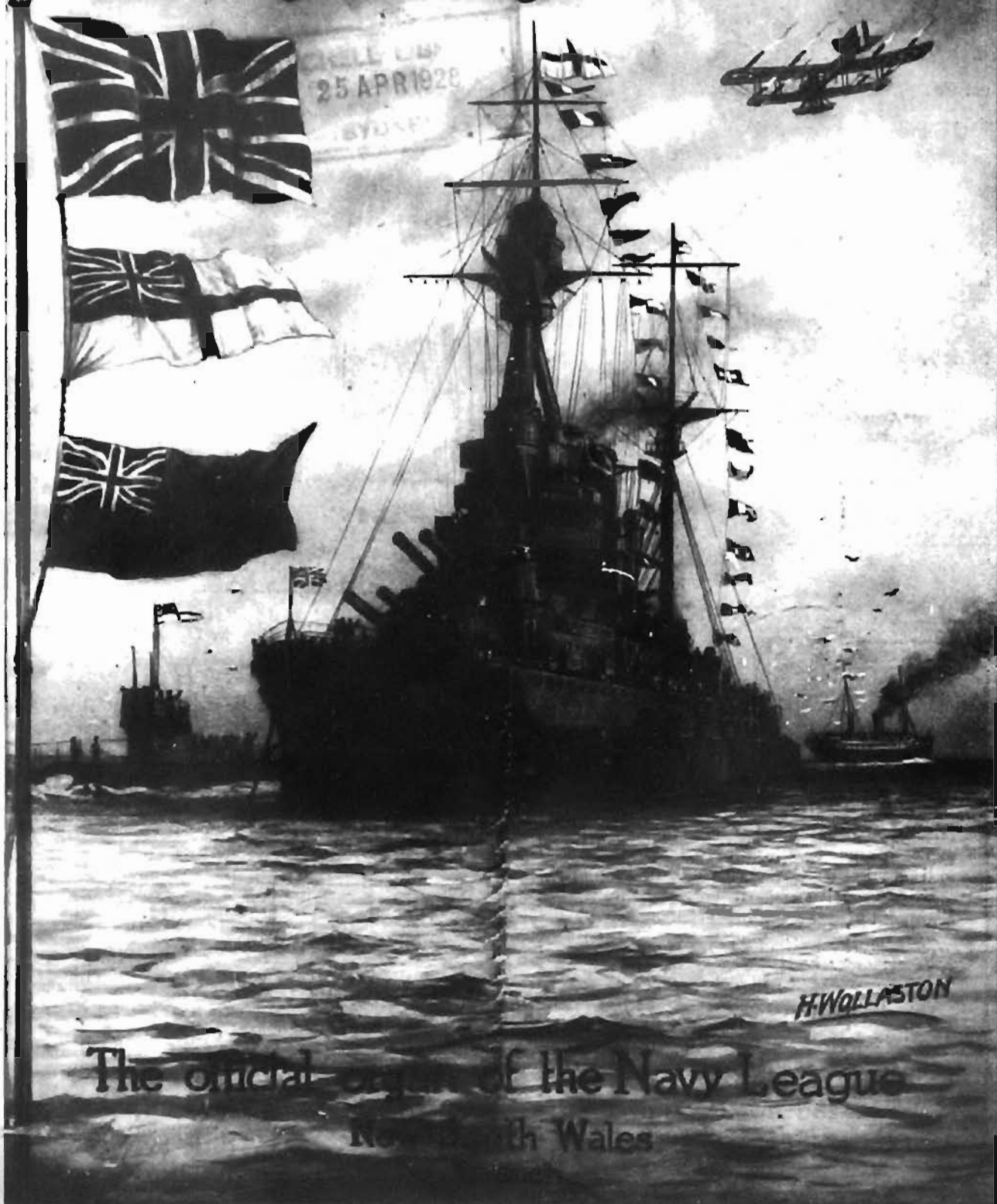


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The official organ of the Navy League
New South Wales

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The Navy League Journal

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BOY TRAINING.

WHILST incurring, perhaps, the risk of reiterating much of what has been already written upon the subject in the JOURNAL, it seems necessary that we must once more advert to the question of Boy Training for the Royal Australian Navy.

The view that the Federal Government should make arrangements for the training of boys as speedily as possible has been endorsed by other branches of the Navy League throughout Australia and also by other public organisations interested in the safe progress of our Commonwealth.

In placing the whole position of the cessation of training and its consequences before the public, the Press throughout the Continent has done yeoman service. In Sydney we have to thank in particular the "Sydney Morning Herald" and the "Evening News," who have devoted leaders and important news-space in placing the facts before the public. Needless to say, much valuable help has also been rendered by the chief newspapers in other States.

It will be 16 years on Anzac Day since the inauguration of boy training in Australia, when on that day H.M.A.S. "Tingira" entered into her honourable service as the *Alma Mater* of the Service.

It must be remembered that when we refer to the question of boy training and its past establishment, H.M.A.S. "Tingira," we only speak of the system of training. No useful purpose is served in discussing at present the question of means and type of establishment, whether shore or ship; nor does it concern anything that has been written on boy-training in this JOURNAL.

In June of last year the "Tingira" was withdrawn and the system of boy training abandoned by the Government. In addition to the imperative practical needs of re-continuance—and these, we unhesitatingly state, should be ample reason—it would be a fine gesture on the part of authority if some earnest of reversal to the well-trying system were given on Anzac Day.

We owe a debt to those who were found so efficient on the day of trial and sacrifice. Many of these men received their first great lessons of discipline and service under the boy training system on the "Tingira." If the Government re-adopts the old principle, what better day could there be on which to announce a decision, the day of grateful remembrance and the Anniversary of a system which has brought so much efficiency to the personnel of our Navy?

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No. 6. The Lightning.

One of the best known of all the Australian sailing ships, and for long the pride of James Baines' fleet, was the *LIGHTNING*, which was built by Donald McKay, of Boston, in the winter of 1853, and was one of the first of the famous windjammers which the astute Liverpool owner ordered of the finest of the American shipbuilders. Of course there was a good deal of criticism of his action at the time, but there is no doubt that the *LIGHTNING* and her consorts taught British shipbuilders a good deal and led to an improvement in our design which soon surpassed the American masters.

Her dimensions were 244 feet overall by 44 feet beam by 23 feet depth of hold, while she was given very extreme clipper lines and at the same time rather unusual comfort below, a head room of eight feet being provided in the emigrant spaces which in those days was very unusual, but which was fully appreciated by the settlers in their long voyages out to Australia. Her tonnage of 1,468 by the new British measurement immediately put her into the front rank of the clippers and naturally she attracted a lot of attention as soon as she arrived in British waters. Her fine and hollow bow was her most daring feature, and while one admires her speed it has to be admitted that this made her extraordinarily uncomfortable and wet.

As was usual with McKay's ships she was exceedingly lofty, her main truck being 164 feet above the deck before her skysail mast was lengthened to take the moonsail, which was one of James Baines' fads, although it is doubtful if it made the slightest difference to her speed. She carried 13,000 linear yards of canvas. After he had paid £30,000 for the ship James Baines added most elaborate passenger fittings, so that she was always sure of a big price for saloon accommodation, the reputation of Captain "Bully" Forbes for making fast passages doing nothing to scare passengers away.

For her passage across the Atlantic she was chartered by Train's Packet Line, her passage from Boston Light to Liverpool Bar being 13 days 19½ hours. In one day she logged 436 miles, and it

was claimed on the log that she was running between 18 and 18½ knots, although considerable doubts have been cast on this estimate. With the old-fashioned stream log that was used in those days it was not at all difficult to add several knots to the speed by delaying the turning of the glass and the checking of the line, allowing many fathoms to run out at either end of the sand. Whether the estimate of the speed is correct or not she certainly made a wonderful passage, and in spite of the fact that she had been provided with the finest canvas and gear that money could buy she carried away a good deal.

Her rival on the Australian trade, the *RED JACKET*, sailed from New York the day after the *LIGHTNING* left Boston and made the passage in 13 days 1 hour, the best 24 hours run being 413 nautical miles.

As soon as the *LIGHTNING* arrived at Liverpool there were many people who were doubtful of the safety of her hollow bow, and it was filled in to a certain extent with solid blocks of wood, much to the disgust of old James Baines who had absolute faith in McKay's design. However, one of these wood cheeks washed away and the other was soon afterwards removed.

Under "Bully" Forbes with "Bully" Bragg as mate, she left Liverpool on her maiden voyage to Melbourne on the 14th May, 1854, arriving in 77 days with a best day's run of 348 miles. Every sailing ship passage was carefully watched throughout the whole length and breadth of Australia in those days, and such a run assured her of plenty of passengers on the way home. Eighty people sailed in her and she had a million pounds' worth of gold dust in her strong room. She made the passage in 64 days 3 hours 10 minutes and her round voyage having only occupied 5 months, 8 days, 21 hours, including the time spent in harbour, she gained her place over *RED JACKET*.

The outward trade to Australia in those days was, naturally enough, very much greater than the homeward, and she sailed on her second passage with seven hundred passengers. "Bully" Forbes had left to take charge of the unlucky "SCOWBARK" which ruined him, and was succeeded by Captain Enright who was a very different type.



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European Naval Notes.

(By a Special Correspondent)

Britain's cruiser programme has been further reduced by the cancelling of one 8,000-ton cruiser. The move has been very severely criticised, and has produced no answering gesture in the other navies.

Britain has ordered six submarines, the first of a programme of 17 to be laid down up to 1930. They are of the new "P" class, very similar to the Australian OTWAY and will be named PYTHON, PROTEUS, PHENIX, PARTHIAN, PERSEUS and POSEIDON.

Earl Jellicoe re-enacted his famous meeting with Admiral Sims in 1917 for the "Q" boat film.

Admiral of the Fleet, Sir John M. de Robeck, has died aged 65. His name will always be associated with the Dardanelles operations. Admiral Sir Henry Oliver has been promoted Admiral of the Fleet.

Admiral Sir Edmond Slade, Commander-in-Chief of the East Indies Station in pre-war days, has died aged 68. He practically stamped out gun-running in the Persian Gulf, but was best known for his enthusiasm for oil fuel.

Captain M. E. Donbar-Nasmith, V.C., has been promoted to Rear-Admiral. He is best remembered for his services in the submarine E.11 during the Dardanelles campaign.

When the new battleship NELSON arrived at Gibraltar for the first time she berthed at the old South Mole, where VICTORY is said to have moored after Trafalgar. The rumour that her trials were unsatisfactory has been officially denied, she exceeded 23 knots.

DORSETSHIRE, 10,000-ton cruiser, is expected to be launched in the autumn by Portsmouth Dockyard.

The new cruiser KENT is to relieve HAWKINS as China flagship. Captain J. Wolfe-Murray, D.S.O., is to command. Her famous predecessor of the name was sold in China in 1920.

Just as fine a seaman, he ran his ship like a man-of-war, insisting on the strictest discipline and putting down profanity of all sorts with a very heavy hand. Everybody who came into contact with him respected him, and he undoubtedly had a good deal to do with the success of the "LIGHTNING." Old James Baines knew a good man when he saw him and had engaged Captain Enright in spite of the fact that his demand for £1,000 a year was considered colossal.

Outward bound in 1856 she did 2,188 nautical miles in seven consecutive days and made the homeward passage in 84 days. She left Melbourne three weeks after the "JAMES BAINES" and arrived in Liverpool a day before her, but in justice to the latter packet it must be mentioned that this was a very unusually long passage for her.

In 1857 she was taken up to be a transport in the Indian Mutiny, and made a very smart passage out with the Seventh Hussars on board. Her time to the Sandheads was 87 days, which was the record for any of the sailing transports, but unfortunately Captain Enright had to give up the command owing to the illness of his wife, and was succeeded by Captain Byrne.

She remained on the direct Liverpool to Melbourne trade until the late 'sixties, her only diversion being in 1862 when she was chartered to take a large number of miners to the gold rush near Port Chalmers. In 1866 she was sold to Thomas Harrison of Liverpool, who also bought her consort THE CHAMPION OF THE SEAS, but she did not remain long under his ownership for on the 31st October, 1869, while loading wool at Geelong her cargo caught fire by spontaneous combustion and she was soon ablaze fore and aft. Her people had no chance of scuttling her before they were driven overside, but two guns were levelled at her and an attempt was made to sink her by gunfire. This was unsuccessful and finally she burned down to the water's edge and foundered, one of the finest and most beautiful ships that ever graced the Australian trade and one that makes a special appeal to the lovers of the old tall ship.

—Frank C. Bower.

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European Naval Notes—Continued.

The new cruiser CUMBERLAND has left Sheerness for China. She is the first of her class to be completed.

The East Indies Station will be badly weakened this year when EMERALD is withdrawn for re-commission in the summer, being absent for four months. On her return ENTERPRISE will be similarly treated. The question of naval trooping to prevent these big ships being withdrawn is being discussed.

With an eye to early promotion, a number of boys are to be entered into the Navy with a special educational test. Opinion is divided as to the virtue of the scheme.

The naval health returns for 1925 show an improvement on the years 1923-24. The highest number of deaths occurred in China.

Sir Bertram Falle suggests, as a measure of economy, that the Medical Departments of the Navy, Army and Air Force be merged into one.

There were 1,000 more Civil Servants at the Admiralty in 1927, than in 1913 in spite of the fact that the fleet was much smaller.

The Royal Naval Benevolent Trust has distributed distress relief amounting to £107,773 since January, 1923. During 1926-27 the estimate for relief grants—£24,600—was exceeded by only £1,101.

The four Italian cruisers now building are to be named GENDANO, BARBIANO, COLLONI and BANDERRE. Their displacement is 6,000 tons and their speed is to be 37 knots.

X.1, Britain's famous giant submarine, is officially said to have cost £1,043,993. In 1914 the 1,440-ton NAUTILUS—also an experimental type, and our largest unit, cost £231,273, and turned out an utter failure.

France is to build a 3,000-ton submarine, the largest in the world. She is estimated to cost 66,000,000 francs. They still dream of a 7,000-ton submersible cruiser.

It is reported that Jugo Slavia has signed a pact with France, and in future will buy all naval

material exclusively from her, while the two navies are to be kept in close touch with each other. The news has caused considerable feeling.

The Dutch Navy is building two more destroyers from British designs supplied by Yarrow.

Vice Admiral Cyril T. M. Fuller, has been appointed to succeed Admiral Sir Walter H. Cowan, as Commander-in-Chief of the America and West Indies Station.

Vice Admiral Violette is the new Chief of the French Naval General Staff vice Admiral Salaun, retired. He is one of the most brilliant officers in their Navy.

The French Naval School intends to admit 110 cadets in 1928.

The rigging of Nelson's VICTORY is expected to be completed by Trafalgar Day this year.

The cruiser EMERALD went to the Persian Gulf while the sloops were refitting.

On the return of the cruiser CONCORD from her China trooping trip, she will relieve the YARMOUTH as tender to the Signal School, Portsmouth. The latter vessel will then be sold.

The cruiser CALEDON and the 3723-ton Italian tanker ANTARES were in collision in the Mediterranean. The former badly damaged her bows; the latter was damaged and had two of her crew killed.

TUMULT, of the famous Admiralty "S" class of destroyers, is to be prepared for sale. Most of these vessels were completed too late for the war and nearly all of them are in reserve at Rosyth.

The China River gunboat GLOW WORM, built during the war, is to be sold. She was last employed on the Danube and has been laid up at Malta for some time.

Submarines E 48 and R. 10 are to be sold during the year. The E class will then disappear and R. 4 will then be the only unit of her class in commission.

The Central Reserve of Minesweepers at Sheerness has been abolished and merged into the Nore Reserve. Many of the twin screw minesweepers in it are to be sold.

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European Naval Notes - Continued.

The French cruiser EDGAR QUINET, which is to relieve the JEANNE D'ARC as midshipmen's sea-going training ship, will be re-named LA GLOIRE after the first sea-going ironclad.

The French destroyers MAMELUCK and SPANI and the mine-sweeper BRILLIQUEUSE have been condemned.

The Polish naval training ship BALTIC, ex French l'ENTRECASTEUX, is to be employed solely as a hulk.

The new Jugo Slavian submarines HRABRI and BENJAT exercised off Devonport to "shake down" from their builders, Armstrong Whitworths. They were laid down as L. boats for Britain.

Ihsan Bey, late Turkish Minister of Marine, is being charged with peculation in connection with the repair contract for the battle cruiser YAVUZ SULTAN SELIM (ex GORSEN). He is accused of having accepted an astoundingly small commission according to Turkish standards.

Admiral Thomas Kemp has died aged 62. He was one of the characters of the modern Navy and during the war he was S.N.O., Archangel.

Commander Vivian R. Brandon, C.B.E., who was arrested in 1910 by the Germans for alleged espionage, has retired at his own request, as Captain, to take up an important Board of Trade appointment. He was head of the German Section of the Intelligence Department during the war.

The Navy is in future to have more comfortable boots instead of the traditional "Pursers' Crabs."

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Reminiscences of a Naval Career

No. 3

Martinets I Have Sailed Under.

"Written for the 'Navy League Journal' by 'Jack Frost.'"

IN my last article appearing under this series, brief reference was made to a certain captain who, while being something of a naval martinet, was less such than he was eccentric. His eccentricity lay in the direction of a mild form of religious mania due not so much to an ultra-pious disposition as to his love of music, in which he was talented beyond the average. At his express wish, his ship (which we will call the "Twelve Apostles," that being the name by which her crew dubbed her) carried no chaplain. The Old Man preferred to carry out a chaplain's duties himself, and, since there were no midshipmen to be coached in navigation and kindred subjects for their forthcoming exams. for commissioned rank—which duty usually falls to the chaplain—his request was granted. And, believe me! the Old Man saw to it that the spiritual welfare of his ship's company in no way suffered by the absence of a duly ordained cleric. Indeed, he performed the duties of a chaplain with all the ardour of an Evangelical revivalist, pumping his religious doctrines down the throats of his ungodly crew at every opportunity. In his cabin, which adjoined the wardroom mess, he treasured an antiquated harmonium, the incessant grinding and groaning of which nearly every evening, and at any odd time of the day, well-nigh drove the wardroom officers frantic. On Sunday mornings he would personally conduct Divine Service, labouring through the whole ritual, including the singing of an anthem, chanting the responses, and marching his choir for'ard and aft both sides of the ship during the singing of the recessional hymn. He had a strong choir, the joining of which, for boys, was obligatory, while many of the seasoned hands volunteered their vocal and instrumental services in consideration of certain privileges they were allowed in return. The choir wore cassock and surplice; and I veritably believe that the Old Man, himself, would have affected the robes of a bishop if he had dared

to such flagrant presumption. As it was, when officiating at Divine Service—which he did as combined chaplain, organist and choir conductor—he wore the conventional clerical collar with uniform frock coat. His long-winded sermons were classics as essays, exhorting his subordinates to a "diligent and faithful service in that station of life in which it had pleased God to call them."

It was Mr. Blank's good fortune to serve under the Old Man, as his clerk, twice. In the first ship, the Old Man had not exacted any religious obligations from his clerk, Sunday mornings generally being a busy time in the office. But it was with a lively recollection of the Old Man's eccentricity, and with some apprehension as to whether he would again escape spiritual exactings, that Mr. Blank entered upon service with him a second time. For stories had reached him of the Old Man having developed into what was irreverently characterised as "a bible-thumping old ranter."

The "Twelve Apostles" had been in commission some months prior to the new clerk joining her, so that her company had settled down, and become accustomed to the Old Man's strange Sunday routine. It was in the last dog watch of the first Saturday that Mr. Blank began to see for himself to what extent his captain's religious convictions had developed since he last served under him. Although, since joining the ship a few days previously, he had been somewhat prepared for surprises by the chaffing of his messmates as to what was in store for him, what he DID hear well-nigh took his breath away: it was the bo'sun's mate and call-boys rushing along the decks piping: "Choir party, and orchestra lay aft in the port gangway! Second part of the watch rig choir-practice screen! Up harmonium!"

The clerk sat at his desk bewildered at the extraordinary nature of the pipe. He was brought to earth by the appearance of the Old Man himself at the office door, face beaming with smiles and



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eyes twinkling with devilment.

"Ah! Mr. Blank," he chuckled. "I sincerely hope you still combine a love and talent for music with your many other admirable accomplishments, eh!"

"Oh — er, yes, Sir," stammered the clerk. "That is to say, Sir — er, I am rather fond of good music."

"Just so; I have some recollection; ah, yes! you sing tenor, I believe? That's good; my choir is rather weak in its tenor parts."

Before the astonished scribe realised what was happening, the Old Man was literally dragging him off his stool, and had ushered him inside the canvas enclosure which had, by that time, been rigged for'ard of the port gangway, and within which, the part of the watch was still engaged improvising seats with capstan-bars and wash-deck buckets, while four hands were struggling with an unwieldy, dilapidated harmonium.

"Come along, Blank," invited the Old Man. "Take this seat alongside me. I want to give you a try-out." Then, in a loud tone of command, he sang out for the Master-at-Arms: "Send in the choir and the orchestra, please!"

The ship's fiddler, a couple of men with melodions, and a marine flautist were already seated, the clerk vaguely noticed, as he sat transfixed with amazement at the strange turn things were taking; strange things, indeed, to be happening on board a ship which, normally, in other respects, was undoubtedly a smart, well-disciplined one! He was still more perplexed at the matter-of-fact way everybody about him seemed to be accepting the unusual situation. Evidently, it was a situation the men were quite accustomed to, he mused: the only disturbing element being a sub-lieutenant whom he observed peeping through the opening in the screen, aggravatingly grinning at him. Mr. Blank felt that he would like to pull that sub's nose; but his malicious thoughts were disturbed by a boy solemnly handing him a Church hymn-book and psalter, with words and music—the latter printed in curious hieroglyphics which he was later to learn was the tonic sol fa system. Then he became vaguely cognizant of a deep, rumbling, groaning sound, mingled with a screeching

and squeaking and deep-toned whistling. This, he presently discovered, was produced by the Old Man at the harmonium giving the key-note to the fiddler, the melodionists and the flautist, and — yes! Sure enough! the orchestra had swelled by the addition of half-a-dozen or more mouth-organs. And, let me hasten to say, that Mr. Blank was not less amazed at the harmony presently produced, so perfectly well-tuned were these, for the most part, crudely-assorted instruments with each other. Everything being tuned up, apparently, to the Old Man's satisfaction, Mr. Blank was introduced to the choir as "our new shipmate and chorister." Then the Old Man explained to the newcomer: "This is my well-trained choir and orchestra. Every Saturday evening at this hour, weather permitting, we hold our practice for the Sunday service. In dirty weather we practise in my cabin, understand!"

"Ay, ay, Sir," acquiesced Mr. Blank, forlornly, realising that in the old martinet's stern "understand!" there was a note of command rather than request, and so decisively uttered that there was nothing left for him to do other than to humbly acquiesce.

"Oh, by the way," went on the old savage, "you are a tenor, Mr. Blank. You had better sit over here, so — next to the flute, where I shall be able to hear your voice to better advantage."

Then commenced the practice; the Old Man at the harmonium, the choir standing. His first piece was his favourite hymn: "Fierce raged the tempest o'er the deep." Unfortunately, for Mr. Blank, who elected a baritone part instead of tenor, that hymn contains a rather difficult passage, or "run," for the bass part. The Old Man waxed enthusiastic, now fingering the keyboard, now dropping it to wildly beat time with his baton; but all the time seeming to concentrate his attention on the discomfited clerk. To say that Mr. Blank was discomfited is to put it mildly; nor was his sensitiveness relieved when, presently, the Old Man banged the top of his hurdy-gurdy with his baton, and called a halt. Flushed and excited, like an irascible old orchestra conductor, he glared at the poor clerk, and then exploded:

"My dear fellow, you're bungling the whole d—— show up! You're not paying attention to

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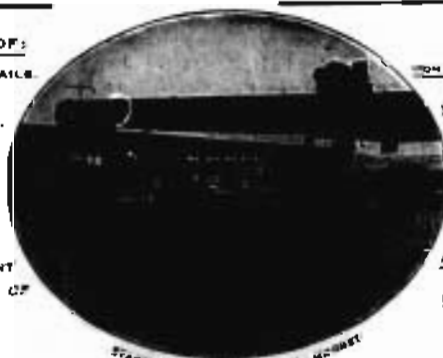
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your music! Cannot you see that there's a pause for your part at the third beat of the fourth bar? Damn it! Its as plain as a pike-staff. And for harmony's sake! look out for that *ralentendo*; its the making of the whole setting. Now, come along, try your part over again, alone, with me, so:

"Lah-lah-te-doh-ray-me; —lah-ray—ray-me—la-sol-la-h. Now—once, two, three!"

And thus it was that Mr. Blank had his try-out and, incidentally, sang his first solo in the "Twelve Apostles" choir. Nevertheless, both then, and many a time afterwards, Mr. Blank inwardly cursed himself for having, at the outset, allowed himself to be so easily cajoled into the Old Man's eccentric service. Of course, it was all very funny for the rest of the choir, but it didn't—and doesn't to this day! seem funny to Mr. Blank; albeit the Old Man, after the practice, thanked him for his assistance, and would not hear of his withdrawing from the choir:

"I shall expect you to take your place in the choir at Divine Service, to-morrow morning, and at all such times, understand," he snapped.

"Ay, ay, Sir," meekly replied the clerk, as he saluted and went aft to his office. He was not left long to ruminate over the embarrassing position in which he had found himself, however. Scarcely had he mounted his stool, when the messenger came to the office door with the announcement: "Cap'n wishes to see you, Sir."

"Ah!" exclaimed the Old Man as Mr. Blank appeared at the cabin door. "Sorry to trouble you again so soon, but would you mind reaching over for my prayer book—over there in the book-case. I want you to look up the lesson for to-morrow's Divine Service."

Mr. Blank took down the book only to fumble over its pages in a vain search for the lesson.

"Umph!" snorted the Old Man, "I'm afraid, Sir," he said severely, "that your religious education has been sadly neglected since you last served with me. 'Umph! I think I shall have to give you a polishing up, young man' Saying which, he took the book and turned up the required page.

"There you are, Blank. You can take this

away with you and make a careful study of the lesson.

"Ay, ay, Sir," meekly answered the puzzled clerk as he turned about to take himself off.

"Not so fast; not so fast, Sir!" exclaimed the Old Man, irritably. "I am going to impose on your good nature and adaptability a little further," he added, with a chuckle. "I want you to be good enough to read the lesson to-morrow, and at all our future Church services"

Mr. Blank arched his brows, and made some modest show of protest, but the irrepressible old martinet silenced him with an imperious gesture. Then, in a tone more of a command than a request, he proceeded:

"Yes, I shall require you to perform that duty. Hitherto, I have been obliged to do it myself, because I'm afraid my officers are such a hopelessly ungodly crowd that it would be a sacrilege to place any one of them under such a sacred obligation. But you, Blank, I am pleased to observe, have evidently been reared in a Church-going atmosphere, and it behoves me, as your senior in years and profession, to foster that spirit if only out of consideration for your parents. Understand?"

"Yea Sir—but"

"No buts, Sir! (severely) you just digest that lesson and see that you give a good account of yourself to-morrow. Understand?"

"Ay, ay, Sir."

And, by way of applying balm to the disconsolate and utterly bewildered clerk, the Old Man hastened to inform him that he would see that a cassock and surplice were unearthed for him. He forthwith rang his bell for the ship's fiddler (that man of many parts, who fiddled from the drum of the capstan while the hands weighed anchor, and generally pulley-hauled on the ropes; acted as bo'sun's yeoman, or storeman, and, on Sundays, was required to officiate as a sort of Church vergier, meantime he was not fiddling in the orchestra). When that picturesque individual timidly poked his nose in at the cabin door, he was ordered to dig out the necessary regalia for Mr. Blank.

"I think we have a spare cassock and surplice?" enquired the Old Man.



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Asst. Officer-in-Charge Mr. J. PHILLIPS
Sec. Secretary Mr. J. SPARK

NORTHSYDNEY—Officer-in-Charge Mr. W. L. HARRIS
Sec. Secretary Mr. G. BOURNE

LANE COVE—Officer-in-Charge Mr. M. COHEN
Sec. Secretary Mr. F. L. HOBBS

MOSMAN BAY—Officer-in-Charge Mr. H. B. BURGESS
Sec. Secretary Mr. T. V. ROBERTS

MANLY—Asst. Officer-in-Charge Mr. H. DUNN
Sec. Secretary Mr. J. M. SIMPSON

DRUMMOYNE—Officer-in-Charge Mr. J. HIRONS
Sec. Secretary Mr. A. WALKER

RICHMOND—Officer-in-Charge Mr. J. A. ARVILL
Sec. Secretary Mr. J. A. ARVILL

ROSE BAY-BONDI—Officer-in-Charge Mr. R. J. HOPKINS
Sec. Secretary Mr. G. BOURNE

BIRCHGROVE—Officer-in-Charge Mr. R. HOPKINS
Sec. Secretary Mr. G. BOURNE

MIDDLE HARBOUR—Officer-in-Charge Mr. W. S. HIRONS
Sec. Secretary Mr. A. WALKER

General Notes.

THE Miss Charles-Fairfax Flag was competed for by the various companies of the Navy League Sea Cadets at the Inner Domain on Saturday last, March 17th. The Judges were Mr. Hinchliffe, Midshipman R.A.N.R., and C.P.O. Hopper of the Naval Depot, Edgecliff.

Mr. Hopper has kindly furnished us with a report, in which he says the following:—

"The Cadets mustered at the Conservatorium at 2.15 p.m., and headed by the Birchgrove Band marched to the Inner Domain, this, although not part of the competition, is worthy of comment, and was carried out splendidly, providing an imposing spectacle as a forerunner to the main events of the day.

On arrival at the base the various companies were drawn up in line, and the judges were asked to pick out the two best-dressed boys, one for short rig, and one for long rig.

This event, we understand, was not part of the competition either, but a separate event, the

winners of which were to be the recipients of £1 1s. each.

Owing to the splendid manner in which the Cadets were turned out, the judging proved most difficult, and took up quite a time. After selecting a number from each company as finalists, the judges were faced with a tough proposition, and it was only by most careful inspection of the most minute details that a conclusion could be arrived at.

The winners of this event were Petty Officer Cadet J. Cooper, of Birchgrove (short rig), and R. Lake, Middle Harbour (long rig), and judging by the applause which greeted the decision the win was a popular one.

Then began the real business of the afternoon, and never was a competition more keenly contested, the utmost keenness and enthusiasm being shown throughout.

The first event, Squad Drill, was carried out by the different companies, each under a Petty Officer Cadet, and proved a most creditable display. I have not the points gained by each company before me, so am unable to say from memory which squad gained the most points in this or any other separate

event, we, as judges, being really only concerned with the aggregate points gained in all events, in order to arrive at a decision as to the winners of the complete competition. But I believe the points for the various events are in the hands of Capt. Beale or Mr. Billams, and could no doubt be obtained if required. Suffice it to say, that the orders of the Petty Officer Cadets, and the manner in which they were carried out, left little to be desired.

It is regretted that only Four Squads were able to compete in this event, due I understand to the limited numbers in some companies, and we here express a hope that the Sea Cadets will grow in numbers during the next year, that it will be possible for every company to supply its quota.

Semaphore drill came next, and this also proved a difficult task to judge. The precision with which this was carried out must have been an eye-opener to the large number of interested onlooking public.

The next and last event, Bends and Hitches, proved most satisfactory, and in very few cases were the cadets unable to make the Bend or Hitch required. Most of the points lost at this event were due to insufficient knowledge of the uses of them, but the majority had a splendid knowledge of both making and the uses.

So keen was the interest from all sides that time was completely forgotten, and it was found necessary to obtain permission to keep the grounds open later than usual. Permission was readily given, and we were able to finalize the competition.

Captain Beale and Mr. Billams were then asked to check the points gained, this resulted in Birchgrove being proclaimed the winners with 473 points, Mosman running second with 468, Balmain third 410, North Sydney fourth 406.

This announcement was received with great applause, evidently another popular win.

The ceremony of handing over the Flag was carried out as only such an important event could be, on the conclusion of which cheers were called for the winners Birchgrove and also for the losers Mosman, the response leaving no doubt in the minds of anyone as to their sincerity.

This concluded a most keenly contested competition, one which I am sure will be indelibly impressed on the minds of all who competed and also who had the pleasure of witnessing it.

It was indeed a pleasure for the judges to carry out their work. Despite the fact that their task was not of the easiest, such general efficiency would, we think, render any judges' task difficult, and we hope that it may become more so, as it most assuredly will if such zeal is evidenced through the coming year.

We would like to express our thanks for the courteous manner in which we were received, and

for the great assistance rendered by the Officers of the various Companies, all of whom are to be congratulated on the general efficiency of their respective Companies.

It must indeed be a source of great satisfaction to all concerned to see such fine results, which one must realise can only be obtained by a deep devotion to what you have made your duty.

In congratulating both winners and losers we also hope that in return they may become possessed of a like devotion to duty and unwavering loyalty to those who are giving so much of their valuable time in order to make their lives useful to themselves, to their Country, and to the Empire.

Last, but not least, one must express a hope that the wonderful sportsmanlike spirit displayed on this occasion will ever characterise the Navy League Sea Cadets."

We are deeply grateful to both Judges for their arduous work during the afternoon, and for the encouragement and praise given to the N. L. Sea Cadet Companies in Mr. Hopper's report.

Analysis of the four leading Companies' performance is set out in the following table:—

Squad Drill—	Possible	Birchgrove	Mosman	Balmain	North Sydney
Uniform and Appearance	50	49	47	40	45
Wood of Command	50	48	48	48	30
Execution of Drill and Marching	100	98	92	50	50
SEMAPHORE—					
Opening and Closing of Ranks	50	50	49	46	50
Accuracy and Neatness	100	90	98	50	97
Knots, etc.	150	138	134	136	134
Possible	500	473	468	410	406

The event was held amid ideal weather and many interested onlookers attended.

Drummoynne.

OFFICER-IN-CHARGE Mr. J. HIRONS
SEC. SECRETARY Mr. A. WALKER

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

DRUMMOYNE is still somewhat becalmed and the crew are whistling lustily for the breeze to make. We are running our monthly dances now, and are hoping that we obtain a goodly crowd of backers for these functions.

We are sorry that we did not take a more active part in the Charles-Fairfax Flag Competition. In it, though, we obtained very good percentages in signals and knots. Good luck to Birchgrove on winning the flag. We hope to be on the map next year in this event. Boys in Drummoynne should take more interest in the movement. It's the chance of a lifetime for those who want to learn seamanship and to get practical instruction.

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A REVIEW.

DURING the month of March there was forwarded to Headquarters an excellent publication called "Sea Cadet Record," being the first of an annual series compiled by the Mosman Bay Navy League Sea Cadet Branch. The contents make very good reading and there is in it something for everybody. A notable page is devoted to a report of the activities of this Sea Cadet Company, and is an account of its first year's life written specially by Mr. H. R. Currington, O.C. The financial and business side of the Mosman Bay organisation is suitably displayed and the Annual Report and Balance Sheet as submitted by the Committee show the keenness of the members in helping along the fortunes of the Company. Some evidence of the ability and success of the Committee, under the leadership of Major E. I. C. Scott, D.S.O., as President, is disclosed by the fact that in a little more than a year an amount of £443-14-7 has been turned over solely by the Committee's exertions. After the purchase of training quarters (£100), cutter (£35), miscellaneous gear and the general financing of the Company over this period, an amount of £71-3-10 is standing to the Company's credit as balance at the Bank. A truly wonderful record of achievement in which the Committee, its officers, the Company, officers and cadets deserve the highest commendation. The magazine is profusely illustrated with photos showing the cadets at work and play, besides humorous drawings by well-known artists. Mr. W. Hammer, O.C., North Sydney Company, has designed a striking and attractive cover in colours and also a coloured page in the body of the issue.

Besides the more serious matter there is plenty of humorous relief, chiefly from the pen of Mr. Tom Roberts, who amongst his numerous responsibilities finds time to act as Hon. Secretary to the Company.

Major E. I. C. Scott, D.S.O., (President) is the hard working Editor and the moving force in its compilation. It is he whom we must thank for its very being. It would have been financially impossible without the support of advertisers, and in rounding-up these the gallant Major was indefatigable and unrelenting in his demands.

Altogether a bright, informative magazine, peculiarly suitable for the matters it was meant to publicise. We commend everyone who has an interest in the Navy League Sea Cadets or boy life in general to obtain a copy of this first Annual from Navy League Headquarters or from the Mosman Bay Sea Cadet Company direct. Our good wishes for its further success. Long may it live to reflect the prosperity and success of Mosman Bay!

Drumoyne—Continued.

We announce, ladies and gentlemen, that we have had the good fortune of being presented with a motor for our boat. It is a Ford car engine, and we need a tip about it. Will it be necessary to get a water-jacket or keep it as it is? Don't all answer at once! The next thing of course we'll require is a small propeller. Mr. Harry Pickles, our first officer, is the generous donor of the motor, and we trust he'll get plenty of enjoyment out of the boat when she's finally fixed up. Anyone who can help us in this matter is warmly invited to do so.

We trust that all companies will have a good roll-up at the McMaster Cup Race. Everyone has a chance. It's a good course with smooth water; and here's Good Luck to the winner.

Lane Cove.

OFFICER-IN-CHARGE . . . MR. R. M. HOSKINSVILLE
HON. SECRETARY . . . MR. F. L. HEDDER
(Contributed by Mr. R. M. Hoskingsville, O.C.)

We must first congratulate Birchgrove on winning the Fairfax Banner Competition. We were disappointed at not being eligible in all sections, but better luck next time. That all companies showed very good training was the general opinion on the ground.

Through the courtesy of the management of the Lane Cove Picture Theatre, we were allowed a prologue to the screening of the "Flag Lieutenant" and we feel quite pleased with our effort. The Birchgrove Company sent the band along, and they gave a few selections outside the Theatre before the show, and on the stage at the interval. Lane Cove boys gave a display of signalling, which was well received. Dorothy Sommerville danced the Hornpipe, and the Birchgrove Signpost Squad gave a fine display, and were appreciated greatly by the packed house. Cadet Sommerville was then presented with the McMaster Medal by Captain W. W. Beale, who made a most appropriate and congratulatory speech. Cadet McCallum finalized the show by singing "Rule Britannia" and as this cadet is a new boy the company appreciated his effort, and we know he will gain confidence in time. Altogether we have had some fine messages of congratulation, and we thank, Birchgrove, Balmain, Drumoyne, Middle Harbour and Mosman for being represented. The cadets were supplied with drinks, and invited to view the picture by the management of the Theatre, and we ask them to accept our thanks for the entertaining night. We attended Manly's Ball, and feel sure that the Manly Company is out

to win, and hope that the support given the first Ball will be available at all times, and so help Manly along to great strength. To Mr. Solomon and committee we offer our congratulations.

Our president, Mr. Cochran, has been confined to bed but we are pleased to report him better again. He very willingly towed us to Rose Bay last Sunday morning.

We proffer thanks to Mr. Oakes of this company who has kindly put down a floor for us in our new Drill Hall. Mr. McCallum allowed us the position; the company is buying the timber, and Mr. Oakes has done the necessary arranging, and, helped by Mr. Cummins and myself, has done the work and has reported the floor completed.

We will be moving in next Friday night. Drill has had to be altered to this night so that we will not clash with Picture Night. We therefore hope for better things in the future.

North Sydney.

OFFICER-IN-CHARGE . . . MR. W. L. HAMMER
HON. SECRETARY . . . MR. C. SNOWCROFT
(Contributed by Mr. W. L. Hammer, O.C.)

I have to report this month still further and satisfactory progress in regard to this Company.

Firstly I shall deal with the Miss Charles-Fairfax Flag Competition held at the Inner Domain, on Saturday, 17th March.

I desire to thank Mr. S. Cooper, for his very able assistance on this occasion. Also Mr. Hiron with all other officers-in-charge of the Companies, carried out their part splendidly. So much so, that the whole of the parade together with the Competition was undoubtedly an unqualified success, and was the cause for much favourable comment from all sides. Congratulations to Birchgrove Company upon their excellent win. The Competition was gamely contested. Last year Mosman Bay won it from Birchgrove but this year Birchgrove came to the fore again. Further, we express our admiration of Mosman's effort to retain the treasured trophy, and of the good fight put up by other competing Companies. We also congratulate Petty Officer J. Cooper (Birchgrove) and Cadet R. Lake (Middle Harbour) on the success in their "Best dressed boy" on parade competition.

The points gained by the Companies in the Flag contest show indeed a high standard of efficiency all round.

The North Sydney Company had the pleasure of taking part in the Jubilee Celebrations at North Sydney on Saturday afternoon, the 24th March. This Company was the successful competitor for the best squad on the March over a route lasting

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North Sydney—Continued.

3 hours which was in itself a pretty severe test. The boys' organisations competing in this event were as follows:—Mosman Bay Company Navy League Sea Cadets, No. 1; North Sydney Company Navy League Sea Cadets, No. 2; The Boy Scouts of the District, No. 3.

The North Sydney Company for this event were proclaimed the winners, having gained the highest number of points. They were awarded the Blue Ribbon together with a money prize of £3/3/-.

The O.C. would also like to compliment the Mosman Bay Company on its excellent effort, which was so good that it was a difficult proposition when awarding points.

The O.C., together with his officers and cadets of the Company, would like to congratulate the Sub-branch Committee of the North Sydney Company Navy League Sea Cadets upon the wonderful success of the Opening Dance of the Season. This was entirely due to the efforts, not only of the male members, but of the ladies of the committee who worked very hard indeed. The next dance is now being arranged, and will take place on Saturday evening, 26th May. These dances are becoming quite popular, and it has been proposed to hold at least five of them during the coming season, the final being the Sub-branch Committee Ball, which will be held somewhere about September or October. The O.C. would like to take this opportunity on behalf of the Sub-branch Committee and the officers and cadets of the Company to thank Miss Pansy Shimell, whose turn was received with great applause, and also the gentleman, whose name is not known to the O.C., for his splendid Dance Exhibition, which was also received with hearty acclamation.

I would also like to make comment on the excellent speech which Captain W. W. Beale, O.B.E., Organising Secretary of the N.S.W. Branch of the Navy League, gave on the evening in question. Captain Beale's address was undoubtedly to the point, and explained much about the utility of the Navy League Sea Cadet Movement of N.S.W. It is no doubt enlightened many as to the reasons for the present efforts which are being made with no little sacrifice and hard work to augment the funds of this Company.

The Company attended Church Parade at St. Augustine's Church of England, Neutral Bay, on Sunday morning, the 15th March. The Rector was delighted with the behaviour of the boys during Church Service, also with their smart appearance on parade. The cadets caused quite an amount of favourable comment from many of the members of the congregation, which will no doubt do much in furthering the interests of the local

Sub-branch Committee, together with the Company in this district.

It has been arranged that a Church Parade will be held the first Sunday in every month. The cadets are also forming up for a special parade to be held on the Sunday following Anzac Day at the abovementioned Church.

The cadets of the Company, together with officers, are still carrying out their sea-going duties on the Newcastle and Hunter River Steamship Company's steamers during the week-ends, and much practical knowledge is being gained therefrom.

Rose Bay-Bondi.

OFFICER-IN-CHARGE: MR. C. J. HOPKINS
HON. SECRETARY: MISS DORREN HIGGINS

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

NOTWITHSTANDING the inclemency of the weather our Easter camp at Elizabeth Bay was a great success. All hands had a good time, including the cook, who was in great form with his "flap-jacks" and exceedingly popular while they lasted. The rain did not interfere with our comfort in any way, thanks to the excellent accommodation at our disposal, and in between showers the boys were able to indulge in swimming, rowing and sailing to their hearts' content. The camp fires were very popular at night time, and we were able to make some impression on the huge reserves of firewood accumulated for such occasions. Our harbour trips were somewhat restricted owing to the rain or when fine absence of wind, but we were able to call in at Shark Island, Rose Bay, Neilsen Park, Clifton Gardens, also call on our good friends at North Sydney depot, where we were welcomed by the O.C. and his boys. The absence of wind cramped our style somewhat, and all hands are looking forward to a good blow during the next week-end by way of contrast when we hope to go further afield.

Our heartiest congratulations to Birchgrove Sub-branch on their meritorious win in the keenly contested Fairfax Banner Competition.

Mossman.

OFFICER-IN-CHARGE: MR. H. R. CORRIKIN
HON. SECRETARY: MR. T. V. ROBERTS

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

FAIRFAX FLAG.—We have generously loaned the Charles Fairfax Flag to Birchgrove Company for 12 months—seeing it was barely possible to run any closer in the competition and lose. We were defeated (not disgraced) by 5 points. However

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Mosman - Continued.

good luck, Birchgrove, we take our loss in the same spirit as we will take our win next year.

Apropos the Flag Competition our President has received the following letter from Mr. G. Hopper, one of the judges:—"Very many thanks for the copy of your Magazine, which I received with a great deal of pleasure, and have read with keen interest. As a judge in the recent Fairfax Flag Competition I had a good opportunity to observe the wonderful state of efficiency to which your Company has attained, and would like to congratulate them most heartily on the splendid showing at that Competition. I was not aware until the Competition was completed that Mosman was the holder of the Flag, and am sorry they were unable to retain it, but hope that what few deficiencies there were will be overcome during the year, and that they may be again able to hold the coveted Flag. Considering the tremendous disadvantages under which the cadets are trained the results are surprising, and speak volumes for those who are taking such a keen interest in the movement, and devoting so much unselfish and untiring energy to bring about this state of efficiency. I feel sure from the wonderful spirit displayed by Mosman Company on this occasion that the loss sustained will be no deterrent for future activities,

but will rather act as a stimulant and an incentive to go forward with even greater zeal than ever. It is wonderful to see this spirit so prominent in the cadet movement, a spirit which cannot fail to bring forth splendid results, results which I am sure will have far-reaching effects, not only during their term as sea cadets but as citizens of this glorious country, and as members of our wonderful Empire. The best of luck to you, Mosman, and keep in mind the fact that although you lost this year you proved a most worthy foe, and there is every prospect of your regaining your loss on some future occasion. The next Competition will be a titanic struggle for supremacy. Go ahead Mosman and gain it. With every good wish for future successes."

Our Magazine has been acclaimed an unequalled success. Among dozens of laudatory letters received by the Editor we quote the following from Sir Wm. Glasgow, Minister for Defence:—"Dear Major Scott, I thank you for the copy of the 'Sea Cadets Record' which you so kindly forwarded me. I have perused the Journal with much interest, and wish to congratulate the Mosman Branch on their successes during the year. I feel sure that the training and teaching the cadets receive is of considerable benefit in fitting them for their duties as citizens, and in imbuing

Mosman - Continued.

them with a knowledge of sea tradition and the importance of the Navy. With best wishes for the continued success of the League."

From Mr. W. Smith, M.A., Headmaster Mosman Public School:—"I have carefully perused the copy of the Mosman Branch Navy League Magazine, and wish to congratulate all concerned on an excellent production. Paper, printing and arrangement are excellent, and the letterpress is admirably suited to the occasion. The difficulty which I think you will have to face will be to keep subsequent issues up to the standard of the first copy."

CHURCH PARADE.—On 11th March our Company attended Mosman Presbyterian Church, where the Rev. Mr. Macdonald gave a special address to the cadets on the British Navy, which was most interesting.

We thank the O.C. Lane Cove Company for giving our O.C. and six cadets the opportunity of attending the presentation of the McMaster Gold Medal on 22nd March at Lane Cove Picture Theatre—we enjoyed the ceremony.

On 25th March our Company attended the North Sydney Municipal Jubilee Celebrations, and our boys completed the four mile march like veterans, and enjoyed the "popwater" at the end. We came second to North Sydney Company—North Sydney winning probably by virtue of their Drum and Fife Band. Anyway, good luck North Sydney.

On the following day (Sunday) we also attended the handing over of the North Sydney War Memorial.

The O.C. attended and enjoyed the Manly Company's Dance on 31st March—it was a great success.

Depot doings as usual, and boat's crew in regular train.

Birchgrove.

OFFICER-IN-CHARGE
HON. SECRETARY

MR. S. CHURCH

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

Our annual meeting was held at the Depot on March 29th. Our President, T. H. Silk, Esq., was in the chair. Twenty-six members were present, amongst whom we had the pleasure of meeting Mrs. Silk. Both Mr. and Mrs. Silk were accorded a very hearty welcome, this being their first meeting since recovering from illness.

Yearly reports were read, and also the Balance Sheet. There was no correspondence. Election of Officers the next business resulted as follows:—Mr. Silk, President; Mr. Lamperd, Treasurer; Mr. Waterfield, Secretary; Junior Officer, Mr. H. Kendal, Band Secretary. There were no other nominations for any position, which proves we must have the right people in the right places.

Financially Birchgrove stands well on the right side of the ledger. The Depot is finished with no accounts owing, and in the different funds, namely: The Company Fund, Band Fund, Welfare and Felix Girls, there is well over £100 to our credit, to be exact, £117 10s 5d. It speaks well for the various Secretaries and workers that their enthusiasm does not wane but are still eager to keep well on the credit side of the ledger.

Our President generously paid for a new carburettor for our engine, for which we thank him very much.

Mr. Wright, a father of one of our lads, attended the meeting for the first time. After seeing the Business gone through he very quietly wrote out a cheque, and presented it to the Company. This gentleman's son joined us on the 21st of March. When a parent comes along and does what Mr. Wright did it must mean that he is in full accord with the work and the aims of the League, and especially with that of the Birchgrove Coy. Many thanks from all, Mr. Wright.

During the evening a raffle for a jar of jam and a table-centre was held. Mrs. Cooper and Mr. Silk won them respectively. Our President seems very fortunate in winning raffles, anything put up in the way of cotton or made-up goods. In fact, he remarked, that his bottom drawer is getting full up.

Only a few lads took advantage of the Easter Camp, the whole being under the charge of Junior Officer Kendal. Although the first part of the holiday was wet, the couple of fine days following fully made up for it.

One of our cadets was knocked by a motor car at Narrabeen, but we have found out since that he was one of three who broke camp, leaving without permission. Those three lads have been dealt with.

The Felix Club held their usual weekly meeting at my house on Tuesday, April 10th. They also celebrated their Birthdays of their members: Miss Young, Miss R. Watson, and Miss Wright. All spent a very pleasant evening.

Many of our friends will sympathise with us on hearing that Mr. Whitmore is leaving to take up a position on the Clarence River. We feel sure that all in the League who know this gentleman will wish him the best of luck in his new domain. I think that before long we may see a N. L. Sea Cadet Company on the Clarence River.

Mr. Watt, who formerly belonged to the Balmuir Coy., has paid us a visit, and desires to join the League again. And what is more fitting? His younger brother, P.O. Watt, is a cornet player in the Band; his sister belongs to the Felix Club, and their mother is a strong supporter in all our doings. Birchgrove welcomes Mr. Watt. The more the merrier is our cry.

Reminiscences of a Naval Career—Continued.

"Yessir. There's a set in the 'Oly Communion plate chest, Sir."

"Then tog this young gentleman up," the Old Man ordered. Then he dismissed Mr. Blank with the solemn exhortation: "Mind you cultivate the approved clerical intonation and delivery of speech," he said. "Reading a lesson from the Book of Common Prayer is a different matter to reciting a part in your amateur theatricals, you know. Understand?"

"Ay, ay, Sir."

And away went Mr. Blank in company with the fiddler to be fitted out in the garb of a lay preacher. While under that operation, the fiddler had the temerity to remark: "The Old Man got you by the wool, too, Sir?"

"You go to h—I and keep your place," snapped the clerk, glad at last to have something human to vent his spite upon.

It is remarkable how quickly one learns to humour these old martinetts. In a very short time, Mr. Blank adapted himself to cassock and surplice; to the reading of the lessons, and even to occasionally rendering an Anthem Solo—all as docilely as he answered the bugle call of "Grog" when the sun was over the main yard.

Nor was that all: the Old Man was insatiable in his demands upon the off-time of his tractable amanuensis. One day, shortly after the foregoing experiences, he observed Mr. Blank smoking on deck. Beckoning to him to come on the poop, he spoke to him:

"Ah, Mr. Blank! You're the very man I wished to see," he began, with a chuckle which the clerk interpreted as a leg-pulling, in which the Old Man seemed to take a devilish delight:

"I am holding my tonic sol fa class this evening," he proceeded. "I hold them twice a week, you know. Splendid education for young men who have the good sense to take advantage of it. I suppose I can depend upon your attendance? In my cabin at six bells of the second dog. You'll enjoy it, I'm sure. Do you understand the tonic sol fa system?"

"I'm afraid I have no aptitude for it, Sir. You see, I'm"

"Tut tut!" the Old Man interrupted, flourishing his telescope decisively. "You'll pick it up as readily as this old hooker picks up barnacles. At all events, you can try. I shall expect you to attend, Sir. Understand?"

"Ay, ay, Sir."

At that moment, the Old Man caught sight of

the Master-at-Arms, and hailed him:

"Have you snared any more songbirds for my tonic sol fa class lately?" he asked.

"Yes, Sir. Two A.Bs., one O.S., one huntin tosser—pardon, I means signalman, Sir, and two stokers."

"Ripping, Master-at-Arms," chuckled the Old Man enthusiastically. "Send them along to my cabin at six bells, sharp. The fiddler will issue them with text books if you ask him for them."

Turning to his brow-beaten clerk, he explained how he had hit upon an ingenious plan for snaring recruits for his singing class:

"These young men," he said, "in the exuberance of their spirits, are frequently forgetful of the fact that the mess-deck is not the proper place in which to raise their voices in song. Such unseemly conduct disturbs those who desire peace and quietness in which to read and write, eh?"

"Quite so, Sir," meekly acquiesced Mr. Blank.

"So I have instructed the Master-at-Arms to bring all such offenders before me. If I find, on putting them through a simple test, that they have any ear for music, instead of awarding them the stupid, regulation punishment of facing paintwork, I sentence them to fourteen days' tonic sol fa for instruction."

The Old Man's eyes twinkled wickedly as he waxed more enthusiastic: "I can assure you, Mr. Blank, that my plan is working admirably. By the time we pay off, I hope to have every man Jack of my company proficiently corolling in tonic sol fa as merrily as first year's cock robins. If these young men WILL insist on singing at the top of their voices, they must be taught that there is a proper time and place for them to do so."

As to what followed at the singing class can better be imagined than described. It will even strain the most vivid imagination, especially that of one accustomed to the severe conservatism of the routine of a smart man-o'-war. Visualize it: the Old Man posing with a long pointer in front of a tonic sol fa "Modulator"; while, at his direction a score or more of lusty-throated, seasoned Jack Tars; squeaky-voiced boys—trebles, altoas, tenors, bassos, and nondescripts, are docilely responding to the old martinet's irascible promptings: "DOH—ME—SOH—DOH."

It does, indeed, call for a big stretch of the imagination to conjure up such an unwanted scene. But it was a scene that was enacted many times on board the "Twelve Apostles."

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The Spirit Answers to the Blood

(By Tom Roberts).

CHAPTER I (CONTINUED).

Our African Tiger Hunter Hero is stalking up and down the monster, looking at the work being done with an air of "alone I did it." It would be interesting to look into the English mail before it goes out and read the letter to the Illustrated London News "How Lord Vere de Voom caught a whale."

Tom English is now out in the light whaler, a kind of house-boat, looking intently for the calf. Occasionally just to keep his hand in he strikes at sharks. Soon the calf is seen right in the bay, trying to get as near as possible to its dead mother. It is light work for Tom and a great joy to the natives to land the calf.

All hands are on the boiling down bright and early next morning, save Ida, Tom and the pick of the crew, who once more shove off for Viking sport. So this is sport! But there come other days A steamer called into the English's home with an offer of £500 for Tom's whaling rights and requested him to accept the position of "Striker" for the largest whaling concern in the Empire. Tom and Ida accepted; there was in fact no choice—for Syndicates will forever ruin Individuality until a government of justice reigns.

The first day that Tom witnessed a whale harpooned from a huge gun fixed on a swivel on the bow of a steamer, and hauled in by hydraulic derricks, his heart felt sick. ICABOD the glory of the Vikings hath departed! He took the first opportunity to leave the ship and booked his passage with that of his child and Ida to Sydney, there to pour out his woes and sell his oil to Mr. Mossman, and the other Vikings of the Leviathans. But lo, there was no Mr. Mossman! Not even a whaling Station in Port Jackson! The soap factory at Balmain bought his oil; and Tom and Ida bought their little crib, an old Whaler's cottage standing in Mossman Avenue, with a large block of land surrounding it and the two whales' jaws for gate posts. But the competitive life among whites bored Tom. The occasional dance in the "old barn" did not appeal to him so much as a hula-hula. There was a constant Yearning in his Heart. He felt the Call! Little Ofa was still quite a small girl when Tom crossed the Bar to mightier Depths.

Tom had been all a father could be and his

one request could never be forgotten. "Do protect Ofa from the Call, the Call of the great Vast. For the spirit will answer to the blood." Ida had no other interest but Ofa, and the following of Tom's wish. So she decided to get away from the environment as soon as possible. One of the new Curates for the Willoughby Parish had been stationed in Mossman and desired to rent "The Shack." So with this income Ida took Ofa away in a sulky, and drove off to live at Windsor, a flourishing town somewhere in the interior. By that mystic hand of the Mathematical Divine, commonly called FATE, the first house in which they read the sign "BOARDERS WANTED" was the home of the widow of Rathborne, who had been one of the earliest missionaries in Polynesia. Mother and son now remained, and young Rathborne often read his father's notes. Rathborne, too, often felt the call, the yearning towards the great vast unknown. But Rathborne thought in terms of Samoa.

Ida English could not see Fred Rathborne without seeing tragedy. She did her utmost to keep them apart. Every effort she made to keep Ofa away from Fred seemed to be frustrated by Fate. That Power, a Living Power, that makes Man Return to his Own.

Ida consented to the marriage of Ofa and Fred, but there was a stern condition: the South Seas were never to be discussed. Mr. and Mrs. Rathborne returned to the "Shack" in Mossman Avenue to live. Yes, live and yearn, for in the blood of both was a Call, a call from the Vasty deep.

Fred soon secured an easy Job with the St. Leonards' Council. His desires were so keen that he had to fill in his time by assisting public efforts, especially those directed to the uplift of youth. He lectured Boy Scouts in the spirit of manliness, instructed Navy League Cadets in comradeship. The relics of Tom English in the "Shack" were among his toys. Many a day he would take out the old sextant and compass and get his Bearing from the Sun.

Ofa had an interest in Church and Music, but mostly Music. Every new Hawaiian Melody would find its way into Ofa's library. It was inborn. The soft, placid notes seemed to come as her own.

Boys and girls of all ages dropped into the "Shack" when they liked. These godly people always had some entertainment for them. The very appearance of the Two whale jaws seemed to direct the conversation to ships, sailing, seaweed and seals.

It was nearing the end of the year and four years after they were married that Ofa crept up to Fred's side, and with her arm around his waist whispered: "Fred, what are you going to give me for Christmas?" "What would you like, sweet child," was Fred's startled reply, for never before had Ofa made any such suggestion.

With big tears rolling down her face, Ofa looked up at the two Whales' Jaws. "Fred, I would like a pair of Wunderlich gates in place of these two hideous things."

"But," said Fred, "they are possibly historical, and certainly give the old shack a rustic look."

"Yes, Fred" (Ofa paused and could not speak for a moment). "Yes, Fred, but they seem to contain the Call; they aggravate the yearning," Rathborne drew himself up to his full height, as though to counter. Yes, there was a call. He felt it, too. With slow steps, as if agreed upon, the pair walked down the Mossman Bay wharf, where the KOONDOLLOO was discharging her load of Coal for the Council.

The crew of this collier had spent many a pleasant afternoon in the old shack, and the Captain had made it his Home. "Why don't you come with us on one of our short trips to Newcastle and get a whiff of the Sea?" was the old Skipper's familiar greeting. Ofa shuddered. "We may never leave the ship," she replied, as she dragged Fred homeward.

Fred's particular hobby was machinery. Every spare evening would be spent in the Engine room of some collier. Every holiday Ofa and Fred would visit some ship; Fred working his way down the engine room, while Ofa's flashing eyes took in every detail of the work above decks. Hardly ever did they leave the ship, but Ofa would remark: "You know, Fred, I still dread the Call."

On this occasion the Koondooloo had come in several days before she was due. As she passed the old Cremorne wharf Fred and Ofa stood at the gate waiting. They knew that Captain Hamilton and some of the crew would be sure to come up to listen to the wireless, and dance with the girls to the music of the Ambassadors.

Captain Hamilton seemed to have a burning desire to make a speech. Eulogising Mr. and Mrs. Rathborne for their hospitality he begged them to give the ship an opportunity of paying them back in some small measure. He suggested forming a ship's party for the Christmas Trip to Newcastle. "I will get the Shipping Company's permission and we could all go gay for a week."

Ofa Shuddered, and dreamily said, "I am afraid of the Call." She went on: "You see, Captain Hamilton, we have so many calls at Christmas. I have to call on Fred's relations at Windsor; then Fred has the Scout and the Navy League Sea Cadet camps."

"Don't let that tie you," Captain Hamilton persisted. "Bring the boys along with you. The more the merrier. Let youth add to the joy of the Trip. Just a blanket each is all they would want."

As Fred and Ofa stood alone under the Whale gate, Ofa said, "Fred, do clasp me; hold me close for I hear and feel the Call." Fred felt he had heard enough of this dread. "Ofa let us answer the Call. We have Love and Youth on our side; let us go together!"

"Fred, your Love is the Love of nature, but the Call is the Call of Blood. Fred, Hold, Hold me or I go."

Fred took his wife to The Theatre, for walks to the Zoo, dances in the "Old barn," but her face still showed a longing.

One morning as Mrs. Rathborne brought morning tea into her husband, she sat on the bed-side, and in a spirit of confidence asked: "Fred, when a Polynesian buys a bottle of whisky, he buys it for now, not to keep.... I have bought the Call, my boy, and I have bought it for now and not to keep. We are leaving Sydney. OUTWARD BOUND, you and I, Fred. We have four weeks before Christmas, and every hour of that must be used. There must be no flaw in our arrangements. You must evade the Work of the Council, and attend to the Call. I have arranged with my Solicitors, Bigott and Hinton, to advance £2,000 on "The Shack" to-day, and to put it up for sale. Your work is to think in terms, regardless of cost, of crew for the Koondooloo, rations for a year, machinery, gear and material. You must go down today and hire the old Barn in which to store our supplies without being noticed, so that we can ship the lot by stealth."

"But why a Crew, my Dear? Captain Hamilton has his Crew."

With a look of command, Ofa replied, "When answering the Call there is but one Captain. Don't waste time, wondering where we are going, lad. It will be enough mental worry for you to pick from the Navy League boys who will be most helpful for the journey, and from the Rover Scouts the lads most fitted for the work. For there must be no mistake in the manning of the KOONDOLLOO. They need not be experts, but they must have sufficient knowledge to keep the engines running day and night. All you have to work on is Captain Hamilton's invitation to sail for Newcastle on the evening before Xmas Eve."

Fred parted from Ofa under the Whale Bones; he to go to the Navy League, Ofa to write invitations to a dance to meet Captain Hamilton and Crew of the "KOONDOLLOO."

This methodical woman had everything marked in detail for Fred. Nothing was left to chance. Tins of Herrings, Bags of Flour, sacks of Rice, etc., etc. She herself had visited every bank she passed, asking for Gold in exchange for notes; 1,800 sovereigns, and 600 half sovereigns were already collected.

Fred soon discovered which of the boys were keenest for the trip "to Newcastle." All the bigger boys were keen, for to be with Fred was Education.

(To be continued.)

Woolloomooloo Bay

(By John Howley.)

FIFTY-FIVE years ago, Woolloomooloo Bay filled an important part in the shipping trade of Port Jackson. On its eastern shore some large wooden and iron buildings housed the boat and shipbuilding works of Sam Shea. In his yards, about this time, were built six stout wooden vessels for the Imperial Government—their purpose being for the island trade in the Pacific.

Following the semi-circle formed by the Bay along its western shore, and in a position adjacent to the shipbuilding yard, were a group of boat sheds. The owner of the boats used to hire out both rowing and sailing boats from

eight shillings a day. Nearby, again, for about 50 yards the bay became shallow, and the tide used to run out a considerable distance. A wharf was constructed at this spot made of New South Wales hardwood throughout; the girders, piles and decking all being of this material. It extended from the shallow portion along the whole of the southern shore of the Bay. Sailing ships lay as close as they could get and were reached by means of long stagings built out from the wharf. I have seen brigs and brigantines named after well-known families, the Duthies, Darlings and others, lying further out in the Bay awaiting a favourable wind after loading. They were engaged in the coastal and inter-colonial trade and were often to be seen. Smaller vessels, carrying between ten and twenty tons of bakers' and other firewood, laths, shingles and allied products cut from the famous Gosford and Brisbane Water district, usually discharged their cargoes about where Bourke Street at the wharf commences its long trail to Botany Bay.

Another large boatshed having boats for hire stood just about where the P. & O. s.s. "Poona" recently berthed; and where the Orient Liners now come alongside there was a closed-in swimming bath called the Fig Baths on account of the number of Port Jackson fig trees that grew in the rocks and crevices of the enclosed area. The baths were free and much larger than the baths in being to-day. Another public, but privately-run baths, completed the semi-circle of the Bay.

It was on the western side of the Bay that the Anniversary Day Regatta was annually held. Hundreds of family parties fortified with picnic baskets, could be seen seated about in the Domain watching the varied contests. These latter ranged from boys in tubs and every other conceivable thing that floated, to finished oarsmen in their finely balanced skiffs. Two competitors in the skiff races later became World Champions of their classes.

The Manly boats of that day, the "Bredalbane," "Phantom," "Commodore" and, I think, the "Royal Alfred," called at the wharf daily at 10.30 a.m. and 2 p.m. on their passenger runs.

Another familiar sight of everyday were the fishermen using handlines who sold their catch in the City Market.

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BLACK AND WHITE TAXI GARAGE

Birchgrove—Continued.

Once again we are able to say we are the premier Coy., of N.L.S.C., in holding the Miss Charles-Fairfax Flag. Needless to say we are proud to have won it. Incidentally, I should like to mention that Mosman tells us that they have only lent it to us for a year. Funny, I said the same last year hoping to help along the new Company. Anyhow it's a 1 to 1 chance—to Companies, and one Flag. But we intend to establish a record this time, and win it again next year, making twice in succession. Who's going to challenge us? We hope every Company is all out to win next time, and make it a still closer go. Our Godmother suggests that a ring or shield, with each Company's name who wins it, be put on the staff, thereby a record being kept for all and sundry to see. Our President promises to look into the matter.

Balmaln Coy., proved a dark horse, coming third. They will be some force to be reckoned with next year if they keep on the same training. Keep moving Balmaln, there are a lot behind you.

The Band, and Singletick class spent a very fine evening at Lane Cove recently on the occasion of the presentation of the McMaster Gold Medal to P.O. Sommerville. Lane Cove Coy., and the Band was well received, and the Singletick Class was proclaimed good by all. Lane Cove can always be depended upon to put on a good show, and in the prologue to the picture, "The Flag Lieutenant" they excelled themselves. Well done Lane Cove!

Manly must be congratulated on their first Ball. From a visitor's point of view it was all that could be desired. Good floor, good music, and splendid catering: it speaks well for the workers when they can make their first function such a splendid success socially and, we hope, financially. Hearty good wishes Manly from Birchgrove.

Easter Greetings to all, from Birchgrove.

Manly.

OFFICER-IN-CHARGE - Mr. E. A. SOLOMON

HON. SECRETARY - Mr. J. M. SIMPSON

(Contributed by Mr. E. A. Solomon, Acting O.C.)

The masterly activity of the parents and supporters of this Company has given the Company a good start indeed. Success is only gained by hard work, co-operation and freedom from dissension; and the committee is to be thanked for the wonderful work it has done during the past month.

The Dance held by this Company was a great success, and now all the cadets, who are eligible, will be put into uniform as soon as possible. We hope that they will be fully equipped for the

Ceremonial Parade on Anzac Day.

Mr. Joe Rognini, Tobacconist, Mr. Goodwin, Tobacconist and Cowper Bros., Dairymen are to be thanked for donations to the Dance.

All the cadets are very interested in their work, and they are particularly keen on sailing.

Recently we paid a sailing visit to the Rose Bay Company and, as usual, were made welcome by the O.C., Mr. Hopkins. There was a fair sea running, and two of the crew were attacked by mal-de-mer; however, sailors don't care, and they all found excitement in passing the Heads. During the vacation we sailed to Balmoral and Nielsen Park. With Mr. W. Water as our First Officer, and Mr. L. Buicher, as Officer-in-Charge of boats, the Company is very fortunate, and should attain a high degree of efficiency. We have a club-house in view which, if it is possible to obtain, will prove very suitable. Mr. A. Lawton of Queenscliffe Life Saving Club instructs a squad of our cadets at the Surf Club. The squad is out for the Bronze Medallion.

We heartily congratulate Birchgrove Company on their success at the Charles-Fairfax Flag Competition.

NAVY LEAGUE SEA CADETS.

Handicaps for McMaster Cup Race, 28th April, to be held on the Parramatta.

Rose Bay Dinghy	-	-	-	Limit
Lane Cove Cutter Gig	-	-	-	"
Balmaln Cutter	-	-	-	"
Rose Bay Whaler	-	-	-	30 secs
Manly Cutter	-	-	-	40 "
Mosman Cutter (10 oars)	-	-	-	40 "
Mosman Whaler	-	-	-	50 "
Birchgrove Cutter	-	-	-	55 "
Richmond Cutter (if started)	-	-	-	55 "
North Sydney Gig	-	-	-	80 "
Drumoyne Gig	-	-	-	90 "

Adopted at Meeting of Officers held on 16th April, 1928.

Balmaln.

OFFICER-IN-CHARGE - Mr. G. PHILLIPS

HON. SECRETARY - Mr. J. SPARK

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

At our Annual Meeting, which took place at the Depot last month, Mr. T. Fox resigned his position as President to the Company. We received Mr. Fox's resignation with much regret. In reply he said that he was not leaving the Company altogether, but would still help along the good work. Mr. J. J. Booth was thereupon elected President.

Balmains—Continued.

which position we were glad to see that he accepted. He has at all times taken a keen interest in the boys of Balmains, and in the Sea Cadets in particular. Mr. Dando was elected Senior Vice-President, which he also accepted.

We wish to thank Mrs. Mayne for her letter to us, congratulating Balmains on its efficiency and improvement in the Miss Charles-Fairfax Flag Competition. We also take this opportunity to congratulate Birchgrove Company on its great success in winning the Flag. To the two cadets who won the neatest-dressed boy competition our hearty congratulations are also extended.

Our Company was represented by O.C. Mr. Phillips and W. O. Fox at the presentation of the McMaster Gold Medal to R. O. Sommerville at the Lane Cove Picture Theatre. We congratulate him on securing such a prize.

Mr. Phillips and the cadets are very busy at the Depot preparing for a water carnival which is to be held on the 19th May. Needless to say our Ladies' Committee is also working very hard for its success.

This Company attended Church Parade at the Methodist Mission on Sunday, 1st April, when the Rev. Mr. McKibbin officiated. The Reverend gentleman is teaching cadets to play the bugle and

the class is getting along extremely well. We have hopes in getting together a good bagpipe band soon.

We were sorry to disappoint the Manly Company by not getting along to their Ball. It was impossible owing to previous engagements. We wish them every success.

Recently a full crew were out sailing in charge of the Senior Petty Officer. They had a very pleasant trip and boat sailing is getting to be quite popular.

Mr. Phillips and W.O. Fox have been away for a fortnight's holiday at Narrabeen and a number of cadets went along during the week-ends, paying a visit, and had a good time.

We thank Drummoyne for the kind thought that prompted them in writing about our boys so encouragingly in last month's JOURNAL.

NAVY LEAGUE BALL

Arrangements have been made to hold the Navy League Annual Ball this year at the Wentworth Hotel on the evening of the King's Birthday (Monday, 4th June). The function will take the form of a Dinner Dance, and already a large Ladies' Committee is at work on its organisation. The Officers of this Committee are:—Lady Street (President), Miss Shirley Bavin (Hon. Secretary) and Mrs. Leo Quick (Hon. Treasurer).

The tickets, which are available for Dinner and the Ball, are priced at a guinea; and intending patrons would be advised to make early application for them as well as seeing to it that table parties are booked in good time.

The date of the Ball, being a public holiday, will mean that many visitors on amusement boats will avail themselves of the opportunity which the Navy League, and the Wentworth Hotel offer on the night in question. Navy Leaguers, and our old patrons should therefore make their arrangements as soon as possible.

Tickets may be obtained on application to the Navy League Office, Royal Exchange Bldg., Bridge Street (Tel. B 7808) or to Mrs. Leo Quick (Tel. FU 9033).

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg., Pitt and Bridge Sts., Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the JOURNAL.

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

PHONE: B 7808.

CONWAY LIFE

No 2

BY O.R.D.R.

This day after joining, the ship's company quickly settles down to the routine of the term. The "New Chums" commence their ship-life segregated together in a division called the "fo'c'sle." In their ranks are a few cadets who have joined the previous term, and these help to stiffen the new material. There are both starboard and port fo'c'sles, and the two subdivisions function as complete and separate entities in themselves, each one having a senior and junior cadet in charge of it. As for the other parts of ship, these are the fore, main and mizzen, and these again are each subdivided into port and starboard tops respectively. All tops enjoy autonomy and function separately in their activities and each is ruled over by a senior and junior cadet captain.

As a general run, with the exception of the fo'c'sle, it is the size of the boy which determines what part of ship he goes to. The main tops run to the biggest weight; the fore, a nice handy medium; and the mizzen take in the lightweight and "Osborne Class." Mizzen topmen do their amiable best to live down the unkind epithet of "squeakers." Between the tops there is always a great competitive spirit in the doing of work allotted them. In general all-round smartness and cleanliness in the keeping of their part of ship, the tops compete for a trophy known as the "Hobson Cup" which is very highly prized.

Usually during one evening of the first week, the cadet captains hold a command performance in their orlop-deck room, the artistes being pressed in from the fo'c'sle. Every new chum, more or less involuntarily, gives his own peculiar idea of entertainment. In some cases it is very difficult to say which party suffers the more refined cruelty—the artiste or the audience; but now and again a find is made which adds a new lustre to the more general and formal ship's concerts. The room being somewhat on the small side and moreover being crammed with "stripers," the unfortunate is placed on the table and from this point of vantage:

dances, sings, whistles or performs acrobatic stunts to his heart's content. Some have been known to get so intoxicated with their own efforts, though sadly lacking deserved appreciation, that their removal has caused as much rumpus as did their summoning. The C.C.s are well aided and abetted by strong rounding-up parties, and it is a very wary and astute new chum who is able to evade the pressing invitation.

Many heavy-whiskered hoaxes are tried out on the first-termer. After the due preliminaries of "what's your name?" and the rest of the personal questioning, an old hand too obligingly tenders some such information and advice: "Here, new chum, you're wanted right away in the sick-bay. Go straight to Sister and tell her you've come to be measured for your bathing togs—Got it?" Off he goes hot foot and makes his request, which of course is met with: "Silly boy, run away and play or you'll get a black draught." If she'd been asked the question once, she'd probably been asked it twenty times that day, but it always raised a lovely blush from the little lady who reigned at the after-end of the lower deck. Or another stock one would run somewhat like this: "Hey! you necky new chum, run down below to the Magi and ask for the key of the starboard watch, Buzz!" The Magi, the wiry little master-at-arms, received such request neither blushing nor complacently. There was not only a sting in his pointed reply, but a very actual one across the rear-end of the enquirer by means of the Magi's inseparable adjunct, the "curley." This instrument was a lissom cane, made more effective and decorative by a series of yarn whippings at various points in its length. Its argument never failed in its direct appeal. So much for the first timer's introduction to his life on a training ship.

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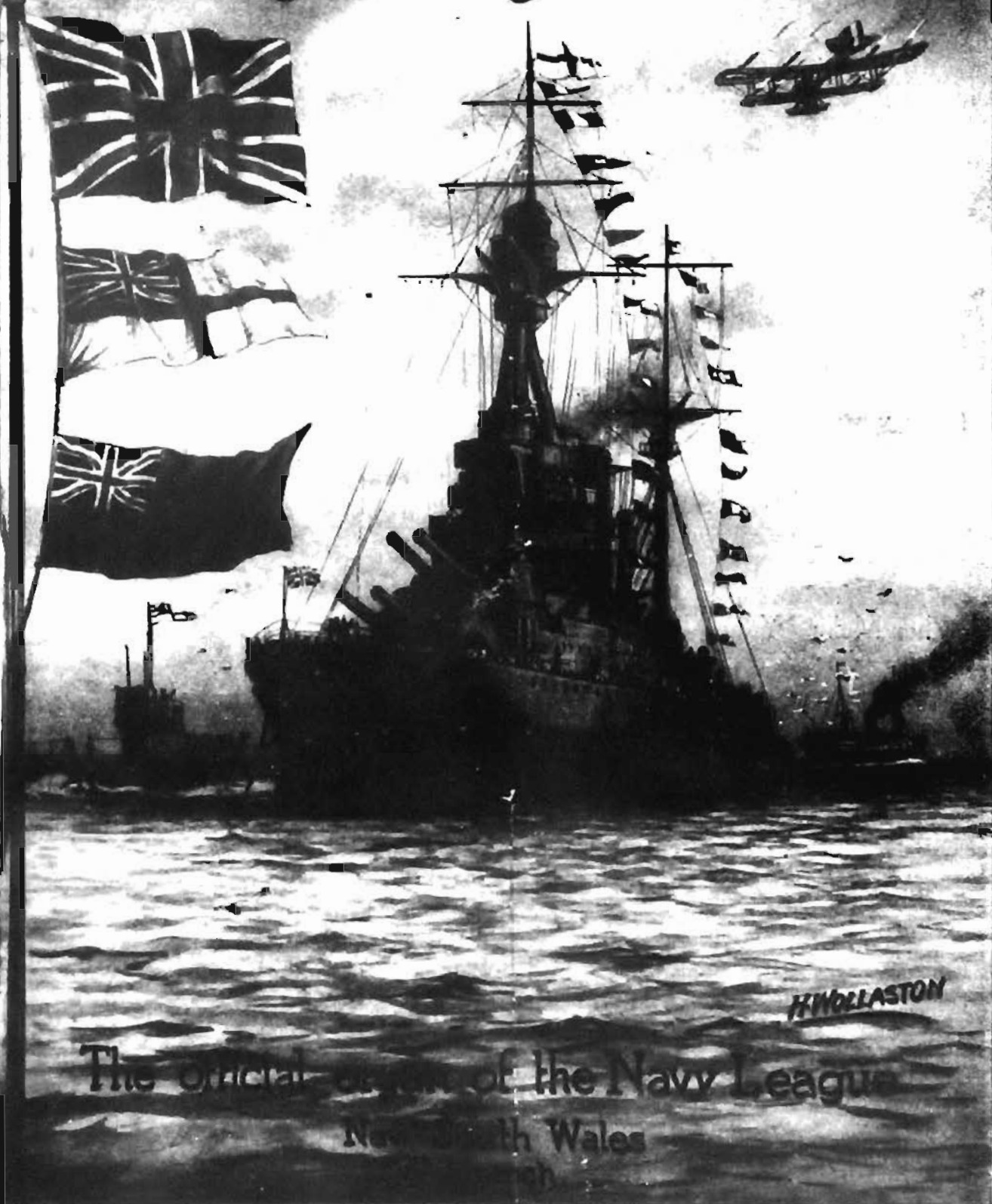


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TELEPHONE

Green Cape's Lonely Graveyard.

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

Disaster Bay and How it Earned Its Name.

BY THOMAS MCNABEN.

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

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

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

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

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

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

MISSING SAFETY BY A FEW YARDS.

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

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

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

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

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

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



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

CAPTAIN SKELTON'S HOME BY THE SEA.

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

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

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

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

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

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

BETTANGABEE BAY.

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

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

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

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

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

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

LIGHTKEEPERS AS JACKS OF ALL TRADES.

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

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

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

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

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

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

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

A BARQUE AMONGST THE TEA-TREES.

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

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

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

MISS CHARLES FAIRFAX FLAG COMPETITION.

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

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

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

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

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

Company.	MARCHING				SIGNALS	
	Inspection	Marching	Wrestling	Wrestling	Style	Points
Mosman	49	92	48	50	98	149
Birchgrove	46	90	48	50	99	148
Balmmain	49	90	47	49	98	146
Drummoyne	45	89	46	47	96	146
Lane Cove	47	81	46	48	95	148
Middle Harbour	45	82	46	—	—	144
Rose Bay	46	88	45	—	—	179

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

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

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

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

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

Naval Notes from Europe.

(By a Special Correspondent.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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NAVAL NOTES—Continued.

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

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

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

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

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

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

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

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

DARTMOUTH has relieved WYOMOUTH, one of the oldest cruisers, as flagship of the Reserve Fleet.

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

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

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

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

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

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

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

Anti-Aircraft Work.

(FRANK C. BROWN)

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

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

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

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

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

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

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

Lake Victoria Nyanza and Prize Law.

C. S. FOLGER, N.Y., U.S.A.

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

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

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

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

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

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

The learned President later said:—

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

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



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

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

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

The COUNTIES and the EASTERN FLEET.

(FRANK C. BOWEN)

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

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

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

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

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

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THE SKIPPER'S LAMENT.

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

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

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

—F. H. MARSHALL.

MOSMAN DANCE.

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

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

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

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

NOTICE.

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

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

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



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

SUB-BRANCH AND COMPANY NEWS.

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

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

Membership Week.

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

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

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

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

BIRCHGROVE.

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

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

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

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

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

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

Birchgrove Company continued page 25.

BALMAIN.

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

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

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

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

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

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

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

CLOVELLY-COOGEE.

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

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

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

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

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

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

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

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

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

The crew numbered 13. Who said 13 was unlucky?

RICHMOND.

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

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

Saturday, April 23rd, the occasion of the Miss Charles Fairfax competition, the Richmond Coy. regrets not being able to compete for the Miss Charles Fairfax Flag this year. Three parts of our Company are new boys—hence our non-attendance. But, if all goes well between this and the next competition, we hope to hold our own. To the winning Company I wish to congratulate them on behalf of the Richmond Company for their fine performance in obtaining the Flag.

RICHMOND—CONTINUED.

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

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

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

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

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

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

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

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

NORTH SYDNEY

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

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

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

NORTH SYDNEY—CONTINUED.

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

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

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

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

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

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

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

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

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

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

MOSMAN.

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

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

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

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

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

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



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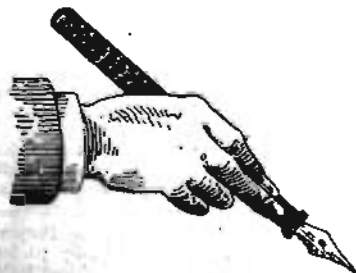
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BIRCHGROVE.—CONTINUED.

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

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

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

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

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

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

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

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

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

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

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

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

MIDDLE HARBOUR.

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

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

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

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

ROSE BAY-BONDI.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Shannon and the Chesapeake.

1st June, 1813.

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

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

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

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

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

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

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

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

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

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

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

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

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

As the British came on board the men on the

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

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

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

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

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

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

BIRCHGROVE COY'S BAZAAR.

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

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

New Australia.

Career of the "Royal Tar."

(BY P. J. N.)

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

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

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

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

DRIFTING.

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

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

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

LANE AS LEADER.

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

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

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

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BY EDGAR H. FIDORN.

CONCLUSION.

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

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

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

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

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

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

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

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

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

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

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

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

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

PHONE: B 7808.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are—

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

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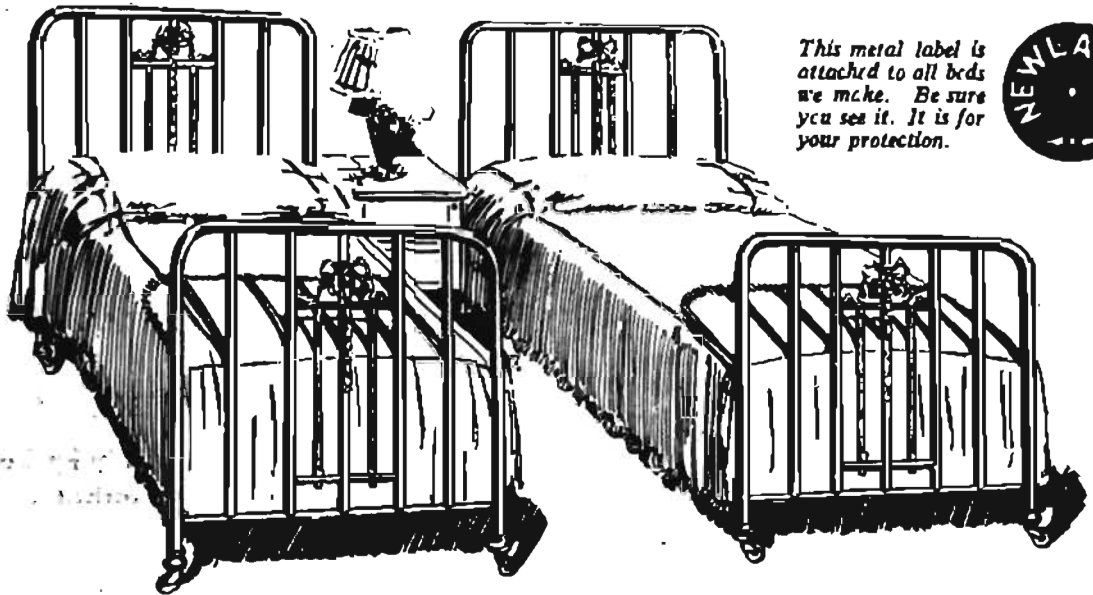
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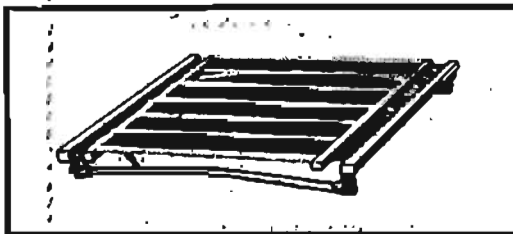
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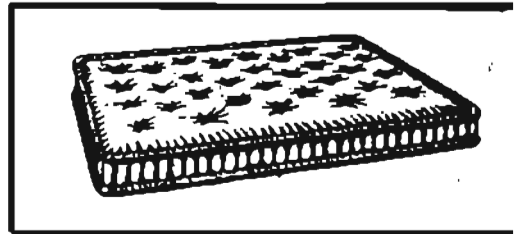
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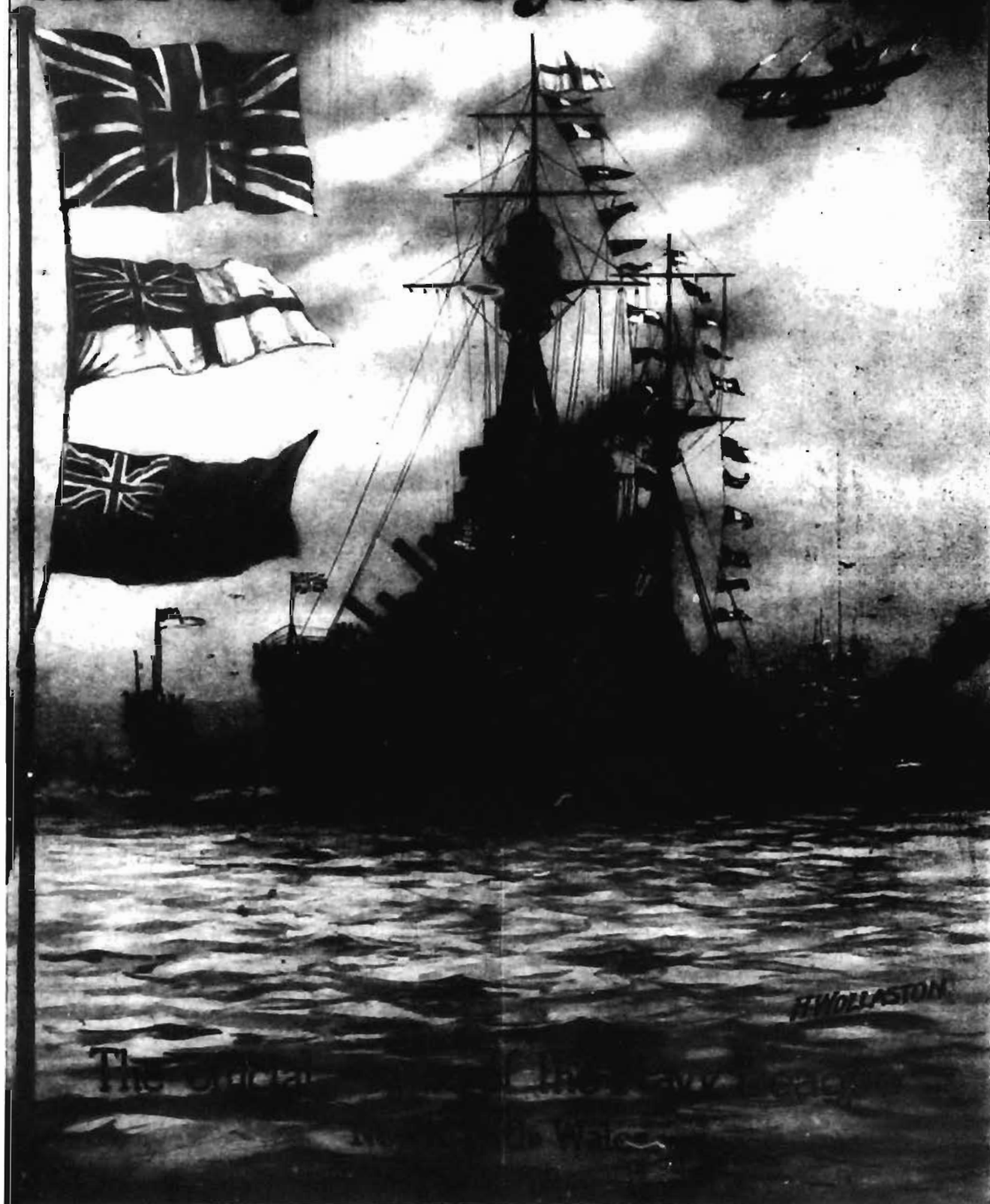
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The Navy League Journal



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The Navy League Journal

VOL. VIII. No. 2.

SYDNEY, JUNE, 1927.

PRICE 3d.

The Last of the Tingira.

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

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

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

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

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

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

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



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NO DEFENCE FANATICS.

Abolition of Compulsory Training.

Labor's Stupendous Blunder.

Bartering Australia's Heritage.

Menace from the East.

Japan's Great Surplus Population.

Australia Must Be Prepared.

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

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

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

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

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

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

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

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

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

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

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

UPROOTING A PRINCIPLE.

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

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

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



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

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

JAPAN MUST COME SOUTH.

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

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

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

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

STRATEGIC ISLANDS.

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

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

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

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

SINGAPORE BASE.

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

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

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

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

TRANSFERRING OUR HERITAGE.

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



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

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

Famous Raider to have new Engines.

(FRANK C. HOWEN).

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

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

Navy League Appeal to Rotarians.

Union Defence Problem.

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

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

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

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

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

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

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Naval Notes from Europe.

(By a Special Correspondent)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

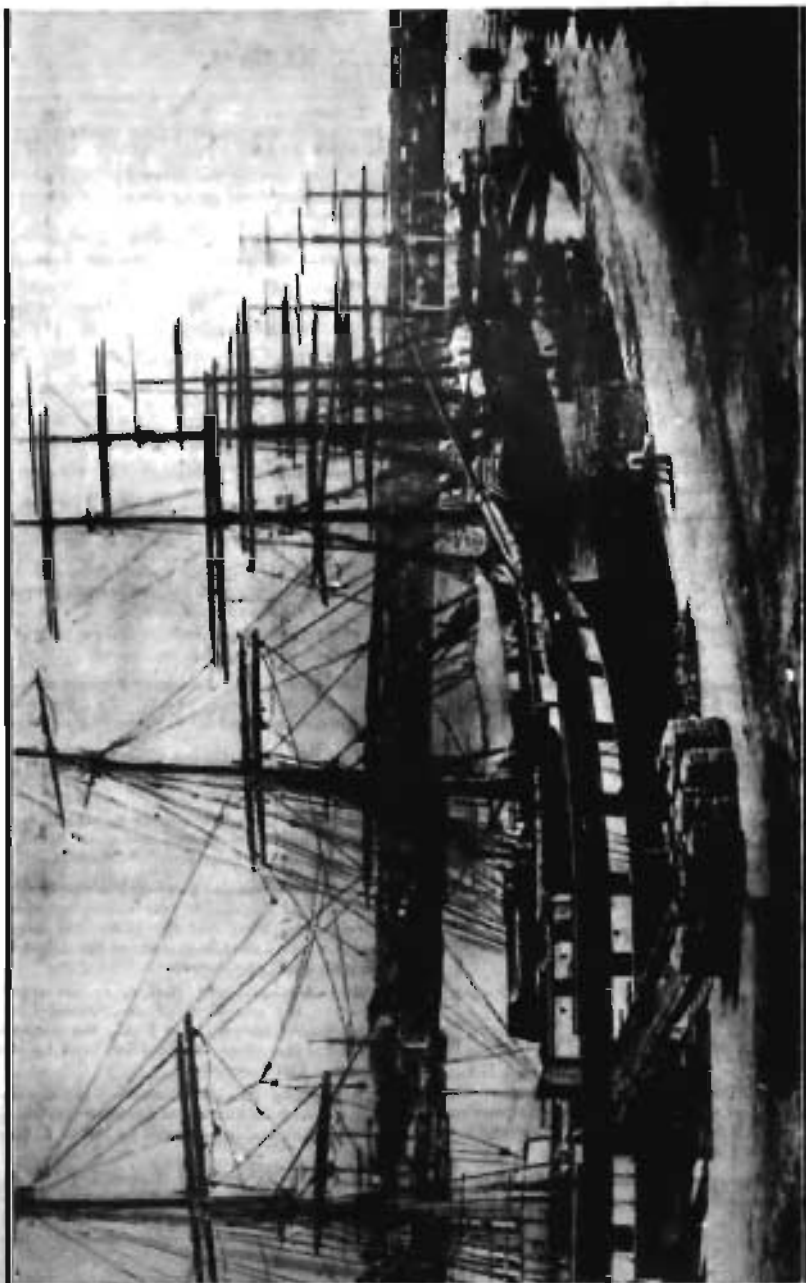
Mr. G. A. Bassett has been appointed Senior-Constructor at Devonport, and has been succeeded at Chatham by Mr. J. E. Mathias.

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

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

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

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



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

NAVAL NOTES—Continued.

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

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

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

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

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

Navy League Cadets at Sea.

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

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

The New Capital Ships.

(FRANK C. BOWER)

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

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

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

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

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

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British Destroyer Construction.

(FRANK C. BOWEN)

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

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

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

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

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

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

"ANSWERS" COLUMN

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

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

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

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A Great Explorer.

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

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

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

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

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

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

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

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

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

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

The Union Jack.

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

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

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Hon. Secretary Mr. W. L. MORRIS
MIDDLE HARBOUR—Officer-in-Charge Mr. W. S. WILBY

Forthcoming Races.

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

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

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

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

NORTH SYDNEY

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

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

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

NORTH SYDNEY—CONTINUED.

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

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

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

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

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

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

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

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

BALMAIN.

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

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

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

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

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

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

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

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

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

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

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

DRUMMOYNE.

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

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

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

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

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

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

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

BIRCHGROVE.

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

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

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

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

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

BIRCHGROVE—CONTINUED.

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

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

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

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

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

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

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

MOSMAN.

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

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


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

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

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

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

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



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An Unusual Watch.

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

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

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

All this happened during the week-end, and bright and early on the Monday morning the second cutter was called away, and took in the diving pump and gear. The qualified divers were a seaman, a stoker, and a shipwright, who proceeded in the cutter to the scene of loss. Soundings were taken, and it was found there were 18 fathoms of water under the keel. Nobby Clarke, the stoker diver, had the first dip, but could not locate. Jack Hobbs, the shipwright, then went down, and was fortunate—or unfortunate—enough in finding it. The anchor had fallen in the most awkward position imaginable. He found the bukes to be under a large rock, and the stock and ring wedged under another, and it seemed well-nigh impossible to clear it from its fouled position.

Hobbs came up and reported the supreme difficulty that would be experienced in lifting it; but the gunner, who at that time was always in charge of diving parties, said that we had got to get it up somehow. "Take this other wire down and shackle it on to the balancing band," he ordered Hobbs. The diver returned to the bottom, but before shackling, he signalled that he was coming up for a spell. It was exhausting work at that depth and pressure. He never reached the surface, however, but we judged him to be about 10 ft. from the boat by the air bubbles coming up to the top. We surmised then that somehow or other he must have got tangled in the wire which was made fast to the anchor. The particular helmet Hobbs was wearing had a rough-and-ready patch in it which, if he was unaware of the fact, would lacerate his chin when signals were made by pulling on the breast rope. The gunner ordered the attendant to give one pull which would question the diver: "Are you alright?" As it was a light pull, the gunner was not satisfied, and gave a sharp tug at the breast rope himself. It is thought that Hobbs felt this, and getting wild, pulled his breast rope, down, and, unscrewing his knife, cut it. The suit, being full of air, and with his slashing downwards,

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

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

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

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

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PLAN OF A MODERN FULL-RIGGED SHIP.

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R. BLUE. S. PETER. T. FORECASTLE. U. FORECASTLE. V. FORECASTLE. W. FORECASTLE. X. FORECASTLE.
Y. FORECASTLE. Z. FORECASTLE.

SPARS.		SAULS.		STANDING RIGGING.		FLYING GEAR.	
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2. Fore Mast.	33. Fore Jib.	47. Fore Sheet.	67. Fore Sheet.	87. Fore Sheet.	107. Fore Sheet.	127. Fore Sheet.	147. Fore Sheet.
3. Fore Mast.	34. Fore Jib.	48. Fore Sheet.	68. Fore Sheet.	88. Fore Sheet.	108. Fore Sheet.	128. Fore Sheet.	148. Fore Sheet.
4. Fore Mast.	35. Fore Jib.	49. Fore Sheet.	69. Fore Sheet.	89. Fore Sheet.	109. Fore Sheet.	129. Fore Sheet.	149. Fore Sheet.
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45. Fore Mast.	76. Fore Jib.	90. Fore Sheet.	110. Fore Sheet.	130. Fore Sheet.	150. Fore Sheet.	170. Fore Sheet.	190. Fore Sheet.

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

General Annual Meeting.

The annual meeting of the members of the Navy League (N.S.W. branch) will take place at Royal Naval House, Grosvenor-street, City, at 3 p.m., on Monday, 20th June, 1927.

BUSINESS:—

- (1) To consider and, if thought desirable, adopt the Annual Report and Statement of Accounts for 1926.
- (2) To elect the President of the League for the ensuing year.
- (3) To elect the Executive Committee.
- (4) To deal with such other business as may be incidental to the meeting.

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

P. & O. Booklet.

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

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Naval Disarmament.

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

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

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

South Australia's First Shipbuilding.

How a Schooner was Built on Kangaroo Island in 1804.

John Boston of Sydney Meets His Fate at Tongatabu.

BY THOMAS O'NEALIN.

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

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

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

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

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

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

BUILDING OF THE INDEPENDENCE.

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

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

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

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

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

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

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Zealand, while he went on a more dangerous venture.

TO THE SOUTH SEAS FOR SANDALWOOD.

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

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

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

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

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

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

WHITE WOMAN AND BLACK SERVANT.

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

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

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

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

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

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

WRIGHT'S FATAL PERSISTENCE.

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

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

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

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

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

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

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

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

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

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

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

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every part of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national and imperial security.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the Merchant Service, which, under the sure shield of the Royal Navy, weaves us into one Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self respect in the spirit of their Motto—
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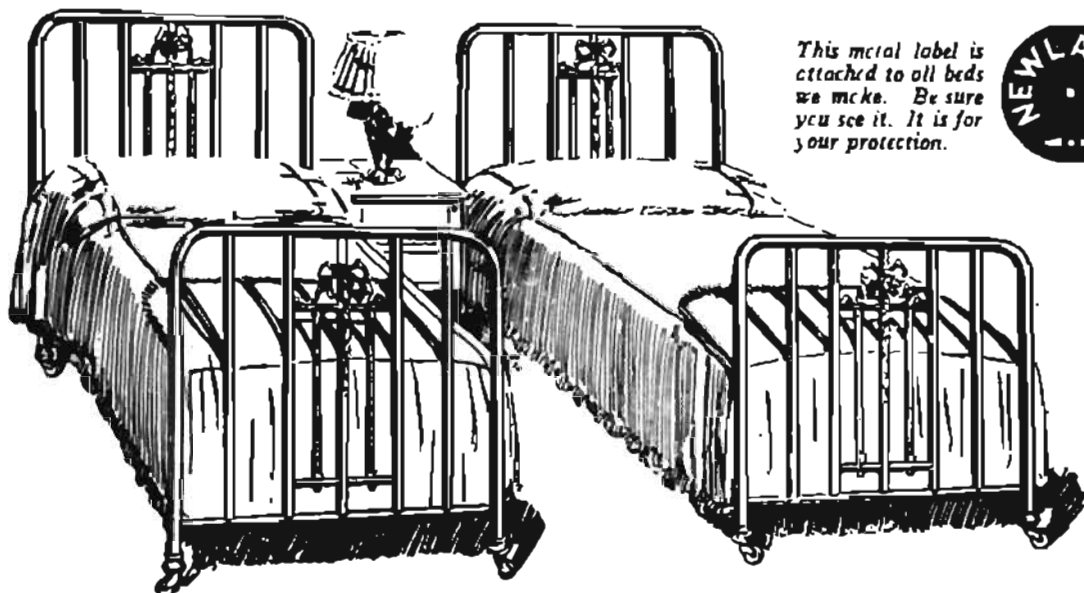
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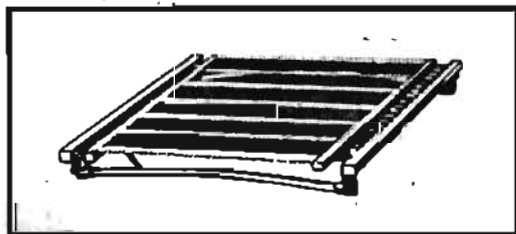
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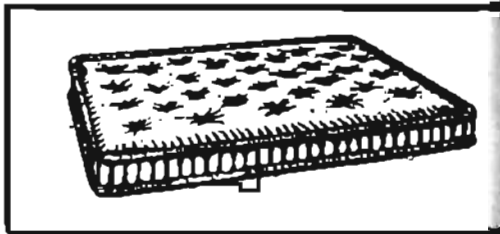
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