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Royal Australian Naval College
Magazine.

First Number—JULY, 1913.

Royal Australian Naval College
Magazine.

Geelong :

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1913

R. A. N. COLLEGE OFFICERS.



Eng.-Lieut. D. J. Weeks. Art. Eng. A. E. Marden Paymaster E. W. Trivett. Nav.-Instr. S. C. Smith Gunner T. L. Dix.
 Eng.-Lieut. W. A. Di. s, F. C. Brown. Captain B. M. Chambers. Lieut. D. W. Grant. Assistant D. O. S., W. Hall.

W. H. Watts, Photo.

LIST OF OFFICERS.

EXECUTIVE STAFF:

Captain—BERTRAM M. CHAMBERS, R.N.
Lieutenant—DUNCAN W. GRANT, R.N. (ret.)
Engineer-Lieut.—WILLIAM A. MONK, R.N.
Engineer-Lieut.—DONALD J. WEEKS, R.N.
Paymaster—ERNEST W. TRIVETT, R.A.N.
Gunner—THOMAS L. DIX, R.N.
Artificier Engineer—ALBERT E. MARDEN, R.N.

EDUCATIONAL STAFF:

Director of Studies—
FREDERICK G. BROWN, B.A., B.Sc., R.A.N.
Chaplain and Chief Naval Instructor—
Rev. WILLIAM HALL, B.A., R.N.
Senior Naval Instructor—
STANLEY C. SMITH, B.A., R.A.N.

CADET-MIDSHIPMEN:

Cadet-Captain FRANK L. LARKINS.

OTTO E. ALBERT.

GEORGE W. T. ARMITAGE.

JOSEPH BURNETT.

NORMAN K. CALDER.

JOHN A. COLLINS.

ALFRED D. CONDER.

ERNEST S. CUNNINGHAM.

JOHN C. D. ESDAILE.

HAROLD B. FARNCOMB.

ERIC A. FELDT.

FRANK E. GETTING.

LLOYD F. GILLING.

PAUL H. HIRST.

ELMER B. HOWELLS.

PEYTON J. KIMLIN.

JOHN V. S. LECKY.

RUPERT B. M. LONG.

HORACE J. H. THOMPSON.

HUGH A. MACKENZIE.

JACK B. NEWMAN.

EDWIN S. NURSE.

WINN L. REILLY.

CYRIL A. R. SADLIER.

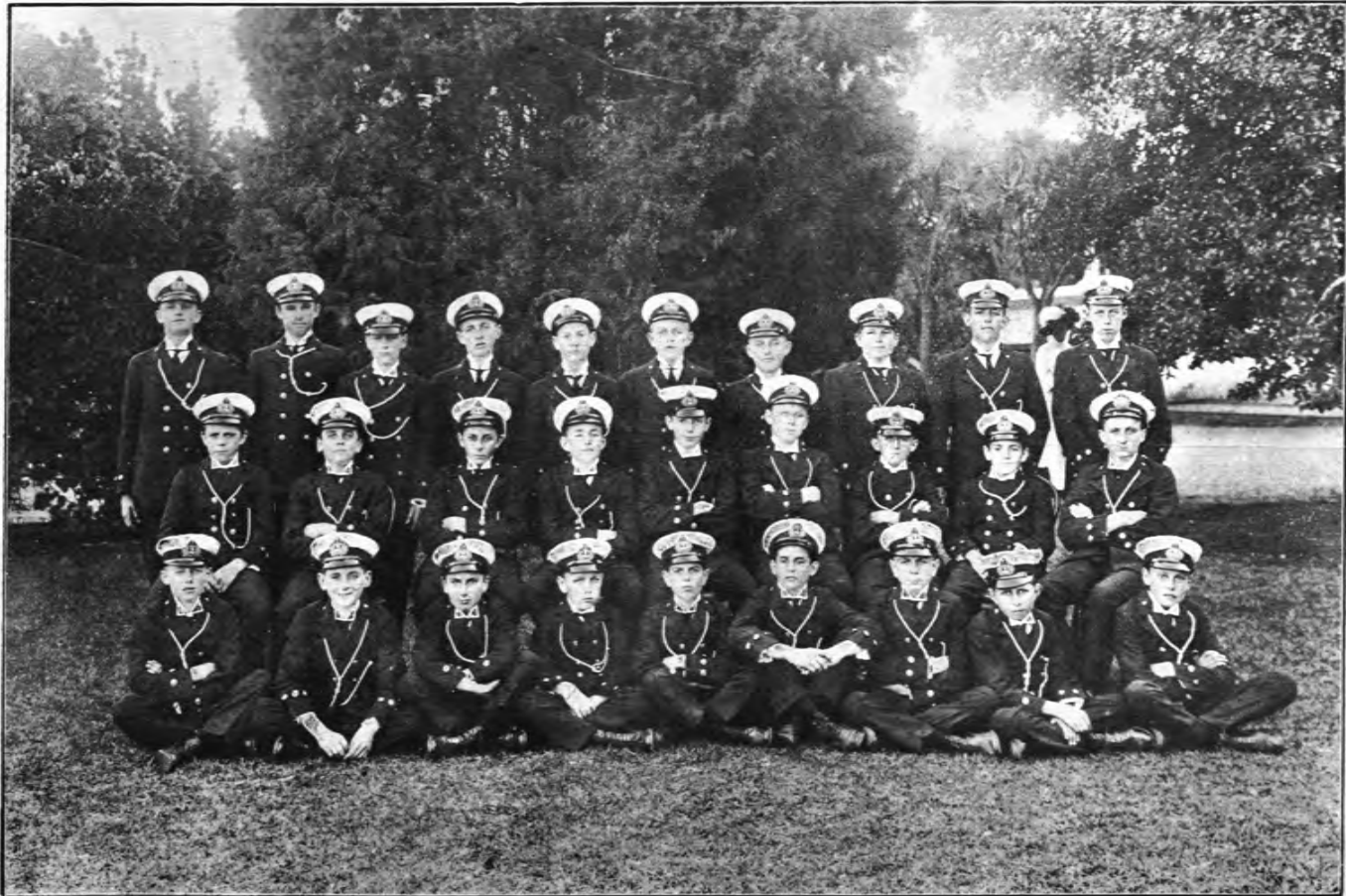
HENRY A. SHOWERS.

HARRY B. VALLENTINE.

LLEWELLYN L. WATKINS.

ADRIAN J. B. WATTS.

R. A. N. COLLEGE CADETS.



W. H. Watts, Photo.

J. B. Newman, E. A. Feldt, P. H. Hirst, A. J. B. Watts, E. B. Howells, F. E. Getting, L. L. Watkins, O. E. Albert, F. L. Larkins, E. S. Nurse,
H. B. Vallentine, W. L. Reilly, H. B. Farncomb, J. C. D. Esdaile, J. A. Collins, H. A. Mackenzie, P. J. Kimlin, N. K. Calder, R. B. M. Long,
C. A. R. Sadleir, G. W. T. Armitage, J. Burnett, L. F. Gilling, E. S. Cunningham, H. A. Showers, H. J. H. Thompson, J. V. S. Lecky, A. D. Conder



R. A. N. COLLEGE.

EDITORIAL NOTES.

IT is with some little trepidation that we launch yet another College Magazine upon the troubled waters of minor journalism, trusting, however, that with reasonable skill at the helm and the favoring breeze of our subscribers' approval, our little barque may prove sea-worthy.

Whilst we might with some reason envy those of our literary contemporaries who have behind them the force and influence of hoary traditions, yet we feel some little pleasure that to us is given the opportunity of contributing, in some small degree, to the establishment of traditions of our own. We recognise the responsibility lying upon us in our endeavour to make the date of our journal's foundation synchronise with that of the College itself. Amidst the whirl and bustle of a new institution, whilst public spirit is, with us, still on the making, and our organisation can scarcely be called complete, we might have been justified in postponing the establishment of a College Magazine. Still we feel sure that the opinion of all concerned will approve our endeavour.

But we ask more than approval—given that, we are justified in demanding your support. The Editorial Staff is small, and amidst the multifarious duties of its official positions, it cannot hope to bear the whole burden. The Editor has

laid in a large stock of blue pencils, W.P.B.'s, scissors and paste—he now needs only "copy" to operate upon. The Literary Expert has purchased a large cheap treatise on the "Use of Punctuation Marks, with subsidiary hints on Spelling and Grammar"—he yearns to put his purchase to the test.

The Business Manager has brushed up his addition and multiplication tables with a view to the efficient handling of subscriptions, donations, endowments and bequests which glow on his horizon.

With one accord the Editorial Staff cries "More, more"—more articles (original, borrowed, begged or stolen), more subscribers, more and more of that support and assistance which rejoiceth the heart of the luckless wight who, for the nonce, occupies the unpadding chair of a College Editor.

13th Feb.—Arrival of Cadets, minus Mr. Feldt, who seems to have been mislaid en route from Queensland. Uniforms not having come to hand, Cadets had perforce to present themselves in all the official nakedness of mufti. Luckily some lanyards were unearthed, and added some little touch of uniformity to otherwise heterogeneous incongruity.

- 1st March—Official Opening by the G.-G.
- 19th March—First Cricket Match.—Cadets v. Ships' Company.
- 20th March—Rain.
- 21st March—More rain.
- 22nd March — Much more rain. Arrival of H.M.A.S. "Melbourne"; trip in the "Encounter."
- 23rd March—Further rain.
- 24th March—Rain—staccato, digitato, ad lib. for fortnight.
- 29th March—Cricket match—Cadets v. C. of E. Grammar School Juniors.
- 1st April—Cadets turned out half an hour too early, owing to mistake, we presume, on the part of the Officer of the day.
- 9th April—Cricket match—Cadets v. Officers.
- 12th April—Cricket match—R.A.N.C. v. H.M.A.S. "Melbourne."
- 13th April—Officers visited "Melbourne" in the forenoon; Cadets in the afternoon. Our best thanks to Captain Silver for giving permission.
- 19th April—Cricket match—Return with Grammar School Juniors.
- 24th April—WEEK'S LEAVE!
- 2nd May—Returned from leave. Cadets who had travelled long distances looking as if they had been "coaling ship," or giving the engine driver a few tips on the correct methods of stoking.
- 7th May—Football match—R.A.N.C. v. "Encounter."
- 24th May—Empire Day. Dressed ship.
- June 2nd.—Motor boat refused duty. Lieut. Weeks won the handle-turning competition.
- June 3rd.—King's Birthday. Dressed ship. Whole day off. Picnic in the cutter and yacht to Limeburners' Creek.
- June 7th.—A "dummy-run" for the Sing-song. Mr. Mackenzie delighted the company by playing selections on his "ragtime vi-o-lin." A few Officers sang songs, and others made noises resembling songs.

June 9th.—The motor boat ran successfully for quite half-an-hour, thus beating her previous record by exactly thirty minutes.

June 10th.—Motor boat hauled up for repairs and refit, after her long voyage.

June 14th.—Makee-learn Cadets' Sing-song. Great success of the Squeegee Band, conducted by Mr. Getting.

June 21st.—Launch of H.M.A.S. "Tig-Tig." Telegram of congratulation from the Kaiser.

June 25th.—Ships' Company Sing-song.

July 5th.—Half-yearly Exams. commence.

July 17th.—Cadets proceed on leave.

We would like to take this opportunity of thanking the Editors of the "Weekly News" and "Leader," for so kindly lending us the blocks from which are printed several of the photos contained in the Magazine. Their courtesy is much appreciated.

We offer our heartiest congratulations to Mr. Larkins on obtaining his rate of Cadet-Captain, a post which we are confident he will occupy with success and general satisfaction; he may count upon the support and assistance of both Officers and Cadets in the various duties imposed upon him by the occupancy of this position.

A second Cadet-Captain is to be rated at the end of this term, and we hear that it lies between Mr. Newman and Mr. Collins.

To those Cadets who are not selected this time, we say, "Nil desperandum";—there are plenty of chances yet.

We are pleased to note that we have discovered amongst the Cadets a most proficient bugler; in this respect Mr. Watkins is a most useful member of society. Hitherto we have been frequently guilty of "working overtime," owing to the bugler having "gone ashore,"—hence our unfeigned gratitude to Mr. Watkins, whose vim and vigour on the bugle (especially when sounding the "dismiss studies") is a real joy to both Instructors and Cadets.

We conclude by wishing all hands a pleasant leave, and lay down our Editorial pen with a sigh of profound thanksgiving!

OFFICIAL OPENING.



GOVERNOR-GENERAL ADDRESSING THE COMPANY.

NAVAL COLLEGE.

 Official Opening.

GOVERNOR-GENERAL'S SPEECH.

 AUSTRALIANS AS OFFICERS.

THE Naval College at Osborne House, North Geelong, was this afternoon formally opened by the Governor-General, Lord Denman, in the presence of a distinguished company.

The College, upon which about £10,000 has been spent, is only a temporary one, and the permanent establishment will be at Jervis Bay, the port of the Federal Territory.

There are 28 Cadet-Midshipmen receiving instruction from a highly competent staff, commanded by Captain B. M. Chambers, R.N.

It is likely that when the Jervis Bay establishment is completed, Osborne House will be utilised either as an auxiliary College, or for some other important Naval purpose.

The College and grounds were decorated to-day with ample bunting and the national flags. The young Midshipmen in their new uniforms were eager spectators of the ceremony, and at the close joined heartily in cheering His Excellency.

Among those present were Cr. D. V. Hennessy and the Lady Mayoress, Rear-Admiral Sir Wm. Cresswell, Members of the Naval Board and representatives of the Military Forces.

CADETS INSPECTED.

His Excellency arrived at 2.30 p.m. in H.M. A.S. "Warrego," and was received on the Pier by Captain Chambers and a guard formed of the Geelong Naval Cadets. After inspecting the Guard, Lord Denman came up on to the lawn where 28 Cadet-Midshipmen were drawn up. The vice-regal party passed through the establishment, ending up in the quadrangle. Here His Excellency inspected the Staff Officers, the Cadet-Midshipmen, and Ships' Company. Afterwards the Cadet-Midshipmen ranged themselves in front of the east verandah of the College, with the Ships' Company on the wings. Here the speech making took place as soon as the Ministerial Party had arrived in motor cars from the North Geelong railway station.

INTERESTING SOUVENIR.

As a souvenir of the occasion Lord Denman was presented with a tiny Ship's bell, hung on a stand, which bore the following inscription:—

"This souvenir of H.M.V.S. "Nelson" was presented to His Excellency the Right Honorable Thomas, Lord Denman, on the occasion of the opening of the Royal Australian Naval College, Geelong, March 1st, 1913. This is a miniature representation of the bell used in H.M.V.S. "Nelson," and previously used by one of Nelson's own ships, and now in use at the Naval College. It was the first work turned out at the workshops of the College, February, 1913. H.M.S. "Nelson," 126 guns, was laid down in 1798, launched by His Royal Highness the Prince of Wales, July 4th, 1814, and was named to commemorate the glorious death of Vice-Admiral Lord Nelson.

"This vessel was lent to the Victorian Government from 1868 to 1878."

COMMANDANT'S TASK.

Captain Chambers, when the ceremony began, said that the College was to be the workshop which should turn out Officers for the future Australian Navy. Ships could be built and equipped in from two to three years, but Naval Officers must be under training for some ten years before being ready for a position of even secondary responsibility. Hence the anxiety of the Naval Board for an early start in naval training, and the creation of a temporary College at Geelong, while the permanent one was being erected at Jervis Bay. He believed that the Cadet-Midshipmen would be given such a training as would enable them to be at no disadvantage when compared with the Naval

Officers they might meet hereafter. They had at present no fewer than 28 boys actually embarked on the climb to flag rank. He (Captain Chambers) had been most fortunate in securing a staff to assist, which, he believed, was in every way well fitted for the work they were called upon to undertake.

PRIME MINISTER.

Mr. Fisher, the Prime Minister, in introducing the Governor-General, said that the Naval College was the main route to the command of His Majesty's Australian ships. Unlike other Naval Colleges, its doors were open to all. Intelligence and general fitness were the only qualifications necessary. Happily all States were represented in it. The Primary schools had supplied the majority of the Cadets. New Zealand had been invited by the Commonwealth to join it in the Naval and Military Colleges. The Dominion had accepted Australia's invitation to send its Cadets to the Military College, but as yet had not done so in regard to the Naval College. Australia's offer to them remained open, so that they could come in at any time. He thought that Australia was to be congratulated in having the services of a Minister of the energy and ability of Senator Pearce to carry out the initial work of the foundation of the Australian Navy and Army.

GOVERNOR-GENERAL.

Lord Denman, who was received with applause, said:—This occasion is noteworthy, not only because it adds a new and well-equipped College to the list of those already existing in this country, but also because it marks a stage in the development of the Australian Fleet unit, and because it affords proof—were additional proof required—that this country is thoroughly in earnest in her policy of naval defence. Already vessels have been constructed; already seamen have been trained, but this is the first step towards training Officers for the Australian Navy in Australia. Now it takes somewhere about two years to build a battleship; it takes from one to two years to train a seaman, but nine years is the time allowed in the British Navy for the training of an Officer; an Officer capable of keeping a watch, and therefore of taking charge of a ship. Thus the ceremony to-day makes it clear that the naval policy of this country was adopted in no reckless or ill-considered spirit—not as the result of an ephemeral phase of warlike enthusiasm—but it has been decided upon with careful thought and mature consideration. It is being consistently

carried out at the present time, and it will, I have no doubt, be vigorously followed by whichever party is in power in this country.

THE FOUNDERS.

Now I should like to say a few words about some of those to whom credit is due for the founding of this College. I put first the Harbor Trust of Geelong, because it has placed Osborne House at the disposal of the Government for this purpose, and the Government is indebted to this body for its patriotic action in thus coming to the assistance of the Commonwealth. Secondly, the Selection Committee, whose task has been no easy one in choosing 28 lads out of 137 applicants from every State in the Commonwealth. Thirdly, to the Home Affairs Department, for the work of alteration and construction it has carried out, and more particularly to Colonel Owen, Mr. Hill, Mr. McKennal and Mr. Francis in this connection. Last, but by no means least, to the Officers who form the Staff of the College; to Captain Chambers, who for over a year has been a Member of the Naval Board, and has voluntarily given up that technically higher position in order to take up the post of Commandant. For six months Captain Chambers has been in command of H.M.A.S. "Encounter," and has thus been the first Commander of a Commonwealth Cruiser, and in this capacity has initiated sea-going service for the Commonwealth service. Then there is Mr. F. G. Brown, who has carried out the whole of the organisation of the studies and the programme of instruction; Lieutenant Grant, who has organised the work of routine and instruction connected with physical training; and Eng.-Lieut. W. A. Monk, who organised all the Engineering section during the Captain's absence in command of the "Encounter." These and other Officers have already done excellent work in connection with the College, and from the examples I have quoted, it will be seen that the College is indeed fortunate in the personnel of its Staff.

OFFICERS AND GENTLEMEN.

I want to say one word especially to the Cadets. You cannot all be Admirals. You can all do your best to become efficient Officers of the Royal Australian Navy. You are a picked lot of lads from every State of the Commonwealth, and some day I hope you will be joined by comrades from New Zealand. You have an advantage which, so far as I know, no other country offers in receiving this splendid education at the cost of the State. In this country people have been saying that Australians would

not make seamen. Statements of this kind have already been disproved, but as it is more difficult to make Officers than seamen, the same people will no doubt say that Australians will not make Naval Officers. You have got to prove that they are wrong, and in order to do that you have got to attain to the standard of efficiency we are accustomed to associate with the British Navy, and as the British Navy is the greatest and most powerful the world has ever seen, to attain to its level of efficiency is no easy task. Now good reports have just reached me of Australian Cadets at the Naval College in England, and there is no reason why you should not do just as well as they have done. Remember that your progress will be keenly watched not only here but in England. You have, therefore, every incentive to do well and to make the best of the opportunities afforded to you. Knowing as I do what young Australians can perform in other walks of life, I have no doubt that you will succeed in the fine profession you have chosen. I hope that during your time here you will set so high a standard as to afford example and encouragement to successive generations of Cadets at the Royal Naval College of Australia.

Senator Pearce, Minister of Defence, proposed a vote of thanks to His Excellency, and this was supported by Mr. A. T. Ozanne, M.H.R.

After the speech-making, the Governor-General and party were entertained at tea by Captain Chambers at "St. Helen's," the Commandant's house, adjoining the College.

The Naval Reserve band played naval and military airs.

OPENING DAY.

1

You must wake and call me early,
Call me early, Bugler dear;
You must blow your little bugle,
Blow it loud and long and clear.

2

For the opening of a College
Doesn't happen every day;
And the chance of looking pretty
Doesn't often come our way.

3

The Gov'nor-General will be present,
And his Lady and his Aides;
And Noble Lords and Naval Members,
Gentle maidens, gushing maids.

4

There'll be the Captain and his Officers,
The Cadets all pert and smart,
The Stewards and Ship's Company,—
Just the sight to cheer your heart.

5

There'll be lots of beauteous ladies,
And flappers neat and trim,
And they'll turn their eyes upon me
And sweetly gurgle, "Yes, that's him!"

6

For I'm sure that every optic
In that giddy, gaudy throng,
Will be turned on ME for certain,
As they see me march along.

7

Oh, I'm feeling most excited—
Almost up to fever heat;
Why, I don't know if I'm standing
On my head or on my feet.

8

When I have to be presented,
What shall I say or do or think?
Shall I murmur "How d'ye do-dy,"
Or just "Come and have a drink."

9

Oh, I'm longing for to-morrow
With its pageant bright and gay,—
So be sure and call me early
On the festal Opening Day.

—NEMO.

SCRAPS OF CONVERSATION

Overheard on February 28th.

"I hear that the cows got in again last night and made holes in the lawn?—No, that was Bill trying to pay a visit to the Old Country."

"Sir, shall I get my uniform in time?"

"HAVE THAT PLACE CLEARED UP!"

"Please, Sir, I've lost my only clean white shirt."

"Has ANYONE seen the clapper for the presentation bell?"

"Have those cap badges come yet?"

"Where's the tailor?"

"We shall have to get three quotes."

"HAVE THAT PLACE CLEARED UP!"

"What time does the G.G. arrive to-morrow?"

"Has ANYONE seen a left black plain clothes boot, size 9?"

"Sir, shall we be allowed in the tea tent?"

"HAVE THAT PLACE CLEARED UP!"

"Better send a wire."

"What's that? Another case of machinery arrived and 10 large packing cases for the Lab.—No sooner is the 'place cleared up' than another," etc.

"Take it over to Jervis Bay."

"I must NOT forget to lock Bill up."

"HAVE THAT PLACE CLEARED UP!"

"I wonder if Lady Denman will be able to get onto the Pier."

"Does ANYONE know the time?"

"Where IS the bugler."

"Please, Sir, the tailor has put no buttons on my trousers."

(These writings have been deciphered by our expert on Ancient Manuscripts, from portions of the tablets found beneath the ruins of a house near Geelong, which was evidently the original Australian Naval College.—Editor, "Melbourne Times," June 20th, 2341).

EXTRACTS FROM THE TABLETS OF SHIVA-MIT-IMBURZ, THE SAILOR.

1.—By order from the Navibaud, the opning serimoni was held on the furzda of Marchhurten.....

2.—In a tebedea, Lawdenmun with his Ladian-dutha phairmadence ... majaquila of the haeribat, the Navibaud in frocotsau tinats and others of lezadigre.....

3.—....."notezi to disembark in a titskurt..... that horridfot-ografa....."

4.—Meni-speechiz from the Jeje, the Premia, the ceutapirs, the onamuchak-lamashun.....the colijohnmuchak-lamashun



5.—".....such pritiboise.....a smartlil-chape-lukt....." from all the fonmamarz and phaer-cistas.....

6.—Then lotosoph piniroph-isurz.....

7.—.....the Ona binam-chamburz, who lived at centellince, a mitiman, lawdovorl at the Collegea weldaroph the brushan-pigmunce.....

8.—.....then he men called numbawun, the macroph rootens, a techrof benzniches to thik-eddid-ladiz, King of the skranbac, a pantaroph cechests and wotoim hoothumdum.....

9.—And for gidecin matters concerning mac-henri.....the silindalinas, both ach-pean-delpea and phawsd-loobrikashun, sent they wungratof-stacha, a relwopa, scildinruga, partona of theunkipur.....

10.—.....for the same also jorjweks, brawdoph-bem was he.....ced-adyokhadetz a ridarovm-bics and the like.....a meriquipmaca, much scild in the spinning of quanty-aarnz.....

11.—And khadett-gunadics, the farlamd chaer-pincha...a kadeten-siklopaedya and jenrl-landiman.

12.—.....as was likewise the rtiphsa-renjnear, wunmardn, a belmaca and netat tidliwurk.....

13.—To teach them to chasesc, to solvnotiprob-lemce, sent they miztabunko a mathsecs-purt, mitibrani, who lived at the Dhut, partonroph-busda.....

14.—Also the pardry whom men call scipilott, a techroph-fizziks.....a haeriman who tortinalab...

15.—.....then capnketl, so called by reasonof hizaerifas and navlberd.....a frenchscola, a wacrouf of books and so on.....the mesek.....a perfect divlatenice.....

16.—Jorjtrivit the checsina, the givrophdib to undapadenos, getting the threquotz for kadetsoks and the rest.....always smiling.....

17.—.....also tosasoph-buntin, instructors in cemunship, chepheyaras, fizzikltranas.....wurkdin tuwoches and so did the restophem.....

(The Printer, at this stage having threatened to go on strike, we are unable to give you more details, but we may as well say that we have elzidisi-phudtharez-tofizwurc).

Cadet, to his father, on first seeing the Officer of the day wearing a sword belt:—"I wonder if that Officer KNOWS that his braces are hanging down?"

INTO THE YEARS. (A Song for the R.A.N.C.)

INTO the years that shall bring, to each one
of us,

Measure for measure in pleasure and pain,
Step we unfaltering, sure there is none of us
Ever would barter his glory for gain.

Fair is the fame of our fathers who fought for
us

Over the mainland and out on the foam;
Shall we not cling to the heritage bought for us
Shoulder the burden, hold to our home?

Into the years!—and if fear do appear to us,
Step to the tune of the song that we sing:—
This shall be clear and be near and be dear to us,
Duty to Commonwealth, Kindred and King.

So when the shadow shall fall on the way of us
Nearing the goal of our threescore and ten,
Haply our sons and their children may say of us—
"These have been faithful, these have been
Men?"

—W. H.

IDEALS FOR THE ROYAL AUSTRALIAN NAVY.

In the year 1775, the united Colonies of America, who were then at war with England, were anxious to institute a Navy. The ideals as set out below embodying the qualifications of a Naval Officer in an infant colonial Navy were put forward by Captain Paul Jones, who is sometimes called "the Father of the American Navy." Now that another great British colony has outgrown its dependence on the British Navy and is about to create a naval force of its own—this time for the purpose of fighting in conjunction with, instead of against, the British Fleet—the document is as true as the day it is written, and may almost without alteration be adopted as the ideal for the Fleet of Australia, just as it has already been chosen by the Navy of the United States.

"As this is to be the foundation—or as I may say, the keel timber—of a new Navy, which all patriots must hope shall become amongst the foremost in the world, it should be well begun in the selection of the first list of Officers.

"It is by no means enough that an Officer in the Navy should be a capable Mariner. He must be that, of course, but he must also be

a great deal more. He should be a gentleman of liberal education, refined manners, punctilious courtesy, and the nicest sense of personal honour.

"He should not only be able to express himself clearly and with force in his own language both with tongue and pen, but should be versed in the languages of those nations with whose naval forces he is liable to be brought in contact.

"The Naval Officer should be familiar with the principles of International Law and the general practice of Admiralty jurisprudence, because such knowledge may often, when cruising at a distance from home, be necessary to protect his flag from insult, or his crew from imposition or injury, in foreign parts.

"He should also be conversant with the usages of diplomacy, and capable of maintaining, if called upon, a dignified and judicious diplomatic correspondence, because it often happens that sudden emergencies in foreign waters make him the diplomatic, as well as the military, representative of his country, and in such cases he may have to act without opportunity of consulting his civil or ministerial superiors at home, and such action may easily involve the portentous issue of Peace or War between two great powers. These are general qualifications, and the nearer the Officer approaches the full provision of them, the more likely he will be to serve his country well and win fame and honours for himself.

"Coming now to view the Naval Officer aboard ship and in relation to those under his command, he should be the soul of tact, patience, justice, firmness and charity. No meritorious act of a subordinate should escape his attention or be left to pass without its reward, even if the reward be only one single word of approval.

"Conversely, he should not be blind to a single fault in any subordinate, though at the same time he should be quick and unflinching to distinguish error from malice, thoughtlessness from incompetency, and well-meaning shortcoming from heedless or stupid blunder. As he should be universal and impartial in his rewards and approval of merit, so should he be judicial and unbending in his punishment or reproof of misconduct.

"In his intercourse with subordinates, he should ever maintain the attitude of the commander, but that need by no means prevent him from the amenities of cordiality or

the cultivation of good cheer within proper limits.

"Every Commanding Officer should hold with his subordinates such relations as will, *inter alia*, encourage them to express their feelings to him with freedom, and ask his views without reserve.

"It is always for the best interests of the Service that a cordial interchange of sentiments and civilities should exist between superior and subordinate officers on board ship. Therefore, it is the worst of policy for superiors to behave towards their subordinates with indiscriminate hauteur as if the latter were a lower species. Men of liberal minds—themselves accustomed to command—can ill-brook being thus set at naught by others who, from temporary authority, may claim a monopoly of power and sense for the time being. If such men experience rude, ungentle treatment from their superiors, it will create such heart-burnings and resentments as are nowise consonant with that cheerful ardour and ambitious spirit that ought to be the characteristic of Officers of all grades. In one word, every Commander should keep constantly before him the great truth that 'to be well obeyed he must be perfectly esteemed.'

"But it is not alone with subordinate officers that a Commander has to deal. Behind them—and the foundation of all—is the crew. To his men, the Commanding Officer should be Prophet, Priest and King. His authority when at sea being necessarily absolute, his crew should be as one man impressed that the Captain, like the Sovereign, 'can do no wrong.'

"This is the most delicate of all the Commanding Officer's obligations. No rule can be set for meeting it. It must ever be a question of tact, and the perception of human nature on the spot and to suit the occasion. If an Officer fail in this, he cannot make up for such failure by severity, austerity, or cruelty. Use force, or apply restraint or punishment as he may, he will always have a sullen crew and an unhappy ship. But force must be used sometimes towards the ends of discipline. On such occasions the quality of the Commander will be sorely tried.

"When a Commander has by tact, patience, justice and firmness—each exercised in its proper turn—produced such an impression upon those under his orders in a ship of war, he has but to wait the appearance of his enemy upon the horizon. He can never tell when the

moment may come, but when it does come, he may be sure of victory over an equal or somewhat superior force, or honourable defeat by one greatly superior.

"In rare cases, sometimes justifiable, he may challenge the devotion of his followers to sink with him alongside the more powerful foe, and all go down together with the unstricken flag of their country still waving defiantly over them in their ocean sepulchre.

"No such achievements are possible to an unhappy ship with a sullen crew.

"All these considerations pertain to the Naval Officer AFLOAT, But part—and often an important part—of his career must be in PORT or on duty ASHORE. Herè he must be of affable temper and a master of civilities. He must meet and mix with his inferiors in rank and society ashore, and on such occasions he must have tact to be easy and gracious with them, particularly when ladies are present, at the same time without the least air of patronage or affected condescension, though constantly preserving the distinction of rank.

"In old-established Navies like, for example, those of Britain and France, generations are bred and specially educated to the duties and responsibilities of Officers, but with a Navy lacking in traditions, it is particularly incumbent on those who are amongst its earliest recruits that every custom and method shall be established upon lines based on obtaining the truest efficiency as the result."

The writer goes on to state:—"I have not yet heard of an Admiral coming aft from the fore-castle." This does not, however, prevent the fact that in early days many such had risen from the ranks, notably, Sir Cloudesley Shovel. It is well for Cadet-Midshipmen joining, with all the advantages a College education implies, to realise that very surely the Royal Australian Navy will revert to the old practice of selected promotion from the lower deck when the time is ripe. It lies with you to so make use of the facilities of the education now offered that you need fear no competition, and being unafraid, will be able when the time comes to hold out the hand of friendship to the Officer who has arrived at his rank by another path.

MOTTO FOR P.1.—"The pen is mightier than the sword."

MOTTO FOR S.2.—"Where ignorance is bliss, 'tis folly to be wise."

PROBLEMS FOR P.1.

1.—A very small elephant, whose weight may be neglected, balances himself on a spherical ball whose diameter is 10 inches, which he moves with a uniform velocity "V" up an inclined plane of inclination "A." At the same time he raises his trunk with uniform accelerated velocity, from a vertical to a horizontal position.

Find:—The locus of the centre of gravity of a fly which moves a complete revolution of the trunk in the same period.

2.—A lady, on being asked her age, replied:—"If you multiply $\frac{1}{8}$ of the cube of $\frac{1}{4}$ the square root of what my age was last year, by $\frac{3}{4}$ of the cube of the difference of the digits of what it will be next year, the product will be $\frac{5}{8}$ of the square root of 15 times the sum of the digits of what my age will be in 10 years' time, divided by the $\frac{1}{8}$ of the square of the double of the cube root of my present age."

How old was she?"

3.—A speaks the truth twice out of 5 times.
B 3 times out of 7.
C once out of 9 times.
B states that A affirmed that C denies that D is a liar.

Investigate D's regard for veracity.

4.—If 50 yards of skimmed milk are required to make an elephant a white waistcoat, how long will it take a cat to crawl through a barrel of treacle, when potatoes are 2d. a lb.?

5.—A moveable platform is drawn with uniform velocity round a circular path of given diameter. Upon it, a walrus, whose weight is "W," pirouettes with a constant angular velocity on his left hind flapper and at the same time blinks with his right and left eye alternately, beginning with the right, at intervals which are in a given harmonical progression.

At the centre of the circle, a given hippopotamus pirouettes with a given velocity "N" in the opposite direction on his right hind leg and blinks with his eyes alternately, beginning with the left, at intervals which are in a given arithmetical progression.

Supposing that they begin to blink simultaneously, investigate the probability of each of them seeing the other, with his left eye alone, in a given time "T."

6.—A stout gentleman, on turning the corner of a road, suddenly finds himself in the presence of a bull, who immediately pursues him with a uniform velocity "V."

An observer (at a safe distance) calculates that the gentleman's speed varies inversely as the square of his distance from the bull, and as the inverse power of his own weight.

Suppose the gentleman's initial velocity to be "U," and that the heat of the weather causes his weight to vary inversely as the cube of the time he has been running, find when the bull will catch him, if the initial distance between the two be "D."

A BILLY-DO.

(With apologies to the author of the Dog Day).

7 a.m.—Woke up quite chirpy. Jumped up on my Man's bed to tell him all about it. Man says "MAD" backwards. Wonder why he talks like that. Sit on his chest.

7.1 a.m.—Sit in a corner and think. That boot was hard—one with nails in it.

7.10 a.m.—Steward brings my bloke's tea. I like the Steward, so do mysell up into a figure-of-eight, a clove-hitch and two round turns in front of him, and say good morning. Steward trips over me (Confound him!) and I get my face full of hot tea. Am thrown out. Never mind—there are bones in my private cemetery. Dig up a nice mellow one, fine vintage, some aroma.

7.45 a.m.—Worry the newspaper boy.

7.46 a.m.—Worry the newspaper.

7.47 a.m.—Digest the news of the day. Sleep.

Forenoon.—Superintend my Man at work.

Afternoon.—Sleep—tired of working.

Evening.—Look after things generally.

Night.—Eat. Sleep. Snore. A heavy day. Tired out.

Seamanship Instructor, to Cadet:—"What is a side buoy?"

Cadet:—"Ships are generally supplied with two side buoys: one is painted red and the other green."

THE FACT THAT COUNTS.

DID you tackle that trouble that came your way
With a resolute heart and cheerful?
Or hide your face from the light of day
With a craven heart and fearful?
Oh, a trouble's a ton, or a trouble's an ounce,
Or a trouble is what you make it,
And it isn't the fact that you're hurt that counts,
But only—How did you take it?

You are beaten to earth? well, well what's that?
Come up with a smiling face;
It's nothing against you to fall down flat
But to lie there—that's disgrace.
The harder you're thrown, why, the higher you
bounce;
Be proud of your blackened eye!
It isn't the fact that you're licked that counts,
It's how did you fight, and why?

And though you be done to death, what then?
If you battled the best you could,
If you played your part in the World of Men,
Why, the Critic would call it good.
Death comes with a crawl, or comes with a
pounce,
And whether he's slow or spry,
It isn't the fact that you're dead that counts,
But only—how did you die?

QUALIFICATIONS NECESSARY FOR A NAVAL OFFICER.

COURAGE, TACT and LOYALTY are, in my opinion, the chief of the qualifications required to make a good Naval Officer.

Of these, I would place before all others that form of bravery called MORAL COURAGE. The boy who possesses this virtue and who is prepared to cultivate it, is destined to become the future leader of men. Its absence or its negation produces the liar, the sneak, and the back-biter. Moral courage gives the power to say "No" when it is required, to refuse to do a dirty act, or to be strong enough to take the unpopular side. It enables a man to be his own master, and not the slave to the opinion of others.

TACT is also an important qualification. Tact is that quality which enables a man to do an unpleasant thing in the least offensive way, and it is always invaluable to a Naval Officer. If a rebuke has to be administered or fault found, let it be done so as to leave behind as little soreness as possible. To refrain from finding

fault where correction is needed is not tact, but weakness. Tact attains the end required; weakness avoids the difficulty. The display of Moral Courage and Tact will easily mark you out for advancement.

LOYALTY, the last of the cardinal virtues which I have named (though certainly not the least, from the Naval point of view) is, in its fullest measure, the virtue which it is most difficult to implant in a character where nature has not originally placed it. It should, therefore, be your aim to cultivate it by every means in your power. Loyalty is the very mainspring of well-being in any disciplined force.

I would have you differentiate between blind hero worship and true loyalty. There is no particular merit in displaying faith in a Senior that we admire and try to emulate. This is not loyalty as I understand it. The true test of a loyal nature lies in carrying out orders, the need of which we do not understand or of which we may actively disapprove. There are hundreds of cases which will present themselves in your path through the Service when you will have to carry out the orders of a Senior in a way which does not meet with your full approval: you would sooner do it in some other way: you feel sure that your work will be wasted and ineffective. This is where the true test of loyalty comes in. There comes the insidious temptation to let our juniors know that the way adopted is not "our" way; to say more or less definitely:—"It's what the Captain wants, and we are forced to carry out his orders, though we disagree with them." If the scheme fail, we have vindicated our own talent.

The objection may be put boldly and plainly, or it may be only hinted at, but the lack of loyalty is displayed, nevertheless. I say to you: Be loyal, even if you think that by doing so you will not appear to the greatest advantage.

If you disagree with an order that is given, it is always open to you to inform the giver respectfully as to your point of view, but once having done so, carry out his wishes with all your good-will, and endeavour to make his plan a success.

Whilst on this subject, I would suggest that it is well for Seniors to give with their orders the fullest and clearest information on all points, as it permits of their order being carried out in a more intelligent manner. The day of blaming a junior for failing to interpret an order, slackly given, should be gone for ever. Let

your loyalty carry you to the point of trying to assimilate the standpoint of your Senior, and, above all, do not allow criticism of your mutual Seniors to be made by juniors in your presence.

To deal with any difficult situation, KNOWLEDGE is required, and knowledge can only be arrived at by application. Strive, therefore, to know all the details of your profession so that you may be enabled to deal with any emergency which may arise in a clear-headed manner, commanding respect from all about you.

PHYSICAL COURAGE is also needed, but this is so much a question of sound nerves and good health that I hope none amongst you may be lacking in it. By "Physical Courage," we do not mean the failure to know what fear is: such courage is often the valour of ignorance, and due solely to lack of imagination and knowledge. It has been well said that "the man who knows fear and yet faces danger in pursuit of his duty in spite of that knowledge, is a braver man than the man who does not know what fear is." Brace and strengthen your will-power, therefore, so that no sudden shock or surprise will ever lead you into playing the part of the coward, even momentarily, through unexpected panic. It is your duty to "stop" panics, and not go with the crowd.

In the qualities mentioned above, viz., moral and physical courage, tact and loyalty, are comprised all that goes to make the true gentleman, and the truly great officer; in them is included truth, sobriety and chastity.

I would have you, however, to consider also some of the minor virtues, such as respect to your Seniors, consideration to your Juniors, and courtesy to all. With regard to the first, no man is fit to command until he has learned to obey, and obedience in its fullest sense does not end with the mere carrying out of an order. Endeavour to always do a little more than the letter of the law, even if only as a guarantee of good-will. Never presume on a real or fancied superiority; remember from the most ordinary standpoint that the small junior of to-day may well, sometime, through the chances of life, become your superior officer. It says much for the innate goodness of human nature that grudges contracted at school are very rarely paid back in after life.

Under the heading of courtesy to all, I place politeness to the public at large. Cadets must remember that the fact of their identity is written large upon them by virtue of their uni-

form. It is, therefore, particularly incumbent upon them, as the pioneers of the Royal Australian Navy, to see that the traditions of behaviour by Naval College boys shall be such that they shall not impair the grand old tradition which has hitherto made the term "Naval Officer" synonymous with the term "Gentleman."

19th January, 1912.

ONE OF THOSE OBJECT LESSONS:

OR,

How we DON'T do it at the R.A.N.C.

Scene:—A room elegantly furnished (by Ollendorf), with students, ink, pens and paper. Enter—

Monsieur le Professeur—"Good day, my sires the Cadets-aspirings."

Les etudiants—"Good-day, my sire the professeur."

M. le P.—"At-the-day-of-to-day he will make beautiful time, not is this step?"

Les E.—"Wee, my sire!"

M. le P.—"You comprehend all perfectly all this that I you say?"

Les E.—"Wee, my sire!" (crescendo).

M. le P.—"We make then of progress the more exploding."

Les E.—"Wee, my sire!" (full chorus).

M. le P.—"Eh well! then at-the-time-of-to-day I owe you to make part of an announce of all this that he there has of the more interesting."

Les E.—"? ? ? (they sit up and take notice).

M. le P.—"We shall make the experience of the Method Direct, of the lesson at the object."

Les E.—(aside)—"What's the bloke getting at, anyhow?"

M. le P.—"Aha! you speak* stocking, you you figure one so great surprise. Attend-you one moment and I him you reveal."

Les E.—(Not understanding, but anxious to assist in any way)—"Wee, my sire."

M. le P.—"I take one thing, this that you will, I hold him at the hand, I him you display, and I you demand—whatisthisthatthis thatthat? Then you me of him will give the name. Is this that you me comprehend?"

Les E.—(Recognising the last word)—"Wee, my sire!"

M. le P.—"Commence-we. Me-same, me who you speak, I am the Object." (He poses dramatically, finger on breast)—In me indicating, I you demand, WHATISTHISTHATTHISIS-THATTHAT?"

Les E.—"Kosciusko!"

M. le P.—"Respond-you. Me-same, I am the Object."

Une voix—"Please Sir, you are an object."

Une autre voix—"Please Sir, you are Kosciusko!"

(The name lasted, but the method didn't).

* Parler-bas. Help! Help! - EDITOR.

ACCOUNT OF THE FIGHT BETWEEN

V-LL-NE and K-M-N.

By HIAWATHA.

IF you ask me who did win it,
Win the gallant fight in question,
After many blows delivered
Many fierce and lusty buffets
From the fist of gallant K-m-n,
From the fearless man of S.2.,
I shall answer, I shall tell you—
Brave V-ll-ne did win it.

K-m-n stepped into the ring, he
Was a mighty man of valour
With a fist, a leg of mutton,
And with biceps like a football.
With his voice he roared defiance,
Shook the mountains, shook the valleys
With reverberating thunder,
Till the very College trembled,
And the Referee grew pale, he
Fancied he must have engagement
With "a man about a dog," who
Wished to see him mighty quickly.

Then up sprang the man of S.2.
Up in answer to his roaring,
For his heart was great within him,
Like a living brick his heart was:
With his left arm full extended
And his right arm ever ready.
Then in tempest of his anger
Did he rush at stalwart K-m-n
With a straight left did he smite him,
Upper-cut him, tapped his claret.

Then a voice was heard, an order
 "Break away there, break away there,"
 But still the pitter patter
 Of the feet upon the boarding.
 Then he swung aloft his big fist,
 Shouted loud and long his war cry,
 And he smote the mighty K—m—n
 In the middle of his forehead,
 Right between the eyes he smote him,
 And there fell the mighty monster
 With a thud like distant thunder
 Flat upon his back before him.....
 With the heavy blow bewildered,
 Rose the gallant Mr. K—m—n,
 Panting with the wild exertion,
 Palpitating with the struggle
 But his knees beneath him trembled
 As he reeled and staggered forward.....
 And lo! the fight was over.

CADETS' CANTEEN.

Official Opening.

MR ALBERT'S HISTORIC SPEECH.

PRESENTATION BY CADET-GUNNER.

The 6th day of April of the present year will live long in the memories of those who were fortunate enough to be present on the occasion of the Official Opening of the Canteen at the R.A.N.C.

Cadet O. E. Albert performed the ceremony, in the presence of a distinguished company, the only notable absentee being Bill Grant, who, however, sent a wire saying that he was unavoidably detained on important business in the Pantry, but wished the Canteen the best of luck, and sincerely hoped that a plentiful supply of bones would always be kept in stock.

The Canteen, which is only a temporary structure, is situated on the starboard side of the Playing Field, and commands a lovely view.—The permanent Canteen is being erected at Jervis Bay.

Mr. Albert arrived at the Canteen punctually at 1.45 p.m., escorted by the 1st Lieutenant, and the Cadets (who looked very smart in their working rig) were drawn up in two lines to receive him. Their pockets were overflowing with 6 weeks of back pay, and their rosy young faces beamed with the anticipation of consuming the large stock of delicious sweetmeats collected and displayed in tempting profusion before their eager gaze.

MR. ALBERT'S SPEECH.

"It is with very great pleasure that I take part in this great function to-day. (Cheers). I thank you one and all for the honour you have conferred on me in asking me to open this Canteen, which I feel assured will be of lasting benefit and a source of great happiness to you Gentlemen and myself. (Loud cheers). What can be more relaxing, after a very arduous day at Studies, than to exercise our mouths by stringing out some of the glorious stick-jaw and other edibles of a similar nature that I hear is to be sold? (A voice—"Votes for Women!") although by my ample proportions I may be judged to revel in all the nice things sold here (Loud laughter, and a voice—"So you do") I feel that you will all do justice to it, especially on Saturdays, when your pockets are full to overflowing with money from the Paymaster's table. Not being accustomed to speech-making, Gentlemen, but, like some of you, more able to enter into the pleasure of eating some of the very enjoyable edibles that I see before me, I have very great pleasure in declaring this Canteen open. (Loud and prolonged cheering). I would ask you all, being Sunday, to refrain from too much shouting, which I know is the only means of relieving your pent-up feelings, due to the excitement caused by this ceremony, which will be marked, I feel sure, as an epoch in the history of this College." (A great outburst of cheering, which lasted several minutes).

When the applause had eventually subsided, the 1st Lieutenant introduced the Cadet-Gunner, who presented Mr. Albert with a delightful miniature jam tart served on a large silver dish, and said that he, speaking on behalf of the Officers and Cadets, much appreciated the honour that Mr. Albert had conferred on all hands by consenting to open the Canteen.

A rush was then made for the Canteen, and Cadet-Steward Pearman had the busiest five minutes of his life.

Captain of H.M.A.S. "Melbourne," to Cadet :—
 "Well, and what do you think of the "Melbourne"?"

Cadet :—"A very fine ship, Sir. Much better than the 'Encounter.'"

Captain of M. (expecting an answer in the negative) :—"I suppose if the Captain of the 'Encounter' asked you the same question you would say just the opposite?"

Cadet :—"Yes, Sir!"

SING-SONGS.

OFFICERS.

A "dummy-run," to start the ball a-rolling, was held on June 7th.

The Officers were the only performers, with the exception of Cadet Mackenzie, who played selections on his violin.

The programme was as follows :—

Lieut. Monk	..	" Nancy Lee " and " Postillion "
Lieut. Weeks—	" Father O'Flynn " and " Three Jolly Sailor Boys "	
1st Lieut.	" The Flowing Bowl " and " John Peel "	
The Chaplain	" Sally in our Alley " and " Polly "	
Cadet Mackenzie	..	Violin Selections
Nav. Inst. Smith—	" Little Irish Girl " and " A Pretty Girl under the Rose "	

The Director of Studies kindly accompanied on the piano, and the Cadets did the right thing with the choruses.

No glasses of sea-water were required !

CADETS.

The Cadets gave a return Sing-song on June 14th, and the Squeegee Band, conducted by Mr. Getting, was a great success.

We should have liked to have heard more Cadets sing or attempt to sing. " It is better to have sung out of tune than never to have sung at all."

Programme.

Selections	..	..	Squeegee Band
Song—" Anchored "	..	Cadet Captain Larkins	
Song—" Three Fishers "	..	Cadet Cunningham	
Song—" Hearts of Oak "	..	..	Mr. Dix
Duet—(Violin and Piano)	Cadets Mackenzie & Kimlin		
Song—Schubert's " Addio "	..	..	Chaplain
Song—" The Old Brigade "	Cadets Cunningham and Sadleir		
Song—" Thora "	..	..	Steward Roberts
Song—" Allan Water "	..	..	Mr. Dix
Song—" Riding down to Bangor "	..	..	Mr. Trivett
Selections	..	..	Squeegee Band (N + 1 Cadets)

SHIP'S COMPANY.

This Sing-song was held on June 25th, and was a huge success.

After strenuous endeavours, the Chaplain (to whom our very best thanks) managed to get the stage fixed up in time, and very well it looked. The drop-scene had not then been painted, but two very attractive-looking mermaids (Artist—A. B. Conder) with their tails forming clove hitches or some such knot, gazed down on an admiring audience that must have numbered well over the hundred.

It would be invidious to pick out any item for special mention where all did so well, but we must offer our heartiest congratulations to the Ships' Company and their friends for turning out such an excellent show. Well done all !

R. A. N. COLLEGE CONCERT.

Wednesday, June 26th, 1918.

Programme.

PART I.

Overture—" Alice "	..	..	Mrs. Ball
Song—" If they ask your name "	..	A. B. Hollywood	
Euphonium Solo—" Down the Vale "	..	..	Mr. Bulch
Song—" No one to care for us now "	..	Miss Basil Maher	
Recitation—" Guilty or Not Guilty "	..	..	Steward Hennigan
Fancy Dance—" Top of the Morning "	..	..	Empire Troupe (Miss Parker's Pupils.)
Song—" The Flight of Ages "	..	..	Steward Beavis
Song	..	..	P. O. Blackmore
Song—" I wonder if you miss me "	..	..	P. O. Greening
Song—" I'm only down for the day "	..	..	A. B. Young

PART II.

Overture—" The Mocking Bird "	..	..	Mrs. Ball
Song—" Bid me to love "	..	..	Steward Rogers
Song—" Mr. Booze "	..	..	Steward Penfold
Banjo, Bone and Mandoline Solo—" Fandango "	..	..	(Messrs. Pearman & Parkes, P. O. s Mansell, Blackmore and Peak).
Song—" A Girl in Blue "	..	..	Steward McLachlan
Descriptive Battle March	..	..	Mr. Twentyman (Champion Drummer of the world)
Recitation—" The Lifeboat "	..	..	A. B. Conder
Song—" Your eyes have told me so "	..	..	Steward Roberts
Song—" The little shirt my mother made me "	..	..	P. O. Gen
Bagpipe Selection	..	..	Mr. Wilson
<i>Accompaniments by Mrs. Ball & Miss Jean Joyce.</i>			
God save the King!			



SHIP'S COMPANY'S QUARTERS.



SHIP'S COMPANY

THE MUTINY OF THE "BOUNTY."

BY

EDWARD BÉCHERVAISE,

(*Sec of the Chamber of Commerce, Geelong.*)

THE eventful history of the Mutiny of the "Bounty," Bligh's passage in the ship's launch, the subsequent capture of some of the mutineers, and the eventful discovery of the one survivor and a number of half-caste descendants of the mutineers on Pitcairn's Island, is an old-told tale which never seems to lose its interest.

The subject has been treated by numerous writers and in various ways, but I do not, except in one instance, recollect its being dealt with by any member of the nautical profession, and it is from that point of view I desire to make some few observations :

First, in order to refresh our memories, let me give a brief outline of the occurrence.

The object of the "Bounty's" mission was the collection of the Breadfruit plant at Otaheite and its conveyance to the West Indies, the British Government at the instance of planters in those possessions having decided that the transplantation of the Breadfruit would prove of benefit to the natives there.

Lieut. Bligh, who had previously sailed with Capt. Cook, the illustrious explorer and navigator, was appointed to H.M.S. "Bounty," and sailed for the South Seas on his mission in December, 1787.

To a sailor a description of the vessel is of interest, and I learn from old records that the "Bounty" was a square-rigged vessel of 215 tons burthen. Her extreme length was 90 feet, her beam was 24 feet, and she had a depth of hold of 10 feet.

Compare this vessel with some of the modern sailing ships visiting Australia to-day, such as say, the "Lindfield," of 2,169 tons register, 277ft. long, 42ft. beam, and 24ft. depth of hold, and you will have some idea of the diminutive size of the vessels our forefathers made their sea voyages in, a century ago, by sail only, without the aid of steam.

The internal arrangements and fittings of this vessel are also subjects that any seafaring person is interested in, and I find from a description given by one of the authors in "The Naval Pioneers of Australia," Mr. W. Jeffrey, that below the upper deck her space was divided

as follows:—Nineteen tons of iron ballast and provisions and stores for the ship's company in the hold. In the cockpit on the orlop deck cabins for subordinate officers. On the 'tween decks a small room for Bligh with another room for dining and general use, and a small cabin for the master. Then from right aft to the after hatchway a regular conservatory was rigged up. Rows and rows of shelves with garden pots for the plants ran round the sides; regular gutters were made to carry off the drainage when the plants were watered, and water being precious the pots drained into tubs so that the water might be used again, while special large skylights admitted air and light. On the fore side of this lived the more subordinate officers and still further forward the crew.

Her armament consisted of four six-pounders and four swivel guns. These would be disposed of in the usual way adopted in such vessels, i.e., two six-pounders on each side pointing through ports cut in the bulwarks, the swivels being placed in such a position as would enable them to be trained in any direction.

Her complement amounted to 46 hands which seems sufficient compared with the small number of men carried by modern vessels.

The "Bounty" sailed in December, 1787, and after touching at Teneriffe, Cape of Good Hope, and Adventure Bay, Tasmania, arrived at Otaheite in October, 1788, some nine months on the passage, showing the leisurely methods of the navigators of that time. Under ordinary circumstances at the present time the passage would be made in any vessel of similar description in about four months.

A stay was made at Otaheite until April 1th, 1789, some six months, during which time 1,015 Breadfruit plants, besides many other valuable specimens of plants and fruits belonging to the island were collected.

Here again there seems to have been considerable delay in carrying out this work. One would imagine that 1,000 Breadfruit plants might have been collected in very much less time than six months. In fact, to the mind of the modern sailor, a couple of months should have been ample to do all that was required, as well as such refitting of the ship as was necessary.

On April 25th (the vessel being 23 days out of Otaheite), Bligh, in his journal, says: "We shaped a course for the island of Tofoa, the wind being light. The master had the first

watch (i.e., from eight to midnight). The gunner had the middle watch from midnight till four in the morning, and Christian, the master's mate, the morning watch, from four till eight.

"Just before sunrise Christian with the master-at-arms, gunner's mate and Thos. Burkett, able seaman, came into my cabin while I was asleep, and seizing me tied my hands behind my back, threatening me with instant death if I spoke or made any noise. I was then taken on deck, and the boatswain was ordered to hoist out the launch. This was done, and a number of the crew and myself were compelled to embark in her."

This boat, the launch, was the biggest one carried, being 23ft. long, 6ft. 9in. beam, and 2ft. 9in. deep, and was fitted with a windlass under the thwarts, and a movable davit for lifting anchors, etc. She had a square stern and a bow not unlike that of a modern whaleboat, and appears to have been altogether a good serviceable boat, and, if not over-crowded and overloaded, might be expected with skilful handling to live through almost any weather. Unfortunately for Bligh and his companions the boat was over-crowded and over-loaded, and when they got away from the ship she had only some 7in. of freeboard, i.e., the edge of her gunwale was seven inches above the water. There were in all 19 persons in this launch, consisting of:—

Lieut. Bligh.....	in command.
Jno. Fryer.....	Master.
Thos. Ledward.....	Acting Surgeon.
David Nelson.....	Botanist.
Wm. Peckover.....	Gunner.
Wm. Cole.....	Boatswain.
Wm. Purcell.....	Carpenter.
Wm. Elphinstone....	Master's mate.
Thos. Hayward.....	Midshipman.
Jno. Hallett.....	"
Mr. Samuel.....	Clerk.
Jno. Norton.....	Quartermaster.
Peter Linkletter....	"
L. Lebogue.....	Sailmaker.
Jno. Smith.....	Cook.
Thos. Hall.....	"
Geo. Simpson.....	Quartermaster's mate.
Robt. Lamb.....	Butcher.
Robt. Tinkler.....	Boy.

To members of the nautical profession it is noticeable that out of the 19 persons in this boat 14 were either officers, warrant officers or petty officers, the remaining portion being made up of two cooks, a butcher, and a boy.

One's sympathy naturally goes out to that boy, for we can imagine the dreadful time he must have had in common with the others. He is not mentioned again in the whole of Bligh's journal; we however know that he eventually arrived at Timor, as one man only lost his life on the passage. There remained on board the "Bounty" the following pirates, as Bligh describes them in his narrative:—

Fletcher Christian..	Master's mate.
Peter Heywood.....	Midshipman.
Edwd. Young.....	"
Geo. Stewart.....	"
Chas. Churchill.....	Master-at-arms.
Jno. Mills.....	Gunner's mate.
Jas. Morrison.....	Boatswain's mate.
Thos. Burkitt.....	Able seaman.
Matthew Quintal....	"
Jno. Sumner.....	"
Jno. Millward.....	"
Wm. McKoy.....	"
Hy. Hillbrandt.....	"
Michael Byrne.....	"
Wm. Musprat.....	"
Alex. Smith.....	"
Jno. Williams.....	"
Thos. Ellison.....	"
Isaac Martin.....	"
Rd. Skinner.....	"
Matthew Thompson	"
William Brown.....	"
Jno. Coleman.....	"
Chas. Norman.....	"
Thos. McIntosh.....	"

In all 25 persons, and the most able men in the ship's company.

Bligh had in the launch, 150lbs. of bread (i.e., biscuits), 16 pieces of pork, each 21lbs. weight, six quarts of rum, six bottles of wine, 28 gallons of water, and four empty barracoes or small water casks.

The boatswain before leaving was allowed to collect some twine, canvas and cordage, and the boat must have had the usual equipments in the shape of sails, oars, grapple, etc.

The only arms they had were four cutlasses, which were thrown into the boat as she was veered astern.

Bligh was also given a quadrant and compass.

Now here was Bligh cast adrift in an open boat with 18 companions in misfortune during mid-winter in these seas: a time at which heavy rain and frequent gales are prevalent. It

was without a doubt a terrible position to be placed in, and one which comes home to the mind of every seaman.

As the evidence at the court-martial afterwards conclusively showed, Bligh, by his overbearing and tyrannical behaviour on board his ship, was partly responsible for the position in which he now found himself, but whatever may have been his failings in this direction, he now showed himself in another light altogether, as one equal to the occasion.

His first duty was to make up his mind as to the port he should steer for, and here he shows his determination and decision of character.

In his journal of the voyage he says:—

"We were now sailing along the west side of the island of Tofoa, and my mind was employed in considering what was best to be done. I was solicited by all hands to take them towards home, and when I told them no hopes of relief remained for us, but what I might find at New Holland, until I came to Timor a distance of full 1,200 leagues where there was a Dutch settlement, they all agreed to live upon one ounce of bread and a quarter of a pint of water per day.

"Therefore after examining our stock of provisions and recommending this as a sacred promise for ever to their memory, we bore away across a sea where the navigation is but little known in a small boat 23ft. long deeply laden with 18 men (he lost one man killed by natives at Tofoa) and nothing but my own slight recollection of these seas; so having divided the people into watches and got the boat into a little order, we returned thanks to God for our miraculous preservation, and fully confident of His gracious support, I found my mind more at ease than for some time past."

This last paragraph will appeal to any sailor who has in the course of his career been placed in predicaments of a similar nature. There are many people who imagine sailors to be an irreligious body of men, reckless and careless in their conduct and devoid of all thoughts of a higher nature. Let me say here, that this idea is totally without foundation. During a long experience of seamen I do not recollect any case where the existence of a supreme power was denied, due no doubt to the fact that from the very nature of their calling they are, perhaps, more than other folk, brought face to face with Nature. Truly old David the Psalmist was right when he said, "They that go down to the

sea in ships and occupy their business in the great waters, these men see the works of the Lord and His wonders in the deep."

The castaways suffered severely from the scanty allowance of provisions, which was strictly weighed out each day with a pair of scales made out of the portions of shells of coconuts, the weight used being a pistol bullet of which 25 went to the pound. Each man's allowance, therefore, was one twenty-fifth part of a pound of biscuit and a quarter-of-a-pint of water.

In order to illustrate what this really meant, take a ship's biscuit of the present day, say about four inches long, two inches wide, and half-an-inch thick. About six of these go to the pound, consequently the allowance for each unfortunate was about a quarter of such a biscuit as I here describe, with about half a teacupful of water.

The weather for the greater part of the voyage was decidedly bad. In going through Bligh's journal I find that out of the 43 days no less than 21 were described as either blowing a gale with heavy sea, or else pouring with rain.

Bligh says they were constantly wet; the nights were very cold, and at daylight their limbs were so benumbed that they could scarce find the use of them.

On several occasions the motion of the boat was so violent in the heavy seas that, in order to obtain the sun's altitude so as to ascertain his position, Bligh had to be propped up and supported whilst doing it.

A couple of islands were touched at during the passage, giving opportunities of stretching their legs and getting a decent sleep, but little or nothing in the way of food was obtained there.

A couple of incidents that occurred whilst on these islands show that Bligh was a man of determined courage, and kept a tight hand over his men. One man was sent out to collect birds, and after collecting and concealing some, carelessly frightened the remaining birds away. Says Bligh, "I thereupon gave him a good beating; this man (Robert Lamb) afterwards acknowledged that he had eaten nine of the birds. On another occasion one of the men went so far as to tell me, with a mutinous look, that he was as good a man as myself. It was not possible for me to judge where this would end if not stopped in time, therefore, to prevent such disputes in future, I determined to preserve

my command or die in the attempt, and seizing a cutlass I ordered him to take another and defend himself. On this he called out I was going to kill him and made concessions. I did not allow this to interfere with the harmony of the boat's crew, and everything soon became quiet."

His last remark shows a complacency of mind that is admirable, but one ventures to think that arming a mutineer was hardly the safest way to settle the trouble, but as it happened it answered the purpose.

Strange to say, during the whole passage only about a couple of fish were caught, although a line was kept towing astern of the boat.

A few sea-birds were captured, and being divided up head, legs, bones and all, were thankfully accepted as a change of diet.

In connection with this a very ancient sea custom was adopted, the birds were cut into as many portions as there were men; one man then turned his back, and Bligh, placing his finger on a portion said, "Who is this for," the name of any person that came first in the mind of the man whose back was turned was mentioned, and the portion went to him.

This method is customary amongst sailors right up to the present time, or was until quite recently. It proves a fair method of dividing food, where perhaps from favouritism or other causes one man receives a larger portion of food than others; this, where the allowance of food is limited, prevents dissatisfaction amongst the participants.

Thus the dreary voyage dragged along until, on June 14th, this boat load of gaunt skeletons arrived safely at Coupang, in the island of Timor, where they received the kindest treatment from the Dutch residents, and so ended this memorable voyage of 3,618 miles in an open boat.

One man lost his life by an attack of savages at Tofoa. Nelson, the botanist, Elphinstone, a master's mate, two seamen and the acting surgeon died after arrival at Timor. Bligh and the remainder of the men secured passages from Batavia, and arrived in England in March, 1790.

Considerable diversity of opinion has existed as to the cause of the mutiny. Bligh's version was that the stay at Otaheite had demoralised the ship's company, and that the seductive influence of life amongst the natives proved too strong an attraction. On the other hand it was stated in evidence that Bligh's tyrannical and overbearing conduct was the cause.

In fact this latter phase of the question was pretty conclusively brought out during the Court-martial. But whatever may have been the cause, one cannot but admire the able manner in which Bligh dealt with the situation from the time he was cast adrift from the "Bounty"; and, tyrant and martinet as he was shown to be on board his ship, he, during the boat voyage, proved himself to be not only a prime seaman and skillful navigator, but also a man of determined purpose and courageous disposition.

In the short space at my disposal I do not intend to go into the proceedings of the mutineers after they sailed away in the "Bounty." It is a matter of history how some of them remained amongst the natives of Otaheite, and how Christian and the others eventually reached Pitcairns Island and, after burning the vessel, settled there with their native wives.

In 1809, some twenty years after the mutiny, a report was received at the Admiralty that an American whaler, the "Topaz," Capt. Mahew Folger, calling at Pitcairns Island in the hope of capturing seals, found it inhabited by one white man and about 35 half-caste women and children; this white man proved to be Alex. Smith, the only survivor of the "Bounty" mutineers, who had altered his name to Adams.

Some six years elapsed before the British Government took any steps to investigate the matter, when Sir Thos. Staines, in H.M.S. "Briton," reported that he had fallen in with an island where none was shown on the chart, and he was of the opinion that it must be undoubtedly that called Pitcairns. He then described his meeting with Smith, and also with Thursday October Christian, a son of the chief mutineer.

It may be mentioned that the writer's grandfather was on board the "Briton" at the time, and was present when Sir Thomas Staines interviewed Smith, and in a book he wrote, entitled "Thirty-six years Seafaring Life," describes Smith as a venerable old man of pleasing manner, who, after the death of the other mutineers, had constituted himself head of this little community, and had set himself to teach the younger members to read and write, and to impart such knowledge as he possessed.

In view of Smith's age and the length of time that had elapsed since the mutiny, it was considered inadvisable to remove him. He was consequently left in peace, and died there some years afterwards.

Although uninhabited when the "Bounty's" people took possession, there is evidence that the island had been previously occupied, as burial places have from time to time been discovered, with the skeletons having a pearl shell under the head (not found there), stone hatchets and other warlike implements have also been found.

In 1856 the population became too numerous for the island, and were removed to Norfolk Island, but some 40 of them becoming dissatisfied, returned to Pitcairn, and quite recently I was informed by the captain of a ship, who had called off Pitcairn Island, that there were about 140 people living there. He also showed me the signature in the vessel's log book of one of the islanders who came off to the ship,—he signed himself Fletcher Christian, chief magistrate.

Pitcairns Island is $2\frac{1}{4}$ miles long in an E. by S. and W. by N. direction, and is 1 mile broad.

The only landing place is at Bounty Bay, on the N.E. side, and is dangerous except in fine weather.

The soil is rich but porous, a great proportion being decomposed lava, the remainder rich black earth with clayey ground.

The climate is temperate, the thermometer ranging from 59 to 89 in the shade.

Spring commences in August, which is their harvest time, when they dig potatoes and yams, their principal food. Two crops of these are produced annually.

The vegetables grown are yams, sweet potatoes and Irish potatoes; the api root and taro in small quantities; fruits and plaintains, pines, melons, oranges, breadfruit, sugar cane, limes, and vi or Brazilian plum; maize is also cultivated.

There are no springs or permanent water, and they are dependent on rainfall for this.

Fish, once a reliable source of food, are now getting scarce.

In approaching Pitcairn from the southward after rounding the East end, St. Paul's Point is passed: this is composed of grotesque shaped spiral rocks; further on appears Adam's Rock; after passing this, about a cable's length to the N.W., it brings you abreast of Bounty Bay.

There being no anchorage, however, vessels are compelled to stand off and on under sail.

NOBODY!

1

WHEN to the Gym. I wend my way
To do of No. 4 one day,
Who says, "I'll do yours if I may" ?
NOBODY!

2

And when my back aches at pole drill,
Who is it gives the order, "Still!"
"Pray, take a seat, you're looking ill" ?
NOBODY!

3

When round the field for miles I walk
In single file and mustn't talk,
Who says "Lie down and have a caulk" ?
NOBODY!

4

When in the gig I pull for hours,
And perspiration off me pours,
Who gives the welcome order, "Oars!" ?
NOBODY!

5

When in the motor boat I steer,
And crash into the College Pier,
Who says, "It doesn't matter, dear" ?
NOBODY!

6

When uniform marked 22
Is in the Scran-bag, who says, "DO
Let me buy them out for you" ?
NOBODY!

7

When to the Pattern-shop I go,
And cut an arm off—or a toe,
Who says, "It's not YOUR fault, I know,"
NOBODY!

8

When chipping with the cold chisel
I hit my thumb and make it swell,
Who'll "kiss the place and make it well" ?
NOBODY!

9

And when the leave is drawing near,
With thoughts of Home and ginger beer,
Who says he'd like to spend it "here" ?
NOBODY!

BILL'S PHILOSOPHY.

As a beauty I am not
 a star,
 There are others more handsome
 by far ;
 My face—I don't mind it,
 For I am behind it,—
 The people in front get
 the jar !

PICNIC.

We left the Pier about 2 p.m., and formed line ahead in the reverse order of fleet numbers, the Skiff leading, followed by the Cutter, with the "Unkypurdoodlum" (Gronk in tow) bringing up the rear.

There was a nice breeze, and we reached our anchorage off Avalon, Lara, at about 7 bells—well, when I say "we," I should leave out the Skiff, as apparently she was still backing and filling off the Pier, while we were busy landing the grub.

Several rude signals were made by the Cutter during the passage with reference to the slow speed maintained by the Flagship, and vice versa—"Let us know when you want a tow; don't be late for prep.; don't waste your wind shouting—keep it for the sails; why don't you get out and Push her along," etc.

We found quite a decent place for tea, and, after a game of cap-ball (the First Lieut. and Lieut. Weeks, by the way, seemed to be in rotten training, and Mr. Dix was not much better—too much smoking, I suppose) did full justice to it, the Skiff's crew arriving just in time.

The Officers, after tea, showed us how "not" to shoot straight, and then it was time to embark.

We all shifted round in the boats, and I went in the Unky. Larkins nearly got capsized in the Gronk and then came on board and finished all the sandwiches. I was most annoyed, as I wanted to do so myself. We made rings round the Cutter, and then went back to give the Skiff a tow. We missed our moorings by Yards owing (so the 1st Lieut. SAID) to the fact that he couldn't see through the fat backs of a lot of Cadets, who fell in on the fore-castle before the order to "clear lower deck" was given—of course that was not ALL he said.

Eventually the Skiff had to tow us to our moorings.

Well, the Cadets in the Cutter said THEY won; and we in the yacht said WE won; and the skiff said THEY won, because they towed us back!

We were very glad (?) to get back in time for Prep., and enjoyed our afternoon's outing very much.



R. A. N. COLLEGE. CADETS' QUARTERS,

ACCOUNT OF OUR ONE DAY'S CRUISE.

On March 26th, Australia's first large fighting ship, H.M.A.S. "Melbourne," was due to arrive at Melbourne. We were told a week before that H.M.A.S. "Encounter" would come to Geelong and take us outside Port Phillip Heads to meet the new ship, which might, in a few years' time, be "my ship."

The whole 28 of us were very pleased at the thought of going to sea, even for one day only, in a Cruiser, and took extra care not to break any regulations which might mean a drop of leave stopped.

Wednesday came at last, and we all (no one had been "caught" breaking rules) were turned out at 5.15 a.m., had breakfast, and were fallen in on the Pier at 6.30.

The party consisted of Eng.-Lieut. Weeks, the Cadets, one Petty Officer, two Stewards, two hundred sandwiches, one hundred and twenty rock cakes, and several baskets of something to eat.

It was a tight stow to pack ourselves away in the Cutter and leave the oars free to be pulled—we should have used the Motor boat, but just about then she was a bit out-of-sorts, and refused duty.

After sundry crabs and minor mishaps, we reached the "Encounter," climbed up the gangway, saluted the Quarter-deck, and fell in to await orders.

We were then told to look round the ship, but "not" to get in the way of men working or to touch the guns, etc. We at once proceeded to look round the ship, to get in the way of men working, to touch the guns, etc.

The great anchor and cable was hoisted aboard, the engine-room telegraphs rang, and in a very short time we were heading for Hope-toun Channel and the open sea.

At 9 a.m. Divisions were sounded off, and the Ship's Company were fallen in in different parts of the ship, while we were two deep on the Quarter-deck. Each Officer reported his Division to the Commander, and the bugler sounded the "Close," at which everyone was marched aft to the Quarter-deck. The Chaplain then read prayers, after which all the men did a quarter-of-an-hour's physical drill. We were much amused to see the slackers, who shirked drill, sent at the double over the mast-head.

When the drill was over, the bugler sounded "both watches," and all hands were fallen in;

the Commander told the men off for their various places of work, his orders being repeated by the Chief Boatswain's Mate in a sixty-elephant-power roar, and away the men doubled to their work.

We spent a part of the forenoon in the engine room, and were particularly struck by the compactness of everything, and the great amount of machinery crammed into such a small space.

The three Destroyers joined us at about 7 bells, and we got into single line ahead, the "Encounter" leading. Going through the Heads we ran into some choppy water. The Destroyers danced about a good deal and so did we (a little but not much) which was a pity—at least some of us thought so, as it was near to dinner-time.

We met the "Melbourne" at 8 bells, and took up our station astern of her, still keeping single line ahead.

Soon after this, without any warning, he of the elephantine voice piped, "Hands to their stations for dressing ship"; then came a signal from the "Melbourne," an order to hoist away from one of the Officers, a rush of feet on deck, and before you could say "Knife" the ship was dressed.

We continued in single line ahead until we reached Melbourne Town Pier, and here the Governor-General came on board and received the Captain of the "Melbourne," during which we were fallen in on the after bridge, forming part of the Guard of Honour.

As soon as the G.-G. left we were once more turned loose in the ship, and several of us managed to find either a sister-brother-father-mother-uncle-aunt-nephew or niece, who asked leave to, take us away. We did not expect it to be granted, but I suppose our relations looked rather trustworthy, so off we went. The unlucky ones, who could produce no relations, were fallen in on the Pier and marched to the station, and took a train to Melbourne, where we joined them in time to catch the Geelong train.

We reached North Geelong in safety, after sundry inter-carriage scraps, and got back to the College at 8.30 p.m.

It had been a long and interesting day for us,—we had tea and so to bed well nigh tired.

Seamanship Instructor, to Cadet:—"What is a 'rogue's yarn'?"

Cadet:—"A story told by an untruthful sailor."

A CADET-MIDSHIPMAN'S NIGHTMARE.

(After the day in the "Encounter")

1

I dreamt that I lived in a six-inch gun,
(The "Encounter's" goat and me),
I was fed upon funnels and cutters oars,
And drank from a bucket of "sea."

2

I gave all the Officers 4 days 4,
And painted the Fore Control,
While the bosun's mate and the starboard
watch
Dressed ship with lumps of coal.

3

I spread the Quarter-deck with jam,
And the anchors "went about,"
I altered course for the ship's Canteen

A voice: "Turn out! turn out!"

THE REASON WHY OSBORNE HOUSE WAS SELECTED FOR THE TEMPORARY NAVAL COLLEGE.

When Admiral Henderson's recommendations for the organization of the Naval Forces of the Commonwealth were published in April, 1911, a site on Middle Head in Sydney Harbour was advised for the erection of the Naval College. The City of Sydney had contributed a sum of £40,000 towards the expenses of erection, with the proviso that the College should be in the vicinity of that City. Admiral Henderson did not consider that Middle Head was an ideal site, but that it was the best of those inspected.

The Officer nominated by the Admiralty to superintend the initiation of the College arrived in Australia in May, 1911, and was directed by the Naval Board to make a further report upon the matter.

It now became apparent that certain disabilities existed in the Middle Head site which had been unsuspected by Admiral Henderson, and after a variety of possible localities had been inspected and reported upon, these including Trial Bay, The Pitt Water, Sutherland House on the Georges River, La Prouse and many others, the report advised that in Port Hacking a perfect site for a Naval College had been found.

Steps had been taken for the reservation of land at Burrameer Point, and it was hoped that an early commencement would be made with the work, when the question was raised in the Federal Parliament whether the Naval College should not be of necessity in the Federal Territory. It was pointed out that the Military College had been located at Duntroon solely for this reason, and it appeared to be very generally considered necessary by the Members that the Naval College should be placed at the Federal Naval Port.

Jervis Bay, as a site, had been considered, but in view of the fact that no railroad existed nearer than Nowra, distant some 25 miles, it was realised that much delay must take place if the College was to be located in that neighbourhood. The open nature of the foreshore, causing the sea to be often too rough for boating, was another disadvantage.

The Government had, however, made up their minds on the subject, and surveys were commenced for the construction of a Naval College at Captain's Point, a headland facing the entrance to Jervis Bay.

It was in many ways a beautiful and suitable site, but it soon became obvious that the delays anticipated by the Naval Board had not been under-estimated. Since an early commencement of the training of Naval Officers for our Fleet was all-important, it became necessary to consider whether any possible means of commencing training at an earlier date existed. Such an alternative existed at Osborne House, Geelong, where the residence of Mr. Philip Russell had been bought by the Geelong Harbor Trust to enable certain Port developments to be carried out.

Since its purchase, Osborne House had been run as a Boarding House with but indifferent financial success. The Harbor Trust now offered Osborne House as a free gift to the nation for so long as it should be used for Defence purposes. Osborne House was inspected, and the Officers of the Home Affairs Department considered that, with an expenditure of £8,000, a temporary College could be made ready at least a year before the College at Captain's Point could be ready, assuming the very earliest date possible. The Government approval of this course was obtained, and the work was completed in time for the Official Opening on March 1st.

The trustees of the City of Sydney Dreadnought Fund have accepted the College at Jer-

vis Bay as complying with the conditions of the Trust, and a block of buildings at the permanent Naval College will be named to commemorate the gift.

Whilst mentioning names, it is of interest to note that, whilst the selection has been influenced by quite different causes, Osborne is also the name of the preparatory British Naval College in England. The names associated with the permanent Naval College are almost all naval. Jervis Bay perpetuates the memory of the Earl of St. Vincent, one of the greatest British Admirals. Captain's Point was named after the ship which Nelson commanded in St. Vincent's crowning victory. The St. George's Inlet, a fresh-water lake close behind the College, is significant of the grand old Cross of St. George, which floats over the ships of the Royal Australian Navy, as it has done for hundreds of years over the ships of the older Service, of which the Australian is an offshoot. Last, but not least, dominating the landscape from the coast, we have the curious conical hill which was sighted by Captain Cook when first he visited this coast, and which was named by the great Navigator, and is still known as Cook's Pigeon House.

With such associations, let us hope that the R.A.N.C. will turn out seamen who may worthily perpetuate the best traditions of the past.

CRICKET.

Cadets' 1st XI. v. Ship's Company, March 19th.

[By our Special Correspondent, P. J. K.]

The preliminary practice by both sides of players foretold a great match. The Cadets won the toss and elected to take first knock, and were led by Larkins and Burnett. Roberts kept the wickets, while Jones bowled. Proom started with a maiden over, and Larkins was bowled by an easy ball—the fourth of the next over. Things looked black for the Cadets, for he was one of their best men. Showers filled the vacant crease, but did not stay long, going out with a score of 1 to his credit. Farncomb followed in and broke his "duck" with a single, followed by another. With another snick Burnett obtained

2. Farncomb was caught by Spillane off Jones. Sadleir took up the bat, making a score of 5 before going down. Burnett still hit bravely, and the score now stood at 36. Reilly was next man in, but was caught in the long field by Jones off Greening. Esdaile then came, and scored a 3 off his second ball, and Burnett also got a 3 off Penfold. Esdaile's bails went flying with the next ball, and he retired with a score of 5. Feldt filled the gap, but did not score many. Singles were prominent, but Nurse broke the spell with a 2 off Hennagan. Ones and twos followed in quick succession, till Nurse was caught by Hennagan off Jones. Calder was next man in, but unluckily Burnett's wicket then fell, closing his excellent innings of 49. He deserved the applause shouted by his messmates. Collins was the last man in, and the innings closed for 79, with byes which carried the total to 88.

The Ship's Company opened their innings with Greening and Proom, Showers and Farncomb bowling. Wickets began to fall,—in quick succession went out Greening, Roberts and Glenn. Penfold went in to check the rot, but Proom went out in a couple of balls. Penfold secured a nice hit for 2 off Showers, but Farncomb shattered Collins' wicket in his next over. Johnson was next in, and Penfold got a 2, followed by a single, but Sadleir caught Johnson next ball. The wicket was filled by Hennagan, their Captain, but he was run out next ball. Penfold and Radford hit well, but the Ship's Company were well beaten, and were all out for a score of 50,—a glorious victory for the Cadets in their first match at the Royal Australian Naval College.

Full score:—

CADETS.

First Innings.

Mr. Burnett, b Hennagan	...	...	...	49
Mr. Larkins, b Jones	...	...	...	1
Mr. Showers, b Proom	...	...	...	0
Mr. Farncomb, c Spillane, b Jones	...	...	...	2
Mr. Sadleir, c Proom, b Greening	...	...	...	5
Mr. Reilly, c Jones, b Greening...	...	...	...	0
Mr. Esdaile, b Penfold	...	...	...	2
Mr. Feldt, b Johnson...	...	...	...	5
Mr. Nurse, c and b Jones	...	...	...	5
Mr. Calder, b Hennagan	...	...	...	4
Mr. Collins, not out	...	...	...	6
Extras	...	...	...	9
Total	...	...	...	88

SHIP'S COMPANY.

First Innings.

Chief-Writer Proom, c and b Farncomb	1
P.O. Greening, b Showers	0
Cadet-Steward Roberts, c Farncomb, b Showers	0
P.O. Glenn, run out	1
Officers'-Steward Penfold, b Farncomb	13
S.B.S. Collins, b Farncomb	2
Sig. Johnson, c Sadleir, b Showers	1
Cadets'-Cook Hennagan, run out	0
Shipwright Radford, st Burnett, b Lar- kins	14
Ldg.-Sto. Spillane, not out	0
Ships'-Cook Jones, run out	15
Extras	3
Total	50

Showers took 3 wickets for 23; Farncomb, 3 for 23; Larkins, 1 for 1.

In the Second Innings Collins scored 12, Sadleir 5, Calder 10, and Larkins 26 not out.

Cadets' 1st XI. v. C. of E. Grammar School, Geelong, March 29th.

This match was played on their ground, and resulted in a win for our opponents by 3 wkts.

The batting of the Cadets was decidedly good, but our bowling was a bit weak, and the fielding—well, the less said about that the better.

Full score:—

CADETS.

First Innings.

Cadet Reilly, b Fetherstonhaugh	0
Cadet Burnett, b Fitznead	18
Cadet Larkins, b Lindsay	12
Cadet Farncomb, b Beveridge	34
Cadet Sadleir, c and b Plowman	15
Cadet Showers, c and b Beveridge	10
Cadet Feldt, b Lindsay	2
Cadet Nurse, b Beveridge	0
Cadet Esdaile, c Beveridge, b Lindsay	0
Cadet Calder, b Fetherstonhaugh	10
Cadet Collins, not out	1
Extras	10
Total	112

GRAMMAR SCHOOL JUNIORS.

First Innings.

Lindsay, c Burnett, b Farncomb	0
Chomley, c Larkins, b Showers	17
Fetherstonhaugh, b Farncomb	4
Beveridge, b Farncomb	7
Plowman, b Reilly	30
Fitznead, b Larkins	8
Bowler, b Showers	44
Mair, c Burnett, b Showers	4
Webster, c Feldt, b Showers	33
Cunningham, not out	1
Dyson, not out	2
Extras	2
Total	152

Officers v. Cadets—April 10th.

Thanks to Eng.-Lieut. Monk, who performed well with bat and ball, the Officers beat the Cadets somewhat easily by 7 wickets.

Larkins was the only one on his side who caused much anxiety to the Officers, his score of 20 being very nicely compiled, and he had the misfortune to be run out just when he was getting set.

The bowling of the Cadets was again weak, and the fielding deplorable.

Full score:—

CADETS.

First Innings.

Mr. Burnett, c Smith, b Trivett	3
Mr. Reilly, c and b Monk	4
Mr. Farncomb, c and b Smith	9
Mr. Larkins (Capt.), run out	20
Mr. Showers, c and b Dix	4
Mr. Sadleir, c Brown, b Monk	6
Mr. Feldt, c and b Grant	1
Mr. Nurse, not out	2
Mr. Esdaile, c Grant, b Monk	1
Mr. Watkins, b Trivett	0
Mr. Collins, b Monk	3
Extras	10
Total	62

OFFICERS.

First Innings.

Eng.-Lieut. Weeks, c Esdaile, b Farncomb	9
Mr. F. G. Brown, b Farncomb	1
Eng.-Lieut. Monk, run out... ..	48
Pay. Trivett, b Nurse... ..	7
Nav.-Instr. Smith, c Farncomb, b Reilly	13
Lieut. D. Grant (Capt.), not out ...	10
Captain Chambers, b Reilly	2
Gnr. T. L. Dix, st Burnett, b Reilly ...	3
Art.-Eng. Marden, run out... ..	3
Mr. Bill Grant (did not bat).	
Mr. D. Faulter (did not bat)	
Extras	5
Total	63

R. A. N. College (full strength)

v.

H.M.A.S. "Melbourne."

This match was played on our ground on April 12th.

We expected to get a rare hiding in this, our first full-strength match, as the "Melbourne" has the reputation of being "pretty useful," but on the contrary.

We won the toss and put them in first. Lieut. Monk was in good form with the ball, and took four wickets, two wickets being obtained by Lieut. Grant, Pay.-Trivett and Cadet Showers, the latter getting his two without having any runs scored off him.

Their total only came to 40 runs, so that our hopes ran high.

Lieut. Grant and Cadet Burnett opened the innings for us, and knocked up 25 before being separated, Burnett playing a very steady game. Lieut. Monk then filled the vacancy, and the balance of the runs were hit off without further loss, the College thus winning by 9 wickets.

The game was continued after Tea, and runs came at a great pace—plenty of good hard hitting. The score was eventually carried to 132 for 5 wickets, when stumps were drawn.

Full score:—

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

First Innings.

Rev. Tulloh, c Monk, b Trivett	9
Surg. Carr, b Trivett... ..	3
Braithwaite, b Monk	5
McAndrew, b Monk	11
O'Conner, c Smith, b Grant	8
Pay. Stuart, b Monk	0
McKinley, c Hennagan, b Grant... ..	1
Coker, c Larkins, b Showers	0
Innes, b Monk	1
Flowers, not out	0
Wells, b Showers	0
Extras	2
Total	40

R.A.N. COLLEGE.

First Innings.

Lieut. D. Grant, c McKinley, b Braithwaite	79
Cadet Burnett, c Carr, b Braithwaite... ..	5
Eng.-Lieut. W. Monk, b Braithwaite	22
Cadets' Cook Hennagan, b Carr... ..	2
Cadet Farncomb, c Tulloh, b Braithwaite	1
Cadet Larkins, not out	4
Ship's Cook Jones, not out	2
Nav.-Instr. Smith (did not bat).	
Pay. Trivett (did not bat)	
Cadet Showers (did not bat).	
Shipwright Bradford (did not bat).	
Extras	17
Total (for 5 wickets)	132

Eng.-Lieut. Monk, 4 for 22; Pay. Trivett, 2 for 12; Lieut. Grant, 2 for 4; Cadet Showers, 2 for 0.

Cadets 1st XI. v. Geelong Grammar School Juniors.

This return match was played on April 19th, on our ground.

We were very anxious to wipe out our defeat at their hands earlier in the season, and managed to do so quite comfortably, thanks to an excellent innings by Larkins, and some good bowling by Showers. Newman also contributed his share, making a few runs just when they were needed, and doing some smart work behind the stumps.

Our opponents were greatly handicapped by having to play on matting, and the fact that we heard no excuses from them on that score on the conclusion of their innings, merely enhanced the high opinion we hold of their sportsmanship—"there is one thing better than winning—taking defeat like a man."

Beveridge took the last 4 wickets in 5 balls, and secured the "Hat Trick" in so doing.

GRAMMAR SCHOOL JUNIORS.

First Innings.

Lindsay, run out	...	...	...	...	1
Chomley, st Newman, b Larkins.....	...	...	...	...	2
Fetherstonhaugh, b Showers	...	...	...	...	1
Beveridge (Capt.), c Reilly, b Showers	...	...	...	...	3
Bowler, b Showers	...	...	...	...	1
Webster, c Farncomb, b Showers	...	...	...	...	4
Plowman, b Farncomb	...	...	...	...	5
McEwan, st Newman, b Farncomb	...	...	...	...	1
O'Hara, not out...	...	...	...	...	0
Cunningham, b Larkins	...	...	...	...	1
Dyson, c and b Larkins	...	...	...	...	0
Extras	...	...	...	...	1
<hr/>					
Total	...	...	...	...	20

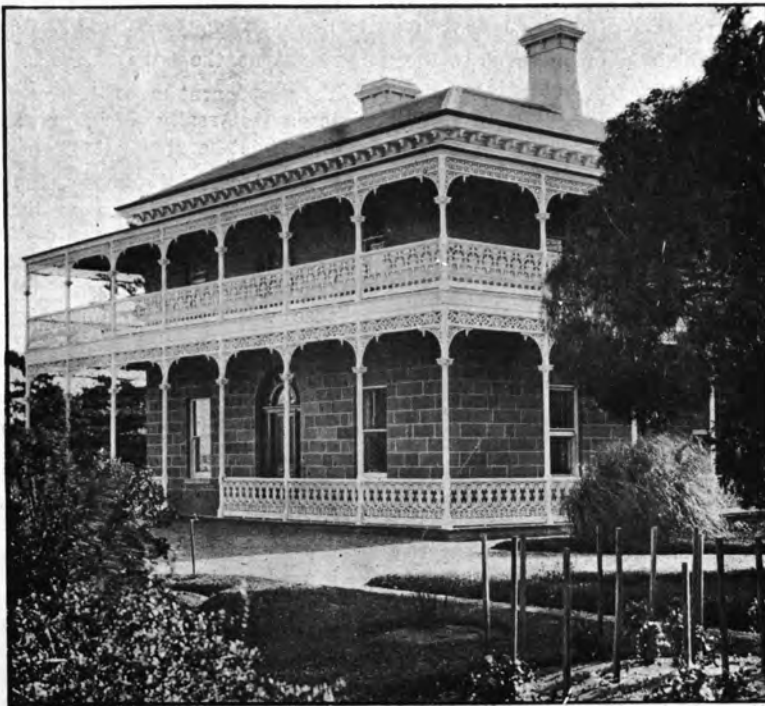
Full score :—

R.A.N. COLLEGE.

First Innings.

Cadet Burnett, b Fetherstonhaugh	...	...	...	...	6
Cadet Reilly, b Fetherstonhaugh...	...	...	...	...	9
Cadet Farncomb, c Fetherstonhaugh, b Beveridge	...	...	...	...	0
Cadet Larkins (Capt.), c Bowler, b Fetherstonhaugh	...	...	...	...	54
Cadet Sadleir, b Chomley	...	...	...	...	4
Cadet Showers, b Lindsay	...	...	...	...	0
Cadet Newman, not out	...	...	...	...	16
Cadet Nurse, c Webster, b Beveridge...	...	...	...	...	1
Cadet Esdaile, b Beveridge...	...	...	...	...	0
Cadet Feldt, c Plowman, b Beveridge...	...	...	...	...	0
Cadet Long, b Beveridge	...	...	...	...	0
Extras	...	...	...	...	6
<hr/>					
Total	...	...	...	...	96

Showers, 4 for 8 ; Larkins, 3 for 7 ; Farncomb, 2 for 4.



CAPTAIN'S RESIDENCE.

FOOTBALL NOTES.

"No game was ever yet worth a rap
For a rational man to play,
Into which no accident, no mishap,
Could possibly find its way."

—A. L. GORDON.

Considerable interest is being evinced in the "Inter-class" matches at present in progress, and a very pleasing improvement is apparent, not only in individual play, but in concerted action.

Our "Casual Onlooker" offers a few remarks.

One of the first points to grasp in the Soccer game is that the method of play differs very largely according to the player's position in the field; this difference is most clearly shown in the style of kick to be used. To put the matter briefly: A team consists of four lines—forwards, halves, backs and goal-keeper. The play and tactics of one line will seldom be of much service in any other line.

The backs are the first line of defence; their whole purpose in life is to prevent a direct attack on the goal-keeper. They should be "strong" kicks, and should develop the knack of kicking with both feet—one at a time, of course! The goal-keeper feels much safer if he knows that, say, his right-back can kick clear and clean with his left foot. The back should, as a rule, kick fairly high in order to clear the heads of the opposing forwards and halves, and to land the ball among his own forwards, who will generally be between the opposing forwards and their goal. Speaking as a broken-down back myself, I might add that the greatest judgment is required in timing accurately the right moment to tackle the opposing forward who, with the ball on his toe, is swooping down upon your goal. If you charge a moment too soon or a moment too late, he placidly flicks the ball past you, leaving you hopelessly in the rear, whilst he moves down on the goal-keeper.

Halves are both offensive and defensive. They are continually on the tackle. Their kicks should be well and definitely placed, landing the ball as near as possible at the feet of one of their forwards. The "half" maxim is "look before you kick." It is worse than useless to kick the ball to the opponents' "half" or "back" line.

Forwards are purely offensive. As a rule the centre-forward is responsible for goals; he should therefore be able to kick hard, firm and straight with either foot. The forward's kick, as a rule, except when shooting and centring, is short and clean, generally delivered with the

side of the foot; one of the finest sights in football is a forward rush, ball low, passing clean. Every member of the line should know as if by instinct, exactly where the other members are—the line, and the team in fact, should work like a machine.

One of the greatest faults of young players is to "bunch up" on the field. A good plan is to keep clear of all your own side unless you go out to assist one of your partners. One exception may be made, as follows: when your centre-forward shoots at goal, don't stand back, lost in silent admiration. As soon as he kicks, be ready to concentrate the whole forward line on the goal. The keeper may fumble or fail to clear; then, if you are all pounding down upon him, you have a chance of carrying the ball through—goal-keeper and all. Goals are often won by the alertness of the forward line in taking advantage of a rebound from posts or bar, or a mistake on the part of the keeper.

The goal-keeper should depend upon his hands rather than upon his kick. If he decides to kick, he has but one thing to keep in mind and that is, to take care that he does not kick the ball in such a way that it will rebound off one of the players, friend or foe.

One general word on the "kick." Always finish your kick. Do not make half kicks. Go straight at the ball and kick it.

Your opponent soon learns whether a player intends to really kick, or merely to give the ball a faint-hearted pat.

I would certainly impress upon young players the necessity of silence on the field. Do not, as a rule, speak to anybody—this little piece of self-control is really more important than it may seem. You cannot tell whether some chance word may be misinterpreted, and you may then be drawn into some unpleasant "snarl," which is never dignified.

The clean game, the hard game and the quiet game, fits a player for the great game of life.

FOOTBALL.

R. A. N. C. v. "Encounter" (Stewards). May 7th.

Played on our ground. Our team was more or less experimental, as it was our first match, and considering the fact that we had never played together previously, the result (3-2 against us) was more satisfactory than we anticipated.

Sig. Johnson and their back scored our only 2 goals, but our forwards missed several good

chances of scoring. Cadet Newman did very well in goal, saving several hot shots.

Our team was as follows:—Goal, Cadet Newman; Backs, Mr. Smith, P.O. Greening, Halves, Penfold, Johnson and Hollywood; Forwards, Young, Jones, Roberts, Radford and Lieut. Grant.

Cadets, Starboard Watch v. Port Watch, May 24th.

This keenly contested game resulted in a win for the Starboard Watch by 1 goal to nil., scored 10 seconds before the final whistle for time.

Sadleir won the toss from Long, and elected to play with the wind. Port started to press, and Mackenzie narrowly missed scoring. Armitage then put in some good work, and a good corner by Feldt resulted in the ball going just outside the posts. Burnett, Long and Farncomb were combining well, and some nice passing gave Burnett a chance of scoring, but Watkins cleared with a punt. Albert and Larkins were using their weight at back, and with Howells

to assist them, successfully kept the Port forwards from doing much harm. Sadleir caused a lot of trouble, but the half-time whistle went with the score sheet blank.

On changing ends, the Starboard Watch took the ball down the field, but could not get past the good defence of Newman, Nurse and Collins. At length Feldt got the ball, and, dribbling half the length of the field, beat Newman with a shot that gave him no chance of saving.

Teams:—

Starboard Watch.		Port Watch
Watkins	Goal	Newman
Albert	Right back	Collins
Larkins	Left back	Nurse
Howells	Right half	Hirst
Showers	Centre half	Mackenzie
Esdaile	Left half	Getting
Feldt	Outside right	Thompson
Armitage	Inside right	Calder
Sadleir (Capt.)	Centre forward	Burnett
Gilling	Inside left	Farncomb
Valentine	Outside left	Long (Cap.)

RESULT OF INTER-CLASS FOOTBALL TOURNAMENT.

7 a side. 2 points for a win, 1 for a draw.

POINTS

POINTS	S.1. S.2. P.1. P.2.				RESULT			
					MATCHES		GOALS	
					WON	LOST	FOR	AGAINST
0	S. 1	LOST	LOST	LOST	0	6	2	24
		0-6	0-2	0-2				
7	S. 2	LOST	LOST	LOST	3	2	16	6
		1-6	1-4	0-4				
8	P. 1.	WON	LOST	WON	4	2	12	7
		2-0	1-2	1-2				
9	P. 2.	WON	WON	LOST	4	1	12	5
		2-0	2-0	1-3				
		WON	DRAW	WON				
		4-0	0-0	3-1				

THIS IS THE COLLEGE FOR JACK BUILT.



These are the Seamen sturdy and stout,
The men that you never can do without,
Who live in the College for Jack built.



These are the Kidshipmen merry and bright,
Learning the lore of the sea aright,
From all the Seamen sturdy and stout,
The men you never can do without,
Who live in the College for Jack built.

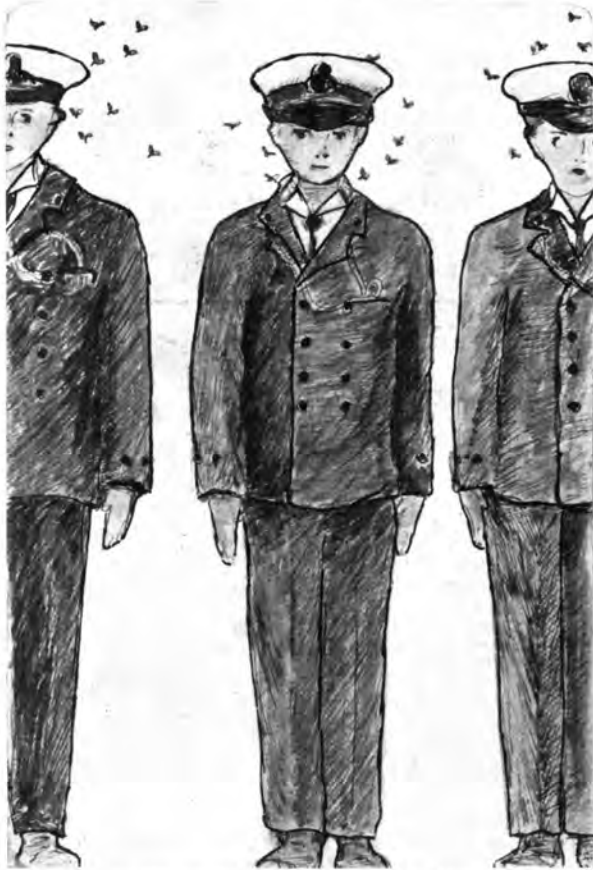


These are the Officers true and tough,
All of them finding it hard enough
Knowledge and wisdom and sense to stuff
Into the Kidshipmen merry and bright,
Learning the lore of the sea aright,
From all the Seamen sturdy and stout,
The men you never can do without,
Who live in the College for Jack built.



This is the Dog with the crumpled face,
Who certainly thinks that he owns the place,
Instead of the Officers true and tough,
All of them finding it hard enough,
Knowledge and wisdom and sense to stuff,
Into the Kidshipmen merry and bright,
Learning the lore of the sea aright,
From all the Seamen sturdy and stout,
The men you never can do without,
Who live in the College for Jack built.

A STUDY IN DISCIPLINE.



SUNDAY MORNING DIVISIONS.

WEIGHTS and MEASURES.

"Some Cadets are born great: some have weightness thrust upon them."—O.E.A.

All Cadets were weighed and measured on joining, and the average was found to be as follows:—

Age. **Weight.** **Chest (expanded).** **Height.**
 13 yrs. 8.6 mts. 98½ lbs. 31 inches. 4 ft. 11⅞ in.

After a lapse of three months, all were again measured, with the following result:—

13 yrs. 11.6 mts. 103 lbs. 31.6 inches. 5 ft. 1 in.

The greatest increases were:—

WEIGHT.....	Mr. Larkins	11 lbs.
	Mr. Kimlin	10 lbs.
	Mr. Armitage	9 lbs.
	Mr. Long	9 lbs.

CHEST.....	Mr. Mackenzie	2 inches.
	Mr. Larkins	1½ inches.
	Mr. Kimlin	1¼ inches.
	Mr. Nurse	1¼ inches.
	Mr. Showers	1¼ inches.
	Mr. Thompson	1¼ inches.
	Mr. Watkins	1¼ inches.

HEIGHT.....	Mr. Gilling	1½ inches.
	Mr. Kimlin	1¼ inches.
	Mr. Larkins	1½ inches.
	Mr. Burnett	1½ inches.
	Mr. Nurse	1½ inches.
	Mr. Watkins	1½ inches.

TALLEST..	Mr. Newman	5ft. 6½in.
	Mr. Larkins	„

SHORTEST	Mr. Cunningham,	4ft. 8in.
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Taken all round, the results were quite satisfactory. The increase in weight in the three months was exceptionally high in nearly all the Cadets. The increase in chest measurement was not so great as was anticipated, but this was probably due to the fact that, at present, the physical training is only in its elementary stages.

All Cadets who are physically weaker than their "brother officers" should bear in mind the fact that, by "digging out" in the gymnasium and at games (not forgetting the Mess Room!) they will soon pick the others up:—four years of physical training should make the weakest Cadet into an Apollo! The actual results of such physical training will not be markedly noticeable for several years, so do not be discouraged if you find you are not progressing as fast as you imagined would be the case, but stick to it and DIG OUT.

Without an exception, the Cadets are looking far more healthy than when they joined, and there has not so far (touch wood!) been a single case of sickness necessitating a day or two in bed, and NO EPIDEMICS!

The improvement of Cadets who came from the hotter parts of Australia has been most marked, but ALL show a remarkable improvement, due, we consider, to the training in the Gym., boat pulling and other out-of-doors instructions, not forgetting the excellent climate which Geelong enjoys, and, OF COURSE, the Canteen and Mess Room!

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(NAME REGISTERED)

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Winter is coming!

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No. 4 Warming Process.

Guaranteed to warm the circulation of the
chilliest Cadet on the coldest day.

Free sample on application to

CADET GUNNER'S OFFICE,
Harmony Valley.

"At Home" any day of the week
at 8.45 a.m.

What you want is

STOPPHAT.

Do you feel tired after a day's 4? A dose of
Stoppbat will put you right. Perhaps you
feel a bit peckish at tea, and are sitting at
Defaulter's Table? A few pints of Stoppbat
will raise your drooping spirits.

GIVE IT A TRIAL.

You will never live to regret it.

STOPPHAT for sore feet!

STOPPHAT for Motor Cars!

STOPPHAT for Boilers!

TRY IT IN YOUR BATH.

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round the ooperzootik. I am now used as a hat-rack."

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