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The Navy League Journal



The Official Journal of the Navy League
of Great Britain and Ireland

H. WOLLASTON

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The Navy League Journal

VOL. VIII. No. 3.

SYDNEY, JULY, 1927.

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Naval Limitation.

THE Naval Conference at Geneva, whether it comes to agreement or no, has done much to ventilate the disarmament views of the three maritime nations convened thereat.

From what may be gathered through the cables the American delegates seem to be chiefly concerned, not with disarmament, *per se*, but with securing complete equality with the British Empire in all and every class of vessel.

This may be, of itself, a legitimate and praiseworthy aspiration, and we are ready to concede that many motives, without doubt, are playing actively behind the demands at the conference; but such an one is not the stuff out of which 'disarmament' is woven.

The British delegates, moreover, have come fairly into the open. Their proposals have been backed by substantial reasons, and the greatest actuating force is seen to consist of an earnest desire for economy coupled with safety. They have, however, stood out first and last for a force

of light cruisers commensurate with the obligations and duties of the Empire to-day. Thus the British representatives, especially those of the Dominions, have pronounced the considered faith of all thinking men and women of the Empire. To renounce or even diminish this margin of safety and join in agreement for the mere sake of agreeing would not only be a retrograde but a suicidal pact—an implication that our right to defend our lives and living with reasonable safeguards was no longer admitted even by ourselves.

Whatever may be the outcome of the Conference, it will have done at least one lasting good; the reminding of all British peoples that their very being nationally and individually, depends at bottom on the safety for commerce throughout the Seven Seas. This axiom can never be reiterated too much or too often; and when it is burned deep in our consciousness we may rest content, well-knowing that all policy and decision will square automatically with this principle before execution.

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The Pirates of the Phoebe.

From Shoalhaven to the Society Islands and to Samoa.

When Queen Maihara Wrote to Governor Darling.

BY THOMAS DUNBAR.

IN the year of grace, 1827, just a century ago, things were stirring at the Shoalhaven. Alexander Berry and David Wollstonecraft had secured a large land grant there. On this they had a large farming establishment out of which was to grow the great Berry estate of later years. In addition quantities of cedar were being cut on the Shoalhaven River, and shipped to Sydney by the 25 ton brig Phoebe, owned by the partners.

On December 14, 1827, the Phoebe was lying at Crookhaven with 8,000 feet of cedar on board to be taken to Sydney, when she was seized for a much longer voyage. Fifteen assigned servants, prisoners of the Crown who were working for Berry and Wollstonecraft, went on board and took the vessel.

At daybreak on December 15, they put to sea intending to reach America. They had a map of the Pacific, and one of them, Hunter, who had been a seaman and seems to have been an optimist, told the others that they could reach America in 25 days. Three others, Taggart and two brothers named Bowes, seem also to have had some little knowledge of the sea. The others were landmen. All the fifteen were Irishmen.

Their provisions for the voyage consisted of 56 bushels of wheat, two tons of potatoes, a little pork, three pigs and seven casks of water.

The runaways compelled John Henry Smith, who was measuring the cedar, and three other men who formed the crew of the Phoebe, to pilot them out of Crookhaven. In fact they asked Smith to make the voyage with them but he prudently declined.

It fell calm and the Phoebe had to be towed out of Crookhaven. When she had cleared the heads Smith, the three men of the crew and two sawyers who had been pressed into the work of towing were sent ashore in a boat, and the Phoebe stood out into the Pacific.

"DEAR FRIEND DARLING."

That was the last ever seen in Australian waters of the Phoebe. Nearly a year later, however, Governor Darling received a letter dated August 25, 1828, from Maihara, Queen of Huahine, in the Society Islands of which the following is a literal translation made by one Robert Brown:—

"Dear Friend Darling, Peace be to you from God.

"Some white thieves are here who have come from Botany Bay in a boat which they stole from Botany Bay; they are here with us. They have stolen a boat belonging to Barff; they have also broken open a house belonging to Mahine and have stolen therefrom six muskets and a cask of powder; in fact they have left nothing in the house.

"We despatched a boat after them with a number of our men; they overtook them out at sea when they commenced firing upon our people, killed two and wounded six; five escaped unhurt. The thieves escaped.

"This is our word unto you, the Governor of Botany Bay, unto all the inferior chiefs and inferior Governors, and to all the people of Port Jackson, agree cordially to our word; this is what we say: send one of your ships Darling, and fetch these thieves, and take them again to Botany Bay: they are a set of evildoers; behold two of our people have been killed, and six wounded. These men are very troublesome: they are murderers: they are ungrateful: we have behaved kindly to them, and they have behaved ill to us. It is because the Gospel has influence over us that we have not killed the white men who remain amongst us. We are striving to prevent any difference arising between you and us and then it will be well with us all. Let us all turn to Jesus. That is all I have to say to you, dear friend. May you be saved through Jesus Christ, our Lord."



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LORD SANDWICH'S MUSKETS.

Governor Darling was not deaf to this appeal but it was not till January, 1829, that he was able to do anything. At the end of that month H.M.S. Satellite, Captain Laws, cleared from Port Jackson for Huahine to see what could be done.

By May 3 the Satellite was back in Sydney bringing with her as prisoners five of the six prisoners of the Crown who had left Crookhaven in the Phoebe. These were John Hackett, Patrick Foley, Peter Donahoe, James Canes, John Sweeney and John Smith.

Captain Laws reported that he had visited New Zealand, Tahiti, Eimeo, Huahine, Ulietea, Otaha and Bolabola. He found that the Queen's reports of the doings at Huahine were not at all exaggerated.

It is interesting to notice that amongst the things stolen from Mahine were two muskets and a fowling piece which had been given by Lord Sandwich to Omai when that South Sea Islander was taken to England by Captain Cook. The runaways had also robbed Mahine and his wife of all their European clothes, of which they were very proud. However Laws replenished the chiefs' wardrobe from clothes sent by Darling. He also supplied him with some guns.

There seems to have been differences of opinion amongst the natives about the runaways. At Otaha where two of them were found the lower class natives rescued the runaways from the officer and boat's crew who had seized them. The officer and two of the sailors were beaten and stripped nearly naked. The chiefs secured the prisoners and handed them back to the officer.

The chiefs also seized four of the leaders of the rescue and asked Laws to shoot them. He, Laws, pointed out that the punishment would have exceeded the offence and eventually each of the four received 48 lashes.

THE RUNAWAYS IN SAMOA.

It may be noted that even at this early date Laws states that the natives at all these islands were desirous of hoisting the English flag. However, Laws told them that it could not be done.

From Huahine Laws went to Tongatabu as it was supposed that the more desperate of the runaways would try to reach it in the boat that they

had stolen from Mr. Barff. He found that they had not been there but heard that a boat and men, answering to the description, had reached Samoa in extreme distress and that two of the men had been killed by the natives there. Laws continues: "As there was no prospect of my finding the remainder who would have little chance of escaping with their lives from the desperate character of those they were among I made the best of my way to this port, having taken on board at Tongatabu a variety of the most useful plants and seeds which I have lodged in the Public Gardens here and purpose taking on to the Northern Settlements on my way to India."

On June 3, 1829, the six men already mentioned as captured by the Satellite were arraigned before Mr. Justice Dowling on a charge of Piracy on the high seas. The Attorney-General, Baxter, stated that in his opinion the charge of piracy would not lie, since the offence was not committed on the high seas. He also stated that these men did not include any of the ringleaders and that some of them seemed to have acted more or less under compulsion.

The six men were then charged with "feloniously stealing 8,500 feet of cedar then being in and on board a certain brig or vessel called the Phoebe, in the Territory of New South Wales, in the port of Entry there situate, called Shoalhaven Port." To this they pleaded not guilty.

John Smith (to be distinguished from John Henry Smith already mentioned) seems to have been admitted as King's evidence.

DREW LOTS TO BE PUT ASHORE.

He said that he went in the Phoebe to the Society Islands and that about five months later he saw her wrecked on Mook, one of those islands.

Smith stated that he had been to sea and had been transported for shoplifting in Dublin. This seems to have been a stirring trip. Smith swore that he was "heaved overboard" by Taggart at Raiaeta, for fear he might say, if they went to Tahiti, that the Phoebe was a stolen vessel. Three men were put ashore at an island called by Smith "Tar," and others at Mobittie. The provisions fell short and the crew drew lots who should be put ashore.



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Smith's memory seems to have been a little uncertain for when cross-examined by Sweeney he said that he was sent over to Raitea by the natives of Tar.

Michael Kearns, the overseer at the Shoalhaven, said that the principals in the affair were Taggart, the two Bowes and Norton and that the other men were misled by Taggart. The prisoners he described as ignorant poor fellows who had always been well behaved and industrious. They had, he said, all been brought up as farm laborers except John Smith, who was a bit of a sailor.

The judge told the prisoners that they were lucky that they had not been tried for piracy as there was abundant evidence to have supported a case against them. Though the first taking of the vessel was in harbour yet the subsequent carrying out upon the high seas made the offence piracy for all persons concerned in the taking of the vessel.

While the prisoners Hackett, Foley, Donahoe and Cames had nothing to say in their defence Sweeney pleaded that he was taken away by force by Taggart.

The jury found all the prisoners guilty of larceny. They got off with a comparatively light sentence, for those days, of seven years' transportation to such penal settlement as the Governor should direct.

Governor Darling was a good deal annoyed that the prisoners got off so easily but nothing could be done.

As to the ringleaders nothing more was ever heard of them. Perhaps they were killed by the Samoans, as Captain Laws expected, perhaps some of them survived. They may even have become commanders-in-chief or Prime Ministers to some South Sea Island chiefs as other escaped prisoners did in Fiji. It is certain that the Shoalhaven knew them no more.

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

Naval Notes from Europe.

(By a Special Correspondent)

Admiral Sir Ernest Rice, K.C.B., has died in his 88th year.

The completion of the submarine OBERON was postponed till 17th May. Naval officers are keenly looking forward to her commissioning and that of her Australian sisters, as they are regarded as the ideal under-water craft.

During the financial year, 1927-28, it is estimated the Imperial Defence College will cost £12,000.

The number of Lieut.-Colonels in the Royal Marines has been decreased from 12 to 9, and a supplementary half-pay list of Lieut.-Colonels will be established as a temporary measure.

Captain B. W. M. Fairbairn succeeds Captain H. J. S. Brownrigg, appointed Chief of Staff to Admiral Sir R. W. Bentinck at Plymouth, as Director of the Gunnery Division of the Naval Staff.

Commander B. S. Walker has died aged 43.

Captain Cochrane has been appointed to the Devonport Gunnery School as Commanding Officer.

Rear-Admiral J. E. Cameron has been succeeded as Rear-Admiral and Senior Naval Officer, Yangtse, by Rear-Admiral H. J. Tweedie.

The first of Japan's 10,000-ton cruisers, the *Myoko*, is to be christened by the Mikado.

DEVASTATION, French battleship, sunk near L'Orient in 1922 while being towed to Hamburg to be scrapped, has been raised.

Engineer-Captains G. N. Leslie and W. S. Hill have been promoted Engineer Rear-Admirals on the retired list.

Two sloops which are building at Hawthorne Leslie's for the Argentine Government are to be single-screw with Werkspoor-Diesel engines.

Commander Francis Howard commissioned the destroyer *AMAZON* on 9th inst.

Captain the Hon. W. S. Leveson-Gower has been succeeded as Chief of Staff and Maintenance Captain at the Nore by Captain E. B. S. Bingham, V.C., who won his cross leading the destroyers at Jutland.

Paymaster-Captain W. A. Green (retired) has died.

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NAVAL NOTES—Continued.

Earl Beatty is to be succeeded as First Sea Lord by Sir Charles E. Madden.

The officers of the Fifth Battle Squadron have purchased for £525 Mr. Donald Maxwell's picture of the Squadron at Jutland. It was hung in the Royal Academy, and is to be presented to the R.N. Barracks, Chatham.

Lord Jellicoe is to edit and supervise a film dealing with the naval battles of the war, particularly Jutland. The film will be entitled "When Fleet Meets Fleet," and both British and German points of view will be embodied.

Further Chilian naval orders are rumoured, including submarines and a parent ship, seaplanes and oil tankers.

The cruiser CAPETOWN returns home in June from the North America and West Indies Station to re-commission.

While flying to Hampton Roads Lieut.-Commander Page and Lieut. Pollard, of the U.S. Navy, were killed when their machine crashed in flames.

For the two vacancies for the Senior Naval Officers' Course at the Army School, Sheerness, Captains R. M. King and Frank Elliott have been selected.

On the 5th May Rear-Admiral Backhouse hauled down his flag on board Ixion DUKE at Portsmouth as Rear-Admiral Commanding the Third Battle Squadron, and was succeeded by Rear-Admiral Hall-Thompson.

Engineer Rear-Admiral W. H. Whayman, who recently retired, has been appointed assistant-general manager to Babcock and Wilcox, Ltd., the boiler-makers.

The Danish cruiser DIANA has been on a visit to Hull in connection with her fishery duties.

Weymouth in May was visited by the American destroyer FOUNCEY; while, in June, the port will entertain the destroyers CASE and ISHERWOOD, and, in July, the Danish naval training ship HJEMDAL.

When the French President was received at Dover the Naval Guard of Honour paraded the King's Colour for the first time.

SUFFREN, the French 10,000-ton cruiser recently launched at Brest, has heavier protective armour than TOURVILLE and DUQUESNE, so her speed is expected to be slightly less.

Portugal is to reorganise her navy by the purchase or construction of some thirty ships, including two 8,000-ton cruisers.

As Captain-in-Charge of the Dockyards and Naval Establishments at Simonstown, Captain J. C. Hodgson has been succeeded by Captain B. G. Washington.

German film actors participated in the British official film of the Coronel and Falkland Island Battles; the part of Admiral Von Spee being taken by Herr Stock.

Lieut.-Commander Colin Mayers has been put back for trial till next Sessions.

The battleship NELSON has commissioned for trials at Portsmouth.

The Italian Government is considering the construction of a number of light cruisers with a speed of 38 to 39 knots.

The famous mole at Zeelwugge is to be replaced by a new structure built on arches.

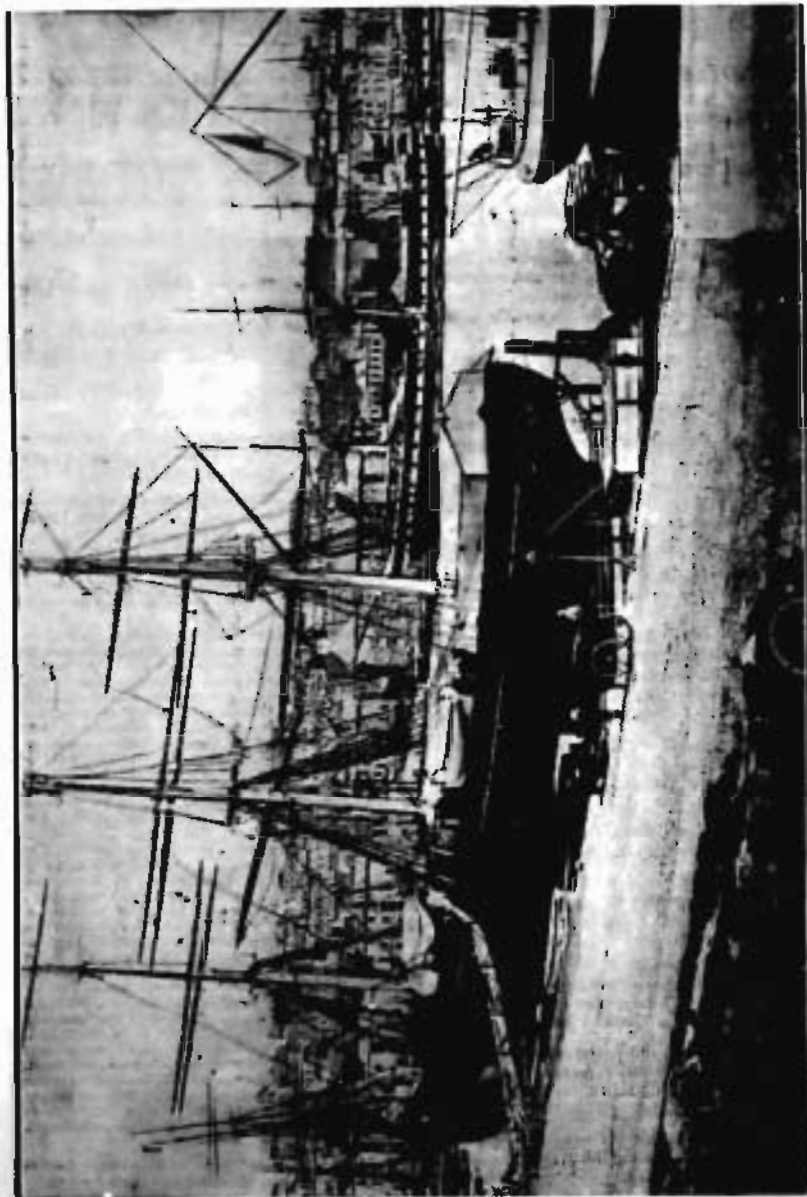
During the last year the WARSPITE, the Marine Society's training ship, sent more boys to the navy than any other training establishment.

The much discussed Harper Report on the Battle of Jutland is at last to be published, but in "the form approved by the Admiralty."

NAVAL APPOINTMENTS.

Following is the latest list of naval appointments:—
Lieutenant Commander: Francis Douglas Watson, to Cerberus, additional for passage to England per R.M.S. Mongolia, for reversion to Royal Navy, to date July 5; Victor A. T. Ramage, to Cerberus, additional for passage to England per a.s. Mamilla, to date July 12. Lieutenant: (G) John M. Armstrong, to Adelaide, to date July 1; (H) Peter C. Anderson, to Cerberus, and for Gunnery School, to date July 1; Neven R. Reed, to Adelaide, on paying-off of Parramatta; (AB) James C. D. Edaile, to Cerberus, additional for duty at Navy Office, to date July 8; David H. Harris, to Cerberus, additional for passage to England per R.M.S. Mongolia, to date July 5. Sub-Lieutenant: Harold S. Barnett, to Cerberus, additional, to date June 9; Eric S. Mayo, to Succosa, additional, to date June 9. Chaplain: Rev. William H. Hoederson, to Sydney, to date July 6. Paymaster Commander: Ernest W. Trivett, to Penguin, additional to close accounts, to date July 11. Paymaster Lieutenant-Commander: Basil H. Rea, M.B.E., to Sydney, to date July 11; Allen Freyer, to Melbourne, additional, to close accounts, to date July 1, and to Cerberus, additional, to date July 18. Commissioned (junior): (T) Frederick Taylor, to Adelaide, to date June 9; (T) Arthur E. Lear, to Melbourne, to date July 4. (junior): (T) Frank L. B. Goll, to Penguin, and for ships in Reserve, to date July 18. Commissioned Boatswain: George F. Hewish, to Melbourne, additional, to date July 12; Commissioned Electrician: Desire Tanguy, to Cerberus, to date June 30. Warrant-Reply Officer: John P. Mahan, to Platypus, to date July 4; Frederick W. Nelson (Acting) to Platypus, additional, to date July 4.

Promotion: Paymaster Cadet Philipp Oliver Laelins Owen, to be Paymaster Midshipman, to date June 14.



West Circular Quay, Sydney, 1871.

By courtesy of the Government Printing Office
and the Daily Telegraph Printing.

ANNUAL GENERAL MEETING.

THE annual meeting was held on Monday, 20th June, at Royal Naval House, Sydney, with Mr. C. M. C. Shannon (Hon. Treasurer) in the chair. After the Report and Statement of Accounts for the year 1926 were read, the Chairman, in moving their adoption, reviewed the financial aspect of the League's position in a most lucid and comprehensive way. He said:

"The accounts as read to you consist of a statement of Receipts and Payments, and include certain substantial donations for special purposes—such as the splendid gift by Mr. Geoffrey Fairfax of £148 3s. for a whaler in connection with the sea cadets. Though the payments in respect of this and of other special donations are not separately shown on the payments side they are included in amounts described therein.

But for these donations, and but for the results of the ball and concert which provided about £200, a very disappointing financial situation must have resulted. And I take this opportunity to add to the words of the Report, a special expression of thanks from the Chair to those donors and workers who have done so much for the League, not only during the past year but also, in many cases, previously.

Summing up the accounts in the simplest possible form, the year 1926 commenced with a cash balance of £216, and ended with £72 only in hand, so that the financial results of the year's working show a deficiency in income of £144.

Our NAVY LEAGUE JOURNAL did not produce a profit this year, but the deficit is only the trifling sum of £1 3s. 9d. The JOURNAL, however, is of value as an attractive and informative feature, bringing publicity to the movement and outlining and emphasising the aims, objects, policy, and actions of the League. It provides information which is useful to, and has been largely availed of, by members and subscribers, and tends to co-ordinate the efforts of the League and its branches, and to maintain uniformity of aim. The JOURNAL is carrying its weight, and is very valuable and important to our organisation.

You will perhaps forgive me, as one of your Hon. Treasurers, for attaching considerable importance to the financial side of the League's affairs, seeing that, without successful finance, the League could not exist; and there is still one important subject to be mentioned. If I have left this to the last in considering the finances, it is with a view to drawing attention to it very specially.

The annual subscriptions of £403 are, it is true, slightly better than during the previous year. Nevertheless, the total is, in the opinion of the

Executive Committee, far less than the amount of support we should look for from subscribers, having regard to the work which is being done, and the importance of the objects for which the League exists—and we need a greater number of subscribers.

If the League had done nothing beyond the organising of the very successful Sea Cadet movement, it would be worthy of more extended support. The Sea Cadet movement is indeed an admirable affair, providing a subject of keen interest and a fine training for many hundreds of boys. Those of our subscribers and others who have attended functions held in this room, or have seen the healthy open air employment and training carried out under the control and supervision of our valued voluntary instructors, must realise that this Sea Cadet movement is one worthy to stand shoulder-to-shoulder with the great Scout organisation which has made such headway throughout the world. Those who are, or may become subscribers, may well feel that they are encouraging a movement which is of advantage to the community as well as to the cadets individually.

Ned I add that the object of the League is not warfare, nor, in the opinion of those concerned is it likely to lead to warfare. It is just the opposite. Its fundamental principle is maintenance of protection for British subjects and British commerce all the World over; and it believes that an efficient British and British Dominions Navy is one of the best possible insurances against War; and is advantageous not only to the British Empire, but to the World at large.

At the previous General Meeting in September last it was mentioned that to the great regret of the Executive Committee, Captain Beale had resigned his position as Organising Secretary in order to enable him to return to England, and that Mr. C. E. D. Hilliam had been appointed in place of Captain Beale.

I have very much pleasure in saying that we are well pleased with Mr. Hilliam's work; and regard the League as fortunate in securing an efficient a successor to our very able and valued friend Captain Beale.

The office of the League will be removed at an early date to Dalton House, 115 Pitt Street, where a room on the 1st Floor has been obtained under favourable conditions. The move to so central a position will give many practical advantages.

Mr. Kelso King (Hon. Treasurer) in seconding the adoption alluded to the Naval Disarmament Conference sitting at Geneva. It was necessary that the British Empire should keep up her cruiser



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strength in order to safeguard properly the vast
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Dealing with the financial side of the League
Mr. Kelsa King endorsed convincingly the sum-
ming up by the Chairman.

Sydney people were more and more realising the
importance of the work of the Navy League, es-
pecially in regard to its Sea Cadet Movement.
More subscribers were needed to help the League
carry out its manifold duties, and he felt sure that
the necessary support would be forthcoming. It
only needed that existing members make a small
effort to disseminate the knowledge of their work
among those with whom they came into contact.

The Report was then adopted unanimously and
the re-election of the President, Sir William P.
Cullen, K.C.M.G., M.A., LL.D., and the officers
and members of the Executive Committee followed
without dissent.

Mr. S. Foster-Newlands asked if it were possible
for the NAVY LEAGUE JOURNAL to be placed on a
larger circulation basis and, if necessary, therefore,
to increase its size and attractiveness. The Chair-
man replied that the question raised would be
brought, in due course, before the Executive
Committee to consider and deal with.

Removal Notice.

□

On and after Friday, 15th July,
1927, the Navy League Office
will be situate at Room 110,
Dalton House, 115 Pitt Street,
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RECEIPTS AND PAYMENTS ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1926.

RECEIPTS.		PAYMENTS.	
To BALANCE brought forward—		By DISTRIBUTION to Sea Cadets:	
Bank of N.S.W., E.O.	£291 0 2	Bouts, Gear, Plant, ...	£179 6 0
Deposit, Electric Light ...	1 0 0	Expenses, Maint. &c	86 12 2
	£292 0 2	.. SALARIES, RENT, STATIONERY, TELEPHONE & GENERAL EXPENSES ...	255 10 2
Less—London Office ...	5 19 1	.. NAVY LEAGUE JOURNAL—Cost of Production and Dis- tribution ...	548 5 6
.. SUBSCRIPTIONS, DONATIONS, Etc.	403 0 0	Less Receipts from Advertisements, &c.	847 1 2
G. K. Fairfax, Esq., for Whaler ...	148 3 0	.. BALANCE carried forward Bank of N.S.W. ...	88 16 8
"Walter & Kliza Hall Trust" ...	128 0 0	Less London Office ...	28 16 3
Special Donations ...	71 0 0	P.C. orders ...	4 11 3
Members of Executive Committee for Outing ...	46 2 0	Rose Bay Br. ...	3 10 0
	793 5 0	Lane Cove Br. ...	1 0 0
.. NAVY LEAGUE BALL ...	155 17 1		16 4 6
.. NAVY LEAGUE CONCERT ...	43 4 6		72 12 2
.. Interest on Current A/c Bank of N.S.W. ...	6 2 5		£1,216 9 0
.. Sandry Receipts, Sale of Badges, etc.	1 10 0		
	£1,214 9 0		

Audited and found correct.

A. O. MILSON, Hon. SECRETARY.
31st January, 1927

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



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WHEN H.R.H. Princess Mary launches the cruiser **CANBERRA**, she will do it in the modern fashion—break a be-ribboned bottle of champagne across her stern and wish good luck to the **CANBERRA** and all who sail in her. Other times, other fashions. The broken bottle in Viking days was a slave lashed across the launching ways whose blood christened the new ship. Later, a goat took the place of the slave, and then for many centuries ships were launched without any ceremony at all.

The first ships to revive the custom were naval vessels, which made the launching ceremony a function several centuries ago. It was not always a successful affair. Upon a classical occasion when Charles the First was to launch the mighty dreadnought, **SOVEREIGN OF THE SEAS**, and had invited all the Court down with him, the great vessel stuck on the stocks and by no immediate contrivance could she be moved. Any embarrassment felt on the part of the king or his courtiers was at once dispelled by a sumptuous feast which made everyone anxious to be present during the next spring tides when the ceremony was to be repeated. What the poor public—who had to bear all expenses—thought about it was a different thing; but, in the end, they got rather the best of the matter—for, on the night before the appointed date, a gale caused the water to rise so high that the vessel had to be launched at once to prevent her bumping herself to pieces. The king was not at hand, and his lieutenant christened the ship in the middle of the night and in a howling gale. Thus were the unfortunate courtiers cheated of another cheap entertainment and what must have been an impressive ceremony.

Royalty seldom took a part in these early christenings—and ladies never. Usually the king's lieutenant stepped up to the quarter-deck where stood a pedestal and on it a silver goblet of wine; and having read the ship's commission, took the goblet, drank and spilled some of the wine on to the deck at the four points of the compass. Which done, he again drank as much as he desired, and then threw the remainder, including the goblet, into the sea. This custom had to be abandoned when it was discovered that the king's

lieutenants were in the habit of stretching a net alongside the ship and salving the goblet after the spectators had gone. Even so, it is quite possible that there are still a large number of these valuable goblets lying at the bottom of the river off the site of the old Deptford dockyard.

It was only in the early nineteenth century that the present system was introduced, whereby a ship is christened by having a bottle of wine broken across her bow, generally by a lady. Here, again, there have been accidents during the course of the ceremony. One of the first occasions that it was tried, the lady—who started well with an excellent little speech—found that accuracy in bottle-throwing was not one of her strong points, and her first attempt missed the vessel altogether. Even then all would have been well had not the bottle nearly brained an unfortunate spectator who promptly started an action against the Admiralty for injuries due to negligence. As a result of this the present scheme was adopted where the bottle is made fast by a ribbon.

There are all sorts of bad luck prophesied for ships not christened with wine, and the few examples that have occurred certainly bear out this contention. One of the most notable instances was that of the launch of the battleship **ALBION** by our present Queen—then the Duchess of York—in 1898. Owing to one of the head men of the shipyard being a teetotaler the champagne bottle was filled with water instead of the usual wine. Everything went wrong from the start. For one thing, the bottle was so thickly decorated with ribbons and streamers that it bounced off the ship each time the Duchess threw it. Finally, she handed it to a gentleman by her side, who hastily tearing away the frilling, succeeded in breaking it just as the ship was moving out of reach. The real disaster was yet to come. As the ship slid into the water the backwash swept away a stage and some fifty people were drowned. Some will put it down to a coincidence, but the superstitious old sea salt will shake his head as if to say, "What can you expect." So that, on the whole, whatever principles one may have, it is not really advisable to substitute water for wine when launching so vindictive a character as a ship.

—From our Special Correspondent



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. SHARLAND
Hon. Secretary Mr. J. SPAIN
NORTH SYDNEY—Officer-in-Charge Mr. W. L. HAMMER
Hon. Secretary Mrs. E. WHYTE
LANE COVE—Officer-in-Charge Mr. M. SPENCEVILLE
Hon. Secretary Mr. F. L. HEDGES
COOGEE-LOVELLY—Officer-in-Charge Mr. J. STONE
Hon. Sec. Mr. J. E. MILLER
MOSMAN BAY—Officer-in-Charge Mr. H. H. BARRINGTON
Hon. Sec. Mr. T. V. BARRINGTON

McMaster Cup Race.

The race took place on Saturday, 15th June, off Drummoyne depot. There was an excellent entry of boats of every class, and many onlookers watched the race from the Drummoyne side of the river. The course was slightly more than half-a-mile with the start at Wright's Point. Owing to the swirl of the tide round the Point, which was increased by the wind, boats experienced great difficulty in keeping on the line and their heads up-river. However, after much manoeuvring, a start was finally obtained which, under the circumstances, was a very good one.

All classes were pulling a fine race, with Birchgrove cutter in the lead at half-way. Middle Harbour and Drummoyne gigs on inshore positions were coming along in fine style. Near the finishing line the race developed into a stern fight between Birchgrove cutter and Drummoyne gig,

DRUMMOYNE—Officer-in-Charge Mr. J. KIRKWOOD
Hon. Secretary Mr. A. WELSH
RICHMOND—Officer-in-Charge Mr. G. EYBROOK
Hon. Secretary Mr. J. G. ANTILL
BONDI-ROSE BAY—Officer-in-Charge Mr. E. J. HOPKINS
BIRCHGROVE—Officer-in-Charge Mr. S. DOOPER
Hon. Secretary Mr. W. E. MURRAY
MIDDLE HARBOUR—Officer-in-Charge Mr. W. G. NIXEY

with Middle Harbour a little astern. Birchgrove, by a narrow margin, crossed the line first with a surprising spurt.

Order of crossing finishing line was: Birchgrove cutter, Drummoyne gig, Middle Harbour gig and Mosman Bay whaler.

After the race a protest was lodged by Middle Harbour complaining that Birchgrove cutter had crowded them near a moored boat. The protest was adjudged at the last officers' meeting, the finding being that Birchgrove cutter had without intent been to blame, and that the protest be and is upheld.

The Cup, therefore, is retained by Drummoyne.

"Viking" Watches.

Mr. Harold Cochrane has notified us that he will give another set of "Viking" watches to the most punctual cadets in each company. The time of computation of marks is to run three months ending Nelson Night when the prizes will be presented. We are sure that each company will join us in thanks to this gentleman for his interest and generosity.

RICHMOND.

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

On Saturday, 15th June, on the occasion of the McMaster Cup Race, 18 boys under the command of Mr. J. G. Kynock, O.C., accompanied by the Hon. Secretary and four ladies of the Welfare Committee journeyed down to Sydney. Catching the 12.30 p.m. train we arrived at Drummoyne Depot at 2.45 p.m. Eighteen boys were chosen to man the cutter and did splendidly considering that some of them had never before handled a large oar and those who knew how to pull had had no cutter practice for many months. Our supporters were invited into Birchgrove's launch to view the race and all were delighted with the showing our boys made. In the circumstances we had no delusions about winning but we could not help but feel gratified with Richmond's performance on that day.

To crown a good race we journeyed by launch from Drummoyne to Birchgrove depot where a bumper tea awaited us to which "all hands" did full justice. In the evening a musical and variety entertainment was given by Birchgrove in which the depot's band was a great feature. We wish to thank Mr. and Mrs. Cooper, the Officers and Welfare Committee who acted as very generous hosts on that evening. On behalf of our sub-branch we extend cordial congratulations to the Birchgrove Co. in pulling such a splendid race.

On Tuesday, 18th June, games were indulged in at the depot. Mr. Norman Farlow came along and gave some lessons in boxing which the boys greatly appreciated. Our thanks go to this same gentleman for donating a set of boxing gloves which gift threatens to be in great demand on games' night.

The following Thursday evening the "Antill-Clough Silver Cup" was the subject of competition. The trophy is for squad-drill and is held for a period of three months. The Company was divided into two squads, the first under C.P.O. Martin and the second under C.P.O. Hunt. The result of the competition was that No. 2 Squad was declared the winning one. A silver medal with a gold facing (kindly donated by the O.C., Mr. Kynock) and a Seamanship Manual (kindly donated by Mr. Lea-Wilson) were won by P. L. Shields (No. 1 Squad) and R. Hunt (No. 2 Squad). These were given for individual smartness in drilling.

The competition was adjudged by Lieutenant Henrick; and we much appreciate his interest in coming along and helping us in this way. It is hoped to get this gentleman's services as judge for the forthcoming "Lea-Wilson Silver Cup Competition."

The evening closed with the Ladies' Welfare

Committee handing round light refreshments to the boys taking part and to all the very interested spectators. This Committee helped considerably to make the evening both attractive and enjoyable.

On Sunday, 3rd July, a Church Parade is the order of the day. St. Peter's Church, Richmond, celebrates on this day its 86th Anniversary and the Incumbent, the Rev. Dillon, has kindly invited the Navy League Sea Cadets to attend under the command of our O.C.

We are holding a further Euchre Party and Dance on Tuesday, 12th July, when we anticipate a big night.

We would like to receive communications from Company Secretaries, whose companies wish to play our boys at football. All who come along will be heartily welcome and well catered for. Now, what about it? The "question mark" refers to each and every Company.

BIRCHGROVE.

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

Birchgrove Coy. wishes to thank Mr. Buckland and Mr. Phillips and Cadets of the Balmain Coy. for turning out to form a parade on the occasion of our Sale of Work and small bazaar. Unfortunately, we had to postpone it a week on account of rainy weather, and then we picked the coldest day of the year. The welfare of Lane Cove and members of the Balmain Coy. came along and patronised the stalls, which backing we greatly appreciate. Mr. Billam and Miss Oxley also paid us a visit on that day, and afterwards inspected the depot with which they were very pleased.

We would have liked to have seen some representatives of other Companies, but, as depots are so widely distributed geographically we cannot always expect their attendance.

We had a visit from Mr. Parton and his whaler's crew who were interested in the depot and all its contents.

As arranged, Mr. Nixey, Mr. Bibby, Mr. Hammer, Mr. Whitmore, Mr. Waterfield and myself held a meeting at our depot to draw up a set of rules governing the Cochrane Shield race. These were prepared for submission to the officers' meeting on the 11th of this month.

We have had the pleasure of looking after Middle Harbour's gig for a week preparatory to the McMaster Cup race. If at any time we can mind any boats for any Company when a race is up our way, you can depend on us. Just call in and say, "Were staying," and you are all welcome.

BIRCHGROVE—CONTINUED.

Needless to say, we are glad we pulled into first place in the McMaster Cup race. We have pulled many, many times into second. Still, we never gave up, always hoping and trying—and that's what counts. We were very pleased to see Richmond Coy. come down and pull their boat, even though we had trained a crew for her. Richmond was undecided whether to pull or not, and knowing we had trained a crew for her, thought we would be disappointed. Perhaps our second crew was a little disappointed; but what sport would have not given us for Richmond Coy.? Some of these lads get up at 4 a.m. to milk cows and do necessary farm work, and then walk four miles into town to catch the train. No chance of real training, and some had never seen the salt water before. They were game to have a go, and Birchgrove were willing to help them along. Richmond would be complimented on their spirited effort and showing.

Birchgrove was glad to be able to tow Richmond's cutter and Middle Harbour's gig back to our depot besides a dinghy belonging to some one else. We only had a small launch (hired of course) but would have towed the whole lot if necessary. We thought Balmain Coy. was being towed home, and we did not know till Monday that they had to

pull home. Sorry, Balmain! It was only a case of you hooking on and we would have got home sometime if it had taken us till midnight. We'll look out for you next time.

Arriving at the depot we had the pleasure of the company of Richmond and Middle Harbour officers and crew to tea. They stayed for a social evening, and all hands thoroughly enjoyed themselves.

The Middle Harbour lads remained at our depot overnight, Mr. Waterfield staying with them. They left us at mid-day on Sunday, and we hope to have the pleasure of their company again.

We can now report that the whaler has been sent to Chapman's to have the engine installed. Watch the whaler next race!

Mr. Geo. Folster kindly made and fitted three doors for the deck-house we are converting into a ward-room, galley, and a special cabin.

Mr. O. White is going to fix our mast with cross trees, and help us to rig it.

The band is still going strong, playing every Friday night in Balmain. It continues to draw the people which means a great deal—not forgetting the collection boxes.

Drummoynes ladies must be congratulated on their catering on the 25th June. They are simply

BIRCHGROVE—CONTINUED.

great, and know how to look after that part of the business. Mr. Hiron must be thanked by all for the trouble he took to lay out the course. We struck a bad day for the race, and the delay in starting was due to wind and tide sweeping round Wright's Point, and boats could not be kept steady in position.

Mr. Cochran (President of Lane Cove) stood alone in all he did. Nothing was too much trouble, and the "Viking" upheld her reputation in always being there to help the movement along. Saturday was a severe test, and the worthy owner of the "Viking" did yeoman service, and by his efforts greatly reduced the difficulties of starting. Dodging hither and thither among congested craft was no joke. The efficient handling of the starters' boat and the courtesy extended his visitors redound greatly to this gentleman's credit.

On July 2nd Birchgrove played Lane Cove at soccer, and won two goals to one; no score in first half, and a very even game. Good oh! Lane Cove.

Best wishes to all from Birchgrove.

ROSE BAY-BONDI.

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

Our activities for the month as usual have been varied as well as instructive. Our boats are in process of receiving a thorough overhauling, renewal of gear, painting, etc. so that no time will be lost once the sailing season opens in having all our boats in commission and in thorough sea-going order.

We by no means limit our sailing to the generally recognised season, but use our sails all throughout the year, and by this means the boys are enabled to learn all the finer points of handling a boat under sail, and we are becoming experts at rigging and handling a boat under all conditions.

A visit to Drummoynes depot to take part in the contest for the McMaster Cup on the 25th inst. was thoroughly enjoyed by all hands and we take this opportunity to thank the committee for the fine hospitality extended to visiting companies and also the O.C. for taking charge of two of our boats, which were sailed up the previous week-end by the 1st officer, Mr. F. Hopkins, and the 2nd officer, Mr. A. Parton. Our third boat, a newly acquired galley, loaned to Clovelly for the occasion, was sailed up by Mr. Stone, O.C. Clovelly and his company, accompanied by the Clovelly dinghy. We were pleased to see all our old friends from the various sub-branches present, and note that their enthusiasm has not waned with the passing years.

During the last week-end we paid a visit to Mr. Hayes' boatshed, Careening Cove, where the whaler, generously donated by Mr. G. E. Fairfax to this sub-branch, was built.

Personally conducted by Mr. Hayes we were shown the various boats in course of construction on the stocks and the splendid material and workmanship put into them augurs well for the pleasure and comfort which the future owners will derive from them. Speed, strength, durability, combined with lightness, are the standards aimed at and in these departments Mr. Hayes reaches a very high degree of efficiency.

Some very useful information, as well as timber, was given us by this gentleman, who takes a great interest in the boys and their activities.

On our way home we were hailed by North Sydney's O.C., Mr. Hammer, who congratulated us on the latest acquisition to our fleet, our new galley. A run down the harbour and then home to our base at Elizabeth Bay completed the day's outing.

Work at the depot is proceeding apace, thanks to the generosity of Mr. F. W. Hixson, O.B.E., who provides all the necessary material as well as personal assistance. The boys have dubbed him their "Fairy Godfather." They are right in certain respects, but to those who have seen the genial gentleman pick up and walk away with a baulk of timber, with apparent ease, which three ordinary men would stagger under, the simile will appear amusing. For in physique, he is no wise fairy like.

Mr. F. Hopkins, 1st officer, represented this Company at the Dance held at Warringah Hall on the 6th inst., in aid of the North Sydney Sub-branch and reports having had a real good night's enjoyment.

The junior boys of the Company have good times sailing model yachts in the baths and in the open water at Elizabeth Bay; this form of sport should become increasingly popular on the approach of warmer weather.

We expect to receive visits from some of the sub-branches during the coming month.

MIDDLE HARBOUR.

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

The cadets of the Middle Harbour Company are continuing in their enthusiasm and vigour.

On the 18th June we sailed our gig round to the North Sydney depot, where we camped over night at the invitation of Mr. Hammer. On Sunday we proceeded to Birchgrove depot, and after a dinner—supplied by the Welfare Committee—set off for



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MIDDLE HARBOUR—CONTINUED.

Drummoine. The gig, which is newly painted, was left at the Drummoine depot in readiness for the McMaster Cup race, the crew thereafter returning by tram.

In the McMaster Cup race, which took place on the 25th, we gained third place. The protest which we lodged will be considered at the next officer's meeting.

We wish to thank Drummoine for the hospitality extended to us on this day. The refreshments were greatly appreciated by the crew after the race.

In company with four other boats we were then towed to the Birchgrove depot, and after tea and "sing-song" all hands turned in for the night. Thank you, Birchgrove, for a very enjoyable evening.

A Social evening was arranged for the 30th June at the Masonic Hall, Northbridge, when it was hoped to form the nucleus of a strong Welfare Committee, but owing to the date clashing with a big political meeting we had to cancel the event practically at the last minute. However, we have obtained promise of considerable support in the Northbridge district.

MOSMAN.

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

Although "Paddy" says of the days of our mid-winter month of June, "it gets late very early," our activities were not to a great extent curtailed thereby. In addition to our ordinary Saturday afternoon rally, the crews of our two whalers trained strenuously each evening for about a fortnight to fit themselves to compete with the older and heavier crews in the tangle of the 25th for the McMaster Cup boat race at Drummoine.

Our officers, cadets and the members of our Committee who had the pleasure of being present on that occasion desire to thank the President, the Executive, and Ladies' Committee of the Drummoine Company who so generously provided and served such a recherché repast to the delectation of our weary wayfarers.

By the courtesy of the masters, or officers on duty, our cadets have boarded several vessels in the harbour. They displayed a keen and intelligent interest in the "internals" of these ships, thereby gaining a slight practical knowledge which adds to the value of their theoretic instruction.

The O.C. is, in the main, pleased with the general progress of the cadets.

Due to the unremitting energy of our Committee our boathouse depot is now in the course of transfer to our use and benefit. Our verbal thanks to the Committee will be augmented by the unrestricted training which we will now be enabled to give our cadets in their own seaside home.

Our President (Major Scott, D.S.O.) has arranged a series of addresses for the cadets. We regret omitting to mention in last month's report that Mr. Tom Roberts talked to us most interestingly for about an hour on "Lessons from the Great War." Our last address was given by Dr. Richard Arthur, M.L.A., who chose the interesting subject of "Women and Children first."

By the kind invitation of Mr. L. E. Forsyth, we visited his home in Sailor Bay-road, Northbridge, last Saturday, where, with the use of that gentleman's two enormous masts rigged cruiser style, the boys received interesting instruction in the international Code. We sincerely thank Mr. Forsyth for his kindness and for a further invitation proffered.

Results of the examination of our cadets for the rate of Leading Seamen, kindly undertaken by Mr. W. G. Nixey, Actg.-O.C., Middle Harbour, are as under:—

*J. D. Gaydon ... 234	*C. Etherington... 211
*L. G. Scott ... 227	*G. Aldred ... 201
*C. Dillon ... 225	W. Oxenbould ... 194
*A. Aldred ... 223	J. Harnaity ... 194
*H. Parkin ... 222	R. Luscombe ... 167

*Passed. Possible marks, 250. To pass, 200.

Last, but not least, the Mosman Navy League ball, held in the Anzac Memorial Hall on the 24th June, was an unqualified success owing to the wonderful combination of our Ball Committee led by our godmother, Mrs. C. Dillon, who was organiser-in-chief. Space will not permit of a detailed description of the bedagged hall, of the banners in red and gold—our Company colours—nor of the gay and tasteful dresses which adorned the youth and beauty present. Truth to tell, we were too dazzled to attempt a verbal picture. We thank Miss Charles-Fairfax for attending and presenting her flag to our winning Company; also, Mr. S. Cooper and his color party for being present to hand over the flag. A separate article on this ceremony appears elsewhere in this JOURNAL. Our grateful appreciation is tendered Miss Eva Novak who, although suffering from the effects of an accident, in fulfilment of her promise attended and adjudged the fancy costumes. Among many other distinguished guests we were pleased to notice Mr. and Mrs. G. E. D. Billam of Headquarters.

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DRUMMOYNE.

(Contributed by Writer C.F.O. Birmingham)

On Saturday, 25th June, the McMaster Cup was competed for at our depot. It is always Drummoynes big day and we endeavour to have the depot and its precincts specially spick and span on this visiting day. To the spectators assembled on the quarter-deck the waiting for the start must have been tedious, but that was no fault of the starters, among whom was our O.C., Mr. Hiron. Nature has ordained a tide rip to sport itself off Wright's Point and on the day in question this force was aided considerably by a good breeze. Keeping the boats' heads on the course line and in position on the starting line was a feat of no small dimensions. The race once started caused a great amount of enthusiasm as witness the broken wire enclosing our quarter-deck. We congratulate Birchgrove Coy. on their very fine effort. The best crew wins so let there be no "moaning at the bar."

After the race crews and cadets were regaled with refreshments and we heartily thank the Ladies Welfare for the very fine organisation, knowing as we do the labour involved in making up those bags of enjoyment. We extend thanks also to Mr. Lawler who placed his launch at our disposal for use as a mark boat. Mr. Lawler has always been a solid friend of the League and has ever been ready to help us out.

Recently we have played a good deal of football and we now issue a challenge to any Company for a game of League or Soccer. Mr. Hiron kindly donated a Rugby ball to the Company some time ago and it has been used considerably.

On Saturday evening, 2nd July, a very delightful and successful dance was held at the "Cairo." Organised by the Ladies' Welfare to help forward the depot building fund. Attended by "Miss Hobart," the runner-up to "Miss Tasmania" in the recent Film Competition, it proved a wonderfully enjoyable event.

We are sorry to announce that we are about to lose the services of Mr. A. Ricketts, owing to his removing from the district. Ever since the inauguration of the movement in Drummoynes Mr. Ricketts has been associated with the Company, working his way up steadily to his present position as the right-hand man to the O.C. Always very popular with the boys and a splendid organiser of camps and excursions his loss will be severely felt. We may only hope that his connection with this depot will be but partially severed and that he may find the time to come along even occasionally.

About the middle of next month we intend holding another Ball to raise proceeds for our Building Fund. H.E., The State Governor, has kindly consented to be present with us on this oc-

casional and there is every indication that the event will be of more than local significance. The tickets, which include supper, will be available on application to the Navy League Sea Cadet Depot, 343 Bridge Road, Drummoynes, and are priced at 7/6 each.

CLOVELLY COOGEE.

(Contributed by C.F.O. Mikkelsen)

We wish to congratulate Birchgrove Company very heartily on their splendid showing in the "All-comers" race on the Parramatta River last month.

We are starting to train hard for the next race in August, when we hope to get a place—first for preference. Mr. Hopkins (Rose Bay-Bondi) came to the fore on the night before the race, putting up some of the crew for the night. He also asked a few of us to stay the night after the race, and make a week end of it. The offer was gratefully accepted by three of our number, the others having to return home.

Mr. Hopkins has been a good friend in the past 12 months, always having a welcome cup of tea waiting for us as soon as we make fast to the main boom.

We have been very busy on the harbour during the past month, the dinghy having been out every Saturday and Sunday. The senior-officers are becoming very efficient in the handling of the dinghy under sails. We expect to have a complete new set of sails for her as soon as the season starts.

Twice we have been on successful fishing cruises, coming home each time with between three and four dozen leather-jackets.

A Boy's Sports Committee has been formed to raise funds for the purchase of sporting gear. The boys ran a dance at St. Luke's Hall, Varna-street, Clovelly, recently, and raised the sum of £2 5s. Cadet T. Langham kindly donated a raffia tray (made by his mother) which realised the sum of £2 5s. Mrs. Claude Longley, of Rose Bay, was the lucky winner. Mr. White, the President of the Executive Committee, donated 10s, which makes the grand total of £5. Many thanks Mr. White and Cadet Langham.

Miss Wilma Nicholl came out from Arncliffe and gave an exhibition dance, which was greatly appreciated by all.

We wish to thank the ladies who kindly assisted with the supper for the dance. Mrs. McClair donated coffee and the meat for sandwiches. Mrs. Henry cakes, and Mr. Miller bread.

Continued on page 24.

NORTH SYDNEY

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

The report for this month is most satisfactory, particularly from the financial point of view.

The Sub-branch Committee has been hard at work organising a Pot-Pouri dance, to be held at Warringah Hall, Yco-street, Neutral Bay, on the 6th July.

Mr. Archie Woods, a member of the Committee, has also rendered splendid service in carrying out a big drive to swell the Company's funds. The result has shown a splendid response, and already the Company is enabled to overcome its past indebtedness through the agency of this gentleman's enthusiastic and spirited work on its behalf.

On the McMaster Cup day a cutter's crew of 18 cadets accompanied by the Officer-in-charge and two officers journeyed to Drummoyne. On arriving we were disappointed to find that the cutter placed at our disposal was short of gear—several oars under the quota, which meant that we could not enter the race. However, the cadets soon got over the set-back, and enjoyed the day immensely. On behalf of the Company the Officer-in-Charge wishes to extend thanks to all at Drummoyne for the great hospitality extended them on this occasion. The welcome was typical of Drummoyne; at all times have they been the kindest of hosts.

During the month we have had visits from Middle Harbour and Rose Bay-Bondi Companies. Such visits are always looked forward to by the officers and cadets, and other Companies are always made welcome when they put in an appearance.

Since writing the above, the dance at Warringah Hall has become an accomplished fact. It was a most successful evening, reflecting great credit on the organisers. We are pleased to say that the attendance was excellent, many Navy League Sea Cadet supporters being present. Among those present were: Mr. and Mrs. O. H. Woods, Mr. and Mrs. A. Woods and their parties, Captain and Mrs. Anderson, the Misses Mullins, Mrs. Pickering and Miss Pickering, Messdames B. Whyte, Flesselles, Peak, Buchanan, L. C. Dudley (of New Zealand), Marshall, Whittin (of Yass), Misses Dawson, Cortes, Nellie Viles, Duff (of Manly), Pansy Shimell, Younger, Deighton, Betty Taylor, Mr. and Mrs. Edward Shimell, Mr. and Mrs. Moor, Mr. and Mrs. Birkmyre, Mr. and Mrs. Scowcroft, Mr. and Mrs. Bert Foy, Messieurs Corbitt, Huggert, Sid Lee (with a party of six), W. L. Hammer, Officer-in-charge, North Sydney Company.

Mosman Bay Company were represented by Messdames E. L. C. Scott and Dillon, Miss Hazel Scott, Mr. H. R. Currington, Officer-in-charge, Mr.

A. Hamilton and Mr. E. Butcher. Mr. W. S. Nixey attended from Middle Harbour, and Mr. Hopkins Jun. from Rose Bay-Bondi Company. Headquarters were represented by Mr. and Mrs. G. E. Billam. In all there were 200 guests present.

The officers and cadets of North Sydney Company were also well represented, and the behaviour of the boys was splendid, their smart appearance being the subject of very favourable comment by the visitors.

We extend our grateful thanks to the following artists who contributed largely to the enjoyment of the evening. They are:—Mr. Bert Foy, Australia's Premier Female Impersonator, Miss Pansy Shimell, and the little girl who gave such an excellent rendering of the Sailor's Hornpipe, whose name is not at present known to the writer.

The officer-in-charge greatly appreciated the efforts of the parents in equipping their boys with uniforms in such a short space of time.

The Company is about to replace its cutter, lost recently in the storm, and arrangements are in hand to obtain a suitable boat.

BALMAIN.

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

Since last report the cutter's crew have had a great deal of practice preparatory to the McMaster Cup Race. Yet we were not able to pull the race off as our boys were unable to get up enough speed in such a fast event, as the cutter is very heavily built.

We thank Mr. S. Cooper of Birchgrove for his offer to tow the cutter back to depot, and also for his letter in which he says: "Your lads deserve every credit for turning out on Saturday to pull. They are little fellows and very game. Personally, I consider they are of the gamiest in the League, and never fail to put up a good show. Good luck to them!"

Our First officer, Mr. Phillips has spent much time in instructions—physical drill, boxing classes, etc. Every Monday night all sorts of sports are indulged in. We keep this night for recreation.

Now that racing is finished for a while we can proceed with the slipway, a task which is yet uncompleted.

We are expecting very shortly some paint for the cutter and dinghy. Also our garden is to undergo a clean-up and fresh planing. If anyone interested would send along some rose trees we should be very grateful. We hope to get about 60 of these with which to beautify the depot.

Latelately we met Birchgrove at "Soccer" and were beaten, the score being 3—nil. However, we are hoping to "turn the tables" at our next fixture. We hope that other companies will arrange matches

with us and that headquarters will form a league and a schedule of fixtures.

The cadets attended a Church Parade on Sunday, 3rd July, at the Balmain Mission.

We are pleased to report that new recruits joining during the month are: Cadets S. Clark, A. Clark, W. Cox, W. Keane, L. Keane, M. McVean, R. Johnson, F. Plummer, M. Lito, N. Marshall, S. Marshall, J. Bentley, D. Bentley.

ADDITION TO AND CORRECTION OF LAST REPORT.—Mr. H. Cochrane gave a Seaman's Manual as a prize. The prizes were for 6 months not 3 months attendance.

LANE COVE.

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

Apologies are due for no report for last month but it was too late for the JOURNAL.

We did not enter for the boat race as our boat was in dockyard hands undergoing a refit.

A fine pair of boxing gloves has been donated to the company by Mr. Cochrane, to whom we tender our best thanks. They are in constant use, and we may be able in the future to turn out some young Dempseys. A football has been purchased for the boys, and we are open to play any team from other companies (14 and under.) Last Saturday week a match was played at Lane Cove, between Birchgrove and Lane Cove. The former, after a splendid game, won by 3 points to 1.

A match was arranged last Saturday between us and Roseville, but the latter team did not turn up. Perhaps they thought discretion the better part of valour.

Recruits are still coming along. Four more this month.

A euchre party and dance is being held at the School of Arts on every Monday night to augment our funds.

On King's Birthday, 19 of us left our moorings at 10 a.m. and went as far as Fairyland, and after a very pleasant day, arrived back at 5.30 p.m. The usual parades have been held on Tuesday nights and Saturday afternoons, and the entrants for the McMaster medal are going hot and strong.

CLOVELLY-COOGEE — CONT. FROM PAGE 23.

Sincerest thanks are also tendered to Mr. Hall for his donation of three tins of State Express Cigarettes; also Needles, Ltd., for three boxes of their famous Royalty Chocolates.

Any person who feels like dancing on the and August, should come out to St. Luke's Hall, Varna Street, Clovelly, when we are holding another Euchre Party and Dance.

Three of our boys went on board the "Platypus" last Saturday afternoon and were instructed in the uses of the different engines on board.

WE WISH EVERY COMPANY THE BEST OF GOOD LUCK.

"Mosman Daily," 28/6/27.

Charles-Fairfax Flag.

MOSMAN BAY CO. NAVY LEAGUE

SEA CADETS.

The presentation of the Charles-Fairfax Flag in the Anzac Memorial Hall, Mosman, on Friday evening, 24th June, was made to the winning company, Mosman Bay, by the generous donor, Miss Charles-Fairfax, in the presence of over 400 interested spectators.

Miss Charles-Fairfax said: "I have much pleasure in presenting my flag to the Mosman Sea Cadets. Only a few weeks ago in this hall, I presented the Fairfax State Challenge Champion Flag to the Mosman troop of Boy Scouts, and now the Mosman Sea Cadets have proved champions in the same direction. You lads are taking upon yourselves a great responsibility in training for the Royal Navy or Maritime services. It is up to you boys to keep the Union Jack from reproach, or in any way belittle its wonderful historical traditions. Our flag stands for justice, freedom and Christianity. Only by keeping to duty, which is service, can you rise to high and honoured positions. Obey your superiors, be strict in small matters, the large ones will then take care of themselves; I mean obey your parents, be punctual, if not you lose time for others as well as yourselves. In conclusion, be polite, for that marks a gentleman."

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The First Australian Convoy.

BY BRAN-ADMIRAL A. GORDON SMITH, C.M.G.

By courtesy of "The Blue Peter."

Not the least among the thrills experienced by the British people in the early days of August, 1914, was one of pride and gratitude at the spontaneous offers of assistance from the Dominions.

Before the first wave of excitement had subsided, an offer was made by Australia to send a division of troops, complete in every detail.

This division sailed on November 1st, and, before it left, a second division was in course of formation. This process was continued, and division after division, equipped and trained to conform with the standard of the British Army, together with reinforcements for divisions already sent, were despatched at regular intervals to the other side of the world during the whole period of hostilities.

I was serving at the Australian Navy office when the war broke out, and was entrusted with the job of getting the first of these divisions to Europe. It must be remembered that it was not until the beginning of 1915 that the seas could be considered safe for the passage of transports. The German Pacific Fleet was still "in being." It was, therefore, necessary that this division should proceed as one convoy, in order that it could be escorted by an adequate naval force. As a matter of fact, the Australian convoy was ready three weeks before it sailed.

The New Zealanders also had a convoy, which was to join up with the Australians. This also was ready early in October, but the New Zealanders, being nearer to the scene of activity of the German Fleet, had jibbed at setting out without an escort capable of tackling the two big German cruisers, the *Scharnhorst* and the *Gneisenau*.

I think the Australians also were a bit nervous. So we all had to wait until the Admiralty could provide a suitable escort.

It was arranged that the Australian convoy should assemble in King George's Sound, in West Australia, and wait for the arrival of the party from New Zealand. I took for my flagship the Orient

liner *Orbello*, which was to sail from Melbourne, with a battalion of infantry, the general in command and his divisional staff. There were to be twenty-eight ships in the Australian contingent; practically every merchant vessel of any size that happened to be in Australian waters at the time had been commandeered, including a dozen or so of 10,000 tons and over.

On Trafalgar day the *Orbello*, flying the Blue Australian Ensign, sailed for Albany.

We entered King George's Sound early one cold and misty morning. The Australian cruiser *Melbourne* was doing watch-dog at the entrance, and about a dozen transports rode at anchor in their berths told off for them. King George's Sound is something like Plymouth Sound, only much bigger. There is a small inner anchorage, in which is the little town of Albany. The Sound itself is well sheltered, except that it is open to the south-east—a couple of islets, situated at its entrance, being inadequate to close it satisfactorily in that quarter.

As ill-luck would have it, although the prevailing wind at that season should have been westerly (according to the books), during most of the time we were there it was blowing freshly from the south-east. Boatwork was very difficult and somewhat dangerous, and there was plenty of it. All the transports of whose coal or water consumption we were at all doubtful had to be filled up to their fullest capacity. This involved their going inside the inner harbour, where there was only room for three of them at a time. So there was a constant movement of ships to and fro to be arranged.

We worked like slaves; so did the authorities on shore. We (I had two Lieut.-Commanders, a Paymaster and a signal boatswain as assistants) were at it from early morning till eleven at night, visiting ships, making the necessary arrangements, and solving as best we could the many questions that arose.

For instance one transport squashed a portion of her captain and reported that she could not weigh

her anchor. The damaged ports were landed, and the village blacksmith at Albany managed to repair them somehow. I was, most of the time, punching about in a little steam launch that was intended more for picnic parties on a river than for rough work in the sea that was running in the Sound. She had a sort of conservatory built on her—at least she had when she started. When I had finished with her there was not very much of it left. Bumping alongside transports in a heavy sea was rough on glass-houses.

Then there was millions of letters and orders to take round and collect; telegrams to distribute; soldiers to be landed for medical or other reasons, and others, who had missed their ships, to be brought off. It was a regular nightmare. The soldiers had not, apparently, realized that once they were in a ship everything in that line had to be fetched and carried by boat, and there were only four small steamboats available for the twenty six ships. These were kept running night and day. The British armoured cruiser *Minotaur* and the Japanese battle cruiser *Ibuki* arrived on October 30th with ten New Zealand transports, all painted grey and looking very war-like. Later on the *Sydney* came in and started coaling. She had come panting down all the way from Fiji 3,000 miles, to join us.

By the evening of the 31st we were all ready. The last bag of mails had been distributed, the last sick soldier had been landed, all the transports had been topped up with coal, the sailing orders had been issued, and we were ready to leave.

We were on the move before daybreak. We had expected to proceed to England via Mauritius and the Cape; but owing (we learnt afterwards) to the subsidence of the rebellion in South Africa and to a certain restiveness among the Turks, we were instructed at the last moment to pass through the Canal.

Our departure was rather impressive. Almost on the horizon, protecting the movement, were the cruisers. The day was breaking and the sombre blue hills and islands enclosing the Sound were tipped with a rosy glow. Over the Sound hung a canopy of funnel smoke. We filed out in single line; the *Orbello* leading, followed by the first

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division of transports. The morning was calm and there was a strange stillness broken only by the long-drawn surges at our bows as we began to plunge into the ocean swell.

Then came a part of the programme I rather dreaded.

Our line was considerably longer than was provided for in the orders. Most of the ships were inclined to play for safety, and certainly did not imperil their next ahead by being too close on moving off. The *Orbielo* was well out to sea and heading to the westward before the *Wiltshire*, leading the second division, was sighted, rounding the grim black bluff at the entrance. The speed of our division was reduced to allow our column to close up, and the other two divisions to form up on either beam, all according to programme. Then the fun began.

The captains of the transports, who, through not starting their engines in time, had got astern of station in moving off, now made the contrary mistake of not reducing speed until too late, as they arrived in their correct position.

Our line began to get "concertina'd," and one ship after another approaching her next ahead too closely shot out to starboard or port to avoid her. I could imagine the state of some of their skippers. I could, indeed, almost hear them swearing—at each other, perhaps; or, more likely, at me and the navy in general for all this foolishness.

We had no actual bumps, however. By-and-bye our line straightened itself out again, and the ships, more or less, resumed their stations.

When the *Wiltshire* and her division very slowly plunged their way up on our port beam my Vice-Admiral, Lieut.-Commander Jones, reduced the speed of this division by signal, and they, too, commenced the same exciting game of avoiding bumps. By this time our first division of ten ships, each over 10,000 tons, led by Lieut.-Commander Cayley in the *Euripides*, was in sight; also the New Zealand convoy, indicated only by a row of dots and ten columns of smoke on the horizon. I counted the ships—all present—no accidents so far.

By 8 o'clock the whole convoy was formed up

as a fleet in cruising order, and we increased speed and set forth into the Indian Ocean on our adventures.

Five miles ahead of us was the *Minotaur*, the *Sydney* was to port, the *Ibuki* to starboard of us, and the *Melbourne*, out of sight astern, was our rear-guard.

The New Zealanders formed a separate little fleet, stemming in two columns by themselves, two miles in rear of ours.

This huge convoy was a great responsibility for those whose job it was to protect it. It was a clumsy sort of fleet at best. Its total length, including the New Zealanders, should only have been seven miles, but on some mornings it was double that, and sometimes our tail was almost out of sight. At such times one of the cruisers would go along the line like a policeman, making the queue close up; slapping signals at the laggards or at those who had been too cautious or too casual during the hours of darkness. Also, we had trouble with lights at night. Some ships could not be induced to limit themselves in that respect. If their penchant for illumination had not been checked we should have made a glow on the sky that could be seen 50 miles off on a dark night. We had also to contend with the habit ships have of throwing overboard refuse, casks, wooden boxes, straw, etc., which would have left a trail on the ocean as plain as any raider could desire. The horse transports, naturally, were the worst offenders in this respect.

We were obliged to be very careful in using our wireless. That was more easily controlled, as only a few men were concerned. No ship while in company was allowed to speak out loud on its aerial, or to answer if called up. The only exception was the senior officer's ship, the *Minotaur*.

All the transports had been fitted with a low-power instrument called a "buzzer," which gave out ethereal "whispers" so to speak, that could be heard only about seven miles. The *Orbielo* and the cruisers were only allowed to speak even in whispers, however, except in case of emergency. The others were only permitted to listen. If they felt loquacious they had to talk by means of flags or other visible signals.

We had our moments of anxiety from time to

time, especially during the first few days and nights. There was one contingency, however, that I dreaded above everything, and for which I could devise no procedure that was feasible. This was an attack by night by a hostile cruiser. Allah only knows what might have happened in such an event. We had to get these soldiers to Europe somehow. One has, of course, to take risks in war-time. But this was one we did not talk about, or even think about, more than we could help. As it was, the *Emden* only missed us by a day. She crossed our track 200 miles ahead of us.

TO BE CONTINUED.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 110, Dalton House, 115 Pitt Street, Sydney.

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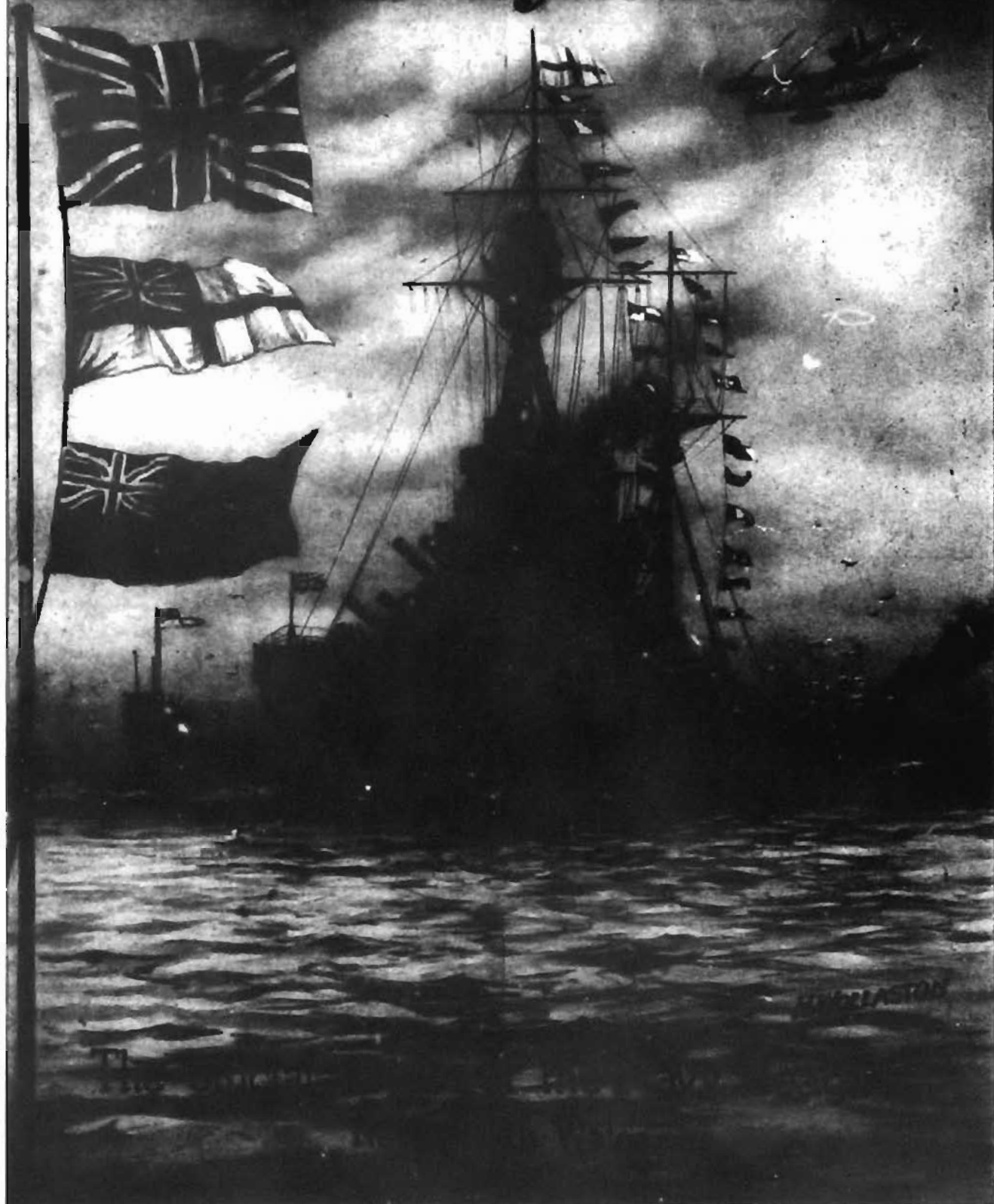
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SYDNEY, AUGUST, 1927.

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An Abortive Conference.

IN a brief examination of the point in conflict—that of the Empire's light cruiser strength—which proved the rock on which the Conference at Geneva split, it is essential to realise the fact that during and since the World War America has emerged into a first-class naval power. The most ambitious naval building programme ever laid down by any nation was approved by Congress in 1916.

At the Washington Conference the U.S.A. gained the prestige and the recognition by the remaining four naval powers of her establishing an equal ratio in capital ships with Great Britain and the British Dominions collectively. In addition to the 5, 5, 3 ratio, the Conference agreed that the maximum tonnage of cruisers should henceforth be 10,000 tons.

In smaller craft and submarines the United States take at present a very pre-eminent position. In destroyers alone they have about twice the number possessed by the British Empire; and the same preponderance is seen in the number of submarines.

It is generally admitted that America needs a strong coastal fleet to defend her long shore lines; but she seems loath to make the reciprocal admission of our need for an adequate force of mobile light cruisers for defence in wartime of our vast trade lanes.

Notwithstanding the fact that the British delegates readily accepted a further principle of parity which comprised the cruiser class as well as capital

vessels, the American delegates wished to impose on Britain an aggregate tonnage maximum for cruisers.

Whether the estimate of our need for this class of protection is over-weighted (at present it seems the other way) is scarcely relevant: a nation, like an individual, is the best judge of the amount and quality of its own need for insurance.

It seems clear that the point in issue has necessarily, in the circumstances, proved insoluble, with the consequence that no formula was arrived at on which to base any general agreement. Had such been arrived at, even under conditions clothing it with an apparently free and willing consent, it would have been bought too dearly.

There would have been established the dangerous inference that the right of a Sovereign people to order and conduct its own legitimate business of living in the world no longer held true; and this inference would soon erect itself into an accepted principle. Rightly or wrongly the British peoples still believe that their community of nations, and the outside world as well, are better served by keeping a separate national enmity. Whatever Utopia there may be lying ahead of the world's population can only be attained by slow and painful steps; and, however altruistic we may be, it must be always kept in mind that it is with the tools and materials to hand right here and now that our future is to be forged. In the Empire we have a great heritage and a greater promise and to most of us it appears the best instrument for the world's future good.

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The White Star "Persic."

The White Star Line has commenced its policy in replacing the old tonnage on the South African and Australian line by disposing of the Persic, one of the earliest and one of the best known ships on this service. Harland & Wolff-built, like the rest of the White Star Line, she has a gross tonnage of practically 12,000 and a speed when new of 13 knots. She was specially designed for the new Australian service, which the Company was then opening, and is a particularly interesting ship as being one of the pioneers of the one-class travel which has now become so popular. She also had a deadweight of 15,500 and has brought many thousands of tons of frozen meat to the country.

Her maiden voyage was unhappy for she had to put into Cape Town in December, 1899, with a broken rudder head, necessitating the dispatch of a new one from home and was then employed repatriating invalids and time-expired troops from the Transvaal to Australia. Among the items of her early history are the rescue of the crew of the schooner MADURA which caught fire on passage from London to Port Elizabeth and the publication of the "Persic Star" in 1901, the father of many such journals which have appeared at sea since.

As soon as war broke out she was commissioned as an Australian transport and carried large numbers of troops. In September, 1916, she was attacked by a German submarine in the Mediterranean, but the torpedo missed. Unfortunately this was not the case on the second occasion, about two months before the Armistice, when she was torpedoed North West of the Scilly Islands but contrived to reach port very largely owing to her stout construction. She was repaired at Devonport and returned to the Cape-Australian trade in 1919. She was in the Clyde being refitted by Harland & Wolff at Govan only a few months ago, which led many people to believe that she had earned a reprieve, but it was only for one voyage.

The New Naval Museum.

It has long been a source of great dissatisfaction in Great Britain that the country, as the premier maritime nation in the world, has had no adequate naval or maritime museum. There is a collection

of models in South Kensington Science Museum, but although these have been very greatly improved, recently and the collection made more complete, they are still very far from perfect. At Greenwich Naval Hospital there is a further collection housed in the famous Painted Hall and innumerable valuable models in the cellars which never see the light. During the war, many of these relics were turned out to make room for stores and papers, when a considerable proportion of them disappeared. At the various dockyards there are small collections to which the public is not admitted except in special circumstances, while the Admiralty Library is always most courteous to research students and offers them every assistance.

But there has been no central collection or library and it is a matter of great congratulation that the Admiralty has now taken a great step in this matter and is doing everything it can to promote the scheme.

The great difficulty is to get a suitable building in or near London, which shall be big enough for the purpose and at the same time shall be suitable by nature and tradition. The removal of the Greenwich Hospital School to a site in the country has given the opportunity, and the Admiralty has given the proposed Museum the beautiful Queen's House, one of the finest buildings in the country which was designed by Inigo Jones for the Queen of James I. The scheme will not be ready for another four years, but by that time practically all the Admiralty exhibits of interest, including all their models, will be brought from their various places and housed in the Museum, together with a wonderful collection of records which are now in the Admiralty and Public Record Office. Attention will also be paid to the Mercantile Marine, but in this direction arrangements are not complete.

The success of the movement has been very largely due to the Society of Nautical Research, which has been working for it for years, Professor Geoffrey Callander, the Secretary and Admiral Sir George Hope particularly deserving congratulation.

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The Forty-Five Skulls of the Isabella.

When Head-Hunters and Cannibals Roamed in Torres Straits.

Boy and Baby Survivors of the Charles Eaton.

BY THOMAS DUNNAN.

MANY strange cargoes have come into Sydney Harbour, but none stranger, perhaps, than that which Captain Lewis of the Colonial schooner *Isabella* landed at Circular Quay in October, 1836. It consisted of 45 skulls from Torres Straits of which 17 were those of Europeans.

The European skulls were those of the unhappy passengers and some of the crew of the ship *Charles Eaton*, one of the scores of vessels which have come to grief amongst the tangle of islands and coral reefs which almost block the Straits.

In these days the Islanders of Torres Straits are peaceful and friendly souls. Many of them are ardent churchgoers. They would no more think of eating a white man or anyone else, or collecting his head, than they would of flying to the moon. In the old days the inhabitants of many of the islands were amongst the fiercest headhunters of the South Seas, and some were inveterate man-eaters.

The *Charles Eaton* 313 tons, Frederick George Moore master, cleared outwards at the Sydney Customs House on July 28, 1834, for Canton. She carried six passengers, O. G. Armstrong, Captain and Mrs. D'Oyly, their two little boys and an Indian nurse. With the master she had a crew of 13 men, making 19 on board in all.

A few days later the schooners *Augustus Caesar*, and the *Jane and Henry*, left Sydney to make the passage of Torres Straits. The two vessels anchored near Double Island, on September 2, and a boat's crew from the *Augustus Caesar* went ashore. When they came back the sailors reported that they had seen a quantity of wreckage, cuddy doors and windows, and two planks from the side of a ship. They had walked round the island but could not find the main wreck.

MAN WHO WOULD BE RESCUED.

They did, however, find something more sinister. They saw some natives near a fire. The

natives ran into the bush, but near the fire were some human bones.

The crew carried on board a window frame, a keg and other pieces of wreck which convinced Captain Wiseman of the *Augustus Caesar*, that the wreckage had come from the *Charles Eaton*. He concluded that the wreck itself must be at a considerable distance to windward, probably near Mount Adolphus, Cape York, or some of the reefs and islands in that neighbourhood.

During the night he saw several large fires on Wednesday Island, but did not consider it safe to land. He went ashore on Booby Island, to the west of Thursday Island, but saw no signs of the crew of the *Charles Eaton* having been there.

A little over a year later, on September 19, 1835, Captain Carr, of the ship *Mangles*, had a strange experience at Murray Island and Torres Straits. When the ship was anchored there several canoes came alongside with shells and other articles for barter.

In one canoe was a white person, apparently a European, quite as naked as the savages. The story as told by Captain Carr seems hard to understand. This is the version given in the *Herald* after the return of the *Mangles* to Sydney:—

"From enquiry I found that he was an Englishman, wrecked some 12 months since in the Torres Straits in the *Charles Eaton*, and wished much to come on board but the natives would not allow him. At the report of this I manned and armed the cutter, and sent the second officer, boatswain, and six men to take him at any price, stationing myself on the poop with armed men to protect them in the event of any objection to him being given up. They hooked the canoe with the boat hook and told him they were come for him. His reply was:—'Take that man; he will go with you' pointing to a savage before him.

"A LITTLE EUROPEAN BOY."

"No," said the second officer, "I have come



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for you and you I will have." He immediately threw down the paddle he had in his hand and dashed under the midship of the canoe out of sight. I then ordered my boat to return and said:—"If he prefers a life with savages to being with us he may remain," and the boat was hoisted in again. Subsequently the second officer told me that he had said that there were eight men on shore detained by the natives. What his motive could be for not coming into my boat I am at a loss to conceive, as he might have stepped into her. However, not feeling altogether satisfied, I manned and armed my boat again and went myself in her close to the beach with my spy glass, remaining there two hours. The natives were very anxious for me to land, but seeing so many on the beach and many more behind the bamboo work and a large canoe ready for launching, I did not think it proper to do so. They brought a little European boy (apparently two or three years old) close down to the boat, but would not allow me to touch him. I also saw a boat building under cover of a shed by European hands I am certain, but could not see a white man.

After I returned on board I watched with my glass the remainder of the day, but still saw none, and remained all night at anchor thinking it might be possible for some of them to make their escape, but still seeing nothing of them the next morning I weighed anchor and came away.

It is very mysterious. As a matter of fact the only survivors from the Charles Eaton, who were ever at Murray Island, appear to have been John Ireland, the ship's boy, and the little boy, William D'Oyley, the child whom Captain Carr saw.

In this same year, 1835, five survivors of the Charles Eaton, L. Constantine, the carpenter and four seamen, turned up at Amboyna, in the Moluccas. When the vessel went ashore near Sir Charles Hardy's Islands these men escaped in the jolly boat. After a voyage of fourteen days they reached the Island of Tenimber, near Timor. There they were detained for a year by the natives, but were eventually picked up by a Dutch vessel and taken to Amboyna.

KIND SAVAGES OF MURRAY ISLAND.

Things moved slowly in those days. It was not till June, 1836, that steps were taken, mainly as a

result of the report of Captain Carr and of his belief that there were Europeans on Murray Island, to send the schooner from Sydney to search for survivors.

On October 12 Captain Lewis, of the *Isabella*, returned to Sydney, bringing with him John Ireland, the ship's boy of the *Charles Eaton*, and William D'Oyley, younger son of Captain and Mrs. D'Oyley, then a child of four. Sailing from Sydney on June 3 the *Isabella* had reached Murray Island on June 19.

The Murray Islanders had treated the boy and the child, hardly more than a baby, with great kindness for two years, and gave them up with great regret. They were on the most friendly terms with Captain Lewis during the whole of his stay.

John Ireland stated that the carpenter and the four other men who reached Amboyna left in the jolly boat on the day that the *Charles Eaton* struck. The long boat was stove in, but later the rest of the crew and the passengers made two rafts and were drifted to an island called Boydang by the natives.

There they were all, except Ireland and the child William, murdered by the natives of the Island of Oureed, who were at Boydang fishing. The savages took home with them the two whose lives were spared.

Later some natives of Murray Island, who had heard of the white boys, arrived at Oureed in a canoe and bought the two boys for a bunch of bananas apiece. They then took their purchases to Murray Island with them and made much of them.

At Murray Island Captain Lewis was told that the skulls of the murdered persons had been removed from Boydang to Oureed. He, therefore, went to look for them. When he reached Oureed the natives had fled.

THE MAN WITH THE TATTOOED HAND.

In the hurry of their escape, however, they had left the skulls behind, and after a long search Captain Lewis discovered 45 skulls, of which 17 were supposed to be those of Europeans.

It would seem that there ought really to have been 22 European skulls, for of the 29 persons on board the *Charles Eaton*, only 7 escaped,

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the five sailors who took the jolly boat, and the two boys. It may be that some perished before they fell into the hands of the headhunters.

There is, by the way, a tragedy of Torres Straits which goes back almost to the beginning of settlement in Australia. In 1793 the whaler *Chesterfield*, Captain Alt and the *Shah Hormuzat*, Captain Bamton, were chartered to fetch supplies from India. They went by way of Torres Straits, and there a boat's crew went ashore one afternoon on one of the islands in the Straits was cut off by the natives.

When search was made for the missing men their disappearance was explained by a ghastly scene, very much like that reported by the men of the *Augustus Caesar*, who landed on Double Island (presumably the *Boydang* of the boy Ireland's story). The searchers found a fire near which were some human remains. A hand was identified by the tattoo marks upon it as having been that of a seaman named Hill.

As master of the *Isabella* Captain Lewis drew 7s. 6d. a day and rations during the voyage in which he saved the two boy survivors of the *Charles Eaton*. So impressed was Governor Bourke by the "intelligence and activity" of Captain Lewis that he recommended that Lewis should receive an order for 1,240 acres of Crown lands.

To-day the mortal remains of Captain Lewis rest in the old Bunnerong Cemetery, looking out over the waters of Botany Bay—that cemetery to which have been removed the bones of so many who were in their day pioneers by sea and land.

And in the old cemetery a mouldering stone still tells briefly of the search for the survivors of the *Charles Eaton*, lost in that graveyard of ships, the reefs of Torres Straits.

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

Naval Conference at Geneva— 20th June, 1927.

At the Naval Conference of the three Powers, Great Britain, the United States, and Japan for the further limitation of Naval armaments, the proposals of the British delegation were as follows:

(1) The extension of the accepted life of existing capital ships from 20 to 26 years, and a consequent waiver by the three Powers of their full rights under replacement tables agreed upon at Washington. Such an arrangement would naturally have to provide for some little elasticity on each side of that figure.

2. The fixing of the life of other vessels:—

- (a) Eight-inch gun cruisers at 24 years.
- (b) Destroyers at 20 years.
- (c) Submarines at 15 years.

(3) The reduction in size of any battleships to be built in the future from the present limit of 35,000 tons displacement to something under 30,000.

(4) Reduction in the size of guns in battleships from the present limit of 16-inch to 13.5 inch.

(5) Limitation of the displacement of aircraft carriers to 25,000 tons instead of 27,000 tons.

(6) Reduction of guns in aircraft carriers from 8-inch to 6-inch.

(7) Acceptance of the existing ratio 5.5:3 for cruisers of 10,000 tons displacement carrying 8-inch guns.

(8) The numbers of these larger cruisers which each of the three countries require can be the subject of further discussion.

(9) A limitation of 7,500 tons and 6-inch guns to be placed on all future light cruisers after the number of 10,000 cruisers has been decided upon.

10. Limitation of displacement of:—

- (a) Destroyer leaders to 1,750 tons.
- (b) Destroyers to 1,400 tons.

(11) Guns in destroyers to be limited to 5-inch.

(12) *Submarines*.—That the tonnage of the larger type of submarine be limited to 1,600 and the smaller type to 600, and the armament of each to 5-inch guns.

Naval Notes from Europe.

(By a Special Correspondent)

Admiral Harper's official account of the Battle of Jutland has been published in its entirety, but the plans have not been included on the score of expense.

The battleship NELSON has completed successful gunnery and contractors' trials, and has returned to her builders for completion.

The destroyers RAUSTOCK and SABRINA have been broken up at Grays and Newport respectively. They were both built in 1916.

The refit and recommissioning of the cruiser CARDIFF has been deferred until next March.

The battleship RAMILLIES has again been employed as guardship at Cowes.

The reconstituted First Minesweeping Flotilla made a great impression when it visited the smaller British ports.

OCELV, new Australian submarine, has performed her trials successfully.

The usual summer visit of the Atlantic Fleet to the Baltic was undertaken by the Second Cruiser Squadron.

America's naval adviser at the Geneva Naval Conference is Admiral Hilary Jones.

The U.S. cruiser MURON (built 1904), late flagship of the Asiatic Fleet, has been placed out of commission.

The battleship VALIANT completed her refit and returned to the Mediterranean Fleet, from which she has been absent since March.

The new captain of the battleship BENBOW will be A. F. B. Carpenter, V.C.

The U.S. cruiser MEMPHIS completed her year's service as flagship of the European Squadron, and was relieved by her sister DETROIT. On her passage home she carried Captain Lindbergh, the airman.

Argentina has ordered from Spain two destroyers, sisters of ALCALA, GALIANO and CHURRUCA which they recently purchased, and has borrowed 100,000,000 pesetas.

Admiral L. Clinton-Baker is to be succeeded by Vice-Admiral A. M. Duff as Admiral Commanding Reserves, which is generally a "hauling-down" appointment.

CALYPSO, cruiser, recommissioned at Chatham for further service in the Mediterranean.

The sloop GOOMIA visited London and was in port for the Queen's birthday.

New Zealand will be represented at the Naval Conference between Britain, America, and Japan, by Earl Jellicoe and Sir James Parr.

Four British seaplanes of the new all-metal hull type are to fly to Australia, via India and Singapore; they are destined for the defence of the latter.

Argentina is to have three flotilla leaders built by J. Samuel White of Cowes.

The French naval visit to Portsmouth was a great success. Admiral Piriou was created a Knight of the Order of the British Empire.

Germany's "show the flag" squadron, composed of the battleships HESSEN, SCHLESWIG-HOLSTEIN, and ELSAß, and the cruiser BERLIN, was entertained by Portugal when it arrived at Lisbon.

PANAY, TUTUIALA, GUAM, LUZON, MINDANAO, and OAHU, are the names of the new U.S. "China" gunboats.

IWATE and ASAMA, old Japanese cruisers employed as training ships, have made a Pacific and Atlantic cruise.

The Soviet Baltic Fleet had to conclude its manoeuvres hurriedly in the Gulf of Finland, owing to the rupture with Britain.

Roumania is to construct a cruiser as the first unit of her naval programme.

The battleship, CENTURION, converting at Chatham into a sea-going target ship, is to be ready in August.

The cruiser YARMOUTH has completed her trooping trip with China reliefs. Outward she broke down at Colombo, and they had to be transhipped.

The minelayer PRINCESS MARGARET has been prepared for sale, having been relieved by the new ADVENTURE.

Devonport Dockyard apprentices this summer number 70, compared with 80 last year.

The German cruiser KONIGSBERG is to be completed next summer. She is the first cruiser in the world to mount 6-inch guns in triple turrets, and is the pioneer oil-fired German cruiser.

Argentina has ordered two cruisers of 6,200-tons each, from the Orlando Co., Leghorn.

The late Admiral of the Fleet, Sir F. D. Sturdee, has had a memorial unveiled to his memory at Camberley.

The Knight Companionship of the Bath was conferred upon Vice-Admiral Hon. Sir Hubert Brand in the Birthday Honours List.



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NAVAL NOTES—Continued.

APHIS and LADYBIRD, "China" gunboats, arrived safely from Malta and are serving on the Yangtze.

The destroyer VERSATILE has completed the re-tubing of her boilers; VENETIA, VALENTIN, VICEROV, and VIKITE are to be taken in hand.

The Royal Dockyards are not to build the two minesweepers authorised in this year's estimates.

The British monitor M.17, now the Canadian tanker TOROJOK, has been sold.

A Forgotten Campaign.

BY CAPT. H. K. ADAMS, V.D.

NOW that the anniversary of the outbreak of war is on us again, it is interesting to recall an earlier expedition to Flanders which resembles in many ways that of the "Old Contemptibles."

It was an expedition against France organised by Wolsey and led by Henry the Eighth in 1513 and consisted of about 40,000 men. Its achievements were the capture of Therouanne, Lillie and Tournay, the defeat of a superior French force in the "Battle of the Spurs" and the expulsion of the French from Flanders. Incidentally, the Chevalier Bayard was captured.

Henry was at the time a young man twenty-two years of age, the best looking sovereign in Europe, and a general favourite with all classes of his subjects—in fact a very different Henry from the matrimonial expert of the later years our history books tell us so much about.

This expedition was the largest that ever crossed the Channel until the South African War, and, owing to the genius of Wolsey, was better equipped, armed and provisioned than any English force for the next four hundred years.

It is, however, the naval side of the expedition that will be of greatest interest to our readers. Wolsey, nominally merely "the King's Almoner" was really Secretary for War, First Lord of the Admiralty, Chancellor of the Exchequer, Foreign Minister and Minister of Munitions all in one, and it is to his energy and organising ability that the success of the expedition was due. He had to fight waste, apathy, and slowness, and had in ad-

dition the usual troubles with purser and purveyors. He also went through the Navy List himself and got rid of the old stagers, given all important positions to men who were still active and had shown their worth during the last reign.

Henry himself took a great interest in the fleet and used to go every day to the docks to make sure the work was going on to his satisfaction.

Wolsey established large depots of food and munitions at Calais (which of course was English at that time) and other places on the French coast, and at Southampton, London, Plymouth, and Dover, and the fleet was busy transporting stores across the Channel long before the expedition actually set out. The result was that during the whole campaign the Army (supplied of course by the Navy) was living in camp cheaper than they could at home. Sanitation and precautions against infection received particular attention, by sea and land, and both Navy and Army were supplied with surgeons.

Henry's first move was to get command of the sea, and this was accomplished by a brilliant action off Brest in which Sir Edward Howard defeated the French and shut up their fleet in its harbours. The way was then clear for the transport of the troops which were embarked in hundreds of small vessels convoyed by the ships of the victorious fleet.

Thenceforward the Navy's business was to keep open communications across the Channel, and, at the end of the campaign which lasted four months, to ensure the safe return of the Army to England.

This campaign is of particular interest as being the first overseas expedition on modern strategical lines, and it will be seen that the Navy did the task allotted to it in its usual efficient manner, first getting command of the sea and then maintaining communications. It may well be taken as the starting point of England's modern Navy.

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The Christening of Submarines.

Australia Influences Admiralty Policy.

IT is generally believed that there was a good deal of Australian influence in the decision of the Admiralty to christen their submarines in future instead of giving them an unimaginative number. In the old days a second initial was added, A.E. 1 and A.E. 2 were the Australian units of the British "E" type; C.C. 1 and C.C. 2 were Canadian "C's." But when Australia was willing to lay down enough money to build two submarines of the "C" type she considered that she was entitled to voice her opinion and stated definitely that she considered that much more interest would be taken in them in the Island Continent if they had names which meant something to the general public.

Accordingly the names OTWAY and OXLEY were earmarked for them and the British Admiralty fell into line and caused the O. 1, then building at Chatham, to be launched as OBERON. It is a good name from the traditional point of view, and there are many who will welcome this change in policy on the part of the authorities, although it is not quite as novel as many people imagine. During the war we had the submarine SWORDFISH, but perhaps the less said about her performances the better. The question whether submarines should be named or numbered has been thrashed out thoroughly, and is constantly being discussed, but the balance of opinion appears to be in favour of names. It is easy enough to find uniform initial letters in the same way that they were found for the destroyers in war time, while there is no doubt that from a sentimental point of view the name is infinitely preferable.

In the British Navy we have always favoured the numbering of submarines, with an initial letter to denote the class. In looking back one notes that the only torpedo boats in the British Navy—leaving the Colonies out of consideration—to be named were the pioneer LIGHTNING and the first 12 ships of the coastal type. As regards the latter, as nobody quite knew the purpose for

which they were designed the changed policy of the Admiralty in naming them first and then numbering them was excusable.

The French have always named their submarines. Originally they were generally given the names of scientists, inventors and naval architects, names which were quite appropriate for a vessel as scientific in all its branches as a submarine. Then came a spell of classical names and latterly we have been getting tallies which have a history well worth remembering in the French Navy, and also the names of naval officers who did particularly well during the war. This appears to be as good a system of nomenclature as could be devised.

From the very beginning of their submarine fleet the Germans numbered their craft consecutively, with the initial "U" to denote Unterseeboot and to distinguish them from the destroyers which were also numbered. Later, U.B. and U.C. classes came into the fleet, but no attempt was made to introduce names until the first of the giant submarine cruisers, which was given the name of the officer who sank the LUSITANIA in such ghastly circumstances. Other ships of the type carried the names of submarine commanders who had lost their lives during the war, but the ships still had their number as alternatives and were generally known by them.

The Germans are now giving the destroyers that they are building under the Peace Treaty the names of the war-time raiders—MOEW, SEERADLER, GREIF and the like—so that when their Navy is allowed once again to build submarines we may expect names right through the Untersee Fleet. Certainly the German authorities have been carefully weighing up the value of sentiment in naval matters ever since the war, and their decision should carry a good deal of weight.

In the early days of the American submarine fleet they were named after the denizens of the deep, but after some years' experience they were changed to numbers with the initial letter of the

Continued page 16.



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN —Officer-in-Charge	Mr. W. BUCKLAND
Sec. Secretary	Mr. J. SPARK
NORTH SYDNEY —Officer-in-Charge	Mr. W. L. HANMID
Sec. Secretary	Mr. S. BODDREY
LANE COVE —Officer-in-Charge	Mr. M. SOMMERVILLE
Sec. Secretary	Mr. F. L. HODGES
COOGEE-CLOVELLY —Officer-in-Charge	Mr. S. STONE
Sec. Sec.	Mr. J. E. MILLER
MOSMAN BAY —Officer-in-Charge	Mr. H. B. SUTCLIFFE
Sec. Secretary	Mr. T. V. ROBERTS

The Cochrane Shield.

At the last Officers' Meeting it was decided to pull for this Shield on Saturday, 27th August, on a course at Elizabeth Bay.

The boats which have been entered to date with their respective handicaps are as follows:—

Lane Cove Cutter Gig	Limit
Rose Bay Dinghy	15 secs.
Clovelly Dinghy	25 "
Balmain Cutter	30 "
Rose Bay Whaler (Clovelly)	40 "
Mosman Whaler No. 1	40 "
Mosman Whaler No. 2	45 "
Birchgrove Cutter	50 "
Richmond Cutter	50 "
Rose Bay Gig	75 "
Middle Harbour Gig	80 "
Drummoyle Gig	105 "

It was further decided at the same meeting that all boats entered pay a fee of 1/-, and the amount thus pooled to be divided between the second and third boats in the proportion of 2 to 1 respectively.

DRUMMOYLE —Officer-in-Charge	Mr. J. HODGES
Sec. Secretary	Mr. A. WALKER
RICHMOND —Asst. O. in Charge	Mr. E. EVANS
Sec. Secretary	Mr. J. E. SATILL
ROSE BAY BOND —Officer-in-Charge	Mr. J. HODGES
Sec. Sec.	Miss J. B. HODGES
BIRCHGROVE —Officer-in-Charge	Mr. S. STONE
Sec. Secretary	Mr. W. S. MURRAY
MIDDLE HARBOUR —Asst. O. in Charge	Mr. W. S. BERRY

MIDDLE HARBOUR.

(Contributed by Mr. D. L. Fisher, First Officer.)

The cadets have been in active training during the month under review, and have shown good progress—much to the satisfaction of their officers.

We have enrolled 3 new cadets during the period and our company is getting into a fairly strong position numerically.

At week-ends, cadets have indulged in boating picnics to Balmoral and various other places nearby.

The boat has been up and overhauled in preparation for the race, and we hope that she will give a good account of herself on that day.

On 12th July, we called a meeting of gentlemen interested in N. L. Sea Cadets in Willoughby, for the purpose of forming a sub-branch committee. The mayor, Mr. R. T. Forsyth, was elected chairman, and it is due to this gentleman's help and interest that matters have got such a good start in this direction. Major Scott and Mr. Roberts kindly attended from the Mosman Bay sea cadets.

Continued on page 24.

DRUMMOYLE.

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

The cadets since our last report have been quite busy training for the coming boat race at Rose Bay. We are going all out to win this race for the retention of the Cochrane Shield.

Our Committee is throwing all its energy into the forthcoming Vice-Regal Ball which promises to be a great success.

Lately we have had plenty of football practice and any company willing to show its prowess in this direction is invited to make a fixture with us.

During the month Mr. H. McLeod visited the depot and took many photographs. These proved quite good and extremely interesting. The "Sunset" study appears on page 10 of this number of the JOURNAL. We thank this gentleman for his services and assure him that we will be pleased to see him along again.

All the boys were sorry to hear of Mr. Ricketts' retirement from the company brought about by his leaving Drummoyle. Mr. R. Swain has now stepped into the position vacated and is fulfilling his duties excellently.

On Sunday, 14th August, we were invited to attend a Combined Childrens' Service at the Kismet Picture Theatre, Drummoyle. The band rendered some fine numbers and the children joined in the singing with gusto. There were some very good addresses and the Chairman thanked the Navy League Cadets and the Girl Guides for their interest and attendance.

The Rev. Hugh Paton gave an inspiring talk to the assembly and all the boys are hoping to have the same opportunity to hear him next year.

BALMAIN.

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

We have not very much to report since our last month's write up. The cadets are still busy on the garden and slipway.

We wish to thank Major Bros. for their generous donation of 1 gallon of paint for the cutter. Soon we will have the boat up high and dry to burn off the old paint preparatory to repainting her.

Mr. McKibbin of the Central Methodist Mission, has kindly consented to be Padre of the Balmain Company.

We were very sorry we had to decline the invitation extended us by Lane Cove Company to their party held at the School of Arts. It meant that our boys would have been very late returning

home as the distance to travel is considerable.

On Sunday last, we had a good muster for church parade and the boys appreciated the bright service at which Mr. McKibbin officiated.

We have had a good deal of rowing practice during the week-ends, and now that the weather is getting warmer we will be able to get out for out-of-door training.

The Balmain Company thanks the Drummoyle Ladies' Committee for their hospitality at the McMaster Cup race, when everyone had such a good time.

We have 3 new recruits this month:—Cadets W. Redgrave, G. De Lamotte and C. De Lamotte.

NORTH SYDNEY

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

Since the reconstruction of the company which was undertaken a month or so ago by the officer in-charge, the depot and cadets have been progressing excellently. These healthy conditions are also due to the help and interest taken by members of the sub-branch committee which, as a welfare, have worked hard to set the depot on its feet.

We are pleased to announce that the company has acquired the voluntary services of Mr. T. Dodd, R.N., who is assisting in the training of the boys. This gentleman has had a long and honoured service in the R.N. and R.A.N. and is still on active duty in the latter. At the present time he is in the shore establishment at Garden Island and so is in the position to come along very often in his spare time. We take this opportunity to welcome and thank him for his interest, and we are pleased to note the way in which he has won the confidence of the boys.

We thank Mr. Farmer-White, Editor of *The Daily Telegraph*, for his evident interest in us by publishing photos of the boys training.

These illustrated an article written by Mr. Henry Sharp, which appeared in the *The Telegraph Sunday Pictorial* on 14th July last. We are greatly indebted to this gentleman for his excellent write-up, and the photographs taken by himself. A great deal of the success of the sea cadet movement lies in educating the general public by means of the press.

Mr. Hammer, O-in-C, has been notified that a 27 foot whaler has been set aside for North Sydney Company at Garden Island, and the purchase will be finalised when advice from Melbourne is to hand. We are most anxious to obtain delivery before the next race so that our lads will be

NORTH SYDNEY—CONTINUED.

represented in the struggle for the "Cochrane Shield."

On Wednesday night, 26th July, after training classes had packed up, a cadet going off duty reported that an open boat was drifting off the depot. At the time there were remaining about 10 cadets in the depot. The officer-in-charge detached off a petty officer and a cadet who manned Mr. O. H. Wood's dingy, and this crew with as little loss of time as possible, towed their prize back to depot. The boys showed great alacrity and efficiency in this sudden emergency and call for action. Though perhaps a minor matter the incident shows the utility of such a movement as the sea cadets.

The financial drive undertaken by Mr. Archie Woods is still forging ahead, and an excellent measure of success has already crowned his energetic organising and supervision. We have certainly been blessed when we have such an able and generous supporter.

ROSE BAY-BONDI.

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

Preparations are well in hand at our depot for the race for "The Cochrane Shield," to be rowed

over the course at Elizabeth Bay on the 27th inst., in which each Sub Branch will have one or more boats competing, and which we anticipate should result, after a closely contested effort, in a victory for representatives from the northern side of the harbour. Present form indicates that they are well in the running in this, as well as other spheres of activity, and what they lack in experience is more than compensated by their enthusiasm.

Our week-ends are as popular as ever, especially the camp fire service held each Saturday night, in which the "stokers" excel themselves in keeping "the home fires burning."

Captain Sorites Rothery, of Vaucluse, very kindly sent along a large sack of coconuts which he brought from the Islands on his last trip. As these were fully clothed (and not in Canadian costume) the boys had to exercise their ingenuity in removing the outer covering to get the shell and the contents therein.

A well wisher from Double Bay presented us with a canopy for our stove, which is very useful and acceptable. Our thanks to them for their kindness.

Representatives from Coogee-Clovelly Sub-branch invariably make our depot a port of call, and occasionally camp over the week-end with us.

ROSE BAY-BONDI—CONTINUED.

We are pleased to announce that Miss Doreen Higgins has consented to accept the position of Hon Secretary of our Sub-branch, also organiser of the Social Committee, in which she will be ably assisted by Miss Joan Higgins.

With the enthusiastic co-operation of those two ladies and other well wishers we should soon have this Sub-Branch on a plane equal to any south of the line.

Mr. Proud, Hon. Instructor, is putting in fine work with the boys in the boats, also knotting and splicing and physical drill.

Promotion: C.P.O. L. Wilson to acting Junior Officer.

All our supporters and potential supporters are invited to attend the race to be held for the Cochrane Shield on the 27th inst. at Mr. F. W. Hixson's residence, "Fairlight," Elizabeth Bay. A fine view of the race will be obtained from this position, which is the finishing point. Come early and inspect our depot on the waterfront.

BIRCHGROVE.

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

The Birchgrove Company's Welfare Committee held their annual meeting on Thursday, June 30th, with Mrs. Harvey in the chair. Mrs. Robertson (Sec.) read the report, which gave a full account of the Welfare's doings for the past year. These ladies have done and are doing splendid work for the Company. Mrs. Harvey was re-elected President, Mrs. Lamperd Treasurer, and Mrs. Cooper elected Secretary for the ensuing year. Mrs. Robertson, although nominated, begged to be excused from taking office for 12 months. This had been a very busy year for her, hence her retirement from the position of Secretary. The O-in-C. thanked the Welfare on behalf of the cadets and officers for the splendid work done by them, and Mr. Murray also thanked them on behalf of the parents of the cadets.

The Welfare starts a new year with a good Bank balance, and everything looks rosy for another very successful year. The disbursement for the past year by the "Welfare" amount to £33 1s. 9d. That alone speaks volumes for the benefit of having a real live up-to-date Ladies Committee.

Birchgrove will always be on hand to welcome any visitors who care to come along.

Our bi-monthly meeting was held as usual, with T. H. Silk, Esq., in the chair. Among those present were Mrs. Silk and Mrs. Mayne, there being about 16 in attendance. The cold weather accounted for the small roll-up, but cold, rain, hail—1

nearly said snow—does not apparently damp the ardour of a number of our workers. Owing to the wonderful smoothness with which our Company is working there was not much business to transact. A letter from the Harbour Trust giving the necessary permission to carry on building the swimming bath with some slight alterations was read, and as early as possible this extension will be put in hand. We live in hopes of having the Bath ready for the summer months.

All interested in Birchgrove will be sorry to hear that our worthy Secretary is having a peck of trouble. Firstly, his good lady was very ill, and now his youngest son is in hospital with pneumonia. Mr. Waterfield, and officer of our Company, is also in Lewisham Hospital, and has been operated upon for appendicitis; but Mr. Waterfield, we are glad to say, is on the mend, and we hope to report later a clean bill of health for the Company.

Mr. Hilton Nicholls, one of the first cadets to join the Navy League, and at present, when in Sydney, actively engaged with the Company as Signal Officer, was tendered a Birthday Party at the depot. The occasion was his "coming of age." The cadets, officers, Welfare, Felix girls, representatives from Lane Cove, Mr. and Mrs. Billam and Mr. McLeod all came along, and the whole gathering was mothered by our Godmother. Drill was finished early, and songs and dancing were indulged in till 11 p.m. Numerous presents were made to the guest of the evening, who suitably responded. A fortnight ago Mr. Nicholls and Mr. Stafford presented the Company with a ship's bell—there is no excuse for not knowing the time now. Many thanks from the whole of the Company.

Glad to say latest advice (August 9th) Mr. Waterfield is discharged from hospital.

We are very sorry to have to report Mrs. T. H. Silk, wife of our President, and one of our most earnest workers, is very ill. All hands in our Company and, we feel sure, the whole of the Navy League will sympathise with those who have struck a bad patch. We trust that in the near future they will all be well again and "on deck" for the work that has to be carried on.

Junior Officer Harvey Kendal took a party from Birchgrove Coy. to Lane Cove on the occasion of the latter's Annual Party. The report from this officer is to the effect that the cadets behaved splendidly, and that the programme was excellent. Special commendation was given the Commissariat Department, which at Lane Cove always works efficiently. Further Lane Cove is able to put on a very bright entertainment, and volunteers are always numerous when called upon to meet and entertain the guests. Best wishes to all Companies from Birchgrove.



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THE MARINER'S COMPASS

NOTES FOR SEA CADETS

Republished by request.—Ed

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

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

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

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

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

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

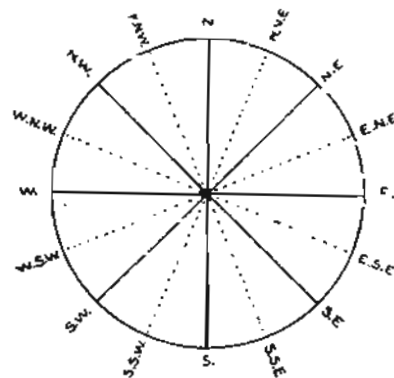
The names of the points of the compass are obtained as follows:—Starting with the two diameters, N.S. W.E., divide the four quadrants equally by two more dotted diameters, and name their ends by the two letters between which each end falls, thus—N.E., S.E., S.W., N.W.

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

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

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

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



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

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

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

The value of one point of the Compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 11 degs. 15 min.; and $\frac{1}{4}$ point equals 5 degs. 37 min. 3 secs.

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

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

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

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

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

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

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

ERRORS OF COMPASS.

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

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

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

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

MIDDLE HARBOUR—CONTINUED.

and Mr. S. Cooper O-in-C of the Birchgrove Company. To these gentlemen we extend our sincere thanks for their representation. Among those present were:—Dr. Read, Aid. Bayles, Dr. Grey, Mr. Taylor, and Mr. Lake, whilst many apologies were received from those who are willing to help on committee.

The following cadets have been rated Petty Officers:—1st class P.O. W. Nixey, P.O. S. Radcliffe, and P.O. E. Collins. These boys have passed their examinations and have proved very capable.

We trust the time is not far distant when we shall be in the position to obtain a cutter for sailing, as the cadets have shown such a keen interest in this branch of training.

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NOTE.—Patrons are advised that only by purchasing Navy League tickets will they benefit Navy League Sea Cadets. Disruption are requested to buy their tickets from their district Sea Cadet Depot and thus help along their local Companies. Tickets are also available from Navy League Office, Room 110, Dalton House, 115 Pitt Street.

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type after the British fashion. There is now a good deal of talk of changing them back, and when one considers the consistent bad luck of the famous "S" type, and the heavy losses that they have sustained, one can well understand that with an intensely sentimental people like the Americans the change would be advisable.

Italy gives names to all her big boats, principally after distinguished naval officers, while the coastal craft have numbers with an initial letter. Instead of these letters running alphabetically, however, they denote the builder of the ship, which is an excellent idea from the propaganda point of view and which was carried out by Germany with their destroyers with very great success. They found that by identifying the ship unmistakably with the yard of their origin they supplied an excellent incentive to keenness.

The Dutch number their boats without regard to their class, the letter "O" prefixing the ordinary submarine, the letter "K" those belonging to the East Indian Navy, and the letter "M" the mine layers. The Japanese number their ships consecutively, prefixing the number with "H.A." for the small or obsolete boats, "R.O." for the ordinary sea-going boats, and "I" for the big cruisers. The numbers are duplicated in the various classes, and it becomes very difficult to understand just what system has been adopted. Originally it was straight ahead from "I" onwards.

The Spaniards, apparently not being able to decide which is the better system, have given their submarines both class numbers and names. The Russians originally had numbers, but recently there has been a great craze for giving them names with political significance. At one time it was reported that there were no less than eight submarines named TROTSKY in the Russian Fleet, but most of these have been renamed after some newer idol or ideal.

Therefore it appears that the Royal Navy has plenty of precedent in changing its submarines from numbers to names, while it is difficult to find an objection. Numbers convey nothing to the general public and little enough even to the seamen. Occasionally they can be made ridiculous, for it would be difficult to find a more inappro-

priate tally for such a malignant vessel as a submarine, than "B. 9." There can be no objection on account of the shortage of names. During the war it was quite possible to find names for hundreds of sloops and patrol craft, names which nearly always made their appeal. Many of the names of the old bomb ketches and small craft in the Napoleonic Wars are now vacant in the Navy List, and they were good, round-sounding, fighting names which are well worth perpetuating. The inland towns and smaller ports which now take all too little interest in the Navy might well be considered, while there is a lot of virtue in the French system of perpetuating the names of officers who have died a gallant death for their country.

There are all too many such on the Roll of Honour of the Great War, men whose rank does not suggest the suitability of giving their names to big ships, but whose deeds and death are a fine example to the youngsters of the service for which they have made the sacrifice.

—Frank C. Bower.

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WHITE PACIFIC

How Can It Be Assured?

Naval Alliance Between Britain and U. S. A.

Diverting Japan to Far East.

Strategy of Western Pacific.

Japan's Great Stronghold.

Japan's Surplus Millions.

Germ of Pacific War.

(By E. George Marks, Author of "Watch the Pacific," "How Each Makes War," "Napoleon and the War," (Two Vols.), "Merit and Democracy," and the words of the National Ode, "Dawn of the Capital." (Specially written for the Navy League Journal.)

(In this forceful and comprehensive article on vital problems of the Pacific, E. George Marks, author of the successful book, "Watch the Pacific" (now translated into various Oriental languages) emphasizes the necessity of a definite naval alliance for the maintenance of a White Pacific between Great Britain and the U. S. A. thus diverting Japan's Foreign Policy and territorial ambition to the Far East.)

Japan needs to be able to expand or her total population is bound to decrease, and we do not wish to be numbered amongst the decaying nations.

THIS momentous statement was deliberately made by Dr. Shikoshi Nasu, Professor of Rural Economics at the Imperial University of Tokio, last month, when speaking as an accredited Japanese delegate at the Honolulu Conference of the Institute of Pacific Relations.

Japan's area is 148,756 square miles; population, 72,000,000; 400 people to the square mile.

Australia's area in square miles is 2,974,586; population, 6,000,000; people to the square mile, 291.

New Zealand's area in square miles is 103,861; population, 1,239,948; people to the square mile, 118.

Japan's annual excess of births over deaths is 800,000.

Her productivity is unequal to her immense population, wedged into the very limited area of 148,756 square miles—374,864 square miles less than that of the North Territory.

The density of population to the square mile in the Northern Territory (513,620 square miles) is 1.1.

Then there is Queensland's great area, 670,500 square miles, comprising the whole north-eastern portion of the Australian continent, including the adjacent islands in the Pacific and in the Gulf of Carpentaria. Her seaboard is 5,225 miles.

"To have and to hold."

Thus the combined area of Queensland and the Northern Territory total 1,194,120 square miles, and there is not one person to the square mile to hold these vast regions!

Yet Japan, with an area of 148,756 square miles, is carrying 400 persons to the square mile!

This ratio is increasing, now that there are 800,000 more births annually than deaths.

Although China has an area of 1,896,000 square miles and a population of 427,700,000, the people to the square mile is only 225—175 to the square mile less than Japan.

The combined areas of China and Japan total 2,045,156 square miles—929,330 square miles less than Australia; they carry 497,000,000 more people than Australia; they average 627 persons to the square mile; Australia does not average two persons to the square mile!

Gigantic Problem.

Is this not a gigantic problem for the white people of the Southern Seas? Make more cogent

than ever by the unambiguous declaration of Shikoshi Nasu at the Honolulu Conference of the Institute of Pacific Relations.

It was inevitable that such a declaration would be made in view of the terrifically pressing problem of finding an outlet for Japan's surplus population.

America will not have Japanese migrants or immigrants; Australia's immigration laws are just as rigid; our ideal of a White Australia must never be surrendered; Asiatics must not enter.

White Australia shall remain;
This shall be our true refrain.

Solving the Problem.

Were Japan to be given Manchuria, and free access for her surplus population in Mongolia and Siberia, the menace of the Southern Seas would be solved.

Russia, China and the associated powers are the obstacles; hence, Japan is confronted with a great dilemma.

She stands at the cross-roads of national prosperity or national decay; she cannot continue to sustain her immense population within her circumscribed area; she cannot see her nationals insulted and excluded from countries with which she trades; if Japan's progress is marred by the continued barriers of the white man's laws against her nationals; if the issue is National Prosperity or National Decay, Japan will not subscribe to the latter.

Stupendous Impasse.

Then a stupendous impasse is reached in which the Commonwealth of Australia and New Zealand must inevitably prominently figure.

Should Japan have to draw the sword to carve out new domains for her surplus population, the Pacific will be ablaze with a conflagration and the issue will be Asia's right, by virtue of numerical preponderance to the supremacy of the Pacific.

America and Australia would then have to fight for their national ideals.

The U. S. A. recognises that Japan can only be checked in her Pacific ambitions by the maintenance of a formidable fleet; a great fleet is

better than any diplomatic argument. Hence the attitude of the U. S. A. at the Geneva Reduction of Armaments conference.

Way of Uncle Sam.

The U. S. A. does not desire to commit national suicide by reducing her fleet beyond adequate safety.

The U. S. A. newspaper criticism against Britain's naval imperialism is a subtle way of keeping up American armaments against the pressing Pacific problems of Japan.

America is aware that the problem of feeding Japan's ever-increasing population within an area of 148,356 square miles must inevitably lead to a war in the Pacific should the white nations persist in their present policy of the rigid exclusion of Japanese nationals.

The Japanese firmly believe it is more glorious to die fighting for the conquest of new territory to sustain their surplus millions than to be stifled and trampled to death for want of territorial expansion.

Pacific Safeguard.

The safeguard of a White Pacific is a definite naval alliance between Great Britain and the U. S. A.; it is the next best solution of Japan's territorial expansion to that of the surrendering to her surplus nationals Manchuria, Mongolia and Siberia.

Immense advantage to Japan it would be to sunder the relations of Great Britain and U. S. A. so as to prevent a prospective naval alliance for the maintenance of the white supremacy of the Pacific.

Without the prospect of the British fleet coming to the assistance of the U. S. A. fleet in a Pacific conflict with Japan for the hegemony of the great ocean, the Naval Lords of the Mikado would not be hesitant declaring that the U. S. A. must respect Japan's nationals in the same manner as America respects her trade.

Japan starts Cruiser Race.

Immediately subsequent to the Washington Reduction in Naval Armaments 1912 Conference, Japan started the construction race of light cruisers; the U. S. A. and Great Britain now recognise they must not lag behind Japan in light cruiser

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construction; in any great conflict in the Pacific fast light cruisers must play an important part. Hence Great Britain and the U.S.A. are fully justified in adhering to their cruiser programmes.

Strategically, Japan is impregnable in the Western Pacific; she holds, under mandate from the League of Nations, the Marshalls, the Caroline, the Ladrone and the Pelew Islands athwart the most vital trade routes; she is building a new and intermediate Japan in the mid-Pacific.

Giving Japan the mandate over such vitally important strategic islands as the Marshalls, the Carolines, the Ladrone and the Pelew Islands was a prodigious diplomatic blunder; so palpable, so stupendous, that the British Admiralty to counter it, in some degree, proposed the construction of the great Singapore base sentinel of the East—the palladium of the Southern Seas.

A war in the Pacific is now inseparably linked with the finding of avenues for Japan's surplus population; that war may be delayed by diplomacy's power and by trading interests—it cannot be prevented; it is inevitable.

This fact must be resolutely faced by the white peoples of the Pacific; particularly by the Commonwealth of Australia and New Zealand.

Japan must have food for her great population; her productivity is unequal to the gigantic strain within her limited area; every year makes the problem more acute.

Neither Forgets nor Forgives.

With this fact the U.S.A. is thoroughly seized; a strong, a powerful navy, is her only shield against the Japanese, a sensitive nation whom the U.S.A. seriously affronted by excluding Japan's nationals as aliens and pariahs.

Japan neither forgets nor forgives national affronts. She consequently has no love whatever for the U.S.A.; she has no love for the Commonwealth of Australia, which just as unceremoniously slammed the door—and bolted it—in the face of Japan's nationals.

Japan in Western Pacific.

Japan's navy is a formidable one. Her strategic position in the Western Pacific gives her an

immense advantage over the American fleet; almost neutralizing the latter's numerical superiority.

America's war vessels must come across the Pacific to seek out a portion of the Japanese fleet amidst the strategic hazards in the Western Pacific.

Japanese naval writers have no fear of a conflict with the U.S.A.; predict that the Philippines and Guam would be seized by Japan within a week of the opening of hostilities; that the U.S.A. fleet venturing into the Japanese stronghold of the Western Pacific must meet with defeat.

Japan cannot depend upon the British fleet maintaining a benevolent neutrality in the event of a conflict in the Pacific between the fleets of the Mikado and those of the Great Republic. Hence the situation has to be most carefully surveyed before the struggle for the hegemony of the Pacific commences.

Japanese naval strategic writers point out that America's strategic position in the Eastern Pacific is very good; that it is hopelessly weak in the Western Pacific—Japan's stronghold in the mid-Pacific.

Capture of Philippines—what it would mean.

What would Japan's capture of the Philippines mean in a war in the Pacific—she would be the mistress of all the waterways of direct importance to her; she could maintain a war of long duration.

The Marshalls, the Carolines, the Ladrone and the Pelew Islands are excellent advanced bases for surprise attacks on a heavy U.S.A. fleet making for the Philippines or the Western Pacific.

The U.S.A. now recognises this vital fact: sees the immense importance of fast light scouting cruisers—craft which Japan has pinned her faith to since learning the naval lessons of the world war.

The U.S.A. fleet must have squadrons of fast light cruisers if it hopes to sever the communications between Japan and the Asiatic continent; a successful attack on those vital communications would be a mortal blow to Japan, with a portion of her fleet based on her strategic islands in the Western Pacific; her fleet would then be in a precarious position—liable to be beaten in detail.

Japanese writers are hopeful that France would allow Japan to utilize French Indo-Chinese ports, even as she allowed Russia to do so against Japan in the conflict of 1903-4; France is too friendly with the U.S.A. to permit this. France cannot forget America's assistance in the world-war.

Blockade of Panama Canal.

Some Japanese strategists advocate, in any naval war with America, a temporary blockade of the Panama Canal—that would mean a tremendous moral and material blow to America; and assert that Hawaii, however excellent a base it is turned into would not prevent the Philippines and Guam being occupied by Japan.

Japan is aware she could not withstand the combined fleets of Great Britain and the U.S.A.; were there a definite naval alliance between them for the protection of the white interests of the Pacific, Japan would be constrained to adopt an independent foreign policy, making Asia the centre of her aims; breaking down the barriers which prevent her surplus population from settling in the vast areas of Manchuria, Mongolia, and Siberia.

Were Japan to formulate and persevere with such a definite policy in the Far East she would solve the problem of her excess population. She would forget the Singapore base, Hawaii, the Philippines, Guam and Cavite, the affronts of the U.S.A. to her nationals, the slammed and bolted door of the Australian Commonwealth.

Until Japan adopts such a foreign policy, there will be no peace in the Pacific; she will strive for its hegemony—will meet disaster against the combined fleets of Great Britain and the U.S.A.

Japan is at present wedded to a definite policy of expansion in the Pacific; that means a menace to the security of the Southern Seas.

Will Come South.

Japan will most assuredly come South if she does not make Asia—the Far East—the object of her foreign policy.

Hence Australians should awaken to the possibilities of a conflict for the hegemony of the Pacific—the problem of Japan's surplus population must inevitably force her into the struggle.

When that struggle comes Great Britain will be in it—for the protection of her children of the Southern Seas; she expects them to help her by being prepared by sea and land; should they fail to do so they will be recreant to their great heritage.

We are Deluding Ourselves.

Read what Mr. H. Duncan Hall, Professor of International Relations at Syracuse University, and formerly of Australia, says with regard to the possibilities of war in the Pacific.

Here are his *Spissima Verba* at the Institute of Pacific Relations at Honolulu last month:—

We are deluding ourselves when we say there is no chance of war in the Pacific. The seeds of war are here, as in Europe. The minimum requirements of the Pacific area is that there shall be no resort to hostilities until there has been thorough investigation.

Now read what Dr. Harada, a prominent Japanese Delegate to the Conference, said:—

The Japanese will never be content until the dishonor of the American Exclusion law of 1924 is wiped out.

Advocates of the White Australia Policy and peace in the Pacific should inculcate the dictum:—

Si vis pacem, para bellum — If you wish for peace prepare for war.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Room 110, Dalton House, 115 Pitt Street, Sydney.

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

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Aims and Objects of the Navy League.

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

ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of all classes in: MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, 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 in the spirit of their motto—
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"Defence Not Defiance"

OUR heading is a Navy League motto and sums up very aptly the League's attitude when setting forth before the public its very important Aims and Objects.

It is not inopportune at the present time to realise how important was Sir Austen Chamberlain's pronouncement recently at Geneva. He stated unhesitatingly that he was for the British Empire first and foremost and yet was a firm believer in the League of Nations. His short reference to the failure to agree of the Disarmament Conference implied what the Navy League has been pointing out year in, year out.

The needs of the Empire must come first with

all Britishers, and in the nurturing of this sentiment the Navy League is of inestimable value in its own sphere of activities.

The British delegates did their important duty at the Conference in a willing and helpful spirit, and did their duty, moreover, when they insisted that the measure of the need for defence was the sole province of the power concerned. The whole tenor of the British proposals showed that the *raison d'être* of British Fleets was for the purpose of defence; that aggression would never be tolerated or permitted to erect its head; in fact, the delegation truly exemplified our motto of "Defence Not Defiance."

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The New Naval Repair Ship.

A good deal of interest has been aroused by the official intimation that the new fleet repair ship RESOURCE will be fitted with turbine engines instead of diesels as had previously been unofficially accepted. The submarine depot ship which is building alongside the RESOURCE at Vickers' yard at Harrow in Furness will be fitted with diesels.

This intimation suggests that the new ship will be very much faster than her predecessors, the lack of speed in several of which has often been criticised by naval authorities. The CYCLOPS, which was originally the fleet repair ship and is now a submarine depot ship, but which is still fitted with very fine workshops which can be used for repair work, is a good three knots below her legend speed of 13, while the old ASSISTANCE which will be replaced by the RESOURCE, only had a speed of 12 knots when she was a new ship in 1900.

It was felt that this low speed very considerably detracts from the usefulness of a repair ship which is likely to be required to go ahead with the fleet and to help form a flying base. It is felt that the Americans are very much better off with their 16-knot MEDUSA, PROMETHEUS and VESTAL.

Submarine Design.

There is no doubt that the average naval officer will be very glad to see the size of submarines limited to 1,800 tons, for although Great Britain has turned out the most wonderful super submarines in the world, and in the "X" possesses the largest underwater craft, these big vessels are unpopular with the men of the submarine service on account of their unhandiness and difficulty in diving. It is just the same when the German Navy introduced submarine cruisers at the end of the war, the first ones being the ships converted from mercantile uses after the historic voyage of the commercial submarine DEUTSCHLAND.

Of course the big submarines of the "X" and "O" classes can make far longer voyages than any others, but the "K.26" of the famous "K" class contrived to get to Singapore and back without any difficulty, and if her excessive machinery power were replaced by offensive weapons she could have done the journey just as well and been far more useful as a submarine without exceeding the Geneva limits.

In spite of all this the ideal submarine to the British naval officer is the one that is principally adapted for defensive work and which can slip under water in a few seconds. There are many submarine commanders who still regret the passing of the "E" type, whose last representative has just gone to the scrapers, but failing them the "I" boats, with a submerged displacement of rather more than 1,000 tons are regarded as being splendid little ships, capable of doing anything and going anywhere that a submarine should go, while at the same time they are handy enough for what the naval officer regards a submarine's work. One of its principal functions is regarded as being the protection of the coasts and the guarding of the inshore trade lanes where the various overseas convoys meet and where they may be expected to be attacked.

H.M.A.S. MELBOURNE.

It is understood that the light cruiser H.M.A.S. Melbourne will sail for England at the end of the year to be broken up. Should this course be followed, the crew will be absorbed in the manning of the two new cruisers now being completed for the Royal Australian Navy. If, on the other hand, it is decided to place H.M.A.S. Melbourne on reserve her crew will be paid off.

SPRING CRUISE.

PROGRAMME FOR DESTROYERS.

The naval authorities have decided on the following programme for the destroyers in connection with the spring cruise:—

H.M.A.S. Swordsman.—Leave Hervey Bay, September 5; arrive Sydney September 7, to refit.
H.M.A.S. Success and Tasmania.—Leave Hervey Bay, September 12; arrive Percy Islands September 13, leave September 15; arrive Bowen September 16, leave September 20; arrive Townsville September 20, leave September 22; visit Palm Island for about two days, as convenient, between September 21 and September 27; arrive Gladstone September 29, leave October 1; arrive Percy Islands October 2, leave October 3; arrive Sydney October 5.
H.M.A.S. Swordsman and Tasmania.—Leave Sydney October 19, arrive Port Melbourne October 21, leave October 24; arrive Port Phillip Bay October 24, leave October 28; arrive Port Melbourne October 28, leave November 7; arrive Port Phillip Bay November 7, leave November 25; arrive Port Melbourne November 25, leave November 28; arrive Sydney November 30.

H.M.A.S. Success will proceed to Broken Bay or Port Stephens until November 30, and will then return to Sydney.



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The British Navy.

Its Ancestry and Birth.

Buccaneering Despotism to Constituted Admiralty.

(Written for the "Navy League Journal" by "Jack Frost.")

ONE of the most interesting phases of naval history is that dealing with the origin of the "Naval Discipline Act" and its early administration. Scarcely less interesting is the study of its gradual modification up to its present form in which it would seem to have reached the zenith of perfection.

Such history is rarely, if ever, to be picked up on the bookstalls; it seems to be a subject on which historians have always preserved a reticence somewhat consistent with the popular notion of "Our Silent Navy." But to know the history that led up to the passing of the "Naval Discipline Act" is to be better able to understand the real character of that much-maligned though picturesque and harmlessly eccentric individual—the naval martinet, as distinct from his more callous prototype, the naval despot.

Yet, writers of sea fiction, like many historians, seem to have avoided the subject, probably by reason of their unfamiliarity with it—they have, perforce, to seek that type of local colour from the more widely-spread accounts of the martinets of the Mercantile Marine.

I think that this obscurity of the navy's inner world from the eyes and understanding of the outside world arises from and exemplifies that community spirit that always has existed in the service. For that the navy is just one big family—a little world unto itself—is as true as that this planet Earth of ours is separated by almost limitless space from the planet Mars!

Consequently, the members of this big naval family, although they may occasionally quarrel among themselves, have always jealously guarded the sanctity of their hearth against the busting-in of outsiders; just as they have a traditional abhorrence of washing their soiled linen in public. In-

deed, the British Navy may be likened unto a vast Commonwealth; its self-contained fleets and squadrons are the States; its individual ships are the Counties of those States; the personnel—from the First Sea Lord to the latest-recruited Second-Class Boy—is its population of citizens and electors.

BIRTH OF OUR NAVY.

The reader may (without accusing the writer of attempting to teach his grandmother how to suck eggs) be reminded that our Navy had its birth from an ancestry that was little short of being a rabble of bold, fortune-hunting sea adventurers. Often these sea-dogs were nothing but legalised or Crown chartered buccaneers exploiting the seas under the less opprobrious title of "privateers." Not only did Guilds and Companies of influential merchants and others combine in the fitting out of fleets of such privateers, and in return demand and receive a big share of the spoils, but monarchs, too, encouraged it and partook of a big share of the spoils. Henry VII. was among the most notorious of these monarchical adventurers. Indeed, it was largely due to his sagacious, prudent character that a standing navy was first thought of. Up to his time—about the close of the fifteenth century—there was only a commercial navy, when on the outbreak of war, fleets were hastily called together for particular service. These fleets were partly furnished by the several sea-ports and partly bought or hired by the Crown. Thus it was that Henry VII. devised the project of a standing navy, as well to avoid the inconvenience and expense of raising and hiring ships on sudden conjunctures, as to provide a permanent protection for the extending commerce of the country. He built the "Great Harry" at the then phenomenal cost of £14,000. Other vessels followed and, when these were not employed by the State, or likely to be so

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employed, the King, to get some return for his expenditure turned the tables on the enterprising merchants who formerly had fitted out such fleets and, no longer having need to hire ships himself, let his own idle fleets out on hire to the merchants.

Succeeding monarchs took up this spirit of naval enterprise, notably Henry VIII., who built the "Henri Grace de Dieu," the first man-of-war to be fitted with port-holes for cannon. He also established those Cradles of the British Navy which exist to-day—the royal dockyards of Woolwich, Deptford, and Chatham—from which subsequently sprang other similar though smaller dockyards abroad, as at Sydney, Hongkong, Malta, Cape Town (Simon's Bay), Esquimaux, Ascension Island, etc., etc.

BEGINNING OF CONSTITUTIONAL DISCIPLINE

Thus, through succeeding reigns—Queen Elizabeth, and King James—the navy made rapid progress, notably in its political constitution. Up to this latter era, the navy had been ruled with a despotic hand by a Lord High Admiral. It was King James who, to cover the incapacity of his favourite Buckingham, the then Lord High Admiral—appointed a Council of experienced naval officers of high rank, with instructions that no affairs of importance were to be undertaken without their advice. This council was the origin of the present-day Board of Admiralty. With this important change came a realisation, with the introduction of gunpowder as a novel and destructive element, of the need for artillery to supersede the bow and arrow as a national weapon of warfare. But still, it was the High Admiral, and not the Board of Admiralty, who at sea framed his own regulations for the punishment of crime and the enforcement of discipline in his fleet. Thus, the instructions issued by Admiral the Earl of Lindsay to the admirals and captains of his fleet included the following:—

"If any under your command in that ship shall be a common swearer, blasphemer, railer, drunkard, pilferer, or sleep at his watch, or make a noise, and not betake himself to his place of rest after the watch is set, or shall not keep his cabin cleanly, or be discontented with his proportion of victuals, or shall spoil or waste them or any other necessary

provisions for the ship, or shall commit any insolency or disorder, fitting by you to be corrected, you are to punish them according to the order and custom of the sea: putting one in the billows during pleasure; keep them fasting; duck them at the yard-arm, or haul them from yard-arm to yard-arm, under the ship's keel; or make them fast to the capstan, and whip them there; or at the capstan or mainmast hang weights about their necks till their heart and back be ready to break, or to gag or scrape their tongues for blasphemy or swearing and this will tame the most rude and savage people in the world."

In 1645, the House of Commons adopted a system of laws for the government of the navy. By this enactment, the rules of discipline were fixed, offences defined, trials by councils of war enjoined, and punishments directed according to the nature of the offence, and the known orders and customs of the seas. A few years later a system of trials by Court-martial was introduced and adopted.

The instructions so issued are the first form of a naval Court-martial to be found in English history. It was a carefully framed system, with all the machinery for the fair and speedy trial of offences, based on the broadest principles, and complete in all its details. The constitution of this Court was founded on the great fundamental law of British liberty—the trial of a man by his peers. So carefully was this constitution framed that it remains in force, in all its essential principles, to this day.

THE DEATH SENTENCE AND FLOGGING.

Although the scale of naval punishments which still may be inflicted for certain offences includes the death sentence and flogging, one would be pretty safe in asserting that there are very few, if any, men alive to-day who ever saw these extreme sentences carried out. The reason, to the writer's mind, is a highly creditable one—for neither in these days or for some generations past, have there been men allowed to remain in the navy, whose character is or was such as to merit those sentences. There are four grades of character, *se* very good; good; fair, and indifferent. The next lower grade could only be "bad"; but no man, having so

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degenerated as to merit such a low grade would be retained in the service—a man is pretty "shaky" when he has sunk to the level of the "indifferent" grade. The slightest tendency to degenerate further would bring about his instant dismissal, probably accompanied by a term of imprisonment.

It will, therefore, I think, be admitted that the ruling moral standard of the navy must be higher than that which is to be found in any common community on shore. Another, and a most important factor, must be taken into consideration when comparing the officially attested characters of naval men with those of men on shore as assessed by reference to civil police records, and that is, that the former may be assessed as an "indifferent" for an offence or series of offences, which on shore would not render a man liable even to arrest, or if he were arrested and brought before a police court, it would be met, probably, by a very minor punishment such as a small fine.

This is a most important matter for the consideration of parents who are contemplating a naval career for their sons—there can never be the risk of the boy associating with bad characters; the Lower Deck of the Navy does not carry any.

The next series of articles will be in the form of reminiscences from a naval career. It will deal with that most picturesque, though often much-maligned type of naval commander—the mariner; that type whose bark is more often worse than his bite, and which has, more than any other, contributed to the building up of those fine and jealously-guarded traditions with which the Navy sustains itself. —E.O.

THE NAVY LEAGUE POPULAR NIGHT**SPRING DANCE**

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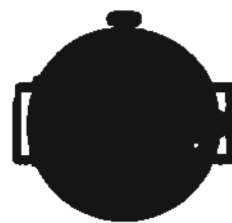
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NOTE—Patrons are advised that only by purchasing Navy League tickets will they benefit Navy League Sea Cadets. Supporters are requested to buy these tickets from their district Sea Cadet Officer and show him along their boat's Company. Tickets are also available from Navy League Office, Room 150, Dulux House, 118 Pitt Street.

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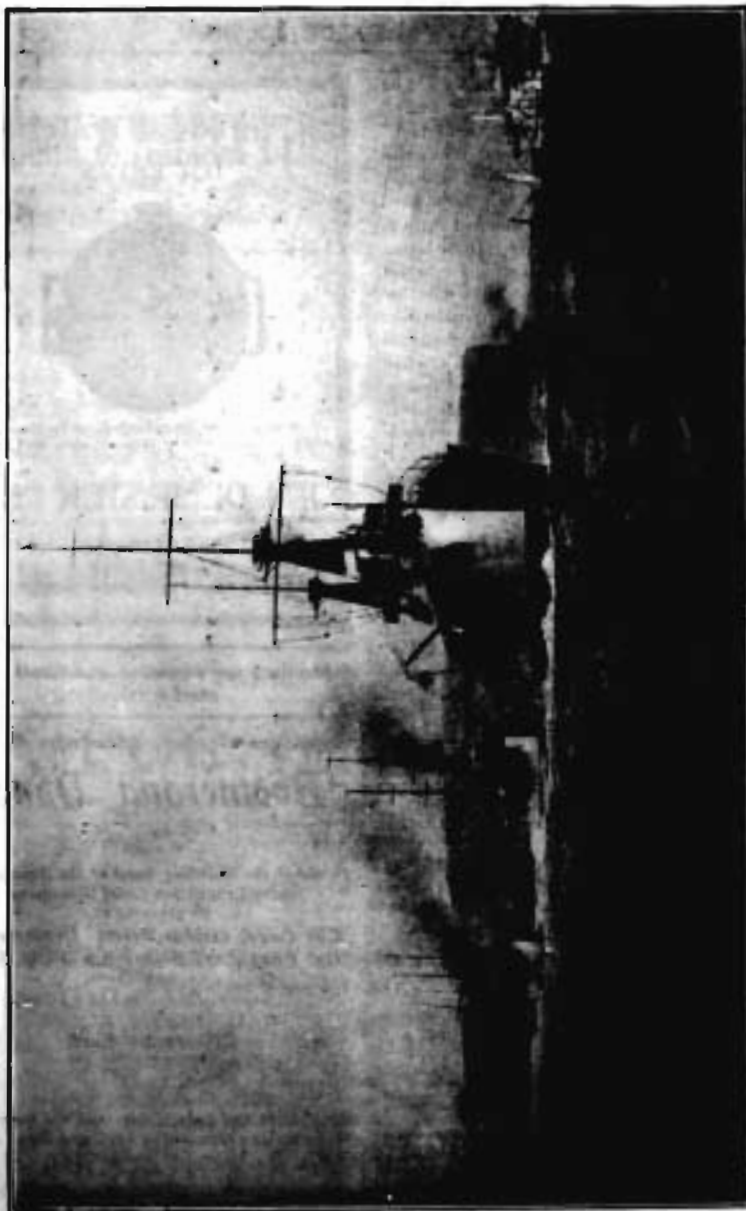
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Sir Thomas and Lady Henley and the Mayor and
Mayors of Drummoyne (Mr. and Mrs. Nield)
will be present.



Courtesy British Men's Association.

The OLD and the NEW.

Annual Meeting of the Royal Mail Steam Packet Company, 1927.

(Contributed by Mr. G. SANDAY)

IN view of the arrival in Australian waters during the next year of H.M.A.S.'s "Australia," "Canberra," and destroyers and submarines, it is interesting to recall a similar historic occasion which took place in Sydney Harbour on Saturday, October 4th, 1913.

On that day H.M.A.S.'s "Australia," Flagship of Rear Admiral Sir George E. Patey, K.C.V.O. (the Admiral commanding the new Australian Fleet), "Sydney" (Captain John C. Glossop), "Melbourne" (Captain Mortimer L'E. Silver), "Warrego," "Yarra," and "Parramatta" made a most imposing spectacle as they entered Sydney Heads and steamed up the harbour to their respective anchorages.

These new and up-to-date fighting machines were undoubtedly a possession of which a young country could well be proud; and augmented by the warships already possessed by this Commonwealth created quite a formidable fleet. It is well to remember that within less than twelve months after the arrival of the foregoing ships the necessity for naval protection of adequate dimensions was demonstrated.

Therefore, does it not behove us to urge the policy of maintaining a Fleet of sufficient strength to provide the full protection of our well-being.

To commemorate and welcome these ships of the Australian Fleet a Citizen's Committee was formed, consisting of the Rt. Hon. the Lord Mayor, Alderman A. A. C. Cocks, M.L.A., Hon. Thos. Hughes, M.L.C., Hon. Sir Allen Taylor, M.L.C., A. G. Milson, J. S. Shearston, and others, with Messrs. J. Russell French, T. A. Dibbs, and O. Williams, Hon. Treasurers; and A. Borchard, T. H. Nesbitt, and W. G. Layton, Hon. Secs.

A series of festivities during the following week were organised by this Committee and invitations were issued to the officers and men of the Royal Australian Fleet to Randwick Spring Meeting, Eight-Hour Demonstration Sports, Dinners, Balls, Dances, &c.

The Fleet and City were illuminated and band performances were held in the parks.

The ships were also open for inspection on several afternoons.

At the Royal Naval House Dances, Concerts, &c., were held as a welcome to all ratings of the Royal Australian Fleet, the chief mover in this connection being the late Mr. J. S. Shearston (the then Superintendent of the Royal Naval House).

LORD KYLSANT, at the meeting, made some interesting remarks relating to the "White Star Line" and "Australasian Trade," of which the following is an extract of the reported speech:—

WHITE STAR LINE.

Stockholders are naturally interested in the part our company has taken in bringing back from America to this country the control of the White Star Line, which the late Mr. J. Pierpont Morgan secured 25 years ago.

Eight years ago—namely, in May, 1919—as the result of negotiations, in conjunction with the late Lord Pirrie, extending over a considerable period, I signed a contract, on behalf of the Royal Mail Steam Packet Company, for the acquisition of the White Star Line and the other British lines whose share capital was owned by the International Mercantile Marine Company of New Jersey, U.S.A.

The fulfilment of this contract depended upon two conditions—namely, confirmation by the board of directors of the International Mercantile Marine Company and also by the stockholders of that company.

Whilst the directors unanimously ratified the contract, it was subsequently rejected by the stockholders of the International Mercantile Marine Company, and was thus nullified.

Negotiations with the International Mercantile Marine Company were, however, continued from time to time, and ultimately resulted in the ownership of the White Star Line being brought back to Great Britain by a signed and confirmed contract, dated November 27, 1926, under which we acquired the share capital of the Oceanic Steam Navigation Company, Limited, and took control of the business of the White Star Line as from January 1, 1927.

In order to give effect to the contract with the International Mercantile Marine Company of November, 1926, a new company, called White Star Line, Limited, was formed in January last, all the Ordinary shares of which are owned by us and our associated companies, and an issue of Preference shares, guaranteed by our company, was offered to, and subscribed by, the public.

Your directors are of the opinion that the important additional interests secured by the Royal Mail Company through the acquisition of the White Star Line will, by extending the sphere of our operations, which are now world-wide, prove a source of increased strength to the company.



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NORTH ATLANTIC TRADE.

The Royal Mail Company had associations for many years in the past with the North Atlantic trade, through their service from Southampton to and from New York via the West Indies. After the non-fulfilment of the contract of 1919, to which I have referred, we inaugurated what was known as the Royal Mail Line's "comfort route" from Southampton and the Continent to New York, which service was performed by our four "Q" boats.

In view of the important interests in the North Atlantic trade secured by the agreement of November, 1926, our service on this route has now been merged into that of the White Star Line. We

intend to do all in our power to maintain and enhance the great traditions of the White Star Line in the Transatlantic trade.

AUSTRALASIAN TRADE.

In addition to our increased participation in the North Atlantic trade, we have, by the acquisition of the White Star Line, again become largely interested in the Australasian trade.

Besides the regular service to and from Australia which the White Star Line has carried on for many years, the famous Aberdeen Line to Australia, founded over a century ago by Messrs. George Thompson and Co., has also become one of the associated companies, through the acquisition of the White Star Line.

Continued on page 29



Patent Hatches and Battening Arrangement.

The above illustration gives a good idea of the way in which certain cargo vessels have been fitted with hinged hatches. These are built up in sections which can be lifted off only by means of power, such as a winch or crane, thus preventing the unauthorized removal of hatch covers. Such an arrangement goes a long way to defeat the pressing problem of pilfering. To reinforce the safety of the cargo the hatches are secured by padlocks. The sections, though comparatively heavy, are easily stowed on deck or ashore whilst the work is proceeding down the hold, as they fold up automatically when landed. The batten, also illustrated, is a new device which banishes the use of wooden wedges and the labour involved in the old method of battening down. The principle of this batten is to close the bars tight on the tarpaulins and hatch covering by the operation of an endless screw or turnbuckle affixed between two bars. It has proved a most efficient and tenacious way of securing tarpaulins, even when the decks and hatches are subjected to the battering force of heavy seas.

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American Discovery of Antarctica.

When Foreign Warships Surprised Sydney Under Cover of Night.

How France Made Good Her Claim to Adelie Land.

BY THOMAS DENHAM.

THE good folk of Sydney rubbed their eyes on the morning of November 30, 1839, when they looked out over the harbour and saw amongst the shipping off Sydney Cove, two vessels that had not been there the evening before. They were warships, too, and flew the Stars and Stripes, a flag with fewer stars than it has to-day.

These two ships that had slipped in under cover of darkness were the Vincennes and the Peacock, two of the five vessels that formed the famous exploring squadron under Charles Wilkes. These were the first United States vessels of war to visit Australia, the forerunners of the American Fleets of 1908 and 1925. To Wilkes, at least in his own opinion, is due the credit of establishing the existence of an Antarctic Continent, the coast of which he followed for 1,500 miles in the quadrant to the south of Australia.

American merchantmen and whaling vessels were no strangers to Australasian waters long before the days of Wilkes. The first of them to arrive was the Philadelphia of Philadelphia, commanded by Captain Patrickson, which reached Port Jackson on November 1, 1792. In the next 20 years fifty United States vessels visited Sydney while a number of others came to Australia without touching at Port Jackson.

By the time of Wilkes' visit a great fleet of United States whalers was busy in every nook and corner of the South Pacific. When Eyre made his great journey round the coast of the Great Australian Bight in 1841 it was estimated that there were 300 whalers, mostly American and French, working off the southern coast of Australia. It was a French vessel, the Mississippi (with an English captain, Rossiter) that saved Eyre's life, but a little earlier Moore, in his "First Ten Years of Western Australia" admits that it was to the American whalers that the settlers in the west owed their knowledge of much of the coast.

PUZZLING LIGHT ON THE SOW AND PIGS.

When one of the Wilkes squadron, the Porpoise, fell in with a Yankee whaler, the Martha of Plymouth, Coffin master, near the Auckland Islands on February 17, 1840, the whaler's Captain stated that there were at least 100 whalers working in the neighbouring seas. The Bay of Islands in New Zealand was in those days the working base for nearly 100 whalers, largely Americans, and there was an American Consul, Clendon, there.

In view of the interest of the United States in the Southern seas it may be that the voyage of Wilkes and his squadron round the world had more than a scientific purpose. However, the advancement of scientific knowledge was the ostensible purpose of the expedition.

The full strength of the squadron was six vessels. The flagship was the Vincennes. Then came the Peacock, wrecked on July 18, 1841. The Relief was sent home from Callao by way of Sydney. The others were the Porpoise and the tenders Seagull and Flying Fish (which was sold at Singapore.)

It was on August 17, 1838, that the Squadron put to sea from Hampton Roads. Before it came to Sydney it had been round the Horn and up the South American coast to Callao and had then worked amongst the Paumotu, the Samoan group and other islands of the South Pacific.

Wilkes says that as there was a fair wind when they arrived off Sydney Heads it was determined that the Vincennes and the Peacock should run in instead of waiting for a pilot. At 8 p.m. the Vincennes passed through the Heads, followed by the Peacock. They were a little puzzled by a light on the Sow and Pigs which had been put up since their charts were drawn up but they soon placed this and carried on.

It was 10.30 p.m. when the two ships came to an anchor amongst the other shipping off Sydney Cove.

Continued page 20



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. HUBBARD
Hon. Secretary Mr. J. SPARK
NORTHSYDNEY—Officer-in-Charge Mr. W. L. HAMMER
Hon. Secretary Mr. O. SPOONER
LANE COVE—Officer-in-Charge Mr. H. OSMERVILLE
Hon. Secretary Mr. P. L. REDDICK
COOGEE-CLOVELLY—Officer-in-Charge Mr. E. JONES
Hon. Sec. Mr. R. MILLER
MOSMAN BAY—Officer-in-Charge Mr. H. B. BARRINGTON
Hon. Secretary Mr. V. F. ROBERTS

DRUMMOYNE—Officer-in-Charge Mr. J. HIBBERD
Hon. Secretary Mr. A. WALKER
RICHMOND—Officer-in-Charge Mr. D. HYNES
Hon. Secretary Mr. J. E. ANTILL
ROSE BAY-BONDI—Officer-in-Charge Mr. J. J. HOPKINS
Hon. Sec. Mr. W. B. STONE
BIRCHGROVE—Officer-in-Charge Mr. E. JONES
Hon. Secretary Mr. W. B. STONE
MIDDLE HARBOUR—Officer-in-Charge Mr. W. B. STONE
Hon. Secretary Mr. W. B. STONE

The Sydney Morning Herald.

SEA CADETS.

ROSE BAY-BONDI SUB-BRANCH.

A meeting was held at the residence of Mr. F. W. Hixson, "Fairlight," Elizabeth Bay, yesterday afternoon, to appoint a committee of ladies to help the Rose Bay-Bondi sub-branch of the Navy League Sea Cadets. This company, which is one of the ten such units formed in Sydney, has its depot on the foreshore of Elizabeth Bay, on private property belonging to Mr. Hixson, who has generously allowed it to be used, without any commitment, by the company. The boys have a large built-up cave, fitted with bunks, and with fresh water and heating available. The kitchen, which occupies a large shed, is complete with crockery and cooking utensils, and contains tables once in use on the warship Psyche. A boatshed houses a gig from the Cerberus—the finest boat owned by any branch of the League. A whaler has been given by Mr. G. E. Fairfax, and for this a second pair of davits is needed. The capacious baths are complete

with a boatslip and shower rooms, and the land space available is sufficient to serve as a drill-ground for the cadets, of whom there are about 80.

Mr. C. J. Hopkins, the hon. officer-in-charge, explained that several of the boys camped at the depot on Saturday nights, with the full permission of Mr. Hixson, who had worked enthusiastically for the welfare and success of the cadets since the depot had been formed, in December. The general curriculum of training comprised boatwork (sailing and pulling), signalling, rope-work, and naval squad drill. At the same time, the boy was taught respect for his flag and country, and the elements of good citizenship. The boys had as their mascot "Rags," Mrs. Hixson's favourite fox-terrier.

Miss Doreen Higgins, hon. secretary of the sub-branch, explained the necessity for the formation of a social committee, whose enthusiastic co-operation would assist the unit in gaining a firmer footing on the League. It was decided to ask Lady Vicars to accept the presidency, as she had intimated her interest. Several subscriptions were received, including a donation from Mrs. F. King, Woolahra, of £10.

Continued on page 21.

BALMAIN.

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

Training is still going on in full swing at the Balmain depot. As the weather is now more favourable we expect to get into our stride with rowing practice and all the summer sports.

The cadets attended the Social in aid of the T. B. Soldier's at Pickton Lakes, and competed in the Grand March and Salute with single sticks. The Balmain Coy. carried off the first prize medals in grand style.

The O.C. has examined the cadets for Leading Seamen and Petty Officers. The results and prizes will be presented on a night to be given by the Ladies' Committee, the date of which will be announced later.

This Company attended Church Parade on Sunday morning, September 4th, and enjoyed the usual breezy service given by the minister, Mr. McKibbin.

Everything in the Company is going strong, and with the summer coming on we hope to increase our members greatly.

CLOVELLY-COOGEE.

(Contributed by C.P.O. Mikkelsen)

So sorry we did not win the last boat race as was at first thought, but we hope to put up a good showing for ourselves in October. We trained very hard for the race, but we will redouble our efforts to win next time. The cutter is on the sligs at Mosman depot being overhauled for the summer season. We wish to thank Mosman Coy. very much for their help.

Mr. Hopkins (Rose Bay-Bondi) has again extended an invitation to our boys to stay weekends at his depot. Thanks, Mr. Hopkins! We hope to put in a lot of our time in the summer camping out; we have come to the conclusion that this is the "life."

The fish must have become frightened of our boys, as we have not caught one for the last two months. Better luck next time!

We have two new recruits in the Clovelly Coy. this month, both their names being Royston. One is Royston Norman; the other, Royston Stone, we claim as the youngest member of the N.S.W. Navy League, being only one month old. Clovelly Company extend their heartiest congratulations to Mr. Stone, our O.C., and Mrs. Stone.

The Sports Committee wish to thank Messrs. Lowe Ltd. for assisting in the last dance we held here; also Mrs. Hall, Mrs. Mikkelsen and Mrs. Henry of the Welfare Committee. We wish to thank Mrs. Ray also.

A training centre has been started at Coogee to allow boys from Coogee to train for the Navy League without having to walk over to Clovelly. The Secretary of the Coogee Life Saving Club kindly gave permission for us to have the use of the hall rent free. Twenty-five boys are already on the books, making Clovelly-Coogee a fairly large company of forty-five.

DRUMMOYNE.

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

Since our last report affairs are going well with Drummoynes. On the 20th August we played Lane Cove at football. Lane Cove have not won at boat pulling, but they certainly can play football. They beat us 5 goals to nil and showed fine form, but we are awaiting eagerly the return match when we hope to give a better account of ourselves.

Our thanks to Captain O. Smith for obtaining us a launch to tow our boat to Elizabeth Bay on the day of the race. Many of our supporters came along and viewed the event. This time we were unable to pull into a place, but on the re-row we hope to make a showing.

The 25th August was the occasion of our Grand Ball, which proved a great success. The State Governor, Sir Dudley de Chair, and Lady de Chair were present; several members of Headquarters Executive; Sir Thomas and Lady Henley, and the Mayor and Mayoress of Drummoynes. There was also a good muster of officers and cadets. We thank all those whose presence made the event such a success; they will know that they are helping along a good cause in thus aiding the Drummoynes cadets along the road to a new depot. Our sincerest thanks to the Committee and Ladies' Welfare; once again they proved their organising ability and enthusiasm in efforts to raise money for the Building Fund.

September 3rd we played a football match against the Boys' Brigade, Pyramont Branch, and were able to beat them by 4 goals to 1. We have promised them a return match in the near future.

We are sorry to report that our writer, C.P.O. Everingham, is down with the flu. We hope he may quickly recover, as we need his help now that summer activities are commencing.

During the last month we enrolled three new boys, and we have plenty of room for more. We hope many more boys will join up, as good times are ahead with camps, etc.; and the old boys know what they mean.

All success to the Palais Royal Dance! We hope that all cadets will tell their friends and see that they go along on the 19th September.

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DRUMMOYNE—CONTINUED.

On 29th August the O.C., Mr. Hixson, went over to Mosman Bay Sea Cadet depot on examination duties. The examination was for passing Cadet Petty Officers, and the candidates did very well indeed. Seamanship, Leadline and Rule of the Road were the star subjects, whilst the only weak one was Flag Drill. Perhaps the reason for this was the sending of block letters instead of an ordinary message. Mr. Hixson was struck by the great amount of interest shown by the Mosman Bay Committee in the cadets, and wishes them all the best of good luck in the very fine work they are doing.

ROSE BAY-BONDI.

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

On the 27th August our Elizabeth Boy Depot presented an animated appearance, naval boats of all descriptions, escorted by crowded launches, coming from all points of the compass, and converging on the waterfront of 'Fairlight' the residence of Mr. F. W. Hixson, O.B.E., to take part in the race for the Shield presented by Mr. Harold Cochrane.

Clovelly dinghy was first past the post, closely followed by the Fairfax whaler (Clovelly crew), with Birchgrove cutter third, and rapidly overtaking the leaders.

Owing to an unfortunate misunderstanding regarding the starting point the full course was not covered, and the winners, Clovelly, have shown their sportsmanship by agreeing to the race being re-raced at an early date.

After the race most of the Companies partook of the good things provided, of which there was plenty for all.

Mr. and Mrs. Hixson entertained a large number of Navy League enthusiasts, including Miss Doreen and Joan Higgins (Hon. Sec.), Mr. and Mrs. Burrows (Clovelly), Mr. W. Hunter and Mr. J. Cask (President and Hon. Sec. Eastern Suburbs), Returned Sailors' and Soldiers' Association, all members of our Sub-branch, as well as leading representatives and officers of the other Sub-branches.

The boys did full justice to the good things provided, and were greatly impressed with the facilities at our disposal for camping, the cave, roofed and floored, with bunks, mattresses, etc., and also the kitchen and all conveniences.

We expect that our depot will become the rallying point for the nearby companies in their sailing excursions during the coming season. All are welcome.

Middle Harbour Company—Mr. Nixey and his boys—have camped over the week-ends with us, also Clovelly Company on various occasions.

Mr. Nixey entertained the boys by recounting his experiences in sailing ships, then "shouldered his crutch and showed how fields were won," when we compared notes regarding our experience in the South African campaign.

Messrs. J. & G. Roughley, Fruit Exchange, generously donated a case of mandarins, Miss Bishop six dozen Rock Cakes, Mr. Kelso King £1 for Cakes for the boys.

Apart from entertaining the adults Mr. and Mrs. Hixson provided tins of choice biscuits, tea, sugar, etc., for the boys, and our newly formed Social Committee provided barrels of ginger beer and confectionery for the boys. Our good friend and supporter, Mr. C. Isles (Suburban Carrying Co.) as usual delivered free of charge to our depot. Our thanks to the above mentioned for their kindness.

Our sailing activities for the month include trips to Rose Bay, Neilsen Park, Taronga Park, Clifton Gardens, Shark and Clark Islands, and other parts of the Harbour.

Promotion: R. Redding to Petty Officer.

On the 9th inst. the ladies of the newly formed Social Committee assembled at "Fairlight," and were entertained by Mrs. F. W. Hixson to afternoon tea. After an inspection of the depot (particulars of which are given elsewhere in this issue) the ladies "mapped out their course" regarding future activities, and the interest and enthusiasm displayed augurs well for the future success of this Sub-branch in particular, and the movement in general. Everyone was greatly impressed with the splendid support accorded to this Sub-branch by Mr. and Mrs. Hixson, Mr. G. E. Fairfax and others, and the good example set will, we hope, prove an inspiration and example for others to "pull their weight."

We trust that members of our Social Committee will visit us from time to time and be entertained by the boys. This also will enable them to become conversant with our work and also with our future requirements.

The last week-end was spent under ideal weather conditions. Mr. Proud exercised a mixed company on Saturday, Rose Bay and Clovelly, under oars, and taking in Mosman depot en route. On Sunday Mr. F. Hopkins had the boys under sail on the harbour; all hands as usual had a good time and appreciated the hot soup and tea on their return.

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MOSMAN.

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

Last month we forgot to report that a squad of our boys put on an interesting turn of Squad Drill, Signalling and Knots at a Social Evening given by the Mosman Parents' and Citizens' Association, which was greatly appreciated by the large number of people present.

The examination of cadet candidates for Petty Officer, and Leading Seaman was carried out by Mr. J. Hiron, Drummoyne, and Mr. W. G. Nixey, Middle Harbour (whom we sincerely thank) at Mosman Public School on 29th ultimo, with the following results:—

PETTY OFFICER—

C. Dillon	90	H. Parkin	78
L. G. Scott	85	G. Aldred	66
A. Aldred	80	D. Gaydon	49
		* Passed.	

LEADING SEAMAN—

R. Luscombe	63	W. Oxenbould	56
M. M. Mort	61	J. Harnetby	50
E. Dillon	60		

RED AND GOLD BALL.—The unqualified success of our Red and Gold Ball held in the Anzac Memorial Hall on the 23rd August, was mainly contributed to by the energetic Ladies' Committee so ably led by Organiser-in-Chief, Mrs. Dillon, and also by the artistic posters which were hand painted by our Honorary Artist, Mr. Claude Dillon, and which graced many of the shop windows and other conspicuous positions in and around Mosman.

OUR DEPOT.—Our new Depot is still the centre of much work in alterations and re-fittings performed as a labor of love by Mr. Bayley, Mr. A. Hamilton, Hon. Electrician, also our officers and cadets. To be.

LANE COVE

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

Drills and parades have been carried on during the month with the usual vigour and the interest is still being maintained by each cadet, no matter whether he is in the Signalling, knotting or Compass class.

Our boat has again come into commission and looks quite good at her new moorings up the Lane Cove River. Our moorings are proving very satisfactory, with a long stretch of smooth water for training facilities.

None can tell how great was our disappointment in not being able to reach Rosbutter's Bay in time to take part in the boat race. Man proposes and he carries it out, if he can; but the fates were against us on this occasion by reason of a breakdown in the engine of the boat which was towing us. We had great hopes, perhaps not of winning the coveted shield, but of not chasing the other boats in, as has been our lot in the past. We hope to give a good account of ourselves on Oct. 1st.

Church parade was held during the month, but it was very poorly attended, not half the strength of the company turning out.

Our canteen party and dances are improving weekly. Last month showed a substantial profit.

Sorry Lane Cove cannot take part in the combined ball, but our efforts are fully engaged on Monday nights.

On Saturday last 15 of us shoved off from our moorings and paid a visit to the Fort Delange lying off Long Nose. Many of the boys climbed aloft as far as they could get a foothold, one even essayed a Charleston on the cross tree.

Glad to welcome Capt. Beale back and hope he will pay us a friendly call some Tuesday evening.

We wish to thank Mr. J. Clayton for presenting us with one dozen packs of cards for our Euchre parties, also Mrs. Oakes, Mrs. Young, Mrs. Gebhart and Mrs. Munro for Euchre prizes; also Miss Gooch, Mrs. Young, Mrs. Oakes, Mrs. Darcy, for providing supper on different nights. These donations have all helped our receipts considerably.

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

ROSE-BAY-BONDI—Cont. from page 21.

The committee will consist of the following ladies:—Mrs. F. W. Hixson, Mrs. F. H. King, Mrs. Whiddon, Mrs. H. Crouch, Mrs. Ruthven, Mrs. Halse Rogers, Mrs. Percy Freer, Mrs. A. Ramsay, Mrs. Crossing, the Misses Dorothy King, Ruri Saunders, Hope Meek, Betty Reid, Nancy Ruthven, Joyce Mearns, Annie Cook, and T. Raine. The Misses Doreen and Joan Higgins are the joint bon. secretaries.

Mrs. Hixson later entertained the gathering at afternoon tea, when Mr. Hopkins, O.C., expressed his gratitude, on behalf of the sub-branch, and Mr. G. Billam (organising secretary, New South Wales branch) spoke on behalf of the Navy League.

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MIDDLE HARBOUR.

(Contributed by Mr. D. L. Fisher, First Officer.)

Training has been kept up in good style during the month. Cadets in Charge of two Officers sailed the gig to Elizabeth Bay on the afternoon of 20th August. It was dark by the time they arrived at the Race Bay-Bondi Depot, and the party was glad on finding that Mr. Hopkins was waiting with some hot soup and tea. After the meal the cadets gathered round the camp fire yarning for a while. Bunks were placed at their disposal and all hands enjoyed a good night's rest. Up bright and early next morning the forenoon was spent inspecting the depot and attending the boats, and in the afternoon Mr. Hopkins sailed them over to McMahon's Point as passengers as the gig was left at Elizabeth Bay in preparation for the race.

On the race day we attended with our crew at the same depot and all enjoyed themselves thoroughly and our thanks are due to Mr. Hixson and Mr. Hopkins for the refreshments provided. We again spent the night as guests of this hospitable Company and took our boat home the following day. We have obtained some timber to build a boat slip and arrangements are being made to carry the work out.

The week-end picnics are as popular as ever, both officers and cadets mustering thereat in good force.

Mr. Nixey takes this opportunity to thank all officers who assisted him in his capacity of Officer of the Day at the Royal Humane and Shipwreck Relief Society's Concert on September 12th last. There was an excellent muster of Cadets for this event.

NORTH SYDNEY

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

The month of August has been a very busy one for the company and its sub-branch Committee. Recruiting at the depot has been very brisk. The chief officer has, by the kind permission of the Headmaster of Milson's Point Public School, addressed many classes on the subject of the cadet movement, and already a response has been shown by more boys joining up. We thank the Headmaster and class-masters for their courteous assistance in bringing the movement thus before their pupils, and the chief officer for the time and energy he has devoted to this object.

We have now received delivery of our whaler from Garden Island, and she is now on the Royal Sydney Yacht Squadron's slipway undergoing a

Continued page 23

A Relic of the Days of Nelson.

BY CAPTAIN R. J. MONT, V.R.

A YEAR or two ago the author picked up in a Sydney bookshop a very interesting volume containing several old naval publications and original documents collected and subsequently bound together, apparently by one Lieutenant Robert Sangster who was—as will be seen—associated with those heroic days when Nelson checked the Great Napoleon.

A short summary of these papers may be of interest to members of the Navy League.

The first is entitled "Rules and Regulations to be observed in His Majesty's ship," and is dated 1805. This is a semi-official publication by Sir Home Popham, the inventor of the flag signal code which was first issued to the Navy just before Trafalgar. This deals first with the general routine of the ship, lights, meals, etc., and incidentally insists on strict Sunday observance, and forbids oaths and gambling; among other things we read "Neither Captain nor Officers to be suffered to pick the choice pieces of salt or fresh meat, nor to have any preference in the other articles of provisions." These general rules are followed by the duties of the various Officers and Warrant and Petty Officers, and by regulations as to hammocks, clothes, and boats.

The next paper is a translation, by Lieutenant Christopher O'Brien, of Paul L'Hôte's "Treatise on Naval Tactics," and is dedicated to Edward, Duke of York, one of George III's numerous brothers, and a friend and patron of Boswell and Sterne. This is the earliest treatise on Naval Tactics ever published, and formed the foundation for the work of Clerk of Eldin, a recognised British authority.

Beginning with galleys, and illustrating each case by engravings and diagrams, it states the best way of dealing with the various situations likely to be encountered in Naval Warfare, and discusses them in the light of historical examples, mostly taken from the French and Dutch wars. The engravings are well executed and in each case the direction of the prevailing wind is shown by a cherubic figure

blowing lustily from the centre of a bank of clouds; while one fearsome picture depicts a storm at sea with waves breaking in every direction at once. This is followed by some abstracts from L'Hôte's "Theory of the Construction of a ship" and "A General Idea of the Armament of the French Navy," and finishes with a list of "Ships lost by the English during the present war." This list includes the Resolution and Essex lost in Quiberon Bay, "when Hawke came swooping from the west." The translation is undated, but the list of ships fixes the date as 1763.

Next we have a history of Dunkirk from 646 to 1785, by H. E. Diot, published in 1794 and remarkable for the excellence of the copper-plate plans which accompany it, followed by Regulations for the Navy and several Acts of Parliament of George III and III relating to the navy and inter alia detailing the punishments for major and minor crimes, including profane oaths, cursings, and drunkenness, and using reproachful or provoking speeches or gestures.

There are many marginal notes by Lieut. Sangster, but unfortunately many of these have been mutilated in the binding.

The principal interest of the collection, however, centres in the original documents bound in at the end. First of these is a Warrant to Captain W. H. Baynton of H.M.S. Milford "to impress, or cause to be impressed, so many seamen, seafaring men, and persons whose occupations and callings are to work in Vessels or Boats upon Rivers, as shall be necessary either to man His Majesty's Ship, under your command or any other of His Majesty's Ships, giving unto each man so impressed, One Shilling for Press Money." This is dated December 24th, 1809, stamped with the seal of the Admiralty and signed by three lords and the secretary. On the back of the Warrant Captain Baynton deputed Lieut. Robert Sangster to actually impress the crew for the Milford. The work was evidently carried out well on this occasion, because O'Brien states that when appointed First Lieut. of

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. and of all His Majesty's Plantations, &c.

IN Pursuance of His Majesty's Order in Council, dated the Fifteenth Day of November, 1809, We do hereby Impower and Direct you to impress, or cause to be impressed, so many Seamen, Seafaring Men and Persons whose Occupations and Callings are to work in Vessels and Boats upon Rivers, as shall be necessary either to Man His Majesty's Ship, under your Command or any other of His Majesty's Ships, giving unto each Man so impressed One Shilling for Preet Money. And, in the execution hereof, you are to take care, that neither yourself nor any Officer authorised by you, do demand, or receive any Money, Gratuity, Reward, or other Consideration whatsoever, for the impressing, Exchanging, or Discharging, any Person or Persons impressed, or to be impressed, as you will answer it at your Peril. You are not to intrust any Person with the execution of this Warrant, but a Commission Officer, and to insert his Name and Office in the Deputation on the other side hereof, and set your Hand and Seal thereto.—This Warrant to continue in Force till the Thirty-first Day of December 1810, and in the due execution hereof, all Mayors, Sheriffs, Justices of the Peace, Bailiffs, Constables, Headboroughs, and all other His Majesty's Officers and Subjects whose it may concern, are hereby required to be aiding and assisting unto you, and those employed by you, as they tender His Majesty's Service, and will answer the contrary at their Perils.

Given under our Hands, and the Seal of the Office of Admiralty, the 24th of December, 1809.

Captain Henry William Bayntun
Commander of His Majesty's Ship
(the *Albatross*)

By Command of their Lordships,

John Darnley

John Darnley
John Darnley

the Milford, Sangster gained the applause of Captain Bayntun for the manner in which he fitted her out, and for the state of sound discipline into which he speedily brought the crew. What makes this Warrant particularly interesting is that Bayntun was one of Nelson's Band of Brothers, and commanded the *Leviathan* at Trafalgar.

There are two more Admiralty documents—one dated 25/5/11, appointing Lieut. Sangster, to the charge of a signal station at Orford Haven, Suffolk, and the other sending him further instructions for the conduct of the station. The first of these is signed by three lords of the Admiralty, and the second by the secretary. There follows a circular, dated 30/4/14, announcing the termination of the war with France, and expressing "the high esteem which their lordships entertain of the gallant and glorious services of the navy during the late war," but saying further that "Their lordships regret that the unjust and unprovoked aggression of the American Government, in declaring war upon this country, after all the causes of its original complaint had been removed, does not permit them to reduce the fleet at once to a peace establishment."

The last item in the book is a circular dated 30/7/17, asking all officers to forward to the Admiralty a record of their services. To this is attached a copy of Lieut. Sangster's reply. From this and other sources we find that Sangster's career was by no means monotonous. Joining the Navy in 1793 at the age of 22 as an A.B. in the *Melampus*, he served in her for nearly 7 years, during which time he assisted in the capture of at least 14 French ships, and was present at the mutinies at Spithead and the Nore. After a voyage in the *Queen* under Sir Hyde Parker, he was promoted to the rank of Lieutenant and transferred to the *Quebec* under Captain Bayntun. There followed several short terms in various ships until in August, 1805, he was appointed to the *Powerful*; he was not present at Trafalgar, being in the *Cape Verde Islands* at that time, but did excellent work in the East Indies, assisting in the capture of over 30 vessels. After again serving with Captain Bayntun for two years, this time on the *Milford*, he was transferred, owing to ill health, to the Signal Station at Orford Haven, but was again at sea as Flag Lieutenant to Admiral Sir John

Perrier when the war ended in 1814. He retired with the rank of Commander in 1830, and was still alive in 1849, when O'Byrne's *Naval Biography* was published, though he would then be 78 years of age.

It would be of interest to know the history of these old documents, and in particular how it was they came to Sydney.

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The 7,500-ton Cruiser.

THE British suggestion at Geneva, that the maximum size for cruisers should be cut down from 10,000 to 7,500 tons and the calibre of their main armament limited to 6-inch, is one that follows the lines that were expected and the suggestion is exceedingly popular with the British naval officer.

It is of course a suggestion that can only come into effect after the powers have agreed on the number of 10,000-ton Washington cruisers that shall be kept by each Navy. There are occasions on which a 10,000-ton cruiser would be essential, particularly in the Far East and in Australasian waters, and to a lesser extent in the Indian Ocean, but most of the duties that fall to the lot of the cruiser for the protection of trade can be carried out by the 7,500-ton ship, which is very much cheaper, can be built in the numbers necessary for the protection of the trade lanes, and which would relieve the Commander-in-Chief of constant fuelling and docking anxieties.

It is generally understood that when the Director of Naval Construction designed the 8,000-ton ships of the "B" type, the first of which, the YORK, is about to be laid down at Palmers' Yard at Jarrow, they were designed in such a way that they could easily be cut down to 7,500 tons by the substitution of a 6-inch battery for the six 8-inch guns which they are popularly supposed to carry should agreement be reached. It would of course be impossible to do this without agreement on account of the remarkable 33-knot cruisers which the Japanese have built.

There are already a number of noteworthy cruisers between 7,000 and 7,500 tons, ships which are preferable in most matters to the 10,000-tonners. In the British Navy we have the ENTERPRISE and EMERALD, two stragglers of the war-time programme which have only been completed. On a standard displacement of 7,100 tons they have three-inch side armour, a speed of 33 knots, a maximum oil stowage of 1,600 tons, and a battery of seven six-inch guns with numerous smaller pieces and twelve deck torpedo tubes. The EMERALD has her two forward 6-inch guns mounted singly, the second firing over the first in

the manner that came into fashion during the war, while the ENTERPRISE has hers mounted together in a light turret. The arrangement permits a broadside of six 6-inch guns, with four bearing ahead and in certain circumstances, astern. It is worth noting in comparison with foreign types that the length between perpendiculars of these ships is 535 feet, 570 feet overall.

The French have the three ships of the DUCUAY-TRAUVIN type which aroused such interest during the Portsmouth visit. They are rather over the limit of tonnage, their normal displacement being 7,880, but by Washington reckoning would be within the limit. These ships were designed for a speed of 34½ knots with Parsons geared turbines of 100,000 shaft horse power, but the 33.6 of the DUCUAY-TRAUVIN is the best average attained on a six hour trial up to now. Their batteries consist of eight 6.1-inch guns mounted in pairs in such a way that the whole battery will bear on the broadside and half of it forward and astern. In addition they carry twelve deck torpedo tubes.

These 6.1-inch guns are remarkable weapons and are certainly superior to the 6-inch guns mounted in the British Fleet. With 35 degrees elevation they have a range of 23,000 metres, while their rapidity of fire is remarkable.

The weak point of these ships is that they are practically unprotected except for very thin gun shields and a light conning tower, while their oil capacity is only 1,000 tons at the most. They have a length between perpendiculars of 575 feet; 604 overall.

The Americans have the famous OMAHA type of 7,500-ton ships, which have proved remarkably successful after having their design altered many times, but which cost roughly 8,000,000 dollars apiece. Their geared turbines of various types are designed for a shaft horse power of 90,000 to give them a speed of 33½ knots, but they have proved wonderful steamers on service and nearly all of them have exceeded 34 knots.

Their battery consists of twelve 6-inch guns and some smaller pieces, with ten 21-inch deck torpedo tubes. They are protected by a short 3-inch belt and a partial one and a half-inch upper deck, but

the gun turrets which appear so formidable are really only thin shields. They have stowage for no less than 2,000 tons of oil fuel, which gives them a radius of 10,000 miles at 15 knots.

It is the Japanese cruisers of 7,100 tons standard displacement, of which four are now ready, that offer most interest. They are in two classes but they differ only in disposition of the guns.

The two earlier ships of the KAKO type have all their guns on the centre line, in two pyramids fore and aft, the two latter ships of the KINUGASA class have them in three turrets two forward and one aft.

These ships have geared turbines of 100,000 S.H.P., which gives them a speed of 33 knots. Their armament consists of six 8-inch guns, the biggest battery fitted in a modern cruiser of this size. All these guns bear on the broadside and two right aft, but in earlier ships the ahead fire only consists of two guns; in the later it is four. The torpedo armament is smaller than their rivals, consisting of four 21-inch deck tubes.

Their protection has not been officially announced but it is understood to consist of a 3-inch belt over the engines and boilers. Their fuel capacity also has not been published, but this is understood to be very much lighter than the British and American ships. Their between perpendicular length is about 580 feet.

Thus it will be seen that the British ships of the EMERALD class are more weakly armed than their rivals, and generally rather slower. On the other hand their fuel capacity is excellent, and although their comparatively short length is a disadvantage with regard to speed it is of big assistance in getting the abnormal structural strength that is insisted upon by the Royal Navy. Their protection is superior to their rivals, but in comparing them it must be remembered that their designs really date back from 1918 and that the new ships will probably be an improvement in every particular. Allowing for these improvements they are something that approaches the naval officer's ideal of the cruiser for work in distant seas.

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NORTH SYDNEY—CONTINUED.

thorough overhaul and repainting under the terms of sale to us. All hands are looking forward keenly to the time when she will be in commission, and when the company will be able to compete with others in the various boat races of the coming season.

The officer-in-charge and the president of the sub-branch committee desire to extend thanks to Lieut.-Commander Hill, R.N., H.M.A.S. "Penguin," for the courtesy extended to them when visiting this vessel, and also for his generous offer to assist the company at any time and whenever it is within his power to do so.

The re-election of office-bearers on the Sub-branch Committee for the ensuing year resulted as follows:—Mr. O. H. Woods, President; Mr. Oscar Curtis, Vice-President; Mrs. Coleman, Vice-President; Mr. C. Scoweroff, Hon. Secretary; Mr. Hiddilston, Hon. Treasurer; Mr. Don Moore, Auditor. Mr. A. G. Wilson was asked to fill the chair, but stood down because of his holding office on the Executive Committee, and Mr. O. H. Woods was duly elected President. The Officer-in-charge, on behalf of all officers and cadets, extends thanks to Mr. C. P. Bartholomew, the retiring Hon. Treasurer. This gentleman held office for several years, and at the same time took a very keen interest in the work and welfare of the boys.

Our thanks are also given to Mr. Oscar Curtis, a member of The Royal Sydney and Royal Prince Alfred Yacht Clubs. Mr. Curtis is giving great support to our depot and is responsible for a camping arrangement during the Christmas vacation at which it is hoped representative cadets from all companies may be invited. But more about this in the report next month, when no doubt Mr. Curtis and the officers in charge will be able to set out a definite proposal.

The sub-branch committee is at present busily engaged in the organisation of the Annual Ball, to be held at Warringah Hall, Vero Street, Neutral Bay on the 6th October. Much has been done already and the event promises to be the most successful affair of the year.

The officer-in-charge in company with Mr. Curtis, attended the Cochrane Shield Race at Elizabeth Bay on 20th August, for which event they acted in the capacity of clerks of the course. They thank Mr. Hixson and the Bondi-Rose Bay Company for the cordial welcome and hospitality extended.

The afternoon proved very enjoyable, and the race was excellently contested, the only criticism being that the course was too short.

We thank Messrs. H. T. Dunn & Co., Printers of the Navy League Journal, for their generous

support by donating 500 Ball tickets. The company can vouch for this firm's excellent work, and any printing done by them is always executed well and at a minimum cost.

*Annual Meeting of the Royal Mail Steam
Packet Company—Cont. from page 13.*

In addition, the acquisition secures us a large interest in the Shaw Savill and Albion Company, Limited, whose vessels, jointly owned by the White Star Line, trade with New Zealand.

In thus resuming, after an interval of 18 years, the Royal Mail Company's connexion with the shipping trade of the great Commonwealth of Australia, it may be of interest to you to recall the company's former association with Australia.

Many years ago we took over from our associated company, the Pacific Steam Navigation Company, their interest in the Australian mail service which, in conjunction with the Orient Company, they had jointly inaugurated in 1877, and had jointly carried on.

The mail contract which we and the Pacific Steam Navigation Company had shared with our friends the Orient Company for 32 years expired in 1909.

After negotiations with the Australian Government for a new joint mail service the late Mr. Deakin, then Prime Minister of Australia, in 1908 offered the Royal Mail Company the entire mail contract, which we felt obliged to decline, although we expressed our willingness to continue to perform one-half of the contract.

The whole contract was then placed with the Orient Company, who hitherto had provided only one-half of the service.

Though, in 1909, we ceased to operate our Australian service, we neither disposed of our interest in the trade nor received any compensation or payment in respect of our share in the service.

It is, therefore, with all the more pleasure that we resume our very old and close connexion with the Australian trade.

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

FORT MACQUARIE AS AN OBSERVATORY.

Next morning the streets were soon full of American officers and men who were "delighted to find themselves once more in a civilised country and one in which their own language was spoken" J. W. Williams, the United States Consul, was early on board. He told Wilkes that the Relief had arrived, had landed her stores and had sailed for the United States ten days earlier.

The Porpoise and the Flying Fish arrived next day.

Wilkes waited on Governor Gipps who gave him every assistance and placed Fort Macquarie at his disposal for use as an observatory. An open-hearted welcome was given by all the Government officials, civil and military, and the citizens. The committee of the Australian Club opened it to the officers.

Wilkes describes Sydney as containing 24,000 out of the 120,000 inhabitants of N.S.W. It was divided into two parts by George St., the "Broadway" of the town. To the east of George St. were most of the grogshops and other places for the "floccing" of sailors. The streets to the west and south were rapidly filling with good houses.

The locusts (cicadas) were in full chorus during the visit of Wilkes. He said that their song was ten times as deafening as that of their fellows in U.S.A. and that they sang through the hottest day.

That Sydney is becoming Americanised is asserted from time to time to-day. Wilkes said much the same in 1839. He writes: "The stage-coaches, the costume and demeanour of the more respectable part of the inhabitants struck us as much more like those of our towns than those of the cities of Europe."

There was great activity in buying and selling city land. The newspapers seemed to Wilkes like those of U.S.A. except that they were "more licentious" than any except the lowest of the American journals.

MACQUARIE ISLAND'S LOST PARROTS.

There was no prohibition in U.S.A. then, but Wilkes was shocked at the way in which "the vice of drunkenness stalked abroad at noonday" in Sydney. He says that there were 250 licensed liquor shops, or one to each 200 of the population.

"Police officers themselves are amongst the vendors of intoxicating liquor." The liquor imported came to eight gallons to each inhabitant.

Wilkes left Sydney on December 26, 1839. He says:—"The whole impression left on my mind is that it is a glorious colony, of which the mother country and the whole Anglo-Saxon race may well be proud and that it should have a claim to more attention than apparently it has received from the Home Government."

From Sydney the Vincennes made for Macquarie Island but was kept off by contrary winds and sought for Emerald Island. This, reported to exist in latitude 57.25 S. and 162.30 E., was one of those islands of mystery of which there are so many in the southern seas. Wilkes could find no land though he did see some pieces of kelp in this region. Later he searched for Royal Company Island, alleged to have been sighted to the south of Tasmania by a Spanish ship in 1774. Like Captain J. K. Davis of the Australasian Antarctic Expedition he failed to find any trace of it.

Yet sometimes these mystery islands, after being lost for many years, turn up. That was the case with Doughty Island in the South Atlantic. Bouvet Island, too, was sought in vain by Cook and other competent navigators but has been found again since.

The Peacock made Macquarie Island on January 10, 1840. By this time the sea elephant hunters had abandoned the island and it was uninhabited. The Americans found there "some green parrots with a small red spot on the head." This was the famous flightless parrot of Macquarie Island, the most southerly parrot in the world, now extinct.

NEWSPAPERS AND THE TITLE TO A CONTINENT.

From the site of the mythical Emerald Island Wilkes pushed on to the south and was soon amongst the table-topped bergs that break away from the ice barrier of Antarctica. On January 16 the "appearance of land" was seen from each of the three vessels, the Vincennes, the Peacock and the Porpoise. Wilkes worked westward along the coast, trying vainly from time to time to get through the ice barrier.

On January 30, 1840, he was abreast of what he called Piner's Bay, after the signal quarter master. It was then that he called the land the Antarctic Continent.

A violent gale prevented the Vincennes from getting into Piner's Bay. He saw a point with rocks bare of ice and he concluded later that it was on this that the French seamen of Dumont D'Urville landed. D'Urville named the coast Adeline Land and it has recently been claimed by France, the claim being based on D'Urville's action. Had the weather been better when Wilkes was there this part of Antarctica might now be part of the United States.

It may be recalled, by the way, that when France put forward her claim to Adeline Land a few years ago Sir Douglas Mawson and others put in a strong plea on behalf of Australia, which has done so much exploration work in the Australian quadrant of Antarctica. Indeed the Australasian Antarctic expedition did the only exploring that has been done on that land, or on the ice and snow that covers the land. When the question was raised the French authorities produced Sydney newspapers of 1840 which contain the reports of the landing of D'Urville's men, obtained when the French vessels arrived at Sydney. As far as one can gather—for the affair has been wrapped in a good deal of diplomatic mystery—that settled the matter.

Though Wilkes never set foot on the Antarctic Continent he did get hold of some of the soil or rock of that last and loneliest of lands.

FLOATING STONES FROM ANTARCTICA.

On February 14 they saw a big iceberg which carried with it heavy boulders, stones, gravel, sand and clay. The boulders and stones were basalt and red sandstone. There was one boulder five feet in diameter which could not be moved but smaller ones were brought on board. There was great eagerness to secure these specimens of the Antarctic Continent.

Wilkes followed the ice barrier for 1,500 miles and gives sound reasons for believing that behind the barrier was a continental coast and not a mere string of islands.

On January 30 there was a very interesting meeting. The Porpoise sighted D'Urville's two

vessels. She made up with the intention of speaking them but according to Wilkes the French deliberately refused to have anything to say to the Americans.

On February 5 the Porpoise reached Auckland Island and anchored in Sarah's Bay. On the shore turnips, cabbages and potatoes planted by the whalers, were running wild.

As for the little Flying Fish, with a crew of only 15, she went down to 65 S. Then the crew wrote a round robin pointing out that their quarters leaked like a sieve, that they had not had a dry stitch for a week, that four men were seriously ill and that they feared that a little more of this life would be the death of them. The vessel turned back.

The Vincennes sighted on February 22 a French whaler from Hobart Town, the first strange sail seen for many weeks. She sailed over the supposed site of the Royal Company Islands without seeing any sign of land and was back off Sydney Heads on March 11. This time Wilkes took a pilot and went in in the orthodox way.

The Peacock needed repairs so she was home down in "Mowman's Cove." Not only was this a most suitable place but the position gave the sailors "security against crimps and rum-shops."

This time Wilkes was most lyrical over Sydney's Harbour. "There is," he says, "no port in the world that offers so many advantages as Port Jackson for a great naval power."

On March 19 the Vincennes and the Peacock left Port Jackson for ever and stood away for the Bay of Islands. There, by the way, some of the American officers bought two tattooed Maori heads for £10—from the steward of a missionary brig.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Room 110, Dalton House, 115 Pitt Street, Sydney.

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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.
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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.
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