

L. P. Berry

**The Royal Australian
Naval College
Magazine**



**Twenty-first Number,
December, 1933.**

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Notes and Comments

R.A.N. COLLEGE

1913-14. 1915-1930. 1930—

With this number the Naval College Magazine reaches its majority. It has witnessed many changes in its twenty-one years of life since it first saw the light in 1913.

Last year the number of cadets in the College was, until September, actually less than in the year 1913, and during this year the numbers, while greater than those of 1913, are considerably less than those of 1914. When the present Fourth Year go to sea at the end of this year the last of the cadets who



Official Opening of R.A.N. College, March 1st, 1913.

were entered or trained at Jervis Bay will have "passed out," those who are remaining knowing no College but that at Flinders Naval Depot.

The same spirit which breathed in the College in its early days at Geelong still breathes, and the traditions begun under the able guidance of Duncan Grant are continued and fostered by those who have taken his place.

The Naval College has, during the course of its career, passed through three well-defined stages. The introductory stage was spent at Geelong, where, by a strange coincidence the building chosen to house the Col-

R.N. The Studies Department was in charge of Chief Naval Instructor F. G. Brown, B.A., B.Sc., R.A.N., with Senior Naval Instructor Rev. William Hall, B.A., R.N., as Assistant Director of Studies.

At the official opening on 1st March, 1913, the Governor-General, Lord Denman, and the Prime Minister, Mr. Andrew Fisher, were present. The day's ceremony was proof, remarked His Excellency, that the country was in earnest about defence, that "the naval defence of this country was adopted in no reckless or ill-considered spirit—not as the result of an ephemeral phase of warlike enthusiasm,



R.A.N. COLLEGE, NORTH GEELONG, 1913-14.

lege was Osborne House. Here the College's temporary home was situated for the first two years of its existence, while its permanent home was being erected on the shores of Jervis Bay. The first Cadet-Midshipmen joined up on 13th February, 1913—one of them, twenty years later, became Commander of the College—and the official opening took place on March 1st following. The first Captain of the College was Captain—now Admiral—B. M. Chambers, R.N., who resigned the position of Second Naval Member to take command of the College. His executive officer was Lieut. Duncan Grant, R.N., on whom fell the task of organising the physical training for the Cadet-Midshipmen. Engineering was in charge of Engineer Lieut. W. A. Monk, R.N., who had the assistance of Engr. Lieut. Weeks,

but it has been decided upon with careful thought and mature consideration."

In April, 1914, Captain Chambers returned to England and the command devolved on Commander Grant, who had received promotion to the rank of Commander the previous month.

When war broke out the College was still at North Geelong, but at the end of 1914 the transfer was made to Jervis Bay, where the third entry were received.

In 1916 the College reached its full strength, the number of Cadet-Midshipmen then being 115. At the end of this year the first "Passing Out" Ceremony took place, when the 1913 Entry completed their four years' course and were ready for sea—the first twenty-five Australian trained naval officers. Since then each

year has seen its quota of young naval officers "passed out" ready for sea, though since 1920 the number have been much smaller than they were from the years 1916 to 1920.

In 1930 the College was transferred to Flinders Naval Depot, where it has found its third home. Between 1916 and 1920 three hundred and seventeen young officers had "passed out" from the College at Jervis Bay. Of these, 188 were serving at sea at the time of the transfer to Flinders Naval Depot, six had died, ten had been invalided out of the service, and 113 had left the service, owing to that inevitable shrinkage in the naval forces which has always followed a great war.

After the transfer to Flinders Naval Depot there was an interval when no fresh entries were taken in, but in September of last year a batch of twelve was admitted, and this was followed by a further batch in February of this year, and the continuity of the work of the College was thus assured.

The third stage is a period when Studies are carried on under the inconveniences of buildings erected for other purposes, but we can look forward to a further stage, we hope in the not very distant future, when Old Man Depression has cast himself into the sea or otherwise removed himself, and when commodious and convenient class rooms and other necessary equipment will be built on a scale worthy of the nursery of His Majesty's Royal Australian Navy.

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Among the improvements carried out during the year is the making of a cricket field, which promises to be a very great acquisition to our cricketers.

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Members of the Cook Year are naturally particularly interested in the purchase for Melbourne of Captain Cook's house. We have not heard the suggestion put forward that it should be re-erected at Flinders Naval Depot, but could a better location be found for it?

Talking of houses reminds us, that during the year two houses have been built for Masters of the College. These, which have been erected beyond the new tennis court, near the entrance gate, were completed in the early part of the Third Term, and in October the Director of Studies and Mrs. Cowan and Mr. and Mrs. Simpson, took up their residence in the new houses. We expect that in the future we shall see much more of Mr. Cowan on the cricket field and at the nets.

* * * * *

At the close of 1932 Lieutenant Morrow left us to proceed to England, and Lieutenant-Commander George Stewart took his place—and also his 'Panther.' We had got quite used to the 'Panther' darting about more like a mechanical beetle than its namesake, with Mr. Morrow up, but when Mr. Stewart mounted—no, got down on to—his machine, we were filled

with something of that awe that the villagers of Goldsmith's Deserted Village had for the village schoolmaster, though in this case the astonishment was that one small Panther could carry all it did. However, that we were wrong in supposing that this lithe and sturdy animal was overtaxed, is evidenced by the sounds which are heard in the vicinity of the Drill Hall as the clock approaches 1415.

In July, Commander H. A. Showers joined, and Lieut.-Commander A. J. G. Tate left to take up an appointment as Master-Attendant at Garden Island. A little later Lieut. L. Gellatly took the place of Lieut.-Commander G. Stewart, who proceeded to England to take command of H.M.A.S. "Voyager."

* * * * *

During the year the following paragraph appeared in one of the daily papers:

"Sub-Lieutenant E. E. Mayo, of Adelaide, finished in top place amongst the 53 candidates, mostly from the Royal Navy, in the final examination for the Sub-Lieutenant's Course at Greenwich."

* * * * *

Ever since the College has been at Flinders Naval Depot, there has been something of a feeling that we had usurped the Warrant Officers' Mess, but the building of a fine new mess this year has made the necessary provision for both College and Warrant Officers. The foundation-stone of the new building was laid during our May leave by Sir Stanley Argyle, the Premier of Victoria, and the Warrant Officers went into occupation on the 1st November.

* * * * *

The new tennis court has already proved a great boon, while the re-topping of the old one has made a great difference to our play.

* * * * *

At the end of 1932 Instructor-Commander Slater left us after having been with us ever since the transfer of the College to Flinders Naval Depot. His place at the College was taken by Instructor-Lieut.-Commander George Lucas. Two other changes occurred in the middle of the year, one of which directly affects us. Rev. Wm. Henderson went to sea, and Rev. George Stubbs, who had been our last chaplain at Jervis Bay, took his place. About the same time, Instructor-Commander Rednall, who was recently with us at Jervis Bay, arrived to take up duty at the Depot.

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Squash at R.A.N.C.

As early as 1916 a couple of Squash Racquets Courts had been proposed for the Naval College, and in fact, provision for the building of these courts had actually been made on the Estimates for that year. However, the money was required for what were considered more urgent matters, and the courts were never built. Since the removal to Flinders Naval Depot, Squash Racquets has been added to the

list of Cadets' games, for, in July, 1931, the court built by the Wardroom Officers was opened, and permission was granted to the Cadets to use the court during certain hours on Saturday and Sunday afternoons. A Squash Racquets competition was inaugurated, and Captain Benson presented a cup, which is to be competed for annually. As R.A.N. officers

popularity of Squash Racquets will grow tremendously, not only in the Senior Year, but in the Junior Years as well.

* * * * *
We have before us a little collection of songs called "Sea Noises"—a record of good fellowship and a remarkably fine example of typographical art. J.W.N.B. and choir are

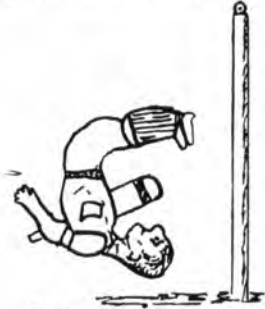
HOW CRICKET MAY BE IMPROVED.



The bowler to have a catapult



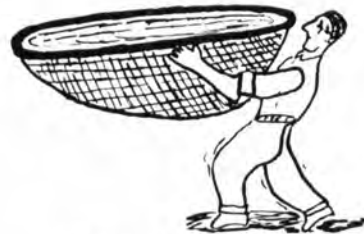
The wickets to be larger



A Somersault to be executed at the end of each run.



The wicket-keeper to have a pneumatic dress



The fieldsmen to be supplied with baskets

J-D

have frequent opportunities of playing when in England, the establishment of a court at the Flinders Naval Depot will give young officers an opportunity to gain some knowledge of, and experience in this game before they go over the other side. Apart from this, the game is worth while for itself, for it requires a quick eye and accurate judgment and serves to train the player in that alertness of body and mind which is so necessary in a naval officer. The addition of a second court this year has doubled the facilities afforded for learning the game, and it is expected that the

to be commended not merely for their cheery songs of good fellowship, but for the very artistic way they have produced them.

* * * * *
The first Squash Racquets match was played between Officers and Cadets on Wednesday, November 8th, the teams being 12 a side. The Officers proved much too strong, but we hope another time to give them a much better go for it.

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The following paragraph appeared in the daily papers early in November:—

"Two graduates of the Jervis Bay Naval College, Pilot-officers Strangman and Ferguson-Stewart, who are on short service commissions with the Royal Air Force, came first and second, with 92 and 90 per cent. respectively, in the navigation class at Calshot. Thus they are practically ensured of a permanent commission.

Pilot-officer Stewart has been retained in the Navigation Section at Calshot, and Pilot-officer Strangman has been placed with the Flying Boat Squadron at Pembroke."

The coming of the destroyers from England is naturally a subject of great interest to the R.A.N. in general and to the Naval College in particular. Lieut.-Commander George Stewart, who was term officer for the first half of the year, left us in the middle of August to go home to England to take command of the "Voyager."

In the middle of October, the College was inspected by R.A.C.A.S. Officers, Masters, Cadets, and Ships' Company were drawn up in front of the College to receive Rear-Admiral Dalgleish. After inspecting the College premises Cadets were seen at work: Jervis Year at Engineering, Philip Year at Naval History, and Cook Year at Physics.

The present state of controversy in cricket may make of interest a drawing which appeared in the Magazine several years ago. No doubt, if the artist were redrawing his sketches he would equip the batsman as well as the wicket-keeper in ball-proof armour.

At the end of the Second Term a debate was held between a Naval College team and one from the Melbourne Grammar School. Chief Cadet-Captain Synnot occupied the chair. The home team, consisting of Fowle, Purvis, Cook and Folkard, affirmed "That Federation is in the best interests of Australia." The visiting team consisted of Aicken, Shaw, Thonemann and Smith. The speeches had been well-prepared, and the result was so closely argued that the adjudicator, Rev. George Stubbs, decided to declare the honours even, and the debate a draw.

The attention of supporters—and would-be supporters is drawn to the subscription list. Most of the short-term subscriptions expire with this number, and it is suggested that now is the time to convert these into Life Subscriptions.

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The following paragraph appeared recently in the Obituary column of a daily paper:—

"Lieutenant-Commander Geoffrey Gordon Carter, formerly of the Royal Australian Navy, whose death occurred in the Government Civil Hospital at Hong Kong on August 17, at the age of 32 years, was the eldest son of Mr. and Mrs. Gordon H. Carter, of Sandringham. He had a distinguished naval and flying career. Joining the Royal Australian Navy in 1915 he went to England in 1918, and as a midshipman on H.M.S. "Tiger" took part in the North Sea patrol, which cleared the waterways of the mine menace. In 1919 he was in H.M.S. "Renown" when she acted as convoy to the airship R34 on the first flight across the Atlantic. He was in the "Renown" when the Prince of Wales visited America and Australia. After his promotion to the rank of lieutenant he joined the Royal Naval Air Service, and, with the late Lieutenant McIntosh, surveyed the air route to Tasmania. While leading a flight of seaplanes from the Barrier Reef survey to meet the Duke of York on his visit to Melbourne, he crashed at Bowen and again at Port Albert. After some months in the Caulfield Hospital he was invalided from the service and placed on the retired list, being granted the rank of Lieutenant-Commander. He later went to New Guinea to engage in business, and went from there to China to join the Chinese Air Force. His health broke down again, however, and he was in hospital about eighteen months. He was buried in Hong Kong with naval honours. He leaves one child."

We extend our deep sympathy to the relatives of Lt.-Commander Carter, who was one of the third Entry of Cadets who entered when the College first took up its abode at Jervis Bay.



College Log

- 1932.
- Nov. 5th.—Cricket, v. M.C.E.G.S. (Junior team).
- „ 20th.—Cricket, v. R.A.A.F.
- Dec. 1st.—Examinations begin.
- „ 8th.—Squash Racquets Finals.
- „ 9th.—Tennis Finals. Examinations end.
- „ 10th.—Cricket, v. Wesley College.
- „ 11th.—Mrs. Sarel presented Tennis and Squash prizes.
- „ 15th.—Passing Out. His Excellency the Governor-General present. Dance.
- „ 16th.—Cadets proceeded on leave. Departure of Lieut. Morrow.
- 1933.
- Jan. 31st.—New Cadets joined.
- Feb. 3rd.—Remainder of Cadets joined.
- „ 25th.—Cricket, v. Scotch College.
- Mar. 9th.—Week-end Leave.
- „ 11th.—Cricket, v. M.C.E.G.S. (Under 16).
- „ 12th.—All Cadets go to Cowes.
- „ 18th.—Cricket, v. Grimwade House, (M.C.E.G.S.)
- „ 29th.—'Cook Year' to "Tattoo" for a day.
- April 1st.—'White' Watch turned out half an hour early for no apparent reason.
- „ 3rd.—Inter-Service Sports commenced. Four cadets represented the Navy in the swimming.
- „ 9th.—Confirmation of Cadets by Archbishop of Melbourne.
- „ 14th.—Cadets visited S.M.S. "Kohn" at Port Melbourne. Week-end Leave.
- „ 26th and 27th.—Individual Athletic Championships.
- „ 29th.—Inter-Watch Sports, won by Red Watch.
- May 4th.—Cadets Brown, Crabb and Dovers rated C.C. Finals of Tennis Handicap matches.
- „ 5th.—Leave.
- June 2nd.—Cadets returned from Leave.
- „ 10th.—Junior Cadets under fire for the first time (at the miniature rifle range).
- „ 17th.—Cadets got their own back on First Lieutenant in a Rugby Pick-up.
- „ 24th.—Rugby, v. Scotch College. Won by home team, 21—6.
- „ 30th.—Week-end Leave.
- July 7th.—Commander Showers joined.
- „ 8th.—Rugby, v. Scotch College, played at Scotch College. Won, 20—11.
- „ 10th.—Lieut.-Commander Tate left to take up appointment as Master Attendant, Garden Island.
- „ 22nd.—Rugby, v. Scotch College, at R.A.N.C. Won, 37—3.
- „ 26th.—Australian Rules, Port v. Starboard.
- „ 27th.—Rugby, v. Depot Officers. Lost, 9—6.
- „ 29-31.—Mid-Term break.
- Aug. 5th.—Rugby, v. Scotch College, at Scotch College. Lost, 14—11.
- „ 7th.—Debate, R.A.N.C. v. M.C.E.G.S.
- „ 10th.—Lieut. L. Gellatly, R.A.N., joined the College.
- „ 14th.—Eliminating Round, Boxing Tournament. Lt.-Commander G. Stewart left College for England.
- „ 16th.—Preliminary and Final Rounds, Boxing Tournament.
- „ 19th.—Hockey, v. Old Scotch College Boys, at R.A.N.C. Lost, 6—3.
- „ 20th.—After lingering in our midst for a fortnight, a very mild epidemic of 'flu sadly depleted our ranks.
- „ 31st.—Vast preparations for long leave. Presentation of Rugby Colours to Peel and Ransay.
- Sept. 1 to 15.—Long Leave. Very welcome!
- „ 16th.—Vaccination. Not so welcome!
- „ 23rd.—Rugby, 1st XV. v. Camberwell. Lost, 16—14.
- „ 26th.—The woes of vaccination commence.
- Oct. 2nd.—Cricket practice commenced in the rain.
- „ 5th.—Regatta practice commenced.
- „ 13-15.—Week-end leave.
- „ 18th.—Inspection of College by R.A.C.A.S.
- „ 19th.—Cadets spent day aboard ships of the Squadron.
- „ 20th.—Fourth Year and some Second Year attended Geelong Grammar School Pageant.
- „ 21st.—Cricket. 1st XI. v. M.C.E.G.S.
- „ 25th.—Regatta.

Passing Out, 1932

Passing Out was held on Thursday, 15th December, the distribution of prizes taking place in the Cadets' Mess Room. His Excellency was received at the Depot by the members of the Naval Board, Vice-Admiral Hyde, Rear-Admiral Sarel and Colonel T. J. Thomas. As the Vice-regal party left the Captain's house for the College, the Governor-General's flag was broken from the top of the wireless mast, and a salute of 19 guns was fired. Outside the College, His Excellency was received by a Royal Guard and band, and by the officers, staff and cadets inside the College grounds. From a dais erected in front of the college building, between the binnacle of the 'Emden' and the range-finder stand of H.M.A.S. 'Sydney' he took the salute as the cadets marched past before him.

After the inspection of the Cadets, the company proceeded to the Mess room for the distribution of prizes. In the course of his report on the year's work, the Director of Studies pointed out that at the beginning of the year the number of cadets under training had fallen lower than at any time since 1913, when the College was first established. However, in September a new entry of twelve had been admitted, and a further entry in January would help to restore the numbers, and it was hoped that the College would shortly be restored to normal. Ten cadet midshipmen had successfully completed their College course and were about to proceed to sea.

After presenting the prizes His Excellency concluded the proceedings by a short address to the cadets.

His Excellency the Governor-General's Speech.

Admiral Sarel, Admiral Hyde, Colonel Harrison, Ladies and Gentlemen, Cadet-midshipmen of the College,

It is a very great pleasure for me to come to-day to take part in this graduation ceremony. I can assure Admiral Sarel I regard it as a very delightful duty and a very great pleasure.

I should like to say at the outset that I was very pleased to hear the observations of the Admiral and the report of the Director of Studies, and I regard the whole as very satisfactory and encouraging, and in spite of what we may call depression stringency, there is great hope for the future.

This graduation ceremony is a distinct step in what I may call the preparatory stage of a profession that goes very far back in the defence and epoch-making history of civilization. Even to me it presents a wonderful aspect. Many nations have contributed to this branch of history, but there is one nation—happily it is ours—that stands out pre-eminently as the

maritime leader of the world. For this pre-eminence there have been various causes. Some of these causes are more or less counter-balanced by advancing signs, but there is always one quality which is beyond the reach of successful challenge, and it is the national inborn genius for the sea of the British Empire.

In what I may call mechanical respects, Naval Power has undergone in a period which we must consider comparatively recent, changes that are really revolutionary. I know myself—and you students will know even better—that from the time of Queen Elizabeth down to Queen Victoria there was really no radical change. With the introduction during the American civil war of the monitor system, the wooden walls of England that formed so long the bulwark of the Empire on the seas had to disappear, and give way to the ironclad and from that time there have been many rapid changes in a period of about 60 or 70 years—not very long. We have had progressive steps and can trace them down. Armour, torpedoes, the addition of means of offence, and then we come on to the dreadnought, the capital ship of 11,000 tons and costing about half a million, and to-day we have the "Hood," a battle-cruiser of a displacement of 42,000 tons, with a belt of 12 inch armour, and with 15 inch guns, costing close upon six million sterling.

I am not going to discuss such important features to-day as aircraft, radio, submarines, fuel, pocket battleships, and other devices the skill of man has produced, and is still producing, which alter so materially the tactics and strategy of naval manoeuvres. But we know that so different has it become to former times that if it were possible for a moment to imagine that we could summon Nelson to take command, he would be bewildered. He would be unable to understand the mechanism of the smallest cruiser in the King's Navy.

So it is quite plain that you young men have much to do to keep abreast of the great profession you have chosen.

Now there is one thing that we must bear in mind. In all these vital transformations that have taken place in the world the British Navy has held its pride of place. In the historic message that His Majesty sent to Admiral Jellicoe on the fearful 4th August, 1914, the King rightly described his Navy as the "sure shield of Britain and of her Empire in the hour of trial." And so it proved. It was no new theory that the most vulnerable point in our Empire is its commerce and sea communications, and to this point was directed the most determined and most ruthless effort. It was a titanic struggle, but the British Navy

was equal to the emergency and its triumph was registered at Scapa Flow.

Now in this glorious story let us never forget the part Australia played. A distinct and vital page of the history of that war was written by the Royal Australian Navy. It proved that on the sea, as on the land and in the air, it not only enhanced the history and the

may you be well to the fore in upholding them.

Rear-Admiral Sarel's Speech.

We thank your Excellency for having found the time amongst your many engagements to come to our annual ceremony of Passing Out. Not only, sir, does your presence here add



FIRST YEAR, 1933.

traditions of the great mother nation, but that in the hour of peril it showed devotion, resource, and indomitable strength of will to maintain the integrity of our native land and our historic Empire.

However, the mechanical part of our Navy is altered, and although Nelson's wooden ramparts of defence and freedom are gone, Nelson's spirit still animates his successor. All men know his signal of the morning of Trafalgar, expecting every man to do his duty, was consummated and consecrated at the close of that day by his last words, "Thank God, Hardy, I have done my duty."

This is the story, and these are the standards to which you young men—my young fellow-Australians—have linked your lives, and

importance to the occasion, but it also helps the young officers to realise the importance of their position, as well as being a great encouragement to them and to those in charge of their instruction to continue their good work. The general appearance of the cadets, on which you remarked, and the very excellent manners which it has been my fortune to experience, reflects great credit on the Executive Officer and the Term Officers, added to which is the excellent example of the Chief Cadet Captain, who has been very largely responsible for the way in which the new term have turned themselves already into veterans.

1932 has been a great year for the College, although it has unfortunately been necessary to dispense with the services of two cadets—

one because of a failure in mathematics and the other on account of defective eyesight. It is regrettable that we were unable to find a vacancy for the latter in the Accountant Branch, where his eyesight is not such a vital matter.

1932 has been especially notable for the revival of the entry of Cadets. In September we had the new Jervis Year, and next month we shall have another new term. I hope that this is an indication of the policy which is going to be adopted, namely, that the College will remain here and not be returned to Jervis Bay or to any other place.

For some years a controversy of some magnitude has raged in England on the subject of the Naval College at Dartmouth. It was proposed to substitute for it the public school entry system. In spite of the undoubted economy which would be realised by this procedure, the College still remains, and the main reason for its retention is the necessity of instilling in the young officer as early as possible the Naval spirit. Here we have young officers and young men being trained in sight of one another. They play together and they pray together, a spirit mutually beneficial, a step on the high road to the development of

that very necessary quality, morale, without which no fighting force is worth a jot, and the development of which is so much more necessary in these days where quantity has so seriously declined.

PRIZE LIST, 1932.

Grand Aggregate.—(1) I. H. McDonald; (2) W. G. Wheeler; (3) R. H. E. Kerruish.

Engineering, Navigation and Seamanship.—(1) I. H. McDonald; (2) W. G. Wheeler; (3) R. H. E. Kerruish.

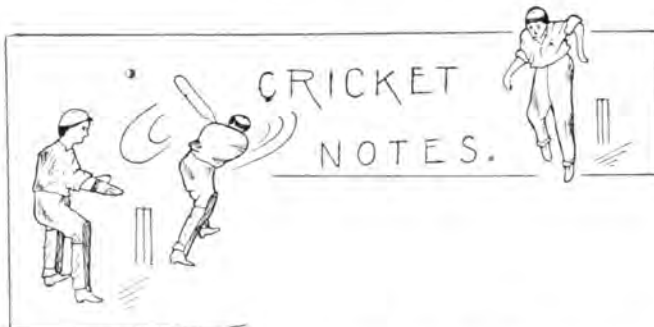
English, French and History.—(1) I. H. McDonald; (2) W. G. Wheeler; (3) N. B. Skottowe.

Mathematics, Physics and Chemistry.—(1) I. H. McDonald; (2) R. H. E. Kerruish; (3) J. H. E. Macartney.

"Otto Albert" Prize for Seamanship.—(1) I. H. McDonald; (2) R. H. E. Kerruish; (3) W. G. Wheeler.

The Governor-General's Cup was won by Chief-Cadet-Captain McDonald, Cadet-Midshipman Gordon being runner-up.

Chief-Cadet-Captain McDonald was recommended for **King's Medallist**.



R.A.N.C. v. M.C.E.G.S.

Played at Grimwade House, November 5th, 1932.

The wicket was a little sticky and Gordon, winning the toss, sent Grammar in to bat. Fowle opened the bowling and was relieved by Tapp at the other end. Owing to the rather small oval, fours and sixes were rather numerous and the score mounted rapidly. Our fielding was not all that it should have been and the Grammar School innings closed at 134, Tapp taking 4 wickets for 64. Gordon and Tapp opened for us, but Gordon was bowled before he had opened his account. Although we started badly, Tapp 25 and Purvis 43 helped the score along, and we finished with 106 on the board. In the Grammar School second

innings, the batsmen had no mercy on the rather tired bowlers, and batted steadily to make 150 for 5 wickets. Campbell was the outstanding batsman, making a faultless 50. In our second innings Gordon made 28 and with the help of Tapp 27 and Purvis 22 our score reached 110. Thus the College lost its first match of the season by 68 runs.

M.C.E.G.S.

First innings	134
Second Innings, 5 wickets (declared) for	150

R. A. N. COLLEGE—1st innings.

Gordon, b Dowsley	0
Tapp, b Dowsley	25
Downs, b Ross	11
Purvis, c Derham, b Campbell	43
Penny, c Derham, b Dowsley	0

Synnot, b Bradley	2
Williams I, lbw, b Dowsley	8
Fowle, c Ross, b Bradley	0
Cook, c & b Dowsley	2
Crabb, not out	0
Macartney, b Bradley	1
Extras	14

Total 106

Bowling: Fowle 3-48; Tapp 4-29; Penny 2-15; Purvis 1-2.

R. A. N. COLLEGE—2nd innings.

Gordon, c Campbell, b Oprey	28
Tapp, c Derham, b Oprey	27
Downs, b Oprey	0
Purvis, c Glover, b Daish	22
Penny, c & b Oprey	0
Synnot, b Hedderwick	1
Williams, c Bradley, b Ross	5
Fowle, b Daish	0
Cook, b Bradley	0
Crabb, not out	0
Macartney, stpd Scott, b Bradley	13
Extras	14

Total 110

R. A. N. C. v. R. A. A. F. CADETS.

Played at Point Cooke.

The Air Force won the toss and sent us in. Gordon and Williams opened for R. A. N. C., and the former was bowled in the first over by Edgerton. Williams lost his wicket in the second over to Flight-Lt. Sherger, and the score was 2 wickets for 0. McDonald went in first wicket down, and shaped fairly confidently but Tapp and Downs both failed to stay with him, and the score was 4 for 12. Two more wickets fell without further score—6 for 12. Stevenson, who was playing his first match away with the first XI, was then sent in. He batted very well, and made 20, and, with McDonald, more or less saved the side. R. A. N. C. were all out for 70, McDonald being top score with 37.

R. A. A. F. started badly, losing two wickets for 4 runs, but then Campagnoni and Oliver made a stand, the former eventually retiring for 52. Tapp and McDonald bowled quite well, and the fielding was good, several fine catches being taken during the innings. R. A. A. F. made 112, Edgerton making second top score, 24.

Gordon and Williams again opened for R. A. N. C., and Gordon again fell a victim to Edgerton's fast bowling. Williams made a good 23, McDonald being bowled by Sherger for 11.

There was not time enough to finish the match, and when stumps were drawn, we were 6 for 67, so R. A. A. F. won by 52 runs on the first innings.

R. A. N. COLLEGE—1st innings.

Gordon, b Edgerton	0
Williams I, b Sherger	0
McDonald, b Waters	37
Tapp, c Oliver, b Edgerton	2
Downs, c Spencer, b Edgerton	0
Purvis, run out	0
Synnot, b Sherger	0
Stevenson, c Mills, b Waters	20
Fowle, c Waters, b Murdoch	5
Crabb, b Waters	0
Cook, not out	1
Extras	5

Total 70

Bowling: Edgerton 3-8; Sherger 2-4; Atkinson 0-31; Murdoch 1-18; Waters 3-6.

R. A. N. COLLEGE—2nd innings.

Gordon, c Mills, b Edgerton	0
Williams I, b Murdoch	23
McDonald, c Spencer, b Sherger	11
Tapp, lbw, b Sherger	4
Downs, stpd, b Sherger	4
Purvis, c Spencer, b Atkinson	10
Synnot, not out	1
Stevenson, not out	9
Extras	5

Total, Six wickets for 67

Bowling: Edgerton 1-25; Sherger 3-23; Atkinson 1-12; Murdoch 1-4.

R. A. A. F.—1st innings.

Campagnoni, retired	52
McDonald, c Purvis, b McDonald	1
Spencer, c Downs, b McDonald	1
Oliver, b Purvis	13
Mulholland, lbw, b Tapp	2
Mills, c & b Tapp	4
Edgerton, c Gordon, b McDonald	24
Waters, b McDonald	0
Sherger, not out	4
Murdoch, c and b McDonald	2
Atkinson, c Downs, b McDonald	6
Extras	13

Total 122

Bowling: McDonald 6-32; Fowle 0-29; Purvis 1-27; Tapp 2-11; Downs 0-12.

R. A. N. COLLEGE v. SCOTCH COLLEGE.

Played at Scotch College, 3rd December, 1932.

Gordon won the toss and decided to bat. He and Williams I opened and scored 33 in quick time, when Williams went out lbw to Robertson, a fast bowler. Downs made a brilliant 54. Both he and Synnot batted well, and when Synnot went out the score was 6 for 116. Macartney went in next, and he and Cook made 15 and 21 respectively, both not out. So the tail wagged. Gordon declared with 9 down for 171. The Cadets batted very well, considering the limited number of games they play on turf wickets.

Frew and Dixon opened for Scotch College, and Dixon was bowled by McDonald when the score was 10. The next two wickets fell for the addition of only two runs. However, when Kay joined Frew, the score steadily mounted, and when Kay was finally caught by Macartney at square leg, the score had reached 81. Frew was run out after making a very good 53. Stumps were drawn at six o'clock, when 7 Scotch wickets were down for 113, so the match was a draw. McDonald was our best bowler, and Tapp's fielding was good.

R. A. N. COLLEGE—1st innings.

Gordon, b Frew	21
Williams I, lbw b Robertson	11
McDonald, c McLeod, b Frew	7
Tapp, lbw b Frew	0
Downs, run out	54
Purvis, lbw b Robertson	1
Synnot, b Frew	24
Macartney, not out	15
Stevenson, run out	0
Fowle, run out	2
Cook, not out	21
Extras	15

Total, 9 for 171

SCOTCH COLLEGE—1st innings.

Frew, run out	53
Dixon, b McDonald	4
Kay, c Macartney, b Fowle	17
McNab, c Tapp, b McDonald	0
Holt, b McDonald	0
Markille, c Cook, b Downs	0
Roberts, not out	16
McLeod, lbw b Downs	6
McRae, not out	5
Extras	3

Total, 7 for 113

Bowling: McDonald 3—47; Fowle 1—21; Tapp 0—10; Downs, 2—19; Gordon, 0—13.

R. A. N. COLLEGE v. WESLEY COLLEGE.

Played at Wesley, 10th December, 1932.

The Wesley captain won the toss and sent us in, Gordon and Williams I opening. They made 11 runs in ten minutes when Williams I was out lbw to Evans, and from then until lunch wickets fell with distressing regularity, when we were 7 down for 55.

After lunch, Purvis and Penny were associated in a valuable partnership, which was mainly responsible for bringing our total up to 109, Purvis being top scorer with 35. Scott, a fast bowler, took the wickets of McDonald, Tapp and Downs with successive balls, finishing the innings with 3 wickets for 5 runs.

Wesley went in and seemed to like our bowling; eventually declaring with 6 wickets down for 131. Fowle and Tapp had more success than any of the other bowlers.

Wesley sent us in again and this time our batsmen were much more successful, making runs quickly. Tapp was top scorer with 57 not out, and McDonald had five hits to make 20, which included two sixers.

We declared with 9 down for 160 and sent Wesley in again with about half an hour to play. At stumps they were 5 down for 42, Tapp having bowled well to take four of them. However, to take a little gilt from the gingerbread, it may be pointed out that Wesley put their tail-enders in first in their second innings.

R. A. N. COLLEGE—1st innings.

Gordon, b Rayson	25
Williams I, lbw b Evans	8
McDonald, b Scott	4
Tapp, c Evans, b Scott	0
Downs, b Scott	0
Purvis, c Evans, b Millard	35
Synnot, c Scott, b Evans	1
Dovers, stpd O'Donnell, b Evans	0
Penny, lbw b Millard	17
Cook, stpd O'Donnell, b Millard	5
Fowle, not out	9
Extras	5

Total 109

R. A. N. COLLEGE—2nd innings.

Gordon, c Scott, b Walker	13
Williams, b Evans	6
McDonald, lbw b Walker	20
Tapp, not out	57
Downs, stpd O'Donnell, b Farrington	3
Purvis, c Scott, b Evans	3
Synnot, stpd O'Donnell, b Lampe	0
Dovers, lbw b Lampe	16
Penny, c Evans, b Rayson	10
Cook, c Millard, b Rayson	4
Fowle, not out	24
Extras	4

Total, 9 wickets for 160

WESLEY COLLEGE—1st innings.

Scott, b Tapp	11
Thompson, c Downs, b Fowle	3
Rayson, c and b Fowle	22
Evans, c Gordon, b Fowle	4
Millard, ht wkt b McDonald	20
Chambers, retired	34
O'Donnell, lbw, b Tapp	0
Nankervis, not out	25
Lampe, not out	5
Extras	7

Total, 6 wickets for 131

WESLEY COLLEGE—2nd innings.

Evans, not out	34
Millard, c Purvis, b Tapp	0
Nankervis, c and b Tapp	3
Lampe, lbw b Tapp	0
Walker, b Penny	0

Farrington, b Tapp	4
Extras	1

Total, 5 wickets for 42

Bowling: McDonald, 1—33; Fowle, 3—31; Tapp, 2—18; Downs, 0—30; Purvis, 6—6; Penny, 0—6.

Bowling: Penny, 1—22; Tapp, 4—20.

Wesley College won by 22 runs on the first innings.

R.A.N.C. v. M.C.E.G.S.

11th March, 1933.

The Melbourne Grammar team arrived at R.A.N.C. by car at 1130. The teams took the field and the match was started by 1200. Fowle won the toss, and elected to bat. By the luncheon interval at 1315, the College was in a bad way, having nine wickets down for 47. Only 7 runs were added after lunch, College being all out for 54. Wakefield bowled well to take four wickets for 7.

Melbourne Grammar made 108 in their first innings, Gaunt making 40 of these. Brown was our best bowler with five wickets for 44.

College did better in their second innings, declaring with 8 wickets down for 137 runs. Purvis was top-scorer with 33.

When stumps were drawn, we had only got four out for 33, so Melbourne Grammar won on the first innings by 54 runs.

R.A.N.C. v. SCOTCH COLLEGE.

25th February, 1933.

The Scotch College team arrived in good time, and the game started at 1200. Scotch won the toss and put us in. We had six down for 72 at lunch, and our innings closed about an hour after the resumption of play for 118.

Scotch made 175 in their first innings, of which Perdriau made 71. Fowle took six for 57.

College then wen in again, and at stumps had lost five for 67, so Scotch College won by 57 runs on the first innings.

R.A.N.C. v. M.C.E.G.S.

At Grimwade House.

18th March, 1933.

The team left the Depot at 1030, in the Cadillac, and arrived at Grimwade House at 1145. Play started at 1200.

Grammar won the toss and fielded first. Our score, 198, was very creditable. Stevenson made 38, Crabb 35, Cook 17 not out. Crabb's 35 included two sixes, and the Melbourne Grammar captain took 4 wickets for 70.

Grammar made 71 in their first innings, Robertson bowling well to take 4 wickets for 6 runs. We went in again and declared with 2 down for 23. Grammar made a fighting effort to catch our total in their second innings, but failed by 24 runs, making 126—Hope Campbell 37, Gaunt 31, Robertson six wickets for 23.

The turf wicket seemed to suit us, but the Cadets' fielding was very bad, and at one time it looked like losing us the match.

Rugby

R.A.N.C. v. SCOTCH COLLEGE.

At R.A.N.C., 24th June, 1933.

This was the first match of the season, and one of special interest, as Scotch had only started to play Rugby last season. College won the toss and decided to run downhill.

Scotch kicked off and the play was immediately taken into their twenty-five. College attacked hard, but it was some time before Milner scored after a brilliant run. Robertson failed to convert. College forwards again attacked and Robertson managed to score a try, which was not converted. Scotch now attacked and Dye making a brilliant run, passed to Gambell, who scored. No convert was made, leaving the score 6—3 at half-time.

After half-time College, running uphill, played much better than in the first half. Forwards kept on the ball well and the backs were moving rather well and handling well. Robertson scored after a dribbling rush by

College forwards. Again no convert was made. College forwards were taking charge of the game and Peel scored near the flag. After some hard play Milner made a brilliant run, passed to McMurray, who passed it back to him and he scored. Penny was the next to score. Gathering the ball in a line out, he broke through to score near the corner flag. College forward again pressed hard and scrum half Cook, getting the ball from a line out scored. Play was now taken down to College twenty-five following a free kick, and Scotch centre forward scored, leaving the score at full time 21—6.

R.A.N.C. v. SCOTCH COLLEGE.

Played at Scotch College, 8th July, 1933.

This was the second match of the season, and the first match the first XV had played away. Scotch College has led the way for the other Public Schools in the matter of

JERVIS BAY, 1915-1930.



Aerial View of the Naval College.



Aerial View of the Naval College.

Rugby, as it has allotted a special ground for the game at the School. Although hard and sandy, and without much grass, it will probably develop into the best Rugby ground in Melbourne.

The Cadets arrived at Scotch College at 1430, and the kick-off was at 1500.

R.A.N.C. forwards started badly in that they were not playing at all well together, and lost the ball from nearly every scrum. Scotch College backs, though lacking much knowledge of the game, did very well, and Dye scored with a fine run. This was converted, and followed by a try by the Scotch forwards, making the score 8—0.

Wells then did a good piece of work on the wing and scored in the corner, and shortly afterwards Robertson went over from a line-out. Neither of these tries was converted, and Scotch, having added a penalty goal, they were leading 11—6 at half-time.

R.A.N.C. backs, though not having much of the ball during the first half, did not make the best of their few chances. Milner was running well, but holding on much too long.

In the second half, our play was much better, and the forwards took control of the game. Ramsay, Peel and Robertson were always prominent, and were well backed up by the remainder of the pack. The three-quarters were moving well together, and the handling of Purvis was very good indeed.

Play was kept in the Scotch College half, and although their right wing relieved the pressure from time to time, the result was never in doubt. In the last fifteen minutes the Cadets' condition told, and four tries were scored, only one being converted.

Synnot, although he tackled and handled with fair safety, was prone to try and run with the ball too much, and was often caught in possession.

The final scores were 20—11 in favour of R.A.N.C. The Scotch College XV played very well, and showed greatly improved form on the previous match. They were kind enough to entertain us to tea after the game, and this we greatly appreciated.

R.A.N.C. v. SCOTCH COLLEGE.

At R.A.N.C., 28th July, 1933.

Except for the first ten minutes, during which time the R.A.N.C. forwards appeared strangely lethargic, Scotch College were outplayed in all departments.

The Navy team more than held their own in the tight scrums, and excelled in the loose and line outs. The half-backs started numerous movements and, in spite of some cross running by the three-quarters, the scoring was very heavy.

Forward play was dominated by Ramsay, Peel, and Robertson. Synnot at full back tackled extremely well, and Dovers, at centre-

three-quarter, gave a very good display. The final scores were 37—3 in favour of the R.A.N.C.

R.A.N.C. v. SCOTCH COLLEGE.

Played at Scotch College, on 5th August, 1933.

This, our fourth and last match for the 1933 season against Scotch, was played on the Scotch College ground.

The ground was soft but dry, and with a fresh NNW wind blowing, the game was naturally very hard and fast.

Scotch won the toss and wisely chose to take advantage of the wind. From the kick-off our forwards followed up well and, gaining possession, gave the ball to the backs, who promptly lost it, due to bad handling. After some loose scrummaging in mid-field, our backs were caught badly out of position, with the result that by nice play Scotch broke through to score a try on the right wing which they failed to convert.

Good play by our forwards and backs then carried play into the Scotch twenty-five, where a penalty was awarded to us in front of the goal. Robertson, however, considered the shot too difficult against the wind, so "punted high and followed," but Laurie for Scotch, relieved with a very fine kick to touch.

Play then oscillated between the twenty-fives for some time, when a fine movement by our backs, which looked like scoring, ended in a forward pass. From the scrum Fowle cut in nicely to score a try, which was not converted. Scotch then realized the advantage of the wind, and by a series of long kicks gradually took the ball down to the R.A.N.C. goal line, where from a scrum they scored a try close to the corner flag. No further scoring occurred in this half, leaving Scotch with a 3 point lead, the scores being 6—3.

From the kick-off, play was again very fast and even, but the wind had practically died away, so that we lost this advantage. Some hard running by the Scotch three-quarter line, and poor tackling by our own, resulted in their penetrating our defences to score near the corner. Synnot then rallied our team, who promptly unwound a glorious movement which enabled Purvis to score in the corner. Unfortunately, however, our team then sat on their laurels and watched Dye gather the ball in his own twenty-five and run the length of the ground to score between the posts, a try, which he promptly converted. The College then pressed hard, but could not advance against the splendid line-kicking of Laurie, who shortly afterwards broke through to score a try. Play again settled in mid-field until Ramsay and Peel, well followed up by Robertson, broke away with a fine dribbling rush

which ended in Robertson scoring a try behind the posts, and this time he made no mistake with the kick for goal. A few minutes later the game ended, with Scotch gaining a well earned victory by 3 points—the final

score being 14—11.

Except for two or three bright movements in both halves, our XV failed to get going as a team, and the victor's laurels rightly fell on the better team.

Athletic Sports

As in 1932, the Athletic Sports were run as two separate competitions, the Individual Championships being held on Wednesday and Thursday, the 26th and 27th April, and the Inter-Watch Team Competitions on Friday the 28th. We were lucky in having perfect weather on each of the three days. On the Wednesday, the R.A.N. College events were held in conjunction with a competition between a Combined Services Team and a team from the M.U.A.C., in which the University athletes completely outclassed their opponents, except in the Long Jump—the only event the Services won.

The heights cleared were rather disappointing, and Robertson won with ease.

Under 5 ft. 4 ins. Events.

These were run on a Championship basis, 3, 2 and 1 points being awarded for 1st, 2nd, and 3rd.

100 Yards.—1st, Stevenson; 2nd, Dollard; 3rd, Fenner. Time: 12 4/5 secs.

Stevenson won easily by two yards, surpassing himself by running the race two-fifths of a second faster than the time in which he won his heat. Gay was unlucky in getting a very bad start.

One Mile.—1st, Dollard; 2nd, Davies; 3rd, Stevenson. Time: 5 min. 53 4/5 secs.

This was a most amusing race. Davies seemed to slow the pace down as much as he liked, and led for the first three laps, the rest of the runners continually changing places behind him, and from time to time challenging his lead, but only on the bends. In the second lap the squad almost broke from the doubtful double into a restful quick. However, Dollard came to the front early in the last lap and won with ease from Davies by about 20 yards. Stevenson and Gay had a battle for third place. The time was good, considering that the first three laps took 2 min. 50 secs.

Long Jump.—1st, Stevenson, 15 ft. 8 1/2 ins.; 2nd, Gay, 15 ft. 2 1/2 ins.; 3rd, Dollard, 14 ft. 5 1/2 ins.

Just a jump.

High Jump.—1st, Davies, 4 ft. 5 ins.; 2nd, Dollard, Stevenson, 4 ft. 4 ins.

Davies distinguished himself by knocking the bar three times at 4 ft. 4 ins., though on the third attempt it was not dislodged before he reached the ground. He then cleared 4 ft. 5 ins. at his first jump, while Stevenson and Dollard both failed with their three.

Table of Points for Under 5 ft. 4 in. Championship:—

	100 Yds.	Mile.	High Jmp.	Long Jmp	Ttl.
Stevenson	3	1	1 1/2	3	8 1/2
Dollard	2	3	1 1/2	1	7 1/2
Davies	—	2	3	—	5
Gay	—	—	—	2	2
Fenner	1	—	—	—	1

Folkard and McMurray were both unlucky in being on the Sick List for the Individual Championships, but they both competed in the Inter-Watch Competition.

The results of the Individual Championships were as follows:—

100 Yards Open.—1st, Robertson; 2nd, Milner; 3rd, Crabb. Time: 11 1/5 secs.

This was a very good race, Robertson winning with a great dash by a yard and a half, after having been led by Milner at the 60 yard mark, and Crabb was a yard behind Milner.

One Mile Open.—1st, Purvis; 2nd, Milner; 3rd, Ramsay. Time: 4 min. 24 secs.

Ramsay made the running from the start, but fell away in the last lap, when there were only Purvis and Milner in the race. These two had a great battle, Milner showing great determination in trying to pass Purvis in the back straight, but Purvis showed determination even greater in keeping him back. Milner showed bad tactics in keeping on trying to pass on the bend, and could not quite catch Purvis in the finishing straight. Purvis won a magnificent race by two feet.

440 Yards Open.—1st, Milner; 2nd, Purvis; 3rd, Crabb. Time: 58 4/5 secs.

Won comfortably by three yards.

120 Yards Hurdles.—1st, Milner; 2nd, Dovers; 3rd, Robertson. Time: 17 4/5 secs.

This was a close race between Milner and Dovers. These two went over all the hurdles together, but Milner's extra speed enabled him to beat Dovers by a yard in the run to the tape.

Long Jump Open.—1st, Robertson, 19 ft. 0 1/2 ins.; 2nd, Dovers, 17 ft. 2 ins.; 3rd, Crabb, 17 ft. 0 1/4 ins.

Robertson's 19 foot jump was a very good one and he struck the board perfectly. If Crabb had taken more care in measuring his run he might have done better, for he did not strike the board once in his three jumps.

High Jump Open.—1st, Robertson, 4 ft. 11 ins.; 2nd, Crabb and Ramsay, 4 ft. 10 ins.

INTER-WATCH COMPETITION.

The Inter-Watch Competition was very keenly contested, and closeness of the final scores enhanced the merit of Red Watch's victory, and added to the enjoyment of the spectators.

1320 Yards Relay.—Won with ease by Red Watch.

480 Yards Hurdle Relay.—A very close race between Red and Blue Watches, the latter just winning. White Watch were just finishing their third relay when the winners crossed the line.

Throwing the Cricket Ball.—Won by Treloar for the Red Watch. An expert who was present remarked that Treloar was the only Cadet competing who had much idea of throwing a Cricket Ball. Distance: 80 yards, 2 ft. 1 in.

660 Yards Relay.—A close race between White and Blue Watches, the latter winning by about three yards.

Long Jump.—Robertson won as he was expected to, with a jump of 18 ft. 7 ins. All the competitors performed well.

Half-Mile Race.—Treloar ran very well and pushed Milner quite hard, but Milner won the event for the Blue Watch by three yards with a little in hand.

Obstacle Race.—The best race of the afternoon. Dovers and Cook went over the last obstacle together, followed closely by Bargin.

Dovers, just had the necessary speed to beat Cook to the tape by inches, with Burgin two yards away third.

High Jump.—Red Watch took first and second places with Hinchliffe and Davies, and Brown and Penny, neither of whom had ever jumped before, took third and fourth places for White. Catlin startled all beholders with an uncanny faculty for sitting on the bar without dislodging it. To the intense delight of Blue Watch he achieved this miraculous performance no less than four times, and it seemed a pity that, with this ability he did not gain better than fifth place.

Mile Relay.—Won easily by White Watch.

Mile Race.—Purvis won easily from Ramsay. His effort was noteworthy, as he had just run 440 yards for White Watch in the Mile Relay. McMurray's pluck also deserves mention, as he had only come off the Sick list on the day of the Sports, and had also run for White Watch in the Mile Relay. He insisted on finishing the course in spite of being told that he could drop out without penalty to his watch, if he wanted to.

Tug-of-War.—Red Watch won in straight pulls from both Blue and White Watches, and was easily the best team. White was defeated by Blue Watch in straight pulls.

Officers' Handicap.—The Admiral first, the rest nowhere. The winner demonstrated remarkable speed out of the holes, and won easing down, from a mark which belied his youthful appearance.

Aquatic Sports

The aquatic sports were held on March 15th, and we were lucky enough to have excellent weather. The standard of swimming among the Cadets is good and some fine performances were witnessed.

The outstanding performer was Milner. He has a nice, easy style and should be capable of fast times as his physique improves. Another notable performance was the diving of Stevenson. He dived with neatness and precision and easily won from last year's champion, Cook. The Inter-watch contest resulted in a surprise win for the Blue Watch. This was mainly due to the inability of the White Watch champion to find a plate in the Inter-watch Obstacle race. The 50 yards handicap was won by Thompson off 25 seconds. Half the finalists in this event had the limit handicap, which suggests a big improvement in their swimming after the time their handicap was assessed.

After the last event the prizes were presented by Mrs. Sarel.

The following is a list of events and results:—

Breast Stroke Championship.—1st, Ramsay; 2nd, 500k; 3rd, Treloar. Time: 43 $\frac{4}{5}$ secs.

100 Yards Championship.—1st, Milner; 2nd, Robertson; 3rd, Dovers. Time: 68 secs.

Inter-watch Obstacle Race.—1st, Blue; 2nd, Red; 3rd, White.

Diving Championship.—1st, Stevenson; 2nd, Cook; 3rd, Bassett.

50 Yards Handicap.—1st, Thompson; 2nd, Dovers; 3rd, Robertson.

Obstacle Race.—1st, Milner; 2nd, Dovers; 3rd, Robertson.

Inter-watch Medley Relay.—1st, Red; 2nd, Blue; 3rd, White.

Inter-watch Free Style Relay.—1st, White; 2nd, Blue; 3rd, Red.

Musical Lifebuoys.—1st, Penny.

The Regatta

The annual Regatta took place on Wednesday, 25th October, which turned out a bright sunny day, with a cool and pleasant breeze. The first race of the afternoon, which was the final of the Open Sculls, commenced at 1:30. The previous heats, for which everyone had entered, had been pulled off the previous week. Robertson and Peel were the finalists, after having already pulled five or six heats. At the beginning of the race they were together, but then Robertson began to draw away, finishing with a good lead, and thus adding the name of another Robertson to the Otto Albert Cup.

The second event was the Inter-watch "B" crews 27 ft. whaler race, the distance being one-third of a mile. White Watch came to the front at the beginning and held this position for the first thirty yards or so. White was then overtaken by Blue. Meanwhile Red passed White after running bow to bow for a while, and then Red came up into the position of second. These positions were held throughout the remainder of the race. Blue Watch, by coming first, gained 6 points, Red Watch 4 points for second, and White Watch 2 points for third.

The third race laid down on the programme was one between the Stewards on one side

and Seamen and Cooks on the other, but this was cancelled. The fourth item was the Inter-watch "A" crews 27 ft. whaler race, the distance being half a mile. Blue and Red Watch gained the lead, leaving White Watch well behind. The two former fought for first place and ran bow to bow until near the finish when Red spurred and won by half a length. In this race Red gained 9 points for first place, Blue 6 points for second, and White 4 points for third.

The fifth and last race was a skiff race Officers versus Chief Petty Officers, two pulling in each skiff with a cadet as cox. The length of the course was a quarter of a mile. The officers gained a good lead, and although the Chief Petty Officers managed to make up a little of their leeway, the officers maintained their position in the lead and won the race by two or three lengths.

Red Watch were the victors in the Inter-watch competition, with a total of 13 points. Blue Watch ran a very close second with 12 points, the White Watch being third with six.

The prizes were presented by Mrs. Sarel after divisions on Sunday morning.

William Weale.

Tennis Championships

We were lucky in choosing a perfect day on which to play the finals of the Tennis Championships. In the Singles, Tapp beat Gordon 6-3, 6-4. It was a fairly close match, more so in the first set when Gordon approached the net occasionally to do a little volleying. The second set was very dull, both players standing on the base line and patting the ball up and down the centre. Tapp deserved to win, but both he and Gordon were very unenterprising.

The Doubles, in which Brewster and Downs met Purvis and Cook, was a display of very bad tennis, but was worth watching from time to time. Purvis was the best of the four, and showed flashes of a faint appreciation of the

value of position on the court. Cook, Downs, and Brewster were always out of position, and the spectacle of the two latter standing one on the centre line at the net and the other on the baseline, leaving both sidelines wide open, had to be seen to be believed. However, it was quite a good match, Purvis and Cook deserving to win, 6-3, 6-8, 6-2.

Most Cadets seem to think that to be a good tennis player, they need learn only to hit the ball accurately and hard. They forget that they have got to be in the right place before they can hit it. In other words, they don't realise that position on the court is half the battle in a doubles game.

CHAMPIONSHIP SINGLES (32 Entries).

Gordon	} Gordon	}	Gordon	}	Tapp
Brewster	} 11-9.				
Williams, L. L.	} McDonald	}	Tapp	}	6-4, 6-1
McDonald	} 10-3				
Purvis	} Purvis	}	Tapp	}	6-4, 6-1
Macartney	} 10-3				
Tapp	} Tapp	}	6-3, 6-4.		
Crabb	} 10-6			}	6-3, 6-4.

CHAMPIONSHIP DOUBLES (13 pairs).

Milner-Jellicoe	}	Gordon-McDonald	}	Brewster-Downs	}	Purvis-Cook
Gordon-McDonald		10-4				
Brewster-Downs	}	Brewster-Downs	}	Purvis-Cook	}	6-2, 6-8, 6-3
Skottowé-Wheeler		10-1				
Penny-Brown	}	Purvis-Cook	}	Purvis-Cook	}	
Purvis-Cook		10-5				
Tapp-Williams, L. L.	}	Kerruish-Macartney	}			
Kerruish-Macartney		11-9				

HANDICAP TENNIS DOUBLES.

Seventeen pairs entered for this competition in which Cook and Purvis were narrowly defeated by Seddon and Shimmin in the first round. In the second round Brown and Stevenson had a great struggle before defeating Seddon and Shimmin 13-11. In the semi-finals Penny and Crabb met Davies and Thompson. The play was very even right through the match, and it was only through loss of confidence by their opponents that Penny-Crabb won, 8-6, 6-3. The other

semi-final was also very close, there being very little to choose between the two pairs. Treloar and Wells finally defeated Brown and Stevenson, 7-5, 6-3.

The finals were not as closely contested as was expected. After the first three games Penny and Crabb drew away to win the set 6-1. Inspired by victory in the first set, Penny-Crabb experienced little difficulty in winning the second and final set, 6-2.

The results are set out, as follows:—

(17 Pairs).

Fenner-McMurray, R 15 3	}	Davies-Thompson	}	Penny-Crabb	}	Perry-Crabb
Davies-Thompson, R .30		9-5				
Gay-Dollard, Ser.	}	Penny-Crabb	}	Treloar-Wells	}	6-1, 6-2
Penny-Crabb, O 15.3		9-2				
Brown-Stevenson, O.15	}	Brown-Stevenson	}			
Seddon-Shimmin, R.15		13-11				
Jellicoe-Milner O.3.6	}	Treloar-Wells	}			
Treloar-Wells, Ser.		9-2				

HANDICAP SINGLES.

The Handicap Singles were held over the last four weeks of the first term. Rain interfered with several matches, but otherwise the weather was good. There were thirty-three entries, the players being handicapped according to their class of play. Purvis, who gave three points in every game, put up a fine performance by defeating Milner and Mears before he was finally beaten by Dollard after a very exciting match, with the final scores at 10-8.

In the first round, Penny had a hard struggle to beat Ramsay, who extended him to 10-8. Shimmin experienced little difficulty in defeating Synnot, the final scores being 9-1.

In the next round a very close match was played between Brown and Fowle, but the latter proved just a little too strong for his opponent. Stevenson did very well to defeat Wells, who should do very well next year. Shimmin had another easy victory, defeating Bassett, 9-0.

In the semi-finals, Dollard met Stevenson. After a fine piece of play, Stevenson took the first set, 6-0, but then he slackened off and Dollard won the second, 6-4. In the final set the scores were even at first, but then Stevenson's steady play told, and he won the set 6-2, the scores for the match being 6-0, 4-6, 6-2. In the other semi-finals Shimmin met Crabb. Shimmin started well, but owing to several weak shots threw away the advantage of his handicap and lost the first set to Crabb 1-6. The second set saw a change of fortune and Shimmin won three games before Crabb again took the lead and won the set and match, 6-1, 6-3.

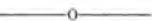
The finals were played on May 1st in threatening weather. Stevenson served, and won the first two games. Crabb then won his first game, but lost the next, Stevenson leading 3-1. Crabb's faster play then began to tell until he took the set, 6-3. The play of the second set was much more even. Stev-

enson led 3—1, but again Crabb pulled up and the scores were evened. Play was now very concentrated, and there were several good rallies. Finally Crabb took the set and match winning, 6—3, 7—5.

The following are the details of the matches. Each match consisted of one nine-game advantage set, except the final and semi-final matches which consisted of the best of three advantage sets.

(33 Entries).

Dollard, Scr.	} Dollard	}	Stevenson	}	Crabb
Penny, O.15	} 10—8				
Stevenson O.3/6	} Stevenson	}	6—0, 4—6, 6—2 ..	}	6—3, 7—5
Fowle, O.15.3	} 9—4				
Davies, R.15.3	} Crabb	}	Crabb	}	
Crabb, O.15	} 9—4				
Shimmin, R.15	} Shimmin	}	6—1, 6—3	}	
Burnett, Scr.	} 9—0				



Boxing

The annual Boxing Tournament was held on Wednesday, 16th August, at 1700. The following are some notes on the individual contests.

PRELIMINARY ROUND.

1.—**McFarlane v. Weale.**—Both boxers seemed to have a hearty respect for one another, in that, at the beginning of the rounds, they both adopted defensive attitudes while still separated by the whole width of the ring. It was a good fight and both went into it with a will. Won by McFarlane fairly comfortably.

2.—**Fowle v. Dovers.**—A very good fight, both showing considerable skill as boxers. Dovers was down for 9 in the third round, but made a very good recovery. Won by Fowle, but not by a large margin.

3.—**Mears v. Cook.**—The fight was stopped at the beginning of the third round, although Mears was fighting pluckily. This was a good example of the difference in strength between two Cadets of almost the same weight, whose ages differ by a couple of years.

4.—**Ramsay v. Hinchliffe.**—Ramsay delivered some telling punches in the first few seconds, and the fight was stopped in the first round. Hinchliffe was never given a chance to display his ability.

5.—**Brown v. Bassett.**—Both were very slow and seemed tired at the end of one round. Nevertheless, it was a good scrap. Won by Brown, who showed his superiority in the third round.

6.—**Synnot v. Milner.**—A very good fight. Synnot was the better boxer, but Milner's solid punching had its effect. Synnot's punching

was very fast, and was also solid. Won by Synnot.

7.—**Peel v. McMurray.**—One of the best fights in the Tournament. McMurray was worried by Peel's boxing left-handed, but they mixed it very willingly. In the second round Peel was hurt by stomach punches, but McMurray did not follow up his advantages as quickly as he might have done. The referee decided on an extra round, which Peel won, and so won the fight. McMurray's gameness was commended by the Admiral. Peel's effort was also remarkable in that he had only that day come off the sick-list with a sore chest.

8.—**Penny v. Crabb.**—Penny proved the better boxer, but Crabb shook him in the first round with terrific punches. Penny did some good in-fighting, and was awarded the fight by a small margin.

FINALS.

1.—**Shimmin v. McFarlane.**—Shimmin was the better boxer. McFarlane fought very well, and there were some very lively exchanges in the third round. Won by Shimmin.

2.—**Stevenson v. Thompson.**—The second best display of boxing skill in the Tournament. Both were good boxers. Stevenson's footwork was excellent, and he was slightly faster than Thompson with his punches. Thompson's defence was very good. Neither wasted any punches. Won by Stevenson.

3.—**Dollard v. Davis.**—Dollard had the longer reach, but failed to make full use of it. Davis went for him like a tiger, but failed to connect time after time with his swings. The fight was awarded to Davis.

4.—**Fenner v. Catlin.**—Catlin showed skill and did what he liked. Fenner kept getting his head down. The fight was stopped in the second round. Won by Catlin.

5.—**Davies v. Brasier.**—Brasier was much the stronger and the fight was stopped in the first round.

6.—**Seddon v. Mussared.**—Seddon had the better of the first and second rounds, but in the third, Mussared discovered that he had a right hand and used it with such effect that he won the fight.

7.—**Fowle v. Cook.**—A very good fight. Both went hard at it, and showed a certain amount of boxing skill. There was very little in it, but Cook showed a slight superiority and was awarded the fight.

8.—**Robertson v. Penny.**—Exhibition. Robertson was much heavier than his opponent and showed remarkable speed for one of his weight. Penny fought back very gamely and will be very good when his strength catches up to his growth.

9.—**Ramsay v. Brown.**—A very good fight. Brown showed much more skill than he had against Bassett in the afternoon. Ramsay turned his back several times and suffered thereby. There was nothing in the first two rounds, but Ramsay just won the third and the fight.

10.—**Synnot v. Peel.**—Synnot was giving away nine pounds, and is undoubtedly a very good boxer to have won the fight. It was a terrific battle, but Synnot's strong punching

speed and good defence told, and he won by a fair margin of points. Synnot was awarded the Shelley Cup.

Lieutenant-Commanders Newman, Armstrong, and Pearson kindly acted as referees and judges.

The following are notes on the contests of the Eliminating round, which was held on the 14th August.

1.—**Fowle v. Wells.**—One-sided. Fowle did all the attacking. Won by Fowle, who was the stronger and better boxer.

2.—**Purvis v. Ramsay.**—A very good bout. Ramsay was slightly ahead on the first round and showed a good left lead. Both boxed well in the second and third rounds, and attacked in turn. The fight was awarded to Ramsay after an extra round, but there was very little in it.

3.—**Hinchliffe v. Burgin.**—Free-style boxing. Hinchliffe took advantage of his superior reach. Burgin gave a few body punches which shook Hinchliffe, but the latter had the better of the fight all through.

4.—**Milner v. Jellicoe.**—The first round was very even, with both doing some good hard punching. Milner did most of the attacking during the second and third rounds. Both were very tired at the end. Milner won fairly comfortably.

5.—**Treloar v. Synnot.**—Treloar was completely outclassed, and Synnot knocked him out early in the second round.

Squash Racquets, 1932

The facilities for Cadets playing Squash are very limited. In fact, it is only owing to the kindness of the Ward Room Officers in making the Court available on Saturdays and Sundays that the Cadets have any opportunity of playing at all.

Even with this handicap, the standard of play is low, and although the entries for the Championship were numerous, the only closely contested match was the final.

The scores in quite a number of the other matches did not indicate the closeness of the play, as the usual run was for the server to remain "in" until he put himself "out" by serving a double fault.

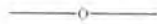
Most Cadets go on to the court with the idea that the game is easy, and that the main thing is to hit the ball as hard as possible with no regard to direction, when actually the game calls for intelligent anticipation, variation of speed of shot and a definite scheme of placing successive shots, as well as keeping command of the court.

In the semi-finals Tapp defeated Kermish 9—4, 9—1, and Gordon (last year's winner) defeated Williams I, 9—5, 10—8. Williams tries to hit the ball too hard and frequently wins a shot before he plays it.

In the Final the Squash was of a fairly reasonable standard, but here again the players displayed little evidence of any definite scheme of attack, and in most rallies were content to get the ball back.

In the first set Tapp won most of his points by good services into the left hand court, and good back-hand shots down the wall, which found Gordon out of position. After the first game Tapp fell away, and Gordon, by sheer steadiness, got on top, and although in the third game Tapp made a great effort, Gordon managed to hold him in check and became the Squash Racquets' Champion for the second year in succession, by winning the match, 3—9, 9—6, 10—8, 9—3.

Robertson	}	Kerruish	}	Tapp 9-4, 9-1	}	Gordon 3-9, 9-6 10-8, 9-3.
Kerruish						
Cook	}	Tapp	}	Gordon 9-5, 10-8.	}	
Tapp						
Gordon	}	Gordon	}		}	
Purvis						
Williams	}	Williams	}		}	
Wheeler						



The Cross Country Run

The Cross-Country Run was held on Saturday, 10th June, in fine weather, the track being fairly dry.

The Phillip Year was given one minute ten seconds start on the Jervis Year, and the Jervis Year, fifty-five seconds on the Cook Year. These handicaps seem to have been too great, as the first three home were First Year Cadets.

The race decided two competitions simultaneously, an Inter-Watch Competition, for which the prize was a dinner, and an Inter-Year Competition for Captain R. H. Walters' Challenge Cup. The Inter-Watch Race was

won easily by the Red Watch, but the Inter-Year Race provided a much closer struggle, the Jervis Year beating the Phillip Year by a very narrow margin.

Wells, Treloar and Seddon did very well to take the first three places, and they stuck together until the final run home. Purvis's effort in coming a close fourth was outstanding, and he should have won with a fairer handicap.

Penny and Thompson were on the sick-list and did not run.

The following are the results:—

COOK YEAR.	INTER-YEAR RACE. JERVIS YEAR.	PHILLIP YEAR.
Burgin 26	Bassett 13	Brasier 7
Cook 16	Brown 22	Catlin 28
Fowle 16	Crabb 9	Burnett 32
Folkard 29	Dollard 21	Davies 18½
Hinchliffe 31	Dovers 14	Davis 17
Jellicoe 27	Fenner 34	McFarlane 33
Milner 5½	Gay 15	Seddon 3
Peel 25	Mears 24	Shimmin 18½
Purvis 4	McMurray 8	Treloar 2
Ramsay 11	Mussared 5½	Weale 30
Robertson 12	Stevenson 23	Wells 1
Synnot 20	Average 17.13	Average 17.27
Average 18.04		
RED WATCH.	INTER-WATCH RACE. WHITE WATCH.	BLUE WATCH.
Cook 10	Folkard 29	Burgin 26
Hinchliffe 31	Jellicoe 27	Fowle 16
Peel 25	Purvis 4	Milner 5½
Robertson 12	Synnot 20	Ramsay 11
Bassett 13	Brown 22	Crabb 9
Dollard 21	Dovers 14	Fenner 34
Gay 15	McMurray 8	Mears 24
Mussared 5½	Burnett 32	Stevenson 23
Brasier 7	Davis 17	Catlin 28
Davies 18½	Shimmin 18½	McFarlane 33
Seddon 3	Weale 30	Wells 1
Treloar 2	Average 20.13	Average 20.13
Average 13.58	Time: 24 min. 15 secs.	

HOCKEY.

Very little Hockey was played during the 1933 season.

The Inter-Watch Competition was won by

Blue Watch, with White Watch second and Red Watch third.

Colours were awarded to Robertson, Purvis and Cook.

Current Gossip

This page is specially written for the R.A.N.C. Magazine by The Right Honourable Tweet-Twitter-Twitter.

OPINIONS FROM THE CARTOON CLUB.

Strolling into the Double C a few evenings ago I fell among a group of the members but lately returned from a visit to the R.A.N. College at Flinders Naval Depot. The chit-chat was bright and pithy, so I made bold to shoot my left cuff and apply my H.B.

* * * * *

Mr. M. Mouse, that well-known sportsman, and owner of Tanglefoot, told me of a most enjoyable day. He showed great interest in a new variety of high speed grass that was, as he expressed it, the outstanding feature of the College. It appears that this grass is a closely guarded secret and is grown in the seclusion of the asphalt tennis courts. All our bright young set should look forward to next season when only horses fed on this super product will have a chance of success.

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Mr. Meggs; Ginger to his friends, greeted me in his quaint boyish manner, as 'Ah there, Twit,' and gave me more particulars of the visit. He was much excited over the number of prominent ears so proudly displayed by their Cadet owners; many of them being positively 'sitting shots.' Mr. Megg's voice dropped to a sad, dolorous key as he bemoaned the absence of 'Ready to hand' tomatoes.

Miss Minnie Peters—'Min' to her own set—who was most enthusiastic on the fashions displayed by the Cadets, expressed surprise that the fashionable short sleeves and trousers were already prominent. She further confided in me that white would be 'à la mode' this summer for young officers.

* * * * *

Mr. Moore (Dinty) assured me that a deputation of Cadet Midshipmen had offered him a princely salary to take over the catering of the College. Mr. Moore looked very uneasy as he confidentially whispered that he was afraid the news of his new steak softening process must have leaked out.

* * * * *

THE MUSIC BOX.

Music has always been associated with the sea, from the Bosun's pipe to the Sailmaker's fiddle. The wooden leg seaman with his accordian has always been 'a great lump of

local colour to the author and artist.

In keeping with this great tradition, the College music "Set" is flourishing, while its sphere of influence continues to extend. Side by side with this, one might say 'physical' growth, is a second and more important aesthetic development. The accordian has given place to the mouth organ, the pipe to the xylophone.

Professor Catlin is delighted with the progress of his "discovery and protégé," young Master Folkhard. At the end of the year, the Professor hopes that this budding genius can continue his studies in Vienna. Mr. Folkhard tells us that he has acquired a beautiful old 'Boomerang' instrument through a kindly admirer. As you all know, dear people, the Boomerang is the Stradivarius of mouth organ medium.



A little bird tells me that Cadet Midshipman Hinchliffe has been honoured by a private communique from no less a person than Herr Hitler. If we know our brave Maestro, his love for his art will support him to the end; and he will continue to breathe defiance through the crooning steel tongue of his beloved harp.

The silver-tongued boy soloist Thompson continues his season of triumph. One has heard rumours of command performances, though nothing official as yet bears out these whispers. His trusty xylophone is now well known to the public, but even his improving touch is no match for his bell-toned voice.

Cook and Gay continue to play to packed houses. It is remarkable how these ducists can fill the seats week after week. I have a suspicion that at least one member of the act will go for an extended sea trip at the close of the season.

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SOCIAL NOTES.

On Friday, 20th October, a charming *al fresco* luncheon was given at Werribee by Lieut. Plunket-Cole to a party of Cadets. The occasion was a visit to Geelong Grammar School to see the Nelson Pageant.

My host added a *morceau de ton* to the party by wearing (to perfection) one of those new *argent et noire* canes.



The catering was carried out by the College Cookery Company to the satisfaction of a most replete party.

A diverting little incident is circulating round the town of the triumph of Lieut. Gelatly—the promising young clubman. Whilst returning to the College with the cricket XI, after their engagement at Melbourne Grammar School, his 'Cadillac' passed through Frankston. Springing from his car he entered a Fruit Shop and secured a prize so dear to his epicurean heart—the first cucumber of the year. Proudly displaying this trophy of the chase he wittily remarked: 'The first cucumber is more tasty than the first cuckoo'—Eh what?'



A delightful series of dinner parties arranged à la française continues to be the outstanding success of the College season. These dainty dinners given each Wednesday night are lively with repartee delivered in a courtly French. The cuisine, essentially Continental in its menu, is a joy to many a youthful gourmet and *bon viveur*. It looks like a bumper crop of frogs in the lake reserve this year and with the opening of the season the French menu can be made complete.

Do you know that one of our most sought after young eligibles owes much of its success to a fortuous dispensation of nature. A wicked little droop of the left eyelid has proved so successful that he has put all thoughts of the beauty specialist aside. What a sacrifice to the cause of his fellow girl friends.



While on the personal note I publish a little circular I received the other day. I do this in the hopes that our pleasing and amiable young Officer, Mr. T. J. (Woof) Robertson may benefit by its kindly sentiment.

When asked what she thinks
By the culinary sphinx
The riddle is often severe—
Thick or clear?

If given the choice
Of the masculine voice
The answer is made in a tick—
Clear . . . never thick,
Use 'Velvets' — the perfect voice
smoothers.

* * * * *

THE SHOPPING PRIZE.

The shopping prize for this week goes to Mrs. P. C., whose astonishing bargain comes as a revelation. This thrifty housewife chose the haberdashery department as the scene of her triumph. For the guinea limit Mrs. P. C. obtained:—

12 collars—butterfly—gent's natty (size assorted).

12 ties—black evening — (oversize).

1 gross studs—mixed.

Dear, won't the P. C. family of twelve—all boys—look smart at their next function.

The Laws of the College

(Reprinted from the College Magazine for 1916).

Now these are the laws of the College,
And of this there shall be no dispute,
Cadets that uphold them shall prosper,
But the others must all meet the "boot."

Lo! a First Year run foul of a Fourth Year,
And receiveth reproof on the cheek;
(Can a Light Cruiser gun-fight a Dread-
nought?)
It were better for him to be meek.

A vessel on entering harbour
Is given a berth of her own,
And none other ship shall disturb her
So long as her anchors are down.
So the home of Cadets is their gunroom,
Much noise may they make and much din,
But until the permission be given
No others may enter therein.

Take heed of one "G" on the bugle,
Do not hang about, tarry or wait;
It is better to be an hour early,
Than fall in ten seconds too late.

Strive ye hard from "Revelly" to Quarters,
Although the hands seem to creep;
The classrooms are built for your working;
Your bunks are the place for your sleep!

A ship may get hit in an action;
Her "chummy" ship takes her in tow;
What matter? the chances are even,
Their time will come later they know.

So when at the end of your first year
Your chum has the badge on his sleeve,
Remember **your** chance may come next year,
Don't worry, just have a good "leave."

If ye err and get put in the rattle,
Take your drill with a smile on your face;
To err or to skylark is human
But to brood or to sulk is disgrace.
Steer clear of that shoal, "Regulations,"
If ye foul it ye're sure to be caught
And then ye will buoy for the others
That rath, the Commander's report!

As a battleship lifts to the wave crests
And shoulders the greatest aside,
Nor turns from her own course a hairbreadth,
Until in the harbour she bide;
So shall ye, if misfortunes befall you,
And your luck seems uncommonly thin,
Thrust aside all your grouching and moaning;
Just carry on trying—and grin!

Mark ye well all these words, and remember
(For on this dependeth your fate)
All laws are as nought beside this one—
"SERVICE FIRST," and run all of ye
STRAIGHT.

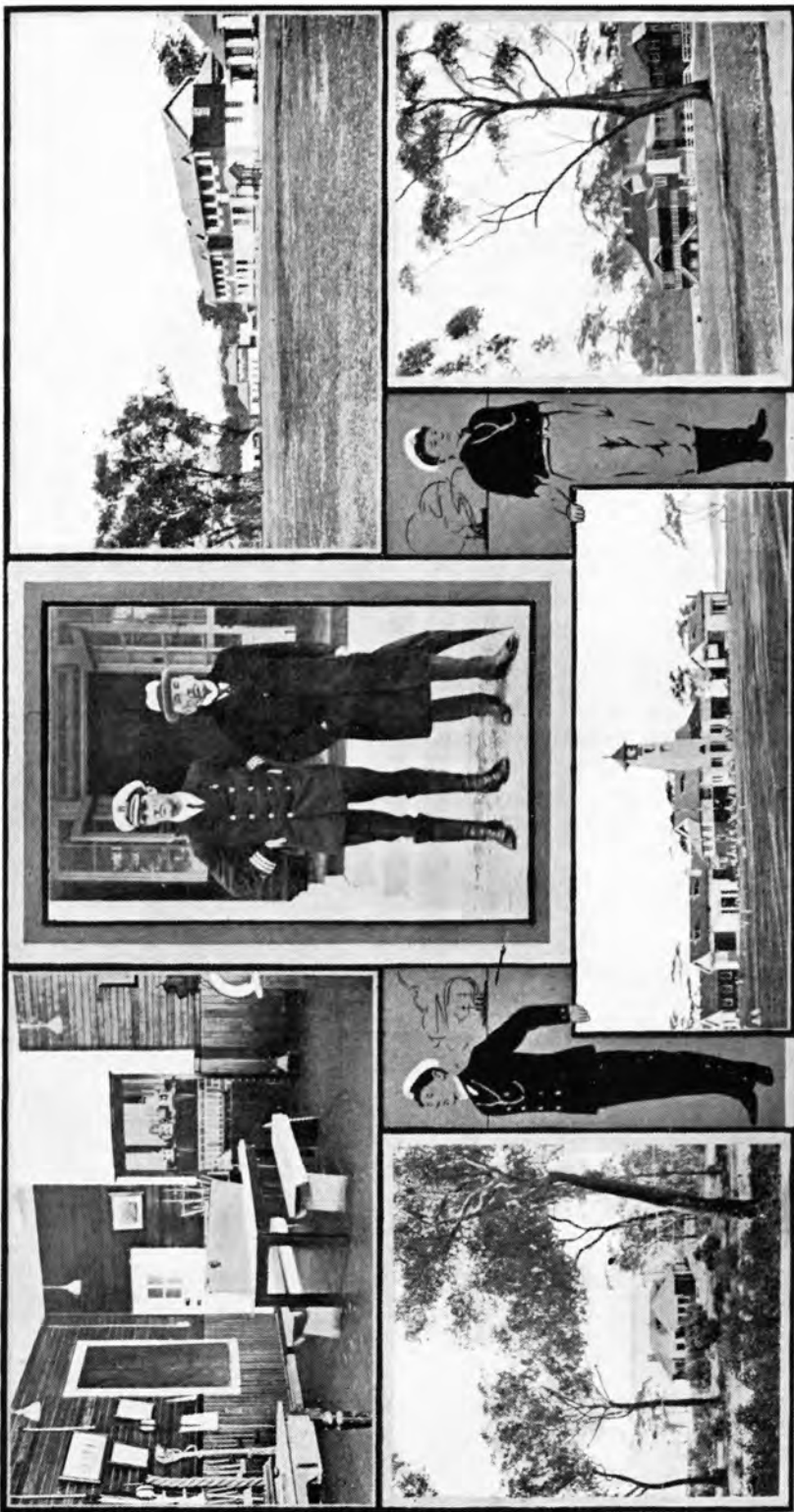
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As the smoke poureth out of the funnels,
Floats away and is lost to the ken,
So shall ye, who these laws fail to follow,
Melt away and don "mufti" again.

Year Names

The four names by which the various "Years" of Cadet-Midshipmen are known all have their special significance for Australians. Each represents a different aspect of the Navy's association with the history of Australia. **Cook** was the discoverer of the east

coast of the continent, whose report gave quite a different view of the country which had shown such an unattractive side to Dampier, and to the Dutch. **Phillip** it was who established the first white settlement on these shores and was the founder of a new nation



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beneath the southern cross. He stands for the governing and administrative work of the navy, a side of its work which has gone on ever since. **Flinders** was the explorer whose patient and careful examination of our coasts laid the foundation of that survey work which is to-day being carried on by Australian officers in such ships as the *Moresby*. **Jervis** provides the link between the Royal Navy and its southern offspring. It was the victories of Jervis at St. Vincent, and Nelson at the Nile and Trafalgar, which ensured that the fruits of the work of Cook, Phillip and Flinders should be preserved for men of Anglo-Saxon race. The Royal Australian Naval College had its beginnings at Osborne House, a fact which augured well for the close relation between the young officers of the new and those of the old navy. The name of the bay on which its home was established in 1915 recalled all the glories of that Old Navy which this newest member was determined ever to keep before it as a goal for which to strive.

Cook was born in 1728, and having always had a liking for the sea, he ran away and became a cabin-boy while still quite young. He joined the Navy and before long became a Warrant Officer. He successfully observed the transit of Venus with a party of astronomers in 1769. On the same voyage he spent six months charting the three islands of New Zealand, and after first sighting Australia at Point Hicks, he charted the whole of the east coast of that land. On August 23rd, 1770, he landed at Possession Island and took possession of the whole of the east coast of Australia under the name of New South Wales. In 1772-4 Cook was again in these waters, and with Captain Furneaux made another visit to New Zealand. He was murdered by the natives of the Sandwich Islands in 1779.

Philip was born in London in 1738. He entered the Navy in 1761 and became a lieutenant in H.M.S. "Stirling." In 1775-8 he served in the Portuguese Navy, and in 1781 he was promoted to the rank of Captain and given command of the "Ariadne," being later transferred to the "Europe." In 1787 he was appointed to the command of the fleet of eleven ships

being sent out to New South Wales, of which colony he thus became founder and first governor. Leaving England in May, 1787, he reached Botany in January, 1788, after a voyage lasting thirty-six weeks. Finding Botany Bay unsuited for his purpose he selected the present site of Sydney for his settlement, and at once moved his ships round to Port Jackson. In 1788-90 he made many journeys of exploration from Manly and Parramatta. He returned to England in 1792 and was promoted to Admiral. It had been hoped that he would return to his charge, but his health, never robust, precluded this. He died at Bath in 1814.

Flinders came to Australia in the "Reliance" and with Bass did a great deal of exploration in the neighbourhood of Port Jackson. In 1798 Bass and Flinders sailed completely round Tasmania. In 1801-03, Flinders, in the "Investigator" completely circumnavigated Australia, but while returning to England in the "Cumberland" was captured and held prisoner for seven years by the French at Mauritius. Flinders finally reached England and proceeded to write his book, "A Voyage to Terra Australis" and publish his splendid atlas of original charts. He died on the very day in 1814 that his work appeared from the press.

Jervis—afterwards Earl St. Vincent—first entered the Navy in 1749. He was a lieutenant in 1755 and at Quebec so distinguished himself that he was promoted to commander. He distinguished himself on more than one occasion in the War of 1778-83. The outbreak of the war against the French Republic found him an admiral, first in the West Indies in 1793, and then in the Mediterranean in 1795. His famous victory was won against a Spanish fleet off Cape St. Vincent on February 14th, 1797. After repressing a mutiny off Cadiz, Earl St. Vincent, as he now was, returned to England. He commanded the Channel Fleet on two separate occasions and he was for several years First Lord of the Admiralty when he carried out numerous reforms. He died in 1823.

Ian Treloar.

The German Cruiser "Koln"

The visit of the German light cruiser "Koln" aroused considerable interest throughout Australia. It was the first time since the war that a representative of the German navy had cruised in Southern Australian waters, and following on a reception of the visiting officers at the wardroom at F.N.D., the whole College was invited by the cadets on board the "Koln" to inspect their ship, which was moored alongside Prince's Pier, Melbourne.

Arriving on board, we were received on the quarter deck by our hosts. Altogether, the ship carries seventy "seekadetten" out of a total crew of 574. We each paired off with one of the German cadets, and so began our tour of inspection.

The first impression one gets of the "Koln" is that of great concentration of fighting force. Owing to the Versailles Treaty, the number of ships allowed to the Germans is very small, but nothing daunted, they have set about mak-

ing the most of their opportunities, the result being that they have experimented in rather revolutionary types of naval construction. The "Koln" is very narrow, and when using her turbine engines, she can develop a speed of approximately 32 knots. For ordinary cruising purposes she makes use of her set of Diesel engines, which give her a speed of from ten to thirteen knots. In all their modern warships, the Germans have made

There are special towers on both sides of the ship on which are placed the searchlights, there being two to each tower, and across the foremast are fixed two large range-finders, one being right up in the foretop.

There are no less than five different steering positions on board. To steer the ship, the quartermaster has only to press one of three knobs, the steering engines being electrically controlled.



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extensive use of the Diesel engine, and all the power boats of the "Koln" are driven by this type. In addition to her four power boats, the "Koln" has also four cutters, these being the only boats she carries.

Her armament consists of three triple-gun turrets, each gun being fifteen centimetres; and four anti-aircraft guns, these being three inch. One turret is situated forward, the other two being aft on the quarter deck. The turrets themselves are very roomy inside, because of the fact that all her guns are loaded by hand, this necessitating a great deal of space for the men to work in.

There are two bridges, one being protected by a two inch armour belt and occupied only during action conditions.

On the upper deck are situated twelve 50 cm. torpedo tubes, six on one side and six on the other, in groups of three. Also, in case of accident to her propellers, the "Koln" carries spare propeller blading.

As may be imagined, both the cadets of the "Koln" and we ourselves, asked many questions concerning the methods of training officers in Germany and Australia. In Germany, cadets enter the Navy at the age of seventeen, and spend about six months in a training depot

ashore. Before entering, each cadet must have gained his "baccalaureate," and then, when his six months are finished, he goes to sea as a "seekadett," on board a cruiser such as the "Koln," which then sets off on a foreign cruise. They eat, sleep, and do their studies in their gunroom, which, although bigger than the gunrooms of our own cruisers does not seem large enough to accommodate seventy cadets.

Naturally, there were many parts of the ship which we were not allowed to see, such as the Signal Bridge and Engine Room, but this did not prevent us from getting a clear idea of the general lay-out.

The officers and men of the "Koln" come from all over Germany, the dark southern mingling with his blonder brother of the North. The general physique of the whole crew says a great deal for the ideas concerning physical culture now prevalent in Germany. The seamen and the cadets are fine looking fellows,

and their charm of manner shown towards all visitors to their ship, made one realize the advanced social condition of the modern German.

All the officers, and many of the crew, speak English with perfect freedom of expression. It is compulsory for the cadets to speak both English and French, and it is one of their customs that the officers should be able to converse in the language of whatever country they visit.

After having inspected the ship, we were entertained at afternoon tea in the gunroom. The senior cadet struck a very happy note in his speech when he said that he hoped we would always remember "our German friends on board the 'Koln'." We were presented with a large decorated photograph of the "Koln," and in addition each of us was given a smaller one as a souvenir of the visit.

G. L. Fowle.

Some Impressions of the Far East

By "A Former Cadet-Midshipman."

As the present Sino-Japanese hostilities are the centre of so much discussion and newspaper articles, a short account of the impressions of surrounding ports gained by a former member of the R.A.N.C. may be of interest.

Hong Kong, our first port of call, was reached on 17th February, according to the western calendar, but the display of jossman lamps over the doorways of the "go-downs" and other buildings where pieces of red paper were also fixed, as well as on the sterns of junks, accompanied by a continual staccato of fireworks resembling a heavy machine-gun barrage, informed one that it was Chinese New Year's Day. Bad devils cannot enter under jossman lamps or red paper, nor invade junks decorated in that manner on the stern, and fireworks frighten them out, so the Chinaman starts the new year with only good devils.

The port of Hong Kong is practically a land-locked sheet of water between the island of that name on which is situated the town of Victoria (population 400,000) and the mainland, half a mile away, where Kowloon, consisting of little more than the docks and wharves and accommodation for coolie stevedores, is to be found. The naval dockyard is on the island.

The city of Victoria, whose white population is about 10,000 to 12,000, is situated on the western foreshore, and extends some distance up the hillside. Though Hong Kong is only 10 miles long by $7\frac{1}{2}$ miles across it rises to a height of 1,809 feet within half a mile of the shore. The lower part of the town is the shopping centre and Chinese residential area, while the Europeans choose the higher slopes

as affording greater scenic beauty and more moderate temperature in the warm summer. The Peak Hotel, the highest point of the town, and the residence of many N.O.'s wives and families, is situated on one of the lower parts of the plateau, at a height of 1,309 feet above sea level. It can be approached by road or by funicular railway. This tram ascends to the hotel in eight minutes from sea level; a vertical speed of 163 feet per minute, the grade exceeding one in one. Fares in this part of the world are cheap; single fare by tram is 30 cents. The tram may be hired for a journey at any time of the day or night for two and a half dollars. The dollar is worth about a shilling.

The Peak Hotel is clean, comfortable, and well ventilated, with splendid cuisine and the inevitable Chinese boy to attend to every wish. Orders to the servants are conveyed in a pigeon English peculiar to China, but quickly acquired when the need arises.

Most modern forms of entertainment, such as the "talkies" are to be found in Victoria. Rickshaws, of which there is more than ample provision, will take you almost anywhere for ten cents.

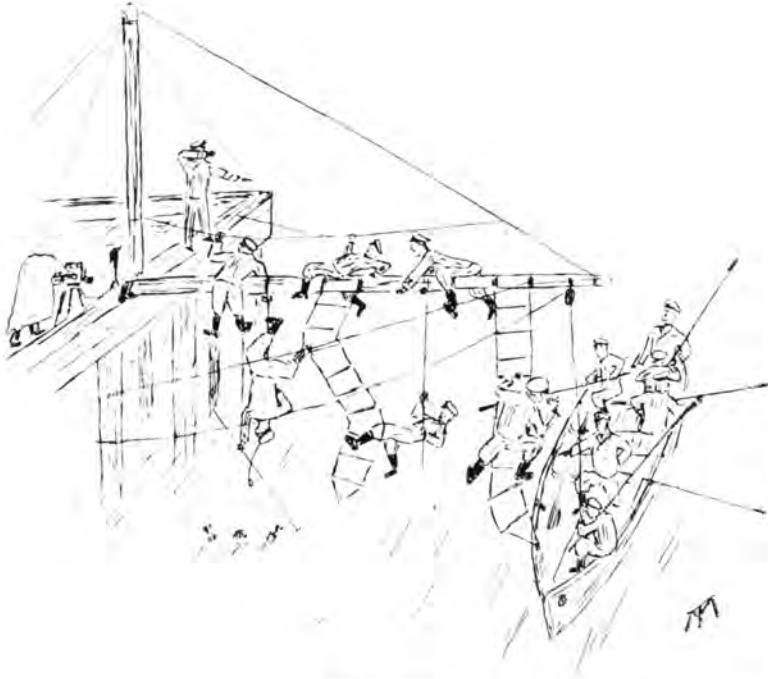
I was fortunate in finding most of the R.N. China Squadron in the port. Amongst old friends whom I met was Lt.-Comdr. Durnford, who was formerly at R.A.N.C.

The dress of the Chinese, who have not yet adopted Occidental clothing, is somewhat unusual to our minds. Men wear skirts, women trousers, girls blouses and a type of plus fours reaching half way down the calf of the leg. Babies are carried in shawls on their

mother's backs. Pigtales and the old system of bandaging the baby's feet back are out of date in the ports.

As pointed out before, fireworks (crackers mainly) play a tremendous part in Chinese rituals. Before working cargo in a ship not previously initiated, half a dozen coolies come aboard, each carrying a string of crackers six

River or the Yarra) not so good as Hong Kong. Here the American has made a very definite mark; first noticed in the fine tall buildings and broad streets of the city. Everything is done on a much larger scale, but splendid order is maintained by the Sikh police. Every nation is well represented in this city and here one comes across large numbers of



BOAT DRILL

feet long. Lighting the lowest one of the string as they come aboard they run in procession round the upper deck while the crackers explode. Joss sticks are well to the fore to frighten out the devils from foreign cargo, as it is discharged. As the ship leaves the wharf a final burst of fireworks ensures that no foreign devils are left behind.

At sea, piracy is rife, so no lights are shown in the junks, and as no Chinaman would think of giving way to a foreign devil, collisions are frequent.

Shanghai, on the Woosung River, our next port of call, naturally has much in common with Hong Kong, as both are Chinese, though the language of the people of the two places is quite different. As a port it is very much bigger, but owing to the congestion on the narrow river (about as wide as the Brisbane

Russian fugitives who have taken up their residence there after the Revolution in their own country.

Anyone visiting Shanghai is sure to be taken to the Shanghai Club, where they claim to have the longest bar in the world (235 feet).

From Shanghai we went to Kobe, in Japan, and entering that port we could not fail to notice the Occidentalism of that port compared to the Orientalism of the previous two ports. In a harbour well equipped with ship-building yards and every modern facility for handling cargo, we might well have been in one of the principal ports of Europe rather than in a country which was practically closed to Europeans less than eighty years ago. The average Japanese could hardly fail to strike you as being small, dark, wiry, courageous, alert, energetic, and shrewd. Even among the coolie

class English is spoken fairly fluently. The Japanese are great imitators and it is this trait which has led them to make such strides in civilisation since the advent of white men in 1853. Hawkers are sure to board the ship shortly after her arrival, to sell their wares, mainly damascene goods, china, and silk goods, in contrast to the Chinese hawkers' wares, which are principally brass and wooden articles and canaries.

The country is also in sharp contrast to China's flatness, and the steep, terraced hills are very suggestive of volcanoes and earthquakes.

Chingwangtao, for which we made after leaving Japan, is the port for Mukden and a very small place indeed. There is a large Chinese village with one or two white people living nearby who conduct all the business of the town. The port, artificially made, is capable of providing wharf space for about ten ships. One man, with a Chinese staff, handles everything. He is the only pilot, and shipping agent, and also controls all the administration

of the port, along with watering and fuelling facilities, etc.

The hawkers here appear to be of a very low order, and have little to offer beyond unlimited numbers of hens' eggs at prices which no Australian poultry-farmer could dream of in the worst throes of depression.

Dairen, our last port, is a Japanese outpost, and here one sees what a splendid workman the faithful, but hardly intelligent, Chinese coolie makes under the directorship of the highly intelligent and resourceful Japanese master. Here one realises that it would be to the advantage of Manchuria to be governed by the Japanese to develop an area immensely rich in natural resources, of which China seems unable to take full advantage, due to weak leadership.

"Go-downs"—The dormitories of the Chinese coolie.

"Joss"—Anything connected with religion or luck.

"Junks"—Native sea-going sailing craft.

G. D. Wall.

Broome.

Broome—township of romance. What visions does not one conjure up when that magic name is mentioned? The greatest pearling centre in the world, where each lugger fished thousands of pounds of shell alone, to say nothing of the more valuable harvest of pearls. Gone now are the days when that industry was profitable. Gone, too, is the large population, the "feel" of prosperity, but in the modest remains one senses Romance.

The town itself is just as one would imagine a tropical settlement—broad streets, white houses, green lawns, paw paws and palms. Built on an eminence, it looks down on the sea in front and dull grey mud flats at the back. The sea is wonderfully beautiful, every shade of green and blue gently combining. The glistening white beach on one hand, the lush green mangroves, gently swaying in the swell, on the other, fringing the restless sea. Owing to the terrific tides, a drop of twenty-five feet, which occurs in six hours, with a similar rise in the next six hours, water races under the jetty at breakneck speed. When the tide is low you may stroll round the mangrove flats, a never-ending source of delight. Great green and red crabs scuttle here and there, little crabs with projecting eyes which can look round corners, gambol about, gentle trickles of water empty out of small holes, only to be filled up again. A scene of indescribable rest with the swish, swish, swish of the swaying mangroves and gentle zephyrs cooled by contact with the damp vegetation.

Soon perhaps you'll come across a stern reminder of the business of Broome—an old lugger, long since broken up, covered with weed, a home for small fish and cheeky scuttling crabs. Even these old skeletons are restful, cool and utterly fascinating.

And now let us walk to those tiny houses up there. Surely doll's houses, so small are they. A little slant-eyed Japanese child, short haired and yellow faced, appears, followed by his diminutive mother, and sisters and brothers. Their father is, no doubt, a diver, and as such a well-to-do man. What lives these people live, a family in a room fit to be a kitchen only, but they are happy, even though the father is away half the year, and is sure to be a cripple.

Then we reach the Chinese quarter—narrow lanes, small houses, and swarms of children—just like home! Each house has a wind-catcher on top, a curious-shaped funnel built facing the prevailing wind, to catch any light airs. To the uninitiated they appear as devil frighteners, but the Chinese are very sophisticated now. Their abodes, cramped as they are, usually serve as stores, but instead of the Chinese novelties one expects, they sell jam and tinned meat. Some people call this part of the town "a blot on White Australia," but without the coloured people Broome could not be.

The Japanese cemetery is one of the most interesting parts of an interesting town. Instead of the usual white, cold marble, fat

angels and tin flowers, one sees row upon row of thin rock headstones, carved with quaint Japanese characters, which are the more interesting because one cannot understand them. At the base of each headstone one notices two or three gin or beer bottles, quaint little bowls once full of sweets, and bundles of incense. If the occupant had been sufficiently wealthy, his remains are protected by lamps on standards, while the bottles used are of a better quality.

The few white people who are left are mainly Government officials, some pearl-ers,

storekeepers, and an occasional station manager.

Broome is a town of the past. The future holds little for it, but the past has held much. However, the material aspect may change, the atmosphere of romance is still there, and will remain like that of many another eastern mart, once the centre of man's search for wealth. Through all these changes, the one unchanging feature is the sea, still continuing on its restless way as it has ever done and will for ever do.

P. G. Royle.

Vice-Admiral Sir William Creswell

(With acknowledgment to Admiral B. M. Chambers).

This year there passed away one who may justly be considered the pioneer of the Royal Australian Navy. Born on 20th July, 1852, at Gibraltar, where his father was deputy post-master-general, William Creswell received his early education at Gibraltar, being afterwards sent to England where he was coached for the Navy at Eastman's Academy, at Southsea. He entered the "Britannia" in January, 1866, his first sea-going ship being the 35-gun screw frigate "Phoebe," in which he served on the North American station. In the gunboat "Midge" Creswell distinguished himself in a boat action with pirates in the Narooob river at Penang, and was specially promoted to lieutenant. As lieutenant he served in the screw frigate "Topaz," and also in the "London," the depot ships for anti-slave operations at Zanzibar. Here, between 1875 and 1878 he took part in boat actions and received the thanks of the Foreign Office for his services. He enjoyed at this stage a reputation as a zealous and capable officer with a thorough knowledge of his profession, but the rigours of that notoriously unhealthy station were not without their effect, and at a time when the chances of junior officers appeared at least no brighter than to-day, Creswell resigned.

But his interests were always directed towards the naval service, and in 1885 we find him gazetted as lieutenant in the South Australian Naval Defence force. This force had come into existence largely as a result of the local interest roused in naval matters at the time of the Crimean War. New South Wales had started with a 65 ton gunboat, the "Spitfire," built in Sydney, while Melbourne ordered from England the "Victoria," a 580 ton screw steamer, mounting six 32 pounder guns, and followed this up with the "Nelson" and the "Cerberus" which, in 1871, was a very up-to-date turret ship carrying four 18 ton guns. In the 80's both Queensland and South Australia established naval forces, the latter obtaining in 1884 the small but heavily armed "Protector." This was the stage at which Creswell joined the South Australian forces,

rising to the rank of Commander in 1891, his early naval training and force of character causing him to stand out more and more in the Australian public eye.

It was about the time that Creswell became associated with local naval defence that the germ of the idea of an Australian navy is to be found in a letter which Admiral Sir George Tryon, who was the Commander-in-Chief on the Australian station in 1886, wrote to Sir Samuel Griffith, then Premier of Queensland, in which he stated that "to awaken the true spirit, the Government of each colony . . . should manage (as far as possible) their local forces during times of peace. Unless they do so, the burden of cost will be irksome and the interest of the people in their maintenance—which is the first factor for success—will not be evoked."

By the agreement of 1887 an Auxiliary Squadron consisting of five fast cruisers was provided, whose special duty was the protection of floating trade in a carefully defined area round Australia. This squadron, the cost of which was shared between Great Britain and the Colonies, arrived in 1891, and was soon absorbed into the Australian Squadron. Existing local forces remained under the control of local Governments, and in this year Commander Creswell was appointed to command the South Australian Unit. In May, 1900, he was appointed to the more important and responsible Queensland command. During these years the local naval defence forces had been at a very low ebb. It had been expected that the Auxiliary Squadron would provide a means of training Australian seamen, but the results had been disappointing. The proposal was now made that the various local forces should be amalgamated to form a single Federal force.

Meanwhile, in 1888, while Commandant of the South Australian naval forces, Creswell had married the second daughter of Mr. Justice Stowe, of the Supreme Court of South Australia. In 1900, as senior officer in the Australian Naval forces he commanded the

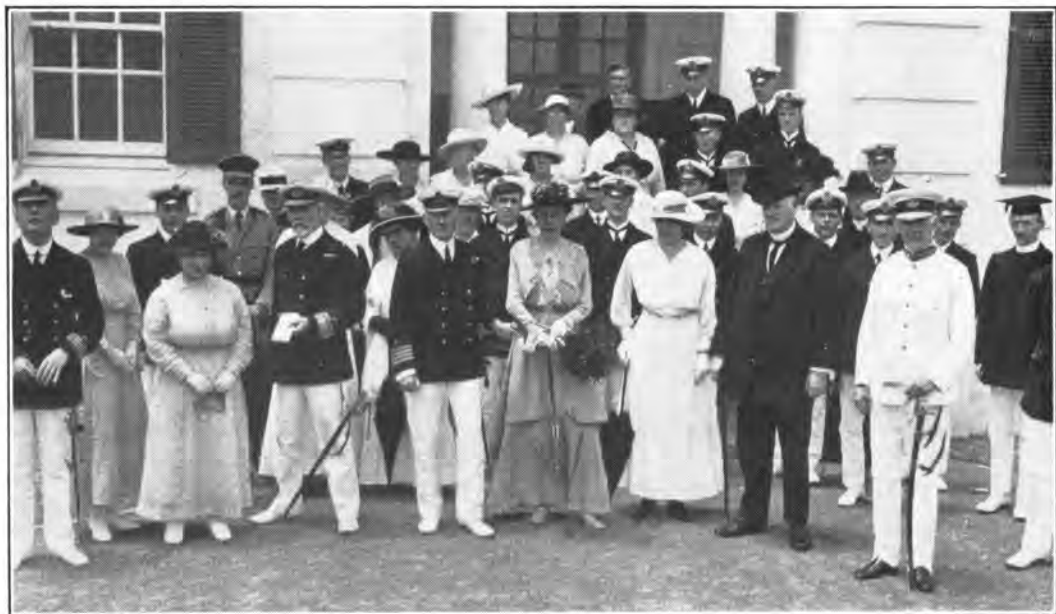
"Protector," which New South Wales and Victoria had manned and sent to Chinese waters in connection with the Boxer Rebellion.

This enterprise served to create interest in naval affairs, and this fact, together with the discussions which arose regarding the employment of a purely Australian force, prepared the way for later adjustments when the Royal Australian Navy came into being.

At the Diamond Jubilee, Commander Creswell received the C.M.G., and upon the establishment of the Commonwealth, he was promoted to Captain and was appointed Director

advocated the provision of cruisers for training local forces, a training ship for boys and a navigation school for local reservists—a report which, though not adopted, served to allow the idea of an Australian Navy to soak in, and which resulted in the appointment of Captain Creswell as Director of Commonwealth Naval Forces, as already noted.

Captain Creswell, as Director of Commonwealth Naval Forces, promptly put forward a scheme for the expenditure of two million pounds sterling in the provision of a squadron of cruisers, torpedo-boat-destroyers, and tor-



Admiral Creswell at the first "Passing Out," 1916.

of Naval Forces. Captain Creswell's influence is seen in the agreement which was arrived at in 1902, by which it was provided that three drill ships should be manned as far as possible by Australian and New Zealanders, and officered by R.N. and R.N.R. officers. Branches of the R.N.R. were to be established in the Dominions and eight Cadetships were allotted annually to Australia and two to New Zealand. The cost of the Squadron, which the Admiralty undertook to maintain in the Western Pacific based on Australian ports, was to be borne in various proportions by Great Britain, Australia and New Zealand. This plan was accepted, but was never popular in Australia.

Captain Creswell had already made a report to the Federal Government in which he

pedo boats. The Government replied by sending him to England to study the whole question, and in August, 1906, as the head of a Committee of Australian Naval Officers, he presented a scheme for a local squadron, a scheme which was received with scorn by the British Admiralty. However, the Prime Minister, Mr. Alfred Deakin, decided to take the matter up. Parliamentary authority was obtained for the construction of a flotilla of destroyers, two local naval officers were despatched to England to prepare for the carrying out of the Government's programme, and expert advice was sought from England. It is not proposed to trace the details of the stages by which the Royal Australian Navy came to birth. Suffice it to say that the Fisher Government in 1909 provided for the building

of the destroyers, the increases in the German navy provided stimulus, and a conference with other dominions on the matter of imperial defence resulted in the emergence of a new proposal, the chief provision of which came to be termed a "Fleet Unit." The acceptance of this proposal must be regarded as a triumph for the years of steady work by Captain Creswell. The report of Admiral Sir Reginald Henderson represented in the main the ideas of Captain Creswell and his Australian conferees, put into working shape. The vessels comprising the Fleet Unit under the 1909 proposal were 1 battle cruiser, 3 unarmoured cruisers (Bristol class), 6 destroyers, and 3 submarines. Provision was made for primary and secondary bases and training schools for officers and men. The Naval Defence Act of 1910 practically incorporated the British Naval Discipline Act. A Naval Board was formed with a Secretary who had served on the staff of Sir Reginald Henderson, the First Member on this Board being William Creswell, now promoted Rear-Admiral and created K.C.M.G. Throughout the war, Admiral Creswell served as First Member of the Naval Board. In April, 1919, he received a K.B.E. in recognition of his services, and in the following

August he retired with the rank of Vice-Admiral.

It may be fairly claimed for Sir William Creswell that as First Member of the Naval Board he was responsible for the completion of the 1st fleet unit, and for the settlement of the main details of naval administration. The "Brisbane" was constructed at Cockatoo, which was taken over by the Commonwealth, the Naval College and the boys' training ship "Tingira" were put into actual operation, work was started at Western Port, depots and wireless stations were brought into being, and large numbers of seamen were placed under training. In all this work great assistance was afforded by the co-operation of the retiring British Commander-in-Chief, Admiral Sir George King-Hall.

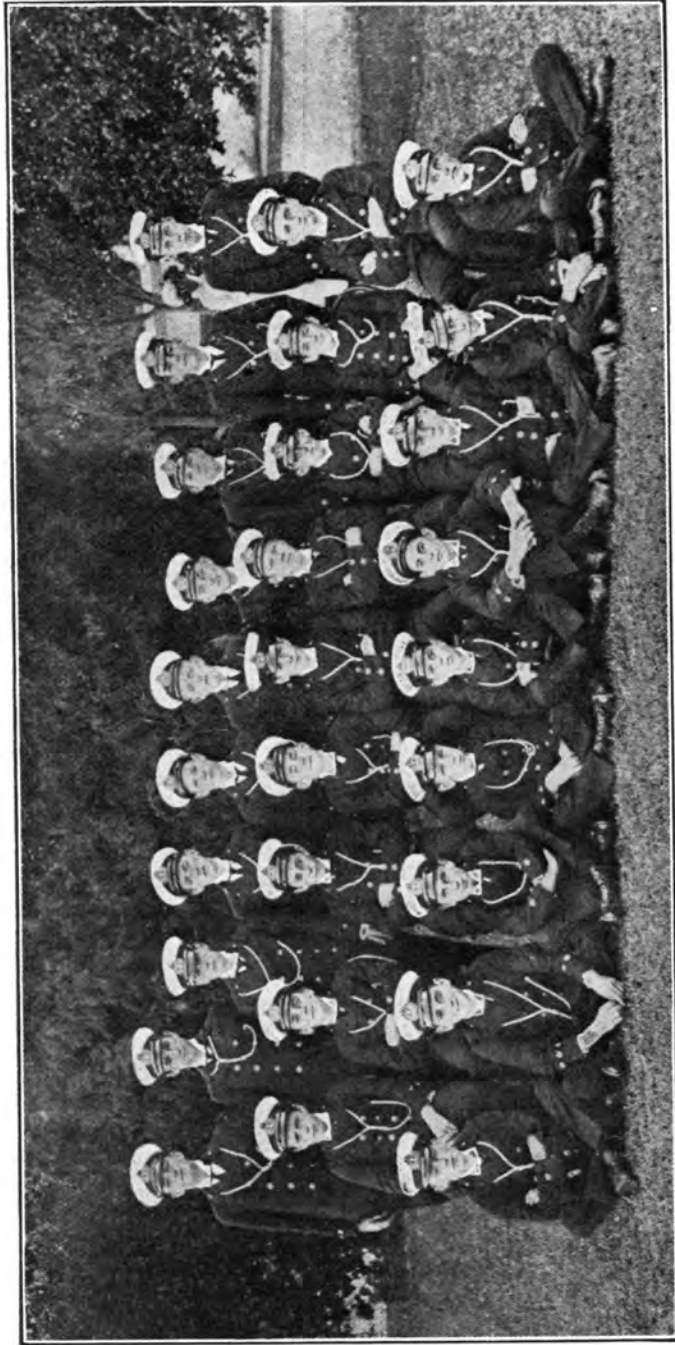
Admiral Creswell's later years were saddened by the loss of his two sons. Lieutenant Colin F. Creswell, R.N., was lost in a submarine, and his elder son, Randolph, was killed in Palestine. In retirement, Sir William devoted himself to farming, and died near Melbourne in the early part of this year, leaving behind him a memory which will be recalled as long as there is any remembrance of the beginnings of the Royal Australian Navy, which he did so much to found.

An Australian in Scotland

By a former member of the College Staff.

We skirted Glasgow as being mainly industrial, and pushed on to Stirling. This is one of the places which answer one's expectations of an old romantic city guarding the Lowlands from the Highlands, a sentinel fortress confronting the northern mountains and yet also a city beautiful as well as rugged. So I had pictured it from the scattered references to it I had come across. But it was even better; it was indeed the real discovery and surprise of our tour. One's impression of it from a distance is of a ridge covered with buildings rising from the plain to a considerable height, which is crowned by the castle, which if it moved a foot further would tumble down hundreds of feet over sheer faces of rock and wooded slopes to the quite flat valley, the Vale of Menteith, which stretches away to the mountains. To see this mile long ridge, with its buildings, spires, and above all, castle battlements, resting under the soft afternoon sunshine of a Scottish summer, silhouetted against a white and blue sky, and backed by the distant outline of the Grampians, was to have one of those views which fill both eye and imagination; the beauty of Scotland and its rugged, romantic history, were expressed and symbolised by the scene. The interior of the place is equally attractive, whether for beauty

or quaintness, or for ordinary convenience, for the Scots like to be comfortable at home, no matter what rigours they endure when the need arises. There are extensive walks around the hill below the castle, mostly surrounded by trees, with openings here and there to allow of views across the Vale of Menteith, which (in summer at any rate) is a lovely flat stretch of green. The streets are of varied appeal, and are particularly interesting because, being on a hill, they show themselves to the view—something like the pleasant appearance of Upper Collins Street, except that these streets scorn to travel in a straight line. One of the most beautiful corners of any city I have seen was that where a street with a dignified municipal building led on to one of the paths which wound round the hillside, and in the angle between the two paths, one higher and one lower, stood a statue of Campbell-Bannerman (who was M.P. for Stirling Borough), with a background of sloping lawn and the trees of the hill. Nearby, slightly lower down, were other sloping grassed banks and a statue of Burns. I was never tired of looking at that corner. In Stirling, too, I got a better impression of what mediæval life must have been like than I have anywhere else. One broad street, which would be slum if it were not so



THE FIRST ENTRY OF R.A.N. COLLEGE CADETS, 1913.

picturesque, in which the poorer people live, was full of old, quaint houses whence issued brats dirty and numerous, rushing out of the alleys and 'closes,' yelling and laughing as they played, with dogs yapping and barking in the general hubbub, while parents — the mothers with the bairns tied in a shawl at their backs — watched the scene from their doors—the whole a scene of mediaeval confusion and jollity.

The street which wound its way up to the castle, a very steep 'pull,' was full of interest—a sixteenth century 'hospital' endowed by a charitable Cowan, with a fine old guild hall (to be inspected **free**, wonder of wonders), nearby an old bowling green, formerly attached to the castle and now used as a public bowling green, with strapping workmen, many of them young, instead of the sleek courtiers of old; a church of Holy Rood which has associations with Knox and Mary Queen of Scots; a fine ruin of a house formerly belonging to the Earl of Mar, and called Mar's Work; then (when one's legs are getting weak), the wide forecourt of the castle, with a magnificent statue of Robert Bruce, a glorious view in three directions and in the fourth the pile of the castle itself. The churchyard has also—what must be rare—a tomb, with white marble figures in a glass case, of two 'Reformation Saints,' young women who were tied in the Solway beneath high water mark because they would not deny their Presbyterian tenets. One understands how the Scots are still so strongly anti-Roman—a Scottish Catholic movement is unthinkable. While on the subject of religion, I should tell you that the Scots have been—I don't know whether I should say maligned or falsely praised, when they have been represented as inveterate Sabbatarians. We spent one of our Sundays in Edinburgh and we got a great surprise. Instead of having a Sabbath devoted to religious exercises, public and private, of deadly dullness and interminable length, behold, they are rather merrier on the Sunday than they are the rest of the week. The crowds in Prince's Street returning by bus or train from pleasure excursions is the nearest thing I have seen to Circular Quay, Sydney. The vendors of coal, or milk, or—with shame be it said—ice-cream, call their wares aloud—for one still hears street cries in Edinburgh, quite pleasant, too—more noticeably than on other days, and as for attendance at church, the morning service at St. Giles' Cathedral saw a sprinkling of the true faithful with a horde of strangers. It was a great surprise to me, and the almost perfect quietness of village after village in England through which we passed the following Sunday showed that the 'day of rest' is particularly an **English** institution. But to return to Stirling, I must say that I was absolutely charmed by the place. Besides the things I have mentioned, it has the advantage of the situation handy for

many centres of interest—Bannockburn, Loch Lomond, Perth, Aberfeldy; and, although we spent four days there, I would like nothing better than to see it again. The people are far enough into Scotland to be quite Scottish, grave, dour, but pawky and kindly, with accent broad enough to express their rugged character, but civilised enough for anyone to understand. We stayed in a house that was actually built into the old city wall, which was historical enough to be satisfactory, and though I was three floors up, I had a view of trees and church tower instead of the house-tops and backyards one gets in most places. The place gave 'Stirling' value.

The first few days after leaving Stirling we were in the real highlands, mountainous and rugged, with beautiful valleys, deep gorges, rushing streams, and purple heather on the slopes. I cannot give you all the details for the length of the telling would bore you. I pick out the main features. We stayed the night after we left Stirling at Aberfeldy, a lovely place in a valley at the head of Loch Tay. Here we managed to get our quarters in a cottage owned by an old woman, a widow who had lost her only son in the war (one often has to feel very humble in these islands of Britain as one comes across the poignant evidence of the heartbreaking sacrifices of mothers and fathers in the war). The cottage was itself very pretty, whitewashed, with flowers and small shrubs at the foot of the wall (these an old Scotch custom) and neatly pebbled. The special neatness of her own cottage, which had its own 'close' or small courtyard reached by a short right-of-way, reflected the character of the woman. She was over 70, quite humbly born, but by nature full of sense and kindness and courtesy. Underlying these quiet virtues was an energy of character and movement that was really amazing, and her personality shone out of a pair of fierce blue eyes which lit up her strong and deeply lined face. We were better treated there, although the fare was simple, and more pleased with our entertainment than anywhere we stayed. Another curious circumstance was that she was a devout Roman Catholic. 'Some village Hampden'—or rather a combination of Elizabeth and Florence Nightingale. She was worth coming all the way from England to meet, and she is not the kind of attraction that is advertised by the tourist agencies. Our next morning's drive gave us some of our best scenery, for we had mountains, gorge, valley and stream for mile after mile, mostly in sunshine. The Pass of Killiecrankie was our first objective, and there can be few scenes of famous battles more thrilling. Except for the road which now passes along the mountain side, the works of man have done little to alter the landscape from the time when Claverhouse's Highlanders tumbled the English down the slope and into the foaming Garry beneath.

One can stand on a spot indicated about twenty yards from the road and by turning round in a semicircle see every natural feature of importance in the battle; in front, the pass, through which the English came, narrow and thickly wooded along its steep sides; at one's feet the river Garry, mild now in its summer guise, but often a raging torrent, with its pools of almost unfathomable depth, the grave of many English soldiers; behind, the slope purple with heather, on which Claverhouse waited till the time came for his charge. Now there are trees, planted by a subsequent English landlord, but at the time of the battle it was moorland. The Scotsmen of these parts are still loyal enough to speak of Claverhouse with clannish fervour and partiality. The guide was very scornful of Walter Scott's version of Claverhouse's death. The scene itself almost had power to summon the spirits of the past and to bring to life the scene which represents one of the most glorious of the romantic exploits of the dare-devil Highland Scots. In the afternoon when we had rejoined the Great North Road—for Killiecrankie meant a detour—we saw evidence of the ultimate triumph of the Lowlanders and the English, for the road we came over was first laid down by General Wade. A most curious relic of his actual presence remains.

At a spot on the main road, but along a stretch where for 50 miles there is nothing beyond a shooting-lodge or so, and a few gaunt cottages of railway workers, is a large boulder, hewn roughly into a rectangle, which General Wade himself set up. A notice on the side of the road draws attention to it. That afternoon (it was a Sunday) represented our farthest point in the Highlands, when we stayed at Dalwhinnie, a small place on high, bare moorland country, crouching behind some cultivated plantations of trees to escape the force of the blasts which must sweep across from the snow clad mountains. We got a taste of its weather, for although it was midsummer (July), we had to battle along against a terrific wind which whistled and roared against the car and when we got to Dalwhinnie made us glad of a fire and hotwater bottles. But the place had this advantage, it was isolated, although on the Great North Road, and one could get away from crowds, which it is almost impossible to do in England. I think of Yarmouth as a contrast, it is a popular seaside resort, and the congested medley of bathing boxes, amusements, cars, carriages, dogs and people nearly drove me crazy when we were passing through.

I must leave you in the cold blast of Dalwhinnie till next time.

A Voyage in a Windjammer

The following are some extracts from a letter written by an Officer who applied for six months on half-pay, and spent the time as an apprentice in one of Ericson's wheat ships, the "Lawhill."

From Marichamn we sailed to Copenhagen for some provisions to top up supplies. Here I found three of the County class Cruisers, in one of which I had a much longed-for bath and change of food. I invited anyone who would like to see a sailer, to come out, and really felt rather ashamed of them, for out of twenty on board, only one went to the mast head and some never even left the deck. I thought they would all love the chance of climbing about the rigging of a windjammer.

We sailed on Friday, 31st September with a fair wind out of the sound, but the wind veered to SW and freshened considerably as darkness came on. As we came up to the Skaw Lightship we were doing a good 10 knots, but had to take in all to'gallants as, on rounding the light vessel we had to haul up 'by the wind.' We had close-hauled yards and clewed up the lower to'gallants, two men aloft on fore and mizzen yards and I and another had just been ordered aloft to secure the main to'gallant s'l. I started up, but whilst still on the lower shrouds saw the other boy was not following

but had run over to the starboard (lee) side, and thinking that there was more work to be done, I came down again. As I did so there was a shout to the port watch (watch below at 0300) to come on deck, and our flare was lit aft. I went over to the starboard side to see the outline of a tramp steamer who was heading right for us, and at the same time, swinging under hard-over helm. It was quite obvious that we were going to collide and I must say I felt very frightened and rushed to the after end of the midship deck and shouted "Up on Deck," meaning it for the Cook and the Carpenter in our fo'c'sle. Then I wondered where the best place to be when we hit was, and went to windward as I thought the masts would come down. Actually when we did hit I was amidships abaft the mainmast. The bump was not nearly so violent as I had expected. Thank goodness we hit her. Had she hit us my name would have been in one of the back pages of the next Navy List, as I doubt that anyone would have been saved in the light of what followed.

Of course, none of the crew was disciplined, nor had we ever exercised life-boat stations or even turned the boats out. First, there was a rush aft for life-jackets. These, as far as I could see, were not issued, but each went in

and took one. Seeing no chance of getting one, I took a life-belt off the wheel house. There were not enough life jackets to go round, and some had to go amidships for more from the sail-room, and in rotten condition they were too. Being then unable to understand the language, I can't say exactly what the Captain or Mates did. I went to the port lifeboat (the late weather boat, but now lee as we were all aback, having been pushed round by the steamer). Only three of us were there, and there were three at the starboard boat, and the second Mate and two hands went forward to see if the collision bulkhead were still watertight.

Three in each boat were no use—the rest seemed dazed or panicky—and anyhow, the falls were not hooked on and the ends were coiled in the boats, so we would have wanted at least 10 minutes under good conditions by day to get them out.

These Finns and Swedish-Finns don't seem capable of thinking when in a really tight corner, but here again it may have been my ignorance of the language that accounted for my not hearing an order given until we were told to clew up what remained of the cro-jack and the mainsail. Hard work, as they were both flat aback against the lower shrouds and at least half the boys could not even haul on a rope. The Captain dashed down from the poop and made feverish efforts to haul away on the clew lines "to encourage" the crew, but he has a high panicky voice at the best of times, and I don't think he had the desired effect at all.

I never saw the First Mate until we had clewed up mainsail and cro-jacks and braced main and mizzen yards, and got the ship out of irons and squared yards for Goteborg. Then we had to go aloft and finish securing the to-gallantsails. By 0500 we were able to go below and leave the port watch on deck. Had I then seen the size of the hole, I don't think I should have slept quite so easily.

One might have thought that we had had enough adventures for one night, but not so. At 0600, all hands were called as we were off the entrance to Goteborg fjord; now under lower tops'ls and foresail only and one stays'l on what was left of the bowsprit.

We braced yards to slow the ship down to pick up the pilot, but were still doing about 10 knots with a full gale astern. The pilot missed us and followed us as best he could. We clewed up all sails except the one jury forestays'l, but even then were making 8 knots. We must have looked rather a wonderful sight as we drove past the outer lighthouse about two cables from the rocks. The Captain had never been in before and had only the signalled guidance of the pilot boat astern.

As the sails were beginning to tear as they flapped against the yards, all hands were ordered aloft to secure them. I was on the

mizzen upper topsail yard, and really it seemed as if nothing could save us from piling up on the rocks. I wanted to get down on deck again, but being on the yard arm could not, nor did anyone else seem to want to, so I had to stay. We let go one anchor and after five shackles had gone, let go the other, and by a fine bit of veering, brought the ship up with a shackle to spare on the starboard anchor.

Securing the sails was a long job, as the clew line had carried away and the wind was



right ahead, so the sails bellied back under the yards. On the fore upper tops'l four of us were able to stand on the belly of the sail, but could not push it down enough to haul the foot up the fore side of the yard, and spill the wind out of the sail. After this we examined the damage. The forepeak was flooded up to the collision bulkhead, but a small bulkhead on the fore side of the cable locker had held, and kept the cable clear, though the water had come over it and filled the cable locker. The starboard side plating had a big hole in it, through which I had to go later to clear both anchors when we weighed and were towed up to dock. We piped down after the ship had been cleared up, and an issue of whisky was made.

Later in the day, we heard of the other ship. She was sunk, but all her crew got away in

her lifeboat. They were picked up next morning and brought into Goteborg.

All the starboard watch had to attend an enquiry ashore. I was questioned through an interpreter. It was all very interesting.

The other ship said that there was a thick fog, and that we were carrying no lights. We believed that her Captain and First Mate were actually having coffee in the wheelhouse. They admitted the coffee part, and were not keeping

way. As we did so, the other ship, an auxiliary five-masted schooner, altered too. Luckily we had a strong northerly wind, and so sailed clear.

In the Channel, we had constant head winds, and we were tacking backwards and forwards, sometimes gaining a little, and then losing a lot when a gale came. One night we had to heave to and take in our foresail, but as soon as the weather moderated we had to crowd on sail, as we were drifting back on the French banks.

None of us were sorry, when off Prawle, a sudden shift of the wind took us flat aback when on a northerly tack, and on sailing out of irons, we had a fair wind. The wind veered gradually to NNE and freshened until we were bowling along at a good twelve knots. We saw "Grace Harwar" one day, but left her well behind.

This fair wind took us down to Madeira, which we sighted to check chronometers. Here we had eight days of head winds, but plenty of sea room, so it did not matter. Twice we were caught aback by a sudden shift of the wind, but on each occasion the wind shifted back again, so we had to wear. I was at the wheel once, and was soundly ticked off for not paying off. Since I had watched the squall coming up the whole watch, and until two minutes before it came I had the Second Mate sitting alongside me, I thought it was his job to tell me to do so. He, at the time, was forward, taking in the fore lower to'gallants'l. After this I realised that the helmsman may, in these ships, alter course on his own, if he thinks it necessary.

We gradually worked down to the NE Trades, bent trade-sails, and had really good weather, but rather too hot, and the wind too light. We all slept on deck. My bunk I had to surrender to bed-bugs. Only once before the west winds did I try to sleep there, but after an hour, had to clear out, catch all the bed-bugs on me, and spend the rest of the watch on the fo'c'sle bench.

We went about 30 miles east of Cape Verde, but lost time by so doing, as the Trade petered out as we ran south to the Doldrums. Here we were short of washing water, so when a very heavy rain squall came on, all hands turned to and filled all tanks, and topped up drinking water too. The Captain did not expect wind in the squall, but it came. I had just taken the wheel, and rain was still so heavy that we could not see fifty yards, so saw no warning catspaws, although we were becalmed before. We were close-hauled, and the wind came on so suddenly I could not get the wheel over to pay off. Our Trade-wind sails would not stand the strain—wind force 5-6—the spanker went first, both jigger stay sails, all upper to'gallants'l's tore as they were taken in, foresail, mainsail, so badly that it could not be repaired, one lower to'gallants'l,



"ALL OUT ON TOP"

a very good lookout for anything but white lights. Why they altered to an opposite course first and then altered towards us, we can't quite make out.

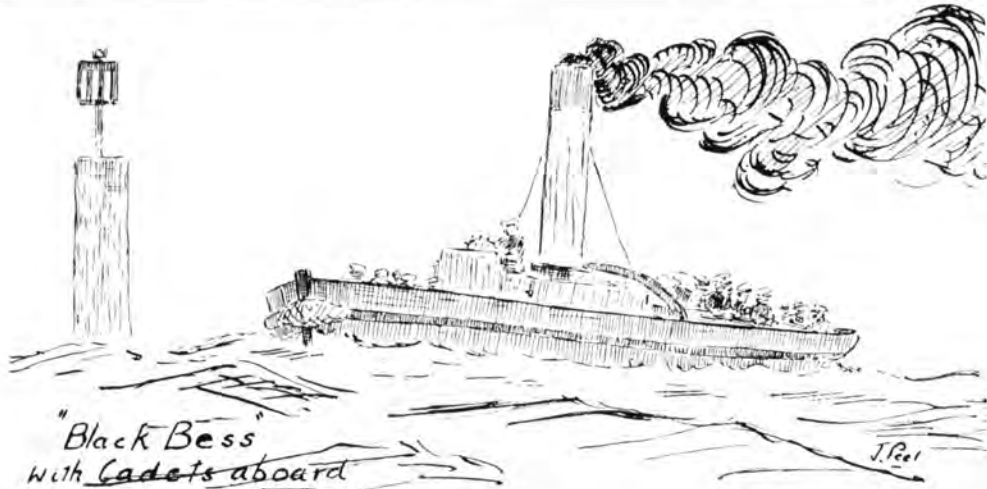
After being repaired, we sailed on Friday 21st October. It took a fortnight to get to the Lizard—about the longest and most trying part of the trip. The first real gale was on Saturday night, but being in need of sea room, we had to keep upper tops'l's on her. This was not too comfortable, and being the first time we greenhorns had been in a gale, it had a dazing effect on us. A few of the first trippers were very seasick. At last we got a fair wind through Dover. After the collision, we were all a little nervous of steamers, and passing Dover we might have been in the War, with constant submarine menace, the watch we kept.

In the middle watch we had to 'flare' three times, and on the last we had actually to give

and one uppersail was splitting slowly but held until we had opportunity to set a new one, after replacing the really badly torn sails. Both port to gallant braces on the mizzen carried away, and fell on the poop. I began to wonder what was coming down next. I don't like these squalls, as we don't have the watch standing by halliards, as we should. Also, in such weather, it is not wise to set mainsail and cro'jack, as these sails have to be clewed up before the yards can be braced. The next day

the pleasantest place to work. It is rather strange to look right upwards at the other men on the yards. This gale did not last long, and from here to Australia we had continual fair winds, averaging 10 knots for 14 consecutive days. Twenty-four days from the Cape, we used to roll water on deck through our scuppers, but being light, we never took a sea on board.

We were about two hundred miles east of Gouglis Island and it was about 0315—just



a similar squall came on, but luckily the wind came swirling up from astern.

We crossed the line with "C. B. Petersen," who sailed from Goteborg five days after us. She went well away from us, sailing a point closer. It was very pleasant to get the SE Trades, as the Doldrums are too sultry and damp. We had a fine strong Trade doing nine and a half knots close-hauled, the sea being calm and the wind steady. We crossed the line in 25 West and then made Trinidad for chronometers. The wind gradually veers until one gets 35 South, when westerlies begin again. Here we had a fair NW wind, and while I was at the wheel (I was very lucky to be at the wheel when these things happened), a cloud-bank came up from the SW. After my last experience, when I saw the wave-tops all breaking from SW, I paid her off rapidly and got clear of the new wind.

On Christmas Day, the wind freshened from the North again, and on Bank Holiday, we had a real snorter, force 9, on the beam. I had my first experience of work aloft when the ship was rolling heavily, or rather, being hove down to starboard by the wind and sea. I had to secure the lee yardarm when we went aloft to make fast the main upper topsail. Not

getting light — when three icebergs were sighted, about three miles away, two to starboard and one to port. They are fascinating things to see, but one would rather have a ship with a few water-tight compartments from which to see them. We had had heavy fog until just before midnight, and it came on again and remained thick all day. The captain, thinking that these were isolated bergs, kept on sail. Not nice at all, as we were doing 10 to 13 knots under all sail in a fog so thick that at times one could not see the poop from the fo'c'sle head. I had one trick as lookout during this, and one knew very well that one was useless, as no warning could be in time. It cleared in the morning, and we sighted 10 bergs and 40 calves, through which we had to sail. Then fog came on again. For four days in all (650 miles), we had ice, and passed 41 bergs and at least 100 calves. One berg was just on 300 feet high. This was rather a trying time. We had to have two men at the wheel, and two lookouts all day (three on Sunday). After this, we had no further adventures, and anchored off Port Victoria at 2200 on 28th January, ninety-nine and a half days out.

The Dynasts

VISIT TO GEELONG CHURCH OF ENGLAND GRAMMAR SCHOOL.

On the invitation of Mr. Darling, headmaster of Geelong Grammar School, a party of Cadets, consisting of the Cook Year and five of the Jervis Year, paid a visit to that school to witness a full dress rehearsal of the pageant, "The Dynasts," on Friday, October 20th, 1933. Leaving the college at 10.30 a.m., under Lieutenant Plunkett-Cole, in the two Cadillacs, we made good progress on our ninety mile journey to Geelong. We stopped for a picnic lunch just past Werribee at 1.00 p.m. and after this very important interval we proceeded on our way and arrived at the School at 1.30 p.m.

Welcomed by Mr. Darling, we were shown to our seats in readiness for the pageant, which was acted on the new quadrangle in front of the Dining Hall.

The performance took three hours, from 2.30 p.m. to 5.30, p.m. and reflected great credit on all concerned with its production. It typified the tragedy of Napoleon's bid for world power and his ultimate ruin.

Curiously enough, the day accidentally selected for its presentation was one which is honoured throughout the British Empire every year—Trafalgar Day—and in the pageant several scenes were devoted to the famous battle, and to the reception of the news of the victory in England; while threads connected with this great event run right through the production.

Soldiers, sailors, statesmen and citizens—

including the country folk of the early nineteenth century England, were seen in the arms, clothing, and general equipment of the time. All through, mounted above the pageant were super-natural spirits, which commented on the futile efforts of man, as he tried to work out his destiny.

Commencing with the fears in England about the invasion planned by Napoleon, it showed him using his military methods in planning a naval campaign, and then the defeat of Villeneuve at Trafalgar, and how Nelson's victory was received at home. Then we saw Napoleon and the Czar Alexander planning to divide the world, Austria having been defeated at Wagram. Following the breaking of the Russo-French alliance we saw the optimistic opening and tragic ending of the advance through Russia to Moscow. After Napoleon's escape from Elba we saw the battle of Waterloo, where France was defeated, and finally the dejected Napoleon who stood alone to face his failure.

The pageant was extremely interesting and was very well acted; a feature being that it included practically every boy in the school.

At the close of the last scene we were entertained at afternoon tea. We left the school at 6.15 p.m., and after a non-stop trip back we arrived at the college at 9.00 p.m., having had a very enjoyable day.

J. M. Ramsay.

Experience of a Full Calibre Shoot

By "Shell-shocked."

Punctually at 9 a.m., H.M.A.S. "Canberra" weighed anchor and steamed slowly out of Weymouth Bay. By kind permission of Rear-Admiral, then Captain M—, I had been permitted to sleep on board the night before, and as the ship gathered way, I found myself looking forward to a very interesting experience.

As the ship came out of the bay, it altered course westward, and soon we were bowling along merrily down the Channel at a brisk twenty knots. On our port hand, moving out towards the horizon, could be seen the target, being towed by a tug.

Shortly after lunch the ship slowed down and almost hove to, while eight inch turrets trained outwards, preparatory to firing. Most of the officers off duty were now assembling on the four inch gun platform as the best point of vantage, so accordingly my guardian and I ascended to watch the results. Far away in the distance, right in the glare of the sun, could be seen the target. It was so small that it seemed impossible that it could be hit at that distance, but I was assured that it was quite

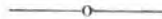
easy (?) to hit, being only about nine miles away.

After what seemed an eternity, the "Stand-by" was given, and I took up my position, mouth open and hands over cotton-wool padded ears, and so on, as instructed beforehand, and waited. Of a sudden there was a flash and a deafening detonation. The decks heaved and a blast of air smote me in the face, knocking me into my next astern, who grunted as my head struck him in the mid-riff. A cloud of brown acrid cordite fumes followed the blast, getting into my eyes, nose and throat, to make me cough and splutter. As it cleared away, I strained my eyes to see the fall of the shot, but the sunlight was too strong and nothing could be seen. After about a minute's interval, there was another concussion, with the same results. Ten salvos were fired in all—eighty rounds, and it was with weak knees and spots before my eyes that I heard the "Cease Fire." I staggered below, drank a long lemon squash and felt better.

A. H. J. Mears.

Sports Records

100 Yards (Open) —	
C. J. Stephenson (1924), 10 3/5 secs.	1927
100 Yards (Under 16) —	
F. T. Rorke (1915), 10 4/5 secs.	1917
100 Yards (Under 15) —	
A. H. Percival (1919), 11 2/5 secs.	1920
D. A. Menlove (1920)	1921
100 Yards (Under 14) —	
A. H. Robertson (1927), 11 3/5 secs.	1927
440 Yards (Open) —	
R. Dowling (1915), 53 secs.	1918
Mile (Open) —	
D. Logan (1926), 4 min. 58 3/5 secs.	1927
Broad Jump (Open) —	
N. McGuire (1922), 20ft. 9 1/2 ins.	1925
Broad Jump (Under 5ft. 4ins.) —	
R. F. Hatherell (1919), 18ft. 7ins.	1923
High Jump (Open) —	
R. D. Hancock (1920), 5ft. 3 1/8 ins.	1923
High Jump (Under 5ft. 4ins.) —	
A. D. Cairns (1915), 4ft. 9ins.	1917
Throwing the Cricket Ball —	
R. C. Pockley (1916) 102yds. 1ft. 10in.	1919
Hurdles (Open) —	
R. D. Hancock (1920), 17 3/10 secs.	1923
Hurdles (Low) —	
McDonald, 16 3/5 secs.	1932



List of Officers and Cadets, Term III, 1933

NAVAL STAFF:

Captain Superintendent of Training	C. A. M. SAREL, O.B.E., A.D.C., Rear-Admiral R.N. (Ret.).
Commander	H. A. SHOWERS.
Lieutenant	J. PLUNKETT-COLE.
Lieutenant	L. GELLATLY.
Instructor-Lieut.-Commander	G. LUCAS, B.E.
Chaplain	REV. GEORGE STUBBS.

PROFESSORIAL STAFF:

Director of Studies	R. F. COWAN, B.A.
Senior Master	F. B. ELDRIDGE, M.A.
Senior Master	H. D. SIMPSON, B.A., B.Sc.
Master	G. F. ADENEY, M.A.

CADET-MIDSHIPMEN UNDER TRAINING.

Cook Year, 1930.

Burgin, H. G.	Hinchliffe, L. M.	Purvis, I. K.
Cook, W. F.*	Jellicoe, P. R.	Ramsay, J. M.*
Folkard, J. M.	Milner, T.	Robertson, R. J.
Fowle, G. L. (C.C.)	Peel, E. J.	SYNNOT, T. M. (C.C.C.)

Jervis Year, 1932.

Bassett, R. J.	Dovers, W. J.	Mears, A. H. J.
Brown, R. H.	Fenner, T. R.	Mussared, B. W.
Crabb, G. L. B.	Gay, W. L.	Penny, P. J. G.
Dollard, A. N.	McMurray, J. R.	Stevenson, H. D.

Phillip Year, 1933.

Brasier, J.	Davis, T. E.	Thompson, R. M.
Burnett, N. C.	McFarlane, B. M.	Treloar, T. R.
Catlin, L.	Seddon, K. A.	Weale, W. T. H. B.
Davies, W. L. C.	Shimmin, R. L.	Wells, D. C.

*Acting C.C.'s at beginning of the year.

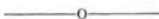
Colours

The following Cadets at present at College have received their Colours:—

Swimming: Milner.
Athletics: Milner, Robertson, Purvis.
Rugby: Robertson, Synnot, Peel, Ramsay.
Hockey: Robertson, Purvis, Cook.
Rowing: Robertson, Jellicoe, Peel.

Of these, the new colours awarded this year were:—

Athletics: Robertson and Purvis.
Rugby: Peel and Ramsay.
Hockey: Robertson, Purvis and Cook.
Rowing: Peel.



List of Life Subscribers to Magazine

Anderson, P. C.	Donovan, J.	Reid, C. R.	Long, R. B. M.
Armitage, W. J. M.	Hirst, P. H.	Stocks, J. A. A.	Wilson, G. McD.
Burnett, J.	Harrington, W. H.	Tate, A. J. G.	Read, N. R.
Brooks, C. H.	Morris, F. B.	Clark, C. C.	Plunket-Cole, J.
Burrell, H. M.	Nisbet, J. A. V.	Barwood, J. B. S.	Stewart, G. S.
Chesterman, H. S.	Spurgeon, A. H.	Getting, F. E.	Morrow, J. C.
Casey, A. D.	Spurgeon, S. H. K.	Matthews, E. R.	Moran, W. T. A.
Dalton, L. S.	Wilkinson, A. M.	Miller, J. R.	

Holliday, R. J. M., Instr.-Captain R.N.	Martin, Rev. Father.
Heriot, F. W., Lt.-Comdr. R.A.N.	Cardale, G. E., Esq.
Spooner, L. W., Commander R.N.	Michell, K., Commander R.N.
Voelcker, P. C., Lt.-Comdr., R.N.	

The following subscriptions, paid for five years, will expire as indicated:—

J. A. Collins (1933); G. A. Gould (1933);	F. N. Cook (1933); A. J. Travis (1933); R.
K. E. Oom (1933); R. W. Rankin (1933);	C. Robson (1933); W. H. Martin (1933); A.
	S. Storey (1933); R. Rhoades (1933); C. E.
	Glasfurd (1934); C. G. Little (1933); F. G.
	Bolt (1934).



Exchanges

The Editor wishes to take the opportunity of thanking all those who, during the last twelve months, have been so good as to forward copies of contemporary magazines.

