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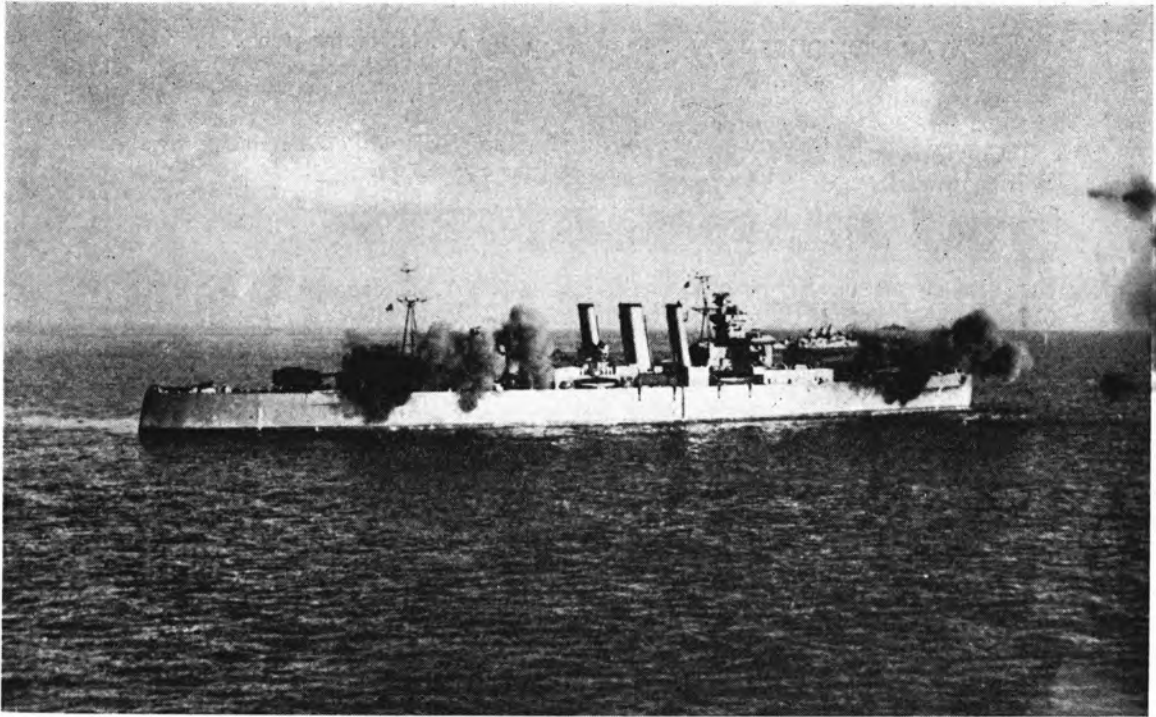
THE ROYAL AUSTRALIAN NAVAL COLLEGE MAGAZINE



THIRTY-FOURTH NUMBER

DECEMBER, 1946

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H.M.A.S. "SHROPSHIRE" IN ACTION IN LINGAYEN GULF, JANUARY, 1945.

(Photo. from Instr. Lieut. J. McCusker, R.A.N.)

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WAR HONOURS

The congratulations of all connected with the R.A.N.C. are extended to those whose names appear below. They have set the highest standards of courage, of steadfastness in adversity, of devotion to duty, and of professional skill; and their example will inspire those who follow them through this College.

[The following is, as far as can be ascertained, a complete and accurate list of the decorations awarded; but the Editor would appreciate notification of any errors or omissions, and wishes to apologise to those concerned if any have occurred. The year of entry to the College is shown in each case.]

WAR HONOURS.

1. George Cross:

G.C.—

G. Gosse 1926

George Medal:

G.M.—

A. W. R. McNicoll 1922

2. The Most Honourable Order of the Bath:

C.B.—

J. A. Collins, Commander of the Order of Orange Nassau, 1913
H. B. Farncomb, D.S.O., M.V.O., 1913.

3. The Most Excellent Order of the British Empire:

C.B.E.—

J. C. D. Esdaile 1913
H. A. Showers 1913

O.B.E.—

E. A. Feldt 1913
N. K. Calder 1913
R. B. M. Long 1913
O. F. McMahon 1914
A. H. Spurgeon 1914
J. E. Hewitt 1915
R. B. A. Hunt 1915
C. C. Clark 1916
R. P. Middleton 1916
K. E. Oom 1918
R. G. Parker 1920
T. K. Morrison 1925
J. McL. Adams 1928
R. I. Peek 1928

M.B.E.—

P. Gyllies 1937

4. The Distinguished Service Order:

D.S.O. and Bar—

H. M. L. Waller 1914
A. S. Rosenthal 1915

D.S.O.—

J. M. Armstrong 1913
H. B. Farncomb 1913
A. P. Cousin 1914
R. R. Dowling 1915
H. J. Buchanan 1916
L. S. Dalton 1916
R. Gray 1916
S. H. K. Spurgeon 1916
A. E. Buchanan 1917
J. C. Morrow 1919
W. H. Harrington 1920
D. A. Menlove 1920
G. M. Haynes 1925

5. The Distinguished Service Cross:

D.S.C. and Bar—

A. H. Green 1920
G. G. O. Gatacre 1921
O. H. Becher 1922
A. S. Storey 1923
W. S. Bracegirdle 1925

D.S.C.—

H. A. Mackenzie 1913
J. F. Rayment 1914
C. G. Little 1915
J. H. Walker, M.V.O. 1915
C. C. Clark 1916
E. F. V. Dechaineux 1916
S. W. S. Robertson 1916
W. E. J. Eames 1918
G. McD. Wilson 1918
H. C. Wright 1918
S. F. Bolton 1919
F. N. Cook 1919
R. F. Hatherell 1919
J. C. Morrow 1919
M. J. Clark 1920
J. C. Oldham 1920
G. D. Tancred 1921
L. Gellatly 1922
N. A. C. Letch 1923
R. Rhoades 1923
R. C. Robison 1923
J. S. Mesley 1924
D'A. T. Gale 1925
T. K. Morrison 1925
L. Macliver 1926
V. A. Smith 1927

R. I. Peek	1928
J. Maxwell	1929
W. G. Wheeler	1929
G. L. Fowle	1930
L. M. Hinchliffe	1930
E. J. Peel	1930
R. J. Robertson	1930
T. M. Synnot	1930
W. J. Dovers	1932
G. J. B. Crabb	1934
G. V. Gladstone	1935
H. T. McDonald	1936
J. S. Austin	1937
G. R. Griffiths	1937
D. J. Hamer	1937

6. Distinguished Flying Cross:

P. E. Carr,	1922
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7. Mention in Despatches:

H. B. Farncomb (three times)	1913
J. A. Collins	1913
J. C. D. Esdaile	1913
J. M. Armstrong	1914
H. M. L. Waller (three times)	1914
J. F. Rayment	1914
A. D. Cairns	1915
C. G. Little	1915
W. H. S. Rands	1915
F. C. Hodgson	1915
H. E. Carse	1915
H. J. Buchanan (twice)	1916
R. Gray	1916
L. E. Tozer	1916
H. G. D. Oliver	1917
W. T. A. Moran (twice)	1917
E. B. Vallance	1917
C. H. Brooks	1917
F. R. James	1917
A. E. Buchanan	1917
W. J. M. Armitage	1917
C. R. Reid	1918
H. M. Burrell	1918
H. C. Wright	1918
J. C. Morrow	1919
K. McK. Urquhart	1919
F. N. Cook	1919
A. J. Travis	1919
J. K. Walton	1919
W. H. Harrington (twice)	1920
R. J. Hodge	1920
G. C. Oldham (twice)	1920
R. G. Parker	1920
G. G. O. Gatacre	1921
O. H. Becher	1922
L. Gellatly	1922
J. Denny (twice)	1923

R. Rhoades	1923
A. G. F. Stewart	1923
C. J. Stephenson	1924
T. K. Morrison	1925
W. S. Bracegirdle (twice)	1925
H. B. Gerrett	1926
G. W. A. Langford	1926
V. A. Smith	1927
G. F. E. Knox	1927
J. McL. Adams	1928
J. J. Cody	1928
R. T. Farnsworth	1928
C. M. Hudson	1928
W. K. Tapp	1929
W. G. Wheeler	1929
L. L. Williams	1929
R. J. Robertson (three times)	1930
T. M. Synnot	1930
W. F. Cook	1930
B. W. Mussared	1932
H. D. Stevenson	1932
R. A. H. Millar	1934
I. H. S. Cartwright (twice)	1934
R. I. Davies	1937
J. H. S. Osborn (Special entry)	1940

8. Commendation:

S. H. K. Spurgeon	1916
A. H. Mears	1932

9. Reserve Decoration:

A. P. Cousin	1914
A. G. Rose	1926

10. Foreign Awards:**Navy Cross (U.S.)—**

J. M. Armstrong	1914
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Legion of Merit (U.S.)—

H. B. Farncomb	1913
J. A. Collins	1913
H. A. Mackenzie	1913
H. S. Chesterman	1915
C. G. Little	1915
E. F. V. Dechaineux	1916
K. E. Oom	1918
N. A. Mackinnon	1920

Commander of Order of Orange Nassau (N.)—

J. A. Collins	1913
V. E. Kennedy	1915

Mention in Despatches (American)—

J. C. C. R. Ridley	1920
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CASUALTIES ON ACTIVE SERVICE

	I.	1921	R. W. Rankin.
	1914-18 War.	1923	F. K. Fogarty.
1913	E. S. Cunningham,	1926	H. B. Gerrett, G. W. A. Langford, E. E. Mayo.
1913	F. L. Larkins.	1927	P. S. F. Hancox.
	II.	1929	W. G. Wheeler.
	1939-45 War.	1932	A. H. Mears.
1913	J. Burnett, F. E. Getting, L. L. Watkins.	1933	B. M. McFarlane, T. E. Davis, I. T. R., Treloar.
1914	L. E. Royston, E. J. G. Tate, H. M. L. Waller, J. F. Rayment.	1934	B. D. Yonge, D. J. Sutton, T. G. Brown.
1915	J. H. Walker.	1935	E. R. Eddy.
1916	E. F. V. Dechaineux, R. Gray, L. S. Dalton.	1936	J. S. Lester, R. B. Treloar.
1917	W. H. Martin, W. T. A. Moran.	1937	R. I. Davies, L. J. Latham, C. N. Russell.
1919	D. M. Hole.	1940	F. M. Tranby-White (S. Branch).
1920	R. D. Handcock, A. M. Wilkinson.	1942	K. Donovan (S. Branch).

A HISTORY OF THE ROYAL AUSTRALIAN NAVAL COLLEGE

(From its inception in 1913 to the end of World War II in 1945.)

In the 1944 Number of the Magazine, it was announced that Mr. Eldridge had undertaken to write the history of the College. This task is now nearing completion, and it is hoped that it may be possible to publish a limited edition of the work towards the end of next year. It is not too late to let the author have the help of personal reminiscences, and he hopes that each former Cadet who reads this will send him some personal anecdote connected with College life at the time that he was there. In this way the proposed history of the College may be made a living story and not merely a record for the shelves of the College archives. In addition to information about Cadets at the College, there is also room for news of Cadets after leaving the College—stories of officers' war and other service that will give life to the Biographical Supplement which forms an important part of the whole.

The scope of the proposed history is indicated by the following table of contents:—

INTRODUCTION.

The Birth of a Navy.

Part I.—GEE LONG.

- I. The Genesis of the R.A.N.C.
- II. Osborne House I: Preparation.
- III. Osborne House II: The Years 1913 and 1914.

Part II.—JERVIS BAY.

- I. The Historical Background.
- II. Captain's Point.

III. The Early Years (1915-1916).

IV. The Later War Years (1917-1919).

V. From World War I to the Washington Agreement.

VI. 1922-1930: Games and Recreations I.

VII. 1922-1930: Games and Recreations II.

VIII. Jervis Bay in the Twenties, I.

IX. Jervis Bay in the Twenties, II.

X. Jervis Bay in the Twenties, III.

XI. A Problem of Ways and Means, I.

XII. A Problem of Ways and Means, II.

Part III.—FLINDERS NAVAL DEPOT.

I. Western Port: The Historical Background.

II. The Move to F.N.D.

III. Sport at F.N.D., I.

IV. Sport at F.N.D., II.

V. The Second World War.

VI. Conclusion.

Part IV.—BIOGRAPHICAL SUPPLEMENT.

(Short notices of all Cadets who entered the College between 1913 and 1945.)

Part V.—APPENDICES.

List of Captains of the College—Commanders—Directors of Studies—Officers—King's Medallists—Chief Cadet Captains—Trophies—Entries of Cadets—War Honours—Casualties—Conditions of Entry.

INDEX.

It is intended to illustrate copiously and suitable photographs or other forms of illustrations will be welcomed and duly acknowledged.

FOUNDERS OF THE COLLEGE

I.

COMMANDER D. W. GRANT, C.B.E., R.N.

Lieut.-Commander Duncan Grant in February, 1912, received the appointment as executive officer of the Royal Australian Naval College, then about to be established. He thereupon retired from the Royal Navy and, in March of that year, sailed to Australia to take up his appointment. As there was as yet no College, he was sent to Brisbane for six months, where, as Senior Naval Officer, he organised the new Compulsory Training Service in Queensland. In October, 1912, he went to Osborne House, which he considered an ideal site for a Naval College, and started at once on his work, which included training regulations for the conduct of the College (including the Ship's Company), working out "Daily Routines," arranging accommodation, seamanship equipment, etc. Upon the arrival of the first batch of twenty-eight Cadet-Midshipmen in February, 1913, he was responsible for installing a discipline suited to Australian conditions, and one which would be passed on by them to succeeding entries of Cadet-Midshipmen. Writing many years after the event, Commander Grant said, "I was more than delighted to see in what sporting spirit, and with how thorough an understanding for the reason of it all, they took this initiation—they were a grand crowd of youngsters!"

The tone he aimed at was one of straightforward manliness, and this, too, the Cadets absorbed with equal facility. "Owning up" to any misdemeanour came easily. "They always told me the truth, even when they knew punishment would follow, and I also stressed the necessity of 'good manners.'" Naturally, when war broke out, Commander Grant applied to be sent home on active service but was required to carry on in command of the College, and supervise the transfer to Jervis Bay. This command had devolved on him when Captain Chambers relinquished it at the end of March, 1914.

It was then that Lieut.-Commander Grant was promoted to Commander in command of the College, a position he held until the arrival of Captain Morgan in the middle of 1915, after the move to Jervis Bay had been carried out. For the two years of Captain Morgan's appointment, Commander Grant served as Commander of the College,

and then, in 1917, was appointed Captain of the College, with the rank of Acting Captain. In 1919, about the time that Admiral of the Fleet, Viscount Jellicoe, visited the College, he resigned, his place being taken by Captain Walters. The enthusiasm and vigour that Captain Grant had always displayed had made itself felt by all about him, and this added to the breadth of his interests, which included not only the various duties connected with his office, but such recreational activities as the rigger field, amateur theatricals, or the College Magazine, of which he was the founder and first editor, had made his influence in the moulding of the College an invaluable one, and it was indeed fortunate that, in the early stages of its existence the guiding hand was that of a man of such striking character and outstanding personality.

With Captain Grant there disappeared from the College two other familiar objects of early College days; the little run-about "La Buire," which he used to drive, and Bill, the bull-dog, whose memory, like that of his master, remains green with those who spent with them some of the most impressionable years of their lives.

After his resignation from the College command in 1919, Captain Grant was awarded the C.B.E. for his services at the College during the war. He returned to Australia for a short time, about six years later, as Private Secretary to the Governor of New South Wales. In the recent war, he once more served at a Northern base, and his two sons were also serving in the Navy. The elder was King's Medallist at Dartmouth, while the younger was Captain of Cricket at Dartmouth, and gained his colours for rigger, soccer and squash.

II.

ENGINEER-COMMANDER W. A. MONK, R.N.

W. A. Monk was senior engineer at R.N. College, Osborne, when Captain Chambers asked him if he would care to take a hand in the building of a Naval College in Australia. On arriving in Australia, he had an office at the Navy Office, and paid many visits to Jervis Bay, while the site was being surveyed, and while there lived in a tent. In addition to seeing to the machinery workshops at Jervis Bay, there were the temporary

quarters to be set up at Osborne House, Geelong, where Lieut.-Commander Monk lived while it was still a boarding establishment. The engineering course followed the lines of Osborne and Dartmouth Colleges, and as the Australian Cadets were slightly older than those at Osborne, Lieut.-Comdr. Monk found that the first year's lectures were got through much quicker, and did not need the full year to finish.

When he left Australia at the outbreak of war, he had finished the trials of the power machinery at Jervis Bay, and the workshops were ready to receive the machinery from Geelong, when the College moved. It may be of interest to note that all the power machinery was built in Australia. Ma-

chines, lathes, etc., came out from England.

During the 1914-18 war, Lieut.-Commander Monk was in the destroyers "Acasta" and "Ready," stationed at Scapa Flow, and then in H.M.S. "Skirmisher," in which he served in the Mediterranean until the Armistice, and was in the Black Sea when Odessa was evacuated. After the Armistice, he served in a minelayer in the Baltic. A period at the Admiralty was followed by an appointment as Engineer Commander of H.M.S. "Barham." He retired in 1924. From 1930 to 1936, he lived with his family in Canada on Vancouver Island, but then returned to England. Commander Monk's son served at sea during the recent war, in the Mercantile Marine, was torpedoed in the Atlantic, bombed at Narvik, and shelled at Dakar.

COLLEGE LOG, 1946

1945:

OCTOBER :

13. Athletic Sports.
17. Inter-Watch Athletic Sports, won by Starboard.
26. Mid-term at Cowes and Mornington.
31. Visit to U.S.S. "Birmingham" at Port Melbourne (IV. Year).

NOVEMBER :

6. Visit to H.M.S. "King George V" at Port Melbourne.
17. First XI v. M.G.S. (away). Won by M.G.S.
18. First Year Picnic at Point Leo.
22. First XI v. Ward Room. Won by Ward Room.
24. Flinders Year defeated the Rest by an innings and 1 run.
- 26-27. First XI v. Signal School. Won by Signal School by 11 runs.
28. First VIII defeated by Miscellaneous by 1 game.
30. Examinations began.

DECEMBER :

1. First XI v. Scotch College (away). Won by Scotch.
6. First IV defeated O.T.S.

5. Commander Plunkett-Cole relieved Commander Loudoun-Shand.
7. Examinations ended.
8. First XI defeated Scotch College by an innings and 1 run (home).
10. Rifle range.
11. Starboard won Inter-Watch Cricket Match.
12. First XI defeated by Staff. End of term dance.
14. Cadets proceed on Long Leave.

1946 :

JANUARY :

30. First Year joined. Lt. Cartwright joined.

FEBRUARY :

1. College opened.
3. Visit to H.M.A.S. "Shropshire."
4. Visit to H.M.A.S. "Bataan."
5. Cadets took passage to Port Melbourne in H.M.A.S. "Shropshire."
11. First VIII defeated New Entries.
17. Flinders Year joined H.M.A.S. "Tamworth" at Williamstown.
21. Flinders Year returned. Inspection of Cadets by First Naval Member.
23. First XI defeated by M.G.S. (home).

MARCH :

2. First XI v. Scotch College (home). Won by Scotch.
4. Visit to H.M. Ships "Implacable" and "Venerable" at Port Melbourne.
8. Inter-Watch Cricket Match won by Port.
9. Forster Cup (Heat) won by Starboard Watch.
13. Aquatic Sports.
16. Mid-term at Cowes and Mornington.
20. First VIII defeated by Engineering School.
21. First VIII defeated by New Entry School.
24. Bronze Medallion Life Saving Test.
25. Forster Cup (Heat) won by Starboard Watch.
30. First XI defeated by M.G.S. (away).

APRIL :

5. Inter-Watch Cricket Match won by Port.
6. First XI defeated by Scotch College (home).
9. First VIII defeated C. & P.O.'s. Flinders Year visit H.M. Submarine "Turpin."
10. Talk by Lt.-Cd. Stevens, D.S.O. and Bar, D.S.C., R.N., of H.M.S. "Turpin."
13. First and Second VIII's Tennis v. Toorak College (away).
20. Regatta. "All-Comers" Cutter Race won by Port.
27. Tennis and Baseball v. Toorak College (away). Crash Whalers' Race won by Starboard.

MAY :

1. End of Term Dance.
3. Long Leave.
31. Return from Long Leave.

JUNE :

15. First XV defeated Scotch College (21-0). Junior XV defeated Scotch (home).
22. First XV defeated Scotch College (15-13). Junior XV defeated Scotch (41-0) (away).
24. Flinders and Jervis Years to sea for flying operations in H.M.S. "Glory."
26. Cadets (S) left. First XV defeated N.E.S. (14-3).

JULY :

6. Inter-Watch Hockey. Port Watch won.
- 8-11. Boxing Championships. Shelley Cup won by Jobson.
13. Mid-term week-end in Melbourne.

18. Cross-country Race, won by Coombs. Starboard Watch defeated Port.
20. Hockey v. Camberwell (home). Won 8-1.
24. First XV defeated by N.E.S. (22-6).
25. Seven-a-side Rugby.
27. First XV and Junior XV's defeated Scotch (away) (9-3 and 29-0).

AUGUST :

3. First XV and Junior XV's defeated Scotch (home) (19-3 and 37-0).
5. Junior Inter-Watch Hockey match won by Starboard (5-0).
6. Soccer v. Ward Room. Won (6-0).
7. Senior Inter-Watch Rugby won by Port (6-3).
8. Senior Inter-Watch Hockey won by Starboard (4-1).
10. First XV defeated Footscray (23-6).
13. Hockey v. Ward Room. Lost (2-1).
22. Squash Racquet Championship. Burnett defeated Coombs.
23. Long Leave.

SEPTEMBER :

13. Returned from Long Leave.
16. Flinders Year defeated Jervis Year at Hockey (2-1).
17. Flinders Year defeated the Rest at Rugby (6-3).
18. Final Inter-Watch Hockey. Starboard won (4-3).
21. Hockey v. Camberwell (away). Lost (2-1).
23. Soccer, R.A.N.C. v. R.A.N.C. Staff. Staff won (4-3).
24. First XV v. Cadets of Training Ship "Durham." Drawn (3-3).
25. Athletics training started.
28. Tennis and Baseball v. Toorak College (home).

OCTOBER :

2. Jervis Year in H.M.A.S. "Gladstone."
3. Phillip Year in H.M.A.S. "Gladstone."
6. Inspection by Second Naval Member, Commodore Armstrong.
12. Athletic Sports. Nunn, Senior Champion; Campbell, Junior Champion. Six new Records.
16. Inter-Watch Athletics won by Starboard (21-18).
19. Triangular Athletic Meeting. R.A.N.C. defeated Brighton Grammar School "A" and Brighton Grammar School "B." Points 67, 59, 15.

PERSONNEL AND PERSONAL

COMMODORE H. B. FARNCOMB,
C.B., D.S.O., M.V.O., R.A.N.

It was on October 1st, 1945, that Commodore H. B. Farncomb took up his command as Commodore Superintendent of Training at Flinders Naval Depot, and Captain R.A.N. College. It was with great regret that we heard, only a little over a year later, in October this year, that new appointments for senior officers of the R.A.N. would involve the departure of Commodore Farncomb to take command of H.M.A. Squadron.

During his year at F.N.D. the Commodore has taken a very real and personal interest in the affairs of the College, and in all the activities of the Cadet-Midshipmen, and his encouragement of their efforts in work and play will be greatly missed.

An account of Commodore Farncomb's career in the Service was given in our last issue, and need not be repeated here; but we would like to convey to him and to Mrs. Farncomb our heartiest wishes for future happiness; and to say how sorry we are that they are forced to leave us after such an unexpectedly short time in command.

At a brief ceremony held in the Mess at R.A.N.C. on October 21st, in the presence of Officers, Masters, and Cadet-Midshipmen, and Officers of Flinders Naval Depot, Commodore H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N., was invested with the Legion of Merit, Degree of Commander, by the United States Naval Attache, Captain B. F. Tompkins, on behalf of the President of the United States of America.

We would like to offer to Commodore Farncomb our heartiest congratulations on this addition to the honours he has so deservedly received; and to thank him for his courtesy in allowing this ceremony to be held at the College.

COMMODORE H. A. SHOWERS,
C.B.E., R.A.N.

To Commodore Showers who, by taking up the command of Flinders Naval Depot, became also Captain of the Naval College, we extend a hearty welcome. Like Commodore Farncomb whom he succeeds, Commodore Showers was one of the original entry of Cadet-Midshipmen at Geelong in 1913. While at the College, the colours he gained included those for rugby, cricket, and boating, and on passing out, at the end of 1916, he was awarded the prize for Engineering (Workshop), and the Otto Albert Prizes for Theoretical and Practical Engineering. His first appointment as a Midshipman in 1917 was to H.M.S. "Glorious." As a Sub and Junior Lieutenant, he served in submarines. He specialised in Navigation, and was Squadron (N.) Officer in the 3rd Cruiser Squadron during the Italian-Abysinian crisis. In 1933, he was appointed Commander of the Naval College, being the first graduate of the College to hold that position, one which he held at the time of its coming of age. Upon the outbreak of war in 1939, he was appointed to command H.M.A.S. "Adelaide" with the rank of Acting Captain, being promoted Captain at the end of the year. In June, 1942, he took command of H.M.A.S. "Hobart," while at the end of the following year he became Chief of Staff to the Naval Officer in Command, Sydney. In May, 1944, he was appointed to command H.M.A.S. "Shropshire." His next appointment, in October of the same year, being that of Second Naval Member, with the rank of Commodore Second Class. He was the first graduate of the R.A.N.C. to become a Member of the Naval Board. In June, 1945, he was awarded the C.B.E. Since the conclusion of hostilities he has again been in command of H.M.A.S. "Shropshire," from which ship he has now come with the rank of Commodore Second Class, to take up the position of Commodore Superintendent of Training.

LETTERS FROM ABROAD

Mid. (E) W. J. Rourke (1942 Entry).—On arrival in Southampton by "Aquitania" we reported to Australia House, and were told to join "Queen Elizabeth" at Portland, as Mids. (E). "Q.E." is the oldest battleship in the Navy, being completed just before the last war. The surrender on "Der Tag" at Scapa was signed in her stern cabin, and she was THE ship at Gallipoli. We were at greatly reduced complement, and Mids. on board were given a great deal of responsibility. We handled 45 ft. high-powered picket boats, and 60 ton motor ferry vessels. We supervised stoning and hoisting of picket boats by crane, and took over full officer-of-the-watch duties.

Mid. P. T. Cabban (1942).—Gray and I began our leave with a week at a mansion in Sussex, where we had a wonderful time. We met Captain Duncan W. Grant, and he was asked, by our host, to tea with us. He was very pleased to meet someone from the College, and brought his photo. album with him, and told us the early history of the College, and his own life story. Did you know that he was asked by King George V to be guardian of Edward, when he was the young Prince of Wales? In Guernsey, while I was in charge of the Picket Boat, I took the quarterbadge off the starboard side of the C-in-C.'s barge, and expected to have a month's leave stopped, but the Commander is very understanding. The funniest thing I've seen for ages happened one day there. I had to paint the canopy of the boat, so I gave it a thorough doing over. It was lowered an hour later to take officers ashore. I was the only one who did not get paint on his clothes. There was a terrific outcry against the Boats Officer and the Mid. in charge at the time, while I was in the after cabin almost dying with laughter.

Mid. F. Morrell (1942), from H.M.S. "Newfoundland," writes the most interesting letter we have received for some time. The following paragraphs are extracted:—

"During our working up time, at Jervis Bay, I managed to pick up the job of Tanky, or Navigator's stooge. I do not know if it is the ambition of all midshipmen to get that job, but it has certainly been my ambition for the past five months, to keep

it. I think I learn more than would be possible in any other job a mid. has. Our work in the ship, incidentally, might interest the chaps there, who are beginning to think of leaving you soon. Nicholson is a watchkeeper, both at sea and in harbour, and has a 4" C.P. as his action station. Leach, Rees, and More come into the same category as regards watchkeeping.

Matthew keeps watches at sea, and in harbour is mid. of the 2nd motor boat. And I, as told you, am Tanky at sea and mid. of the 1st motor boat in harbour. We are all assigned to a division, and a part of watch also.

"Continuing our history. When we did leave Sydney for the last time, our destination was Yokohama. The only two ports of call en route were Langemak Bay, on the New Guinea coast and Manus, the largest of the Admiralty Is. They vie for the honour of being the world's deadest ends. About two days out of Yokohama, we were diverted to Kure, about half-way up the Inland Sea. That meant 8 hours of panic preparation by the navigation staff; the Inland Sea at that time was heavily mined and the passage through them was rather tricky. We entered the Inland Sea at about 0400 on one of the coldest mornings I have ever known. I had enough clothes on for an Eskimo, and still I froze. Pilot and I were on the bridge for 12 almost unbroken hours, in a temperature that never rose above 60 degrees. Having come straight from the tropics, that was terrific. However, the trip up was very interesting, in its own right, besides being the first I had seen of Japan or any foreign country. What struck me most was the intense cultivation of the surrounding hill slopes. The work they must put into the terraces is nobody's business. We passed within about five miles of Hiroshima, the target for the first atomic bomb, but could not see much; actually there was not much to see. Leaving Kure the morning after we arrived, we drove on to Yokohama. That city is probably in a more pitiful condition than any other in the East. It was badly hammered by Yank bombers, and no one has bothered much about repairing it. The streets are all utterly filthy, and the stench is hell. Only the silk and souvenir shops have anything to sell; the food, if one

can call seaweed, squid, and such things food, is sold on open stalls on the streets. In fact, most things are. In Tokyo one can buy cameras, pens, watches, binoculars and various other things, all of Japanese manufacture, and at inflated prices. The prices, I think, were as high as the smells, though some people disagree with me on that point. Some sudden burst of generosity on the part of the R.N. prompted them to give us a whole day off while we were at Yokohama, and we were fortunate enough to borrow a Yank truck and driver to show us the country. We covered about 60 miles that day, and saw a lot of interesting things. In a little place called Katasa, we walked across a long bridge to an island called Eno Shima. Climbing to the top of it, quite some distance, we found ourselves in a Shinto shrine. There were a couple of old gaffers there playing a mournful dirge on some wind and stringed instruments, and sundry citizens worshipping their honourable ancestors. Gen. MacArthur had definitely banned Shintoism before that time, so we did not approve.

'We left Japan in April, and went across to Shanghai. Now that is really quite a place. Before the war, I believe, it was known as the 'Paris of the Orient,' 'The City of Sin,' and various other such names. It has not changed much, in that respect, at least. When I think that it was once the cheapest city in the world, my heart moans in anguish. The prices now are fantastic, and the currency utterly haywire. Before the war a Shanghai dollar was worth about 1/6 Aust. There are now 1,000 dollars to 3/- Aust. And believe me, you need many thousands before you begin to feel at all financial. At least one thousand is the price of a ½ mile ride in a ricksha or pedicab (which is the mechanised version of the same thing). As an example of the prices, a reasonably good tailored suit costs anything from £120 to £150, or the equivalent in some other currency. Actually the Yankee dollar is the thing to have; in the exchanges they go about two dollars thirty to the Australian pound. Even using them, though, things are expensive; Nicholson and I, for example, paid one dollar fifty each for a very ordinary milkshake. For a person with the odd million or two that he does not want though, Shanghai is a shopping paradise. Absolutely everything can be bought there

at a price, from 1946 model automobiles, to diamond bracelets that look like ice cubes. There are only two things I can name that are reasonably cheap; they are silks and furs. As a matter of fact, a very good Siberian fox fur coat is considerably cheaper than a very ordinary woollen one. A mid-shipman's pay, of course, does not run to fur coats, but I did get some excellent silk stuff . . . kimonos, scarves, etc.

"While I was in Shanghai, the Yanks organised an inter-Allied servicemen's athletic meeting; track meet as they call it. We had neither the facilities nor the time to do much training, but about six chaps from the ship accepted their invitation to compete. We expected it to be purely local, but three days before the event was to take place, we noticed the entire back page of the China "Mail" had been devoted to a terrific write-up of the coming international track meet.' They gave a wonderful account of some of the American stars, and their records on College, amateur, and professional tracks back in the States. Apparently this thing had been planned for months, and these types, who had been in serious training, were gathered in from all over the Pacific, from Tokyo to Manila. You can imagine what sort of mugs we felt. At the end of the write-up was a little par., saying, '15 British athletes will also vie for honours. They are ———. Little is known of them, but they are expected to be placed in several events.' Oh, yeah?

"When the great day arrived, we went out to the track to run in heats in the forenoon. The track is of Olympic standard, and they had prepared it for hundreds of spectators. We found ourselves surrounded with great brawny Yanks, wearing tiddly track suits, and going through their preliminaries. We thought it as well to 'kid them as long as we could, so we did likewise. The first lot of heats to be run were the 100 metres, one of the two I was in. I lined up with them and ran, but was beaten by three other types—viz., a Yank negro first, some 8 yards ahead of me; then a Yank pilot, and a Lieut. (E) from our ship. I had the satisfaction, however, of beating the two Chinese entrants. What amazed me was the fact that after practically no training, I felt O.K. after a strenuous 100. That finished me in that event; I managed to qualify for the finals of the high jump, though. After

the heats were over, we went back into town, and ate a terrific meal each, and washed it down with a bottle of beer. Our transport was some 20 minutes late, and it was rather with a feeling of relief that I thought the jumping would be over before we got back. Actually we arrived just as the announcer gave the 2nd call for high jumpers. Having no excuse, I stripped, and went out to the pit. I lasted a little more than half way through, before being rubbed out at 5' 5". The winner, an American champ called 'Boo' Morcom, only reached 5' 11", so I did not feel too badly about it. The only Chinese to beat me was the chap who came 2nd; he jumped for China in the last Olympic games. However, despite 'Great Britain's representatives' failure to land a place of any sort, it was a grand afternoon, and a pleasure to watch some good athletes in action.

"During the seven weeks we had in Shanghai, I met quite a few people whom I shall remember for quite a long time, including a young Australian war correspondent, Bill Dobson, from Melbourne. Among other things Bill arranged for us, was a dinner with Mr. Horrie Kadoorie, who is very hospitable indeed. He lives in a palace called Marble Hall, built of 260 tons of white marble which he imported from Italy for the purpose. Among other attractions of the house, it contains his ivory collection, which is recognised as the world's best, and, if for sale, would be priced at approx. £4,000,000 sterling. That may sound a bit fantastic, but it doesn't after you have seen the collection. There are hundreds of pieces, of all shapes and sizes, none of which is less than 900 years old. Mr. Kadoorie took about two hours showing us the collection, and telling us the story of some of the pieces. Incidentally, he collected them all himself, and it is not surprising that he should be the world's greatest expert on ivory. I will try to describe to you the piece which he prizes most highly. It is called the peach of longevity, and from the outside looks like a small peach, some two inches in height, and perfect in shape and colour. The top of this peach comes off like a lid, and from the centre of this lid a very fine chain dangles down into the hollow of the peach itself. Putting the lid down on the table, Mr. Kadoorie started pulling the chain out. It was nearly 18" long, and at $\frac{3}{4}$ " intervals were

minute objects, varying from a nut, which was hinged at the top and opened to show a little monkey inside, to a carving of the current emperor. Each of these carvings was perfect in every detail, and each link of the chain was an individual unit attached in no way to the next. The inboard end of it is held in the claws of another little monkey. Remembering that the opening at the top of the peach is slightly over an inch in diameter—stop a second while I tell you that the entire thing is carved from one piece of ivory. Think of the craftsmanship involved in that. It was supposed to have taken 50 years to make, during which nearly thirty skilled ivory carvers lost their eyesight at it. It's a thing which must be seen to be believed.

"We sailed from the City of Sin on 26th May, to take Admiral Lord Fraser, C.-in-C. B.P.F., up to Nanking, some 200 miles up the Yangtse. The less said about that trip the better.

"Nanking itself, which has been made the administrative capital of China, is much cleaner and smaller than Shanghai, and is surrounded by tree covered hills, which purify the air. After seven weeks of Whangpoo odours, I had almost forgotten what fresh air was like. Apart from the huge wall that entirely surrounds Nanking, the most interesting feature, from the tourists' point of view, is the tomb of, and memorial to, Sun Yat Sen, 'the father of the Chinese Empire.' I don't know how your Chinese history is, but I had never heard of him before. However, they will not forget him in a hurry, with such a magnificent monument at their capital.

"We were only in Nanking for two days, then brought C.-in-C. back down to Hong Kong, where he clewed up the loose ends of the command, before handing over to Sir Denis Boyd. We are still here in Hong Kong, and expect to be until the middle of July. After that our future is very much in the dark. Apart from the climate, which is very hot, and very humid, this is not a bad place to be. There are excellent facilities for swimming and sailing.

"Incidentally, since we arrived here, Lieut. (E) Lade, of Gunn's Year, has joined this ship, and I have seen Sturgess, who came out in 'Vindex,' to do his interim sea time in 'Swiftsure.'"

STARBOARD WATCH NOTES

Watch Officer: Lieutenant D. Nicholls, R.A.N.

Watch C.P.O.: Chief Petty Officer H. G. C. Waites, D.S.M., R.A.N.

Watch Cadet Captain: R. B. Nunn.

Cadet Captains: T. R. Fisher, P. M. Cumming.

1946 has not seen the successes for which we had hoped; in fact, our victories during the first half of the year were decidedly below Starboard's usual high standard. In the first term we succeeded only in winning the Forster Cup, losing the cricket, swimming, and regatta. We were rather unfortunate not to win the regatta, as we were defeated in only two events; these were the junior B gig and the all-comers' cutter.

The winter was a little more satisfying, as Starboard carried off the cross country, and the senior and junior hockey. The rugby was probably the best Inter-Watch fixture of the year; all matches were very keenly contested throughout, great spirit and determination being displayed by both teams. We congratulate Port on their splendid achievement.



"What happened when the Captain slipped on the quarterdeck."
"Didn't turn a hair."

—Drawn by R. Letts.

In the final term, we triumphed in the athletics; Port, however, overpowered us in the tug-of-war. We were also successful in the senior tennis. At the time of the compilation of these notes, the junior tennis and the shooting have not been completed. We have established a lead in the latter, and feel assured of success in each of these events.

So we seem at least to be improving steadily! Those of us leaving wish Starboard "good luck" for 1947.

R. B. NUNN.

PORT WATCH NOTES

Watch Officer: Lieutenant I. H. Cartwright, R.A.N.

Watch C.P.O.: Chief Petty Officer H. W. Down.

Watch Cadet Captain: I. A. G. Macgregor.

Cadet Captains: R. W. Burnett, R. J. Tulip.

This year has shown that Port Watch has lost none of its old vim in major sports. At the same time it has been most noticeable that all Inter-Watch competitions have been closely contested. The Inter-Watch rugby matches contained plenty of spirit, and it was necessary to play three games before Port Watch gained the decision.

Port Watch went to the front in cricket again after losing last year. However, in the athletic sports, Starboard Watch managed to defeat us by winning the final race of the day, which was the deciding event. The "crash whalers" race was a pleasing spectacle for Port Watch supporters. Our "A" crew jumped away to an early lead, and won by a large margin.

At the time of going to press, the Inter-Watch tennis and shooting competitions were still in progress, so, up till now, our gains for 1946 are:—

Rugby, Swimming, Cricket, Tug-of-war, Regatta, Crash Whalers Race.

In concluding this resume of Port Watch's activities for 1946, it is hoped that the enthusiasm that has prevailed during the year will be maintained throughout 1947, and that the number of successes is even larger.

"We lead, the Rest follow!"

I. A. G. MACGREGOR.

FROM TIME TO TIME

This section of the Magazine is devoted to brief reports of events and experiences during the current year.

A DAY IN H.M.S. "GLORY."

Six-fifteen in the morning, and the Third and Fourth Years and the Cadet-Midshipmen (S) sleepily crawled out of their bunks for the long day aboard the light aircraft-carrier "Glory." At seven o'clock we doubled down to the wharf, and embarked in the "Elephant," which was to take us out to the carrier. As we cleared the Channel, the "Glory" and her attendant destroyer "Finisterre" appeared round Sandy Point, forming an impressive sight. We finally arrived on board a few minutes after eight o'clock. Soon after us came the official party, and we proceeded out to Bass Strait almost immediately.

We were taken down to the Gunroom, and had the privilege of being the first to use it, as it was being prepared for some R.N. Midshipmen. We were then divided up into four parties, and shown around the ship by Sub-Lieutenants. The first hour was spent in looking over the ship, mainly in the hangars. The next was spent in the engine-room, and other parts of the ship in charge of the engineers. However, I think this only confirmed the wishes of normal Cadets not to be engineers!

At half-past ten flying operations commenced, and six Corsair and ten Fireflies took off. After disappearing over the horizon, they returned to deliver cannon and rocket projectile attacks on a small target, which was towing astern of the ship. These were very spectacular, particularly the rockets; and finally two planes dropped some practice bombs on the target. After this the planes flew past in formation, and then circled the ship, awaiting their turn to land.

We were not allowed on the island to watch the flying, as the official party took up the best positions; but were allowed in the gun emplacements on each side of the flight deck. Here we obtained a very good idea of the way in which the hooks caught the arrester wires, and thus stopped the planes. As an added precaution, there were two barriers placed across the deck. As we were near the "bats" officer, we could get a very good view of the way he controlled

the planes as they made their run in to land. All the planes landed safely, although there were several wave-offs; and we then went back to the Gunroom for lunch.

At about a quarter to two, we took up our positions on the starboard side of the flight deck, in front of the island, to watch the six Corsairs being catapulted. It was very interesting to see the great speed obtained in a short distance, as the planes were shot off. We returned to our former positions in the gun emplacements to watch the Fireflies taking off.

The afternoon exercise consisted of an interception, in which the Fireflies staged a mock attack on the carrier, and the Corsairs tried to prevent them from getting through. This resulted in a very spectacular dogfight, with planes raining down from all angles. After this, the planes again circled the ship, before the Corsairs landed. All of these made good landings, and the flight deck men were very efficient in getting the planes out of the way quickly in preparation for the next craft.

However, the Fireflies were not so fortunate. The second plane's hook missed the wires, and the plane gracefully rose in the air to crash into the barriers. The undercarriage was torn off, but nobody was hurt, although some delay was caused while it was put out of the way. The next three came in safely, but the sixth one was not so lucky. He just got on to the stern, but his hook was smashed off, and he crashed on the deck. Pieces of the plane flew in all directions, the Cadets in the starboard emplacements being sprayed with the debris. One, unfortunately, was struck on the head by a piece of the plane.

Naturally, the last pilot was nervous, and almost crashed into the side of the carrier, but just managed to make the deck, giving some anxious moments to the Cadets on the port side. Thus the day's flying concluded, and the ship steamed back into Westernport, and we finally arrived back at the College at about 1900. As there was no prep., this most memorable day concluded very satisfactorily.

D. P. McINTYRE.

We were delighted to see that "The Royal Naval Engineering College Magazine" for May, 1946, had, as frontispiece, a fine photographic study of H.M.S. "Glasgow," taken by Sub-Lieut. (E.) P. T. Edwards, R.A.N.

Sub-Lieut. Edwards took a keen interest in photography here at R.A.N.C., and it is good to see this interest maintained.

Graduates of this College who were under instruction at the R.N.E.C. during the spring term of 1946 were: Act.-Lieut. (E.) M. J. McLachlan; Sub-Lieuts. (E.) A. St.V. George, A. F. Lade, G. A. Bennett and P. T. Edwards; and Mid. (E.) F. R. Sturgess.

Twice in the first term this year a party of Cadets visited Toorak Ladies' College, near Frankston. On the first occasion, a senior and junior Tennis Team went up, and both these teams managed to win their matches, though some of the sets were very close. After the matches there was a little time left for mixed doubles.

Near the end of the term, we went a second time, on this occasion providing a baseball team as well. In the senior Tennis the Cadets were defeated by three sets to one. The juniors played only mixed doubles, and the baseball had hardly got under way before a heavy shower ended the proceedings. An impromptu dance was started, and many of the junior Cadets proved unexpected social successes. The two Saturday afternoons spent there were most enjoyable.

R. W. BURNETT.

When the Officers' Training School was closed at the end of 1945, the miniature mast which stood before their quarters, was presented to the College. Consequently, when the Cadets returned from their Christmas vacation, they noticed the mast standing in the centre of the quarter-deck, replacing the old palm tree.

D. C. LEROY.

On Tuesday, 9th April, the Fourth Year, and some of the masters, inspected H.M.S. "Turpin," anchored in Westernport Bay. This craft, of a little over 1,000 tons, commanded by Lieutenant-Commander Stevens, D.S.O. and Bar, D.S.C., R.N., arrived at Fremantle

ten days before the Japanese surrender, after many adventures in the Mediterranean.

Approaching the submarine, the bows were seen to be almost razor-sharp, for cutting steel nets.

Down below, we were struck by the narrowness of the beam. The only privacy was in the wardroom and captain's cabin, which were merely curtained off, the gangway running through the other messes. The quarters were so cramped that some of the men had to sleep next to the spare torpedoes.

On the surface, the form of propulsion was diesel, which also recharged the batteries for the electric motors, when submerged. The lower half of the ship was devoted entirely to the batteries and pumps.

The most interesting part of the ship was the control compartment, where the periscopes were housed. From here the ship was controlled, and here were the instruments for calculating the enemy's course and speed and the aim of the torpedoes.

Later in the week, a lecture was given by Lt.-Commander Stevens, who told of the gallant part played by the submarine service during the war.

J. MELZER.



Range - finder Mounting, from the original H.M.A.S. "Sydney," damaged by fire from the "Emden"; later presented to the R.A.N.C. by Captain Glossop, C.B., R.N.

—Photo from M. Calder.

Early in the first term, the Cadets had the privilege of being shown over H.M.A.S. "Bataan," which happened to be anchored in Westernport for a few days. This being an excellent example of a modern destroyer, it proved very interesting to everyone.

Having received a lecture on radar previously, everyone was very interested in this apparatus.

The visit also proved exceptionally interesting to the Fourth Year, who renewed their acquaintance with Sub-Lieutenant Reeves, who was a Fourth Year in their First Year.

R. H. PERCY.

During the absence of the 1st XI. in Melbourne, a Seine net fishing expedition was organised on the afternoon of Saturday, 30th March. Sweeps were carried out in that part of the channel east of the coaling wharf, with a flooding tide. Unfortunately, the fish eluded the net, with the exception of a few toadies and baby trout. However, the disappointment at catching no fish was forgotten in the discovery of the particularly glutinous quality of the mud. It proved to be an afternoon well spent.

J. B. SNOW.

In the earlier part of the first term, the Cadets had the good fortune to be able to visit H.M.S. "Implacable" and "Venerable," which were on a brief visit to Melbourne. The former is a fleet carrier of approximately 27,000 tons; while the latter is a light fleet carrier of approximately 19,000 tons. They carried a few different types of planes, including Avengers, Seafires, Corsairs and Fireflies.

Rambling through the hangars and climbing over the planes occupied most of the time, while a quick look at the crews' quar-

ters gave us an idea of what life was like in an aircraft carrier. To finish off the afternoon, we were entertained at afternoon tea aboard the "Implacable."

I. A. G. MACGREGOR.

Several days after returning from last leave, we were very pleased to hear that the Cadets would be going up to Melbourne in H.M.A.S. "Shropshire," the following day.

We turned out early in the morning, and after breakfast marched to the wharf, where a motor launch was waiting to take us to the ship.

When we arrived, we were divided up into groups, and after she had weighed anchor we were shown over the ship.

Luckily, the weather was fine, and even out in Bass Strait it was almost flat calm except for a slight swell.

We passed through "the Rip" at about one o'clock, and soon after had lunch, which we all enjoyed, as we had had nothing since breakfast. The trip up the bay was very pleasant, and we finally berthed at Port Melbourne at about three o'clock.

After leaving the ship we were given an hour's leave, and returned to the College by the five o'clock train, having had a thoroughly enjoyable day.

G. WOOLRYCH.

In the forenoon of April 11th, one of Australia's foremost naval officers visited the Royal Australian Naval College. This was Commodore J. A. Collins, C.B., R.A.N. He saw the Cadet-Midshipmen during morning break, and his personality and informal ways soon put them at ease. However, the visit was all too brief, as he left shortly afterwards. It is an honour to obtain glimpses of our own country's war leaders in such an intimate manner.

K. BARNETT

During the year, the College was presented with three Japanese Samurai Swords.

One was surrendered by General Sato to General Robertson, with apparent deep regret.

"Sato was very loath to surrender his sword, and when ordered to do so, placed it in front of himself with the point resting on the deck, placed both his hands on the top of the hilt, bowed his head, raised his eyes, appeared to mutter something to himself, and at the end of about half a minute, he gathered himself together, raised the sword and handed it to General Robertson. It is presumed that Sato was praying to his ancestors."

In addition to the Samurai Swords, the College was presented with another and more ornamental and better class sword owned by the late Lieutenant-Commander R. W. Rankin, R.A.N., who commanded H.M.A.S. "Yarra," sunk by superior Japanese forces in Sunda Straits on the 4th March, 1942.

This latter sword was very kindly presented by his wife.

R. H. PERCY.

On Wednesday, 2nd October, the Third Year left the wharf at 0730 in "Cerberus," and boarded "Gladstone" at approximately 0800 in Westernport.

The weather was rather bad in the morning, but calmed down considerably later in the afternoon.

The first duty was that of sea boat's crew and lowerer's. This was rather terrifying for the crew at first, but after the first few times it became quite enjoyable.

All Cadets took tricks of one hour each, having an hour off for lunch.

During the afternoon, snakelike courses were steered, while navigating officers took

weird plots, and sigs. officers sent meaningless signals to a half-terrified sea boat.

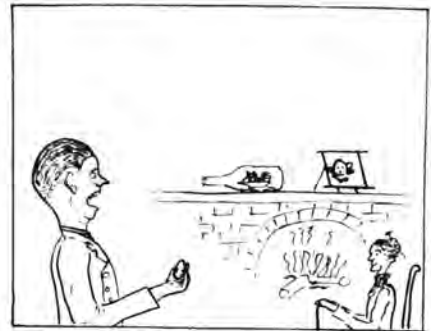
After lunch we were taken around the ship and shown the Asdic gear, the engine-room, the wireless and chartroom, and various other points of interest.

When we left the ship, as it anchored off Stony Point, we were all much wiser and more versed in the ways of the sea.

I. H. RICHARDS.

Sunday, the 6th October, saw the blessing of the foundation stone of the Roman Catholic Chapel by His Grace, the Archbishop of Melbourne, Doctor Mannix, and clergy. The day was pleasantly warm, and the service was attended by members of the Naval Board, the Commodore Superintendent of Training, the Roman Catholic Chaplain, and about five hundred spectators. The ceremony began at 3 p.m., and after the actual blessing, a number of speeches was made. This Memorial Chapel is now being built, but, no doubt, it will be quite some time before it is finished.

K. BARNETT.



"IN ORDER TO EXTRACT THE SEMI-FLUID CONTENTS FROM THE PRODUCT OF THE DOMESTICATED GENUS OF GALLINACEOUS BIRD, IT IS FIRST NECESSARY TO MAKE AN INCISION IN THE APEX AND A CORRESPONDING APERTURE IN THE BASE. THEN, BY APPLYING A VACUUM IN CLOSE JURTA-PROXIMITY TO EITHER EXTREMITY, THE OUTER CALCAREOUS COVERING RAPIDLY BECOMES VOID OF ITS CONTENTS."

—Drawn by J. M. Cumming.

SPORTS AND SPORTING

RUGBY



R.A.N.C. 1st XV v. SCOTCH COLLEGE.
22/6/46.

The match was played in fine weather at Scotch College. At the kick-off, the Scotch forwards took us by surprise, and within a few minutes they scored a penalty goal. Then Scotch right wing scored a try between the goal posts and Willis, their full-back, converted. However, our forwards took the ball into their "twenty-five," and Burnett scored our first try from a loose scrum near the line, bringing the score to 8-3, and it remained at that till half-time.

When play was recommenced, our forwards carried the ball to their "twenty-five," and Fisher neatly picked it up and scored. The try was not converted. In one of the line-outs near their goal line Campbell's try brought the score to 8-9. Scotch retaliated and one of their forwards scored when Coombs was unable to touch it down in time, and Hughes converted. Coombs secured our next try by backing up Burnett on the wing. The winning try was scored by Waring-Flood, who dashed over the line from the front of a line-out. The match ended with the score 15-13 in our favour.

Our forwards played a hard game, and won nearly all the scrums. We were beaten in the line-outs, but the handling of backs was good, although the Scotch backs, by moving forward quickly, were able to stop our wingers scoring.

After the match the team was entertained at afternoon tea.

G. F. BALL.

R.A.N.C. 1st XV v. SCOTCH COLLEGE.
27/7/46.

Scotch kicked-off and started a very hard game with a determined effort in our half. However, the College backs did well in clearing on this and other risky occasions. The heavier Scotch forwards tried to keep the ball among themselves, and away from our backs, so there wasn't much scope for backline movements. After the usual first rush, the play was in the Scotch half, and very hard. Towards half-time, the ball was passed around many times, and Leroy went over to score between the posts, but this was not converted.

In the second half, we dominated the play once more, although we were spoiled very often by the fast Scotch forwards. In one of the few back-line movements, Tulip ran through and scored after passing between the Scotch backs. Scotch now tried very hard, and were rewarded when they pushed over the line by sheer weight. A forward

rush was started by Macgregor, and resulted in a try when Stacey snapped up and raced over in the corner. Final scores were: R.A.N.C. d. Scotch, 9-3.
H. DALRYMPLE.

R.A.N.C. 2nd XV v. SCOTCH COLLEGE.

The Second XV played two matches against Scotch College, both of which we won rather easily.

Scores in the first game were 29-0; and, in the second, 44-3.

RUGBY COMPETITION.

During the winter term, a competition was organised with eight teams, each captained by a Four-Year Cadet. The teams were made up of seven players, and the games consisted of two five-minute halves: tries were not to be converted. The winning team received a two and sixpenny "V.C." for each player. Teams captained by Burnett, Coombs, Barnett and Nunn reached the semi-finals, and Nunn's team won the final.

T. DADSWELL.

FINAL INTER-WATCH RUGBY.

This match, played on August 7th, was the deciding game of the season.

Port kicked-off, and, at first, Starboard had the upper hand, but Port held them, and then gradually worked them back to their line, where Burnett scored a try. It was not converted. About five minutes before half-time, Tulip scored again.

The start of the second half was fierce. Starboard seemed determined to score, and fought their way to Port's line, where Campbell broke through to score. Port tried hard to add to their score, but Starboard held them, and the game ended with the score 6-3 in favour of Port Watch.

J. CHARLEY.

R.A.N.C. 1st XV v. MERCHANT NAVY CADETS.

The final match of the College 1946 Rugby Season was played between the 1st XV and a team of Merchant Navy Cadets from S.S. "Durham," on 23rd September.

The visitors arrived at approximately 1530, and by 1600 play had commenced. For the most part the ball was kept among the opposing forwards, and though the College was of inferior weight in the scrums, we managed to withstand the Durham's attacks.

A brilliant penalty kick in the first half by the visitors' captain brought the score to 3-0. This was equalled after half-time by a try from Macgregor, and no further points were scored by either team.

Following afternoon tea, the visitors were shown around the College, and left on the 'bus at 1815.

R. J. TULIP. J. B. SNOW.

CROSS COUNTRY

The Annual Cross Country run this year followed a different course to that chosen in recent years, and the distance was increased by about two miles. The ground was very soft, and many parts of the course almost under water. The event was held on July 18th, and was won by Starboard Watch. The first home was Coombs, who ran very well to finish in 41 minutes, with Duncan second, and Nunn third.

J. E. WILLIAMS.

ANNUAL ATHLETIC SPORTS

The Athletic Sports were held at the Collage on Saturday, October 12. The track had been very well prepared, and was of great benefit to our athletes in their record-breaking results. Early morning showers, accompanied by a gusty wind, gave rise to some doubts as to the success of the Meeting, but fortunately the afternoon proved all that could be desired; a warming sun, an overcast sky and little or no wind. At the conclusion of the final event Mrs. Farncomb kindly presented trophies to the successful competitors, and subsequently closed a splendid afternoon with a brief speech, during which we learnt with regret that this was to be her last appearance at the Collage.

Outstanding efforts by six competitors resulted in six records being broken, viz.: The Open 100 Yds. won by R. J. Tulip in 10.3 secs.; the Open 880 Yds. won by E. J. Melzer in 2 min. 10.4 secs.; the Open 120 Yds. Hurdles won by R. B. Nunn in 17.1 secs.; the Junior Mile won by F. O. Eliason in 5 min. 8.4 secs.; the Junior 880 Yds. won by R. C. Campbell in 2 min. 15.8 secs.; and the Junior High Jump won by F. R. Woods, who jumped 5 ft. 2½ in. A new event, the 100 Yds. Hurdles for Juniors, replaced the Junior 120 Yds. Hurdles, and was won by F. R. Woods in 15.8 secs.

Detailed results are as follows:—

Open Championship (Franklin Trophy):

- R. B. Nunn, 1st (48½ points).
R. J. Tulip, 2nd (30 points).
P. G. Duncan, 3rd (27 points).

Junior Championship (Fegan Trophy):

- R. C. Campbell, 1st (47 points).
F. R. Woods, 2nd (37 points).
J. M. Harries, 3rd (29 points).

100 Yards Open (Carr Cup):

- R. J. Tulip, 1; P. G. Duncan, 2; P. S. Richardson, 3.
Time, 10.3 secs. (Record).

100 Yards, Junior:

- R. C. Campbell, 1; F. O. Eliason, 2; J. M. Harries, 3.
Time, 11.4 secs.

220 Yards, Open:

- R. J. Tulip, 1; J. G. Stacey, 2; P. S. Richardson, 3.
Time, 24.4 secs.

220 Yards, Junior:

- R. C. Campbell, 1; J. M. Harries, 2; W. D. Philpott, 3.
Time, 25.8 secs.

440 Yards, Open:

- R. J. Tulip, 1; J. G. Stacey, 2; P. G. Duncan, 3.
Time, 55.3 secs.

880 Yards, Open:

- E. J. Melzer, 1; P. W. Coombs, 2; C. H. C. Spurgeon, 3.
Time, 2 min. 10.4 secs. (Record).

880 Yards, Junior:

- R. C. Campbell, 1; F. R. Woods, 2; J. M. Harries, 3.
Time, 2 min. 15.8 secs. (Record).

Mile, Open:

- P. W. Coombs, 1; R. B. Nunn, 2; E. J. Melzer, 3.
Time, 5 min. 6.6 secs.

Mile, Junior:

- F. O. Eliason, 1; F. R. Woods, 2; J. M. Harries, 3.
Time, 5 min. 8.4 secs. (Record).

High Jump, Open:

- R. B. Nunn, 1; R. W. Burnett, 2; P. G. Duncan, 3.
Height, 5 ft. 1½ ins.

High Jump, Junior:

- F. R. Woods, 1; R. C. Campbell, 2; D. W. Falconer, 3.
Height, 5 ft. 2½ ins. (Record).

Long Jump, Open:

- R. B. Nunn, 1; P. S. Richardson, 2; R. C. Campbell, 3.
Distance, 19 ft. 3 ins.

Long Jump, Junior:

- R. C. Campbell, 1; J. M. Harries, 2; D. W. Falconer, 3.
Distance, 18 ft. ¾ ins.

Hurdles, Open:

- R. B. Nunn, 1; J. G. Stacey, 2; R. W. Burnett, 3.
Time, 17.1 secs. (Record).

Hurdles, Junior:

- F. R. Woods, 1; W. D. Philpott, 2; C. L. Falkiner, 3.
Time, 15.8 secs. (New Record).

Shot Putt, Open:

- R. B. Nunn, 1; P. G. Duncan, 2; R. C. Campbell, 3.
Distance, 33 ft. 2 ins.

In addition to the above Championship Events, the following were also included in the programme:—

Sack Race, Open:

- R. Letts, 1; A. R. Waring-Flood, 2; P. S. Richardson, 3.

Obstacle Race, Open:

- J. L. Jobson, 1; M. Calder, 2; P. R. King, 3.

Sack Race, Junior:

- J. A. Woodger, 1; M. Calder, 2; I. K. Wilson, 3.

Obstacle Race, Junior:

- M. Calder, 1; J. A. Woodger, 2; D. J. Dalton, 3.

880 Yards, Consolation Handicap:

- I. A. G. Macgregor (scratch), 1; C. H. C. Spurgeon, 2; R. W. Burnett, 3.

R.A.N.C. ATHLETIC RECORDS.

100 Yards, Open:

- R. J. Tulip, 10.3 secs. 1946

100 Yards, Junior:

- | | | |
|----------------|--------------|------|
| K. W. Shands | } 11 secs. } | 1940 |
| A. F. Sallmann | | 1942 |
| R. J. Tulip | | 1945 |

220 Yards, Open:

- | | | |
|----------------------------|-----|------|
| A. F. Sallmann, 24.2 secs. | } } | 1943 |
| | | 1944 |

220 Yards, Junior:

- A. F. Sallmann, 25.1 secs. 1942

440 Yards, Open:

- R. R. Dowling, 53 secs. 1918

880 Yards, Open:

- E. J. Melzer, 2 min. 10.4 secs. 1946

880 Yards, Junior:

- R. C. Campbell, 2 min. 15.8 secs. 1946

Mile, Open:

- J. D. Goble, 4 min. 54.8 sec. 1941

Mile, Junior:

- F. O. Eliason, 5 min. 8.4 secs. 1946

High Jump, Open:

- G. B. Thrum, 5 ft. 5½ ins. 1940

High Jump, Junior:

- F. R. Woods, 5 ft. 2½ ins. 1946

Long Jump, Open:

- J. S. Austin, 20 ft. 10¼ ins. 1940

Long Jump, Junior:

- R. C. Campbell, 19 ft. 2½ ins. 1945

120 Yards Hurdles, Open:

- R. B. Nunn, 17.1 secs. 1946

100 Yards Hurdles, Junior:

- F. R. Woods, 15.8 secs. 1946

Shot Putt:

- J. S. Austin, 38 ft. 6 in. 1940

ATHLETICS v. BRIGHTON GRAMMAR SCHOOL.

On October 19th, Brighton Grammar sent an "A" and "B" team down to R.A.N.C. for a triangular Athletics Competition. There were four relays of 110 yards, and four of 220 yards. The R.A.N.C. was generally superior in these events, mainly owing to better baton changing. However, in the field events, Brighton Grammar made up their deficiency and an interesting end was assured.

In the second last event, the Hurdles Relay, the R.A.N.C. won easily. However, the Grammar boys had bad luck in that the second runner had a heavy fall, which naturally put them quite some distance behind. The last event was the Open Medley, which proved an excellent race, with the R.A.N.C. having the slightly better time of it.

Outstanding features of the day were the fast times registered by the Third Year relay team, the outstanding 220 by the Grammar runner, Hutchinson, and the solid 880 run by Melzer.

Final Results—(1) R.A.N.C.: 67 points.
(2) B.G. "A": 59 points.
(3) B.G. "B": 15 points.

Detailed results were as follows:—

4 x 110 Relay, Under 14—

B.G.S. "A". Time: 55 sec.

4 x 110 Relay, Under 15—

R.A.N.C. Time, 50 sec.

4 x 110 Relay, Under 16—

R.A.N.C. Time: 47.2 sec.

4 x 110 Relay, Under 17—

B.G.S. "A". Time: 48.2 sec.

High Jump, 14-15—

B.G.S. "A" and R.A.N.C. Greatest height, 5' 0".

High Jump, 16-17—

B.G.S. "A". Greatest height, 5' 4".

4 x 220 Relay, Under 14—

R.A.N.C. Time: 1 min. 57.7 sec.

4 x 220 Relay, Under 15—

R.A.N.C. Time: 1 min. 46.6 sec.

4 x 220 Relay, Under 16—

R.A.N.C. Time: 1 min. 40.8 sec.

4 x 220 Relay, Under 17—

B.G.S. "A". Time: 1 min. 42.3 sec.

Long Jump, 14-15—

R.A.N.C. Greatest distance, 17' 4½".

Long Jump, 16-17—

B.G.S. "A". Greatest distance, 19' 3".

100 Yards Hurdles, 14-15—

R.A.N.C.

Shot Putt, 16-17—

B.G.S. "A". Greatest distance, 34' 3".

120 Yards Hurdles, 16-17—

R.A.N.C. Time: 1 min. 17 sec.

1 Mile Medley Relay, 16-17—

R.A.N.C. Time: 3 min. 59 sec.

J. G. STACEY

THE INTER-WATCH SPORTS.

The annual Inter-Watch Athletic Sports were held this year on Wednesday, 16th October. The sports proved very close and exciting, Starboard eventually running out winners by 21 points to 18. The events included Senior and Junior Obstacle Races, both won by Starboard; Senior and Junior Hurdles (one won by each Watch); two "4 x 110 yards" Relays and two "4 x 220 yards" Relays, and two "Medley" Relays, comprising two 220 yards, one 440 yards, and one 880 yards. The Senior Medley was, perhaps, the closest race of the day, being just won by Port Watch. The second last event of the day was the Tug-of-War, which Port won by two straight pulls.

After this, the sports depended on the "All-Hands" Relay, in which every member of each Watch ran 100 yards. Starboard Watch won this after a close fight for most of the way, and so won the sports. An interesting event was the R.A.N.C. Staff C.P.O.'s and P.O.'s 75 Yards Handicap, won by Chief Yeoman of Signals Mort.

R. W. BURNETT.

HOCKEY

JUNIOR INTER-WATCH.

Starboard Watch Juniors won the first match by four goals to nil. The second match was played on Monday, August 5th. Starboard were playing one man short, but took the lead by scoring in the first five minutes, and scored another goal before half-time. Play improved in the second half, but Starboard Watch scored three more goals, and the game finished at 5-0; giving Starboard the Junior Hockey for 1946.

J. A. WOODGER.



MRS. H. B. FARNCOMB, making her farewell speech, after presenting prizes at the Athletic Sports.

—Photo from J. Charley.

CRICKET

R.A.N.C. v. M.G.S. 2nd XI.

At Melbourne Grammar, 30/3/46.

We batted first on a good wicket, but their bowlers were well on top. Burnett was the only batsman who offered any resistance, making 24 out of the poor total of 46.

The Melbourne Grammar batsmen were also superior, scoring a total of 143. Burnett was again successful, obtaining 3 wickets for 20.

We fared no better in the 2nd innings, again scoring only 46, of which Stacey contributed 19.

Melbourne Grammar were definitely superior in this match, in which our team failed badly.

D. P. McINTYRE.

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

On Saturday, 23rd February, Melbourne Grammar sent down their 2nd XI. to play our firsts. R.A.N.C. lost the toss, and were sent to bat on a mediocre wicket. Remembering the debacle which had caused our defeat in the last match, our openers played carefully, and two overs had passed before a run was scored. The bowlers continued to keep the batsmen scratching for runs, and at the lunch adjournment we were 2/36, with half an hour left to bat. After lunch runs came more freely, and our innings closed with 88 runs. Grammar opened carefully, and soon commenced to score freely. At one stage they looked like going down to our attack, when 8 were down for 76. However, with Cooper playing a steady hand, they rallied, and reached 121 before Coombs clean-bowled their tail ender. R.A.N.C. bowling honours were evenly shared between Coombs, Burnett, McIntyre, and Stacey, while our batting honours as usual fell on Burnett.

J. G. STACEY.

FIRST ELEVEN BATTING AND BOWLING.

Averages for 1945-46.

All cedets who played one match with the 1st Eleven are included. Inter-watch and Senior Matches to count.

Name	No. of		Runs	Average	Highest Score
	Innings	Out			
Burnett	28	0	511	18.3	60
McIntyre	29	3	386	14.8	76
Stacey	29	2	389	14.0	50
Coombs	23	2	224	10.7	38
Campbell	19	2	152	9.0	28
Jobson	20	2	134	7.4	29
Macgregor	24	4	135	6.8	36*
Nunn	30	5	160	6.4	16
Tulip	18	2	93	5.8	24
Kemp	10	2	44	5.5	12
Williams	29	0	151	5.2	16
Duncan	28	1	127	4.7	22
Falconer	14	1	56	4.3	14
Wilson	14	0	44	3.1	10
Barnett	19	2	48	2.8	8
Mow	6	0	15	2.5	5
King	33	0	81	2.5(-)	9

* Not Out.

Bowlers*.

Name	Overs	Maidens	Runs	Wickets	Av.
Burnett	121.5	5	587	101	5.8
Falconer	25	1	129	18	7.2
Coombs	163	27	493	64	7.7
Stacey	136	14	511	58	8.8
McIntyre	128	13	452	51	8.9
Williams	49	2	238	21	11.3
Kemp	52	1	232	19	12.2
Jobson	48	2	248	19	13.1

* Qualifications: At least 5 wickets taken.

TENNIS

During the past summer, the College once again entered for the "Bittern Transport" Cup for competitive tennis amongst the different branches in the Depot.

The team, which was not as strong as last year, usually consisted of P. W. Coombs (capt.), R. W. Burnett, P. G. Duncan, T. R. Fisher, R. B. Nunn, D. P. McIntyre, J. L. Jobson, and C. L. Falkiner, while Cadet-Midshipman (S.) Cram played when one of the regular team was not available.

In finishing fourth, the R.A.N.C. dropped back two places from last year. Out of the ten matches played, four were lost, three of which were lost only in the final count up of games.

The Officers, and Chief and Petty Officers, finished equal first, and to them go our congratulations.

"TOP-FLIGHT."

TENNIS CHAMPIONSHIPS.

The finals of the Tennis Singles and Doubles were held at R.A.N.C. on April 25. The day was clear and cool with no wind.

The first match was the Open Singles, between Burnett and Coombs. At the start of the match the play was fairly even. Later in the first set, however, Burnett gained a distinct lead, partly because of Coombs' failure to place his "lob" shots far enough back, thus allowing Burnett to put in some excellent smashes. Burnett won the first set six games to four. The second set was won by Burnett six games to two, thus giving him the Championship.

The Doubles finals were between Fisher and Duncan and Falkiner and Harries. In the first set play was even at first, but Fisher and Duncan took the lead and won by six games to four. In the second set Falkiner served well, but Fisher's side-line drives and long net reach, backed up by Duncan's net play, defeated their opponents six games to two.

Mrs. Farncomb kindly presented the prizes.

I. H. RICHARDS.

AQUATIC SPORTS

The Aquatic Sports were held in the indoor pool, on Wednesday, 13th March. Though no new records were created, the standards set previously were well maintained, and the inter-watch competition was only decided by the last event, in which all cadets participated. The diving was specially good this year, chiefly as a result of the close contest between Woods and Falkiner, in both the Open and Junior Diving Championships.

Congratulations to Woods for his fine performance in winning the Open Championship, and to Port Watch for their win in the Inter-Watch Competition. Detailed results were as follows:—

Open Championship:

- 1. Woods (25 pts.); 2. Macgregor (15 pts.); 3. Kelly and Dalrymple (10 pts. each).

100 Yds. Open Freestyle Championship:

- 1. Woods; 2. Stacey; 3. Dalrymple. Time, 68.6 secs.

Open Diving Championship:

- 1. Woods (89 pts.); 2. Falkiner (88½ pts.); 3. Dalrymple (83 pts.).

50 Yds. Open Backstroke Championship:

- 1. Macgregor; 2. Campbell; 3. Coombs. Time, 38.6 secs.

50 Yds. Breaststroke Championship:

- 1. Kelly; 2. Spurgeon; 3. Macgregor. Time, 41.7 secs.

65 Yds. Junior Freestyle:

- 1. Charley; 2. Dalton; 3. Campbell. Time, 45.8 secs.

Junior Diving:

- 1. Woods (92½ pts.); 2. Falkiner (87½ pts.); 3. Dalton (79 pts.).

Senior Inter-Watch Obstacle Relay:

- 1. Port; 2. Starboard.

Junior Inter-Watch Obstacle Relay:

- 1. Port; 2. Starboard.

Senior Inter-Watch Medley Relay:

- 1. Starboard; 2. Port.

Junior Inter-Watch Medley Relay:

- 1. Port; 2. Starboard.

All Hands Relay:

- 1. Port; 2. Starboard.

Inter-Watch Competition:

- 1. PORT WATCH (55 points).
- 2. STARBOARD WATCH (35 points).

OBSTACLE WHALER RACE.

On Saturday, 27th March, the "Crash Whalers" Race was held at 0815. A few minutes after the flag was hoisted, all boats were anchored on the starting line, each Watch having three crews competing. Port and Starboard Watch "A" crews obtained the windward position, and when the flag was hauled down, both these crews started well before the others.

Both Port Watch "B's" and Starboard Watch "C's" had difficulty at the starting line.

When anchors were dropped at the second mark, Port "A" crew were leading, and still kept their lead when pulling to the next mark. Port "B's" very nearly caught their opponents by the beginning of the third leg.

By the finish, the Port "A" crew were well in the lead, then came Starboard "A's", Starboard "B's", Port "B's", Port "C's", and then Starboard "C's". This gave victory to the Port Watch, the points being: Port 19, Starboard 16.

C. H. C. SPURGEON.

ANNUAL REGATTA

The weather for the Annual Regatta, held on Easter Saturday, 20th April, was perfect. The first event was the final of the Open Sculling Championship, won this year by Cadet Captain Macgregor. For the next four Inter-Watch events, gigs were used instead of the usual whalers.

Results were as follows:—

Junior "B" Gigs—Port Watch.

Senior "B" Gigs—Starboard Watch.

Junior "A" Gigs—Starboard Watch.

Senior "A" Gigs—Starboard Watch.

Inter-Watch Skiffs—Port Watch.

Allcomers' Cutter Race—Port Watch.

Officers v. Chief and P.O. Skiffs—Officers.

Before the Cutter Race, it was found that Port Watch had no chance of winning the Regatta. Officials decided, therefore, to double the points for this event. Port Watch won this event, and the Regatta by 44 points to 40.

Mrs. Farncomb very kindly presented the prizes after the last event, and later on Colours were awarded to Macgregor, Nunn, Fisher and Spurgeon.

R. B. NUNN; A. W. SIMPSON.

THE FORSTER CUP

This year, each Watch had two whalers, one cutter and one skiff. There were two races, Watches changing boats in the second. The course was from the depot wharf to the range wharf, the coaling wharf, and back to the starting line, this being done three times.

The first race was held on Saturday, 9th March. There was a fair wind, and the Starboard "A" whaler won by some distance. The Port skiff, seemingly a certain second, was passed and beaten by about thirty yards, by the Starboard skiff. The Starboard cutter was disqualified after ramming a pile.

The second was on Monday, 25th March. The wind was much stronger than before, and the Starboard cutter sailed very well into second place with the fastest time. The Port skiff had an easy win. Just before finishing, the Starboard "B" whaler heeled over and filled with water, but managed to cross the line.

Results were as follows:—

	Starboard	Port
1st day	26	23
2nd day	25	27
Total	51	50

Starboard Watch won by one point.

H. H. G. DALRYMPLE

BOXING

The Annual Boxing Competition was held in the Drill Hall, from the 6th-11th July. We reverted this year to the idea of making this a competition to decide the best boxer in each of eight weights. Instead of being an Inter-Watch Contest, as in recent years. The result certainly seemed to justify the decision, for the boxing throughout was of good standard, and there were many hard and close fights.

The winners of the finals in the various weights were as follows:—

Light-Heavy Weights: Macgregor d. Fisher.

Middle Weights: Waring-Flood d. Stacey (k.o.).

Welter Weights: Duncan d. Woolrych.

Light Weights: Burnett d. Woods (f.k.o.).

Feather Weights: Falkiner d. Williams.

Bantam Weights: Jobson d. Barnett.

Fly Weights: Simmonds d. Riddell.

Mosquito Weights: Calder d. Woodger.

The Shelley Cup for the best exponent of the art of boxing was awarded to J. L. Jobson

THE ROYAL AUSTRALIAN NAVAL COLLEGE MAGAZINE.

Subscription Rates.—Single copy, 2/-; Life subscription, £1/11/6.

The Magazine is published annually in December. Single copies may be obtained on application to the Editor, R.A.N. College, Flinders Naval Depot, Victoria, at 2/- per copy, post free. A life subscription entitles the subscriber to one copy of each issue, post free, to any address at home or abroad, and interest on life subscriptions helps to defray the cost of the Magazine.

MEMORIAL CHAPELS

FLINDERS NAVAL DEPOT.

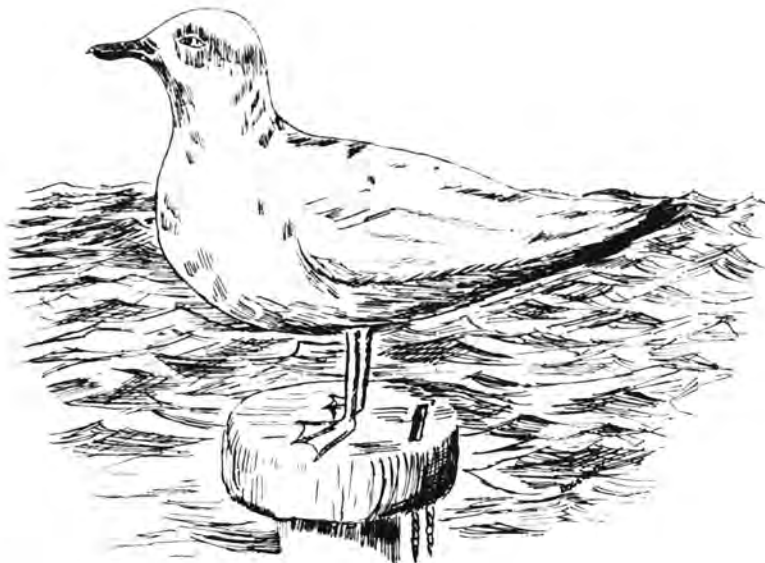
The memory of officers and men of the R.A.N. who died in the two Great Wars is to be perpetuated by the erection in Flinders Naval Depot of two Chapels; one in memory of Roman Catholic personnel; the other for the remainder of the Christian Churches. Work on both Chapels commenced some weeks ago.

Donations are asked for, and should be sent to "The Treasurer, Memorial Chapels Fund, Flinders Naval Depot, Victoria." If it is desired that an amount should be devoted to one Chapel only, such should be stated, otherwise donations will be divided between the two Chapels on the basis of the denomination percentages.

EXCHANGES.

We have been glad to receive one or more copies of the following Magazines during the past year:—

The Scotch Collegian, The Swan, The Corian, The Mitre, Blue and Gold, The Brighton Grammarian, Wesley College Chronicle, The Malvern Grammarian, St. Peter's College Magazine, The Cranbrookian, The Britannia Magazine, The Royal Naval Engineering College Magazine.



LIST OF OFFICERS AND CADETS, 1946

Commodore HAROLD BRUCE FARNCOMB, C.B., D.S.O., M.V.O., R.A.N.

NAVAL STAFF:

Commander	J. PLUNKETT-COLE, R.A.N.
Lieutenant	IAN H. CARTWRIGHT, R.A.N.
Lieutenant	DAVID NICHOLLS, R.A.N.
Instructor-Lieutenant	JAMES McCUSKER, R.A.N.
Lieutenant (E)	ROBERT G. WATKINS, R.A.N.
Chaplain	HERBERT E. FAWELL, Th.L., R.A.N.
Chaplain	JOHN B. ROCHE, R.A.N.

PROFESSORIAL STAFF:

Director of Studies	H. D. SIMPSON, B.A. B.Sc.
Senior Master	F. B. ELDRIDGE, M.A.
Senior Master	G. F. ADENEY, M.A., Dip.Ed.
Master	Q. de Q. ROBIN, B.A., Dip.Ed.
Master	R. F. BERRY, B.Sc.

CADET-MIDSHIPMEN UNDER TRAINING:

Fourth Year.	Third Year.	Second Year.	First Year.
Barnett, K. M.	Cumming, P. M. (C.C.).	Calder, M.	Adams, H. J. P.
Burnett, R. W. (C.C.).	Dalrymple, H. H. G.	Campbell, R. C.	Appleton, R.
Coombs, P. W.	Gaynor, P. S.	Charley, J. L.	Arnold, P. J.
Duncan, P. G.	Jobson, J. L.	Christie, D. E.	Ball, G. F.
Fisher, T. R. (C.C.).	Kerr, B. M.	Eliason, F. O.	Barry, E. J.
Kelly, J. M.	Leroy, Du B. C.	Falconer, D. W.	Dadswell, T. A.
King, P. R.	Letts, R.	Falkiner, C. L.	Dalton, D. J.
Macgregor, I. A. G. (C.C..)	McIntyre, D. P.	Harries, J. M.	Green, R. J.
Melzer, E. J.	Middleton, C. W.	James, I. B.	Grigson, D. M.
Nunn, R. B. (C.C.C.).	Richards, I. H.	Lang, R. W.	Hawke, P. A.
Percy, R. H.	Richardson, P. S.	Riddell, D. V.	Philpott, W. D.
Simpson, A. W.	Spurgeon, C. H. C.	Williams, J. E. C.	Rae, P. E.
Snow, J. B.	Stacey, J. G.	Wilson, I. K.	Simmonds, R. J.
	Tulip, R. J. (C.C.).	Woodger, J. A.	Small, M. H.
	Waring-Flood, A. R.	Woods, F. R.	Smith, J.
	Woolrych, G. J. H.		Wilnot, G. O.

CADET-MIDSHIPMEN (S):

Cram, J. H.	Kemp, W. A.	Parker, C. J. A.	Wilson, W. B.
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