

THE ROYAL AUSTRALIAN  
NAVAL COLLEGE  
MAGAZINE



Twenty-fourth Number

DECEMBER, 1936.

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# Royal Australian Naval College Magazine

TWENTY-FOURTH NUMBER

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## Notes and Comments

It is now thousands of years since the philosopher of old remarked that of the making of books there was no end, and many Cadets as the year draws to an end will be quite ready to reciprocate the sentiment expressed by—I believe—the same philosopher when he protested that much study was a weariness to the flesh. However, the appearance of our twenty-fourth number is a sure sign that the Christmas leave is upon us with its welcome period of relaxation, and so we begin by wishing you all a Merry Christmas.

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During the Winter Term the "Vampire" took the place of the "Tattoo" as the destroyer attached to the Depot for instructional purposes, and immediately became a source of interest to cadets. During the third term Third and Fourth Year had a two days' instructional cruise in which they voyaged as far afield as Wilson's Promontory. Upon returning to the College after two nights spent at sea it was observed that these veteran sea-dogs had developed a fine nautical roll.

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At the end of 1935 the Cook Year decided upon the purchase of a van to provide means of transport to their camps. Accordingly, at the beginning of this year they became, in exchange for ten one pound notes, the proud possessors of a Ford van of quite generous proportions. Its consumption of petrol was really astonishing, though this inordinate appetite became somewhat modified after Lieut. (E) Letch had tried his hand on the engine. Really the Year has learned quite a lot about internal combustion engines and the best methods of dealing with flat tires. However, we have observed that in that last respect we have been in good company: Miss Jean Batten found that sponges stuffed into a tire could be made to serve where a tube had failed.

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Last year we were able to record the introduction into the College of hobbies on a scale never before attempted. This year has witnessed a further development in the provision of instruction in various forms of handwork, the pavilion on the cricket ground being turned into a workroom, which is gradually being fitted with lathe and other necessary equipment.

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At the farewell to Captain and Mrs. Franklin many of the cadets made their first acquaintance with Charades. This form of entertainment proved so popular that when some short time afterwards a wet day caused the abandonment of a Rugby match, a Charade Competition was held among the cadets, the prize for the winning team being the afternoon tea which had been provided for the Rugby team. The Judges were the Commander, Lieut.-Commander Dolphin and Lieut. George. White Watch were the winners, their triumphs being scored on the words 'barbaric' and 'handkerchief.' Blue Watch came second and Red Watch third.

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Of course we have all heard of the A.B. who had all the numbers from one to nine tattooed upon his back. He was a man the Captain could always count on.

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One contributor during the leave delved into some early historical records which he found in the Museum at Launceston. These records proved to be accounts of various punishments meted out to convicts in the year 1836, and a perusal forced upon the mind of the reader the idea that after all the path of human progress must be an upward one, even though the rate of incline may be slight. The Editor recommends further investigation of matters of historical interest which Public Libraries and Museums afford, during periods of leave.

An account appears elsewhere of a sailing obstacle race for the Forster Cup, which had not until this year been competed for since leaving Jervis Bay. However, the experience which a large amount of practical seamanship has afforded this Year in the handling of boats in adverse conditions resulted in the decision to hold the contest in the form of an obstacle race.

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A contributor forwards the following similes as of particular interest to cadets, and we conclude that at any rate the second is drawn from personal experience.

"As free from care as a First Lieutenant getting out a sheet anchor in a hundred mile an hour gale of wind."

"As safe as a First Year Cadet in his cubicle with his boots on and his Year-Officer standing in the opening."

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A visit of the "Canberra" for the inspection of the College by R.A.C.A.S. afforded an opportunity of seeing again last year's 'Fourth Year.' As it was only three months since they had passed out, we felt as if they had never left us. A two-afternoon match against the "Canberra's" gunroom resulted in a win for the College First Eleven, the scores being 156 and 138.

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A correspondent has some suggestions to offer for the Magazine.

Talking of Hockey, he writes, reminds us of the highlight of the season. Can't someone do justice to our struggle with Merton Hall? What a bald description the official one is! Where does it paint in glowing words that picture of our valiant centre-forward dashing down the field amid the open-mouthed admiration of our opponents? Or where does it eulogise our mighty and hard-hitting wings, our acrobatic backs (tumbling a specialty) or our somnolent, mystified, but on the whole, well-intentioned goalie?

Let not the fine arts get an inferiority complex, either. We have had no true poetry since "Quo Vadis." Let's have something topical but tender, like this, say:

A new Cadet we hail within our walls,  
A likely whelp of noble bulldog breed,  
On whose broad back a worthy burden falls:  
To be our mascot and to share our thralls.  
"William Wog Gallant" he's named for good  
or ill,  
But lacking time we simply call him Bill.

In kennel large he dwells in solemn state  
('Tis better so, for "Lifebuoy" has no place  
In his young life). In things both small and  
great

A code of Regulations rules his fate . . . . .  
and so on.

Or perhaps, to strike a modern note:

turn out said the monkey oh the waters cold  
the kai has seen better days fall in  
left right left.

Which they tell me is an Impressionistic rendering of the period 0700—0800.

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Men will always look up to the officer who stands six feet five in his socks.

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### THE FIRST 'AUSTRALIA'

The first H. M. S. 'Australia' was a teak-built schooner of 85 tons, a product of the Bombay yards, which entered Sydney Harbour on the morning of 11th November, 1849, after a fast passage from Singapore. This last port she had left on September 11th, and sailed from Anger Roads on October 2nd and King George's Sound on October 29th. The whole voyage was completed in 61 days, and the latter part from King George's Sound to Sydney in 13 days. Her commanding officer on this voyage was Lieutenant Henry W. Comber, R.N.

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**Trafalgar Day.** The Cadets were present at the Trafalgar Day Review, and their marching—and that of Bill—drew favourable comments from the onlookers, and attention from the "press," as the next day's papers bore witness. It is to the courtesy of "The Argus and Australasian" that we owe the accompanying illustration.

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We offer our congratulations to Sub-Lieut. Richard I. Peek and Sub-Lieut. (E) Ronald T. Farnsworth. Peek obtained first class certificates in all subjects of his examination for the rank of Lieutenant, and received the Navy Board's prize of books or instruments to the value of nine pounds (£9). Farnsworth "obtained not less than 70 per cent. of marks in each of the five groups comprised in the intermediate and final examinations at the Royal Engineering College, Keyham. The Board have approved of this officer being awarded a prize of books or instruments to the value of nine pounds (£9)."

Well done! (Editor).

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During the year certain changes have occurred as usual in the Naval Staff. In March, Lieutenant A. H. Green was appointed away, and Lieut-Commander H. C. Wright joined. Then in June we said farewell to Captain H. G. C. Franklin, who returned to England, his place as Superintendent of Training and Captain of the College being taken by Captain C. J. Pope, to whom and Mrs.

Pope and family we extend a very hearty welcome. We had hardly said good-bye to the Captain when it was also goodbye to the Commander, for Commander H. M. L. Waller left us to proceed to England, his place being

taken by Commander H. H. Palmer. Towards the end of the year Lieut. (E) Letch, who had charge of Engineering Instruction, was appointed to the "Australia," his place being taken by Lieut. (E) George.



*Cadets Marching on Trafalgar Day.*

## College Log, 1935-1936

### 1935.

- Nov. 2nd.—Annual Squash Rackets Tournament.  
 „ 23rd.—Cricket match — First XI v. R.A.A.F. Cadets.  
 „ 28th.—Examinations commenced.  
 Dec. 6th.—Examinations finished.  
 „ 8th.—Cricket—First XI v. Harlequin C.C.  
 „ 12th.—Passing Out.  
 „ 13th.—Cadets proceeded on Leave.

### 1936.

- Jan. 29th.—New Jervis Year joined.  
 „ 31st.—Cadets returned from Leave.  
 Feb. 8th.—Cricket—First XI v. Xavier College at Xavier.  
 „ 16th.—Cricket—First XI v. Queenscliff Garrison. Home.  
 „ 22nd.—Cricket—First XI v. R.A.A.F. Cadets, at Point Cook.  
 „ 25th.—R.A.N.C. Aquatic Sports.

- Mar. 7th.—Cricket—First XI v. Scotch College, at Melbourne.  
 „ 8th.—Royal Life Saving Society examinations.  
 „ 17th.—Lieut. A. H. Green, R.A.N., appointed away. Lieut. Commander H. C. Wright, R.A.N. joined.  
 „ 17-19.—Cadets aboard H.M.A.S. "Tattoo."  
 „ 22nd.—Cricket—First XI v. Harlequins. Home.  
 „ 27th.—Finals tennis handicap Singles.  
 „ 28th.—Mid-term break.  
 „ 31st.—Athletic training commenced.  
 April 6-9.—Cadets aboard H.M.A.S. "Tattoo"  
 „ 8th.—Cross Country championships.  
 „ 11th.—Forster Cup Sailing Race.  
 „ 25th.—R.A.N.C. Athletic Sports.  
 May 1st.—May Long Leave commenced.  
 „ 29th.—Winter term commenced.

- June 6th.—Rugby—First XV v. Scotch College.  
 „ 13th.—Rugby—First XV v. St. Ignatius',  
 At Melbourne.  
 Captain H. G. C. Franklin, R.N.,  
 relieved by Captain C. J. Pope,  
 R.A.N. as Commanding Officer  
 Royal Australian Naval College.  
 „ 20th.—Rugby—First XV v. Kiwis, at  
 „ 26th.—Mid-term break.  
 „ 27.—Rugby—Under 15 XV v. St. Ignatius',  
 Home.
- July 2.—Rugby—Under 15 XV v. Melbourne  
 Technical School. Home.  
 „ 9th.—Commander H. M. L. Waller,  
 R.A.N., appointed away. Com-  
 mander H. H. Palmer, R.A.N.  
 joined.  
 „ Rugby—First XV v. Melbourne Juniors  
 at Middle Park.  
 „ 18th.—Hockey—First XI v. R.A.A.F.  
 Cadets. Home.  
 „ 23rd.—Hockey—First XI v. Elsternwick,  
 at Melbourne.  
 „ 25th.—Mid-term break.  
 Rugby—Junior XV v. Scotch Col-  
 lege at Middle Park.
- Aug. 1st.—Rugby—Victorian Under 17 trials  
 at Melbourne.  
 Victorian Under 15 trials at Mel-  
 bourne.  
 „ 6th.—Rugby—Junior XV v. Melbourne  
 Technical School. Home.  
 „ 8th.—Hockey—First XI v. R.A.A.F.  
 Cadets, at Point Cook.  
 „ 11-12th. — Cadets aboard H.M.A.S.  
 "Vampire."
- „ 15th.—Rugby—First XV v. Scotch Col-  
 lege, at Melbourne.  
 „ 22nd.—August Long Leave commenced.  
 Sept. 11th.—Returned for Xmas term.  
 „ 12th.—Hockey—First XI v. R.A.A.F.  
 Cadets. Home.  
 „ 19th.—Hockey—2nd XI v. Toorak Ladies'  
 College.  
 Rugby—3rd XV v. Melbourne  
 Technical College at Melbourne.  
 Motor drive through Hills. Guests  
 at dinner in the City.  
 „ 26th.—Hockey—First XI v. Elsternwick,  
 Home.
- Oct. 3rd.—Hockey—First XI v. M. C. of E.  
 Girls' Grammar School.  
 Visitors remained for dance.  
 „ 5th.—Commenced regatta training.  
 „ 10th.—Mid-term break.  
 „ 12-14th.—Phillip and Cook Years' cruise  
 in H.M.A.S. "Vampire" to Wil-  
 son's Promontory.  
 „ 24th.—R.A.N.C. Squash Rackets Cham-  
 pionships.  
 „ 31st.—R.A.N.C. Annual Pulling Regatta  
 and Sailing Races.
- Nov. 7th.—Cricket—First XI v. Wesley, at  
 Melbourne.  
 „ 14th.—Mid-term break.  
 „ 22nd.—Cricket—First XI v. Harlequins  
 C.C. Home.  
 „ 29th.—Cricket—First XI v. Bittern C.C.  
 Home.
- Dec. 5th.—Cricket—2nd XI v. Geelong Gram-  
 mar School, at Geelong.  
 „ 10th.—Passing Out.  
 „ 11th.—Xmas leave period commenced.

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## Passing Out

### THURSDAY, 12th DECEMBER, 1935.

Owing to the Court being in mourning for the death of the King's sister, the usual Passing Out Dance was abandoned, and the Cadets went on leave immediately after the Prize-giving, for which His Excellency the Governor-General, Sir Isaac Isaacs, was present.

The following is the Prize List:

#### Grand Aggregate:

H. D. Stevenson, 1; R. H. Brown, 2;  
 B. M. Mussared, 3.

#### Engineering, Navigation and Seamanship:

H. D. Stevenson, 1; B. M. Mussared, 2;  
 A. H. J. Mears, 3.

#### English, French and History:

H. D. Stevenson, 1; B. M. Mussared, 2;  
 A. H. J. Mears, 3.

#### Mathematics, Physics and Chemistry:

R. H. Brown, 1; H. D. Stevenson, 2;  
 B. M. Mussared, 3.

#### Otto Albert Prize for Seamanship:

H. D. Stevenson.

#### The Governor-General's Cup, for the best all-round athlete:

W. J. Dovers.

Chief Cadet Captain Crabb was recommended for the King's Medal.

#### CAPTAIN'S SPEECH.

Your Excellency, Members of the Naval Board and Staff, Cadets of the Royal Australian Naval College, Ladies and Gentlemen,

To-day is an occasion for which the College has been waiting for three years. Last year there was no batch of Cadets passing out, and

in 1933 the College suffered a great disappointment due to Your Excellency's inability to attend. With Your Excellency's permission I would therefore submit our very high appreciation of the honour bestowed on the College by your presence here to-day.

The Cadet-Midshipmen who have come to the end of their career at the College are unique (I am speaking collectively and not individually), since not only have they spent an abridged time here (3 years and 3 months) but also they are the first batch of Cadets to go to sea whose training has taken place entirely in this Establishment. Their predecessors of 1933 had spent part of their College time at Jervis Bay, and so here is the first consignment of the Flinders vintage, which we hope the sea service will imbibe with equal and added satisfaction to the palate, as one savours the taste of wine from the presses of a new and as yet untried vineyard. There is a saying of Francis Bacon's which runs as follows: "set it down to thyself as well to create good precedents as to follow them," and herein lies a wealth of encouragement and incentive to the Cadet-Midshipmen of the Jervis Year. The lines on which the training of Cadet-Midshipmen in this establishment is conducted are based on precedent—not only that of Jervis Bay, but also of the old "Britannia" and the Royal Naval Colleges of Osborne and Dartmouth. Our Cadet-Midshipmen have the advantage of that precedent. Now, as they go to sea they have the opportunity for establishing its worth and themselves creating further precedent. This should be as a spur to add zest to the performance of their duties and also to their bearing in the Gunrooms where they must show themselves worthy products of their Naval College.

The past year at the College has not been without incident, and it is a pleasure for me to inform Your Excellency that in all the various activities the Senior Year have taken a very correct lead, and have shown by their behaviour and discipline a clear appreciation of the responsibilities of their position. The Chief Cadet Captain and the three Cadet Captains have shown powers of that leadership which is so essential a characteristic if they are to become successful Naval Officers, and I hope that they will appreciate the opportunity which has been given them in this respect.

We have been particularly fortunate in our Chief Cadet Captain—Mr. Crabb—and I wish to take this opportunity of thanking him publicly for all his good work.

In sports and games it has been a good year and the Cadets' teams have been most successful. The difficulty of obtaining home and away fixtures against the Public Schools is considerable, but with the co-operation of the Head and Sports Masters, a definite improvement in this respect has been effected.

A considerable development has taken place in the state of the Cadets' playing field, which, with improved drainage, is becoming a first-class ground.

I am also happy to be able to say that some greatly required improvements in the College buildings are about to commence.

The most important matter of instruction in boat-sailing has been given close attention and the difficulties of fulfilling adequately the requirements in this respect in the face of adverse conditions are being overcome.

And now to turn to the subject of studies. It is with very great satisfaction that I am able to announce that all the Cadet-Midshipmen of the Fourth Year have been successful in their Passing Out Examination. They are to be congratulated on their success, which is due to determined and steady effort throughout the year.

The spirit of hard work and hard play which has always been a feature of the Cadet Midshipman's life has been well maintained.

These young gentlemen were selected for special service after exhaustive eliminating processes had been applied to hundreds of candidates. That should be a source of very great satisfaction to them and their parents and friends, but it should also bring home to them a realisation of the tremendous responsibility which rests on their endeavours to uphold the grand traditions of the Service.

So here passes out another Jervis Year and their places will be taken by, I hope, sixteen selected cadets from among the candidates which it has been my duty recently to interview.

I will now call upon the Director of Studies—Mr. Cowan—to announce the names of the prize-winners.

## Sports Section



The beginning of the year 1936 was remarkable for the number of juniors who had won a place in the First XI. These players, owing to the experience gained on turf, rather than concrete wickets and nets, and to the very able tuition of Lieutenant Commander Dolphin, were moulded into a very good all-round team.

With the advent of 1936 we fielded an absolutely untried team, with no little amount of success. The College were "runners-up" in the Interpart Depot Cricket Competition, and scored some very creditable wins against such opponents as the Harlequins Cricket Club, and Scotch College.

Altogether the standard of cricket was quite as good as that of last year, and expectations for a promising XI are held for 1937.

### FIRST XI, 1936.

**Brown, Burnett, Cartwright, Clarke, Howard, McDonald I., McDonald II, Millar, Stevens, Treloar, Wells, Wright.**

**Brown.**—Has not quite come up to earlier expectation, but would be a good "run-getter" if he managed to keep the ball down. Is developing into a useful fast medium bowler. Keeps a good length, and fields well.

**Burnett.**—Has lost his eye and is inclined to hit wildly. Would do better to adopt more orthodox methods. Fields excellently and returns accurately to the wicket.

**Cartwright.**—Perhaps the most useful bowler in the team. Is developing a good turn of

speed and on some wickets is a danger to any batsman. Is a safe slip fieldsman, but his batting could improve considerably.

**Clarke.**—Would be quite a good batsman if he managed to keep right over the ball. Shows promise as a bowler, would do well to sacrifice speed for accuracy of length. Quite a good outfield.

**Howard.**—Is bowling quite fast, but should concentrate on the off to take wickets. Inclined to hit recklessly. A good field.

**McDonald I.**—Both a useful opening bat and bowler. Has taken many wickets with his well-flighted "slows." Rather small yet to score many runs, but when he becomes stronger he will be a most forceful bat.

**McDonald II.**—Very good left handed opening batsman who will also develop into a forceful bat. A good fast bowler and a good in-field.

**Millar.**—Lacks confidence and should use his reach to better advantage. At times bowls a good ball and is a useful change bowler. A safe field.

**Stevens.**—Shows great promise in all departments of the game. Should concentrate a little more on batting. Can swing and break the ball well and when he has found a length is a dangerous bowler. Is still a little erratic, however.

**Treloar I.**—Captain and wicket-keeper. Is inclined to try and pull the ball from his middle stump, but makes runs at times. Has led the team very well and shown competence when a decision has been required.

**Wells.**—An excellent forceful bat, the principal run-getter of the team. A good slips field and a useful change bowler.

**Wright.**—A good, but erratic bat. Can spin the ball well, but has difficulty in finding a length. A good in-fielder.

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R. A. A. F. v. R. A. N. C. Nov. 23rd, 1935.

The Air Force won the toss and sent the College in to bat on a perfect wicket. A fair breeze blowing down the pitch favoured the bowlers, and within half an hour the College were 2 down for 32, Gay having gone for 7 and Stevenson for 17. With some very bright batting, Dovers and Penny took the score to 75, before Dovers was caught for 30. Shortly afterwards Penny followed him to the pavilion, with 22 against his name, having been bowled while trying to lift a ball out of the ground. Hard hitting by Wells and Crabb

took the score to 144, but at that point a misunderstanding between the two batsmen resulted in Crabb being run out for 30. Wells was bowled soon afterwards, for 32. Burnett and Bassett were associated in a breezy seventh wicket partnership, making 24 and 25 respectively in about twenty minutes. The College innings closed about 2.30 p.m. for 207.

The Air Force fielding was somewhat patchy, for although several good catches were taken, quite a number of runs were lost through mis-fielding. Edwards was the most successful bowler, taking 5 for 52.

The Air Force opened rather badly, and were soon 3 for 35. Then followed a procession of batsmen, for a wicket fell almost every 6 or 7 runs. Edwards saved his side from utter collapse and it was mainly due to his 44 runs not out, that the Air Force reached even 97.

Gay was the destroying element in the College attack, taking 4 for 22. He was ably supported by the fielding, which was, on the whole, very good.

The Air Force carried on, and with only an hour left, tried to force a draw. After Edwards went for 12, however, the rest offered no resistance whatever, and three minutes before the drawing of stumps, the whole side were out for 55. Gay took 5 more wickets for 20 and Penny 4 for 28.

The Air Force stayed for dinner, after which they were shown over the Depot.

As a result of these matches, which are played in several other branches of sport, besides cricket, a very friendly spirit has sprung up between the two Colleges, and the matches, I am sure, are enjoyed by all.

Ian R. Treloar.

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**R.A.N.C. v. The Harlequins.**

Treloar won the toss for the College for the eighth time in succession, and Wells and McDonald II opened. McDonald scored quickly, but gave several chances in the slips and was out for sixteen runs. Wright followed and started scoring well. For some time these two batsmen seemed set, but at last, after scoring brilliantly, Wells had the misfortune to hit the ball on to his wicket and was out for 56. Wright batted steadily, while batsmen came and went. Millar was caught for 2, Burnett was run out, also for 2. Treloar came in next and began to score quite well until a good ball from Hayes clean bowled him for a useful sixteen runs. But the tragedy came when Wright, just on his half-century, was clean bowled by another good ball from Hayes. The wickets then began to fall swiftly; Stevens was bowled for 1, Cartwright caught for 2; but Howard, by hitting hard, managed to make eighteen runs before Treloar

declared. Brown, without scoring, kept up one end, using a good straight bat.

The total score for the College was 8 wickets for 164.

The Harlequins opened with Moverley and Brewin, the captain. Things were looking dark for them when the first three batsmen were dismissed for 11 runs. Moverley was caught by Millar, Ingram was bowled by Wells and Hayes was caught behind by Treloar, who was keeping wickets exceptionally well. At seventh wicket down, McNiff made a good stand and carried his bat to the end for 48, not out. Nearing the close of the innings Starke and McNiff looked like making a stand, but Starke was bowled by Cartwright for 7.

The total score of the Harlequins was 112, and the College won with 2 wickets and 52 runs in hand.

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**Xavier College v. R.A.N.C. at Xavier.**

Wells won the toss and decided to bat on a perfect wicket. McDonald I and McDonald II opened for R.A.N.C. against the bowling of Schrader and Keeshan. Both batsmen played steadily for about 30 minutes, when a change was made in the bowling. Moore replaced Schrader, and Bolan a left-hander, replaced Keeshan. After 45 minutes, when the score was 27, McDonald I was caught at point off Moore. Brown, the next batsman, was caught for 0 after playing three balls. Wells joined McDonald II and when the score reached 34 the latter was caught for 18. Burnett followed and with Wells gave a display of fine batting. They took the score to 88 when Burnett was bowled for 26. Wright, the next man, was stumped for 1, and the score stood at 5 for 89. Treloar joined Wells, and with the score at 92 Wells fell a victim to the bowling of Monks. He had made 36.

When Millar joined Treloar another good exhibition of batting was given. Treloar hit boundaries to almost every part of the field, and Millar kept his wicket intact by solid batting. When the score reached 148 Millar was caught off the bowling of Schrader. Cartwright joined Treloar, and in attempting a big hit was clean bowled by Schrader. Clarke, and Treloar played on until time, when the score was 153. Clarke was not out 0 and Treloar not out 47.

Seal and Monks opened against the bowling of Cartwright and McDonald II. Monks was brilliantly caught in slips by Cartwright off the fifth ball of McDonald's over. Keeshan joined Seal, and when the score reached 7 he was run out. Ryan was the next batsman and he and Seal began to hit. Runs came



freely, but rain fell and the match had to be abandoned. The Xavier score was 2 for 51.

H. T. McDonald.

**R.A.N.C. First Innings.**

McDonald II, c Bolan .. . . .	18
McDonald I, c Moore .. . . .	13
Brown, c Bolan .. . . .	0
Wells, c Monks .. . . .	36
Burnett, b Schrader .. . . .	26
Wright, stpd, Monks .. . . .	1
Treloar, not out .. . . .	47
Millar, c Schrader .. . . .	10
Cartwright, b Schrader .. . . .	0
Clarke, not out .. . . .	0
<b>Total .. . . .</b>	<b>8 for 153</b>

Xavier, First Innings, 2 for 51.

**Bowling:**

	O.	M.	R.	W.
McDonald II .. . . .	5	0	12	1
Cartwright .. . . .	5	0	16	0
Clarke .. . . .	2	0	6	0
McDonald I .. . . .	1	0	17	0
* * * *	*	*	*	*

**R.A.N.C. v. Queenscliff Garrison.**

The match was played on our ground on the 16th of February. The College team made a good stand, but evidently the long reach and the hard-hitting tactics of the Garrison men, made the task too great for the College bowlers, and the match was won by the visitors.

Wells won the toss and decided to bat on an almost perfect wicket, sending McDonald I and McDonald II in to open the innings. Both played steadily against the opening bowlers, Harrison and Elliott, snatching a few runs here and there; but, calling for a short one, McDonald II ran his partner out, owing to some very smart work by the Garrison's cover point fielder. Wright joined McDonald II and settled down almost immediately, scoring freely, until a fast yorker from Elliott struck him on the pads, and he was out lbw. The next batsman for the College was Wells, and he began a brilliant and chanceless display, by scoring freely off Elliott. McDonald II continued slowly until Remington, a medium slow bowler, bowled him with a full toss. Wells continued with Millar, who did not appear comfortable, and who fell a victim to Remington after an over or two. Treloar did not stay long. He also fell to Remington, and then after a brief stay at the wickets, Burnett was bowled by Anderson. The last few batsmen did not appear comfortable and the innings closed for 141.

The Garrison's batting was very good, and the first five or six batsmen all made over 20, but the rest did not do so well. However, they

won easily by over 100 runs, the wickets being shared by Cartwright (5 for 42), McDonald I (3 for 88), and Millar (2 for 26).

N. E. McDonald.

**R.A.N.C. First Innings.**

McDonald II, b Remington .. . . .	18
McDonald I, run out .. . . .	4
Wright, lbw, Elliott .. . . .	13
Wells, not out .. . . .	60
Millar, b Rimington .. . . .	7
Treloar, b Rimington .. . . .	5
Burnett, b Anderson .. . . .	9
Brown, b Elliott .. . . .	7
Cartwright, c Anderson .. . . .	3
Gladstone, b Elliott .. . . .	1
Clarke, lbw, Anderson .. . . .	1
Sundries .. . . .	13
<b>Total .. . . .</b>	<b>141</b>

Queenscliff Garrison, Total 246.

**Bowling:**

	O.	M.	R.	W.
Cartwright .. . . .	12.4	1	42	5
McDonald I .. . . .	10	0	88	3
Clarke .. . . .	4	0	23	0
McDonald II .. . . .	3	0	16	0
Brown .. . . .	2	0	14	0
Wells .. . . .	1	0	8	0
Millar .. . . .	3	0	26	2
Burnett .. . . .	1	0	9	0
* * * *	*	*	*	*

**Point Cook Air Force Cadets v. R.A.N.C., at Point Cook.**

Owing to an injured foot, Wells, the captain, was unable to play, and Treloar captained the team in his stead.

Treloar won the toss and decided to bat. The opening pair were the two McDonalds. McDonald II was brilliantly caught behind without scoring. The next batsman was Wright, but he was shortly dismissed by Macpherson for 2. Brown, the next batsman, was dismissed very early for 3, being bowled by Koughman. Millar scored 1, and all this time McDonald was adding slowly to the score. Treloar followed, but was dismissed without opening his account. Burnett then began a short period of sparkling play, adding to our small total 26 extra runs before he was dismissed for 22. Cartwright came in, but McDonald I lost his wicket for 16. Stevens made 9 before being bowled by Koughman. With the fall of the eighth wicket there was only 79 up on the score board, and very soon after the dismissal of Stevens, Cartwright was caught for 15. This left Clarke and Howard. Howard scored 1 and next ball Clarke was dismissed before he had scored—total, 80.

For the R.A.A.F. the opening pair were Godsell and Edwards. Cartwright opened

the bowling and Godsell took strike. He ran a smart single, but Edwards was dismissed first ball, being caught by Wright. Braithwaite came in next and scored a brilliant 60 before he was run out. Alsopp made 23, and Koughman 20. The remainder of the batsmen failed before the bowling of the two McDonalds and Wright.

**R. A. N. C. First Innings.**

McDonald I, b McLeod .. . . .	16
McDonald II, c Macpherson .. . . .	0
Wright, b Macpherson .. . . .	2
Brown b Koughman .. . . .	3
Millar, b McLeod .. . . .	1
Treloar, b Edwards .. . . .	0
Burnett, b Edwards .. . . .	22
Cartwright, c Hullock .. . . .	15
Stevens, b Koughman .. . . .	9
Clark, b Hullock .. . . .	0
Howard, not out .. . . .	1
<hr/>	
Total .. . . .	80

R. Nicholls.

\* \* \* \* \*

**R. A. N. C. v. Scotch College. 7th March.**

R. A. N. C. played Scotch College on the Scotch College ground on 7th March. The

weather was perfect, in a clear sunny day, and the wicket was in very good condition. R. A. N. C. won the toss and Treloar, the captain, decided to bat. The opening pair, Millar and McDonald, opened quite well, but Millar was dismissed for 7, caught in slips. The batsmen with the highest scores were Wright and Cartwright, who made 18 and 16 respectively. Treloar was dismissed for 13. R. A. N. C. were all out for a total of 91.

Scotch had five or six bowlers, one a slow right hander, who took three of the main wickets in succession.

Scotch College opened their innings with a confident pair, their partnership being broken at 16. After a series of falling wickets the score was 8 for 83, and it seemed that Scotch would win; but Cartwright, with two beautiful balls, dismissed the last two batsmen, and Scotch were all out for 87. R. A. N. C. won by the narrow margin of 4 runs.

Our star bowler was Cartwright, who took 7 for 32. Stevens got 1 and Treloar the other of the two remaining wickets. This was one of the closest and most enjoyable matches played this year.

W. Savage.

**Rugby Football, 1936**

**R. A. N. C. v. Melbourne Technical School. 2/7/36.**

The ground was sloppy with a slight westerly wind, and the Naval College kicked off against the wind. During the first few minutes neither side scored; then a dribbling rush by the College forwards resulted in a try. Not long after the first try had been scored, another try was scored under similar circumstances. The Melbourne team was fighting gamely, but their opponents held the play up their end for the greater part of the first half. In the start of the second half, the Melbourne forwards rallied and held off their adversaries for a time. The three-quarters were more to the fore in the second half, although the passing was still faulty, due to the greasy ball. Cooper played well all the game, and it was due to his efforts that two tries were scored. Bell, Stevens and Blackall scored tries and they all played well. The College gained a well earned victory over the Melburnians. The scores were R. A. N. C. 36 points; Melbourne, nil.

\* \* \* \* \*

**Cadets v. New Entries.**

The match between the Cadets and the New

Entries was played on the New Entries' Rugby ground, on Thursday, August 6th.

From the beginning of the game it was obvious that the New Entries had a heavier scrum but they were not as well organized as the College XV. After about ten minutes of more or less neutral play the left wing of the New Entries did a wonderful long run, with the result that a try was scored. This was converted by a long place kick from the side line and these together gave the New Entries a 5 point lead over the Cadets.

There was no more score that half, though the the Cadets were very close when a run was started by Davis, but he was brought to a halt by the opposing side's full back. From the very beginning of the second half both teams started off with renewed vigour, but the New Entries again proved too strong, and they scored another try; but this one was not converted. The cadets again attacked strongly, but they always just failed to get home.

At the conclusion of this well fought match the New Entries were victorious by 11 points to nil.

D. Nicholls.

**R.A.N.C. v. Scotch College.**

The Scotch team arrived before lunch, which was at 12.30, and at 1430 the match began. The afternoon was fine, except for two short but heavy downpours, and a light southerly breeze dried the field sufficiently for back play, leaving it, however, soft enough for comfortable tackling. The college forwards were conspicuously smaller than Scotch and a little pressing on their part landed us in our own twenty-five. However, a free kick saved a possible try and a nice three-quarter movement enabled Howard to score from the wing. It was not converted. This was rapidly followed by a converted try from Scotch, Hutchinson breaking through our forwards. Wright was doing well keeping close on the ball, and just missed touching down after a miss kick. Treloar intercepted a pass and scored for the College. This also was not converted. Treloar was tackling well and by several runs and kicks into touch more than once saved possible tries. Nevertheless, Scotch finally broke through and scored, but without converting it. Wells retaliated with a long run from half-way and a try. After this, the play swayed backwards and forwards in our twenty-five for some minutes, until half-time interrupted it without further scoring.

When play was resumed Laurie kicked a nice penalty goal for Scotch. The ball was soon in our twenty-five and we had to touch down, after which Treloar scored a very nice try and Wells converted it. Then Scotch backed up well and scored twice, converting both of them. After this, the College scored, and converted one, while Scotch scored two and converted one.

Thus the game ended with a win for Scotch, the final scores being 29—19. Laurie's kicking was exceptional, while the main try getters were Wells and Treloar. The visitors had dinner with us and left about 1930.

A. H. Cooper.

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**R.A.N.C. v. Scotch. Under 15's.**

The second game of the Under 15's XV this season was played at Scotch College, on Saturday, 20th of July. Owing to heavy rains the ground was very muddy. Navy won the toss and ran with the wind. Scotch kicked off and followed up well. There was very hard play in Navy's half and during a loose scrum a Scotch player got off-side and a scrum was called. The ball was won by Navy, and then followed fine play by the Navy backs. The ball came out to Clarke, who made a very brilliant run down the side line and scored a try. Merson took the kick but failed to convert. After the half-way drop kick by Scotch fierce play went on in Navy's half, and at one time Scotch got the ball and made a dash for

the line, but was tackled very well by the Navy full-back Treloar. The ball was picked up by Navy and kicked into touch near the half way. Navy won the line out and the ball came out to Stevens who made a magnificent run from the half way and scored. Merson again took the kick but the ball hit the post.

Scotch drop-kicked off and Navy "knocked on" and a scrum took place. During the scrum a Scotch "Breakaway" was off-side, and a free kick was given to Navy. Then followed two free kicks for Navy, the second one going into touch. The line out was won by Navy and the ball was dribbled down the line and a try resulted. The kick was taken by Merson, but he failed to convert.

The kick off by Scotch went to the Navy forwards, who dribbled it downfield to the Scotch 25-line, where it was knocked on. The ball came out of the scrum on the Scotch side and was dribbled over the line by the Navy forwards, but it was forced by Scotch. The drop-kick was beautifully taken by Gray (Navy) and he scored. This made the scores 12—nil in the Navy's favour. There was no kick.

The ball when kicked off went to the Navy forwards, who dribbled down-field, but were checked by the opposing forwards. Here a scrum was brought about by one of the forwards "knocking on."

The play moved down near the Scotch line and a scrum took place as a result of a Scotch player carrying the ball over and forcing it. Then followed very hard forward play and Bell (Navy) made a fine run and scored in the corner and no kick was taken.

The play now moved up to the Navy line and for a while the Navy forwards were very hard pressed. However, Eddy (Navy) saved the situation by dribbling it away. He was soon accompanied by the other forwards and Merson (Navy), with the help of the other forwards, dribbled it to the Scotch line, where he fell on it, thus making the score 18—nil. No goal was kicked. After the kick-off by Scotch there followed a marvellous passing rush by the Navy forwards, and Nicholls scored a try. No goal was kicked. At half-time the scores were 21—nil in Navy's favour.

Navy kicked off and followed up, but there was a "knock on" by a Scotch forward near their line and a scrum was formed. The ball came out the Navy side and Cooper, the Navy scrum-half, snapped it up and dived over the line. There was no kick. Merson, as soon as the ball had been kicked, collared it and dribbled it up and the following forwards fell on it. Merson converted the try, thus making the score 29—nil.

Now followed a line of tries by the Navy backs and forwards and also a very brilliant run by the Scotch scrum-half, but there was

no goal. Then came another two tries by Navy, which made the final scores 44-3.

M. P. Reed.

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**First XV v. Kiwis, at Middle Park, on Saturday, 20th June.**

Kiwis kicked off on a muddy ground, and Treloar soon went through after a tricky run and scored a try, which was unconverted. A little later Wells scored between the posts and this try was converted. The scores were now 8-0, and it was evident that our backs were superior in speed and combination. Wells again ran through, and unselfishly passed to Cartwright, who scored a try, which was converted. Our forwards were lighter and the Kiwis pressed through them and scored a try which was unconverted. Treloar then made a great run and scored a try, which also was unconverted. At half-time the scores were 13-3. In the second half we kicked off. The forwards quickly followed their advantage and Wright scored; the try was converted. Kiwi forwards again pressed through and scored a try which was converted. Treloar was using his speed to the full and made a wonderful run the length of the field, and scored a try, which was converted. The tackling was fairly good on both sides, but superior combination in backs and forwards gained us the victory. The final score was 26-11.

A. E. Gray.

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**Under 15 XV match against St. Ignatius'.**

Played at Middle Park, on 27th June, 1936. St Ignatius' lost the toss and Navy decided to run down the slight incline that there was in the field. St. Ignatius' kicked off and it came into the Navy forwards. After fierce scrum play the ball was passed out to the St. Ignatius' backs, but it was knocked on and a scrum was called. Navy won the scrum and the ball was passed out the line. The inside three-quarter was brought down and another loose scrum ensued. The ball was kicked out on St. Ignatius' side and a passing rush of the backs resulted. However, the outside three-quarter knocked on and a scrum took place. Navy won it again and the ball was passed from the scrum-half to the five-eight and then to inside three-quarter, who drew his man and passed, but it was beautifully intercepted by the outside three-quarter of St. Ignatius' who after a spectacular run placed the ball over the line. The try was not converted and Navy drop-kicked off from the centre line. The forwards followed up well and did a fine rush, but the ball was kicked into touch near the St. Ignatius 25 line. Navy won the line out and the backs got going. The wing was tackled and St. Ignatius' tried to pick up he

ball, but knocked on and a scrum took place. The Navy forwards dribbled it over the line and Merson (Navy) fell on it. The goal was not converted and St. Ignatius' kicked off. The Navy scrum half took it and the line got going. A spectacular run was made by Clarke (Navy wing three-quarter), but he was tackled and passed to Bell, who dived on it and scored. The goal was missed and it was now half-time, with Navy 6 and St. Ignatius 3.

Navy kicked off and then came a fine dribbling rush by the Navy forwards, with Wright at their head they dribbled up to the St. Ignatius 25 line and there the ball went into touch.

The ball was dribbled again by the Navy forwards and Wright fell on it and scored. This was a very good reward for such brilliant play by the captain. Stevens now took the kick but failed to convert. St. Ignatius kicked off again but when Navy tried to take it they knocked on and another scrum took place. Navy won the scrum and the three-quarters did some very brilliant work, especially McDonald II, who did a very good run and passed to Cooper, the scrum-half, who scored. Another goal was missed by Stevens, and St. Ignatius kicked off, but it went into touch farther up the field. The ball did not go in the line out straight and a scrum took place. The Navy backs created another passing rush with the forwards following up very well. The ball was dropped by the backs, but was snapped up by Gray, who dived over the line and scored. The goal was missed, and the final whistle blew giving Navy the victory by 18-3.

M. P. Reed.

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**R.A.N.C. v. St. Ignatius'.**

Contrary to expectations, the ground at Middle Park was quite dry. The match was timed to start at 1500, but owing to another game being held on the same ground, did not start until 1515. The teams were evenly matched in weight, but St. Ignatius' were unfortunately one man short. College kicked off and the ball was kept in the opponents' half, until the forwards had it back to the three-quarters, and Treloar broke through to score a try near the corner flag. It was not converted, however, but shortly afterwards Treloar scored again, and Wells converted it. The ball was continually in the opponents' half, and the backs were getting plenty of chances. Treloar just failed to get a penalty goal, but the forwards, following up, took it over the line and scored a try, which was not converted. At this stage, one of the St. Ignatius' backs broke through and scored their only try, which was not converted. College forwards were playing well and keeping on the ball the

whole time. Davis, getting the ball from a line-out, broke through the opposition without much trouble, and scored a try, which was not converted. St. Ignatius' forwards were getting pushed all over the place in the scrums, and their backs rarely succeeded in tackling any of our men. The next try was scored by Cartwright, who, taking the ball near the touch-line, pushed through and scored a touch-down, which was converted. One more try was scored by Davis before half-time; this was also converted.

When play was resumed after half-time, the College again did all the attacking, and St. Ignatius never even looked like scoring. Our backs rarely failed to put their man down when they tackled, and their passing was above reproach. The ball continually reached the wings, and they made the most of their chances. At this stage the game was very one-sided, and College backs were able to go straight through, without having to pass on several occasions.

The game concluded after College had scored five more tries, all except one of which were converted by Wells, whose kicking was exceptional. St. Ignatius failed to score again and the final scores were 47 points to 3 in favour of the College.

T. G. Brown,

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#### Victorian Juniors v. Scotch and R.A.N. College.

The Victorians kicked off, and carried the ball through our forwards and three-quarters twice in succession. Cooper, who was playing for Victoria, scored a try early in the first quarter, but it was not converted. Soon afterwards Victoria carried the ball through, and, with a good three-quarter movement scored a spectacular try, which was converted. Closely following this Victoria scored again, but failed to convert. Their kicking was very good and in the second half only failed to convert one of their six tries. During quarter-time the Victorians changed their team, so that they could test all the possible players. Soon after the beginning of the second quarter, Black ran through and scored magnificently at the corner flag. This Stevens nearly converted. Immediately after that Victoria scored with a fast three-quarter movement which they did several times in the second half of the game. Their three-quarters were good, although our forwards were quite superior to theirs. They scored again in the second quarter, but failed to convert, and at half-time the scores were 7-3.

During the second half the Victorians broke our team-work up and scored six tries in succession, five of which were converted. At three-quarter time the score was 32-3, and at full time, 45-3 in Victoria's favour.

E. P. Keatinge

#### Scotch and R.A.N.C. Combined v. The Melbourne Possibles.

At Middle Park, August 1st.

The Combined Colleges' team consisted of eight Scotch players and seven R.A.N.C. Wells and Davis played for Melbourne.

The Colleges kicked off. Their forwards took the ball down into Melbourne's twenty-five and there received a penalty kick for handling in the scrum. Laurie just failed to score from the touchline about twenty-five yards out. The ball was rushed away by the Melbourne backs, but it was soon brought back for Wright to score for the College from a forward rush. The try was converted by Laurie. 5-0. Melbourne took the ball up to the Colleges' twenty-five with a good back run but they failed to score and the ball was taken to the other end where Laurie scored from a penalty kick. 8-0. Shortly after, Laurie missed a penalty goal from a long way out. The ball was taken to the other end, where Melbourne received a penalty kick a few yards out but just failed to score. At quarter-time Treloar changed over to play for Melbourne. The score at quarter time was 8-0 in favour of the Colleges.

From the Melbourne kick-off the Colleges took the ball to the Melbourne line and just failed to score. There was a scrum in front of the Melbourne goal for carrying back, but the Melbourne backs cleared the ball away. The ball was brought back and from another five yard scrum the Colleges scored. This was converted by Laurie. The score at half-time was 13-0.

Early in the third quarter Melbourne very nearly opened their account. Then the Colleges received a penalty kick but did not score. The Colleges' forwards began a very good dribbling rush which ended in a try by Dye. This was not converted. The Colleges brought the ball back and there was a scrum on the line, but Melbourne received a penalty kick for handling in the scrum. The three-quarter time score was 16-0.

The Colleges kicked off and shortly after there was a five yard scrum on the Melbourne line which ended in a try by Wright. This was converted by Laurie, who was kicking exceptionally well. At this stage Treloar had to leave the field owing to a knee injury. A good run by Jackson ended in a try which was converted. 26-0. From the kick-off Bate received and scored a try near the corner flag after a dash along the wing. Laurie with a beautiful kick converted. The final score was 31-0.

The Possibles' forwards, though good and fairly nippy were not nearly strong enough to produce results against the dash and weight which opposed them. Consequently their backs seldom received the chance to show their

metal. The score was a true indication of the merits of the individual teams.

I. H. Cartwright.

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**R. A. N. C. v. Melbourne Possibles.**

At 1530 Wells won the toss and Melbourne kicked off on a very muddy ground. In the first quarter both sides were off-side many times, which resulted in each side scoring a penalty goal. Treloar kicked the College goal at a very acute angle. In the second quarter Melbourne brought on five new men and sent off five forwards. Howard and Wells scored tries; Wells converted his. Then the Victorian forwards scored a try, making the score 11-6 in our favour. In the third quarter they changed nine more men and Stevens replaced Treloar. The Melbourne team scored a try but our forwards retaliated with a brilliant try. Then the backs started a quick passing movement and the ball came back to Wells, who scored his second try. This made the score 17-9 in our favour.

In the last quarter they replaced another five men. The Melbourne team scored two tries and converted one. Our breakaways were playing excellently and were the main cause of the next two College tries. The College won the game with 23 points to 17.

D. A. H. Clarke.

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**R. A. N. C. v. Scotch College. 15th August.**

The match was played on a very hard ground. Scotch were first away and a good forward rush was stopped by Brown. Scotch, by reason of their superior height, got away quickly from a line out and a penalty kick awarded to them was not converted by Laurie. Burnett touched down well to stop Scotch scoring. Treloar got away, but was stopped hard by the full-back, Laurie. The ball was travelling quickly from end to end, but the speed of the game was being slowed down by the continual off-side penalties. Wells' play was conspicuous at this stage, his collaring of the opposing five-eights being the means of stopping many Scotch moves. The Scotch pack wheeled well, then heeled out, and Hutchinson scored, but this was not converted. 3-0. Treloar to Howard started a promising move, but again the excellent tackling of the Scotch backs stopped us. The scrum after this resulted in a try on the blind side by Scotch, making the score 6-0. This was not converted and Scotch still led 6-0. Still another Scotch movement was stopped by the good tackling of Brown. Both sides were continually infringing on the off-side rule, thus slowing the game up considerably. At this moment Laurie's good kicking resulted in their lead being increased to 9-0, by the fact that after an exceptionally long penalty kick

the Scotch backs followed up and scored a try. And at half-time their lead was still the same.

The College team started at its usual fast second half pace, but were stopped and an award of an offside resulted in Scotch's score increasing to 12-0. The College opened their account with an excellent back movement, Wells to Treloar to Cartwright to Howard, Wells followed this up with an excellent kick making the score 12-5. Treloar cut in, but was stopped and after the resultant line out and scrum, Burnett broke through and scored. Wells converted, making the score 12-10. The backs of both sides were playing excellent rugby and many back movements were started only to be stopped by good tackling, although the number of offside penalties was considerable. Dye broke through after poor tackling, Laurie failed to convert, thus making the score 15-10. The College forwards were now playing very well and their determined play stopped many promising-looking rushes. An offside penalty awarded to Scotch was not kicked by Laurie. Wells, who was finishing the season with an excellent game, broke through after a long run and scored between the posts and followed this up by converting it, making the scores 15 all. With a very short time to go excitement was running high on the touchline, but Treloar with a magnificent run settled the game in favour of the College. Wells converted, and the College won a fast game on a very hard ground, 20-15.

D. H. Stevens.

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**R. A. N. C. v. Melbourne Technical School.**

**At Middle Park. 19th September.**

The weather was fair, but conditions were marred by a strong gusty crosswind, which affected the game a great deal, particularly in line-outs, where bad throw-ins necessitated frequent scrums. Owing to the hard ground, the ball bounced easily, thus enabling easy picking-up.

College kicked off down hill. For the opening minutes of the game, Melbourne took charge. Several small movements started by Melbourne backs were repulsed by the College backs. Long kicks for touch by Clarke gained good ground for the College. Melbourne forwards now attacked, and scored the first try of the game, which they failed to convert. Melbourne now held the upper hand, their heavier backs frequently breaking through the College backs. College now took charge, and an attempted try was knocked down by Melbourne. After a good run by Black, Reed scored College's first try. Treloar was prominent in the full back position, and Watkins led the forwards well. Half-time found the scores 3-3.

On recommencing play, Clarke followed a brilliant try by converting it. Melbourne again attacked, and the ball was touched down by the College. After an attempt by Melbourne at a penalty goal, College backs again advanced, with Reed and Shearing prominent. After being touched down again, Melbourne succeeded in scoring a try, which was not

converted. Treloar's tackling was good against the opposing backs. A few minutes before time Clarke again scored with a long run to the corner flag.

Final scores: R.A.N.C. 11; Melbourne Technical School 6.

G. V. Gladstone.

## Hockey

An Interwatch Hockey Competition of two rounds was held this year, the results of which were: Red and White each 6 points; Blue, nil. In the play-off between Red and White, Red was the victor.

Accounts of other matches played against outside teams are given below, two of these matches being against Girls' Schools.

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### R.A.N.C. v. R.A.A.F. Cadets.

Played on July 18th, 1936.

The day dawned very wet, and as our ground was considered unfit for play, the match was played on the Depot ground. The Air Force team had only two players who had played the game before the week of the match, and were thus seriously handicapped against the strong College combination.

The College was quick to attack, and after a nice passing movement, there was congested play in the goal mouth, and Davis shot the first goal of the match. In the determined College rushes which followed, the opposing goalie cleared several times excellently. Without giving the opposing backs any respite, the College again went to action down the left wing, and Howard centred well to Wells, who scored the second goal of the match. Very shortly afterwards, after a neat piece of play by Davis on the right wing, Wells shot another goal, making the score 3-0. At this stage the Air Force centre forward shot a lucky goal, after a promising forward movement. This seemed to hearten our opponents, and they pushed forward, only to be forced back by excellent play by the halves. Burnett, playing an excellent game, cleared hard to Howard, who took it down and centred, enabling Savage to goal. Treloar brought the ball down in a brilliant piece of stick play, resembling the style of the Indian team of 1935, and scored. Just after Wells had scored again, after excellent clearing work by Black and Shimmin, the half-time whistle went with the scores standing at 6-1 in our favour.

The College policy of not using hands to stop the ball, but using sticks for this purpose, was being exploited to advantage, especially

by the halves, who were clearing very hard, despite the state of the ground. Treloar scored another goal from a penalty corner, after an excellent stop by Wells. The Air Force right-back and goalie were clearing well, especially when hard-pressed. The backs and halves again cleared to Davis, who raced down the wing, and centred hard to Wells, who made no mistake and scored again. After a lot of play in mid-field, in which Burnett predominated, the College forward line swung into action, but their attack was repulsed by the opposing goalie, who had played an excellent game right through, just as the final whistle went, with the scores at 8-1 in our favour.

D. H. Stevens.

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### Elsternwick v R.A.N.C.

Played Thursday 26th July.

The College sent up a full team to play quite a strong Elsternwick side, which included J. Stewart, an Irish International, and Captain Mann, a Staff Corps officer, who has represented Australia against India.

Elsternwick was first away, but their attack was repulsed by Black and Shimmin; Davis centred and it was returned and re-centred, and after this excellent piece of play, Savage goaled. The ball was often down at the Elsternwick goal, but excellent defending prevented the College forwards scoring. At this stage Davis was injured, and Stevens took his place on the right wing. Stewart's experience was telling in the way he was passing the backs with clever stick work, and quickly the score rose to 4-1. The College forwards took the ball down, and after a scrimmage Wells scored. 4-2. At half-time the score was 6-4 in our opponent's favour. Wells and Savage having scored again.

During the second half play dallied quite a lot between the halves of both sides, Burnett especially playing excellent hockey. Treloar came to the fore and with clever stick work scored a good goal, which was needed badly, and shortly afterwards again scored. Then the Elsternwick forward line got another goal

but this was answered by a brilliant goal by Wells just before time. Elsternwick swept down and were in the circle when the final whistle blew with the scores standing at 7-7, after a very even and exciting match.

D. H. Stevens.

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#### R.A.N.C. v. R.A.A.F. Cadets.

Played at Point Cooke on August 8th.

The teams bullied off at 1500. Sheen immediately took the ball up the left wing by himself and scored a very nice goal. After the centre bully the Navy took the ball into the Air Force territory, but it went too far ahead of the forwards and was easily cleared away by the backs. The clearing hit went to Sheen, who again took the ball up alone and scored the second goal for the Air Force. The Navy obtained the ball from the bully off and the ball went out to the right wing, who centred to Burnett, who scored the first goal for the Navy. The Air Force again took the ball up, but the shot for goal went wide. From the twenty-five bully the Navy got the ball out to Stevens, but his shot at goal was saved by the Air Force goalkeeper. The corner hit did not reach the centre forward, and was cleared away by the Air Force backs.

The score at half-time was 2-1 in favour of the Air Force.

Soon after the bully off Yde scored the third goal for the Air Force. Now the Navy forwards took the ball upfield, and this movement ended in a goal by Burnett. Shortly after, Navy scored again from Howard, who brought off a beautiful shot from the edge of the circle. This evened the scores at 3 all. However, the Air Force scored again from Sheen. The Navy forwards took the ball down and with all the forwards in the circle hitting hard, the Air Force goalie had a hard time. In the end Savage scored for the Navy. Shortly after, the Air Force right wing took the ball up and from a beautiful centre Sheen scored for them. The final scores were 5-4 in favour of the Air Force.

I.H.C.

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#### Frankston Dancing Partners v. A Cadets' Team.

Strangely enough, the weather cleared, and the match was played under perfect conditions. The visitors arrived at about 2 o'clock, minus goalie, but full of high spirits. Davis volunteered to fill the vacancy. After the bully-off at 2.45, the College forwards became aggressive, and in the first quarter of an hour scored three times, in spite of Miss (?) Davis's excellent goal keeping. The College backs adopted very unfair tactics in the first half, not letting the ladies' forwards break through. At half-time the score was 3-0 in our favour. From

the beginning of the second half, the ladies became the attackers, their two wings—who played excellently—fed their centres well, with the result that two goals were shot in quick succession. A little later, Stevens broke away and with a brilliant run, scored his second goal. To this, our opponents' centre forward retaliated with a dashing piece of work, resulting in another goal for her side. Shortly afterwards the final whistle went, with the score at 4-3, in our favour.

The outstanding players of the Ladies' team were: Miss M. Hurry; Miss A. Eldridge; Miss M. Bright; all three of whom gave their opposing numbers a considerable amount of trouble.

R. A. H. Millar.

\* \* \* \* \*

#### R.A.N.C. v. Church of England Girls' Grammar School.

Played at R.A.N.C. on Friday, 25th September.

The day was somewhat overcast, with a moderate wind, and rain seemed imminent before the end of the match. The bully off was at ten minutes to five, the Cadets running south. From the bully we attacked vigorously, and in the first two minutes Treloar scored for us from a corner. After this the girls attacked, but were repulsed by our backs, and our forwards got away with the ball. They did a very good run, but just failed to score. The attack was renewed and it was not long before we scored again; however, we saw some excellent work from their goalkeeper. The play became more even, though for the most part in the girls' half, and we saw some more good work by their goalkeeper. Again we broke through, and scored another goal bringing the score up to three-nil. We continued to attack, but the girls' backs defended very well and soon their forwards got away with an excellent rush, which resulted in the girls scoring their first goal. After this the play was very even, but gradually it worked up into the girls' half, and the eventual result was the scoring of two goals in fairly quick succession by Treloar. Soon after this the whistle blew for half time. The girls got away well after half time, and launched a strong attack. The play was gradually forced back into their half, and we saw some good play by their backs, who cleared well and their goalkeeper, Jacqueline Herbert. The girls then attacked once more, and scored from a corner. They continued to attack, but the play was very even for some minutes. Heavy rain began to fall, but gradually it became finer. We now attacked, but failed to score, and the girls once more got away from us and scored. It was not very long before they again had the play in our half. Before many minutes had elapsed, they had scored, thus bringing the score up to 5-4.



The Cadets attacked, but were turned back, however, they continued to press on. By this time the rain had completely ceased, and it was not long before we added to our score. After the bully, the girls attacked, but some good saves by Yonge kept them back. We attacked, and the game ended with a good save by their goalkeeper.

The final score was 6 goals to 4 in our favour.

J. F. Bell.

\* \* \* \* \*

**R. A. N. C. v. Elsternwick.**

Played at R. A. N. C., on September 26th.

Elsternwick won the toss and ran north. They attacked very strongly immediately after the bully, but they met with strong opposition from the College backs, who cleared the ball away to the forwards, and Treloar scored the first goal. Again the College forwards attacked, but the Elsternwick goalkeeper saved Treloar's shot for goal. Elsternwick now attacked, and scored their first goal after a corner. The College forwards advanced, but once more the goalkeeper saved the goal. From the twenty-five bully Treloar scored the second goal for the College. Each side now attacked alternately, but was prevented from scoring by the forwards, who were offside. The score at half-time was 2-1 in favour of the College.

A good forward movement by the College was spoilt by an offside, and from the free hit Elsternwick began a deluge of shots on the College goal, but the backs repeatedly saved us. However, when Yonge failed to clear the ball to the wing, Elsternwick scored their

second goal. Davis secured the ball after the bully, and from a very good centre, Wells scored the third goal for the College. Elsternwick attacked strongly, but the College backs prevented them scoring. Black's clearing hit was taken by the forwards, and Treloar scored the College's fourth goal. The College had thus won a very fast and exciting game by 4 goals to 2.

I. H. Cartwright.

\* \* \* \* \*

**R. A. N. C. v. R. A. A. F. Cadets.**

Played at R. A. N. C.

This match was virtually a replay of our first match with the Point Cook Cadets, only with a different result. Owing to the weather the match was played on the Depot ground, our opponents playing without the services of their centre forward and captain, Yde. We were struck by the decided improvement in the play of the Air Force, hockey being a comparatively new game at Point Cook, and all praise is due, not only to the Cadets themselves, but to their Officers who coached them, for the fact that they came so close to snatching victory from us.

Our forward play, as always, was outstanding, and in that department alone did we have the advantage. Time and again, however, our forward moves were thwarted by the excellent clearing and hard hitting of the opposing backs and the brilliant saving of Cameron, our opponents' goal-keeper, was a feature of the match. Our own combinations acted with machine-like accuracy to ensure us a victory by 3 goals to 2, after the half time score of one all.



Drawn by A. H. Cooper.

## Hobbies

With an eye to providing Cadets with some useful hobby for after life, the Commander introduced ship modelling to the Cook, Flinders, and Jervis Years. Little could be done, however, working, divided as we were, in the different gunrooms. Plans for our first model, a Spanish galleon, were drawn up, and then the materials and a fine complete set of tools obtained.

By the very kindly co-operation of Mr Austin, the Cadets were able to gain expert knowledge in various arts and crafts from Mr. C. H. Fraser, adviser to the Victorian Boy Scouts' Association.

In his first lecture, Mr. Fraser displayed examples of just what could be done by a person with average skill and patience. Thereafter followed two more practical demonstrations and lectures in Pokerwork on wood and leather, and on wood carving, as well as instruction in mechanical modelling. Mr. McCallum, a carving expert, is taking a keen interest in the ten Cadets under his instruction, and already more advanced work is being attempted in the wood carving line. For those who prefer drawing, lino cutting has been introduced, and to date some quite successful one-

colour blocks have been produced. Mr. Fraser is conducting instruction in leatherwork, and after one lecture, those in his hands are prepared to make handbags and other articles, suitably designed and embossed.

The Sports Pavilion has been fitted out as a workshop, and an electric motor and lathe installed. The ship modelling tools have been supplemented by a set of wood carving tools, together with their accessories.

The Commander is supervising the ship modelling, and the Spanish galleon is well under construction. A veteran at the art of ship modelling, Mr. Sandy, came down to criticise our work, giving a lecture on the different methods of building ships. His "Ships—Passed and Passing," a collection of photographs of sailing ships, proved very interesting, and we had the pleasure of seeing his latest model, that of a famous China Tea Clipper.

With all this expert advice and instruction, it should not be long before the majority of the Cadets have a firm grandwork of the rudiments of the particular hobby in which each participates.

W. G. Wright.

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## Results of Squash Tournaments

October 24th, 1936.

The results of the Annual Squash Tournament were as follows:

Shimmin	}	Shimmin	}	} Wells
Brasier		Davis		
Davis		Clarke	Wells	
McFarlane		Wells		
Seddon				
Clarke				
Treloar				
Wells				

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## Aquatic Sports

In order to obtain warmer weather, the annual aquatic sports were held much earlier than usual this year. Many of the results proved surprisingly good, although the times for the races were not exceptional. The heats took place on Monday, 23rd February, in perfect swimming weather, in preparation for the sports on the following day, Tuesday, which

was an even better day. The most surprising win was Cooper's, in the 100 Yards Championship; but it showed the advantage to be gained from long and systematic training. We congratulate him on his win. Howard's disqualification in the 70 yards freestyle was very unfortunate, for he had established a fine lead, but swam out of his own lane into that of Cartwright.

Some very good dives were witnessed in the Diving Championships, all of Cooper's being neat, clean dives, with a minimum of splash. Lester showed us that new talent had arrived in the College, and we shall look forward to even better results in the future.

The results of the races were:—

**50 Yards Breaststroke Championship:** 1st, Treloar I; 2nd, Simmonds; 3rd, Millar. Time: 41 secs.

**50 Yards Freestyle, Cadets aged 13-14 years**—1st, Merson; 2nd, Lester and Nicholls (dead heat). Time: 33  $\frac{2}{5}$  secs.

**50 Yards Freestyle, Cadets aged 14-15 years**—1st, Stevens; 2nd, Eddy; 3rd, Black. Time: 30  $\frac{1}{5}$  secs.

**70 Yards Freestyle, Cadets aged 15-16 years**—1st, Sutton; 2nd, Cartwright; 3rd, Millar. Time: 49  $\frac{2}{5}$  secs.

**100 Yards Freestyle, Open Championship, Colin Creswell Cup:** 1st, Cooper; 2nd, Eddy; 3rd, Sutton. Time: 1 min. 13  $\frac{2}{5}$  secs.

**The Diving Championship:** 1st, Cooper; 2nd, Lester; 3rd, Eddy.

Eddy won the cake for finding the megaphone hidden in the baths. Following this came the Interwatch events.

The obstacle race proved the most humorous, several people not being able to find the plate, thus jeopardising their watch's changes for a win.

The Freestyle relay, and then the Medley relay, were run off, both of which caused much excitement amongst the members of the various watches.

The Interwatch results were:—

Obstacle relay: (1) White; (2) Blue; (3) Red.

Freestyle relay: (1) White; (2) Blue; (3) Red.

Medley relay: (1) Red; (2) Blue; (3) White.

The final points gained by the watches showed a win for White with 25 points, with Blue second with 22 points, and Red third with 19 points.

R. L. Shimmin.



[Photo by H. D. Simpson, Esq.]

## Athletic Sports

After a spell of bitterly cold weather, Friday 24th April proved a perfect day for the Inter-watch Competitions, while Saturday only fined up just in time to carry on with the Championships, which were run off with a cross wind.

The Interwatch Competition was keenly contested, and the fact that the final decision rested on the result of the pull of the Tug-of-War, between White and Red Watches, made it very enjoyable for all.

The final results were: 1st, White Watch, 66 points; 2nd, Red Watch, 51 points; 3rd, Blue Watch, 33 points.

**Mile Relay.**—With a very good 880 yards run, Treloar gained the lead for Red Watch, which Clarke carried on in the 220 yards.

**660 Yards Relay.**—Blue watch gained this event, due mainly to the excellent 440 yards run by Wells. White watch came second.

**480 Yards Hurdle Relay.**—White watch won easily, but the other two had a strenuous fight for second place, which Red watch finally gained.

**300 Yards Relay.**—With White watch leading all the way to first place, Red watch was able to defeat Blue by a matter of some yards.

**Obstacle Relay.**—This was closely contested by White and Red watches, and in the final lap Seddon just managed to pass Treloar.

**Tug-of-War.**—White watch, won in straight pulls from Blue and Red watches. Red watch defeated Blue in two straight pulls.

The results of the Individual Events were as follows:

**100 Yards Open.**—1st, Davis; 2nd, Treloar I; 3rd, Wells. Time 10  $\frac{3}{5}$  secs.

This was a very close race, but Davis gained the lead and won by a small margin, his time equalling the record.

**100 Yards, Under 15 years.**—1st Clarke; 2nd, Treloar II; 3rd, Black. Time: 11  $\frac{3}{5}$  secs.

Clarke got away with a nice start, and finished well in the lead, his time being just  $\frac{1}{5}$  seconds above record.

**High Jump, Open.**—1st, Treloar; 2nd, Howard, Stevens, Cartwright.

After winning with a height of 4ft 8 $\frac{1}{2}$ in, Treloar did not attempt anything better, as he yet had several long distances in which to compete.

**Long Jump, Under 15 years.**—1st, Clarke; 2nd, Black; 3rd, Treloar II. Clarke's jumps were much better than those of the others in this event, and his last one established a new record.

**440 Yards Open.**—1st, Wells; 2nd, Davis; 3rd, Wright. Time: 58 seconds.

Davis pushed Wells very hard for this race, but having more in reserve, Wells was able to pull away from him on the last bend for the final dash.

**Half-Mile Handcap.**—1st, McDonald; 2nd, Nicholls; 3rd, Simmonds.

Starting from the 220 Yards mark, McDonald kept the lead all the way, and came home well ahead of the others, amongst whom, there were some very determined battles.

**Throwing the Cricket Ball.**—1st, Cartwright; 2nd, Clarke; 3rd, Wells. Distance: 85 yards, 1 foot.

The three longest throws were only separated from one another by a matter of some yards.

**120 Yards' Hurdles.**—1st, Treloar; 2nd, Davis; 3rd, Cartwright. Time: 20  $\frac{1}{5}$  secs.

Treloar led all the way from the next two, Cartwright being just pipped by Davis.

**High Jump, Under 15 years.**—1st, Merson; 2nd, Clarke; 3rd, Savage II. Height, 4 feet 9 inches.

When the 4ft. 8in. mark was reached, there were only two who could clear it, and both failed in three attempts to clear the next height; in the fourth jump Merson managed the 4ft. 9in. mark.

**Half-Mile Open.**—1st, Wells; 2nd, Treloar; 3rd, Bell. Time: 2 min. 21  $\frac{3}{5}$  secs.

The four competing kept well together for the first lap, Wells and Treloar then going ahead. After which a tough struggle between the two took place, with Wells finally gaining the lead and dashing home.

**Obstacle Race, under 15 Years.**—1st, Black; 2nd, McDonald; 3rd, Watkins.

This race was enjoyed by all. Black led all the way, having gained a good start in the sacks. McDonald kept doggedly behind him, but never quite caught him.

**Sack Race.**—1st, Black; 2nd, Scrivenor; 3rd, Shimmin.

With a close race between Black, jumping like a 'roo, and Scrivenor scurrying like a rabbit, the last jump of Black's won him the event by the merest fraction.

**Long Jump, Open.**—1st, Treloar; 2nd, Davis; 3rd, Cartwright. Distance: 18 feet 8 $\frac{1}{2}$  inches.

Treloar's last two jumps were both winners; Davis and Cartwright also jumped well.

**Mile Open.**—1st, Wells; 2nd, Treloar; 3rd, Brown. Time: 5 min. 19 secs.

The order for the first three laps was Wells, Treloar, Brown, Bell; Wells then went ahead to win easily; but Brown gave Treloar a good tussle for second place.

**220 Yards Under 15 Years.**—1st, Clarke; 2nd, Treloar II; 3rd, Merson. Time: 28  $\frac{1}{5}$  secs.

Clarke's race, all the way.

**Obstacle Race, Open.**—1st, Burnett; 2nd, Cooper; 3rd, Shimmin.

Burnett proved that his win last year was no mere stroke of fortune. He gained the lead easily and was soon a complete round

ahead, a position which by unflinching determination he maintained over the spar and through the lifebuoy.

**Officers' Handicap.**—Mr. Robin, who started from scratch, 1; Commander Waller, 2; and Lieutenant Commander Dolphin, 3.

The points gained for the Captain Franklin Cup were:—

Treloar, 15 points; Wells, 10 points; Davis, 9 points.

Clarke won the Junior Championship with 11 points.

Treloar II gained 5 points and Merson 4 points.

James Brasier

## The Regatta

The annual regatta this year was held on Saturday, the 31st October. It was divided into two separate parts, the pulling races in morning, and a sailing race in the afternoon. The weather conditions were not good. A weak straggling sun, and a hard blustering wind—from the West—which blew straight down the course. The "Vampire" served as Regatta flagship, grandstand, and finishing post.

At 1030 the first race, the final of the Open Sculls, began. Treloar and Davis were the contestants, the former winning after a long, hard, pull against the wind. Then followed the interwatch skiff race, between White and Red Watches, Blue having been beaten by White in the first round. Red Watch won, and thus no race for second place was necessary.

Meanwhile, the junior whaler's crews had been towed down to the half mile mark. Blue watch got away well at the start, and steadily increased their lead, until half way, whence they were only able to hold it against White, whom they beat by about three lengths. Then followed the senior and junior skiff races; the former was won by Wells, Treloar, Davis, coxed by MacDonald I, and the latter by Berry-Smith, Simmonds and Watkins, coxed by Grout.

The points for the Interwatch Competition now stood at Red, six; White, six and a half; and Blue seven and a half. Thus the competition depended entirely on the senior whalers, which was the last race of the day, and formed a fitting end. There was tremendous excitement on the wharf when the crews were towed down. Then the gun, and they began on the half mile home. From the start, Blue and Red went ahead, fighting for the lead. Gradually Blue gained a small lead, which they kept until fifty yards from the finish. At this stage Red looked as if they had something in reserve, but it was not enough, and Blue watch crossed the line half a length ahead. Blue Watch were the winners of the Regatta, and when the cheers had died down and the visitors left, the Cadets had luncheon in the Boat Store.

The Commander was judge of the finish, Lieutenant-Commander Dolphin starter, and course judge, and Lieutenant-Commander Wright had charge of the towing, and thanks to careful planning and their co-operation, everything went off without a hitch, and all races were started to schedule.

By 1430 the spectators had gathered again on the bridge of the "Vampire," and the sailing race began. Two cutters, a gig, and four whalers took part, starting at various times according to their handicap. Three times round the triangular course, which included the range jetty, the coaling wharf, and back to the depot wharf, provided a good race in which there were several thrills. A good breeze and plenty of water allowed some very good sailing, which was displayed particularly by Treloar, who sailed his whaler home first, without a single mishap. The remaining crews followed in soon, and the last part of the regatta was over. Although the morning was not all it might have been for pulling, the afternoon was perfect for sailing.

A. H. Cooper.

### The Regatta.

The following are the results:—

1. Open Sculls ( $\frac{1}{4}$  mile) 15ft. skiffs: Treloar, 1, Davis, 2.
2. Interwatch ( $\frac{1}{4}$  mile) 16ft. skiffs): Red, (Black, Clarke, Simmonds, Reed, cox), 1; White, 2.
3. Interwatch 27ft whalers ( $\frac{1}{2}$  mile) Junior: Blue, (Cooper, Stevens, Keatinge, Nicholls, Gray, White, cox), 1; White, 2; Red, 3.
4. Open Skiffs,  $\frac{1}{3}$  mile: Yellow (Wells, Treloar, Davis, McDonald, cox), 1; Green, 2.
5. 15ft Skiffs, under 9 stone: Green (Berry-Smith, Simmonds, Watkins, Grout, cox), 1.
6. Interwatch 27ft. Whalers,  $\frac{1}{2}$  mile (Senior): Blue (Wright, Wells, Brasier, Yonge, McFarlane, Cooper, cox), 1; Red, 2; White, 3.
7. Sailing Race,  $\frac{3}{4}$  miles, 3 times round the course— Won by Treloar's crew in Whaler No. 3, by half a round.

## The Cross Country Race

This year the cross country race was run over a different course from that of previous years. The distance was about  $4\frac{1}{2}$  miles for the scratch men, a mile longer than the preceding courses. The handicaps were also changed, a return being made to a distance basis instead of the time basis which has been in use during the last few years.

The first year received nearly a mile start on the fourth year, who started off "scratch," the other two years being posted in between them and the first year.

Owing to the rain the course was very slippery, a fact which proved an added advantage

to the first year, whose handicap carried them over the most difficult part of the course. Needless to say, the first year won, their last man in being fifteenth. They held the first four places in the following order: Treloar II, Lester, Merson and Nicholls. The line of first year was broken by Wells, who ran magnificently, overtaking almost the whole field, to finish up fifth.

It was a very good race, and although the state of the course and the weather certainly favoured them, the First Year are to be congratulated on having run very well.

R. B. Treloar.

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## Paper Chase

The week was very wet and for two days there had been no sport, but on Wednesday the First Year were observed to be tearing up paper and stuffing it into canvas bags. At half past four that afternoon the cadets were mustered on the quarter-deck in football rig, the hares having previously departed with the paper. The trail led down past the stables, across the two hundred acre paddock and out near the top corner, then into the scrub again. The two hundred acre paddock is covered with coarse grass about one foot high, through which animal tracks run, and these were filled with water after the rain.

The trail followed various other tracks

through the ti-tree scrub and at last emerged into the open. The hares were sighted then, running down the road towards Somers. The hounds at once gave chase, the hares running to the Range gate and then along a small, very muddy track and across the swamp to the sewer bridge, which is a long narrow bridge about three hundred yards long and one yard wide. By the time this bridge had been crossed the foremost of the hounds was only about a hundred yards behind the two hares, who then led past the hospital and back to the College without being caught.

J. F. Lorimer.

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## The Foster Cup

This year it was decided to hold the sailing Obstacle Race for the Forster Cup, which has not been competed for since 1929. With the removal of the College to Flinders Naval Depot from Jervis Bay, the channel provided so many drawbacks that the Cup had not been competed for.

Two "dummy runs" were carried out before the actual race itself, to test the course, and to give the cadets some idea of obstacle sailing, and the deciding contest was held on Saturday, 11th April.

The course was as follows:—First the competitors had to hoist masts and sails, and sail to the coaling wharf, round the pile south of it, across to the range jetty, and from there up

the range channel. When again in the main stream masts and sails had to be stowed beneath the thwarts, and the crews then pulled back to the start. The race was of two rounds, the second being the same as the first. It was keenly contested between the Watches, the Red watch being first home,  $\frac{1}{2}$  mile ahead of the Blue, with the White watch  $\frac{1}{2}$  mile behind them.

It is well to note that the White watch, although last in the real event, won both the dummy runs.

The Forster Cup was presented by Mrs. Franklin.

R. L. Shimmin.

## Sailing Obstacle Race

Crash, down came that mast again. Struggling, heaving, and ejaculating, we once more got it into its step. This gem of English literature refers to the cadets interwatch sailing race, which took place on Saturday, 11th April. Deformed as the opening sentence appears, the attempt was to portray the effort of rigging a whaler in minimum time. I suppose the attempt has failed, as the actual experience only can give the required idea. The three whalers lay abreast, the crews anxiously awaiting the signal to start. Up jumped the crew, as the flags were hauled down. White was the first away, Blue being last. Blue soon overhauled the other two and gained the lead. Red watch overhauled Blue and kept and increased their lead till the finish. A pull of two hundred yards brought the

boats to the starting line again, from whence the course was repeated. The places remained unaltered to the end. Red, first, Blue, second, and White last, but not least.

Returning to the opening sentence, the reader will realise how the crew must keep a wary eye open for that mast. It is indeed a most humiliating and annoying experience to be caught beneath the mast when it falls, the unfortunate one's temper being taxed to the utmost by the lack of sympathy displayed by the remainder of the crew. Perhaps I write with some feeling upon this topic, but I ask for the reader's forgiveness, which I am sure he will extend, when he learns that I was the victim of such a mishap in most trying circumstances.

B. McFarlane.

## The Interwatch Obstacle Race

The Interwatch whaler race soon will be started.

The time is a quarter past two,  
The "Ant" and her crew have not long departed,  
The whalers have two rounds to do.

The White watch's whaler was first off the mark,  
The next were the Red, then the Blue;  
The Red watch were gaining quite fast on the White,  
The Blue gained on both of those two.

After the first round, positions had changed,  
The White watch is now coming last,  
The White watch has lost on its tack to the wharf,  
And it's then that the other two passed.  
The last lap is started, the Red has the lead,  
The White has a long way to go.  
It seems to us now that the Red's sure to win,  
For the White have just started to row.

The whalers are tacking to make the range wharf,  
The Red watch is still in the lead,  
The Red watch has finished the first one, of course,  
And last watch is White watch, the last watch indeed.

J. A. Lorimer.



A PORTRAIT.

By J. Brasier.



## Baseball Match

The Cadets 1st IX enjoyed an amusing match against the Wardroom officers, on Saturday 18th April. Judging by the clothes worn, a surprising amount of interest must be taken by the Officers in the "real thing," as played in America. For anyone passing by the oval, the spectacle must have been very amusing; we captured three cars and about twenty spectators, although they soon took their cars away when the "Pitcher" for the cadets began to send down a few loose balls.

The game began with the officers striking. They made four runs, to which the cadets replied with nine. From then on the cadets led until rain stopped what might have been a very exciting finish. We only managed to play five of the nine innings, but this was more than compensated for by the extra time which it allowed for the special afternoon tea that had been provided.

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## Colours for 1936

Cricket: Wells, Treloar, Cartwright, McDonald I, McDonald II.

Swimming: Cooper.

Athletics: Davis.

Rugby: Wells, Treloar, Burnett, Davis, Shimmin, Wright.

Hockey: Wells, Treloar, Burnett, Davis, Shimmin, Black.

### PHILLIP YEAR.

Burnett: Rugby Hockey.

Davis: Hockey, Rugby, Athletics.

Seddon: Rugby.

Shimmin: Rugby, Hockey.

Treloar: Cricket, Rugby, Hockey, Athletics, Tennis.

Wells: Athletics, Tennis, Cricket, Rugby.





## The Seth Parker Episode

A STORY TOLD IN WIRELESS MESSAGES.

To All Ships, from Tutuila Radio. 8/2/35.  
GOVERNMENT NAVY—all ships and stations.

Schooner "*Seth Parker*" on expedition round the world, encountering gales and heavy seas, believe condition dangerous, desire all ships within 500 miles contact us immediately, giving their position, weather conditions, barometer reading, course and destination.

To *Australia* from *Seth Parker*. 8/2/35.  
8/2/35.

Four masted Schooner *Seth Parker*, bound round the world with 14 aboard in hard blow and heavy seas and a very dangerous cross swell making impossible to heave to. Unless seas subside danger of capsizing. Would it be possible to alter your course to pass close by. Can keep you posted as to our condition and if seas moderate so we are out of danger I will inform you at once. Philip Lord.

To *Seth Parker* from *Australia*. 8/2/35.

Am steaming towards you at 20 knots.

To *Australia* from United Press, San Francisco.

Can you please advise how is weather and whether you received distress signals from schooner *Seth Parker*. Has there been severe storm South Pacific, are you proceeding Parker's aid. If so, have you sighted ship and what is position. Sincerely appreciate any details up to 150 words, reply paid. (Not answered).

To Navy Board, Melbourne, from *Australia*. 9/2/35.

I closed *Seth Parker*. She no longer requires assistance, I am therefore proceeding to Balboa.

To *Australia*, from *Seth Parker*.

Please give us your weather and position, wind and sea increasing rapidly, barometer falling steadily and we are in danger of being dismasted.

To *Australia*, from *Seth Parker*.

Feel humiliated to come to you after subsiding seas and winds yesterday when you found us laying comfortable, but winds now gale force increasing fast, seas tremendous, barometer falling steadily, rigging already going, and if continues to increase we cannot last.

Trying to refrain from sending distress signals but feel only a matter of a few hours. If you return and we are afloat and if sea should go down meanwhile enough to allow it, would you tow us to Tahiti instead of insisting we abandon ship. Philip Lord.

To *Seth Parker*, from *Australia*.

Your message. Consider you should send distress signal if you are in real danger, or in need of assistance. Towage to Tahiti quite impossible. Please report your condition.

To *Seth Parker*, from *Australia*.

Have you gone about and what is your course.

Reply.—Am going about now will give you our course when we get about.

To *Australia* from *Seth Parker*. 10/2/35.

We are coming about. If we lose contact it is sure sign that we have gone over.

To *Seth Parker*, from *Australia*. 10/2/35.

Please keep me frequently informed of the situation.

S. O. S. (all shipping) from *Seth Parker*.

Schooner *Seth Parker*, 157 30 West, Latitude 14 South. In distress and requires assistance. Rigging badly gone and leaking badly. Philip Lord.

To *Australia* from Los Angeles "Times" (via San Francisco).

Please advise if your vessel was actually called upon to render aid to schooner 'Seth Parker.'

(Not answered).

To *Seth Parker*, from *Harlapion, Monterey, Franconia, Queen Eleanor, Niagara* (giving positions).

To warship *Australia*, from Tutuila Radio. 10/2/35.

Please inform us if you are proceeding to assistance the "*Seth Parker*" as our Naval "*Ontario*" probably cannot arrive there in less than four days.

Reply:

I am proceeding towards *Seth Parker* and hope to reach her early tomorrow afternoon.

To *Australia*, from *Seth Parker*. 11/2/35.

Wind abating, seas heavy, wallowing in

troughs, unmanageable but riding firmly, message from Samoan Governor sending U.S. *Ontario*, arriving Wednesday morning to salvage ship if she still afloat, will you leave it without destroying it. It has very valuable irreplaceable things aboard, also if I abandon ship with crew and arrange boat to come out from Papeete can you pass near enough to Tahiti for me to change to private boat there so I can return to Samoa. Phil Lord.

To *Seth Parker*, from *Australia*, 11/2/35. Your message. If weather improves I hope it will not be necessary for you to leave your ship.

To *Australia* from *Seth Parker*, 11/2/35. We have sea anchor out, and after sail, but still lying in troughs and can't head up into sea. Please give me your position.

To *Seth Parker*, from *Australia*, 11/2/35. My position 13 39 South 156 30 West.

What damage have you suffered. As you have weathered the worst of the storm I suggest you remain aboard and wait arrival of "*Ontario*" from Samoa or will you be able to sail when weather moderates. I presume pumps are competing successfully with water. I shall not be able to stand by you very long as I must get to Balboa for fuel.

To *Australia* from *Seth Parker*.

Wind 3 seas greatly subsided, little danger now from elements, but weakened condition of vessel quite serious, leaking, rigging badly weakened, trestle trees and cross trees torn away in no condition to stand up to even a moderate blow on board. As crew young men of good American families some under age would be criminal to endanger their lives longer. Am remaining on board myself with radio engineer and Captain. Will you take remainder of crew to your first port of call. Phil Lord.

To *Australia* from *Seth Parker*.

Mr. Lord says he believes it perfectly safe for your boat to come under our stern and we will lower crew into boat, he does not wish to detain you longer than necessary.

To *Seth Parker* from *Australia*.

I will send a boat over.

From *Seth Parker*.

Your boat is returning. For all the work on your part my personal thanks.

To *Seth Parker* from *Australia*.

When my boat comes over please have a good strong rope to secure to. Do not overload the boat, if necessary she can make two trips.

Later, from *Australia* to *Seth Parker*.

There are nine of your people on board, are there any more?

Reply: No, that's all.

To *Seth Parker* from *Australia*.

To Mr. Lord (Owner):

I regret very much that I cannot tow you to Tahiti and I sincerely hope that "*Ontario*" will pick you up and that you and those remaining will all eventually arrive safely in harbour. Will you be able to communicate with *Ontario* by w/t.?

Reply.—Will be able to communicate with "*Ontario*." Thanks very much.

To *Seth Parker* from *Australia*, 11/2/35.

I am going to stand by you until I am satisfied you are safe.

Reply from *Seth Parker*.

You can't. You have already put us into an obligation we never can repay, and besides that if you do not get to your destination the Duke of Gloucester will be hunting for me with a shot gun the rest of his life. We will be able to communicate with "*Ontario*" via Pago-Pago when they are within two hundred miles under good conditions. Unless you have indications that weather will get worse do not believe it necessary to stand by. Please don't worry, because now I have the boys off.

To *Seth Parker*, from Tutuila Radio, 12/2/35.

Request you keep this station informed at all times your position and weather conditions and any arrangements arrived at with "*Australia*." Have been trying all day to get you on 13155 and 8700 and listening you 24 metres. Necessary to keep "*Ontario*" advised suggest you check your present position with *Australia* and advise.

To *Australia*, from Tutuila Radio.

Do you intend standing by "*Seth Parker*" until arrival of *Ontario*, expected arrive late Thursday. Governor.

Reply to Governor, Samoa.

I intend standing by "*Seth Parker*" until "*Ontario*" arrives or at any rate until I am satisfied she will find her.

To *Australia* from *Seth Parker*.

Barometer normal, wind 3, seas subsiding, "*Ontario*" heard us last night. Have completed makeshift auxiliary pump, feel no danger unless abrupt change of weather and that chance taken by any man of the sea. You have been so generous, feel guilty in taking another minute of your valuable time. Phil Lord (Owner).

Reply from *Australia*.

If I leave you now I will under no circumstances be able to return on account of my fuel. I therefore intend remaining here for the time being. Is "*Ontario*" fitted with direction finding wireless.

From *Australia* to *Seth Parker*. 13/2/35.  
Before I eventually leave you to be picked up by "Ontario" do you wish me to return the nine members of your crew now on board, or shall I retain them and land them at Balbao.

To *Australia* from *Seth Parker*. 13/2/35.  
For the past two days minutely examining ship and battling of storm has exposed many conditions of which none of us were aware. Fear she is permanently unseaworthy as impossible to use sails because of rigging and there are enough of us to man her while in tow. In my judgment it would be better to be safe and land boys in Balbao unless your opinion otherwise. Phil Lord.

To *Australia* Operator from *Seth Parker* Operator.

Please ask the boys what all the shouting was about when my name was mentioned the other day. Please let me know.

*Reply* from *Australia*:

Yours was the only name Boats crew knew and they gave you a farewell cheer.

*Reply* from *Seth Parker*:

Sweeny thanks all the boys for their cheer.

To *Seth Parker* from *Australia*.

I am very sorry to hear what you say about your ship. There would appear to be no object in your taking the nine men I have, and I will gladly take them to Balbao. To whom should they report themselves on arrival. If weather is still fine tomorrow Thursday morning I propose leaving you as I feel confident that they will find you. I will send boat over to you at about 0130 GMT this afternoon to collect gear belonging to your men. Please have gear put in boat. If I send a mail would you be good enough to take it to Samoa (thus 25).

*Reply*: I will be glad to take care of mail myself.—Captain.

To *Seth Parker*, from U.S. *Ontario*,

After falling in with you will send over party weather permitting of six men to inspect ship for seaworthiness and then remain on board to handle towing operations. How many signalling lights are available and how many days' food on hand for men expected to be aboard during towing operations.

To *Ontario* from *Seth Parker*. 13/2/35.  
No fresh meat or vegetables, but have plenty of canned food for months. Have no cook. Masts all standing, rigging unsecure, but have been able to make some repairs in past three days of fair weather. Leak under control. Sufficient flares, red and white.

To Navy Board, Melbourne, from *Australia*. 13/2/35.

Two apprentices in Gunroom and seven seamen ex *Seth Parker* still on board. Owner desires me to take them and land them at Balbao. Owner reports *Seth Parker* permanently unseaworthy. I have informed him I will take them. Request instruction victualling charge or whether in view of United States' expensive search for Mr. Ulm, charges should be waived. If charges are to be made I should like to inform owner before I leave him, which I may do this evening.

To *Seth Parker* from *Australia*. 14/2/35.  
Ontario expect to arrive 1000GMT 15th February. I will burn searchlight to-night and remain here until Ontario obtains a bearing and then leave you.

To *Ontario*, from *Australia*. 14/2/35.  
I will show a vertical searchlight beam for five minutes every quarter of an hour from 0600 GMT 15th February. Request you will inform me when you have got an accurate bearing of it and I will then leave *Seth Parker* to your care.

Via *Seth Parker* and Tutuila Radio. From U.S. *Ontario*. 14/2/35.

Should contact *Seth Parker* about 2200.

To *Australia* from *Seth Parker*. 14/2/35.  
Mr. Lord says tell Captain McLeod, listen out broadcast 24 metres at 0415 GMT.

To All Shipping, from *Australia*. 14/2/35.  
*Australia* in position 16 20 South 156 59 West, will be burning searchlight intermittently from 0600 GMT, 15th Feb.

To Admiralty (R) Navy Board, Melbourne, from *Australia*. 15/2/35.

Having sighted U.S. Naval tug *Ontario* have sailed for Balboa where I hope arrive a.m. 4th March. This date will be confirmed later. My position DD 16 20 S DD57.00 West course 055 degrees, speed 12.5 knots. 2200/14th.

*Contributed by Lieut. F. L. George.*

## Salts at Epsom

By LT. COMMANDER (E) W. H. S. RANDS.

In most countries of the world there is at least one great annual event—a religious festival, a military pageant, a sporting contest

or a social occasion—which, for one reason or another, attracts world-wide attention.

In Australia we have the Melbourne Cup.

In America they have the Kentucky Derby. In India, once a year, they get on horses and chivy a lot of pigs around with spears. Japan, I believe, has a bit of a "do" in cherry blossom time, and in Egypt the natives get thoroughly worked up once a year and make a fiendish din for about a week during the Feast of the Ramadan. England, however, has dozens of these occasions: the Derby, the Boat Race, the Cup Final, Aldershot Tattoo, Hendon, The Lord Mayor's Show, the Grand National, the Naval and Military Tournament at Olympia—all things that we have read about and heard about and longed to see.

During the recent exchange cruise of the "Australia" we were lucky enough to be in England while some of these things were going on, and the people were kind enough and thoughtful enough to ask us to go and see some of them. We were there for the Grand National, the Aldershot and the Tidworth Tattoos and Navy Week. Officers were invited to follow the Boat Race and to witness "t'Coop Final." One of the most instructive and amusing days, however, was spent at Epsom, where about a dozen of us went as the guests of Lord Derby, to see the Great Metropolitan run.

Lord Derby, being, of course, what is usually known as The Doyen, or G.O.M. of British racing, has a magnificent box at Epsom, and attending a race meeting as his guest is really an enviable experience. This is racing as it should be. Instead of fighting your way through a turnstile and struggling in the crowd, you sail up to the Stand in a car—airily ignoring sharply worded notices expressly forbidding such a procedure—and are instantly conducted by a couple of ambassadorial policemen through ranks of deferentially bowing officials, up a private staircase into what at first you take to be a palatial modern flat, complete with kitchen, bathrooms, butlers, waiters, H. and C. and all Mod. Con., but which you eventually find to be Lord Derby's Box. There is no such thing as fighting in a tin shed for a hot dog and a glass of warm beer. A magnificent luncheon is provided, and if you don't like beer, well, there is always plenty of champagne.

We had some slight misgiving, before starting, about dress. We could not decide whether to wear morning dress with grey toppers or dark lounge suitings with bowlers. We eventually compromised by wearing dogrobbars and "Akubras," and found, to our delight, that we were correctly, if not immaculately, dressed for this particular meeting.

We were taken in hand, on our arrival, by Lord Stanley, who is, I believe, the Parliamentary Secretary to the Admiralty. Under his guidance we began what developed into a celebrity hunt. He took us around the course meeting people; but so fast was our mean

speed that it was not possible for any one individual to meet all the celebrities. Fifty per cent. was about a fair average. I stopped to speak to Harry Wooton, the great trainer, and missed Steve Donoghue. While Tom Walls, looking absurdly like Tom Walls, was telling me, with his wicked chuckle, that he had often wanted to revisit Australia, but could not afford it, other members of the party were talking to a dapper little man with a rakish hat and an iron jaw—Lord Beatty.

Everyone we met gave us a hot tip for the big race. Lord Rosebery, in the next box, came over and gave us his special choice. Lord Millbank and his beautiful Australian wife each offered us a certain winner, and Lady Stanley offered us a drink.

By lunch time we were thoroughly primed with information from the greatest of England's racing men.

At lunch I sat next to a quiet little man who seemed rather interested in my description of life in the Australian Navy. He seemed to know something about the Service, so I rather let myself go, drawing interesting comparisons between the Australian Navy and the Royal Navy and suggesting here and there, a few improvements. Just towards the end of lunch—about the time when the peacocks' tongues were beginning to pall a little—he asked me where our Ship was going for Jubilee Day. "They are sending us to Plymouth. I can't think why; seems a bit unnecessary." I told him. "Oh yes," he murmured, surprisingly, "as a matter of fact, I thought that would be a very good place to send you." I turned hurriedly to Lady Stanley and whispered, "Who is this little man?" "Oh," she said, "Admiral Chatfield—First Sea Lord, you know. Have a drink?"

I didn't want any more lunch, so I went out to watch the racing. I had some thoughts of risking ten shillings on the big race, but as I drew near the bookmaker who had been specially told off to accommodate us, I heard a man putting a hundred pounds each way on a horse, so I put my ten bob back in my pocket and watched.

The Great Metropolitan is run differently from any other race at Epsom. The horses come tearing down the course in one direction and then suddenly veer off across the flat, all amongst the bookies and gypsy caravans and hot dog stalls. They disappear over a hill as though heading for the bush, and you are about to turn away in disgust when they come flying round a corner in the opposite direction—but back on the track again—and the race finishes right under your nose.

"Hooray," cried the First Lieutenant, as a little grey horse shot past the post. "Did you back it?" they all cried in admiration. "Lucky dog. A rank outsider. You must have cleaned up a packet." "Didn't do so bad," he replied

modestly. "Who gave it to you?" they all asked. "Oh, I picked it myself," he said. No one else had backed it. The First Lieutenant was the hero of the hour. Lord Derby offered his congratulations and Lady Stanley offered him a drink. He did not think it necessary to explain just then that he had backed it because it was the only grey in the race and that he

liked grey horses, or that his bet was a modest two bob on the tote. These things are better left unsaid.

I have forgotten the name of the little grey horse, but I shall never forget the First Lieutenant's modest blushes as the showers of congratulations poured about his head. It was one of the highlights of the cruise.

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## A Royal Visitor

During the first term, the cadets were honoured by a surprise visit from no less a person than His Majesty Haile Selassie. Imagine our surprise, when we were told in the Commander's most guileless tones, that this distinguished personage had specially flown down to inspect the cadets.

Our surprise, was somewhat tinged by incredulity, when a majestic, and bewhiskered figure, strode into the messroom. Our visitor was most cordial and condescending, although his command of English was obviously limited,

as one might expect from a gentleman dressed in such flowing Eastern robes. He enquired kindly after our well-being, in a voice truly Abyssinian: "I 'ope," said he, "you'z orl zo 'appy, yes! Me am zo 'appy to zee you!"

Although nobody ventured to test the genuineness of this voice by the application of a pin, honours went to Lieutenant Commander Dolphin, who was just off to one of the Captain's bright parties.

K. A. Seddon.

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## Sailing Canoes in Papua

The sailing canoes of Papua are about twenty feet in length with a beam of about two feet six inches. They carry two square sails, each of about ten feet square. Such narrow craft would obviously be most unstable, and the necessary stability is provided for by an outrigger about fifteen feet long and about ten feet out from the side of the canoe, steps allowing the natives to run out on them so as to maintain the correct balance of the boat. The sailing of these craft is a great art, and is only to be successfully performed as the result of much experience. The

training in the handling of boats begins when the boy is about five years old, the canoes used for learning being small and provided with only one sail. The main art is in the balance of the canoe, for it is only by the promptest action that frequent capsize is prevented. But although this particular type of sailing vessel is so liable to capsize and requires such nimble and expert handling, it has the very important advantage of speed, and in the hands of an experienced crew can outsail any other sailing craft in the world.

D. A. H. Clarke.

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## BILLIARDS

Billiards seem to have become a very popular game with members of the Third Year. Every day after breakfast there is a rush for the table, and the Gunroom sweeper has a great deal of trouble in clearing the room at the proper time. During stand easy the story is the same, numbers may be seen racing across the parade-ground to obtain a cue.

Owing to the size of the table, success depends more on luck than skill, but that, of

course, makes the game more exciting. We have, in Savage, a second Lindrum, the only difference being that Lindrum uses the open eye, and Savage the shut-eye method. He has, however, several close rivals, but no one has quite reached such "flukiciency" yet. Those who rely on skill alone are left hopelessly behind. The fact that the rear cushion has many curious habits does not seem to cause much concern. "Hit, and hit hard," is the motto, the

only thing against it being the tendency of the balls to leave the table, and take to the air. However, no one has yet managed to knock all three balls off at once. Another unpleasant habit of the table which causes many hard words. is the tendency of the pockets to hinder

the entrance of the balls, in fact, some get almost in, and then for no apparent reason come out again; but little things like these do not hinder great players!

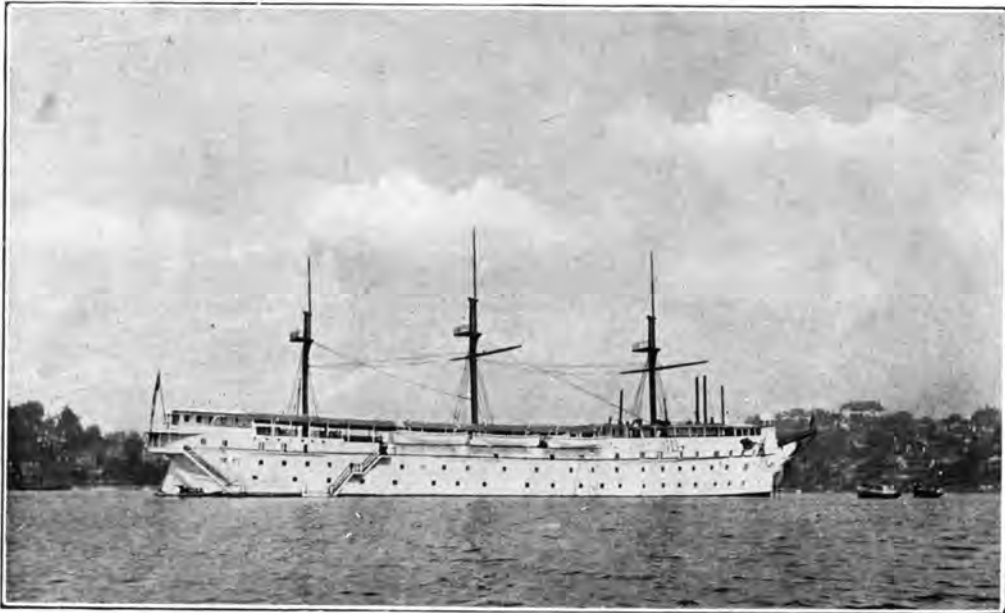
T. G. Brown.

## THE PASSING OF H.M.A.S. TINGIRA

This year a famous ship has passed away, one which in the latter half of last century was one of the most popular passenger ships to come out to Australia. Then for many years she was the property of the New South Wales' Government, until in 1911 she was acquired by the Federal Authorities, and for sixteen years played the part of nursery for the lower deck in the Royal Australian Navy.

The following information regarding this ship is taken from Lubbock's "Colonial Clippers":

The "Sobraon" was built by Messrs. Hall, of Aberdeen, to the order of Lowther, Maxton & Co., the tea clipper owners, and launched in November, 1866. She was the largest composite ship ever built, being constructed of solid teak with iron beams and frames; she was copper fastened and classed 16 years A1.



H.M.A.S. "TINGIRA."

Her measurements were:

Registered tonnage . . . . .	2131 tons
Burthen . . . . .	3500 tons
Length over all . . . . .	317 feet
Length between perpendiculars, . . . . .	272 feet
Beam . . . . .	40 feet
Depth of hold . . . . .	27 feet

Her lower masts were of wrought iron, and her topmasts and lower yards on each mast of steel. On her first two voyages she carried

skysails, but these were found to make her rather crank and so were done away with. In the 'eighties she followed the fashion and was fitted with double topgallant yards on her fore and main masts. With all sail set, she had a spread of just two acres of canvas.

On her first voyage to Sydney in 1866-7, she went out in 75 days and back in 78. On her maiden voyage she was commanded by Captain Kyle, who was succeeded in 1867 by

Lieut. J. A. Elmslie, R.N.R., who had her for the rest of her active career, from 1867 to 1891, a period of twenty-four years. She was a very popular passenger ship, and both officers and men served in her for long periods. Only one voyage was made in each year, the sailing date from London always being the latter end of September, and from Australia early in February.

On her last trip the "Sobraon" arrived in Melbourne about mid-December, 1891, and after discharging took in sufficient ballast to take her round to Sydney. Here she was sold to the N.S.W. Government, who turned her

into a reformatory ship, and for the next twenty years she lay moored in Sydney harbour. In 1911 she was handed over to the Federal Government to be converted into a training ship for boys entering the Australian Navy. On being put into dry dock for survey, it was found that, despite her age, she was as sound as a bell. She was commissioned as H.M.A.S. "Tingira" in 1912, and finally paid off in 1928, when boys' entry was discontinued. Since then the one-time clipper ship has lain as a hulk in Sydney harbour until during this year she was delivered into the hands of the breakers, and one more link with the days of the sailing ship has gone.

## MORALE IN SMALL SHIPS

A LECTURE BY LT-COMMANDER LOWTHER, R.A.N. (Retired).

Being a Submarine Officer, Lieutenant-Commander Lowther, R.A.N. (retired), restricted his lecture almost entirely to submarines. He had served the whole war as a submarine officer and had had the most varied experiences, and the result was that his lecture proved one of the most interesting and instructive that we have had.

Before the war two small submarines had been imported in parts from America and assembled at Portsmouth. These were the Holland Class, named after the designer and builder. The Admiralty, impressed by their possibilities, built several more, and so was born the British Submarine Service. The "Holland" was a small, unwieldy craft, possessing one very great disadvantage—the fact that it employed petrol engines. When submerged the crew were often overcome by engine exhaust gases trapped within the boat on shutting down, and so the Admiralty issued a demand for suitable diesel engines to replace the dangerous petrol engines.

With the advent of the war, it was found that our ships did not possess sufficiently high speeds when submerged, to overhaul an enemy, and the "R" class appeared, which carried some 350 huge batteries, giving it an underwater speed of 13 knots—a speed which has never been eclipsed. With the employment of submarines with a fleet, a greater surface speed was required, and the "K" class were propelled by turbines, giving them a surface speed of 26 knots.

And so the submarine evolution has continued, resulting in the modern highly complicated, delicate structures.

Our lecturer then went on to give a brief but thorough description of a submarine's construction—how within its cigar-shaped hull of 5/8 inch steel is a mass of intricate machinery,

leaving little room for the comfortable stowage of the crew. He explained the gradual perfection of trimming tanks, hydroplanes, the periscope, and all the intricacies of this modern weapon of warfare.

Drawing upon his four years of war experience, Lieut-Commander Lowther went on to tell us of the events of his life in submarines. His comparisons with other vessels' experiences brought the dangers, the thrills, the discomforts of submarine warfare most vividly to our imagination. The life in a submarine, he told us, develops a distinctly fine character in a man. Where officers and men are so closely associated, naval discipline can only be maintained by the example set by the former. All alike were subject to great hardships and privations, conditions which developed determination and courage to a marked degree. As the whole crew's safety depended on the captain's vigilance at the periscope, there could be no discontent or friction, and a submarine's crew became a highly efficient band of self-reliants.

The lecturer concluded a most interesting lecture by reference to the finest example of British devotion to duty—the case of the C6. Rammed by a British destroyer, she sank to the bottom, and the only hope of escape through the conning tower was lost owing to its battered state. Three weeks later the boat was salvaged, and when opened up the crew were found at perfect stations for abandoning ship, the junior nearest the blocked exit, the captain last of all in the Control Room.

Lieut-Commander Wright, himself a submarine officer, extended a very hearty vote of thanks to the lecturer at the conclusion of a most interesting and instructive lecture.

K. A. Seddon.

## COLLEGE DOGS

For some time now the canine population of the College has been quite considerable. At the beginning of last year it consisted of Mick, a large Irish wolfhound; Peter, an English setter, and occasionally Skipper, a small dog of doubtful parentage. Mick was retired from the Senior Service and is reported to have taken up a pastoral life. Skipper simply deserted and has not been seen since. Peter is still with us, and crabbed age sometimes makes him a difficult shipmate. Peter as the oldest inhabitant, of course, assumes that all should defer to him, and is somewhat upset when the younger members are inclined

to usurp his privileges. Bo's'n, a black retriever puppy is the youngest of these. Then there is Bess, a setter bitch; but the pride of place is taken by Bill the College mascot, a semi-white bulldog, presented by Mr. and Mrs. Adams of Weerite, Victoria. Bill ranks as a Cadet-Midshipman, First Year, and is subject to punishments controlled by the Regulations governing such things. The dogs now have a run out at the back of the garage in which they are supposed to live, move and have their being.

P. Berry-Smith.

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## DREAMING

If I were to entitle this: "Horror in the 'Cook' Year Flat," people would immediately think I was trying to be humorous. They would expect some farce, some satirical mock terror—probably more half-baked than funny. But I affirm that I have known horror—weird, sweat-producing horror—in that most prosaic of all places; whether half-baked or not it is entirely in the hands of the reader to decide.

About six o'clock one winter morning I drifted from sound sleep, to that queer state of semi-wakefulness that usually precedes "two gongs," in a quite different world to the one my body was inhabiting. It took me some time to decide where I really was, but I eventually located it as Ancient Greece—which part of the land is quite immaterial. I saw with perfect clearness a little village of white houses under a hill, faced by a grey sea and enclosed by a grey, bleak sky. It seemed late afternoon—the most depressing time, I think, of all; and the scene was, by some symbolism of my still half-awakened senses, represented as the most dismal I have ever even conceived—nothing that I have seen with my waking eyes has ever approached it. And over everything there hung a sense of the supernatural, or the sub-natural, of the kind that makes a man's flesh creep.

Soon the scene narrowed itself down to the village square; and then I saw why I had awakened to a realisation of cold sweat, with my nerves so on edge that even the grey light trickling through the window made me limp with fear. In that square was a platform, and on it, attended by a man with a long useful-looking whip, was a thing. It was the exact opposite of a Centaur—the body was that of a man, the head that of a horse. To sober wakefulness there seems nothing particu-

larly terrible in that—to me now it seems ludicrous. But it is quite impossible to describe the peculiar effect the sight of the monster had on me. It was fairly short in stature, as gauged beside a man, and it was dressed in loose flowing garments of white. The head was its most striking feature. A tangled mane covered its neck, but did not stop there, as in a horse—it ran down on to the forehead; the ears were thrown flat back; the eyes gleamed; the teeth were bared with a half-sneer, half-snarl that was disgustingly human. Imagine the most vicious horse you have ever seen, endow it with a suggestion of a man's facial expressions — and you have something of the effect. This, I was by some means led to know, was a Hippocrene. Why, the name, I cannot say, probably I would have taken no notice of it but for the fact dawning on me that in Greek a horse was hippos. Then I cast round for the derivation of the rest of the title: krene. The same intuition told me this was "skilful." "Skilful horse." These two simple words were a nightmare in themselves. The Greeks, I was told, used these creatures with the brain of a man and the form of a monster, to perform their mechanical tasks, both physical and mental. But the minds of the Hippocrenes were warped, incomplete: they had an infinite capacity for evil. It was this evil glowing through the eyes of that miserable beast before me that made me cold with fear and supernatural dread. This one had transgressed—he was to be lashed. They must be treated with a firm hand. The whip rose and fell. Through it all those eyes, that mouth, showed no emotion. The whip rose and fell; rose . . .

A sharp "Turn Out" rather mercifully pulled me through the gate to complete con-



sciousness. But it took a quarter of an hour, combined with much hot water, to quite rid me of the trembling fear that had possessed me.

Later a line of Keats partially solved the difficulty:

"Full of the true, the blushful Hippocrene."

So much for my awe-inspiring word. The name of a sacred spring must have become mixed up in my mind with other things. But

I will probably never be able to analyse the entire thing. As a rule I am not addicted to nightmares—this is the first I can remember in years—and the strange part of this one is that it happened in a half-waking state, though its roots were probably laid in sleep. It was vivid, and horrible. Than that I have no more to say.

B. D. Yonge

## SEAMANSHIP AS SHE IS WROTE

The end of the term is approaching; our noses have been so long down to the grindstone that perhaps they have been worn away, with consequent detriment to the brain. Still, that hardly explains or condones a vision I had last night. Before me was a Seamanship paper; beside it were the answers vouchsafed by—apparently—myself. I was mildly surprised, and a trifle puzzled. The reason is perhaps understandable if anyone is painstaking enough to read the following, for though mazed, I still remember some pungent passages:—

### A. KNOTS AND SPLICES.

1. Differentiate between "bends and hitches" and "hens and bitches." Under what circumstances are each employed?

A. (i) This is a funny way of saying "tying knots." (ii) Ask a farmer.

2. How, when, where and why are the following used: Bowline on a bight; Midshipman's hitch; Granny's knot; Slippery hitch?

A. (i) When you catch a shark you put this knot round his head. It is then a bowline on a bite. (ii) Used when snotties are hungry and have to reduce their waist-measurement. (iii) Dear! Dear! Ask Granny! (iv) You use this hitch when you know it won't hold and don't care if it doesn't.

3. What is a Rogues Yarn?

A. The excuse I put up in my last rattle.

4. What splice is employed to "splice the mainbrace?"

A. Don't—hic—know.

### B. BLOCKS, TACKLES, ETC.

1. Enumerate the common types of blocks.

A. Thrust block, butcher's block, blockhead. (Note.—This section, if I remember aright, was not my strong point).

### C. GENERAL.

1. Make a guess at the age of H.M.A.S. "Tattoo" (bonus for the correct century).

A. ———  
2. What is meant by a "Seamanlike manner?"

A. Doing a job of work in the maximum of time, with the minimum of labour, and with as much bad language . . . . .



Model of H.M.V.S. "Nelson."

Here I must have dropped off into the untroubled sleep of the just (that is, there was nothing *immediately* on my very tender conscience), and I remember no more. That, no doubt, is fortunate, because I do like to limit the length of my magazine entries.

B. D. Yonge.



## COLLEGE LIFE

## SOME DISCONNECTED THOUGHTS.

"Left hand wisdom" in all doth excel,  
And helps us on to do so well,  
He roars us up and soothes us down,  
And woe to the boy who acts the clown.

\* \* \* \* \*

Slowly and sadly he creeps up the stair,  
His face is downcast, so usually fair.  
He climbs to his bunk so glad there's no more,  
For both body and soul are terribly sore.

J. P. Stevenson.

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 JOURNAL OF CRUISE OF H.M.A.S VAMPIRE

MONDAY, OCTOBER 12th. — Cadet Midshipmen of the Phillip and Cook Years joined the ship at 1700. After taking the bags and hammocks on board from the "Cerberus," the starboard watch closed up on the Forecastle and Bridge to carry out the duties of the ship. O.O.W., Quartermaster, Boatswain's Mate, and Look-outs. The Port Watch stowed the bags and hammocks below.

We weighed at 1730, and proceed down channel. A strong southerly greeted us at Seal Rocks, and when the Port Watch took over the Last Dog the rising sea began to have its effect. We spoke with S.S. "Aorama,"

Watch of Cadet Midshipmen carried on to instruction in Engineering and Navigation; the Port Watch being on duty. At 1030 we spoke with S.S. "Arroua," bound for Melbourne, and later spoke with South Point Light Station, cadets making the semaphore messages. At 1130 we altered course and speed as requisite, and anchored in Refuge Cove, where we found a privately-owned ketch anchored close in to the beach. The lower boom and starboard gangway were rigged.

"Make and Mend" for Cadet Midshipmen was piped at 1200, also leave from 1600 to 1800.



WATERLOO BAY.



Photos by R. L. Shimmn.

off Wonthaggi, cadets signalling with the flashing lamp. After steady steaming, we anchored in Waratah Bay at 2330. All cadets were called on deck to anchor and secure.

The strong southerly continued to blow throughout the night, and our riding light was extinguished.

TUESDAY, OCTOBER 13th. — Cadets turned out at 0530 and scrubbed down the quarterdeck. Breakfast was at 0700, and we then prepared for sea.

We weighed at 0830 and proceeded to sea, destination Refuge Cove. The Starboard

It was decided to shift our anchorage, as there was not sufficient room to swing in Refuge Cove, and at 1300, after securing the lower boom and the starboard gangway, we weighed and proceeded round Wellington Point into Waterloo Bay, where we anchored at 1430. R.A.N.R. ratings took over the ship's duties during this operation. Tea for Cadets was at 1530.

At 1600 all Cadets went ashore. We were towed ashore in the First Whaler by the Motor Boat, and landed on a small beach. We were struck by the natural beauty of our sur-

roundings, the firm white sands, the great white rock formations, the tall straight trees, and the mountains, which reared majestically into the heavens. The majority of the Cadets employed their time in climbing over the rocks round the shore, but the more adventurous scaled one of the less formidable eminences, from the top of which they obtained an unparalleled view of the surrounding country. At 1730 the recall was hoisted, and it was with mixed feelings that we rejoined the ship, thankful for the beautiful weather, which had made our trip ashore possible.

At 1880 the cadets cleaned into the rig of the day, and the First Whaler and the Motor Boat were hoisted. We were joined at 1920 by the ketch we had met with earlier in the day at Refuge Cove. The Port Anchor was let go at 2030. Rounds were stood at 2100, and at 2115 the Night Boat was called away to pick up a lifebuoy, and then secured to the lower boom, cadets forming the crew, and manning the searchlight. Cadets then rigged the Hand Capstan, and the Port Anchor was weighed by hand. Cadets turned in at 2200. Nothing further to report.

WEDNESDAY, OCTOBER 14th. — Cadets turned out at 0530, and all hands were piped

to breakfast at 0600. Between 0600 and 0700 two steamers passed the entrance to the Bay. At 0730 we weighed and proceeded to sea, instruction for Port Watch being carried out in the forenoon as before, the non-duty part of starboard watch scrubbing the quarterdeck. We again spoke with the South Point Light Station, and later with another steamer.

We stowed our bags and hammocks on X deck during the dinner hour.

At 1320 all cadets, negative watchkeepers, received instruction in the various types of fireworks carried by a ship such as the "Vampire," and practical demonstrations were given. Cadets participated in the firing of one inch signal cartridges, and signal rockets, the latter being fired both from the rocket machine and from the rocket stand.

At 1430 we entered Westernport.

Cadets went to tea at 1440, and at 1510 all cadets, negative watchkeepers, mustered on the Forecastle and prepared to anchor. At 1530 we came to our Starboard anchor with five shackles, and all cadets fell in on the quarterdeck. The "Cerberus" came alongside at 1545, and at 1600 the Cadet Midshipmen left the ship.

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## A TRIP ACROSS BASS STRAIT

Before commencing Christmas Leave, I had thought, naturally, on what I might do during leave. I decided that the sea air would be very bracing and invigorating, and that explains why on Christmas Eve I might have been seen boarding a small ketch in Melbourne. Including the Captain, a Mate, four dogs, and one kitten, the ship mustered a crew of ten. Loaded with a general cargo, which included coke and manure, she was bound for Hobart and due to sail on Christmas morning.

But weather conditions being unfavourable, we could not get away until Boxing Day morning. Even then, we were forced to anchor in the Bay, off St. Leonards, for three days. On 29th December, we weighed anchor and passed out of the Heads. Immediately a strong head wind sprang up and I became "slightly indisposed." As the wind got up, my indisposition increased, forcing me to retire to my cabin. My cabin was the sail locker, an oblong hole abaft the after cabin.

When, next morning I awoke, we were miles from land and heading SSW. My middle regions caused me to hasten to the galley,

where I appeased my hunger with well cooked barracouta. The head winds persisted, and New Year's day found us off Strachan on the West Coast of Tasmania.

When we finally altered course to the East, the wind changed, and made us fume. Three days later, we secured at Elizabeth Street Pier, Hobart, after a very slow passage. For two days we unloaded and for four days we loaded.

We left Hobart after an eight days' stay and were soon round South-East Cape. Passing the north-east coast, we went in close and had a look at the wreck of another ketch.

Seventy hours after leaving Hobart we entered the Heads and soon secured at Yarra Street Pier. Here we unloaded the cargo of timber which we were carrying. With a strong southerly wind, we raced up the Bay to Williamstown. There I left the ship, after a look over the Joseph Conrad. I reached home the same day, after an absence of some three weeks.

N. C. Burnett.

## CHRISTMAS LEAVE

BY "A FIRST YEAR."

The Christmas leave will soon be here,  
We'll start for home with a ringing cheer,  
Exams are over, our swotting is done,  
Now all we want is lots of fun.

Out of bounds we now can go,  
Visit the surf and picture show;  
Plenty of tuck we now shall sink  
Ice-cream sodas galore we'll drink.

No more rounds for weeks to come,  
No more English, no more sums,  
History books in the lockers can go,  
Physics and French can take a blow.

M. Reed.

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## A SONG OF THE SEA

O, for the blue-green ocean,  
And, O, for the breaking waves,  
The call of the tide and the breakers,  
Has caught me fast, and it craves—

It craves for me to join it,  
And sail on its bottomless deeps,  
And to feel the roll and the sway of it  
As the "Vampire" onward sweeps.

I must leave the towns and meadows,  
To join the King's Navee;  
And see land fade in the distance,  
And the ocean in front of me.

R. J. Scrivenor.

## THE COOK YEAR CAR

I.—CONCEPTION.

Tired of weary miles of walking,  
Out to work and back again,  
Ten Cadets began darkly talking  
Of a way to ease the strain.  
"Buy a car!" we urged each other:  
"If not, why not?—who can say,  
If a kindly friend (or mother?)  
Gives the cash, we all might pay!"  
"Good idea! a sound investment!"  
There we let the matter stay.

II.—REALIZATION.

Still some weary souls among us  
Shrank in horror from a walk;  
Jeers and exhortations flung us—  
Time, in fact, for more than talk!  
So we haunted motor-dealers,  
Bargain-hunting à la mode.  
Came at last (ye ancient "wheelers"!)  
Roaring down Balnaring Road,  
"Lizzie"—spinster—age uncertain;  
Sole accomplishment: she "goed!"

III.—DESTINY.

Will you be a faithful servant?  
Climb up Kandahar on top?  
Asking only eyes observant,  
Pints of juice, a kindly stop?  
Mayhap, lass, your looks belie you;  
How can I forecast your fate?  
We—and time—can only try you;  
If you fail—you started late!  
Ancient car! I have a notion  
That you're too far past your date!

B. D. Yonge.

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## List of Officers and Cadets, 1936

Captain . . . . . CUTHBERT J. POPE, C.B.E., R.A.N.,

### NAVAL STAFF.

Commander . . . . . HENRY H. PALMER, R.A.N.  
Lieutenant-Commander . . . . . GEORGE V. M. DOLPHIN, R.N.  
Lieutenant-Commander . . . . . HARLEY C. WRIGHT, R.A.N.  
Instructor Lieutenant-Commander . . . . . GEORGE LUCAS, B.Sc., B.E., R.A.N.

Lieutenant (E) . . . . . FRANK L. GEORGE, R.A.N.  
Chaplain . . . . . REV. GEORGE STUBBS, R.A.N.

### 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., Dip. Ed.  
Master . . . . . Q. de Q. Robin, B.A., Dip. Ed.

## CADET-MIDSHIPMEN UNDER TRAINING.

## Phillip Year, 1933.

Brasier, J.  
Burnett, N. C.  
Davis, T. E.

McFarlane, B. M.  
Seddon, K. A.  
Shimmin, R. L.

Treloar, T. R.  
WELLS, D. C. (C.C.C.).

## Cook Year, 1934.

Anderson, A. J.  
Bell, J. F.  
Brown, T. G.  
Cartwright, I. H. S.

Cooper, A. H.  
Howard, W. S.  
Millar, R. A. H.  
Savage, A. W.

Sutton, D. G.  
Wright, W. G.  
Yonge, B. D.

## Flinders Year, 1935.

Berry-Smith, P.  
Black, A. D.  
Clarke, D. A. H.  
Eddy, E. R.  
Gladstone, G.

Gray, A. E.  
Grout, J. McK.  
Keatinge, E. P.  
Savage, R. C.

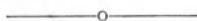
Simmonds, E. H.  
Stevens, D. H.  
Stevenson, J. P.  
Watkins, R. G.

## Jervis Year, 1936.

Gregory, M. J.  
Lester, J. S.  
Lorimer, J. A.  
Merson, J. L. W.

McDonald, H. T.  
McDonald, N. E.  
Nicholls, D.  
Reed, M. P.

Scrivenor, R. J.  
Shearing, J. A.  
Treloar, R. B.  
White, N. H. S.



## 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.

