, the country has not a single tree except for some patches of tea trees near the cliffs and a stray tree or two in hollows.

In places the edge of the timbered country is as straight as if it had been laid down with a ruler. Incidentally the treeless nature of the Cape makes it necessary to go some little distance to obtain the firewood for the keepers' houses.

The actual lighthouse at Green Cape is a stone tower of great solidity and strength. It rises 80 feet above its base which in turn is 80 feet above the sea. Close to the tower are the keepers' houses, also stoutly built of stone. When the lighthouse was built, in 1883, a wooden tramway was laid to Bettangabee Bay and the materials were brought along this. However the tramway has long since gone out of use.

Bettangabee is, however, still the port for the lighthouse. It is a narrow inlet running for over half a mile inland. At times it swarms with fish and wonderful hauls have been made there. Thus a couple of tons of fish have been secured at a single haul of the nets. Occasionally the weight of fish has proved too much for the nets.

Now and then a small vessel visits Bettangabee to load sleepers cut in the bush at the back, but for the most part it is visited only when stores for the lighthouse are to be landed, except when fishermen are working there.

LIGHTKEEPERS AS JACKS OF ALL TRADES.

Like the more remote Gabo, Green Cape lighthouse is connected by telephone with Sydney, via Eden. For the rest the lightkeepers and their families form a singularly isolated and self contained little community. There is no school for the children to attend, so they are taught by correspondence. It must be admitted that they bear with exemplary fortitude the loss of the privilege of going to school.

As to a lightkeeper at such a station he needs to have something of a score of trades at his

finger's ends. Green Cape is a signalling station and in addition to looking after the light the keepers have to record and report the names of passing ships.

Painting is an important part of a lightkeeper's work. Green Cape with its yellowish-green "plains," backed by the dark line of timber and edged by black rocks, thrusting out into the blue immensity of the ocean, might well inspire an artist if one ever came there, but the other kind of painting is the more immediately important. Lighthouses and the surrounding buildings have to be kept ship shape and neat, and this involves a great deal of painting. Little jobs of glazing and blacksmithing have to be done as they arise. Keeping meteorological records helps to fill in the spare time.

Gardening on Green Cape is something of an art. It is not always easy to protect the more delicate vegetables from the gales that sometimes sweep over the Cape. Yet the results are exceedingly good.

Fishing is more of a sport. But, in view of the difficulty in getting fresh meat, it has a very practical side. Very fine snapper can be caught off the rocks at times; while, as for wrasses, parrot-fish, and a wide variety of rock-fish, their number is an embarrassment.

At the Cape, itself, there is no possibility of keeping a boat; the nearest place where this is possible is Bettangabee Bay. And Bettangabee usually teems with fish.

A BARQUE AMONGST THE TEA-TREES.

As a graveyard of ships, Green Cape is easily outdone by the stretch of coast to the southward, running from Disaster Bay round the corner of Australia at Cape Howe to Gabo Island and the entrance to Mullacoona Inlet. The best known of the vessels lost on this coast is the Monumental City which was wrecked near Gabo in 1853, with a loss of 33 lives. She has a place in shipping history as first steamer to cross the Pacific from San Francisco to Sydney, which she did in 65 days not long before she was wrecked. Perhaps she is more famous for the treasures that she is supposed to have been carrying when she was lost, and the attempts made to recover it.

To the North of Cape Howe, at Stephens' Beach, between the Merica and the Nagie rivers, the bones of a vessel lie almost buried in the sand and partly hidden by a thick growth of tea-tree. This is all that is left to recall the wreck of the barque Jane Spiers in 1878.

And in the sand hollows at the back of the Howe itself, the relics of more than one tall ship lie amongst a tangled mass of botan and jetam.

MISS CHARLES FAIRFAX FLAG COMPETITION.

On Saturday, April 23, the annual competition for the Miss Charles-Fairfax Flag was held on Mosman Oval.

The following Companies competed:—Balmmain, Drummoyne, Lane Cove, Birchgrove, Mosman, Middle Harbour, Rose Bay.

The Companies turned out about half strength, only two Companies (Birchgrove and Mosman) being able to place a full squad of 24 Cadets and Petty Officer on the field. The other Companies made up their squads with borrowed cadets.

The poorness of the parade numerically was probably due to cost of getting to and from Mosman Oval; also the fact that the boys were on holidays, and Companies had to leave their districts at an early hour to attend the parade.

There was a splendid muster of about 2,000 of the general public, and many recruits should come along after seeing the League at work. The result of competitions were as follows:—

Company.	Inspection	MARCHING				SIGNALS	
		Marching	Ward of Command	Ward of Command	Style	Signal	Points
Mosman	49	92	48	50	98	149	486
Birchgrove	46	90	48	50	99	148	481
Balmmain	49	90	47	49	98	146	479
Drummoyne	45	89	46	47	96	146	469
Lane Cove	47	81	46	48	95	148	467
Middle Harbour	45	82	46	—	—	144	371
Rose Bay	46	88	45	—	—	144	379

On the judges decision being handed to Senior Officer, the "Officers' Call" was sounded. After reading the result the Senior Officer asked if all were satisfied. There was no dissent.

The judges must certainly be congratulated on their work and publicly thanked for volunteering to act as judges.

The cadets were drawn up in a square, with Mosman Coy. the winners and Birchgrove the holders facing each other in the centre. The Birchgrove Standard bearer and escort then advanced and handed over the Fairfax Flag to the waiting Standard bearer and escort of the Mosman Coy. Three cheers were given for the Mosman Company.

The whole parade marched past Major Scott, D.S.O., President of the Mosman Coy., who took the salute. Afterwards each Coy., under their own officers, proceeded independently to their districts.

Mr. Currington, Officer-of-the-Day, carried the whole proceedings through without a hitch; no waiting between the events, and the general public were as fully interested as the cadets.

Naval Notes from Europe.

(By a Special Correspondent.)

Divers near Cherbourg have salvaged portions of the French warship *Le Triomphant* which was blown up in 1692 at the battle of La Hogue.

The sloop *Cornflower* on her return from the Red Sea, was paid off for survey at Sheerness.

Captain R. A. Hornell, who had completed two years as Chief-of-Staff and Maintenance Captain to Vice-Admiral Sir Rudolf Bentinck, C. in C., Devonport, has been succeeded by Captain H. J. S. Brownrigg.

At Portsmouth Dockyard the shortage of material has delayed construction, and has made the re-employment of men 'stood off' during the coal strike, very slow.

Captain F. C. Fisher succeeds Captain the Hon. R. A. R. Plunkett-Erle-Drax to the command of *Marlborough*.

For his efforts on behalf of Naval Freemasonry, Rear-Admiral F. T. W. Curtis has been presented with his portrait.

The Straits Government has acquired 350 acres of land, covering the north-east approaches, for the defence of the Naval Base at Singapore.

The cruiser *Comus* and the destroyers *Windsor* and *Westminster* protected British interests during the recent rebellion in Portugal.

Tiger and *Varmouth* took part in the filming of the Falkland Islands battle.

The *Encyclopædia Britannica* has been ordered for the naval references libraries of all flagships.

Rear-Admiral Kerr is president of a committee appointed to consider the advisability of the inclusion of an aviation course in the general education of junior executive officers and Royal Marine officers.

Captain E. A. Astley-Rushton, R.N., has succeeded Captain M. Kerr as aide-de-camp to the King.

Four French destroyers of the *Adventure* class, which were bought from the Argentine in 1914, have been formed into a fast mine-sweeping squadron on the Atlantic coast.

The North-American squadron has been 'showing the flag.' *Colombo* and *Calcutta* visited Trinidad, while the sloop *Vistaria* was on an independent cruise.

Lieut-Commander Lionel McIntyre, senior officer of the warrant, and petty officers in the first batch of mates promoted to commissioned rank in 1913, has retired as commander under the age limit for his rank.

Ossiris, *Oswald* and *Otus* are to be the names of the submarines of the 1926 programme now being built by Vickers. Beardmore's two will be *Olympus* and *Orpheus*, and the one at Chatham Dockyard *Odin*. They are sisters to the Australian ships.

Captain E. L. Altham, R.N., is the new Secretary, Curator and Chief Executive Officer of the Royal United Service Institution.

Preparatory work for the refloating of the obsolete destroyer *Sylph* near Briton Ferry, is being taken in hand by the Cornish Salvage Company.

In succession to Rear-Admiral Louis C. S. Woolcombe, Rear-Admiral Oliver Packhouse has been appointed Admiral-Superintendent of Devonport Dockyard.

Shortage of material caused by the strike has delayed the battleship *Nelson's* departure from the Tyne.

The Navy estimates involve an expenditure of £58,000,000. Personnel is estimated at 102,675. The cost of the Fleet Air Arm has increased by £201,000.

Ramillies and *Revenge*, when relieved in the Atlantic Fleet by *Rodney* and *Nelson*, will join the fleet in the Mediterranean.

The new cruisers of the *Kent* class are to have a speed of 31½ knots only, but a 4-inch belt. The first five completed will go straight out to China.

Good service pensions of £150 a year have been awarded to Captain Gordon Campbell, V.C., and Captain E. R. G. Evans, C.B.

A fleet repair ship has been ordered from Vickers, in addition to the Diesel-engined submarine depot have already started.

Captain Charles E. Tudie, who commanded the Aegean Sea Mine Clearance Service, will be at the head of the new Naval Mission to Greece.

After her relief by the new minelayer *Adventure*, *Princess Margaret*, the old C.P.R. liner, will be sold.

The Admiralty is satisfied that the highest traditions of the navy were maintained by the ship's company of the sloop *Valerian* when she foundered.

The remarkable features of the 10,000-ton Italian cruisers *Trentino* and *Trieste* are mostly at the expense of fuel and protection.

The two new Jugo-Slav submarines building on the Tyne from the hulls of cancelled "L" boats, are now nearly ready.

Two of the China river gunboats now completing, are built small for the upper gorges.

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NAVAL NOTES—Continued.

Plymouth is enraged over the threatened eviction by the Port Commissioners of FOUDEYARD and CUTTY SARK.

No provision will be made for the crews of the LONDON class cruisers till next year owing to delays occasioned by the strike.

There are now 95 naval and marine flying officers, while observers number 58, with five under training.

The NELSON and RODNEY are to have a very powerful battery of the new 4.7 anti aircraft guns.

Owing to defects in the main turbines, the completion of the new destroyers AMAZON and AMBUSCADE has been delayed.

The French aircraft carrier BRAS, laid down as a battleship, has a single huge funnel out of her side and angled up, leaving her flying deck quite clear.

Acting sub-lieutenants can now complete their course at Greenwich, and join their ships confirmed in rank three months earlier than has been the custom.

1927 construction includes 3 cruisers, 1 fleet leader, 8 destroyers, 6 submarines and a mine-sweeper. With the exception of two cruisers all will be put out to contract, but most of the programme will be suspended during the disarmament talk.

PLYMOUTH has relieved WYMOUTH, one of the oldest cruisers, as flagship of the Reserve Fleet.

The strength of the Soviet fleet is again grossly exaggerated in the latest Moscow return.

Captain R. S. Wykes-Sneyd, D.S.O., who received his decoration for service in the Cameroons, is to be BRAWICK's first commanding officer.

A party of 600 French officers and men selected from three cruisers and some destroyers, which are to visit England in Derby week, are to be feted in return for hospitality extended to Lord Beatty and the British Navy in Paris in 1919.

The great improvement in the navy's anti-aircraft gunnery is commented upon in the Estimates.

The Japanese training ship KIBIKIMA MARU is feared to have been lost 80 miles from Yokohama. In response to her S.O.S., Japanese destroyers and the EMPRESS OF CANADA made a fruitless search.

Several new sloops and mine-sweepers are to be built to replace war units whose repair bills are more than they are worth.

Germany is pushing on with the reconstruction of her fleet, and the fifth cruiser of the EMDEN type will soon be laid down.

Anti-Aircraft Work.

(FRANK C. BROWN)

Mr. Bridgeman did not exaggerate when he spoke of the wonderful improvement in the Navy's anti-aircraft work, for although the Fleet has been improving in practically every department since the Armistice, with new methods and new apparatus, in no line has it improved more than in protection against air attack.

Anti-aircraft practice is constantly being carried out by the ships of the Fleet, the general routine being to borrow machines from the Royal Air Force which tow cylindrical canvas targets very much like the flying advertisements which used to be so familiar at the seaside. To minimise the risk they tow with no less than a mile of piano wire out.

The target is towed at full speed against the course of the ship, which makes it more difficult to hit on account of the great relative speed. It would also make it far more difficult to hit a battleship with a bomb from an enemy aircraft, so that in actual warfare the task of the gunners will be no more difficult.

Shrapnel shell is used which gives a black smoke instead of the usual white, so that it is quite easy to judge the closeness of the explosion. A remarkable rate of fire is maintained until the end of the run when the target is towed back and the programme repeated.

At the same time many people fear that the British ships are insufficiently protected with anti-aircraft guns, principally because they are very difficult weapons to fit when a ship is already built. The ROYAL SOVEREIGNS, for instance, are at the present moment only protected by two 4-inch high-angle guns, although the NELSON and RODNEY will have a powerful battery of 4.7's.

Even in their 10,000-ton cruisers, the Italians are fitting twelve 4-inch anti-aircraft guns, while the new Japanese aircraft carrier ARAGI carries twelve 4.7's and the American LEXINGTON twelve 5-inch. Such ships would be a very tough nut for an enemy aeroplane squadron to tackle.

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This Company, one of the youngest formed in the League, is the proud holder of the Miss Charles-Fairfax Flag. The competition for this trophy is an inter-company one and comprises knots, bends and hitches, squad-signalling and drilling.

Lake Victoria Nyanza and Prize Law.

C. S. FOLGER, N.A., LL.B.

ON various dates between November, 1914, and July, 1916, in the course of the naval and military operations against the Germans in East Africa, a pinnace, three steam tugs, and several lighters and dhows, together with Rs. 87,061, salvaged from one of the lighters, were captured by His Majesty's ships of war operating on the Victoria Nyanza. One of the vessels, the armed tug Muanza, was captured after an engagement with H.M.S. Winifred, a vessel of 700 tons, armed with a 4-inch gun; but most of the craft were captured in a half-sunk condition after being abandoned by their crews, who had fled inland.

An action was then brought in the Admiralty Division of the High Court in England by the Crown asking for condemnation as prize of the craft and other property. The craft, etc., was condemned as prize. In the course of his judgment the learned President of the Court, Lord Sterndale, made certain interesting remarks as to the nature of the Victoria Nyanza and the vessels on it. He said: "The captor ships are described as H.M.S. Winifred, H.M.S. Kavirondo, and H.M.S. Nyanza. I have no precise information as to the size and description of these vessels. I believe, however, that the following description is substantially accurate; the Winifred and Nyanza were twin-screw trading steamers—requisitioned and commissioned by the Admiralty—of 700 and 1,146 tons respectively, and armed—the former with one 4-in. gun, and the latter with one 4-in. and other guns. The Kavirondo was a steam tug of 200 tons, armed with one 12-pounder and other guns.

"There were also on the lake three other armed vessels and an armed store ship, all of which had been trading steamers before being requisitioned by the Admiralty.

"I do not know exactly what vessels the Germans had upon the lake, but they had at least one armed steam tug—the Muanza, which was sunk in the operations mentioned in this case, and no doubt other armed vessels. There was a considerable amount of fighting on the lake from time to time.

"According to the evidence all the captor ships were commissioned ships of His Majesty's navy, and the captured property belonged to enemies of this country. There can, therefore, be no question as to its condemnation except such as may arise from the nature of the locality where the captures took place.

"The Victoria Nyanza is an inland lake, and there is no access from the sea to it available for any vessels. All the vessels plying upon it, except such small craft as have been built there, have been brought overland to the lake, either whole or in sections, and then put together if necessary and launched."

The learned President later said:—

"Regard must be had to the nature and circumstances of the Victoria Nyanza. It is a very large lake, the chief reservoir of the Nile, second only in size to Lake Superior, among the fresh-water lakes of the world, and considerably larger than any other of the great American and Canadian lakes. Its greatest length is 250 miles, its greatest breadth 200 miles, and its coastline exceeds 2,000 miles. Its area is about 27,000 square miles. If it be compared with other inland seas it is much smaller than the Caspian Sea, but larger than the Sea of Aral. As long ago as 1903 a steamer of 600 tons was launched on the lake, and there are many steamers and craft engaged in trading upon it. The amount of trade done is very considerable. The Victoria Nyanza lies partly in British and partly in German East Africa, and both Great Britain and Germany during the war have had armed vessels upon it.

"It seems to me that the conditions of such a locality clearly come under the *prima facie* rights of capture, and are in no way analogous to and within the principle applicable to captures on land in land warfare. I think that the language of Taney, C.J., in *The Genesee Chief v. Fitzhugh*, speaking of the great lakes, is applicable to the Victoria Nyanza. 'These lakes are in truth inland seas. Different States border on them on one side, and a foreign nation on the other. A great



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and growing commerce is carried on upon them between different States and a foreign nation, which is subject to all the incidents and hazards that attend commerce on the ocean. With the exception of the reference to different States of the Union which adjoined one side of the Great Lakes this seems to me descriptive of the conditions of the present case.

"On principle, therefore, I think captures on Victoria Nyanza are subject to the law of prize, and authority, so far as it exists, seems to me to be to the same effect. So far as I know, no question of prize has arisen with respect to the Caspian Sea, and the nearest analogy to the lakes of East Africa are the great lakes of America and Canada, to which I have already referred, and these have been the subject of discussion in several cases in the United States Courts. I do not propose to discuss them at any length, as they are concerned with a different question, *i.e.*, whether the great lakes were subject to the Admiralty jurisdiction of the United States, and for that purpose great consideration is given to the question of whether they can be called 'the high seas.' As I have shown before, jurisdiction in prize is not confined to captures on the high seas, and therefore a good deal of the discussion in the cases mentioned is unnecessary for this purpose. It may be mentioned, however, that Admiralty jurisdiction has been given to the High Court in Uganda by the Uganda Order-in-Council of 1903, Article XVI: 'On all matters arising upon any lake or other navigable inland waters.' Two passages in the American cases are, I think, relevant. In the *Genesee Chief v. Fitzhugh, Taney, C.J.*, speaking of the great lakes, says: 'Hostile fleets have encountered on them, and prizes been made.' In speaking of prizes he must have referred to incidents of the war of 1812, or earlier, because I find that Strong, J., in *The Cotton Plant*, points out that there was no war upon the lakes during the war of the rebellion, and says with regard to the application of the United States statute to which I have already referred: 'It is obvious that other waters than those of the great lakes were contemplated and designed to be included. The Act was passed during the war of the rebellion. . . . There was no war upon the lakes and they were not within insurrec-

tionary districts.' I know of no events between 1812 and the war of the rebellion which would give rise to questions of prize on the great lakes."

The COUNTIES and the EASTERN FLEET.

(FRANK C. BOWEN)

The Admiralty has now decided to acknowledge what has long been a very open secret, that as soon as they are finished the first five cruisers of the COUNTY class are to be sent out to the China Station, replacing the cruisers of the "D" class there, ships which are far too small for distant station work.

This decision will make a very considerable difference to Australia and her naval plans, particularly the protection of the trade lanes, for the war plan which existed in 1914 is still in operation and as soon as trouble arose the Eastern fleet would be formed again, consisting of the ships in the East Indies and China Squadrons, co-operating with those in the New Zealand Naval Division and the Royal Australian Navy.

With the five county cruisers on the China Station, their two sisters AUSTRALIA and CANBERRA, the magnificent cruisers of the EMERALD class from the Indian Ocean and the smaller ships from New Zealand, this fleet would be in position to risk an attack as soon as it had the opportunity of joining its scattered forces, and would not be forced to remain on a passive defensive.

With Singapore Dockyard in the centre, the Australian naval dockyards and the commercial establishments in India and South Africa on the wings, it would be entirely self-supporting and it is tolerably certain that the opening phase of the next war will include a corsair raid on British commerce, particularly to the food producing, the ships would certainly be fully employed.

It must be remembered that COUNTY cruise design has grown out of the HAWKINS type, specially designed to destroy raiders like the WOLF which preyed on Australian shipping and laid mines off the coast.

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THE SKIPPER'S LAMENT.

Have pity, ye marine and local bards,
Ye little magnates—nay, most mighty Lords,
On the poor skipper, for his lot is cast
Where fate unkind pursues him to the last.
Alas, poor man, he's in an evil plight,
He's always wrong and never in the right;
Upon him like the scapegoat must be thrown
The faults of others not to say his own.
Should legs or currents throw his reckoning out,
At once they ask: What was the fool about?
Disaster comes and tho' 'twas not his fault,
The plain the fellow was not worth his salt.
His ship is wrecked, or by collision sunk,
Of course he has to prove he was not drunk.
If freights are low, who but himself to blame?
Jack's dinner spoilt; at once he says the name:
The beef all bone and innocent of fat,
Who but the skipper is to blame for that?
He shortens sail some dirty night.

Jack growls and vows he did it out of spite.
Now he must teach the carpenter his trade,
Then show the sailmaker how sails are made.
In time of need he must be midwife too
Or help to kill as other Doctors do.
Should some poor miller sleep his last long sleep,
He, parson then, consigns him to the deep.
And if he has a rear or two to spare,
He acts chief mourner, and bestows them there.
A meteorologist we find him now,
Recording calms and winds, blow high and low;
Of course he has Euclid at his finger ends,
And, what is harder—knows all knots and bends;
Is cunning, too, at mixing paints and oils,
Takes everything in hand and nothing spoils.
Versed in Exchanges and on Bills of Lading,
Now he's a merchant for the owner's trading.
They praise him high; declare that he's a gem,
The credit in the cash—all goes to them.
On deck all night amid blind pelting rain,
Now trying calms, now dreadfol hurricanes;
China's typhoon; cyclone in Indian seas,
Africa's tornadoes—no mere trifles these.
Or a bright glare at night off Newfoundland,
Proclaims the dreadfol iceberg close at hand.
Through danger our long-wished-for rest is sought,
All in, hard a starboard; then hard a port,
Hard up! bawls one; hard down! another cries,
While half asleep the weary skipper tries
To peer amid the gloom, there to discern
A steamer's light, now half-a-mile astern.
Once more he sleeps, but now his sleep invade
Dramas of enquiry courts and Board of Trade.
On board a steamer now he scorns the wind,
But other cares oppress his anxious mind
Of valves and pistons, cylinders and screws
He knows, or ought to know, the names and uses.

Surface condenser, steam and vacuum gauges,
Coal combustion in its various stages;
Of salt in boilers, and its incrustation,
Of screw propeller and side-wheel gyration:
Of things in general,—air, sky, and sea—
A walking cyclopaedia he must be.
Arrived in port. "Well, what's up now?" you ask,
They've found a little powder in a flask.
Fine him five pounds, and see, the careless dog,
Here's an omission in the official log.
Fine him again—the law must be enforced—
Someone must pay, an skipper bears the cost.
Ye local magnates, into office thrown,
Have you no pity? Have you hearts of stone?
He's not infallible, this poor old wight,
And tries his best to do what seems most right,
Has learnt his business in a roughish school,
No shining light, but yet not quite a fool.
Don't judge too harshly, for his friends are few,
He makes mistakes, and so, perhaps, do you.

—F. H. MARSHALL.

MOSMAN DANCE.

A Juvenile Plain and Fancy Dress Navy League dance is to be held on the evening of the 24th June at Anzac Memorial Hall, Mosman.

A feature of the evening will be the presentation by Miss Charles-Fairfax of the flag bearing her name to the winning Mosman Company. This trophy is given to the Company scoring the highest points in squad drill, signalling, and seamanship in open competition with other Companies.

Also, Miss Eva Novak, the film star, has been invited to adjudge the fancy costumes.

The proceeds will be in aid of the depot fund, and all arrangements and organisation are in the capable hands of the Sub-branch Committee, which in itself ensures a successful evening.

NOTICE.

At a meeting of Navy League officers of Sea Cadet Companies the following rule was made in regard to age for promotions in ratings and ranks in the several Companies of the League.

Commissioned officers are henceforth to be 21 years of age before being gazetted to this rank; Junior officers to be over 16½ years of age; Chief Petty officers to be a minimum of 13 years of age, and Petty officers a minimum of 12 years of age.

The above resolution was moved by Mr. Cooper, seconded by Mr. Nixey, and unanimously carried by a full representative meeting.



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. HOSKINS
Hon. Secretary Mr. J. SPARK
NORTH SYDNEY—Officer-in-Charge Mr. W. L. KAMMER
Hon. Secretary Mr. P. L. HEDGECOCK
LANE COVE—Officer-in-Charge Mr. H. ROBINSON
Hon. Secretary Mr. J. E. MILLER
COOGEE-CLOVELLY—Officer-in-Charge Mr. E. STONE
Hon. Sec. Mr. J. E. MILLER
MOSMAN BAY—Officer-in-Charge Mr. H. B. GARRINGTON
Hon. Secretary Mr. T. V. HUBERTS

DRUMMOYNE—Officer-in-Charge Mr. J. HOSKINS
Hon. Secretary Mr. A. WALSH
RICHMOND—Officer-in-Charge Mr. D. KYNCK
Hon. Secretary Mr. J. E. MILLER
BONDI-ROSE BAY—Officer-in-Charge Mr. J. E. MILLER
Hon. Secretary Mr. J. E. MILLER
BIRCHGROVE—Officer-in-Charge Mr. D. KYNCK
Hon. Secretary Mr. J. E. MILLER
MIDDLE HARBOUR—Officer-in-Charge Mr. W. D. HIXBY

Membership Week.

MEMBERSHIP WEEK is slowly but surely approaching. All members please underline in red ink, Monday, 6th June, to Saturday, 11th June, in their diaries, for during those days we expect them to obtain at least one more member.

On Saturday, 11th June, Birchgrove depot of the Navy League Sea Cadets will be open for inspection and parties will be met and escorted to depot from Darling Street Wharf, Balmain from 2.30 p.m. onwards during the afternoon.

North Sydney residents will likewise be welcomed at the depot, High Street Wharf on the afternoon of the 11th June. Let everyone during that week be true to the slogan:—

For
Twice one is two
Is very true.
S)
Navy League
Double the crew!

BIRCHGROVE.

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

Birchgrove congratulates Mosman on winning the coveted Fairfax Flag, and the result of the competition shows that Birchgrove was trying all the time, eventually getting second place. Defeated, but not disgraced.

The judges must be complimented on their excellent work, showing neither fear or favour to any one—and that's what the Navy League wants.

Anyhow, we will try again next year, and hope to win. So, Mosman, keep up your training!

We are still plodding along, working hard getting ready for Depot Show Week, which will begin about the 11th of June, when our depot will be open for public inspection.

Messrs. Beale and Co., piano manufacturers, gave us a donation of a piano for the depot, for which we are very grateful. Mr. Post and Mr. Sterns carted it for us—no mean order—as they had a long way to carry it from the motor lorry. Harry Shelley, Esq., made us a splendid donation of £10 for improvement to the depot, Many, many thanks, Mr. Shelley. The Kardos Cement

Birchgrove Company continued page 15.

BALMAIN.

(Contributed by Mr. J. Spark, Hon. Sec.)

Our Company has not been quite so busy this month, the bad weather holding up all outside work. We did get a start with the dinghy—cleaning up and repairing her—but we have not been able to finish. We are also held up with our slipway, but will be able to get a move on now the weather is again favourable. The Company wish to thank Mr. J. J. Booth, our Senior Vice-President, for his donation of the framing of Capt. Beale's photo, recently given us by Miss Francis Glasson; also, for wood, varnish, etc., for a bookcase.

Mr. and Mrs. Sid Fox (treas.) and family; also, Mr. and Mrs. Phillips (1st officer) went on holiday to Manly just before Easter, and although they had bad weather for the first week, we hope they have thoroughly enjoyed the remainder of their holiday.

Although our Company did not win the Miss Charles-Fairfax Flag we were well in the running. We had not the turn-out we expected, but on the whole we did fairly well.

The Balmain Company wish to congratulate Mosman Company on their successful day. We hope to beat them next year and bring the Flag to the Balmain Company. The Company were on parade for the Guard of Honour of Miss Eva Novak, and as usual they looked smart and stood up to their duty well.

We also took part in the Hospital parade to Callan Park on Saturday, 30th June, but the weather again was not favourable for a good turnout.

Recruits for the month are: H. R. Cuddy, W. Jones, J. Harlow, Sid Ferguson, and Cecil Mathew. If recruits roll up at this rate we will soon be quite a strong Company.

CLOVELLY-COOGEE.

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

In a recent examination for promotion the following candidates were successful, and rank and rate as follows:—D. Worrall, E. Worrall, junior officers; J. Mochair, C.P.O.; P. Hall, B. Luth, J. Power, J. Henry, petty officers; A. Beattie, J. Pollock, leading seamen.

At our Easter camp, though the weather was extremely bad, we stuck it out for the full five days. On the Thursday we camped at the boatshed overnight, wind blowing strong from the S.E.

At 9.30 the next day we set out for Middle Harbour reefed down. However, the wind increased to half a gale from S.E., and we then tried to make Watson's Bay. This proved an impossibility as the wind was too strong. With mainsail down, and under jib and reefed foresail, we ran down for Manly. The Manly ferry seemed to think we were in difficulties, as it stood in towards us, but steered off again when we o.k'd. The ferry was making very heavy weather, and we could see her taking seas up near her funnel.

At the time we were towing our dinghy laden with supplies, and ran down to Manly at a fast clip, arriving three minutes after the ferry steamer that passed us.

That day seven bream were caught by our fishing party which were welcome additions to our stores.

Next day a half gale was blowing N.E. by N. with torrential rain, and so we camped at Manly baths until next day. Whilst there we are able to get some rifle and revolver practice, but the shooting was far from good.

Next morning we left the baths, thanking those in charge for their hospitality in placing such shelter at our disposal. At 10 a.m. the wind, which was from the S.W., dropped, and in dead calm we lowered sails and pulled across the Heads over to Balmain. Whilst there the crew were granted shore leave; and afterwards crews of three went out in the dinghy and were instructed in her proper handling.

That night we slept in the cutter, the wind being S.E. The wind force increased during the night to half a gale. At 11 a.m. on the Monday it had freshened to a full gale. In the afternoon we broke camp leaving the boats and gear in charge of Mr. Joel at the Balmain boatshed.

The crew numbered 13. Who said 13 was unlucky?

RICHMOND.

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

Sunday, April 17th (Easter Sunday), the Company under the command of Mr. Kynock, O.C., attended Church parade at St. Peter's Church of England.

Saturday, April 13rd, the occasion of the Miss Charles Fairfax competition, the Richmond Coy. regrets not being able to compete for the Miss Charles Fairfax Flag this year. Three parts of our Company are new boys—hence our non-attendance. But, if all goes well between this and the next competition, we hope to hold our own. To the winning Company I wish to congratulate them on behalf of the Richmond Company for their fine performance in obtaining the Flag.

RICHMOND—CONTINUED.

Mr. Kynock, O.C., received from Mr. Les Wilson, a Manual for competition. To this gentleman we thank him once more for his kindness and support.

I wish to make it known to all the Companies that we are still in possession of the Murdoch Silver Cup which is to be competed for each year at our annual sports, under the following conditions:—

1. That the Cup be for annual competition amongst the cadets affiliated with the Navy League.
2. That the corp winning the Cup shall hold it for twelve months.
3. That the Cup becomes the property of the corp winning same three years in succession.

Friday, May 6th, we held another Euchre party and Dance in the Richmond School of Arts, Mrs. A. Marlin and Miss Buckton being in charge of the catering, and proved themselves most efficient.

The following ladies assisted in making the evening an enjoyable one:—Mesdames Pattison, Antill, Kynock, W. Marlin, A. Marlin, Reay, Weatherhead, Dalley, Whitley, Misses Buckton, and Reay, all energetic workers of the League.

Our little lady (Miss Buckton) was at the front once again with a box of sweets, and raised the sum of £2 3s. for them.

We thank Mr. S. Cooper for his encouraging remarks, and wish to make it known that the expenses incurred by our Sub-branch on the occasion of the arrival of their Royal Highnesses (Duke and Duchess of York) 26/3/27, were £3 7s. 8d. for the day, without meals.

I might mention that some our lads were up at 4 a.m. milking cows and doing their work before starting for the day's outing. A few of the lads have to walk four miles to get to the station.

NORTH SYDNEY

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

The work of re-organizing the North Sydney Company is progressing very satisfactorily. The O.C. Mr. Hammer, is strengthening the Sub-Branch Committee considerably. There is also an entirely new element consisting of Officers and Cadets who have enlisted their services in the Company during the present month.

It is with regret that we have to report in the columns of this month's Journal the resignations of the following Officers of the Company:—Mr. A.

NORTH SYDNEY—CONTINUED.

Hamilton, late Signal Officer, has enlisted with the permanent Military Forces of New South Wales, being attached to the Australian Garrison Artillery at Georges Heights, also Messrs. P. and L. Butcher and F. Haynes have severed their connections from the Company; after several years of useful work these gentlemen have been promoted from Cadets to the rank of Junior Officers of the North Sydney Company.

The O.C. desires to place on record his appreciation of the many useful services executed by them in and around the Depot during their tenure of office under his command. With regard to the handling of boats and management of class work etc., their efforts were indeed creditable.

The Officers to date, who will assist in the management of the Company, are as follows:—Messrs. D. Robertson, Scowcroft and Petty Officers, Collins, Donaldson, Clarke and McGarry.

The Officers and Cadets of the North Sydney Company wish to extend their hearty congratulations to the Officers and Cadets of the Mosman Bay Company on their splendid effort in securing the Miss Charles Fairfax Flag. It being the premier Competition of the year, Mosman Bay has something indeed to be proud of.

During the recent easterly and south-easterly gales the North Sydney Depot suffered considerably, being, of course, exposed to the full force of the elements. From early Saturday morning the 16th until the following Tuesday, the O.C. in company with three Cadets who were billeted in Depot had an anxious and busy time in protecting their own and Navy League property.

We regret having to report the loss of one cutter which was torn out of the catheads where she was secure and snaw up till the time of the accident which happened late on Monday night the 18th inst. It is feared that she will become a total loss to the Company.

The O.C. would also like to mention a word of praise to those in authority at the North Sydney Council for the prompt action taken in sending down to Depot a couple of the Council's men to replace a number of tiles on the roof which had been carried away during the height of the gale Monday night. The damage was causing a considerable amount of water to flood into the O.C.'s quarters and the Officers' Mess; these two rooms being on the weather side of the building, fared badly.

Owing to the re-organizing of the Company generally, and the present quota of Cadets, only

recently joined up, it was impossible to participate in the Miss Charles Fairfax Flag Competition held at the Mosman Oval, Saturday, 23rd April.

The North Sydney Company to-day, with regard to Officers and Cadets is an entirely new Company; and recruiting during the past two weeks, has been most satisfactory. The new Company will begin to function with regard to routine general etc. on Wednesday evening May, 4th. Also a meeting of the Sub-Branch Committee which has also received a goodly quota for membership is being convened for Tuesday, May, 10th. It is hoped that the enlarged Committee, realising the supreme and urgent need of North Sydney, at the present juncture, will be able to cope satisfactorily with the financial burden, and that their efforts will put us on our feet.

MOSMAN.

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

To begin the report of our busy and triumphant month, on the 9th April, we rowed our whaler from Mosman Bay Depot and boarded the S.S. "Canadian Inventor" at the invitation of her Captain. The boys had a most interesting time and are looking forward to other such trips.

EASTER ENCAMPMENT.—About 18 boys attended our camp at Clontarf on Good Friday morning. Tents were pitched in the pouring rain which continued throughout Friday night and Saturday and although the boys were drenched their ardor was not even damped—in fact the O.C. had to use a stick to push them off home for dry clothes. On Easter Sunday, the only fine day, the boys returned in full strength and full of vim. In the afternoon about twenty visitors (parents and supporters) I believe enjoyed afternoon tea from a petrol tin, served in the camp's best silverware. A Church Parade was held at Seaforth, on Sunday evening.

I would like to thank Mr. Cuffe for lending his launch, Max Scott and friends Lionel Cuffe and Bill Heath for towing our whaler from Mosman Bay to Clontarf which they did in the teeth of Friday morning's gale—old hands consider this feat a display of good seamanship.

The sum of 8/- per head was collected for camp fees, of this an amount of 16/- remained unexpended and was voted by the boys to our general fund. Despite the unsympathetic treatment of Jupiter Pluvius the camp must be regarded as a success from a training view, the boys responding admirably to adverse conditions.

FAIRFAX FLAG.—Naturally the boys, the O.C., and our local Committee are greatly elated at



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MOSMAN—CONTINUED.

winning the much coveted Miss Charles-Fairfax Flag at our first attempt, and in open competition with much older companies. The O.C. admits that the performance of the boys was beyond his expectations. Although four months' strenuous training may be sufficient to bring the cadets to a certain proficiency, it rarely suffices to produce a Petty Officer of the standard displayed by the C.P.O., Dick Dillon, to whom much credit for our win must be given.

The O.C. would like to thank the boys for their performance, and the officers of all other companies, Miss Charles-Fairfax and many others for their congratulations.

The Mosman Oval arrangements were in the capable hands of our local Committee (Major Scott, D.S.O., President, Mr. T. V. Roberts, Hon. Sec.). The ladies of the Committee under Mrs. Dillon and Mrs. Beanland worked hard in the refreshment marquee, Mrs. and Miss Bailey (soft drinks), and Mrs. Martin (ice cream), which was well patronised by the public, but it is to be regretted that time would not permit the visiting officers or band boys to enjoy the good things therein. There was a splendid attendance of the public, keenly appreciative of the competition and the grand performance of the Birchgrove Sea Cadet Band.

ANZAC DAY—Our Company assisted at the parade of the Junior Red Cross Service of Song held in Government House grounds, for which we were thanked by Lady De Chair. From Government House we marched to Man-o'-war steps, and the boys spent an interesting hour aboard H.M.A.S. "Success," and incidentally secured a number of souvenirs dear to the heart of the embryo sailor-man.

On Saturday, 30th April, 28 of our boys assembled at Circular Quay at 7.30 a.m. (the earliest parade we have had) and assisted in a wharf welcome to Miss Eva Novak—who has always evinced a keen interest in Navy League cadets. Birchgrove, Balmmain and Rose Bay Coys. also attended.

TRAINING.—We have selected a boat's crew, which is in training for our next boat race. On Saturday, 14th inst., a photographer from the Sydney Mail paid a visit to our depot and photographed our Company, a copy of which appears in this issue of the JOURNAL. Our thanks are extended to the Sydney Mail for this good work.

Mr. L. Butcher has come to us as Junior Officer, and his services will be greatly appreciated at this juncture.

LANE COVE.

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

We are still on the "up" grade and are coming along in fine style.

At the competition for the Miss Charles-Fairfax Flag, we put 17 boys into the field and the full strength was made up by some of the Drummoyne boys, but we stood no chance against Mosman, who did splendidly on that occasion. All credit is due to this new company on winning such a coveted prize, and the O.C. is to be congratulated on the way the company performed its work.

The carnival for the Lane Cove School of Arts had a good representative quota of Navy League Sea Cadets; about 150 boys from Birchgrove, Balmmain and Drummoyne were present. It shows the enthusiasm which the boys have in the movement when they come all that way.

The competition for signalling was won by P.O. 1 Cooper, Birchgrove, and the Tug-of-War contest was won, after a very spirited tussle by Birchgrove "A" team.

The medals for these two items were presented at the Lane Cove Picture Theatre by Mr. J. T. Howell, President of the Lane Cove School of Arts.

Church Parade has been held as usual this month and was well attended.

During the recent cyclone the cutter was sunk at her moorings, and when we raised her, we found that some of the light gear had floated away. Some of it was rescued along the beach, but there is still some of it missing. We are particularly unfortunate in not having any place in which to stow our gear, and it has to be left in the boat at the moorings.

Mr. Hiron, Officer-in-Charge of Drummoyne, very kindly visited our Depot and conducted an examination for promotion, which resulted as follows:—Cadet Sommerville to be Petty Officer, and Cadets Darcey and Edwards to be Leading Seamen. We wish to tender our sincere thanks to that Officer for his kindly assistance.

A very successful Dance and Euchre Party was conducted by Mrs. Darcey on Saturday, 5th inst., and out of the proceeds were purchased badges and two sets of quoits.

During the evening several prizes were distributed to the boys who had won them, and various badges were also presented.

Recruits for the month:—May (two brothers late Mosman), Soady, Sibthorpe, Akers, Smith and Collins.

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BIRCHGROVE.—CONTINUED.

Co. again has come to our assistance with some more cement.

Mr. J. B. Butler, the inventor of the famous Butler cistern, kindly sent one along as a donation.

Last month I asked if anyone had any second-hand flooring to give away, and having no replies I approached Messrs. H. Saxton and Messrs. Bell and Fraser, timber merchants. Mr. Saxton very kindly sent along 700 super feet of hardwood flooring, and Bell and Fraser 700ft. super Baltic flooring. The gentlemen of these firms show a fine kindred spirit towards their younger brethren. Thanks for such splendid donations. Our floor is now laid and stage built. Mr. G. Wells has nearly finished the guttering, and that will complete the main hall. We are now concentrating on the galley—no function is complete at Birchgrove without refreshments—also officers' ward-room, and a ship's cabin for our Godmother. Immediately the plans are passed by the Harbour Trust, a start is to be made on the swimming bath, which is to be 50ft. by 44ft. 6in. While on the subject of the swimming bath, can anyone put us on to some old—or, preferably, new—piles (hardwood of course) about 6 x 6, and 14 to 16ft. long? As it is for the League, we hope to get them as a donation, failing that, as cheap as possible. If anyone has any to spare we are not too proud to cart them.

Two or three years ago a well-wisher of the League kindly gave a motor boat to one of the Companies—to wit, a motor dinghy. Is there one amongst the many ardent supporters of the League who would do the same to-day?

Ladies who assist in arranging the many depot functions, and who also watch the cadets at drill on Saturdays and Sundays, to reach our depot, have to climb a very steep hill unless they come by ferry to Yeend-street, when a cutter is sent across to pick them up.

If we had a motor boat—no matter how small—it would save a great deal of time, and, as the return trips are made late in the afternoon, mooring the cutter in the dark.

If any friend has a boat engine not in use, we will find the boat to put it in, or *vice versa*. Perhaps some one can help us with the complete outfit. The splendid donations mentioned in this and last month's Journal have been freely and willingly given—so surely we can find a donor to fix this matter up! Many motor yacht and boat owners generally have an old engine put aside; well, that is what we are after. Whose name is to be added to our donation list in this respect?

Mr. Cummings, of Ballast Point-road, kindly gave us two spars for a mast, which will be fitted with two cross-trees and yards—near navy as possible.

Mr. J. Lemm, of Darling-street, donated a table for the quarter-deck and a picture. Mr. W. Waugh presented a manual from a fine engine to build and a horizontal bar for gymnastic purposes. These gentlemen we also wish to kindly thank.

Late last month we were invited to take part in parade at Lane Cove to assist at a carnival in aid of the Memorial Hall. About 50 of our lads went along, and also members of our welfare. A signalling competition for boys under 14 years, in which Boy Scouts, Sea Cadets from Lane Cove, Drummoyne and Birchgrove Companies took part, resulted in a win for P.O. Cooper (Birchgrove). Cadet Darcy (Lane Cove) came and Lane Cove, Drummoyne, and Birchgrove competed in tugs-of-war. Birchgrove came 1st and 2nd. Another medal was presented to P.O. Cooper, and six medals to the winners of the tug-of-war. Birchgrove won a Blue ribbon in marching competition at Balmain Hospital Carnival.

Sixty cadets of Birchgrove Coy. were on the wharf to meet Miss Eva Novak, who inspected the lads, and spoke to all in turn.

The Birchgrove Welfare gave a Surprise Party on our last drill night, as it was my birthday. While we were busily engaged at drill, sixty members walked in. After drill, dancing and singing were indulged in till 11 p.m. The Wednesday following, the cadets met in force and Mr. Harvey, chief officer, presented me, on behalf of Godmother, officers and cadets, with a magnificent deck clock which strikes the hours and half-hours in ships' bells. When it strikes "8 bells" (midnight) one's thoughts wander back to the old R.N. and the pipe "watch to muster sea boots—crew fall in." I don't suppose I would care now for the 1st trick in the chains, and on look-out and last trick at the wheel. Old memories of the "Pylades." With any old shipmate reading these notes I should be glad to get into touch. Address: Navy League Office, would find me.

MIDDLE HARBOUR.

(Contributed by Mr. W. G. Hiley, A.C.F. O.C.)

The Middle Harbour Company is still showing good progress in seamanship and company drill. Considering the short time the cadets have been in training they made a good attempt in the Miss Charles-Fairfax Flag Competition, and are quite satisfied with the marks allotted. We congratulate Mosman on their well-deserved win.

We have now obtained sails for the gig and are able to go sailing during the week-ends.

A Concert will be held shortly at Bailey's Hall, Sailor's Bay Road, Northbridge. It is hoped thereby to interest a number of people in the Sea Cadets and, to obtain the beginnings of a sub-branch and a welfare committee.

ROSE BAY-BONDI.

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

As predicted in the previous issue our Easter camp was a record one in more ways than one and in view of the good weather which prevailed during the whole time, it speaks well for the comfort and conveniences at our disposal, that we were able to "carry on" and have a thoroughly enjoyable time during our stay at Elizabeth Bay.

With plenty of wood and coke for the fires and a huge supply of potatoes and onions, as well as tinned delicacies supplied by our kind hosts, Mr. and Mrs. Hinson, we were able to withstand the state of siege declared by Jupiter Pluvius and defy his efforts to dislodge us from our favourite "possession."

Since that date a lot of useful work has been accomplished towards the completion of our plans; which being on a progressive and ambitious scale, we hope to finalize in the near future.

Owing to our training night falling on a Monday (holiday) and the short notice given we were not able to notify all the boys in time to attend the competition for the Fairfax Flag at Mosman Bay. A few who arrived at the depot early on the Saturday were hurried over to Mosman by the O.C. in time to take part in the march from the assembling point to the Mosman Oval, where the competition was held.

Our sincerest congratulations to Mosman for their well earned win in their initial attempt, which places them in the premier position. To get such results in the short time since the inauguration of this sub-branch is a meritorious achievement of which any O.C. may justly be proud.

The Mosman Committee of the Mosman Boys' Sub-branch are to be congratulated on their methods in securing the splendid Oval for the competition, which made a fitting rally for the fine display by the Navy League Sea Cadets, and should do much to encourage recruiting in that centre.

Miss Eva Novak was "adopted" by the boys of the Rose Bay-Bondi Sub-branch on her first visit to Australia. With other Companies we assembled to bid her welcome on her return from America on the 30th ultimo. The O.C. introduced the officers present, after which Miss Novak inspected the various Companies, and was particularly impressed with the fine lot of medals won by P.O. Cadet Cooper, and also the boys who have won distinction in other Companies.

Mr. Arthur Parton, well known for the good work he has done in Drumoyne and Balmain Companies for several years past, has now thrown in his lot with our Sub-branch, and with his usual enthusiasm for Navy League work, has proved a decided acquisition to our forces.

Mr. Proud, a veteran enthusiast, has also joined up as Instructor, and is giving the boys the benefit of his long and varied experience gained whilst attached to the Navy.

Mr. William, Organising Secretary, paid a visit to our depot recently, and was greatly impressed with the beautiful position and also its great possibilities.

We have added a Commodore's galley to our fleet, 31ft. centre-board, carved built diagonal double skin. This is the best boat purchased by the Navy League from the Navy, and we all feel very pleased to have this fine boat.

A picked crew assembled at the depot early Saturday morning, rowed over to Garden Island, and towed it back to our anchorage. Mr. Proud tried it out under oars in the afternoon and had the boys pulling in great style.

The following day the first officer and Mr. Parton rigged the sails and with the O.C. and crew tried her out, with satisfactory results. Afterwards Mr. Parton transferred to the "Fairfax whaler," with some boys, whilst the residue were accommodated by Mr. Stone in the Cougee-Clovelly cutter. The three boats then sailed down the harbour and the result showed that our boat was as good as she looked, and could hold her own with the best.

Miss M. Living has generously donated a large enamelled tea pot to the company to help with our house keeping, also a tin of minnies. Mr. Worrell, Builders, Waverley, has donated two pairs of large doors also a quantity of useful timbers. Jones Bros., Builders, have also donated some timber. Our thanks to these donors for their generosity.

Clovelly-Cougee cutter and dinghy have availed themselves several times of the standing invitation extended to all companies to make our depot a port of call. We welcome inter-company visits and hope to return the compliment when our schedule of work is completed.

We are well "set" to withstand the cold weather, as a fuel stove for the kitchen and a room heater for the cave has been installed by the O.C. Should the boys get wet or cold—away from the camp—they have always something warm to drink, and a hot bath in readiness before "turning in."

We hope shortly to be able to extend an invitation to supporters and potential supporters to come along and inspect "our home" at Elizabeth Bay, and see how the good work is carried on.

*Please Ask a Friend to Join
The Navy League.*

The Shannon and the Chesapeake.

1st June, 1813.

OF all single ship duels fought between British ships and those of other nations, perhaps there is not one that can be said to have captured the imagination and thrilled the hearts of Englishmen as does the memory of the fight outside Boston harbour between the British frigate *Shannon*, commanded by Captain Philip Bowes Vere Broke, and the American frigate *Chesapeake*, commanded by Captain Lawrence.

The two ships were equally matched, any advantage that there was resting with the *Chesapeake*, which had on board a crew of 379 men all told, whilst the crew of the *Shannon* numbered only 330 men. In any engagement at close quarters an advantage of 50 men ought most assuredly to have given the upper hand to the side possessing it; but at long range the ships were practically equal in number and weight of guns.

The *Shannon*, however, possessed one advantage that was incalculable. Her men had been trained by Captain Broke in gunnery and in the use of the broadsword, pike and musket to a degree of efficiency perhaps unequalled by the crew of any ship of any nation then sailing the seas.

Proud of his ship, prouder, perhaps, of his men, Captain Broke, cruising outside Boston harbour, had sent a challenge to Captain Lawrence, expressing a willingness to meet the latter in a duel in any latitude and longitude he might appoint. The letter was of a charmingly courteous nature, typical of the spirit animating a gallant officer such as Broke was in dealing with an enemy whom he looked upon as his equal in chivalry, manly courage and courtesy.

As it happened, Lawrence never received the letter, but, eager to meet the *Shannon*, he stood out to engage her at mid-day of 1st June, 1813, confident of victory.

The *Shannon* under easy sail, quietly waited, as the *Chesapeake*, under a cloud of canvas, bore down upon her.

When Boston lighthouse lay about six leagues to the westward, the *Shannon* lay to under fighting

canvas, stripped to her topsails, topgallant sails, jib and spanker.

The breeze freshening, the *Chesapeake*, on nearing the *Shannon*, got her royal yards on deck and came down very fast under topsails and jib. With three ensigns flying she steered straight for the *Shannon's* starboard quarter, bent on a yardarm and yardarm action, to be decided by ability to give and receive punishment. When within fifty yards of the *Shannon's* starboard quarter the *Chesapeake's* mainyard was squared. At 5.50 the first gun was fired from the *Shannon* by William Mindham, captain of the 14th gun, who had received orders not to fire until his gun bore into the second main-deck port forward. Almost immediately it was followed by the other guns from abaft forward, the *Chesapeake* replying with her whole broadside.

Six minutes after the first gun had been fired the jib-sheet and foretopmast sail of the *Chesapeake* were shot away, and the spanker brails loosened so that the sails blew out and the ship came up into the wind. This left her quarter exposed to the *Shannon's* broadside, and in a flash her stern ports were blown in and the men swept from the after guns.

At six o'clock the two frigates fell on board one another, the *Chesapeake's* quarter grinding upon the *Shannon's* side just forward of the starboard main-chains, and a bulge of the *Shannon's* anchor catching in the *Chesapeake's* quarter port they were held together in this position.

The *Shannon's* crew had suffered severely, her decks running with blood but her splendidly-trained seamen stuck to their work with grim indifference.

Broke ordered the ships to be lashed together and boarders called. Seeing the confusion and dismay on board the *Chesapeake*, owing to the loss of the gallant Lawrence, who was carried below mortally wounded, and of other officers, Captain Broke stepped from the gangway rail on to the muzzle of the *Chesapeake's* aftermost carronade, and thence over the bulwark on to her quarter-deck, followed by about twenty men.

As the British came on board the men on the

Chesapeake's spar-deck, whose officers had all been killed or wounded, deserted their quarters and ran below. On the quarter-deck almost the only man who made any resistance was the chaplain, Mr. Samuel Livermore, who advanced, firing his pistol at Broke. Broke, in return cut him down with a single stroke, and then halted his men until joined by the rest of the boarders under Lieutenants George Thomas L. Watt, and Charles Leslie Falkiner.

The Americans on the main-deck now learned for the first time that the British had boarded, and Lieut. George Budd sprang up, calling on his men to follow. As they reached the spar-deck they met the British coming along the gangways. For a moment the British were taken aback, but in a very short while the handful of Americans were cut down or dispersed, Lieut. Budd being wounded and knocked down the main hatchway.

The only resisting party now consisted of a few seamen and marines on the fore-castle, but these were slain to a man; and after a volley had been fired down the hatchway by the British, in response to a few shots that had been fired from below, all resistance ceased.

At 6.5, just fifteen minutes after the first gun had been fired, and not five minutes after Captain Broke had boarded, the colours of the *Chesapeake* were hauled down. Of her crew, a total of 148 had been killed or wounded, whilst of the British the total of killed and wounded 83.

The *Chesapeake* was taken into Halifax, where Captain Lawrence and Lieutenant Ludlow were buried with military honours.

Captain Broke was made a Baronet and Lieutenants Wallis and Falkiner were both made commanders.

BIRCHGROVE COY'S BAZAAR.

Birchgrove Company will hold their Bazaar on Saturday afternoon, June 4th, at Birchgrove Reserve, corner of Bay and Grove Streets.

We have helped many. Who are going to help us? Donations will be thankfully received at 65 Ballantyne Road, Balmain.

New Australia.

Career of the "Royal Tar."

(BY P. J. N.)

AMONGST the records of the early days of Australian shipping there is probably no more interesting story than that of the *Royal Tar*. Most of our early history is associated with the shipping of other lands manned by seamen generally of British, Dutch, French, or other European nations.

The *Royal Tar* was built on the Nambucca River for Engineer William Marshall about 1880. She had a register of 597 tons, and was in marine parlance known as the "jack-ass" type of barque. The builder was Mr. J. Stewart, who had several trading vessels on the coast. The *Royal Tar* is said to hold the unique record of being one of the largest colonial built sailing ships in Australia that has yet proceeded out of the harbour of Port Jackson.

The *Royal Tar* was eventually acquired by a syndicate of well-known pioneers in Balmain, consisting of the late John Booth (timber merchant), Henry Perdriau (ferriery proprietor), Captain McLean and James Barr.

For some years she traded with varying success until she was chartered to take a cargo of coal to German New Guinea, and then proceed to America and load timber for Sydney. This proved an exciting and disastrous trip. The intricate passages of the Great Barrier Reef having been successfully negotiated and the coal discharged in New Guinea, the officers and crew, contrary to advice, went shooting in the bush at a dangerous season of the year. Captain Franklin and Chief-Officer Rodgers were the first to pay the penalty. They both contracted malarial fever, and with a sick crew continued the voyage. Captain Franklin died after a few days, and the second in command, Rodgers, took charge of the barque. Next, Rodgers succumbed, a victim to the fell disease, and the unfortunate ship was left with only Third-Officer John McColl and a crew of two available seamen—the rest being victims of the dread disease.

DRIFTING.

One can scarcely imagine the feelings of those on board as they practically drifted rather than

navigated the tropical seas. Day after day they continued on their miserable journey, scarcely daring to hope ever to escape alive from their terrible predicament. Sickness and death had almost driven them to despair, but with that indomitable spirit of the British race they persevered until at last they came in sight of the Golden Gate at San Francisco. Even then their troubles were not ended, for the American marine authorities debarred them admission and wanted to sink the vessel outside the harbour to prevent the spread of the malarial fever. There was a scare created, and feelings of indignation led to charges being made concerning the equipment of the *Royal Tar*. Correspondence ensued with the Marine Board of Sydney who, on inquiry, found that the owners had liberally provisioned the ship and had taken every precaution for the necessities of the voyage. An official letter dated January, 1892, from the Marine Board, Sydney, to the Board of Trade, London, contains an interesting list even at this date of the provision then necessary for a long voyage. It commends in a special manner the action by the experienced managing owner, Mr. John Booth. After much delay the *Royal Tar* was released from quarantine, fumigated, and refitted, and under charge of Master John McColl set out on her return voyage with a cargo of timber for Sydney, and on arrival lay for some time in the harbour off Balmain.

The next episode in the career of the *Royal Tar* brings to recollection the history of the ill-fated "New Australia" expedition to South America. About the year 1890 William Lane aroused much interest for his scheme for social revolution. Lane was a man of undoubted ability, keenly influenced by the writings of Karl Marx, and by his earnestness and deep conviction able to influence many who came into contact with him. The labour troubles and depression of the period also tended to the spread of the doctrine of social reform and equality of mankind then prevalent in many European centres.

LANE AS LEADER.

The dream of a modern Utopia, where all would be equal in rank, with no bosses and no servitude, led to the formation of the "New Australia" scheme. The party was formed with much enthu-

siasm, Lane being appointed leader, and Paraguay in South America having made a liberal offer of land for the expedition, it became necessary to secure a vessel for transport of the party to the new Eldorado. The gallant barque *Royal Tar* was purchased for the sum of £1,620 on May 22, 1893, and more than 30 years ago sailed on its most historic voyage.

Hearis beat high with hope and ardent anticipation as the *Royal Tar* carried the new pilgrims to the promised land. What a contrast it was to her previous voyage. Now "all went merry as a marriage bell," and no thought of failure damped the spirit of the expectant adventurers in their quest of a regenerated world. But (alas, that fatal but!), in a very short time all were ready to command, and no one willing to obey. Orders might be given, but there was no power to secure obedience, and long ere the *Royal Tar* reached her destination there was a seething mass of discontent and disorder on board. However, the party took possession of the allotted territory, but the spirit that animated the new party in its early ambition failed completely when confronted with the inevitable hardships and disappointments that ever confronted the pioneers. Disaster seemed to follow fast and follow faster, and ruin stared them in the face. The scene was changed to another settlement at Cosme, but all in vain. The party realised that the new Utopia had eluded their grasp, and that "the best laid schemes of mice and men gang aft agley." Lane returned to New Zealand a disappointed man. He still maintained the truth of his doctrine, but was forced to admit, however, unwillingly, that he had failed to allow for the weakness of human nature. After several years' service as editor of the *New Zealand Herald* he died at the age of 56 in Auckland, New Zealand, in the year 1917. The *Royal Tar* also returned to Australian waters, and after many vicissitudes was finally wrecked on the New Zealand coast, thus ending her eventful career.

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CONCLUSION.

FOREIGN BODY IN EYE This accident not infrequently occurs, and the prompt removal of the F.B. relieves the patient almost immediately; any injury to the eye is painful and distressing and it requires careful handling. The foreign bodies usually consist of dust or small insects, and they can be easily removed when beneath the lower lid by drawing this well down with the finger and extracting the article with the point of a soft handkerchief which has been wetted; if just under the edge of the upper lid the object may be got rid of by drawing the upper lid well down over the lower and then slowly opening the eye; the body will probably be caught in the lashes and can be picked off. If these simple measures should fail, the upper lid must be inverted and its whole under surface exposed: be particularly careful during this operation; seat the patient with his head against the operator who is standing behind, take a wooden match or something about the same size, lay it gently along the outside of the lid and its upper part, catch hold of the eye lashes from the middle of the lid with the finger and thumb of the disengaged hand and quickly draw it first forwards and then upwards, folding it over the match. The F.B. may now be easily and gently removed. Any discomfort due to the small wound may be relieved by placing a drop or two of castor or other simple oil in the eye; it should be dropped on the turned out lower lid and allowed to run over the surface of the eye. At times violent blowing of the nose will dislodge the F.B. A point worth remembering is that the eyes are controlled by the Sympathetic Nerve, and careless handling whilst removing the F.B. may seriously injure the eye and cause total blindness; always remember that injury to one eye endangers the sight of the other.

SUNSTROKE. This usually follows from direct exposure to the sun, as the name implies, and it is ushered in by faintness and exhaustion, or by acute headache, nausea and vomiting; other symptoms are dimness of sight, giddiness, feeble pulse,

shallow (or short) breathing, reduced temper. etc. If any or all of these signs are apparent it may be deemed the patient has been "heat struck." It is expedient that he be taken to a cool, airy, shaded place (by no means a tent, as all know who have camped that tents are not conducive to coolness), all tight clothing around the throat or chest should be loosened, in fact it will do no harm to strip the patient to the waist (never mind any draughts) and liberally splash water over the chest and head; the 880 deg. here comes in handy again, the bottle being passed to and fro under the nose of the patient but a few inches from the nasal organ, as its strength may prove distressing if administered at too close quarters; continue the cold water and it should prove effective, or at least ease the patient until medical advice is sought.

IMMERSION (APPARENTLY DROWNED). Usually Surf Clubs on the beaches are well able to handle the apparently drowned, but it would be as well to explain at least one method of treatment that is simply followed, and if carried out implicitly, should be effective. There are several known methods, each with its particular adherents, personally I prefer the Schafer Method.

If breathing appears to have ceased place the patient face downwards on the ground with the arms drawn forward and the face turned to the side; without stopping to remove any clothing commence artificial respiration. To effect this put yourself astride, or on one side of the patient's body, in a kneeling or squatting position (kneeling preferably), facing the head. Place the hands flat on the small of the patient's back, with the thumbs parallel and nearly touching, and the fingers spread out over the lowest rib, lean forward with the arm straight and steadily allow the weight of the body to fall on the wrist, and so produce a firm, downward pressure, which must not be violent, on the loins and the lower part of the back. This part of the operation should occupy the time necessary to count—slowly—"one, two, three." By this means the air (and water, if there be any)

is driven out of the patient's lungs. Water and slime from the air passages may also run out. Immediately after making the downward pressure swing backwards so as to relax the pressure, and allow air to enter the lungs. Do not lift the hands from the patient's body. This part of the operation should occupy the time necessary to count slowly—"one, two." Repeat this forward and backward movement (pressure and relaxation of pressure) 12 or 15 times a minute, without any marked pause between the movements. Whilst the operator is carrying out artificial respiration, others may, if there be opportunity, busy themselves with applying hot flannels, hot bottles &c., between the thighs and to the arms and feet, or promote circulation by friction, but no attempt should be made to remove wet clothing, or to give restoratives through the mouth till natural breathing has been induced. When this has taken place allow the patient to lie on the right side and apply friction over the surface of the body by using handkerchiefs, flannels, &c., rubbing the legs, arms and body, all towards the heart, and continue after the patient has been wrapped in blankets or dry clothing. As soon as possible after complete recovery of respiration remove the patient to the nearest shelter. On restoration, and if power of swallowing has returned, small quantities of warm coffee, tea, milk, wine, &c., may be given. Encourage patient to sleep, but watch carefully for some time and allow free circulation of air around the patient.

SUNBURN. Only those who have suffered from severe Sunburn have any idea of its seriousness; I have known many cases where the patient has been confined to bed or hospital for many weeks

after having been exposed to the fierce rays: some folk are unfortunate enough to be "thin skinned" (I do not mean in the sense that it is usually applied)—their outside skin (Epidermis) is particularly thin and they are, of course, more susceptible to burn easily. A day in a bathing costume might have serious results for such folk unless they are precautionary; the lower extremities particularly are likely to be affected, they blister badly and the patient is in pain. There is only one advice for cases of this nature, and that is to send for the doctor and in the meantime treat it as severe burn.

Seeing that timed foods play no mean part in camp life a word or two on Ptomaine Poisoning might be helpful. The symptoms usually assert themselves quickly (severe stomachial pains, headache, convulsions) and in prompt action lies the alleviation. The administration of emetics being necessary—a tablespoonful of mustard or two tablespoonfuls of common salt to a tumblerful of water are calculated to disagree with the stomach of any ordinary individual and cause the necessary retching, and should one dose of either fail then give another. At times the finger or a feather thrust down the throat may also induce vomiting. There is no time for choice of emetics, therefore, use the first at hand.

I have endeavoured to explain in this article what should be done in cases of emergency and hints as may be safely employed until medical advice is obtained, in the hope that it may be grasped intelligently and its application wherever possible be the means of, at least, giving relief to those unfortunate enough to meet with any of the accidents I have dealt with.

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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, Dalry St., Sydney.

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

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

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THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its objects are—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our Trade and Empire, but also with the object of securing British prestige on every sea and in every part of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary Insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can guarantee National and Imperial Security.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that "The Existence of the Empire, with the liberty and prosperity of its peoples, No Less Depends on the Merchant Service which, under the Sure Shield of the Royal Navy, welds us into one Imperial Whole."
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self respect in the spirit of their Motto—
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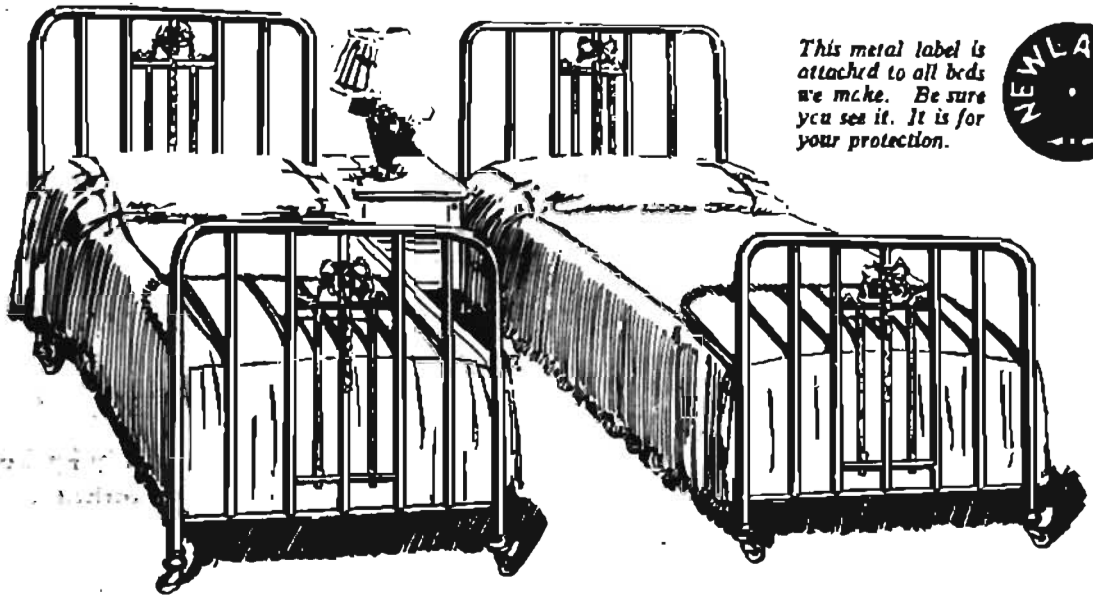
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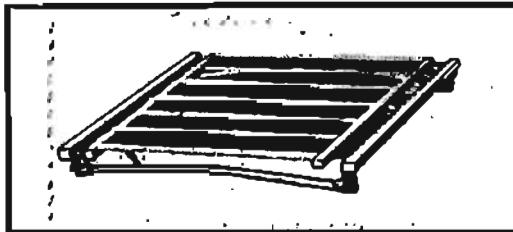
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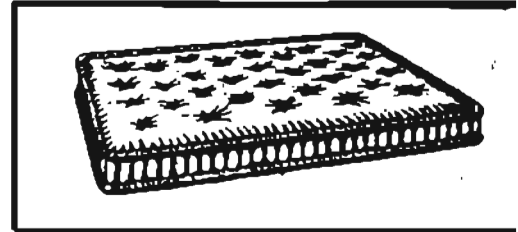
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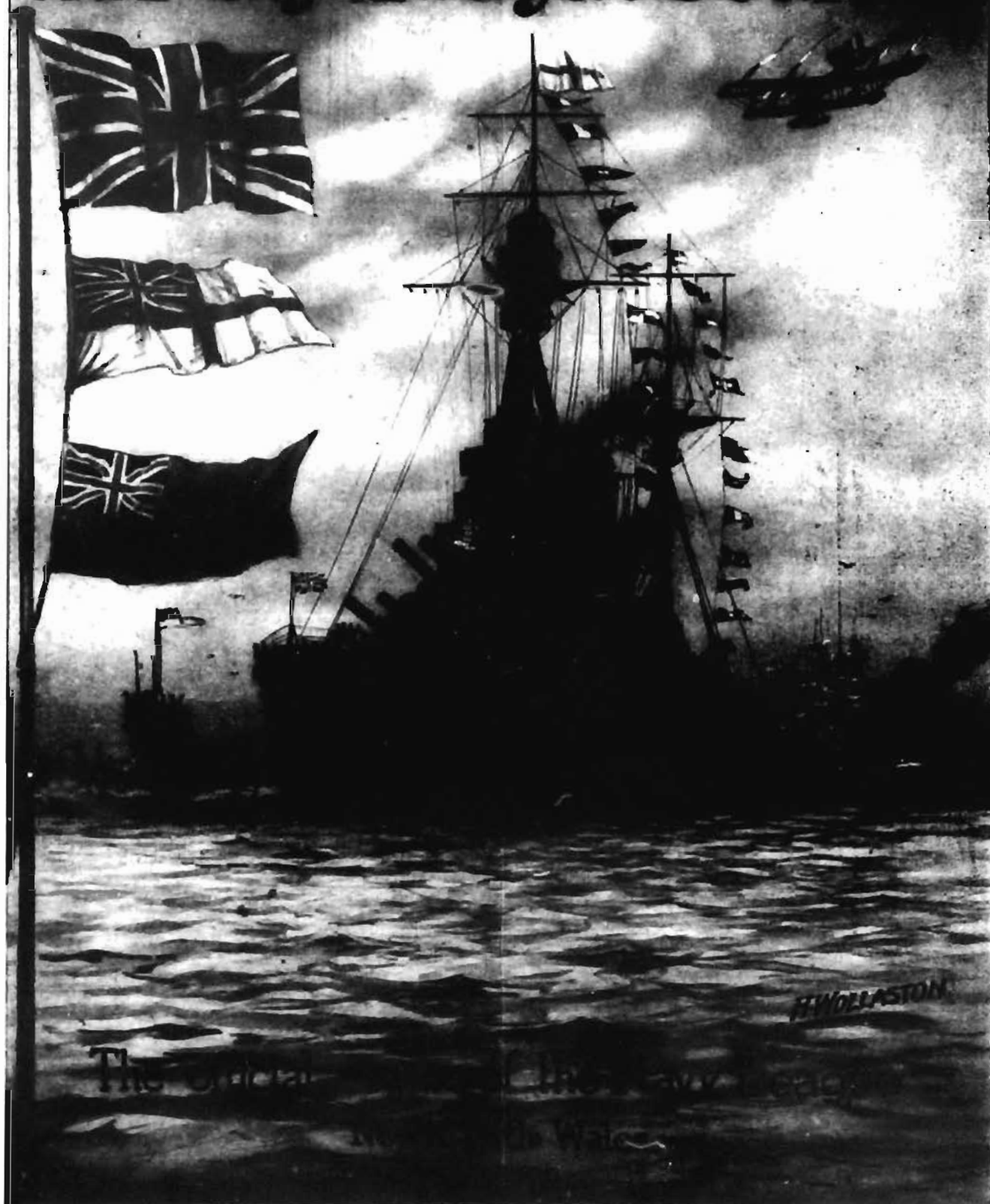
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SYDNEY, JUNE, 1927.

PRICE 3d.

The Last of the Tingira.

DURING the month will see the passing away of H.M.A.S. Tingira as an institution in the Royal Australian Navy. Her career in the service as the mother-ship of boys, wherein they were wont to commence their naval training and life, has been an honourable one; and many an "old boy" will feel a pang of regret on realising that her sphere of usefulness in this direction is terminated.

Aside from purely sentimental reasons all who are in touch with the Navy must now realise in full measure the effect of ministerial action in curtailing the period of training for boys entering the Service. With the substitution of a high entry age for that of a boy just leaving school the powers that be are experimenting, we submit, with a principle which calls for no such experimentation. On authority we reiterate that boy training, commencing at a comparatively early age, has proved itself the most efficient, and in the long run, the cheapest channel of supply for the personnel of the Imperial navies. Moreover, the increasing intricacies of the modern fighting sea machine demand a much more close adherence to the early entrance

system than of yore. It is difficult to see why this tried and tested system should so arbitrarily go by the board. The reason given is that of economy, coupled with the hope that the alteration will only be a temporary necessity.

Economy is not just a question of receipts and expenditure and their adjustment; surely it connotes the judicious choice in matters of spending—the most needful items being ear-marked first.

With all respect, we ask: Is not an efficient personnel as important as the ship manned? Is not the soldier as important as his rifle? An efficient service must ever aim at correlating the human and mechanical factors and arriving at maximum equilibrium.

The secondary consideration as to a ship or shore establishment should not be allowed to cloud the main issue—that of boy training itself, irrespective of its locale and atmosphere.

We are sorry to bid good-bye to the "Tingira," but we are more than sorry to see the complete cessation of training our boys for a sea career in the navy.



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Australia Must Be Prepared.

(By E. George Marks, Author "Napoleon and the War" (Two Vols.), "How Foch Makes War," "Merrill and Democracy,"
"Watch the Pacific," and the words of the National Ode, "Dawn of the Capital.")

(In this forceful article E. George Marks, the well-known writer on Australian defence problems and the Author of "Watch the Pacific" condemns the attitude of Labor with regard to the Abolition of Compulsory Training and demonstrates the danger of such a policy.)

MAY 9, 1927, constitutes a memorable epoch in the history of this island Continent; on that date was inaugurated at Canberra the new National Capital of the Commonwealth.

Many years must necessarily elapse before the infant Capital attains the proportions of a great city. During the infancy of our new-born Capital it will require the protective influence of our land and sea forces. No Capital yet inaugurated has ever survived its infancy without the protective influence of naval and military equipments.

Whilst the festivities were still in progress at Canberra an important body of Labour representatives assembled in congress to formulate certain proposals and inculcate certain ideals. But was it not an extraordinary anomaly while assembled in Federal Territory, and at the very christening of the infant Capital, for this congress of Labour to have the temerity to declare against the compulsory training of the youths of Australia?

Was there ever such a lack of ordinary foresight and sagacity?

How is the infant Capital to attain maturity if it is to be left unguarded by sea and land?

That is what is proposed in plain and unadorned language by Labour's representatives.

In view of the historical occasion, and also in view of the great prestige which accrued to Canberra because of the King's son his Royal High-

ness the Duke of York and his Royal spouse, the Duchess of York, being present, that fact alone should have inspired that assemblage of Labour's representatives to give to the nation some high ideal worthy of so momentous an occasion instead of severing one of the National arteries—compulsory military training—by the ruthless suggestion that the training of our youths should be abandoned.

It has often been the boast of Labour's advocates in the Commonwealth that Australia for them and their party is the chief and primary consideration, which declaration involves the natural corollary that it should be retained for Australian inhabitants.

UPROOTING A PRINCIPLE.

Is not Labour's declaration for the uprooting of the principle of compulsory training by land and sea an absolute negation of their doctrine that Australia must be for the Australians?

Australia can only be for the Australians of future generations through the direct instrumentality of adequate land and sea forces, based upon the necessary and reasonable system of compulsory military training of our youths.

Was not the compulsory military training of Australia's youth and the attendant physical athleticism engendered thereby the primary factor in creating the incomparable breed of the Anzac soldier whom Marshall Foch declared saved the Channel ports by their valor at Villers Bretonneux?



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The marvellous prestige which these Anzac soldiers bequeathed to Australia can only be maintained by their replacement by Australian youths trained on the same early compulsory military principles that they were.

It is inconceivable that any body of Australians could make a serious pronouncement that compulsory training should be abolished in view of the fact that the great Pacific Ocean, of which we form a vital link, is inhabited by seething millions of Asiatics against whom the Commonwealth has erected barriers of exclusion.

JAPAN MUST COME SOUTH.

The great and enlightened Empire of Japan, with its 70,000,000 people compressed into an area one-half the size of the Northern Territory, increases its natural population each year by no less than 800,000!

It is conceded by the world's publicists, statesmen, and diplomatists that within a very short period Japan will be unable to feed her surplus population, and that she must inevitably go South to find an outlet for her great aggregation of human beings.

The hand of the white man is clenched menacingly against Japan—in the United States, in the Hawaiian Islands, in Samoa, in Panama, to a large extent in Northern and Southern Manchuria, and in the Commonwealth of Australia.

This barrier of exclusiveness and the drawing of the color line is considered by Japanese statesmen as an affront of the first magnitude to a nation which not many years ago was considered to be of sufficiently high standard to be the ally of the world's foremost sea power.

STRATEGIC ISLANDS.

At the Congress of Versailles, after the Great War had concluded, the Japanese were given, under the mandate of the League of Nations, the great Strategic Islands of the mid-Pacific—the Marshalls, the Carolines, the Ladrões, and the Pelew Islands—athwart our trade routes.

Not long subsequent to the strategic bases being transferred to Japan the British Admiralty awakened to the fact that a prodigious blunder had been perpetrated, and to counteract it the great Singapore base project was mooted.

Since the Washington Conference for the reduction of naval armaments Japan has continued to construct many fast light cruisers, submarines, with great cruising capacity, and auxiliary craft of miscellaneous nature, together with the most up-to-date aerial machines of war.

At the present moment there are indications of serious upheavals in the far East. Such upheavals contain serious menaces to Australia in view of the fact that they may develop ultimately into a fierce and sanguinary conflict between the white and colored races of the Pacific for the hegemony of the great ocean.

SINGAPORE BASE.

President Coolidge has suggested another conference for the reduction of naval armaments; but Japan is making a supreme effort to have placed on the agenda paper a motion that in the event of there being a further reduction of naval armaments that the Singapore project shall be abandoned.

The foregoing facts must have been known to the Canberra Labour Conference when it deliberately and ruthlessly proposed that the infant Capital should be stripped bare of any form of naval or land defence, and that it should be in its defenceless state offered as a prize to the most enterprising Asiatic people whom we have affronted by our White Australia policy.

The great incongruity in the declaration of the Canberra Labor Conference against all forms of naval and military training is that Labor's foremost ideal is White Australia.

If any of the sages of the Canberra Labor Conference can enlighten Australians as to how the White Australia ideal is to be perpetuated without adequate land and sea defence, then it will be a refreshing revelation.

TRANSFERRING OUR HERITAGE.

These financial no-defence advocates are bartering away the heritage of our infant Capital and this great Island Continent by proposing in what in themselves suggest the transference of our heritage as white citizens to that of the colored race who may dominate the Pacific and all through an insane policy of no-defence.



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Without adequate defence by land and sea Labor's ideal of White Australia must be dissipated in the smoke of conquering Asiatic cruisers and the ruthless bombardment of our defenceless coastal towns and cities.

Those who advocate a no-defence policy for Australia—and especially the abandonment of the compulsory training of our youths, with its consequent physical development—are recreant to the best interests of this young country and are unworthy the name of Australians.

Famous Raider to have new Engines.

(FRANK C. HOWEN).

Messrs. Elder and Fryles have decided to install in their steamer *BRISFIELD* the Bauer-Wach system of combining reciprocating engines with turbines. By the change it is expected that the vessel's speed will be accelerated by at least a knot which, to a ship employed in the fruit trade, is a very important matter. There is more than passing interest in the news when it is remembered that, under the name *BRISFIELD*, so suggestive of a ramble in the country, the now peaceful fruit trader hides her identity as the famous German commerce raider *Moxwa*. A single screw steamer of 4,722 tons she was built in the Tecklenborg yard of V. Loeiz, the well-known sailing ship owner of Hamburg, and was launched in 1914 as the *Pungo*. At the time she was the only steamer F. Loeiz owned. During the winter of 1915-16, as the auxiliary cruiser *Moxwa*, heavily armed and fitted with two torpedo tubes, she slipped out of Kiel and, eluding the vigilance of the British blockading ships, made her way to the Atlantic where, in command of Count Zu Dohna-Schlodien, she played havoc with British and Allied shipping. On her way to her hunting ground she laid a minefield across the western entrance to the Penland Firth, a direct result of which was the loss of H.M.S. *KING EDWARD VII*. She was also credited with the laying of another minefield outside Rochelle. Among her captures were the British steamers *APPAM*, *CLAN MACTAVISH*, *OTAKI*, *HORACK* and *WESTBURN*. Both the *CLAN* ship and the *OTAKI* put up a gallant fight against heavy odds, for which the German commander bore the survivors no ill will. Many other ships fell to the wiles of *Moxwa* before she returned to Germany in March, 1916, having again succeeded in circumventing the British blockading ships. It is pleasing to remember that, as far as circumstances would permit, the prisoners taken by her were treated with humanity.

Copy Extract from "The Star," Johannesburg, Transvaal, March 22nd, 1927.

Navy League Appeal to Rotarians.

Union Defence Problem.

Johannesburg business men listened to a dissertation on the purpose of the South African Navy League, by Mr. C. S. Steil, Vice-President of the League's Transvaal branch, and Hon. Treasurer of the national body, when he addressed the members of the Johannesburg Rotary Club at their weekly luncheon at the Carlton Hotel to-day.

Capetown, he said, wanted a 5,000 ton cruiser, but the time, he thought, was not ripe for such an acquisition; there was not the correct feeling nor the financial resources in the country. Meantime the League was training youths from the age of 12½ years. It was difficult to get boys of that age to say definitely whether they wanted to join the sea service, but the boys were so asked at the age of 14 years.

The trade of South Africa was being extended quickly and it called for protection. The country should be protected by sea as well as by land. A small boat of the Japanese Navy could play havoc at any of the South African ports. That should be rendered impossible. Instead of getting a cruiser South Africa should give a better contribution to the Imperial Navy. "We look to you for protection and support," and it would be forthcoming, even as it was now.

Mr. Steil took the Government to task for refusing to supply free railway warrants to Navy League boys. The work that the League was doing, he contended, was deserving of support from the State and people. From Johannesburg people the League had had a small response. Like the Rotary Club the League existed for service for others.

Mr. J. Hungerford, Treasurer of the Boy Scouts' Association, said that the League deserved great credit for its work in the Transvaal, because the province was so far from the sea.

Mr. Kenneth Young, President of the Capetown Rotary Club, appealed for support by personal attendance at the first annual district conference of South African Rotary Clubs, which was to be held at Capetown from April 4 to 13.

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Naval Notes from Europe.

(By a Special Correspondent)

AMUSCADE, Yarrow's new destroyer, during her full-power trials, averaged 37 knots.

ROPERY is to be under the command of Captain H. K. Kitson, a torpedo specialist. The Commander is also in that branch.

The Admiralty refused the application of warrant officers to have their retiring age for pension reduced from 55 to 50.

The two mine-sweepers ordered in this year's programme are the first steps towards replacing war built vessels which it would not pay to repair.

COURAGEOUS is expected to be ready as an aircraft carrier during the financial year, but her sister GLORIOUS will not be completed till 1929.

The applications of foreign film producers to use British warships for their purposes have been refused by the Admiralty.

The Duke of Montrose has been succeeded by Commander W. Mitchell Small as commander of the East Scottish division of the R.N.V.R., and as Commodore of the R.N.V.R. by Capt. H. King, M.P.

Rear-Admiral Alfred Pound has succeeded to the post of Assistant-Chief of the Naval Staff, rendered vacant by the appointment of Rear-Admiral F. C. Dreyer, to the command of the Battle Cruiser Squadron.

The Goodenough Memorial prize has been awarded to Lieut. J. D. M. Robinson.

CUMBERLAND the first of the cruisers under the Washington Agreement, will be completed in June.

The German battleship SCHLESWIG-HOLSTEIN, built in 1906 and recently reconstructed, with the cruisers NYMPHE and AMAZON, is making a cruise to the Azores, Canaries and Portugal.

KARLSRUHE, a sister to the new EMDEN will shortly be launched.

Italy has laid down two 2,000-ton Boilla leaders.

Rear-Admiral Piro in the DUQUAY TROUIN will be in command of the French squadron of 3 cruisers, 3 Boilla leaders, and 3 destroyers, which will visit Portsmouth.

PANTHER, the German warship which nearly precipitated war at Agadir in 1910, is being scrapped.

Largely due to the Washington Agreement, Japanese naval economies have resulted in a net saving of £20,000,000.

In the debate on the Navy Estimates an interchange of naval and mercantile marine officers was recommended.

Captain W. G. C. Maxwell has been succeeded in command of CERES by Captain A. J. Landon.

Paymaster-Commander Francis W. Walshe has succeeded the late T. H. Sabine Osley as Secretary to the Royal Yacht Squadron.

Four new China river gunboats have been shipped to Hongkong, in sections.

As the ideal capital ship of the future, Admiral Mark Kerr advocates the big aircraft carrier supported by submarines, cruisers, and destroyers.

Rear-Admiral G. J. Todd, D.S.O., has died.

Engineer Rear-Admiral W. M. Whayman has been succeeded as Deputy Engineer-in-Chief of the Fleet by Engineer-Captain W. R. Parnall.

At a cost of £650,000 Canada is to replace her two obsolete destroyers PATRICIAN and PATRIOT, built in 1916, by two new craft.

The French submarine MARIOTTE, sunk at the Dardanelles in 1915, has been raised.

The staff of the Admiralty Registry will deal with all future prize awards, the Accountant's Department of the Prize Court having been closed.

Bias Bay, the notorious Chinese pirate stronghold, has been obliterated by landing parties from British warships.

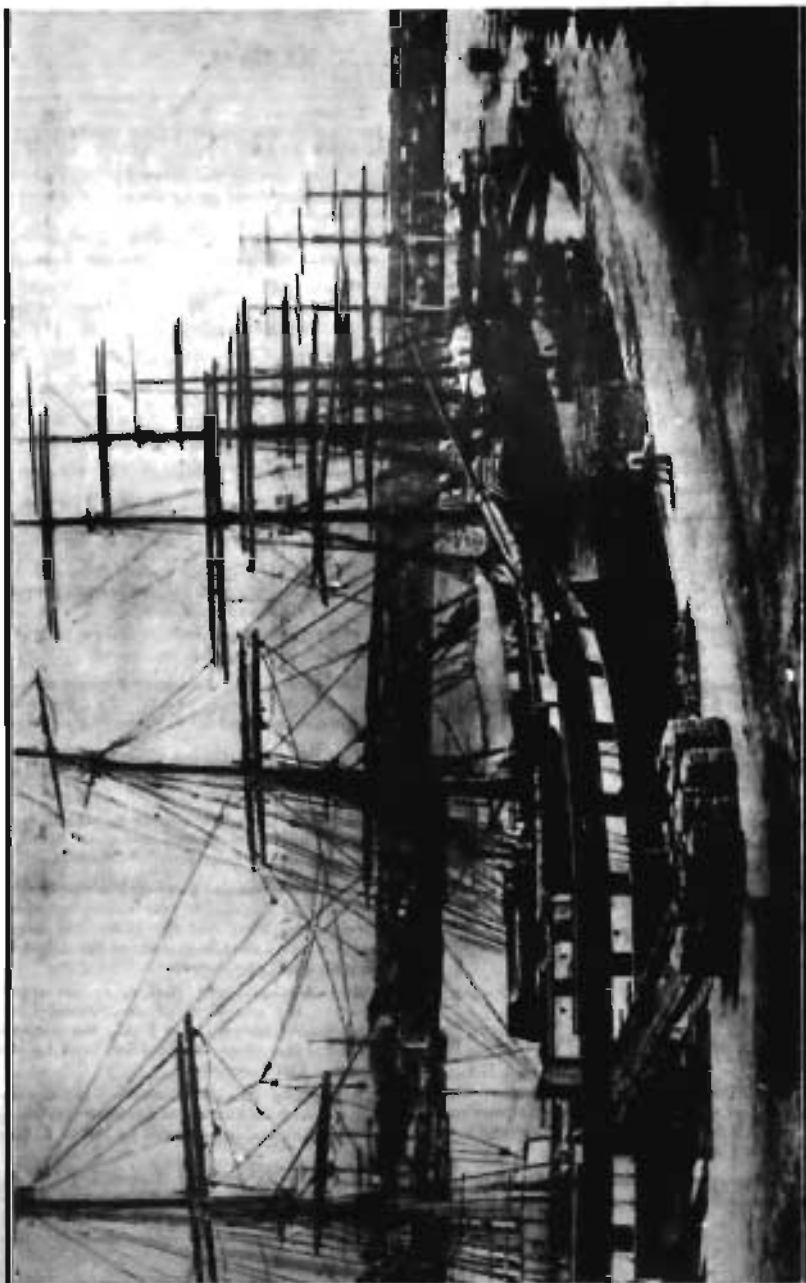
Mr. G. A. Bassett has been appointed Senior-Constructor at Devonport, and has been succeeded at Chatham by Mr. J. E. Mathias.

Although under the patronage of the King and the Duke of Connaught, the boxing tournament between the Navy and the Household Brigade, which was to have taken place at the Albert Hall on 20th April, was vetoed.

Rear-Admiral Frank Larken, on his appointment to the command of the Second Cruiser Squadron of the Atlantic Fleet, was succeeded as Naval Secretary to the First Lord by Rear-Admiral Eric Fullerton.

Mr. Philip Palmer, on reaching the age limit, has retired from the post of Constructive Manager at Chatham, and is succeeded by Mr. C. E. Good-year.

Lieut. W. Driscoll and Warrant-Engineer P. E. Gregory have been awarded Greenwich Hospital pensions of £30 and £35 respectively.



Clustering round the quay-side are the smart, stately sailing ships of yesterday. Compared with the rush and bustle of today it makes a peaceful picture full of romance and colour in the day of sail.

NAVAL NOTES—Continued.

On Sunday, the 24th April, survivors of the Zeebrugge raid, marched from the Veterans' Club, Holborn, to the Embankment, and attended a service on board H.M.S. *PRESIDENT*.

Vice-Admiral Sir Michael Hodges has been appointed a Lord Commissioner of the Admiralty and Chief of Naval Personnel, vice Sir Hubert Brand, who has gone aboard.

Naval Canteen Service profits to the amount of £13,000 will benefit naval charities as decided by the lower deck. If the Admiralty's suggestion is acted on most of the money will go to the Royal Naval Benevolent Trust.

Plymouth, when it holds its 'Civic Week' this year in July, will be doubly attractive by the presence of the third Battle Squadron and the Second Cruiser Squadron.

Lieut.-Commander Colin Meyers, arrested on a charge of misappropriating the plans of submarines *X.1* and *ONERON*, after being thrice remanded by the Bow-street magistrates without bail, has been committed for trial in custody. The trial, like the later Police Court proceedings, will be conducted in camera.

Navy League Cadets at Sea.

Master Ronald Gaul, well-known as C.P.O. of the Balmain Company for some years and one of the first to join the Navy League Sea Cadets on its formation, has seen a lot of the world since he joined the Mercantile Marine; the latest advice is that he has returned from Alaska, is on his way to India and from thence to England; he hopes to return to Australia before the end of the year.

Master Owen Evans, another old Balmain cadet, is still on board the Singapore steamer, "*Marella*," and gives promise of making a splendid officer. The reports of Capt. Mortimer speak highly of him.

The New Capital Ships.

(FRANK C. BOWEN)

When the Admiralty published details of the new battleships *NELSON* and *RODNEY* with the current naval estimates there was one point on which they were conspicuously and carefully silent. No mention was made of the torpedo armament of the new ships.

There has been a good deal of tendency, both at home and abroad, to prophesy that they will be built without torpedo tubes altogether, the fact that torpedo warfare during the Great War was left entirely in the hands of small craft and light cruisers being quoted to support the contention that the big ship has no real use for torpedoes. This contention would apparently be supported by the fact that all the naval powers are showing a greatly decreased enthusiasm on torpedoes for big ships.

The appointments that have already been made to H.M.S. *RODNEY* however do not bear out this view at all, but suggest that the new ships will be particularly well equipped with torpedo tubes. Captain H. K. Kitson, who is to be in command, has a very distinguished torpedo record and at one time had charge of the torpedo school ship *VERNON*.

His right hand has now been appointed in the person of Commander F. R. Barry, and he also is a torpedo specialist who has had a lot of experience in the submarine service, and who was squadron torpedo officer in H.M.S. *HOOD* when the Special Service Squadron went round the world.

Admitted that the modern torpedo specialist has to deal with many things besides torpedoes, still the appointment of two men with such high reputations in that particular branch of the service suggests that the new ships will be very well supplied in this direction. The fact that battleships made practically no use of their torpedoes in the war may be over-riden by the fact that the British Navy has improved its torpedo material out of all recognition since the Armistice.

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British Destroyer Construction.

(FRANK C. BOWEN)

It is a very great feather in the cap of British shipbuilding in general, and of Messrs. Thornycroft in particular, that the Chilean Government has decided to contract with that yard for the construction of the six flotilla leaders which are to be built at once, ships that will be the finest vessels of their type to be found anywhere in the world.

The Chilean Navy has always been very up-to-date in every particular, relying on the British Navy for its general ideas and its training, and it is only right that they should come to a country to whom their fleet owes so much. On the other hand there must have been very great temptation to take the apparently easier and probably cheaper course, for in addition to the round dozen British yards which tendered for the contract there were two French establishments, no less than three Italian, one Spanish and one Dutch.

The entry of the Spanish yards into competition of this sort is surprising, for it is not so many years ago since the war between Spain and the United States and on that occasion the entire Spanish fleet was foreign built. Their yards have of course received a considerable fillip by the war prosperity that accrued to a neutral. The Dutch have turned out some fine ships but their work is terribly slow and even for their own Navy they have had to come to British establishments for their designs, the latest destroyers of the *Everton* type having come from Messrs. Yarrow's drawing office.

But Thornycrofts are known all the world over and are in a position to do their own work from first to last. Shortly before the war the Admiralty decided to standardise destroyer design and drew up the plans in Whitehall, after having allowed the destroyer builders to furnish their own plans ever since the type had been brought in. During the war, however, Messrs. Thornycroft and Messrs. Yarrow were permitted to supply ships built to a their own design on the specification of the Admiralty and these ships were conspicuously successful, generally beating the Admiralty-designed destroyers.

This principle has been followed still more in the only two destroyers that have been added to the Royal Navy since the Armistice, the Thornycroft-built *AMAZON* and the Yarrow-built *AMBUSCADE*. There is not the least doubt that the success of these two ships has been very largely instrumental in bringing the Chilean order to Great Britain, and it is most sincerely to be hoped that it will bring the Argentine and many other foreign orders in the near future.

These two ships differ very radically in their design and each shows the particular leanings of their builders. The *AMAZON* has a rather higher displacement than the *AMBUSCADE* but they are both among the fastest sea-going men-of-war in the whole world and the fact that the *AMAZON* did 37.96 knots on trial instead of the designed 37 has made a profound impression among foreign naval authorities.

"ANSWERS" COLUMN

Frank C. Bowen, Esq., our London correspondent, has kindly placed his services at the disposal of readers of the N.S.W. Navy League Journal in the matter of answering any questions relative to naval matters, ships, history, etc.

Readers availing themselves of this service will ordinarily be committed to no expense. If, however, the question or questions raised entail a very big search, before such is carried out it must be understood that the enquirer will defray the usual research fees.

The answers will appear from time to time in a special column allocated to them JOURNAL.

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A Great Explorer.

THERE is nothing authentic known of Henry Hudson, the maritime explorer, save the last four years of his life which period covered his four great voyages.

Two were made on behalf of the Muscovy Company in 1607 and 1608 respectively, in which was attempted the discovery of a north-east passage to far Cathay, the China of to-day.

Unsuccessful in his main objective he, nevertheless, returned home with much valuable information, the outstanding result being the establishment of rich whale fisheries at Spitzbergen operated thenceforth by English interests.

The following year Hudson entered into the service of the Dutch, undertaking a voyage for the Dutch East India Company. He again set out to find the North East passage; but, on failing to find a sea route, turned west and explored the Eastern coast of North America, and proceeded up the Hudson River.

Returning on his way to Holland he was detained in England and peremptorily bidden not to leave except on the service of his own country.

In the spring of 1610 Hudson set out on his last voyage, backed by a small company of merchant adventurers, who fitted him out with a ship of 55 tons burthen, christened the Discovery. This time he made for the north-west, seeking the ever-baffling sea route to China from the north. His course took him through the Davis Strait, and soon he entered the great inland bight known since as Hudson Bay, along whose eastern shores he coasted until he was ice bound and compelled to take to winter quarters.

During the long winter the party suffered severe privations and were forced to ration the food supply very sparingly. Owing to discontent accentuated by the trying circumstances the crew mutinied soon after the voyage was re-commenced. The upshot was that Hudson with his young son and several loyal seamen were abandoned in an open boat and left to starvation and exposure mid the ice-fields.

The delinquents on arrival in England were duly punished for their murderous conduct, and

nothing more was seen or heard of the abandoned men. Six decades afterward the Hudson Bay Company was formed, spurred on by the information that the Discovery was able to bring home. This Company has played a great part in the development and early history of the Dominion of Canada—so that it is to Hudson that we must give honour when we reflect on the origins of this great British dominion.

Hudson blazed no new trails; the great northern seas and straits had been visited by earlier adventurers. But his special contribution was the making of what was then hazy, clear; showing the limits of Hudson Bay on the east and south, and his successful cruise up the Hudson River. It is, therefore, fit that his name has been perpetuated geographically and his memory revered by after generations.

The Union Jack.

The manner of the compilation of the Union Jack is known—or should be known—to every schoolboy. In 1605, after England and Scotland were united under King James, a Royal Ordinance decreed that the national flags of England (the red cross of St. George on a square white ground) should be combined in one flag. The result was a square flag very like the present Union Jack, but without the red St. Patrick's Cross (which runs from corner to corner). Charles I., in 1635, forbade any but Royal ships to carry the Union flag, all merchantmen carrying, according to nationality, the cross of St. George or the Cross of St. Andrew. In 1707, Queen Anne decreed that merchantmen should fly a red flag with the Union flag in the upper corner next the staff. In 1801, the flag was revised, put into oblong shape, the red cross of St. Patrick was added (being superimposed on the white cross of St. Andrew), and the present Union Jack is the result.

The name "Union Jack" was first used in the reign of Queen Anne. According to W. J. Gordon, the careful author of "Flags of the World," it derived its name "from the upright spar from which it is flown on a ship's bowsprit or bow, as distinguishing it from St. George's Jack, flown from a similar spar in a similar position, which it replaced at the accession of James I. A great deal of print was wasted in endeavouring to persuade people that it got its name of Jack from Jacques, the French for James, but this laboured derivation was blown to the winds when the yachtsman asked the antiquary "how about the jacksyarder?" and inquiry showed that Howard's ships in the Armada battles are described as carrying a "jack" on the jacksstaff, their jack being but a small edition of the red cross of St. George."

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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. BUCKLAND
Hon. Secretary Mr. J. SPARR
NORTHSYDNEY—Officer-in-Charge Mr. W. L. HAMMILL
Hon. Secretary Mr. F. L. HEDDLE
LANE COVE—Officer-in-Charge Mr. H. BOWENSTILL
Hon. Secretary Mr. F. L. HEDDLE
OOOGEE-CLOVELLY—Officer-in-Charge Mr. S. STONE
Hon. Sec. Mr. J. E. MILLER
MOSMAN BAY—Officer-in-Charge Mr. G. E. DERRINGTON
Hon. Secretary Mr. T. V. ROBERTS

DRUMMOYNE—Officer-in-Charge Mr. J. HENNES
Hon. Secretary Mr. A. WALKER
RICHMOND—Officer-in-Charge Mr. G. KYNCK
Hon. Secretary Mr. J. S. ANTILL
BONDI-ROSE BAY—Officer-in-Charge Mr. S. J. WOPKINS
BIRCHGROVE—Officer-in-Charge Mr. S. DODDIE
Hon. Secretary Mr. W. L. MURRAY
MIDDLE HARBOUR—Officer-in-Charge Mr. W. S. WILBY

Forthcoming Races.

The McMaster Cup race is to be pulled at Drummoyne on Saturday, 25th June. As of yore, Drummoyne depot will be the headquarters for this function. All crews entering are now in the full swing of training, and there is no doubt that the trophy will be hotly contested.

The handicaps have not been published yet, but a meeting of officers will be sitting to settle these. No doubt many Companies will be anxiously awaiting this information.

In August—on the last Saturday of the month—the Cochrane Shield will again be competed for. After this event racing will close down until the Summer months are with us once more; and the aim in future will be to hold our racing only during the Summer time.

It is interesting to note that both these trophies are at present in the proud possession of Drummoyne Sub-branch.

NORTH SYDNEY

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

A very successful meeting was held at the depot on the 20th May, with a view to new members becoming acquainted with the older members of the Sub-branch committee.

A meeting was also convened for the 24th May, and was well attended. The business of the evening was chiefly to appoint office-bearers to the committee. It was decided and approved by all those present to hold a pot pourri dance at the Warringah Hall, Neutral Bay, on a date to be fixed early in July. Mrs. Whyte, assisted by Mrs. Scowcroft, Mrs. Coleman and other ladies of the committee are giving their whole attention to the organising of this function which promises to be a

NORTH SYDNEY—CONTINUED.

successful affair. The officers and members of the newly-formed sub-branch committee are as follows:—Miss Francis Glasson, Miss Hansford, Mrs. O. H. Woods, Mrs. A. Woods, Mrs. B. Whyte, Mrs. Coleman, Mrs. Scowcroft, Mrs. Prince, Miss Surtees, Mr. O. H. Woods, Mr. A. G. Milson, Mr. C. P. Bartholomew, Mr. A. Woods, Mr. Scowcroft.

The reorganising of the North Sydney Company with regard to sea cadets has during the month of May been most satisfactory, especially in connection with recruiting efforts which have been made by the O.C.

Cadet Coleman represented the Company at the Canberra celebrations. He travelled by car in company with the manager of the Union De Lux Theatre, Ridge street, North Sydney.

An excellent inter-Company soccer match was played at St. Leonard's Park on Saturday afternoon, 28th May, between Middle Harbour and North Sydney Companies, the game finishing in a draw. Middle Harbour scored in the first half, but North Sydney Company's team picked up well in the second half. The game was undoubtedly very snappy, both sides playing an excellent and clean game. The O.C. in this regard wishes to announce that he will make an effort to secure a donation of a Cup for soccer football, to be competed for by all Navy League Sea Cadet Companies annually.

With regard to the suggested M.L. section to be attached to North Sydney depot, the O.C. hopes at an early date, to place the whole of his scheme in writing before the Executive Committee of the N.S.W. branch of the Navy League for their consideration.

We wish to place on record our thanks to Marcus Clark, Drapery and Furnishing establishment, North Sydney, for the donation of tickets for the pot pourri dance to be held at Warringah Hall in July. We also thank Mrs. Butcher for assisting several of the members of the sub-branch committee who were experiencing a little difficulty in regard to securing a hall for the dance. For the excellent organising of the last dance held in Warringah Hall we have to thank Mrs. Butcher and her many friends who so ably supported her. It is hoped that later on Mrs. Butcher will again become an active member of the ladies section of the sub-branch committee.

Progress has been made by Signal Section and Bugle Band; the latter has shown splendid form both in martial music and in regular duty calls. Should our late bugle bandmaster Mr. P. McDonald read this month's notice in the Journal will he please report to O.C. North Sydney depot as early as possible?

Office-bearers to sub-branch committee are as follows:—Mr. O. H. Woods (President), Mrs. Coleman (Vice-President), Mrs. B. Whyte (Hon. Secretary), Mr. C. P. Bartholomew (Hon. Treasurer).

BALMAIN.

(Contributed by Mr. J. Spark, Hon. Sec.)

The cadets have been quite busy since our last report. They have worked hard on the dinghy, making her an At sea boat. Also the cutter has been scraped and cleaned and is now ready for painting.

At the monthly committee meeting it was decided to arrange competitions for members of the Company. In these the P.O.'s and Leading Seamen will compete with each other, and the other competition will be for cadets only. Prizes are being given by Mr. T. Fox (our President) and Mrs. Joiner of the Ladies Welfare.

Mrs. T. Fox is giving a prize of a book to the boy having the best attendance record for three months, commencing 1st June. Mrs. Lawler, President of the Welfare, is giving the second prize in this connection.

We thank all these good friends for encouraging in such an excellent way the work done at depot.

The examination for the training prizes will be conducted by the O.C., Mr. Buckland, and so all hands will be very busy for some little time preparing for the contest.

We attended the parade at St. Andrew's Cathedral on Julland Sunday. The boys from the various Companies looked fine marching through the city with bands playing and banners unfurled.

Our Company attended a Church parade on the night of 5th June at the Methodist Mission. All were most interested in the address of Mr. McKibbin, who always takes subjects—when we attend—suitable and inspiring for boys. People in Balmain seem to take quite an interest in us during these turn-outs. Always there is a goodly crowd thronging to see the boys march away.

We went out for a sail on Monday, 6th June, with Mr. Buckland and Mr. Phillips in charge. A good day was spent in sailing as there was an excellent breeze. Mr. Buckland was giving the crew all the wrinkles in boat sailing, and a very happy and profitable day was spent. The party hauled in to lunch at Longueville, and later in the afternoon again landed and played football. Thus the King's Birthday celebration was spent!

Seven recruits joined up last month, and are a useful addition to the Company.

The joint parade of the Balmain and Birchgrove Companies has been postponed till 11th June.

DRUMMOYNE.

(Contributed by Mr. C. P. O. Cunningham)

Again we are forced to commence the report for Drummoyne depot with an apology for its non-appearance in the last issue.

Our progress for the past two months has been very fair, a good number of new recruits having joined up without any corresponding decrease in the older members.

We wish to extend to Mosman Company our heartiest congratulations on their meritorious victory in the Charles-Fairfax Banner competition. It augurs well for their future prospects and progress. Needless to say, we were disappointed with the result, but we intend to give a better account of ourselves in the next big event, namely—the McMaster Cup.

We are now directing our energies to the clearing up of the depot in preparation for the 25th June.

The Ladies' Welfare Committee have organised a dance to be held in the "Cairo," Bridge-road, Drummoyne, on June 18th, at 8 p.m. Their object is the raising of working funds for the Company. If any members of other Companies should wish to come the tickets are available at 2/5, from the O.C., Mr. Thomas, or any of the officers of the Company.

We also wish to express our appreciation of the donation of 4 cwt. of lime, kindly donated by Mr. J. C. Goodwin of Weaton-road, Rozelle.

BIRCHGROVE.

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

Our bi-monthly meeting was held on Thursday, May 16th, T. H. Silk, Esq., in the chair. About 30 members were present, apologies being received from many others owing to flu and the shocking cold weather.

Mrs. Silk also came along. It speaks well for the enthusiasm of our President and his good lady when they turn out on such a cold night and come all the way from Point Piper to Balmain to help along the Company.

Various reports came in of good service done for the unit, and all were received with vigorous acclamation.

Birchgrove can say it is still booming and blooming. Since my last notes Mr. and Mrs. R. Young, members of our Welfare, presented the Company with a large kerosene stove (complete) and a primus stove. These have already proved a great acquisition to our depot. Very many thanks, they were just what were wanted.

BIRCHGROVE—CONTINUED.

Both our cutters are up, and being painted white, following out the wishes of Headquarters, viz., boats to be painted other than grey.

At the last race the whaler's crew pulled the gunwale out of the whaler; so the Felix Club girls decided to play for a new gunwale and a top stroke. We are all doing our best to keep her together, but don't know whether she will stand another race—pulling.

Our Godmother presented a very large framed photo of King George V. for the depot—which, of course, takes pride of place on the quarter-deck.

Mr. Lamperd again has brought along some more white paint which will enable us to give our boats a coat.

On May 14th, I approached Messrs. Chapman and Sherack, motor engineers, regarding a motor for the whaler. I received a splendid answer stating they were prepared to install one of their pup motors in our whaler priced £28, or the sum of £15, to us, thus practically giving us a donation of £13. This is magnificent, and we sincerely thank those gentlemen for this great consideration towards the movement—and Birchgrove in particular. Their letter was read up at the meeting, and £3 was immediately donated by two of our members towards getting the motor put in. We feel we will not have much difficulty in raising the remaining £6. We are fortunate in having friends and helpers who show their sympathy in such a practical manner. Birchgrove was pleased to see the Companies represented on Jutland Sunday, and the Naval Comrades' Association joining up with us. The parade made a fine showing while marching to and from the Cathedral via George-street. We were all proud to have the veterans in the party, and they were just as proud to join us, and stepped out like youngsters to the strain of the brass and bugle bands. The same day Mr. Cunningham and his good lady paid a visit to our depot, and we were very glad to see them. Owing to the cold weather and the Secretary of the Felix Club being in hospital, nearly all of our workers were away, many visiting the invalid. There being a church parade on, no work was done that day—or, in fact, during the week-end. The O.C. promises that if such a thing occurs again—no work at the depot—he will take stringent measures and "sack the blooming lot."

Many of our friends will be sorry to hear that Miss Kilcoyne, the lady mentioned above, has had to undergo an operation, but the latest news is that she is now progressing favourably. Our Godmother has had a very rough spin, having been in bed for a week. This lady has been very sick indeed, but I am pleased to state that, like Miss Kilcoyne, she is on the mend.

P.S.—If we have the motor installed before the next race we will still try and pull her; and Birchgrove feels sure that if we are somewhat near the tail end of the race, the other Companies will not mind us starting the engine. Anyhow, keep your eye—the weather one—on Birchgrove. One never knows what tricks they are up to—so 'tis said.

MOSMAN.

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

On 13th May we were invited to help with the Junior Red Cross demonstration at the Town Hall. We carried out our duties as requested keeping a barrier down the centre for the Fancy Dress Parade. The Chief Justice, the Hon. Philip Street, and Mrs. Street were in attendance. The cadets were supplied with supper, and altogether spent a very enjoyable time.

During the month we have held examinations for leading seamen, twelve boys entering, with Mr. Nixey, of Middle Harbour as examiner. Seven were successful in obtaining a pass. We shall have pleasure in giving a more detailed account in the next issue.

We have taken delivery of a whaler ex Rose Bay Company, which we are intending to purchase through Headquarters. We thank Mr. Hopkins for his assistance, and we were able to have a good look round Rose Bay's new depot. We consider that he has got a very fine site, and he and his Company have got plenty of work ahead to carry out the schemes mapped out re the depot.

On Jutland Sunday we with other Companies attended Church parade to St. Andrew's Cathedral. As we were marching up from the Quay we made a fortuitous contact with Birchgrove, Balmain and Lane Cove fallen in at Martin Place with representatives of the Naval Veteran's Association. We paraded 30 boys on this occasion. On this afternoon the O.C. and three A.C.s, P.O.'s visited Birchgrove depot and were greatly impressed by its appearance. The result of the visit was that we then and there agreed that our depot must be as good, so we have got a lot to do ahead of us.

On the King's Birthday 38 boys and officers sailed our two whalers down harbour. In our sail we visited Shark Island, where we moored and had lunch. It was an excellent day marred by one little unfortunate incident, as one of our masts became sprung necessitating the boat being towed home by the launch "Dawn," of Drummoyne. We thank this craft for her timely and willingly given assistance.

We are now engaged in painting our boats in accordance with Headquarters' wishes, and are busily preparing for the boat race.



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MOSMAN—CONTINUED.

We are very pleased to record that Mr. A. Hamilton, ex North Sydney, has given his services as a junior officer to this Company.

A Ball in aid of the Company is to be given at Anzac Hall, Mosman, on the 24th June.

Well-known guests will be Miss Charles-Fairfax, who will officially present her flag to the Company, and Miss Eva Novak who has consented to adjudge the fancy dresses.

MIDDLE HARBOUR.

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

The Company during the last month has progressed very well. Although the weather was not ideal we held a camp at Clontarf, which proved quite a success. There was an attendance of 14 boys, and all voted it was great.

Recently we played North Sydney a game of soccer which was won by us, the scores being 2—1. North Sydney put up a good fight.

We are getting into good training for the McMaster Cup race, and will be painting our gig before that date.

We regret having to report that we have lost two boys by dismissal. A "Court of Honor" duly sat, and the officer-in-charge on the finding, and using his discretion, decided on the above punishment. Another boy was disgraced. It is hoped that such disciplinary measures will not be necessary in the future.

We are pleased to report that Mr. L. Forryth of North Bridge has generously consented to instruct our boys in signalling. He is in possession of a fine flag-staff, and claims will be able to make actual hoists besides using a complete equipment of signal gear.

This gentleman also has supplied us with rope with which to practice our knots and splices, and bunting for the identification shoulder badges on uniforms.

Great interest is being shown in this young Company by residents; and lately we have been offered the services of Mr. Bibby, who has been made an officer of the Company.

A social evening with an impromptu concert is to be held at Bailey's Hall, Sailor Bay-road, North-bridge, on Thursday, 30th June next. The idea is to get residents together, and by these means organise a Welfare Committee. All who are interested and will give their services in this way are welcome to come along on that evening.

ROSE BAY-BONDI.

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

The work done by the boys during the last few months has been the means of securing extra comfort and efficiency at our depot.

Elizabeth Bay is becoming a popular camping resort with a lot of the boys, who camp over the week-end, and would not miss it for anything.

Despite the intensely cold weather prevailing during the last month they turn up regularly and have a good time at nights sitting around the huge fire in the kitchen, when they are given a practical lesson in the art of making damper and scones by Petty Officer L. Wilson, who is making good use of the stove. In the meantime the room-heater is doing good work in our sleeping quarters, and things are as comfortable as could be desired.

New boys are coming forward, and are very keen and promising material.

Mr. Proud, hon. instructor, comes along regularly and puts the boys through their various classes, including rowing.

Mr. A. Parton, with a crew in the Fairfax whaler, visited Birchgrove depot last week, and they were entertained by the O.C. All hands were impressed with the fine depot possessed by Birchgrove, the outcome of work put in by the enthusiastic co-operation of the Birchgrove supporters.

With the facilities at the disposal of this, and other sub-branches, we hope that inter-company visits will become a regular feature during the coming season, so that helpful ideas can be discussed and passed on, and that each can profit by the experience of the other to the mutual benefit of the whole organisation.

Our new boat has been well tested out under her own rig—dipping lug—and also with the whaler sails, and has proved to be a flyer and a good sea boat and well up to expectations.

All hands are looking forward to the race on the 25th inst., and hope to give a good account of themselves.

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An Unusual Watch.

DURING a commission in the Mediterranean on H.M.S. "A ——" a battleship, in the year 1897, a curious thing happened, which makes one realise that in truth sailors are a very superstitious lot.

We were lying at Corfu when a merchant ship ran ashore, and our "skipper" lent her our stream anchor which weighed about 18 cwt., together with a 3/4 in. wire, to assist in getting the ship off.

Eventually she was refloated, but in the process unfortunately lost the loaned anchor, because of the parting of the wire rope. Our people, as usual, told the merchant ship to carry on and not to worry, and we would retrieve the anchor.

All this happened during the week-end, and bright and early on the Monday morning the second cutter was called away, and took in the diving pump and gear. The qualified divers were a seaman, a stoker, and a shipwright, who proceeded in the cutter to the scene of loss. Soundings were taken, and it was found there were 18 fathoms of water under the keel. Nobby Clarke, the stoker diver, had the first dip, but could not locate. Jack Hobbs, the shipwright, then went down, and was fortunate—or unfortunate—enough in finding it. The anchor had fallen in the most awkward position imaginable. He found the bukes to be under a large rock, and the stock and ring wedged under another, and it seemed well-nigh impossible to clear it from its fouled position. Hobbs came up and reported the supreme difficulty that would be experienced in lifting it; but the gunner, who at that time was always in charge of diving parties, said that we had got to get it up somehow. "Take this other wire down and shackle it on to the balancing band," he ordered Hobbs. The diver returned to the bottom, but before shackling, he signalled that he was coming up for a spell. It was exhausting work at that depth and pressure. He never reached the surface, however, but we judged him to be about 10 ft. from the boat by the air bubbles coming up to the top. We surmised then that somehow or other he must have got tangled in the wire which was made fast to the anchor. The particular helmet Hobbs was wearing had a rough-and-patch in it which, if he was unaware of the fact, would lacerate his chin when signals were made by pulling on the breast rope. The gunner ordered the attendant to give one pull which would question the diver: "Are you alright?" As it was a light pull, the gunner was not satisfied, and gave a sharp tug at the breast rope himself. It is thought that Hobbs felt this, and getting wild, pulled his breast rope, down, and, unscrewing his knife, cut it. The suit, being full of air, and with his slashing downwards,

he must have punctured the suit, with the consequence that he sank like a stone. The attendant, feeling the breast rope loosened, hauled it in, and it was afterwards found to have been cut. At the same time the released air came to the surface in bursts, and the bubbling water rose as high as the gunwale of the cutter. Everyone was paralysed for a second. Then the gunner exclaimed, "Good heavens, what was that?" And Nobby Clarke sang out, "He's cut his suit, but keep plenty of air going! I once cut mine in 14 fathoms of water, and I'm here to tell the tale." As a forlorn chance, the pump was kept hard at it, for we hoped to keep the water from entering the helmet by means of a good pressure of air, and so save Hobbs from drowning. Here was a lovely problem! The loose wire was hauled in and there was our mate lying at the bottom under 18 fathoms of water.

There happened to be a German cruiser nearby, and she was asked to send a diver over. He rolled along, and after being dressed, and just as he was waiting for his front glass to be screwed on, the gunner remarked, "Don't be frightened; you might find a corpse down there." From that moment his nerve seemed to leave him, and he was a very scared man when he went under. When he came up all he could say was, "he dead, he dead"; and that was all we were able to get out of him. He refused to go down again. Clarke and Jock Wilson, the seaman diver, wanted to have a go in the German's suit; but as it was of different construction from ours, the Gunner would not allow him to risk it. Clarke was very annoyed with the German, and maintained that Hobbs was still alive. After six hours it was finally decided to disconnect the air pipe, as it was thought the man could not be alive. The pipe was used as a tow line, and with the aid of a steam pinnace, towing in varying directions, we were eventually enabled to get the unfortunate diver to the surface.

Repairing on board, the ship's surgeon made the pronouncement of death on examining him, and the body was left on the quarter-deck with a canvas screen placed around it. When death visits a ship a mysterious gloom seems to settle on her, and it seems to have more moment than when it takes place ashore. At sunset hand lanterns were placed at the head and feet of the dead diver, and all hands were "turned in" before the nine o'clock rounds. The depression of the ship's company was enhanced by the stillness of the dark night. There was not a ripple on the water. Orders had been left with the quarter-master and corporal of the gangway to inspect behind the screen every half-hour chiefly to keep away rats from approaching the body.

Being restless I joined a pal of mine, "a bunting tosser," on the bridge and our conversation soon tended towards the tragic happening of the previous

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day. After a while we went down to the quarter-deck for a yarn with the quarter-master. The Officer of the Watch had gone down to the wardroom and the Corporal of the Gangway and the Quarter-deck Messenger had disappeared into the battery deck and the three of us were left alone near the top of the gangway. My pal suddenly asked, "have you been along there to inspect?" "Come on, let's all go, replied the quarter-master." We went through and into the space screened off when a rat suddenly scuttled from under the covering and we, in our nervous state, nearly bolted too. Suddenly, while we were standing there looking down on the Union Jack a distinct thud! thud! sounded at our feet, which was repeated after a breathless two moments. It sounded just as if a man, lying on the deck, had raised his heels and dropped them one after the other and to our distorted minds, in the surrounding stillness it was as though Jack Hobbs himself had been the cause. There it went again, thud! thud! and we were horror-stricken. Then we lifted the "Jack" and finding nothing to account for the strange noise we readjusted it and regained some of our composure. However, we hung around near the screen and sure enough there was that thud! thud! repeated. In bewilderment the quarter-master ran down and reported the strange noise to the Officer of the Watch who pooh-poohed it. He came up all the same and soon heard the eerie tapping. By this time the Corporal had materialised and many of the men besides. In five minutes it seemed that "all hands" were standing near the barrette listening intently and whispering softly to each other. And still the thud! thud! persisted and no one seemed able to shed any light on to the uncanny happening. But towards eight bells our friend the Quarter-master stumbled on the solution of the whole riddle. Earlier in the watch he had been washing some clothes and just before being relieved, happened to go down the gangway to get some salt water for rinsing his suit and at the foot of the ladder he discovered the starboard anchor buoy alongside. The buoy had drifted into the ship's side and one or two ships having come in during the night the wash from them had bumped the buoy against our hull near the quarter. The eerie stillness of the night, combined with the tragic accident, had made all believe for a moment that the dead man had in some mysterious way moved and had tapped some message.

General Annual Meeting.

The annual meeting of the members of the Navy League (N.S.W. branch) will take place at Royal Naval House, Grosvenor-street, City, at 3 p.m., on Monday, 20th June, 1917.

BUSINESS:—

- (1) To consider and, if thought desirable, adopt the Annual Report and Statement of Accounts for 1916.
- (2) To elect the President of the League for the ensuing year.
- (3) To elect the Executive Committee.
- (4) To deal with such other business as may be incidental to the meeting.

All Fellows and Members of the League are cordially invited to attend the said meeting.

P. & O. Booklet.

We have to hand a travel booklet illustrating a trip from Sydney to London via Ceylon by a P. and O. Royal Mail steamer. Attractively got up and amply illustrated with some fine colour prints, it takes one along the wonder journey. The places of call and of interest near the route are finely described. Much information of an uncommon order is given in this little itinerary, and any readers interested should apply to Messrs. Macdonald, Hamilton & Co., Publicity Department, quoting No. 124 with their order, when they will receive the booklet free of charge.

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Naval Disarmament.

AT Geneva a League of Nations Committee is in the throes of a discussion on the reduction of Navies. Why naval armaments should have been singled out for special surgery is not very clear, although perhaps the reason is that the majority of the Powers have neither the sea fever nor the maritime tradition which makes an efficient Navy, in British eyes, the crowning glory of a nation. At Washington in 1921-22 the larger Navies of the world were, so far as their capital ships are concerned, very drastically reduced; and quite recently, while the League armament committee was busy at Geneva, the United States President published another appeal to the signatories of the Washington Agreement to come together again and arrange about cutting down their quotas of smaller craft. Both France and Italy have declined to participate in President Coolidge's venture; Britain without, and Japan with, reservations have signified their willingness to attend. But a naval disarmament conference limited to tripartite dimensions is bound to fail in its purpose. No country can afford to make further reductions in its naval strength unless all the other maritime States agree to similar restrictions. That is why the Geneva negotiations are more important than the Coolidge plan. But the conflict of disarmament theories revealed recently, though for long understood, at Geneva proves how difficult it is to make even a proportional reduction acceptable to all the States involved. France wants each navy to be cut by a certain percentage of its total tonnage; Britain desires the number of ships in each navy, their size, and their fighting power to be the triple guide to the scaling down—and in this view Japan and the United States concur; while Italy, to ease the situation, cheerfully proposes that naval disarmament should be dealt with only in conjunction with military and aerial disarmament. Manifestly, the British idea is at once the most sensible and the most thorough, but even its scope is not adequate to meet all the factors in the case. Indeed, it is difficult to see how naval disarmament can be logically applied to Fleets when the duty of these Fleets are not taken into account.

The problem resolves itself into this, that there are in the life and activities of every Sea Power certain peculiar characteristics which to a large degree determine the strength of that Power's navy. If Britain had no Empire, her naval needs would be rather greater than those of the other island State, Japan, because while the latter lies in proximity to a continent that has no fleets to speak of, Britain is only 22 miles from the nearest of the European nations, all of which have a more or less long tradition of naval history behind them. Again, although France's colonial possessions are much smaller and her trading interests much less than ours, her outposts and commercial stations are very far-flung, and she accordingly requires a relatively high proportion of cruisers and destroyer flotillas to protect her flag. Still further, the combined coastlines of the various parts of the British Empire are immeasurably greater than those of any other country, and though hitherto they have been almost immune from attack, there is no saying what may happen. In fact, if every consideration were taken into the reckoning, the British Imperial Navy ought, in any properly ordered scheme of disarmament, to be fixed at a size equal to the navies of the next two Powers combined. The British Navy has always been in the habit of acting as a sort of world police force. It is, as a rule, left to do all the hard and dirty work, such as routing out pirates in the Eastern Seas. In the present crisis in China, the bulk of the responsibility for the lives of foreigners and their property has fallen on the British ships of the China station. There is, of course, no reason why Britain should have to bear the fatigue and expense of all this sort of thing, and doubtless British taxpayers would have no objections to a navy still smaller than it is to-day, provided it suffered no loss in efficiency, and—yet more important—provided the navies of the other Powers were not only reduced to at least in equal proportion but were prepared to take their fair share in the task of policing those parts of the world where their respective interests are chiefly concentrated.

(By courtesy of the "Aberdeen Press and Journal.")

South Australia's First Shipbuilding.

How a Schooner was Built on Kangaroo Island in 1804.

John Boston of Sydney Meets His Fate at Tongatabu.

BY THOMAS O'NEALIN.

SOUTH Australians have sometimes been puzzled to know why there should be an American River on the southern side of Kangaroo Island. It may be taken as a reminder of the fact that this part of South Australia was known to Americans over thirty years before the foundation of the colony of South Australia.

It was on Kangaroo Island that the first vessel launched within the limits of what is now South Australia was built in 1803-1804. This pioneer effort in shipbuilding was linked up with the voyage of the ship Union, one of those tragedies of which there are so many in the early history of European navigation in the Pacific.

The Sydney shipping lists record the entry into Port Jackson on July 1, 1804, of the schooner Independence, 33 tons, with a crew of 16 men, built at Kangaroo Island, owned by Fanning & Co. and commanded by O. F. Smith. It is stated that she had come from England, but this is obviously wrong. She had not had time to go to England and since she was built at Kangaroo Island.

Three days before the Independence the ship Union, of 99 tons, also owned by Fanning & Co., had arrived at Sydney from Bass Straits with 12,000 sealskins on board. It may fairly be assumed that both the Union and the Independence had come from Kangaroo Island by way of Bass Straits. The Union had been in Port Jackson before for she arrived first on January 6, 1804, with 5,000 sealskins from King Island.

The Union belonged to the house of Fanning & Co., of New York, a very active and enterprising firm of shipowners. Fanning Island, far out in the Pacific with its cable station, was discovered by one of the firm's ships and so received its name.

In 1803 the Union, commanded by J. Pendleton, left New York with a crew of 38 men on a voyage to the South Seas. The Union carried four guns and she carried, too, tools for shipbuilding.

BUILDING OF THE INDEPENDENCE.

The Fannings knew something of Vancouver's voyage of 1791 and of his visit to King George's Sound, on which the town of Albany (W.A.) now stands. The Union had orders to call at the Sound, as it was thought that it would prove a good sealing ground. For some reason or other, however, there were very few seals there. The Union could obtain only 30 skins and soon left.

From King George's Sound the Union ran along the south coast of Australia to Kangaroo Island. Here seals were found to be much more plentiful. It seems likely that the Union was the first sealing vessel to visit Kangaroo Island. The Sydney sealers had been busy for some years amongst the islands of Bass Straits, and had already (in 1802) extended their operations to New Zealand, but there seems to be no record of their having visited Kangaroo Island.

On Kangaroo Island Pendleton left a party under the command of Smith to build another vessel. They set to work and built the Independence, the first vessel to be built in Australia outside Port Jackson. From Kangaroo Island the Independence was sailed to Sydney.

At Sydney Pendleton entered into business relations with Simeon P. Lord, then the chief merchant in N.S.W. Application was made to the authorities for Smith to settle in Sydney and to carry on the management of the sealing business.

"This," writes Governor King, "I pointedly refused." Nor did King look with a more favourable eye on the action of the Americans in recruiting men in Sydney for their sealing operations. "I considered it my duty," he says, "to prevent His Majesty's subjects being drawn from this colony by strangers for the purpose of ruining those colonists who had long been employed in that pursuit."

However Pendleton placed a gang of eleven men on the Penantipodes, away to the south of New

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Zealand, while he went on a more dangerous venture.

TO THE SOUTH SEAS FOR SANDALWOOD.

On August 29 the Independence cleared for Bass Straits and on the same day the Union left Sydney, ostensibly bound for China. On his way to China, however, Pendleton had decided to pick up a cargo of sandalwood in the South Seas.

On the understanding that it was to be taken to China King allowed the Union to take away 15 casks of spirits, which had been brought to Sydney by the Fair American. To his great annoyance he learned later that these spirits had been landed from the Union at Norfolk Island and sold there. At Norfolk Island, too, the Union shipped 11 men for a voyage to the Friendly Islands for sandalwood.

The Union shipped at Sydney a supercargo, John Boston. The vessel reached Tongatabu on September 30. Next day great numbers of the inhabitants came on board. Amongst them was a Malay who spoke broken English. This Malay told them that they could obtain plenty of wood, water and provisions and urged that the boats should be sent ashore.

Captain Pendleton, Boston and six men went ashore in one of the boats. The natives still crowded round the Union in their canoes and thirty of them managed to get on board in spite of the efforts of the first mate, Daniel Wright. Presently Wright saw the natives trying to hand clubs on board and came to the conclusion that they intended to try and take the vessel. However he contrived to get the natives out of the ship without much trouble.

The native chief stayed on board to eat and drink and then went ashore, accompanied by all the canoes. Wright fired a gun to recall the captain and those with him but presently, through his glass, saw the ship's boat lying broadside on to the beach and in the hands of the natives.

Next day the Malay came off again and tried to persuade Wright to come on shore, saying that the Captain and Boston wanted him. Wright, however, refused to budge.

WHITE WOMAN AND BLACK SERVANT.

In the afternoon the Malay appeared again. This time he brought with him a white woman

named Elizabeth Morey, who had been living on the island for two years with her black woman servant. She had come to the island in 1802 in the American ship Duke of Portland, commanded by Lovat Mellon. All the members of the crew except five, who afterwards escaped in the vessel but do not seem ever to have been heard of afterwards, were killed by the natives, but the two women were spared.

The Malay came off in one canoe and the white woman, with a number of natives in the other. The Malay repeated his statements that the captain wanted Wright to come on shore and brought Elizabeth Morey to support his assertions.

The woman did so, speaking in English, but at the same time she made signs to those on board, when she could do so without the natives seeing her, that they were not to comply with the request made by the Malay (who went by the name of Charley).

How the Malay got to the island does not appear. He does not seem to have been a member of the crew of the ill-fated Duke of Portland.

On the following day the Malay again came off with the white woman and renewed his efforts to persuade Wright to send a boat to the shore. This time the woman did more than make warning signs. She stood up in the head of the canoe, cried out that those on shore had been murdered and then leapt into the sea and swam towards the ship.

WRIGHT'S FATAL PERSISTENCE.

The crew kept the natives off by pointing their muskets at them and Elizabeth Morey reached the vessel and was taken on board. She again told Wright that the captain, Boston and the boat's crew had been murdered. On this Wright fired on the natives and saw two fall in one of the canoes. He then cut the cables and stood away for Port Jackson which he reached in nineteen days, without incident.

As he was getting under way he heard two muskets fired on shore. The white woman told him that the chief, in whose household she had lived while on the island, had arranged for this to be done so that it might be thought on board that the captain and his men were alive and well on shore,

and had fired the shots as a signal that they wanted a boat to come to the beach.

With the arrival of the Union at Port Jackson, Elizabeth Morey and her black servant, the survivors from the Duke of Portland Massacre pass out of the story.

Daniel Wright showed true bulldog persistence. He shipped some more men in Sydney and sailed again for the South Seas to seek a cargo of sandalwood. This, however, was the last voyage of the Union. She ran on a reef amongst the Fiji islands and was lost. Wright and his crew also perished, either by the sea or at the hands of the cannibal Fijians.

The same ill luck followed the Independence. She sailed on a voyage to the Penantipodes and was never heard of again.

The fate of the Union left the eleven men sent there as a sealing gang marooned on the Penantipodes, described by Governor King about this time as a "desolate rock." However, on April 25, 1805, there arrived at Sydney another American ship, the Favourite of Nantucket, commanded by Jonathan Paddock, which had been sealing at the Crozet Islands. Simeon Lord arranged for the Favourite to pick up the sealing gang.

This the Favourite did, bringing to Sydney 60,000 sealskins. If these were all collected by the gang on the Penantipodes it was the richest haul ever made by a single gang in the history of sealing in Australasia. It is stated in a book written by one of the Fannings that even this belated success was of no advantage to the owners of the Union. This asserts that Simeon Lord took possession of the skins and never accounted to the Fannings for them.

So passed the Union and the Independence and so ended a voyage begun with high hopes. And so died the captain and crew of the Union, "as stout a set of seamen," writes Fanning "as ever trod a vessel's deck."

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Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every part 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, weaves us into one Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self respect in the spirit of their Motto—
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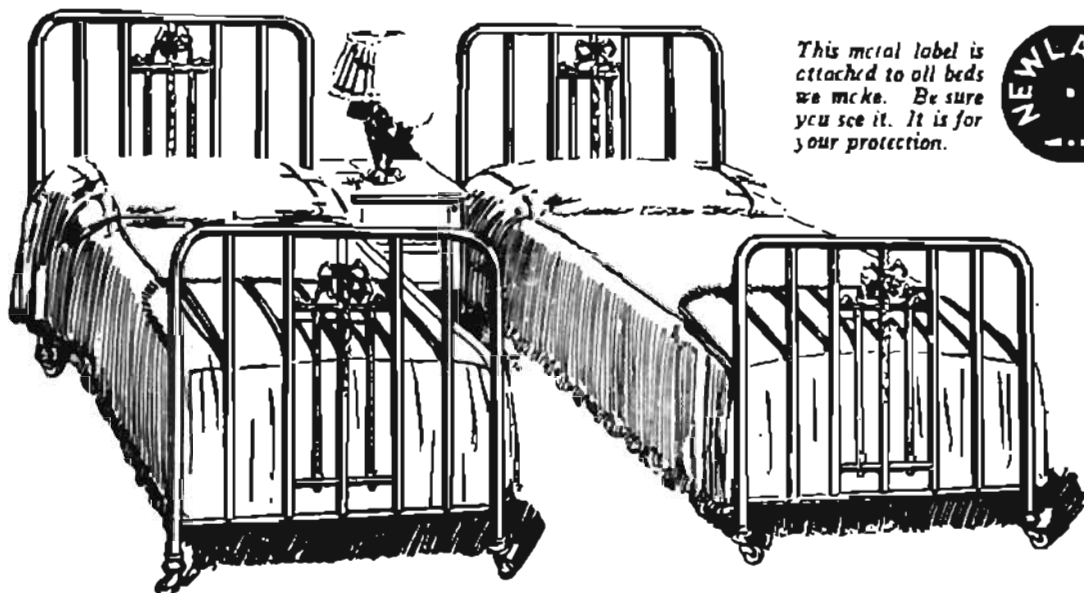
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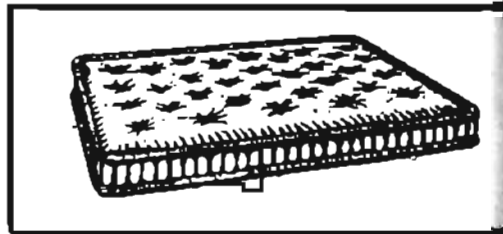
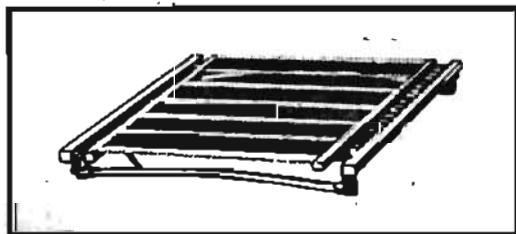
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