

THE ROYAL AUSTRALIAN
NAVAL COLLEGE
MAGAZINE



Twenty-fifth Number

DECEMBER, 1937.



Royal Australian Naval College Magazine

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Notes and Comments

The present age seems to be one of anniversaries, jubilees, centenaries, and the rest, and therefore the reader will no doubt pardon the Editor, who draws attention to the fact that this is the twenty-fifth appearance of the College Magazine, and should therefore be a Silver Jubilee Number. But if the Editor does not take the opportunity for a special celebration, this twenty-fifth year of the College's existence is nevertheless one that will be remembered, for during this year will have been built the new study block, which next year will once more provide in a suitable way for the carrying on of the instruction of cadets. For seven and a half years, since the exile from Jervis Bay, which depression economy made necessary, the work has been carried on in very inadequate and unsuitable quarters, but we have at any rate had the consolation of believing that we were in this way contributing our part to the recovery of the land of our birth to a state of economic health! The Naval College will now possess a compact group of buildings at the northern end of the Depot, and we hope that it will not be long before this group is rounded off and completed by necessary additions to the living quarters of the Cadets and by the construction of a College Gymnasium, which has been such a serious miss since our departure from Jervis Bay.

This twenty-fifth year is worthy of note for yet another reason. This year a member of the original entry at Geelong in 1913 has reached the rank of captain. We extend our hearty congratulations to Captain H. B. Farncomb, and wish him every possible success in the future.

From another member of the original entry we have heard this year, W. L. Reilly, who made a name for himself at the College both in studies and in sports, and who capped a successful course by winning the coveted honour of the King's Medal, has contributed an article which will be found in another part of this number.

E. A. Feldt, another old original, and who is at present a warden in Morobe, New Guinea, recently presented a cup won in a golf tournament by W. Cowan, the son of our present Director of Studies.

The activities of the College have been considerably interfered with this year by sickness. The first term had hardly commenced when one of the new First Year developed mumps and of course the whole "year" had to be isolated. Fortunately the precautions adopted were effective and the outbreak was confined within very narrow limits. Then "German measles" broke out in the Depot. Again the measures taken were effective and no outbreak occurred in the College until the beginning of the Third Term, when there were a few cases. And then, of course, there was the infantile paralysis in Melbourne!

This year has seen considerable building activity in connection with the College. During the First Term the hospital building was erected; in the second term a start was made on the new study block, which promises to be a very fine building. Built in the form of the letter E, the classrooms and laboratories are on either wing, with a large assembly room in the centre, the connecting link, consisting of various offices and studies. The whole is so arranged as to provide the maximum amount of direct daylight to the classrooms.

In February a group of cadets consisting of Jervis and Flinders years, was successful in passing the test for the Bronze Medallion. This year the test was carried out at the Richmond baths in fresh water instead of in the Depot baths as previously.

In March a party of cadets discovered that it was much easier to sail down the channel with the wind than up the channel against it. They also discovered that sudden gusts are liable to overturn a whaler, but, as our correspondent expresses it, this is "all in a day's

sailing," and good swimmers rather enjoy even clinging to a pile.

According to a lecture we had during the year from Lieutenant Stanton, R.A.N.R. (S) upon a recent visit to the Antarctic—a lecture which was very much appreciated—the penguins have a method of testing the safety of the water by jostling each other till several fall off the edge of the ice—to be devoured by sea leopards, or not. This might suggest to senior cadets a method of using juniors for testing the temperature of the baths at the beginning of the swimming season!

Reference has already been made to official building operations, but there have been others of no less importance. The College has provided both architect and builders for the miniature rifle range which has absorbed a colossal quantity of petrol cans, battery boxes, old iron, packing cases, and other material, and the labour of many workers. Surely the ancient builders of the Pyramids must have looked on with understanding, while those who erected the Tower of Babel must have feared lest their efforts were to be eclipsed! Once the deluge threatened destruction, but ingenuity, perseverance and might saved the day!

Years ago, in the early days of the College, just after the war, as a result of the influenza epidemic, the cadets spent one leave at the College isolated from the rest of the world. At one stage this year we feared that history was going to repeat itself, this time owing to the infantile paralysis, but in the end it was only the Melbourne cadets, who were not allowed to go home for the September leave, and they all found somewhere to go away from the area of possible infection.

The College can now boast its own golf links, an evidence of what it is possible to achieve when "many hands make light work." At present there are seven holes, the greens being formed with sand. The most entertaining part of the work in connection with the course was provided when gun cotton was used to remove trees and stumps. Somebody asked where the earth goes when you blow up a stump—a question prompted by the fact that it was his job to fill up the hole!

A new anchorage for the "Vampire." A First Year Cadet reports:—"We went out to the 'Vampire,' which was anchored off the end of the channel in a picket-boat." That should prevent the growth of barnacles.

Lectures during the second term included "Gas," by Lieutenant Commander Wright;

"Affairs in China about 1927," by Lient.-Commander Skipwith; "The Defence of Ships Against Attack by Aircraft," by Lient.-Commander Hole.

A knotty problem was recently propounded by a bright young First Year, when he asked if he was expected to write home when he was excused duty.

A correspondent describes a football match, of which he was apparently a spectator. Considerations of space will not allow us to give the account in full, but one incident of the match seems to be worth recording. The referee, bending down to see how the ball went into the scrum, had his whistle kicked down his throat by one of the players. This caused the referee to hiccough, and every time he hiccoughed the whistle blew, and the result was a really astonishing number of scrums and free kicks. We gather that the referee was eventually carried off the field.

Trafalgar Day was celebrated at the Depot by the usual Review, at which His Excellency Lord Huntingfield represented the Governor-General, who was unable to be present. Some of the cadets assisted in the capacity of aides-de-camp, the remainder being drawn up on either side of the Vice-regal dais.

As usual, the month of November saw the work of the Interviewing Committee being carried out, the Captain, Superintendent of Training, and the Director of Studies being away for the purpose. In fact, in the College Calendar it might be said that September is devoted to examining, October to "weeding," and November to selecting. However, Fourth Year Cadets might suggest that this arrangement is not applicable to them. We wish them all success in their December examinations, and hope that "weeding" and selecting processes have long been completed with them.

Changes in Naval Staff this year have been unusually few. At the end of last year Lient.-Commander G. V. M. Dolphin, R.N., returned to England, his place being taken by Lient.-Commander A. G. Skipwith, R.N., to whom we extend a hearty welcome.

On the professional side no changes took place, but we wish to congratulate Mr. Robin upon his wedding and to wish Mr. and Mrs. Robin every happiness.

College Log, 1936-1937

Jan. 27.—Lieutenant-Commander A. G. Skipwith, R.N., joined Naval College.

Jan. 29.—First Term began.

Feb. 12.—Lecture by Lieut. Stanton, R.A. N.R., on "Antarctic Exploration in Sail."

Feb. 13.—Cricket match, 1st XI. versus Air Force Cadets.

Feb. 21.—Cricket match, 1st XI. versus the Harlequins.

Feb. 24.—Swimming Sports.

Apr. 17.—Triangular Athletic Contest with Brighton Grammar School and Melbourne University High School.

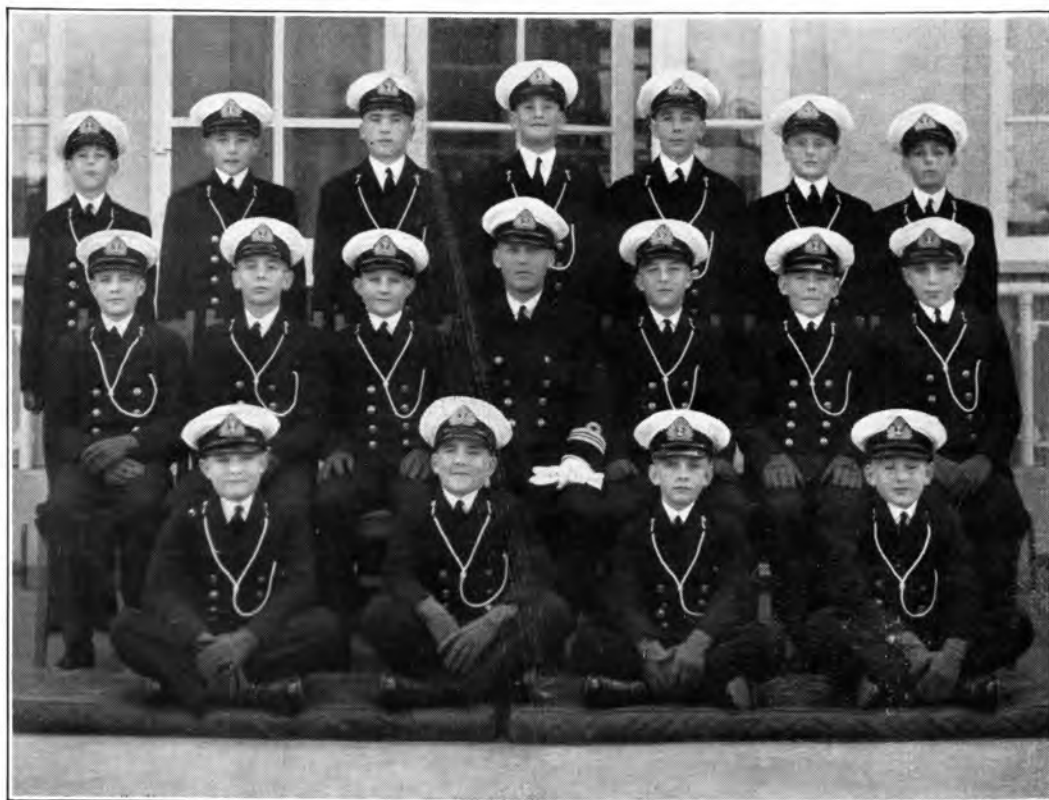
Apr. 19-22.—4th and 3rd Years cruise in H.M.A.S. Vampire.

Apr. 24.—Athletic Sports.

Apr. 28.—Finals of Handicap Tennis Singles and Doubles.

Apr. 30.—Proceeded on long leave.

May 28.—Second term began.



PHILLIP YEAR, 1937.

Feb. 27.-Mar. 1.—Mid-term Break, 4th, 3rd and 2nd Years camped at Flinders, 1st Year at Cooper's Bend.

Mar. 12.—Lecture by Lieut. Stanton, R.A. N.R., "Treasure Hunting on Cocos Island."

Mar. 26.—Good Friday, Divisions and Divine Service.

Apr. 3-5.—Mid-term Break. 4th, 3rd, and 2nd Years at Mornington; 1st Year at Cooper's Bend.

June 9.—King's Birthday Review.

June 12.—1st XV. played a curtain raiser against Scotch College, then watched the match between the Springboks and Victoria.

June 16.—Junior Hockey Match versus Melbourne Technical College.

June 19.—Rugby, 1st XV. versus Scotch College, at Scotch.

June 26-28.—Mid-term Break. 4th, 3rd and

2nd Years camped at Red Hill; 1st Year at Cooper's Bend.

July 3.—Hockey 2nd XI. versus Toorak College, at Frankston.

July 10.—Rugby 1st XV. versus Scotch College, home.

July 16.—Lecture by Lt.-Comdr. Skipwith, "Experiences in China."

July 17.—Seven-a-side Rugger Tournament.

July 23.—A Hockey Team from M.C.E.G.G.S. came down, and after the game we had a most enjoyable dance in the messroom.

July 24-26.—Mid-term break. 4th, 3rd and 2nd Years camped on Mr. Slaney's property; 1st Year at Cooper's Bend.

July 28.—Finals, annual Boxing Tournament.

Aug. 13.—Lecture by Lt.-Comdr. Wright, "Anti-gas Protection."

Aug. 20.—Lecture by Lieut.-Comdr. Hole, R.A.N., "Anti-Aircraft Protection."

Aug. 21.—Cross-country Race. Won by C/m. Lester and the Jervis Year.

Aug. 27.—Proceeded on long leave.

Sept. 17.—Term 3 began.

Oct. 5-8.—4th and 3rd Years' training cruise in H.M.A.S. Vampire to Georgetown and Stanley, Tasmania.

Oct. 16-18.—A very wet mid-term break. The 4th Year camped on Mr. Glover's property at North Merricks; remainder in Range House and at Cooper's Bend.

Oct. 21.—Trafalgar Day ceremony.

Oct. 30.—Cricket. 1st XI. versus Air Force Cadets, at home.

Nov. 16.—Annual Pulling Regatta.

Nov. 10.—Inspection of Depot and R.A.N.C. by Rear-Admiral Lane-Poole, R.A.C.A.S. Also on this day the Miniature Rifle Range was put into commission.

Nov. 14.—Cricket, 1st XI. versus the Harlequins.

Nov. 20-22.—Mid-term break. Camping at Mornington.

Nov. 28.—Confirmation Service.

Dec. 2.—Commence Examinations.

Dec. 16.—Passing Out Ceremony of the "Cook" year.

Dec. 17.—Proceed on long leave.

oOo

Passing Out

Thursday, 15th December, 1936.

In the absence of the Governor-General, His Excellency Lord Huntingfield, Governor of Victoria, presided at the annual "Passing Out," and gave away the prizes. The ceremonial which had been arranged to take place on the parade ground had, owing to the rain, at the last minute to be changed for a simple programme carried out in the drill hall. Despite this change the proceedings were carried out without any hitch, a fact upon which His Excellency complimented those concerned. The rain, which curtailed the official Passing Out ceremony, also interfered with the Garden Party arranged by Captain and Mrs. Pope for the entertainment of visiting parents, and certain changes had also to be made in connection with the Passing Out Dance. Supper, which was to have been provided in a marquee on the lawn, had to be laid out in the library. However, this did not in any way interfere with a thoroughly enjoyable evening.

The following is the Prize List:—

Grand Aggregate:

R. L. Shimmin, 1; D. C. Wells, 2; I. T. R. Treloar, 3.

Engineering, Navigation and Seamanship:

R. L. Shimmin, 1; D. C. Wells, 2; I. T. R. Treloar, 3.

English, French and History:

J. Brasier, 1; R. L. Shimmin, 2; D. C. Wells, 3.

Mathematics, Physics and Chemistry:

R. L. Shimmin, 1; D. C. Wells, 2; I. T. R. Treloar, 3.

Otto Albert Prize for Seamanship:

D. C. Wells.

The Governor-General's Cup for the best all-round Athlete: I. R. T. Treloar.

Chief Cadet-Captain D. C. Wells was recommended for the King's Medal.

THE CAPTAIN'S SPEECH.

There happens to be, I am sorry to say, a lower number than usual passing out this year. Nevertheless, that does not diminish the great importance of this College as the training establishment for the executive and engineering officers passing into the Royal Australian Navy, and there is one sense in which this College is more important than it has ever been before.

For nearly twenty years since the Great War until quite recently we as a people in Australia, Great Britain and throughout the Empire, have deluded ourselves into thinking that we have fought the war to end war, and entered the period of peace and goodwill.

Of course, it will be a splendid thing for the world when all the nations renounce war in reality, as most of them have already done on paper, and act accordingly in a peaceable and friendly manner.

We, through our Governments, headed by His Majesty the King and his great predecessor King George V., have done our utmost in striving to bring about this state of affairs. We have given a lead in disarmament only to find that no other nation is prepared to follow our example. We have found by bitter experience that it is one thing to get the nations of the world into agreement to sign a pact for the renunciation of war, and quite another for them to keep it. Our moral support in favour of peace is, in fact, of little value either for our own protection or for that of weaker nations, unless we have to back it up that armed force which alone some other nations understand.

We have now come back, therefore, to the old motto, "Si vis pacem para bellum"—if you want peace prepare for war—and our armed forces of the three services throughout the Empire are being strengthened accordingly, and never, in the opinion of any service man, was such strengthening more clearly necessary.

I think it was Napoleon who said that in war the morale is to the material as 3 to 1, by which he meant roughly that it was men, their

be difficult to exceed such an example of courage.

We do think, however, that in the Royal Navy and Royal Australian Navy, we can be a bit more efficient than the navy of any other country, and it is our business to be.

It is the duty of every one of us to make the most of his opportunities, not only in this establishment, but throughout his service career constantly to make himself more efficient and ready for the great time of testing in war.

A naval officer's education starts the day he puts on his cadet midshipman's uniform, and continues throughout his entire career. It is never finished.

It has been the work of my naval and professorial staffs and men to prepare you to acquire that education, and that is all that any instructor of any college can achieve. The rest of it is in your hands. Your reward for hard work will be more hard work, and the satisfaction of having done it well. That is what the term "well done" means in the navy.

This is one of the great days of your lives, and it is my pleasure and privilege to report



Coast Line Flinders

C. Cooper

Drawn by A. H. COOPER

discipline, training, courage, physique, and so on, which counted three times as much as the rifles and equipment they used as soldiers or the ships in which they fought at sea.

Any nation from Peru to China can build or acquire the most modern ship if it can find the way to pay for it, but comparatively few can man them efficiently. At the same time it must be admitted that we have not got a monopoly of courage or efficiency. It is on record not long ago that when the Japanese army were unable to cut certain wire entanglements, two or three men volunteered to wrap themselves in explosives, crawl up to the wire, and blow themselves and it to pieces. It would

your success, and it is your right to feel proud that you have passed with credit, the first of many tests which lie before you in your chosen profession.

I will close with those well-known words from the Articles of War: It is "the navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend." Those words were written many years ago before the days of steam and long before bombs, aeroplanes and all the paraphernalia of modern war were ever thought of. Nevertheless, they remain as true and exact to-day as when they were written.



Our 1937 cricket eleven was captained by Cartwright, who, together with the two McDonalds, already had been awarded colours. Millar and Wright were our only new colours, the former for his batting and the latter for his bowling. The batting and bowling averages for the team worked out as follows:—

	Batting.	Bowling.
Brown	10	18
Cartwright	21	30
Clarke	15	—
Gladstone	8	—
Millar	32	—
McDonald I.	19	15
McDonald II.	14	26
Nicholls	14	—
Savage I.	20	—
Stevens	8	12
Wright	6	11

Gladstone kept wicket well and the fielding was, on the whole, good. Wright and Stevens easily took the majority of the wickets.

The inter-watch cricket competition produced some keen cricket and the Red Watch are to be congratulated on winning through without a single defeat. Millar captained his side with ability.

R.A.N.C. Third Eleven v. Melbourne Technical College Under Fifteen Eleven.

Played at R.A.N.C. on Saturday, 21st November, 1936.

Gladstone and Nicholls opened the College account about 1145, and, though the scoring was somewhat slow, the partnership produced a useful 30 odd runs before it was broken up. Gladstone contributed the top score of the match with 20. After luncheon our wickets fell at fairly close intervals, and by 1415 we

were all out for 76. On the Melbourne side Brown and Ahles contributed a century between them before they retired, making short work of our bowling. Laxton also made a good stand. About 1515 rain, which had been for some time threatening, stopped the match, but after tea it was continued, until finishing time found the Technical College with 190 runs and two wickets in hand.

R.A.N.C.

Gladstone, c. Laxton, b. Ahles	20
Nicholls, b. Wagstaff	15
Scrivenor, c. Coventry, b. Brown	3
Savage II., b. Brown	1
Keatinge, b. Brown	0
Cooper, b. Bendall	9
Bell, b. Brown	2
Stevenson, b. Wagstaff	8
Treloar II., run out	8
Lester, c. Laxton, b. Wagstaff	0
Gregory, not out	0
All out for	76

M. T. C.

Brown, retired	59
Wagstaff, b. Stevenson	6
Ahles, retired	56
Laxton, c. Savage, b. Casper	26
Bendle, retired	17
Coventry, retired	11
Alexander, b. Nicholls	8
Adams, stumped	2
Naughton, c. and b. Stevenson	5
Dockery, b. Stevenson	0
6 wickets for	190

R.A.N.C. First Eleven v. The Wardroom Officers' Eleven.

Played at R.A.N.C., 25th and 26th Nov., 1937.

The College opened the batting, and scoring was very slow; at the end of an hour's play some three wickets had fallen for 30 runs. A much-needed 26 from Wright checked the fall of wickets for a time, but after an hour and a half's play we were all out for 76. Very good hitting by Instr. Comdr. Rednall (the captain), Surgeon Lt.-Comdr. D. Westcot, Lt.-Comdr. Dolphin, and Lt. MacKinnon was responsible for the bulk of the officers' score of 169, when they declared. The College second innings was stopped by time at 2 wickets for 82.

THE OFFICERS.

Inst. Comdr. Rednall, retired	41
Cameron, b. Cartwright	13
Adeney, c. Cartwright, b. Stevens	3
Robin, l.b.w., b. Stevens	4
Surg. Lt.-Comdr. Westcot, retired	41
Lt.-Comdr. Dolphin, not out	40

Lt. MacKinnon, b. MacDonald I.	18
Lt. George, not out	9

4 wickets for 169

R.A.N.C.—First Innings.

McDonald I., c. Adeney, b. Lt.-Comdr. Dolphin 0	
McDonald II., c. Lt.-Comdr. Dolphin, b. Lt.-Comdr. Westcot	4
Wells, run out	2
Wright, b. Cameron	26
Brown, c. Lt.-Comdr. Woolcott, b. Cameron	4
Stevens, run out	16
Treloar I., c. Cameron, b. Cameron	3
Burnett, b. MacKinnon	5
Cartwright, c. Cmdr. Rednall, b. Cameron	9
Clarke, not out	3
Howard, c. Lt.-Comdr. Dolphin, b. Cameron	0

Total 76

Second Innings.

McDonald I., retired	2
McDonald II., retired	12
Wells, c. Lt.-Comdr. Dolphin, b. Guest ..	0
Clarke, l.b.w., b. Guest	0
Wright, not out	10
Burnett, not out	30

2 wickets for 54

R.A.N.C. versus The Harlequins.

Owing to rainy weather beforehand, the turf was unfit for play, and it was decided to play the game on matting.

The Harlequins won the toss and sent the College in. The two McDonalds opened the batting, but misfortune was with McDonald I., who was caught at point in the second over for 0.

McDonald II., however, played excellently and succeeded in making 38. Wright's wicket fell for 4 and the score at lunch adjournment was 3 wickets for 30.

Barnett, the Victorian wicketkeeper, who bowled some of the time, was the main puzzler and even tricked the wicketkeeper.

Everyone batted well, and although the total score was only 115, the sudden change from turf to matting probably explains this.

Cartwright captained the team well, and although his own score was 9, he gave a sound exhibition of batting.

The Harlequins went in and should have been got out much more cheaply than they were if several dropped catches had been held.

The top score was 59, made by Barnett, and the total was 208. The bowling honours went to McDonald II., who obtained 3 wickets for 19.

R.A.N.C.

McDonald I., c. Barnett	0
McDonald II., b. Ingram	37
Wright, b. Millar	4
Stevens, c. Courtney	8
Cartwright, c. Corke	9
Clarke, st. Barnett	3

Reed, l.b.w., b. Corke	10
Brown, c. Ingram	11
Nicholls, c. Ingram	1
Gladstone, c. Ingram	15
Savage I., not out	2
2 wides, 4 no balls, 9 byes.	15

Total 115

HARLEQUINS.

Barnett, run out	59
Millar, c. Cartwright	23
Corke, c. Nicholls	26
McInnes, c. Cartwright	6
Ingram, c. Cartwright	8
Jeffries, c. McDonald II.	16
Sutton, retired	36
McKinley, bowled Stevens	3
Horne, c. McDonald I.	8
Courtney, not out	5
Stone, st., McDonald II.	10
Leg byes 5, byes 1	6

Total 208

Barnett gave a very amusing display of conjuring before he left, which was thoroughly enjoyed by all who were able to see it.

J. L. W. Merson

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R.A.N.C. First Eleven versus Air Force Cadets, 13th February, 1937.

The weather was good, with a light wind blowing across the ground. The Air Force won the toss and put the College in to bat first, the McDonalds opening. Three wickets quickly fell for 23—McDonald I. 1, Wright 8, Stevens 1. Millar added a snappy 15, which included three fours, before being bowled—4 for 44. Clarke and Brown came and went, their respective visits to the crease being terminated by a catch at short leg and a straight ball to the middle stump. Six wickets for 53. Cartwright now joined McDonald II., who was maintaining a strong defence in his inimitable style. Unfortunately, with his score at 10 he was beaten by a good ball. The Nicholls-Cartwright partnership which followed proved the highlight of the game, Nicholls playing strongly for 19, while Cartwright, surviving Gladstone for 10, finally was dismissed l.b.w. for a masterful 30. R.A.N.C. all out for 126.

The Air Force bowled well, generally medium pace and a good length.

Wright's unique bowling proved too tricky for the majority of the Air Force batsmen, who, in their endeavour to score boundaries, invariably mistimed the ball. Five wickets for 49 was the total of Wright's excellent effort—a rout saver, coming as it did after the opening batsmen between them had made 89. McDonald I. and Brown each took a wicket; the remainder were run out. The Air Force, all out for 169, thus won after a game not without its variations and incidents. A great day was concluded by our guests staying on for supper in the messroom, and the pictures afterwards.

Rugby Football

On the whole it can be said that the 1937 Rugby football season was a success. Fixtures were somewhat limited, and, latterly, had to be cancelled altogether owing to the outbreak of infantile paralysis. However, members of the Depot rugger team came to the rescue; they kindly helped us out by strengthening up the remainder of the cadets in games against our first fifteen. Many excellent games resulted, which were of great value.

After the early selection games the fifteen got well together, and, by the end of the season, were playing quite good rugger, taking into account the dearth of match practice and our comparatively small numbers.

The juniors had many good games amongst themselves, and a few fixtures. Here again we were up against the difficulty of arranging suitable matches. However, great keenness was shown and our rugger future looks bright.

In conclusion, we must offer a word of praise to the weather, which could not have been kinder. The ground remained in excellent condition throughout the season, in fact we only had one game under really wet conditions.

The First Fifteen.

Anderson—A conscientious forward.

Black—A hard-working forward with plenty of dash and who makes the most of his opportunities. Tackles and kicks well; also a useful scrum half.

Brown—An outside three-quarter who has come on rapidly during the season. Has a tricky swerve.

Cartwright—Outside three-quarter. Rather slow in taking opportunities and should make more use of his size. A good kick.

Clarke—Uses his head at stand-off half. Fast and goes hard, but must tackle lower.

Cooper—A nippy scrum half and a good tackle.

Keatinge—A forward who is a bit slow, but should come along next season.

Merson—A good strong all-round forward who uses his head and knows the game; must not overdo winging.

Millar—A useful forward in the line-out and works hard.

Nicholls—Inside three-quarter; has a safe pair of hands.

Savage I.—A fast forward; must remember not to do too much winging.

Stevens—An inside three-quarter with a good football sense, but rather erratic. An improved tackler.

Treloar—A plucky full back who can tackle and promises well.

Wright—Captain of the side and scrum leader. A good dribbler with plenty of dash, but must watch the off-side rule. Has captained the side well.

Yonge—A hard-working forward; improved

considerably during the season and takes his tackles.

Awarded colours last season—Wright.

Awarded colours this season—Black, Brown, Clarke, Merson, Savage I., Stevens.

* * * * *

Melbourne Technical College versus R.A.N.C.

5th June, at home.

This was a junior match. Play commenced at 2 p.m., and although the sky was overcast it did not rain until the end of the second half. Reed, who was captain, led the College team well. The backs were especially good. Austin, who played exceptionally well on the left wing, scored the majority of the tries.

Under the leadership of Lester the play of the forwards was good, but they were rather slow when the scrum was breaking up. The opposing team were much heavier, but the passing of the backs left much room for improvement. The result was a win for the College, the scores being 27 points to 3.

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R.A.N.C. First XV. versus Scotch College.

Saturday, 10th July, 1937, at R.A.N.C.

R.A.N.C. 1st XV.—Forwards: Wright (captain and scrum leader), Anderson, Millar, Savage I., Black, Keatinge, Savage II., Merson. Halves: Cooper, Clarke. Insides: Stevens, Nicholls. Wings: Cartwright Brown. Full-back: Treloar.

R.A.N.C. kicked off at 1525 with a strong n.w. to w.n.w. breeze. The weather looked threatening, but except for one short squall the rain held off. Aided by the wind, College pressed Scotch, and for the first thirty minutes play was mainly in our opponents' territory. The first try was gained for College by Brown about ten minutes after play began, and was not converted. A few minutes later Scotch replied with a try in the pavilion corner of the field, which they also failed to convert. At 1545 Cartwright put the College in the lead by kicking a long penalty goal. Scotch evened matters with another try, and at half-time the score stood 6 all.

College were now running west, and had rather the disadvantage of the breeze. A few minutes past four o'clock Stevens scored in the pavilion corner after a forty yard run, but the kick failed. Shortly afterwards Scotch scored between the posts and converted, bringing the score of 9—11 against us. At 1625 Wright, by following up, gained an excellent try, and the lead of one point thus gained was kept until the end of the match. The team are to be congratulated on playing good, hard rugger.

B. D. Yonge.

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

At Scotch College, June 19, 1937.

Navy kicked off, opening the attack, but Scotch backs soon replied, the College only saving a try by touching down the ball. Scotch kept up their offensive, which was this time staved off by Cartwright's excellent kicking into touch. Navy backs presently recovered the initiative, and after a good run Stevens opened the score. Scotch backs immediately replied, and succeeded in making things even.

The opposing forwards were now superior, and by their efforts Scotch again crossed the line, bringing the score to 6.3. The College backs now began to make themselves felt, and after several strenuous efforts, which were not quite successful, Clarke succeeded in scoring, the try being converted by Cartwright. At half-time the scores stood at 8.6, in our favour.

In the second half Scotch backs attacked, using long passes effectively, and Hammond scored again; in fact, he had scored all Scotch tries. Navy backs were not marking their opposite numbers, and consequently Scotch were able to get away on several occasions, and once again our opponents scored. It was at this period that the College scrum gave the opposition the advantage of many free kicks for off side. However, Cartwright and Brown were doing good work at this stage, Cartwright following up with a field goal, which made a welcome addition to our score. Despite this, Hammond again scored for Scotch, making the result 18-12 in their favour. Five minutes before time Savage secured a try for the College and the final scores were 18.15 in favour of Scotch College.

G. V. Gladstone.

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A.N.O.

What is this cryptic symbol which has adorned our notice board many times this rugby season? When it was first posted on the board there were many conjectures as to the meaning, among them being, "another naval officer," "an officer," "another," but nobody thought of "anonymous," if that is correct, and on that point I think only the typer of the notice is clear, and need not endeavour to enlighten you.

The First Eleven took the field nonchalantly enough for the first match in which the A.N.O.'s played. This nonchalance soon

changed to astonishment, then to a feeling akin to awe, when they saw several husky representatives of the New Zealand division stroll on to the ground. These people who played rugby all their lives were to be pitted against the "might" of the cadets!

The 1st XV. did not give vent to their feelings, not because they did not want to, but simply because they could not. They were too dumbfounded! They kicked off, and, after a bewildering exchange of passes they found they had had a try scored against them, and to cap that it was converted. After that there were various attempts, both successful and unsuccessful, to stop these A.N.O.'s. The cadets who were fortunate enough to play with the A.N.O.'s had a magnificent time; the A.N.O. backs did all the running and tackling and the forwards all the shoving.

The A.N.O.'s, after about ten minutes began to enjoy a huge joke, and gave their side every chance to distinguish themselves, and occasionally by a little less speed than usual, managed to allow the 1st XV. to get over the line.

The sight of those three letters does not seem to have such a sinister effect on the 1st XV. now, for they now know that they will have a clean game played hard against them, but they will also get in excellent practice against accomplished players.

D. H. Stevens.

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Seven a Side Rugby.

On Saturday, 17th July, a seven-side rugby competition was held. Four teams—A, B, C and D, were picked, each team playing three matches. Two points were awarded for a win, and one for a draw. The competition was very close, each side winning the same number of points, and accordingly the winner was decided on the actual scores in the various games. A feature of the game was the cross-kicking, and the long passes in the high wind which was blowing. Merson's team is to be congratulated on its victory, and it is reported that they enjoyed their dinner.

The following are the results:—

B beat A, 14-5; D beat C, 16-6; D beat A, 28-3; C beat B, 12-9; C beat A, 19-6; B beat D, 14-8.

Final Points.—D (Merson), 1st; C (Black) and B (Savage I.), 2nd; A (Wright), 4th.

G. V. Gladstone.

—oOo—

Hockey

The First Eleven.

Unfortunately the epidemic of infantile paralysis precluded the possibility of any matches with the outside world. However,

we had many enjoyable senior games, and nearly every week were able to arrange a match for the first eleven against a mixed team of officers and cadets.

The standard of hockey improved considerably during the season, and latterly the team were beginning to work together and pass with some accuracy. Our defence was stronger than our attack; this was largely due to the forward line failing to keep their positions or to pass the ball to each other before losing it. They were also slow in seizing opportunities of shooting when inside the circle. Our backs were inclined to lie back too far, which makes it too easy for an attacking forward line to gain ground and to sling the ball to each other unimpeded. It should also be remembered that if a back fails to get the ball he should get a second chance if he

is not lying on top of his own goal.

We must hope for a good season next year, when quite a large proportion of the team will still be here.

The first eleven was captained well by A. W. Savage, who has the makings of becoming a good centre half.

The Team.—Goal, Yonge; backs: Eddy, Black. Half-backs: Anderson, Savage I., Mil-lar. Forwards: Cooper, Brown, Stevens, Nicholls, Cartwright.

Colours.—A. W. Savage, Yonge, Eddy, Cooper.

1936 Colour.—Black.

Tennis

Championships.

In the championships played towards the end of last year Wells proved to be the outstanding player, and won most of his singles matches

very easily, and, with the other singles finalist, won his doubles. Results:—

Singles Championship.

Treloar	} Wells.
Burnett	
McDonald I.	
Wells	

Doubles Championship.

Eddy-Savage II.	} Treloar-Wells, 9—4.
Shimmin-Burnett	
McDonald I.-McDonald II.	
Treloar-Wells	

HANDICAPS. Singles.

Gladstone (owe .3)	} Brown, 1—6, 6—4, 6—3.
Brown (owe 15.3)	
McDonald II. (owe .30)	
Wright (owe 15.2)	

Gladstone was defeated by Brown after a very gruelling match which lasted for three hours. In the other semi-final McDonald II. was rehandicapped with an attack of mumps and gave Wright a walkover. The final was played on 25th April. In the first set Wright was playing very steadily, and defeated Brown, who was erratic, by six games to one. Wright's play in this set was rather slow, but very accurate. Brown was volleying well, but lacking in length and accuracy. In the second set he improved considerably, and both players were at their best. Brown won, 6—4. In the last set Wright was tiring and lost accuracy. Brown was playing well, but neglected his good net shots because of a few errors at the net in the second set. The third set went to Brown with six games to three, giving

each player a total of 13 games for the match. This tennis was excellent to watch, and well up to the standard of previous years.

D. A. H. Clarke.

Doubles.

After a short interval Brown and Wright (owing 15.3) had to play Clarke and Stevenson in the final of the Doubles Handicap. The first set was not very interesting as neither pair had yet settled down. The second set began more promisingly, and all players produced some good shots, Brown's net play being particularly good. Finally Clarke and Stevenson had match point at 5.3, but were upset by Wright's steadiness and lost the set, 5—7. The third set was close and interesting and Clarke and Stevenson finally won. The scores:—6—4, 5—7, 6—4.

Athletics

(Including Interwatch Sports and Triangular Meeting).

In the past it has not been unusual to see a cadet attempting to prepare, at the one time, for sprinting, jumping, and long distance

events.

Of course, under such conditions it was impossible for him to produce his best perfor-

mances, so this year a new system was given a trial.

In order to ensure that each cadet should concentrate on a particular branch of athletics, the events were divided into three sections as follows:—

Sprints.—Seniors: 100, 220, 440. Juniors: 100, 220.

Field Games.—Seniors: High and Long Jumps, Hurdles. Juniors: High and Long Jumps.

Distances.—Seniors: 880, Mile, Obstacle. Juniors: 440, Obstacle.

Each cadet then chose his "major" group, in which he proposed to specialise, and the other two were his "minor" groups. He was allowed to enter for four events only, two from his major group and one from each of his minor groups.

Heats were run before the sports day, so that there were six finalists in each event, and in order to select the champion athlete points were awarded to these cadets.

Major Event—12, 10, 8, 6, 4, 2.
Minor Event—6, 5, 4, 3, 2, 1.

This system certainly resulted in the cadets training seriously for two allied events, and probably accounts for the fact that three records were broken.

We were fortunate in that the weather for sports day was warm and sunny, and quite a large number of guests attended.

The Senior Championship (third and fourth years), provided an interesting tussle between Clarke (30 points), Cartwright (30), Wright (27), Bell (26), Savage I. (25), the Franklin Trophy being awarded to Clarke on the basis of the number of first places obtained.

The title of Junior All-round Athlete was won by Treloar (35 points), with Merson and Austin in the next two places.

After the meeting the prizes were presented by Mrs. Pope, following which the guests and cadets adjourned to tea in the College mess room.

Results.—Seniors.

100 Yards.—Clarke (11 1-5 sec), 1; Cartwright, 2; Stevens, 3.

220 Yards.—Clarke (25 1-5 sec.), 1; Wright, 2; Stevens, 3.

440 Yards.—Wright (56 4-5 sec.), 1; Savage I., 2; Brown, 3.

880 Yards.—Savage I., 1; Bell, 2; Brown, 3. Time, 2 min. 13 2-5 sec. (record).

Mile.—Bell (5 min. 41 sec.), 1; Anderson, 2; Sutton, 3.

Obstacle.—Coover, 1; Black, 2; Simmonds, 3.

High Jump.—Brown and Cartwright (4 ft. 8 in.), 1; Black and Savage II., 3.

Long Jump.—Clarke (19 ft. 2½ in.), 1; Wright, 2; Simmonds, 3.

Hurdles (Low).—Cartwright, 18 1-5 sec.; Stevens, 2; Yonge, 3.

Throwing the Cricket Ball.—Clarke, 80 yds. 2 ft. 10 in., 1; Stevens, 2; Cartwright, 3.

½ Mile Handicap.—Goble, 1; Nicholls, 2.

Officers' 75 Yards Handicap.—Commander Palmer.

Champion All-round Athlete.—Seniors, Franklin Trophy, Clarke. Juniors, Fegan Trophy, Treloar.

Juniors.

100 Yards.—Treloar (12 1-5 sec.), 1; Merson, 2; Nicholls, 3.

220 Yards.—Treloar (28 sec.), 1; Austin, 2; Merson, 3.

440 Yards.—Treloar (61 2-5 sec.), 1; Merson, 2; Griffiths, 3.

Obstacle.—Griffiths, 1; Shearing, 2; Gregory, 3.

High Jump.—Merson (5 ft. 0 ¼ in., record), 1; Lester, 2; Austin and Griffiths, 3.

Long Jump.—Austin (16 ft. 9¼ in.), 1 (record); Treloar, 2; Scrivenor, 3.

Sack Race (all covers).—Scrivenor, 1; Russell, 2.

INTER-WATCH SPORTS.

These were held during the week following the championship meeting and resulted in a narrow victory for White Watch.

Results.

	Red	White	Blue.
Low Hurdles Relay ..	8	4	12
300 Yards Relay .. .	9	6	3
660 Yards Relay .. .	4	12	8
1 Mile Relay	10	15	5
Obstacle Relay	8	4	12
Tug of War	10	10	2
	6	6	2
	55	57	44

In a final pull of Tug-of-War the Red Watch beat the White Watch and won the Tug-of-War Cup.

TRIANGULAR ATHLETICS MEETING.

An innovation this year was an athletics meeting, held a week before the annual sports, against teams from Brighton Grammar School and the University High School.

To enable as many as possible to compete the events were mostly relays and each "year" had its own teams.

Unfortunately some of the best athletes from these schools were unable to visit us, but those who came provided very interesting competition.

Our teams had carefully practised baton changing, and were thus often able to gain many yards on their opponents.

We managed to win most of the events, but in every case valuable "race" experience was gained.

Obstacle Race

A sports meeting is made up of a number of events, some more outstanding than others. Among the more outstanding events of the College sports was the obstacle race. The term "obstacle" describes it very well.

The competitors started from a crouch start for a short sprint to a pile of sacks. First there first served, the result being a frantic struggle for sacks. Speed in the sacks was essential, and upon arriving at the sight board one extracted himself from the sack and attempted to scramble through a spiderweb of spun yarn and netting. This obstacle was the downfall of the stouter competitors. Advancing, one next crawled through the rungs of a ladder, also a definite advantage to the small and "skinny." The next obstacle created untold merriment for the spectators, as they watched the competitors attempting to throw

tennis balls into a suspended bucket. Several cadets saw their hopes crash here, after having failed to lodge a ball after some ten attempts. The survivors hurried on, to crawl through life-buoys. A spectacular dive through the life-buoys gained ground for anyone who liked to try it. Crawling through barrels and under poles, the leaders ran on to a second sight board, covered with more netting. Further on yet lay three hurdles, which had to be surmounted before entering the last and most formidable obstacle, which took the form of a pegged down tarpaulin. Crawling through this heartrending backbreaking obstacle, the winner emerged for a ten yards sprint to the finish. Cooper and Griffiths are to be congratulated on winning the senior and junior obstacle races respectively.

G. V. Gladstone.

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The Cross Country

The course this year was from the College to Kandahar Bridge, across to Somers, along the beach to South Beach, and then back to the College via the old golf course, the distance being about six miles.

The first night over the course, the fastest time was about 55 minutes, but the fastest time for the actual race was 43 minutes, and the last cadet home took 55 minutes.

Cadets trained in years, and each year had a leader.

On Saturday, 21st of August, the race was held, and all the competitors started at 1430. In the beginning Nicholls and Millar were leading, but when they crossed a ploughed field they were overhauled and Lester came to the front. Running excellently, he held this position throughout the rest of the race. The individual result was:—Lester, 2nd year; Brown, 4th year; Bell, 4th year; Savage I., 4th year; Treloar, 2nd year; McDonald I., 2nd year.

The inter-year result, without handicaps, was:—Fourth Year, Second Year, Third Year, First Year.

Handicaps had been allotted on the assumption that the Fourth Year should come in first, the Third Year second, and so on.

The Year having the best average time relative to the time they should have taken was considered to have performed best, and on this basis the Jervis Year won the cross country

race, the First Year was second, the Third Year third, and the Fourth Year last.

The cadet having the best time relative to the average of his year was Griffiths, and he, as well as Lester, received a cake. The Jervis Year won the Captain Walters Cup, and they celebrated their victory with a dinner.

D. A. H. Clarke, M. Gregory.

Cross Country Training.

The cross country race was the source of very intensive training. The first practice run was held about three weeks before the race, when the cadets were taken by lorry to the township of Dromana, about fourteen miles away. Handicaps had been allotted, according to previous performances, the front-markers having a start of about two miles.

It was just as well it was not a race, as some cadets ran or walked very leisurely, averaging less than four and a half miles per hour. These cadets, however, had an extra run a few days later.

The harder training, though, came in the two weeks before the race, when we ran over the course proper. After the first one or two days our feet were blistered and our legs and arms a trifle stiff.

However, by the end of the second week we discovered we were in quite good condition and were able to cover the course at a reasonable pace.

J. A. Shearing.

A PAPER CHASE.

Each year there is a paper chase, or sometimes two, which come into the training for the "cross country." This year there was only one. Millar, Anderson, and Griffiths were the hares, starting ten minutes early and laying the trail from the stables. They went about south-east from there to the inner west gate, and then past the rubbish tip straight through the ti-tree scrub to Kandahar Bridge. There was a false trail from the tip down to the swamp, through a ditch with about three feet of water in it and a muddy bottom. Several hounds fell over in it. The false trail petered out amongst the grass on the swamp, and as everyone had followed it, a good ten minutes was wasted looking for the real one.

The hounds, knowing that the hares would make for the road, went along it and looked for the trail, which they found coming out of the ti-tree by a path near the bridge. It

went up the road in a northerly direction, and after about a hundred yards turned into the bushes at the side of the road, and followed parallel to it until it came to the outer west gate. There it crossed the fence, and went almost straight towards the upper end of the two hundred acre paddock, where it turned down the road towards the east, as far as where the track to Bittern crosses it. From there the hares, after having laid a false trail up the road, went straight through the ti-tree towards the stables and came out into the open in the two hundred acre paddock. There they were seen by the hounds, who were following the trail on the west side of this paddock and were caught at the rear of the College before they could get back.

Only a few of the foremost hounds who did not see the hares, followed the trail all the way.

J. A. Lorimer.

—oO—

Baseball

The baseball matches usually last for about an hour, and are enjoyed by all watching, as well as playing. We have no champions like Joe E. Brown, but the majority of College pitchers are capable of pitching two good balls out of three. The batting is of a higher standard, and there are often some very creditable performances. Although our baseball may not be of an exceptionally high standard, everyone acquires a useful amount of knowledge about the game.

The match between the officers and cadets arouses a large amount of interest, and it may at any rate be said that these matches are colourful. Sweaters of all colours and descriptions are brought out for the occasion, while caps of all shapes and sizes appear on the field. Unfortunately the last match was abandoned because of rain.

On the whole, baseball has proved to be very popular, and it is assured of a place among the winter sports at the College.

H. T. McDonald.

—oO—

Aquatic Sports

The annual aquatic sports were held under very favourable conditions on Wednesday, 24th February. The necessary heats were held on Tuesday, from which it was evident that there would be some excellent results in the final. The events on the following day began with the 100 yards open freestyle championship, for the Colin Creswell Cup, which was won by Eddy, with Cooper a close second. Following the individual events, came the inter-watch relay racing, which, after a keen contest with Red (25) and Blue (16), was won by the White Watch (26 points). The final event of the day was the novelty competition, a cork scramble. This, through close watchfulness, resulted in a win for Bell, who collected no less than fourteen corks.

Results:—

100 Yards Open Freestyle Championship (Colin Creswell Cup).—Eddy (70 4-5 sec.), 1; Cooper, 2.

50 Yards Breaststroke Championship.—Simmonds (42 2-5 sec.), 1; Anderson, 2.

50 Yards Freestyle (13 to 14 years).—Willis (32 2-5 sec., record), 1; Tatham, 2.

50 Yards Freestyle (14 to 15 years).—Nicholls (34 1-5 sec.), 1; Lester, 2.

65 Yards Freestyle (15 to 16 years).—Stevens (42 3-5 sec., no previous record), 1; Eddy, 2.

Open Diving Championship.—Cooper, 1; Sutton, 2.

Novelty Event.—Cork Scramble.—Bell, 1; Black, 2.

Inter-watch Relays.—Medley Relay—Red, 12 pts.; White, 8 pts.; Blue, 4 pts. **Freestyle Relay**—White, 12 pts.; Blue, 8 pts.; Red, 4 pts. **Obstacle Relay**—Red, 9 pts.; White, 6 pts.; Blue, 3 pts. **Total Points**—White, 26; Red, 25; Blue, 15.

E. R. Eddy

Boxing

Tuesday, 27th July, to Wednesday, 28th July.

The annual boxing tournament was marked as usual by the willingness of the bouts, and although the event itself did not appeal with equal force to all competitors, the dinner which followed was thoroughly appreciated. The results show us that talent is not lacking among the younger cadets, and their plucky fights did credit to the youngest year in the College.

Results (semi-finals and finals):—

Paper Weight.—Dowling d. Gregory, Goble d. Parker, Dowling d. Goble.

Mosquito Weight.—Hamer d. White, Tatham d. Thompson, Tatham d. Hamer.

Fly Weight.—Lorimer, walkover from Stevenson, Sutton d. Reed, Sutton d. Lorimer.

Bantam Weight.—Willis d. Shearing, Watkins d. Scrivenor (Cooper), Willis d. Watkins.

Feather Weight.—Lester d. Griffiths, Black d. Stevens, Lester d. Black.

Light Weight.—Brown, walkover from

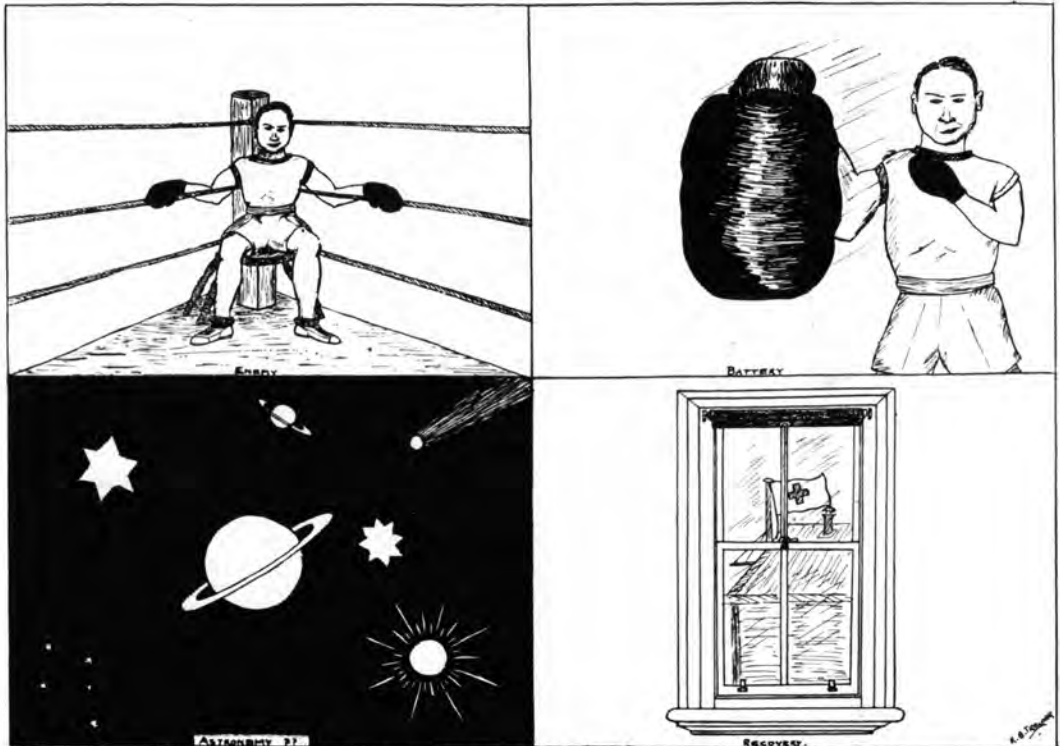
Nicholls, Savage II., walkover from Simmonds, Brown d. Savage II.

Welter Weight.—Eddy d. Wright, Savage I d. Yonge, Eddy d. Savage I.

The prize for the best exponent of the art of boxing (Shelly Cup) went to Eddy, and "good losers" prizes to Black and Hamer.

In the bantam weight Scrivenor, owing to a leg injury, was unable to fight. Cooper, also on the sick list, recovered sufficiently to participate on the 28th, and he took the place of Scrivenor, although he was under the weight of his opponent.

Heavyweight.—Cartwright and Merson, the only two competitors in this weight, did not box during the tournament, as Cartwright sustained an injury to his back, but at 11.30 on Saturday, 7th August, they strove for victory. It was an exceptionally good and strongly contested fight, so close that an extra round was necessary to determine the winner, Cartwright.



Drawn by R. B. TRELOAR

The Regatta

The period of training for the regatta this year was five weeks, in which there was a departure from the usual routine, in that only two watches trained at a time. Thus each watch had an afternoon off every three days, which was a welcome break.

November 6th was the appointed date. There was a stiff breeze, which blew in gusts across the channel and made the starting very hard. The programme commenced with the open sculls championship between Savage I. and Berry Smith, which resulted in a six-length win for the former. An inter-watch skiff race between White and Blue watches ended in an easy win for White, which left Red and Blue to pull off for second place. The open skiff races had given rise to controversy as to

whether the proper skiff oars of eight and ten foot lengths are better than the longer whaler oars for propelling a skiff. However, the race between the two open skiffs, who both used 14 ft. oars, resulted in a win for Brown, Savage and Nicholls.

The junior light skiffs race was won by Austin, Tatham and Sherrin in fine style.

The two inter-watch whaler races were won by White Watch, who thus won the regatta from Red Watch (2nd), and Blue (3rd).

The last race of the day for second place in the inter-watch skiffs was won by Red Watch.

The prizes for the individual events were presented on the following Sunday by Mrs. Pope.

D. J. Sutton.

Colours for 1937

Swimming—E. R. Eddy.

Cricket.—W. G. Wright, R. A. H. Millar.

Athletics—D. A. H. Clarke, I. H. S. Cartwright, A. W. Savage.

Tennis.—A. W. Savage.

Hockey.—A. W. Savage, B. D. Yonge, A. H. Cooper, E. R. Eddy.

Rugby.—T. G. Brown, J. L. W. Merson, A. W. Savage, D. A. H. Clarke, A. D. Black, D. H. Stevens.

COOK YEAR COLOURS.

Brown, T. G., Rugby.

Cartwright, I. H. S., Cricket Athletics.

Cooper, A. H., Swimming, Hockey.

Millar, R. A. H., Cricket.

Savage, A. W., Athletics, Hockey, Rugby.

Tennis.

Wright, W. G. Rugby Cricket.

Yonge, B. D., Hockey.

A Motor Holiday in Germany

By a Naval Officer.

We left London one beautiful morning in June this year in our small car and motored to Dover, where we embarked the car in the car ferry for Ostend. The passage across the Channel was particularly pleasant; we reached Ostend at 1500 and in twenty minutes, having completed all customs formalities, were on our way to Brussels. This journey was rather dull. The Belgian landscape is flat and not picturesque, and the road, apart from one or two short stretches, is cobbled and very bad. We went through both Bruges and Ghent, but as we had visited these towns before we did not dally, but went straight on. We reached Brussels about 1600 and put up for the night at a hotel near the Gare du Nord.

Next day about 1000 we started off to the south. The road was again bad for some distance, but improved about 40 miles out. Again the scenery in the flat Belgian plain was far from attractive, but after passing

Namur, a pretty old fortress town at the junction of the Meuse and Sambre Rivers, we entered the Ardennes, wooded and hilly country, with some attractive vistas and beautiful avenues of trees along the main road. We reached the Luxemburg frontier about 1400. Here the formalities are not troublesome as the Grand Duchy is in customs union with Belgium. We spent little time in Luxemburg City, which we had visited already once or twice. It has a magnificent situation on the crown of a hill, and is surrounded on three sides by a deep gorge. It must have been a formidable place to capture when well armed and garrisoned.

We reached the German frontier at a small town called Wasserbillig, close to the Moselle River, about 1700. We had practically no trouble with the German customs, the principal requirement being to declare, and have recorded on passports the amount of foreign currency

taken in. A similar amount, but no more, may be taken out of the country in due course.

In order to foster the tourist traffic, the German Government have adopted a scheme for providing visitors with German currency at a very cheap rate. Whereas the market rate of exchange is about 12.20 marks to the pound sterling, it is possible, by purchasing what are known as "registered mark" cheques in London, to obtain about twenty marks to the pound. These cheques are cashed at German banks, where the ordinary currency is issued in exchange. In order to prevent any illicit dealing in marks obtained for these cheques, regulations have been issued to prevent money from being taken out of Germany and to prevent marks obtained from "registered" cheques being used for other than hotel bills, railway fares and other incidental touring expenses. The use of these cheques makes travel and cost of living in Germany cheap for the foreign tourist.

We reached our first port of call in Germany, Trier, about 1800. Trier (Treves) is attractively situated on the Moselle River, not a great distance from the French frontier, and is one of the oldest and most interesting cities in Germany. The local legend has it that Trier existed as a Germanic camp 2000 years before Rome, but whether this is true or not, the city was a very important Roman frontier town about the 3rd, 4th, and 5th centuries, and a capital at one time of Constantine the Great. It contains the finest Roman remains north of the Alps, including the Porta Nigra, a massive gate of the old Roman city used in mediaeval times as a church. There are also extensive remains of the Imperial Baths, an Amphitheatre, and some other lesser buildings. In the Church of St. Matthias is a sarcophagus stated to contain the bones of the saint—the only apostle buried north of the Alps. In this church also were found some fifty years ago numerous early Christian graves, with sarcophagi dating back to about 450 A.D.

After the decline of the Roman power Trier was captured and sacked by the Franks. With the conversion of this race to Christianity, however, Trier again became an important centre and the see of an Archbishop, who was one of the three ecclesiastical electors of the Empire until its dissolution by Napoleon in 1806.

The cathedral is itself very old; much Roman and Frankish work can be seen near the base though the major portion was built in the twelfth and thirteenth centuries.

After a couple of days in Trier, which in point of fact we had fairly well explored in a previous visit we set off for the Black Forest, which lies to the east of the Rhine in Southern Germany. Our way lay through the Saar, a manufacturing and coal mining district, which reverted to Germany as a result of the plebiscite in January, 1935. Actually parts of

this district are quite rural, though the towns and larger villages are rather ugly and drab. We went through the capital, Saarbrücken, captured by the French at the beginning of the war of 1870, but only held for a day or two, and then on through a most attractive district, the Southern Palatinate, a province of Bavaria. We followed for most of the way the valley of the Lauter, and other streams, only a few miles north of the French frontier. En route we passed through a small village, where a funeral was evidently about to start. The entire population, so far as one could judge, had assembled in the tiny village square in deep mourning. It was interesting to note what a large number of top hats this tiny village could boast. All work had clearly ceased, and, judging by the prominent display of handkerchiefs, the women had rolled up, determined to have a good weep.

We crossed the Rhine by a bridge of boats between Landau and Karlsruhe, and reached that city about 1800. Karlsruhe is quite modern; it was laid out in geometric style, about the middle of the 18th century, as a capital for the Grand Duke Karl of Baden, its name meaning "Charles' Rest." It is a most attractive city, with a very fine park and numerous gardens. The former Royal Palace is now open to the public as a museum.

We started off next morning for Freudenstadt, in the Black Forest, by a particularly pretty valley road. The Black Forest gets its name from its dark pines. It is moderately mountainous, though the highest point is only about 4500 feet, and it is only about one-half wooded. In the valleys one continually comes upon tiny villages in extensive meadows, which have a particular charm. The typical Black Forest house is very picturesque; it is largely built of wood brightly painted and generally incorporates on its ground floor a stable, cowshed and pigsty. Nevertheless, the occupants seem to thrive on the resultant smell, though the ground floor seems insanitary to a degree.

Freudenstadt is an old town renowned for its large square built in the seventeenth century. This square is surrounded by old stone houses which are built with arcades. In modern times Freudenstadt has become a popular health resort and spa in common with numerous other towns and villages in the Black Forest.

We spent four or five days in this spot and then motored south through some beautiful valleys past Villingen on the Danube to Donaueschingen, where we lunched. The Danube (German: Donau) rises in the eastern part of the Black Forest and is naturally a fairly small stream in these parts. It is connected to the Rhine by canal via the Main and certain smaller rivers which have been canalised. At the present time it is possible for barges and other quite small craft to travel from Rotterdam to the Black Sea. The canal is, however,

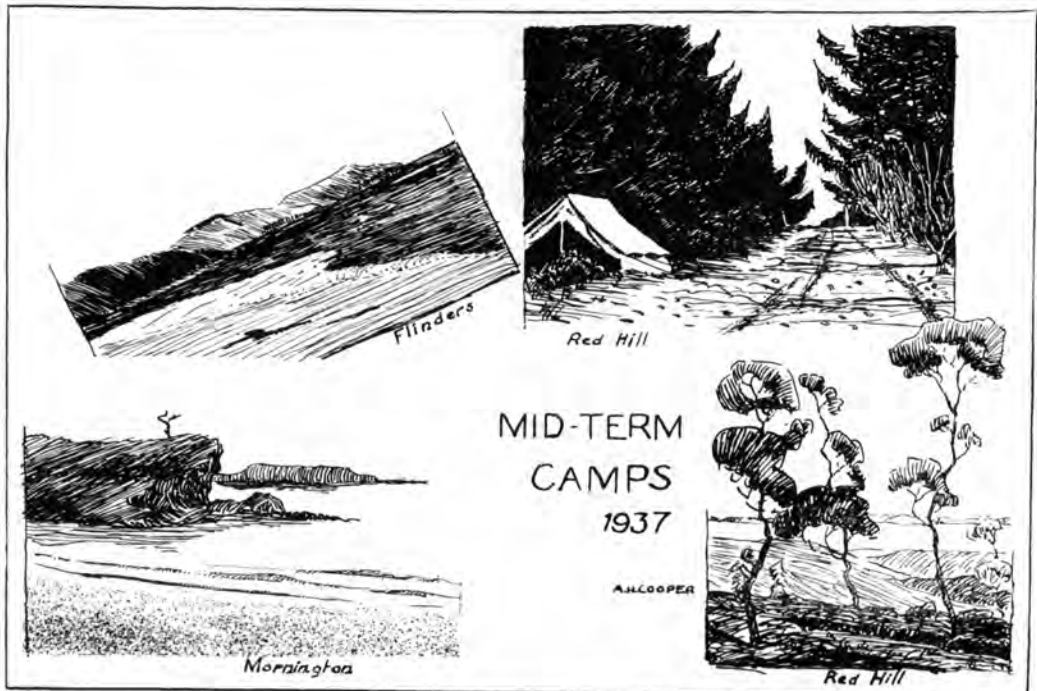
being deepened and widened with a view to facilitating the passage of somewhat larger craft, and it may be possible before long for steamers of perhaps 1500 tons to do the passage.

After leaving Donaueschingen we made for the northern side of Lake Constance. Once the Black Forest is left the country becomes quite flat and is almost entirely agricultural and really very charming. Passing through the old towns of Ueberlingen and Meersburg, the latter with a fine old castle, famous since the time of Charles Martel, we reached our next stopping place, Friedrichshafen. This small town, a favourite holiday and bathing

district—the freak Dornier X seaplane, which had twelve engines, was built here some years ago.

The weather was delightfully warm at Friedrichshafen; it is really a very pleasant spot; but the season was rather too early for bathing; the snow water had not had time to warm up and its temperature was under 60 deg. F.

As can be seen from a map, Lake Constance is fairly large, but the numerous towns on its shores are served by good lake steamers. It is interesting to note that no less than five countries or provinces border it—Baden, Wurttemberg, Bavaria, Austria and Switzerland.



Drawn by A. H. COOPER

resort on the lake, was very popular with the kings of Wurttemberg, in whose territory it lay. King Frederick built a summer palace there about the 1830's and gave the place its present name. In modern times it has become famous as the home of the Zeppelins. Count Zeppelin lived there for years, while he was designing his first airship, and the Zeppelin works have continued in the neighbourhood ever since. The disaster to the Hindenburg in the United States of America naturally affected numbers of families in the town. A new airship, which we were able to inspect, is almost completed and should apparently be ready for trials very soon. There are also important motor car and seaplane works in the

Though the present rulers of Germany seek to abolish the old territorial and national divisions in the country, the frontier posts between Switzerland and the city of Constance (the frontier runs through the western outskirts) are not marked as the "German Reich," but still as the "Republic of Baden," with its special colours, red and yellow. The national colours of the various provinces in the south are, indeed, displayed quite lavishly on such things as road signs and official notices of a local nature.

While at Friedrichshafen we made a rather interesting trip to the tiny principality of Liechtenstein. Our route lay to the east through the very old town of Lindau, the most

southerly town in Germany, and a very attractive and historically interesting spot, and Bregenz in Austria. This town is one of the most westerly in Austria and lies at the foot of the slopes of the Vorarlberg Mountains, near where the Rhine flows into the lake. There is an aerial cable railway to the top of the Pfänder Mountain, whence there is a wonderful view over snow-capped ranges to the east.

From Bregenz we went up the Rhine valley for about thirty miles, crossing the Swiss frontier en route, to Vaduz, the capital of Liechtenstein. This principality is the last survivor of the tiny independent states which existed in such large numbers in the Empire. It is not, however, very old, having been founded only in the 18th century. Up till the war it shared the fortunes of Austria, the Princes generally living in Vienna; since the war it has joined the Swiss Customs Union. Vaduz is a pretty little village—nothing more—lying in the Rhine valley almost entirely shut in by mountains. It caters for tourists who visit it from Germany and Switzerland in the summer in large numbers. The post office clearly does a roaring trade in postage stamps, and the two rather attractive inns supply quantities of beer and souvenirs to visitors. On leaving Vaduz we crossed to the left bank of the Rhine and motored through the beautiful valley, overlooked by high mountains, back to Bregenz and Friedrichshafen.

Another afternoon we went to see some German friends in the town of Constance. We crossed in a car ferry at Meersburg and spent a short time in renewing our acquaintanceship with the town. It is very attractively situated on the lake and the Rhine, where the latter runs out of the main portion of the lake into the part known as the Unter See. Constance is perhaps best known in history from being the scene of the famous Council of Constance at the beginning of the 15th century, which settled the succession of the Papacy after many years of the "great schism" when two popes reigned. In the Minster during this period the famous Bohemian Reformers, Johann Huss and Jerome of Prague, were tried, condemned as heretics, and subsequently burned at the stake. A stone memorial marks the spot where the reformers suffered, and a tablet the house where Huss stayed in Constance. It is of interest to note that an English Bishop (of Salisbury), who died during the sessions of the Council, is buried in the Minster.

After some days spent at Friedrichshafen we motored on through Southern Bavaria to Munich, where we stayed for a couple of days. Munich is, of course, a very large city, but we were actually disappointed with it on the whole, as it is of somewhat colourless appearance. There are of course some interesting things to see; we were particularly struck with

the monuments on the Königsplatz to the Nazis who were killed in the abortive rising in November, 1923. Sixteen men have their massive iron tombs in two memorial buildings in the square, these being guarded continuously by members of the S.S. (Security Police). At the spot opposite the Feldherrnhalle, where the rising was crushed, memorial tablets, both to the rebels and the police, have been placed. A couple of days after this rising, in which both Hitler and Ludendorff participated, Hitler was captured. He was subsequently imprisoned in the fortress of Landsberg, a little to the west of Munich, where he wrote his famous book, "Mein Kampf."

From Munich we proceeded by a very good road via Augsburg, to Ulm on the Danube. On this trip we had the opportunity of trying one of the new German "Autobahns," or motor roads, for a short distance. Numbers of these roads are now being constructed in Germany for through traffic. They are made of concrete with sufficient room for four cars abreast; a grass plot generally being planted down the middle. There are no ordinary cross roads; where these occur the main road is built either over or under them. Special approaches are built into the road to ensure that traffic joining it will approach at an acute angle and well within the view of fast moving cars already on the road.

We only spent a night at Ulm, but had an opportunity of inspecting this fine old fortress town—the scene of one of Napoleon's victories in 1805. It has a beautiful old minster (now belonging to the Lutheran Church), which has the highest spire in the world. The Danube here is about 200 yards wide, but apparently not very deep. The current is strong—perhaps seven knots—and affords an opportunity for aqua-planing, a sport in which some of the locals are very skilled.

From Ulm we crossed Wurtemberg to Stuttgart, the capital of the province. This is a particularly beautiful city ornamented with fine buildings and attractive gardens. It lies in a hollow surrounded by hills from which excellent views can be obtained. The former Royal Palace, largely built in the late 18th century and early 19th, is now open to the public. Stuttgart is the capital of "Germanism abroad"—it is regarded as the capital or home town of all Germans who live outside the frontiers of Germany, whether in Europe or abroad. Pan-American and Colonial Propaganda is principally administered from this city, where a large block of offices has been set aside to accommodate the (presumably) large staff required.

During our visit a Nazi storm-troop sports meeting was inaugurated at a large public meeting in the Palace gardens. This we did not attend though we inspected the layout arrangements—fairly extensive seating, and much larger standing accommodation, the

background against the Palace walls being draped with huge red banners with the inevitable swastika.

On leaving Stuttgart, we departed north-west via the northern slopes of the Black Forest to the Rhine, which we crossed at Germersheim, and then proceeded north on the left bank through Speyer to Worms, where we lunched. Here we visited the Cathedral, which has some very early tombs of the Bishops, and also the building where the famous Diet of Worms was held to arraign Luther. There is a large statue of the Reformer in the town. At the present time, Worms is perhaps most famous as the home of a well-known brand of Rhine wine or hock, the "Liebfraumilch," which takes its name from the original vineyards owned by the "Church of Our Lady," or Liebfrauenkirche, on the northern side of the town.

From here on, vineyards exist in profusion.

Mainz (of Mayence) is a large city at the junction of the Rhine and Main Rivers. Although in the Rhineland (which is Prussian), it formerly belonged to the Grand Duchy of Hesse. In Imperial times the Archbishop was one of the great princes of the Church in Germany, and an Elector. The present occupant of the See, Cardinal Faulhaber, is a very outspoken critic of the Nazi regime.

We did not stay in Mainz, but motored on to Bingen, a small town prettily situated on the Rhine opposite the village of Rudesheim, with its extensive vineyards.

From Bingen north to Coblenz, the Rhine flows through gorges and hilly country. On these hills are situated the famous castles of the Rhine, now practically all in ruins. The scenery in the valley is very beautiful and the busy river traffic very interesting—strings of barges in tow going upstream to Mannheim, Strasbourg or Basle, from the Ruhr, and Rotterdam, loaded with coal and general cargo, and downstream, generally in ballast to reload.

After a night in Bingen we took the Rhine road, which, together with the railway, closely follows the river to Coblenz, where we lunched. We passed en route the famous Lorelei Rock, the scene of a popular German legend. Coblenz is situated at the junction of the Moselle, with the Rhine. At this junction, known as the "Deutches Eck," or German Corner, a massive equestrian statue has been erected to the Emperor William I. Opposite Coblenz is the high rocky fortress of Ehrenbreitstein, occupied for years by the French after the Great War. It was formerly the property of the Electors of Trier, and was used as their residence during the stormy times of the Napoleonic Wars. During this period, Trier's most precious relic—a seamless coat stated to have been worn by Christ at the Crucifixion—was kept. The coat, which appears to have a continuous history from at least the 11th Century, is now in Trier Cathedral. It is only ex-

posed at very rare intervals—the last occasion being in the Holy Year, 1933.

From Coblenz we motored upstream to the University City of Bonn, just south of Cologne. Bonn is not a very attractive city and in no way compares with Oxford or Cambridge. The University buildings are dull and uninteresting (being largely modern), and altogether the city has little to recommend it to the casual visitor.

On the following morning we resumed our journey north. We made good time along the Bonn-Cologne "Autobahn," and then avoided Cologne by taking the semicircular military road to the westward originally constructed to serve the forts. These forts were all dismantled under the terms of the Treaty of Versailles, but presumably they will now be rebuilt.

In order to avoid the highly industrialised area of the Ruhr with its smoky manufacturing towns and coal dumps, we kept to the left bank of the Rhine. This part of Germany is, however, flat and uninteresting with numerous ugly villages and small towns. We lunched at Krefeld, an important manufacturing town, and about 1600 crossed the river at Wesel and put up for the night.

Wesel lies close to the Dutch frontier and outside the industrial area; it is really a very pretty little town. It formerly belonged to the Dukes of Cleves, who had a town house there—this is still kept in a good state of preservation.

Cleves itself lies a short distance to the westward. The family, it will be recalled, provided Henry VIII. with one of his wives. During the afternoon we witnessed a procession through the streets, of the Company of Sharpshooters. The Company has apparently existed in the town for a couple of hundred years—this celebration took the form of a procession of the members in the costumes of their predecessors and it was most picturesque.

Wesel has been an important frontier fortress for hundreds of years, but the old fortifications close to the town, however, only date from the Napoleonic Wars and later. There are numerous barracks, but the majority are now used as tenements by the local inhabitants—the present garrison being quite small.

On the following day we started off for Holland. We had no trouble at the frontier and were soon speeding along a good road towards Arnhem. We launched at Utrecht, where we were shown the principal sights by a friendly Dutchman (these included the house in which the Treaty was signed), and we duly arrived at The Hague about 1700, to spend a few days with some friends.

As regards conditions of life in Germany, it is difficult, as the result of a mere tour, to offer many useful observations. By using "registered mark" cheques, hotels and travel generally are cheap for the foreigner. In a

provincial town of moderate size, comfortable accommodation and all meals can be obtained at the less pretentious hotels for the equivalent of 7 to 8 shillings a day. Even the smallest hotels are very good and these are kept in excellent order—all bedrooms having hot and cold running water. German meals are fairly solid and generally consist of soup, a main dish consisting of enough meat, vegetables and salad for two ordinary people, and a sweet or cheese. A very good meal can be obtained in the smaller restaurants for 1/6 or 1/9. From the point of view of the German, however, prices must seem high, as wages are very low. The new 4 years plan of economic self sufficiency under which imports of food stuffs are cut down to the minimum, has already resulted in a shortage of certain articles, notably butter. This shortage is not evident in hotels, where visitors can obtain plenty. Private individuals, however, are feeling the pinch.

The German, himself, particularly the south German, is on the whole a pleasant fellow. The people certainly give British visitors a good reception—many of the younger generation speak English and are always anxious to air it. One obtained the impression that the people at large were somewhat depressed, as they seemed always to sit about with long faces, though prepared to enjoy themselves in some simple way whenever opportunity offered. They are fed continuously on Government Propaganda—intelligent people must be long since nauseated with it.

The whole population is regimented on military lines starting with the children. On

leaving school, boys must do six months (possibly a year in future), with the Labour Corps. They are employed on all forms of manual labour, such as building roads, draining swamps, clearing building areas, etc. They wear uniform and when on parade carry polished shovels at the "slope." After completing their labour service, two years must be spent in the army, by which time, the average youth must be singularly ill-fitted for a University career.

I was informed that many Germans believe what seems apparent to the outside observer, that Germany is preparing for war, despite all the official protestations of peace and goodwill. Indeed, I was told by a friend that a German farmer had expressed his satisfaction at the 1937 crops being a failure—"now there can be no war for at least a year!" It would be a great mistake to assume, however, that there is much discontent in the country. There is undoubtedly a good deal of grumbling but it appears fairly certain that the great majority of the people support the present regime.

Dictators, however, thrive on successes. Hitler has achieved many bloodless victories at the expense of the Treaty of Versailles, but now that that famous document is practically in shreds, he will have to look elsewhere for his victories. This, it seems, is what the German people (or the intelligent section of it), fear. A good deal will rest on the result of the four year plan and whether it will be necessary for the German Government to seek foreign adventure to distract the attention of the people from their empty stomachs and daily hardships.

THE PROGRESS OF SPEED.

You came on plodding packhorse through the mire,
 You dwelt in wooden wheels of springless carts,
 You rode the stage-coach rolling through the shire,
 You watched the railway join the distant parts,
 Then with crash, and roar, and scream and clatter,
 You outstripped and vanquished man and matter.

B. D. YONGE

Something Lost - Something Gone

W. L. Reilly.

In what follows is described the brief life of the "Alma Mater" of certain Naval Officers, now far scattered, some still in the service, others long out of it, while still others departed for the dark coast and beyond which is the ultimate destination of all of us.

The scene opens about twenty years ago—quite a big bite out of the life of any individual, but on the other hand, little in the eyes of an old service, of which the R.A.N. is part.

It was on the shores of Corio Bay where the New Australian Navy first organised to train its officers. The temporary naval college already had about it the smartness of new white paint, of neat, well-kept shrubs, gardens, lawns, playing fields—in fact, the place was virile. The professional staff had among them men who were a ready of note in the R.N., and whose fine example, discipline and training left plainly their mark on the characters of the boys (for they were nothing more, about to pass through their hands.)

The fine old country home (for such it was) knew the occupants for two years only, when the whole was moved to the larger and (supposedly) more permanent location at Jervis Bay.

Osborne House, as its name was in the old days, when the College departed, was a few years later used as a Submarine School. Revisited some twenty years after its inception, one could only say and feel "Ichabod." The submarine school had left its mark on the old place, in the same way as would a wanton child, scribbling over an exquisite etching, while time and neglect had done the rest. Gone were the neat lawns, the flower beds grown over by weeds, which spread on to the garden paths—those rank weeds which look so untidy. The tennis court was in the last stages of disintegration, while a large Woollen Mill had encroached on the playing fields. Most of the outlying buildings had been demolished or were in a state of partial demolition. Though its life has been so short, there was a charm about the old place—while to-day "Ichabod"

was written everywhere by the hand of time and neglect. Only one thing remained the same, and that was the early morning sun scintillating across the rippling waters of the Bay, so that it gave the impression of a flood of bright silver pieces skipping across the Harbour.

The scene now shifts to Jervis Bay—and it is eighteen years since first the Naval life commenced there. Outwardly the place has increased in beauty, for the red tile roofs of the houses and buildings now nestle in amongst well grown pines. The gardens and lawns are still well cared for and there is still life in the old place, but here again, the scurry of naval life, with its bugles and activities have departed. Look closer and you will see that time is making himself felt. The red tiles are no longer shiny and new—there is on them the stain which tells of passing years.

Some of the buildings are now pleasure resorts, and though changed, are well cared for. Other buildings, such as the gymnasium, have been closed up for a long time, and here and there the woodwork begins to show signs of decay.

In the once busy engineering shops there is silence, nothing remains in the power house, all is gone elsewhere—only the shell remains. But life will continue in the place, in a different way, with increasing beauty with the years, so that the only thing which will remain the same will be the beauty of the Bay, the triple flashlight on Point Perpendicular and the note of the waves breaking on the snow-white sands.

Still there linger about the place some men, now grown old, who have found some niche in which to remain employed. "Oh! Yes," will say one, "I saw the Navy, and I saw the Navy go." He will lapse again into silence, and puff at his pipe, thinking of other days, when things were so different, and where each Captain, each Commander, and so on, came to the place to make his mark variously, and to depart, until the last came to leave—for ever.

Jervis Bay, November, 1934.



Journal of Second Cruise of H.M.A.S. "Vampire."

By W. G. WRIGHT.

Monday, April 19th, 1937.—

Owing to the state of the weather, it was decided that the second cruise for the instruction of cadet midshipmen should be held on Port Phillip, rather than in Bass strait.

Accordingly, at 1630, the cadets of the Cook and Flinders years proceeded by road to Mornington. On arrival, they at once commenced their duties as o.o.w., quartermaster, boatswain's mate, and lookouts. At 1800 we slipped from Mornington pier to anchor some distance off shore for the night. On anchoring, the port watch of cadets rigged the starboard gangway, starboard watch exercising "off sea gear" from the starboard whaler.

Supper for cadets was piped at 1900, after which both watches fell in for exercises, consisting of "On fighting Sights," "Away life boat's crew," and "Take a sounding aft." These completed we turned in at 2100, cadets keeping one hour tricks throughout the night as quartermaster, and boatswain's mate in harbour.

Tuesday, April 20th.—

At 0530 all cadets turned out, Cadet Captain Millar, reporting ill with mumps. Breakfast was at 0600, after which we scrubbed down the quarterdeck. At 0700, we weighed and proceeded across the bay.

Instruction in navigation and engineering was carried out in the forenoon for starboard watch, while the non-duty part of port exercised rigging the sounding boom.

At 1020 we came to starboard anchor off Portarlington, cadets proceeding to dinner at 1130.

At 1230 the "Edina," the oldest ship in the southern hemisphere, passed us on her regular daily run to Geelong. This ship, it may be noted, was a troopship in the Crimean War, and her hull has outlasted four different sets of engines. Her most remarkable feature is, however, her "clipper" bow—she is a true veteran.

At 1430 we weighed and proceeded to Geelong, anchoring in Corio Bay one hour later. The motor boat was there sent ashore to collect the medical officer for our casualty. Leave was piped for all cadets, and at 1620 cadet libertymen went ashore, returning to the ship at 1800.

At 2045 a flashing exercise was read. Cadets turning in at 2100.

Wednesday, April 21st.—

At 0630 cadets turned out, going to breakfast at 0700. The quarterdeck was then scrubbed down, and at 0825 the O.D.'s went to boat drill. Instruction as before was given "Port watch," "Starboard watch" exercising collision station. The collision mat was rigged in slow time, valuable experience being gained in so doing.

At 1000 all boats were hoisted, dinner being at 1130 as usual.

At 1325 we weighed and proceeded from Corio Bay, passing the "Edina" in Hopetoun Channel. On clearing the channel, cadets were exercised in "Away seaboat's crew," each part of watch forming the crew in turn. At 1620 we anchored once more off Portarlington.



Drawn by J. LESTER.

On anchoring, instruction was given cadets by the First Lieutenant in the preparation of a two pound tin as used for demolition work. A whaler was then taken away by a cadets' crew, and the tin exploded with a view to providing some fish for breakfast. Apart from a great deal of rubbish, however, nothing came to light.

Supper for cadets was at 1830, and at 2000 we weighed and proceeded to St. Leonards, so as to acquaint cadets with night steaming. During the passage we spoke by flashing lamp with the "Waitaiki," and a party of cadets operated the searchlight. We anchored at 2100, turning in at 2130.

Thursday, April 22nd.—

Cadets turned out at 0700, went to breakfast at 0730, scrubbing down the quarterdeck at 0830. Port watch in the meantime exercised collision stations.

At 1000 we weighed and proceeded to sea,

passing the dredge, "Matthew Flinders," before reaching Queenscliff. On reaching the "Rip," we were greeted by a strong southerly and an uncomfortable swell, but those affected by these factors were in the minority. At 1100 starboard watch exercised fire stations.

At 1345, we altered course and entered the peaceful waters of Westernport, anchoring off Hann's Inlet at 1430.

The cadets disembarked at 1520 in the depot motor boat and cutter, thereby bringing to a conclusion a most interesting and instructive cruise.

THE NEW STUDY BLOCK



(1). THE WEST SIDE.



(2) THE FRONT (Facing South).

(Photos by R. I. Davies)

Ashore on the "Speck"

We made our landfall in the early morning. For an hour we had been plugging through fog, the siren howling; the mist lifted, and we saw Tasmania.

"Land's in sight, blokes!" I went for'd and broke the good news to various wan disconsolate figures stretched about the mess-deck. The thought of still, dry land seemed to revive them. We all trooped out to have a look. The coastline looked impressive in the haze and half-light—hills and more hills, rising behind each other to the limit of vision. They were dark with timber and for all we could tell, quite devoid of habitation. We were "green" enough travellers to feel thrilled. Compared to seeing the island from the impersonal height of a liner, this was adventurous, intimate.

Where a river flows down to sea is a spot of special significance. It speaks of the quality of its hinterland. We picked out the mouth of the Tamar with interest tinged, inexplicably with awe. Soon the lighthouse and pilot-station were on our quarter, and we were threading the channel. We anchored off Georgetown in the first flurry of a rain squall. The river current met the flooding tide in ugly eddies. Beyond the narrow river-flat a

big hill rose, dark-green and blurred in the rain. Rain is still for us the symbol of Georgetown. That whole afternoon it rained. One of the first things we did in Tasmania was to get wet feet.

It was Wednesday afternoon, and as every inhabitant of this little lost bit of Australia knows, it was their early closing day. The shops were shut. Nothing daunted, we stood in the wet and knocked them up. The inner man satisfied, now to fill in four hours? Some elected to walk to Low Head at the mouth of the river. Others just got under shelter and ruminated. Georgetown differs from no other country village in the Commonwealth. Everyone who thought to find Tasmanian features all in miniature was disappointed. The care were the same, the men of the same stature, there were the regulation two pubs, the proper number of normal sized dogs. Little indeed to intrigue the stranger; except a great dredger, the pride of the town, worshipped as a fetish, spoken of with awe. So sundry of us gravitated to the Royal Hotel (or maybe it was the Grand?), and ate a huge afternoon tea sitting before a blazing fire. Another luxury was the wireless. Launceston show was being

held that day in the rain; then the station was changed, and we heard of racing at Geelong in glorious sunshine.

As we went aboard the weather broke, and the sun set behind the hills, giving strange lights to the clouds, flooding everything with gentleness and regret. "Vampire" looked small but merry with the twinkling lights in her scuttles.

Next morning we coasted westward seventy miles. To sea was blue sky, but grey rain hung over the hills inland, giving a look of conflict to the weather. I was at the wheel when we raised Circular Head. It is not an object that one could easily miss. It rises sheer and cylindrical halfway out on a flat peninsula. Nobby's at Newcastle is its closest kin that I have seen elsewhere. The chart gives it 485 feet high, but when we anchored under it I was willing to swear it was a good thousand. The naked rock of its sides looks grim. Stanley straggles at its foot to the landward side. Though protected by a break-water (badly in disrepair), the anchorage is somewhat open, and the motor boat buried her nose as she manoeuvred the liberty-boat. Fishing craft put off, circled us, looking in curiosity at the ship of war. One enterprising boatman ran trips at sixpence a head, bringing people to a closer view in one circumnavigation of "Vampire."

Stanley is a town of ups and downs. No part of it is on a level with the rest. Even the main road here and there divides, one part ten feet above the other. Two miles out of the town, on a hill, are old ruined barracks, and a convict-built farmhouse. What a lonely place this must have been in the first decade of the nineteenth century; Now it is classed as a "rather important seaport." There is good dairying country around, also timber "further back." A railway links it with Burnie and Launceston. Strolling past the station, we sensed an expectancy in its occupants. The "camel train" was due. The camel train? With a shrill screech, a little steam train hove into view, drew up smartly in the terminus (for such is Stanley). The railways are the only really Lilliputian feature of Tasmania—a disability shared with West Australia, biggest of the States.

We heard some tales from local inhabitants. Such was that of the cow which fell from "the knob," through the whole 425 feet. They found it splayed out flat as a pancake at the bottom. Also the school of whales washed up one winter further round in the bay, which had to be buried, and then made Stanley nearly

uninhabitable when the wind blew from the south.

The local school turned out in a bus to see the Vampire. After inspecting the wood seasoning yards, seeing incidentally a boiler fired on sawdust, we re-embarked through a guard of honour of the local "youth and beauty." Until we sailed, at 11 p.m., that fishing boat chugged tirelessly round us with its freight of sixpences.

B. D. Yonge.

THE POWER OF LIGHT

1. A darkness falls o'er our wide firmament;
A peace, a quietness, seems to creep upon us;
For all the world is nature's instrument—
She cares for it, and treats it thus,
To tide it o'er the day of strife and trouble,
And shield it from mankind, her common
rubble.
2. Does she despair at all the works of man—
Despoilers of her beauty, great and true?
No! day by day, fresh wonders shows her
caliban.
Who now and then may stop, entranced, con-
strue,
With others of his kind; worship, appreciate,
The wealth of good, and purity of nature's
State.
3. Anon there rises in the skies, entirely fresh,
Another sun—a greater and more perfect
globe of light,
Dispersing on the wondering earth, a perfect
interwoven mesh,
Of glorious, mellow, soft yet radiant bright,
Beams of light—so different far to burning
heat
From her brother orb disseminating through
our streets.
4. Enfolded in the soft embrace, all nature sleeps
content,
With knowledge of its guardian's strength and
power,
To ward away the evils, and the foul intent,
Of man—and enemy—who seeks to wreck her
power,
And rob it of its pure enchantment,
But wily moon, it holds him spellbound, Circe's
instrument.

F. Brown.



CLAMS

There are four species of clams, the Thorny Clam, the Yellow Clam, the Giant Clam, and the American Clam, which is often used for food.

The clam I am about to deal with in more than one respect is the giant clam. These are found in tropical waters, mainly in the Pacific Ocean. On the outside, they are a black and dirty colour, and on the inside they are almost pure white.

The shells of these clams make very good ornaments for the garden, and have other uses. When you see one, you think it must have taken much trouble to transport it from the tropics; but this is not the only trouble; it takes much hard work to raise a clam from the ocean bed.

It is generally found close to the edge of a coral reef, and is therefore comparatively easy to get with a flat boat, or double canoe. The method I have seen used is the double canoe method. You rig a small derrick and mast on the canoe and put bags along the bottom of the two floats. At low tide you run the canoe up on the sand bank in about one foot of water and anchor it down. A small iron weight about three quarters of a hundredweight is secured to the purchase and lowered. The clam grabs the weight and will not let it go. He is immediately hoisted when he has a good grip, and some of the sea bottom comes with him. When he is landed a small piece of wire is poked into a certain muscle, and the clam opens his shell. He is then killed, removed from his shell and thrown into the sea. The shell is then cleaned and made ready for use.

D. A. H. CLARKE.

Not for Senior Officers.

Most of us know the historical part of the defeat of the Spanish Armada, but very few are the little human points we hear on the matter. I shall endeavour now to tell you one of the little points of interest.

There was a young seaman serving in the "Revenge" during the action, but he was wounded, and had to be taken below to the surgeons. It was soon learned, however, that he had been the direct instrument in the sinking of several enemy ships.

The surgeons discovered that a shot had entered his brain and it was necessary to amputate the poor man's head. Being a good example of the tough seaman of those days, he did not flinch when his head was removed. The surgeon then, extricating the brain, laid the head to one side.

Just then a messenger rushed in excitedly for he was a close friend of our injured seaman, he told the doctors in a loud and excited voice that the man on the table had been promoted to the rank of admiral for his excellent service.

The man jumped up, and seizing his head, he put it on his shoulders and began to stomp out. "Just a moment, sir," cried one of the surgeons, "you've forgotten your brains." The newly-made admiral replied, "Oh you can keep them, I don't need them now I'm an admiral."

A. J. Anderson

"THE NUT"

STANLEY, TASMANIA.

The "Nut" is an enormous rock, rising out of the water to a height of 480 feet. The inland faces are comparatively steep, but the seaward faces are almost perpendicular in places. On a fine day, the inhabitants claim to see the rock from some twenty-five miles distance. If one wishes to reach the top, a long climb is in front, but once the first steep ascent is made, it is comparatively easy to reach the top, which is a flat well grassed tableland. Sheep grazing on the top are evidently there for a lifetime, as they appear not to have been shorn for several summers. A marvellous all-round view can be obtained, a great stretch of country being visible inland, while on either hand the coastline may be seen extending for miles. The return journey is much more simple, and considerably faster. In places one is advised to move forward on all fours and feet first. One leaves Stanley with a certain amount of satisfaction at having reached the top.

G. V. Gladstone.

GOWF.

There's a game they play—a simple game—
With a ball, and a stick, and a pin for aim,
You swing at the ball with a club, then talk
Sweet names at him—his antics almost make
you cry.

You spend your time in smacking him,
The rest of the day you're tracking him,
He hides behind a blade, you walk
Beyond him; he delights evasion of the eye.

It's a simple game, the experts say,
So do not waste your time away,
'Tis better far, to prove, don't baulk,
Just show them how the ancient game is
played, Go! Try.

R. A. H. Millar.

Nocturne Flinders

We were all agreed that Flinders is a remarkably pretty little spot, so we decided to try its quality by moonlight. Not that any of us had romantic illusions, of course we knew it would look just the same, only darker. So we set out after a heavy supper with the tacit object of proving all the moonlight rhapsodies ever written.

As everyone knows, there is a headland that rises sheer to seaward. On one side you have the ocean, breaking over a reef; on the other there is sheltered water where the fishing boats rest from their labour; and the long pier with its lobster crates washing in the swell. We followed the track to the edge of the cliff and sat down. Below you could just make out white foam, a sketchy suggestion looking deeper than the truth. On our left were the warm and homely lights of the village. The roar of the surf was loud enough to make talking difficult. Then the moon came out.

It began as a glow in the east—a heavy glow that might have been a fire. Then piece by piece gradually, yet fast enough to be gauged by the eye, a huge ruddy ball lifted

itself out of French Island, and hung, large and strange, above the distant hills.

We fell silent, or speculated absently on why it looked so. I suppose we had, each of us, seen the blood-red full moon rise dozens of times before; yet we were impressed. Someone remembered this was the Werewolf season, the horrible legend was remembered and did not seem quite out of keeping with the night. We listened for an inhuman howl in the noise of the surf.

The moon climbed higher and began to look normal. It did more, it became beautiful. Subdued, we went down to the jetty, stood on the end looking out across the white lane of light in the water. There was less talking still, and that in low tones. At last someone rallied. "Why are we feeling like this?" he asked a lobster pot. Silence; then: "I don't know but we are."

We came back across the sand, arguing and discussing and philosophising eagerly. On the whole, the materialists either repudiated their claims or were squashed.

B. D. Yonge.



NEW HOSPITAL BLOCK—West Side.

(Photo by A. I. Parker)

The Dog Story

The members of the dog club were comparing notes when one of them told the following story concerning a friend's dog:—

"Jones," he said, "had a most intelligent retriever. One night Jones' house caught fire. All was instant confusion. Jones and his wife fled to their children and bundled them out in quick order. Alas, one of them had been left behind. But up jumped the dog, rushed

into the house and soon reappeared with the missing child. Everyone was saved but Rover dashed through the flames again. What did the dog want? No one knew. Presently the animal reappeared, scorched and burned, with—what do you think?"

"Give it up," cried the eager listeners.

"With the fire insurance policy wrapped up in a damp towel."

EXAM. FEVER

"Switch out! Ah! now for a sleep, glorious sleep. I wonder if Adam knew about it. This is too hot; I'll have to throw some of these blankets off. Phew, that's better, now I'm right."

Finally, after a long ordeal with the mosquitoes, I drop off to the glorious state of rest. But the exams are not far off, and my brain is working overtime.

Over the end of my bunk comes a fat circle with tangents to help him along. Nearby is a wet accumulator discharging violently into the air with thick sparks. Here comes Hamlet, and under his arm he has my naval history note book; and yes, he's got my navigation notes too. I suppose he's going to think it all over.

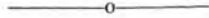
Behind me I can hear Hideyoshi and Mr. Adeney having an argument—they seem very excited about it; I think I'll turn over and join in with Hideyoshi.

Good lord, they've gone! Never mind, I'll have an argument with the integral of $d \sin x$.

Let me hide, here comes Mr. Lucas with his Battenberg—I'll have to take a sun sight, and he knows I can't do them. "Down to the engine room?"—"Hooray! Here's your Battenberg, sir, thank you."

"Open the manoeuvring valve—that's right. Hear that whine?" Oh! curse the mosquitoes. Good lord, it's cold; give me those other blankets—now I'll have a real sleep."

A. J. Anderson.



The Future of Australia

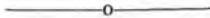
I dreamed and saw the reeling western world
Plunge deeper still and deeper into blood;
And ruin like a dark great stream in flood
Engulf it wholly, man and matter hurled,
Apart and drowned. Among the eddies
whirled

Old homes and joys, old science, all the good
That men had done—destroyed, alone there
stood

Dark, evil, round which water frothed and
curled.

I turned then to the rising sun, and saw
Beside the wide Pacific, peaceful lands
Pick up the torch of Culture, hold it high,
And bear it onward. In that league of law
And gracious order, our Australia stands;
Good plenty rules her soil, as sun her sky.

B. D. Yonge.



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.

List of Officers and Cadets, 1937

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

NAVAL STAFF

Commander HENRY H. PALMER, R.A.N.
 Lieutenant Commander ARTHUR G. SKIPWITH, R.A.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.

Cook Year, 1934.

Anderson, A. J.	Cooper, A. H.	WRIGHT, W. G. (C.C.C.)
Bell, J. F.	Millar, R. A. H.	Yonge, B. D.
Brown, T. G.	Savage, A. W.	
Cartwright, I. H. S.	Sutton, D. G.	

Flinders Year, 1935.

Berry-Smith, P.	Gladstone, G.	Stevens, D. H.
Black, A. D.	Keatinge, E. P.	Stevenson, J. P.
Clarke, D. A. H.	Savage, R. C.	Watkins, R. G.
Eddy, E. R.	Simmonds, E. H.	

Jervis Year, 1936.

Gregory, M. J.	McDonald, H. T.	Scrivenor, R. J.
Lester, J. S.	McDonald, N. E.	Shearing, J. A.
Lorimer, J. A.	Nicholls, D.	Treloar, R. B.
Merson, J. L. W.	Reed, M. P.	White, N. H. S.

Phillip Year, 1937.

Austin, J. S.	Gyllies, P.	Russell, C. N.
Bodman, H. J.	Hamer, D. J.	Tatham, L. J.
Davies, R. I.	Kennedy, J. C. W.	Thompson, K. M.
Dowling, B.	Manning, D. W.	Thrum, G. B.
Goble, J. D.	Molony, M. L.	Willis, G. J.
Griffiths, G. R.	Parker, A. I.	



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