

**THE ROYAL AUSTRALIAN
NAVAL COLLEGE
MAGAZINE**



THIRTY-FIFTH NUMBER

DECEMBER, 1947

THE ROYAL AUSTRALIAN NAVAL COLLEGE MAGAZINE



H.M.S. THESEUS."

THE COLLEGE WAR RECORD

It may be of interest to record that in the period between 1913 and the conclusion of hostilities in 1945, 621 cadets entered the College, and that three-quarters of these served in the Fighting Services during the 1939-45 War. At least 28 had died by 1947, 21 of these prior to 1939; two lost their lives in the 1914-18 War and 47 in the Second World War. 319 served in the recent war in the Permanent Naval Forces. Of those who had left the Service, 83 returned to the Navy for the duration of the war, 42 served in the Army and 24 in the Air Force. In addition to this, several who were not accepted for sea service with the Navy served with the U.S. small ships. About 40 remained in civil occupations, many because these occupations were considered essential. 46 were still cadets of the First, Second and Third Years when fighting ceased, 16 Fourth Year Cadets having just passed out in August, 1945. No fewer than 130 of the 468 who served in the Fighting Forces received either a decoration or a mention in despatches, the total individual number of awards being 197. Of 45 the writer has received no certain information since they left the Service, either during their time at the College or later.

The following list of War Honours is supplementary to the list published in the 1946 Magazine, and includes one D.S.O., one D.F.C., a Croix-de-Guerre, four mentions in despatches, three Volunteer Decorations (including one Canadian), a Military Medal and two American decorations, the Bronze Star Medal and the Legion of Merit.

D.S.O.—	
C. C. F. Bourne	1925
D.S.C. and Bar—	
L. P. Bourke	1919
D.F.C.—	
W. D. Anderson	1927

Mention in Despatches—

H. C. Roberts	1920
E. A. Paul	1917
R. D. Johns	1934
S. A. Pidgeon	1926

Volunteer Service Medal (Canadian)—

R. G. Paterson	1917
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Volunteer Decoration—

J. P. C. Watson	1925
T. F. Roberts	1925

Reserve Decoration—

L. P. Bourke	1919
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Military Medal—

R. D. Johns	1934
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Legion of Merit (U.S.)—

E. J. Peel	1930
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D.F.C. (U.S.)—

H. C. Gatty	1917
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Bronze Star Medal (U.S.)—

K. E. Oom	1918
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Croix-de-Guerre (France)—

H. C. Roberts	1920
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The following supplementary list of casualties (killed or died on active service) is to be added to that published in the 1946 Magazine. It includes one prisoner of war (E. A. Paul) who died after liberation.

E. A. Paul	1917
R. A. Morrisey	1918
G. J. I. Clarke	1921
S. A. Pidgeon	1926
I. C. Raper	1928
E. R. M. Jenkins	1929
N. D. McWilliam	1929
J. McK. Grout	1935
C. N. Russell	1937
M. H. Marsh	1941

PERSONNEL AND PERSONAL

The whole College wishes to offer respectful and sincere congratulations to **Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N.**, and to **Rear-Admiral J. A. Collins, C.B., R.A.N.**, on being the first graduates of this College to attain flag rank.

Admiral Collins and Admiral Farncomb were among the first entry of Cadets to the College, in 1913; and their careers and achievements are too well known to need recapitulation. But we feel that those achievements must be an inspira-

tion to those who follow them here: and that the honours they have received may be also a source of pride to the College today.

May we add, to our congratulations, our best wishes for their further advancement and continued happiness in the Service to which they have already made such splendid contribution?

We extend a very warm welcome to Lieutenant-Commander H. G. Tidy, R.N., who joined our staff early this year to take charge of the work in Navigation.

One of the best hockey and squash players ever to serve in F.N.D., Lieutenant-Commander Tidy is apparently enjoying his time here as much as we enjoy having him with us; and during leave is managing to see a good deal of south-eastern Australia.

Lieutenant D. Nicholls, R.A.N., left us at the end of the second term to serve as 1st Lieutenant of H.M.A.S. "Condamine." We take this opportunity of thanking him for his good work at the College and wishing him every happiness and success in the future.

To Lieutenant G. B. Thrum, R.A.N., who relieves Lieut Nicholls at the College, and was relieved by him in "Condamine," we also extend a hearty welcome and best wishes for a happy time here. Lieutenant Thrum arrived in time to supervise the training in athletics, and, at the time of writing, is doing his best to see that someone breaks his own

high jump record, established in 1940, his last year at the College.

We are very sorry to say goodbye to Lieutenant I. H. S. Cartwright, R.A.N., who has been First Lieutenant at the College for the past two years. Just as this Magazine goes to press we hear that he is to leave at the end of the year. Lieutenant Cartwright has been a keen and capable worker at the College, and his enthusiasm and interest in Cadets' games, and his success, not only in producing good teams, but also in arranging outside fixtures for them has meant a lot to the College. To him, and to Mrs. Cartwright, we wish the very best of good fortune and happiness in the future.

Finally, we hear that Commander J. Plunkett-Cole, R.A.N., is to leave the College at the end of this term, to take up the appointment of Senior Officer, 1st Frigate Flotilla, and the command of H.M.A.S. "Culgoa." Commander Plunkett-Cole has been with us since the beginning of 1946, having come to the College from the command of H.M.A.S. "Norman." It is not the first time he has served at R.A.N.C., as he was a Year Officer at the College in 1932-33. While living in the Depot Mrs. Plunkett-Cole has been generous in her entertainment of Cadets, and has greatly assisted them in their voluntary work of packing and despatching food parcels for Britain. To both Commander and Mrs. Plunkett-Cole we wish to extend our thanks for what they have done for the College and our best wishes for happiness in the future.

F. B. ELDRIDGE, M.A.

Senior Master, Royal Australian Naval College

To nobody does the R.A.N. College owe a greater debt for long, loyal and whole-hearted service than to Frank Burgess Eldridge.

After courses at the Sydney Teachers' College, and the University of Sydney, he graduated as Bachelor of Arts, with First

Class Honours in History, in 1912; and took out his Master of Arts degree in 1932.

Mr. Eldridge joined the staff of the College at Osborne House, Geelong, on the 1st January, 1914, as Naval Instructor. From that time his whole life and interest have been devoted to the service of this College,

and to the officers of the Royal Australian Navy who have been trained here.

After the College was transferred to what, at the time, was intended to be its permanent home at Jervis Bay, he married and took over one of the official residences there; and his family of one boy and three girls spent the early years of their lives in those pleasant surroundings.

Later, after the College moved again, this time to Flinders Naval Depot, Mr. Eldridge decided to live in Frankston; and for the past seventeen years has travelled daily between his home and the College. The news, announced at the Passing-Out, that Mr. Eldridge is due to retire early next year, and that this is his last year as a member of our staff, may come as a surprise to many, who, because of his physical vigour and mental alertness, had not realised that he has reached the retiring age.

No one else has been connected with the College long enough to describe fully the extent of the service he has given. After the commissions as Instructor-Lieutenant were terminated in 1919, he remained on the staff as Assistant Master, and was promoted to Senior Master at the end of 1923. He was Honorary Librarian to the College from September, 1914, onwards; and was chiefly responsible for gathering and looking after the large collection of fine books it contains. From 1923-1938 he was Editor of this Magazine; and every issue of those years bears the imprint of his personality. His chief work, of course, has been the teaching of his favourite subject, history, to every Cadet who has so far passed through this College. To say that he is an expert in this subject is an understatement. He is an expert in general history; but nobody, in this country at least, can hope to match his knowledge of the naval side of history, a branch of the subject to which he has devoted long years of research and intensive study. If his first book "The Background of Eastern Sea-Power," published in 1945, gives some idea of the extent of his knowledge of the naval side of history, his forthcoming work "A History of the Royal Australian Naval College," to be published next year, not only re-

flects the mind of the trained historian, but also reveals the characteristic which touches us most closely here, his knowledge of, and interest in, the individual Cadet-Midshipmen who have come under his charge. And it is the Officers and Cadet-Midshipmen of the Royal Australian Navy, and the colleagues to whom he has been so true and kind a friend, who will most keenly regret that the passing of the years must sever his connection with the College. The loyal and upright character, the unflinching courtesy, of a quality unfortunately too rare in these days, the cheerfulness, the eager participation in any and every College activity, games, plays, concerts and so forth, these things are not likely to be found united again in any one man. But to Frank Eldridge may be given the satisfaction of knowing that this College must, for all time, bear something of the impress of his character upon it; and that very much that is good and sound in our traditions is due to his having been so closely associated with the first thirty-four years of its history.

To Mrs. Eldridge, also, the College would wish to express a very deep debt of gratitude. Though the circumstance of living at Frankston since 1930 has meant that we have not seen so much of her of recent years, all those who passed through the College at Jervis Bay will remember her with affection. Mr. and Mrs. Eldridge have a family of whom any parents might well be proud. During the recent war, Major Ralph Eldridge, of the Permanent Military Forces, and a graduate of the Royal Military College, Duntroon, served with the army and was wounded at Morotai. One daughter, Margaret, served with the W.R.A.N.S., another, Alison, with the A.W.A.S., while the eldest daughter is the wife of Mr. R. Cunningham, at that time Wing-Commander Cunningham, R.A.A.F.

On behalf of all those who, up to the end of 1947, have been associated with the R.A.N.C., we would like to wish Mr. F. B. Eldridge, and his family, every possible happiness and good fortune in the years ahead; and say how grateful we are for the long and faithful service he has given.

G.F.A.

PASSING OUT, 1946

The Passing-Out ceremony was held on Thursday, 12th December. Weather conditions were perfect; and friends and relatives watched the ceremonial inspection and march past, which was held on the lawn in front of the Study Block.

The salute was taken by the First Naval Member, Sir Louis Hamilton, K.C.B., D.S.O., R.N., and with him on the dais were the Minister of State for the Navy, the Honorable W. J. F. Riordan; a distinguished visitor whom we were all proud to have with us, Admiral of the Fleet, Lord Tovey, G.C.B., K.B.E., D.S.O., and Commodore H. A. Showers, C.B.E., R.A.N., Commanding Officer of the College.

All Cadet-Midshipmen of the Fourth Year finished the course successfully. The complete list was as follows:—

K. M. Barnett, R. W. Burnett, P. W. Coombs, P. G. Duncan, T. R. Fisher, J. M. Kelly, P. R. King, I. A. G. Macgregor, E. J. Melzer, R. B. Nunn, R. H. Percy, A. W. Simpson, J. B. Snow.

After the parade, all present entered the main hall for the prize-giving. Following a brief address by Commodore Showers, the prizes were presented by the First Naval Member, as follows:—

Grand Aggregate—Burnett, R. W.
 English—Burnett, R. W.
 French—Nunn, R. B.
 History—Snow, J. B.
 Mathematics—Burnett, R. W.
 Physics and Chemistry—King, P. R.
 Navigation—King, P. R.
 Engineering—Fisher, T. R.
 Seamanship (Otto Albert Memorial Prize)—
 Kelly, J. M.
 The Burnett Memorial Prize (awarded to
 the best exponent of Rugby football in
 the Fourth Year)—Burnett, R. W.
 The Governor-General's Cup (for the best
 all-round games player in the College)—
 Burnett, R. W.
 The King's Medal—Nunn, R. B.

After the prize-giving the First Naval Member gave the following address, perhaps the wisest and most thoughtful, and certainly one of the most interesting to which we have been privileged to listen at these ceremonies. We reproduce it here by kind permission of Sir Louis Hamilton.

I am delighted to be here today to give away the prizes, and am extremely grateful to His Royal Highness, the Governor-General for detailing me to deputise for him, as his other duties prevented him from being here himself.

The Commodore has already referred to the honour that is being done us today by the presence of the Minister of the Navy, Members of the Naval Board, and also Admiral of the Fleet, Lord Tovey, who has one of the most distinguished records in the late war. I have had the honour to serve under him on more than one occasion, and have survived the ordeal, otherwise I should not be here today.

This occasion means a great deal to me personally, as I have had a certain amount of experience of Cadet Training. Immediately prior to the First War, in 1913-1914, I was a Lieutenant in one of the Cadets' Training Cruisers, and in 1919 I was officer of a Term of Cadets for 2 years at the Royal Naval College, Dartmouth.

Before proceeding I would like to congratulate once again all those who have won prizes. Prizes do not fall into one's lap like ripe plums, they are the result of hard work and keenness.

Now I would like to tell you my chief recollection and main conclusion after 4 years' experience of the Cadets' Training Service, and it is this—that boys develop at different ages, those that develop early are, broadly speaking, the prize winners of today, whilst those that develop later may well be the prize winners of the future. To illustrate my point—the first two Post Captains promoted from my team of 127 Cadets at Dartmouth in 1919, were two of the nonentities, they neither of them won a prize of any sort as Cadets, one of them was here recently in command of H.M.S. "Bermuda," Captain Howard Johnson.

I congratulated him on his early promotion and brilliant war record, when he was awarded three decorations, and he replied, 'As a Naval Cadet I never thought I should make good, in fact you were the only person who ever gave me any encouragement.'

The moral is that you prize winners can never afford to let up, whilst to the non-prize winners, I say if you dig out you can win the race.

I fully realise what a **great** day this is in the lives of you young gentlemen who have completed your passing out examinations. It means a complete break with anything you've ever dreamed of, and from now on you are officers in the sea-going Fleet. You are starting your careers when sea power has been demonstrated on a world-wide scale of unprecedented magnitude.

Sea power consists of ships, naval and merchant, of planes, bases and men.

Ships, planes and bases are material things. They can be constructed under definite

It is from them—or lack of them—that your contemporaries will estimate you, your seniors judge you, and on them your career depends.

They were good when man did his fighting with bows and arrows. They are good now in the vast complexity of modern life.

We live in a machine age, but if all the power plants go out, and all the gadgets cease to function, we still will be men, and it is **character** on which we will stand or fall.

The best possible ship's company under bad officers will be, at most, but a very deficient



SHOOTING THE SUN.

Photo courtesy "The Age."

scientific formulae which you all can master; but the last named element of sea power, men, constitutes the great indeterminate variable.

The real strength of the material things lies in the **men who bring them to life**:—their loyalty, initiative, courage, devotion to duty, enthusiasm, self-discipline, leadership.

These are the qualities which count most, whether in peace—or in war.

body; but a fleet inspired by the "Nelson Touch" will always be invincible.

The tone of any military organisation is taken from its officers. It was Napoleon who said, "There are no bad men, only bad officers."

Your men will look to you for leadership from the moment you set foot aboard ship.

You have been given an **exceptional opportunity**. It carries with it **tremendous responsibilities**.

Your leadership will **make or break** the R.A.N.

There is no royal road to leadership. There are almost as many kinds of leadership as there are leaders. It is something which each of you must learn for yourself—learn by living with your men, thinking with them, working with them, and **playing games** with them.

The object of the latter is two-fold. Playing games with your men gives you a new line on individual men, and they appreciate it, the hard physical exercise is good for you and good for them. And remember this, that however brilliant a leader you may become, you will never reach the higher ranks in a Fighting Service like the Navy, unless you keep yourselves physically fit throughout your career.

Already there are discernible in you traits which have made you individuals to your Officers and your Instructors.

Remember, that it is **what you do today**, that will determine what you will do—and what you will be tomorrow.

Remember also—that you can't give to anyone else what you haven't got yourself.

All agree that the **personal example** set by the leader himself is the most potent influence which he can exert on those he would lead.

Here, then is the challenge. If you would have: a boat's crew, a gun's crew, a seaman division, a ship's company, or a fleet—first of all set them the example.

Here also is a great test.

You cannot meet it without setting up for yourself high standards, or without **disciplining yourself** to reach and maintain those standards.

It is the work of a life-time. If **postponed** until great responsibilities come to you, it will be too late, and you will be found wanting.

Victory for the future ship—or fleet under your command—will depend largely upon your own standards and **self-discipline as a young officer**.

Let me suppose for the moment that you are assuming your duties for the first time as a division officer, and then let me look at you from the viewpoint of a recruit in the rear rank.

What impression do you make in his eyes, Mr. Junior Officer?

Does he see you:—

Lolling and indifferent?

Careless or slovenly in your dress?

Diffident and apparently afraid of your voice?

Giving orders in a "Won't you please" manner?

or:—

Blustering and brow-beating?

Excitable and inclined to throw fits over trifles?

or:—

Does he see in you a proper figure of a man: self-confident, firm, courteous, military; and conveying the impression of being in command, not so much by virtue of the stripes on the sleeve of your uniform—as by virtue of the man inside of it?

If in trouble or needing help or advice, are you the first man he would turn to—**or are you the last?**

Are you a **true leader** in the sense that your influence and example make men give freely of their best efforts—or are you a sort of human lemon-squeezer—that by dint of much pressure extracts a little sour obedience?

Questions such as these it were well to ask yourself—before looking in the mirror with too much satisfaction—and asking permission to go ashore.

Study your men—work with them—guide them; report them when you must—command them when you can, but whatever you do—**never lose faith** in them, for if that happens—it is not they who are hopeless—it is you who are beaten.

If **your government** has spent years educating you, and gives you **rank and position**; what is it all for—if not that you may have something to give in character to those whose start in life is less fortunate?

And rest assured, **that teaching** one apparently **hopeless specimen** to hold up his head and take a Man's pride in himself, is the **grandest job** an officer can do.

The man is the thing—not the machine—or the idea—or the Regulation.

We are too prone to work for results alone—without considering that the real problem is the man on whom we must depend to get those results.

Suppose our first cutter, under the care of Bill Jones, coxswain, has continually fallen below the required standard of cleanliness.

Now, our primary mission and objective should be—not the boat—but Bill Jones himself.

By heckling—and driving—we may finally get the boat fixed up for inspection—and thereby have accomplished a little.

But if we are able to get Bill Jones himself fixed up—to get him to take pride and intelligent interest in his boat—then we will have accomplished a great deal more.

For not only is the boat now clean, but Bill Jones has become an asset instead of a liability, and the seed thus sown tends to multiply.

Further back than this, the same principle holds good.

You yourself bear much the same relationship to Bill Jones that he does to the boat.

Get yourself fixed up; get yourself in the proper relationship to your men—make yourself their leader—and all the Bill Joneses and sub-Bill Joneses and their boats will, in due course, fall into line—and the whole lump will be leavened.

If something is wrong, set it right by all means, but do not stop there.

Why was it wrong?

Did some human element of the system fail?

Then repair him—reprimand him or encourage him; teach him or court-martial him; retain him or get rid of him; handle him in whatever way Heaven gives you wisdom to do—but don't leave him to muddle through unrepaid.

And when you are through with him, then go back one step farther and ask yourself:

"What was wrong with me, that he should have been wrong?"

One most demoralising attitude is that which shrinks from taking risks or is daunted by them.

Napoleon wrote on September 14, 1804:

"All the overseas expeditions which have been undertaken since I have been at the head of the Government have failed, because the Admirals saw double and found, I know not where, that war can be made without running any risks."

The following is a quotation from a great British Admiral:

"We started very weak at sea, and even more so in the air. However, because of the very fact of our weakness, our policy had obviously to be one of aggressiveness. It paid handsome dividends."

These words might well have been spoken by Nelson himself.

They were spoken by the First Sea Lord, Admiral Sir Andrew Cunningham, when he was talking of the early days of this war in the Mediterranean, and when the odds were so heavy against him. As you know the R.A.N. took a prominent part in the Mediterranean war.

The foregoing are a few, a very few of the points which no officer can neglect.

Ceaseless study and constant effort are none too much.

I remember, as if it was yesterday, joining my first ship as a Midshipman. I thought the Commander was a terribly old man, and rather wondered why the Captain was there at all, as he was obviously older still, and didn't seem to do much.

However, my ideas on age were somewhat upset the first day we went to sea. In the dog watches all we midshipmen were chased up on the Quarter Deck to take exercise. We played a game of Prisoner's Base or Catch as Catch Can, and the liveliest, youngest and most energetic man taking part was the Admiral, whom I had never seen before.

That Admiral was John Jellicoe, who, a few years later, commanded the Grand Fleet of 30 battleships, countless cruisers and destroyers at the Battle of Jutland, and of whom Mr. Winston Churchill wrote—"He was the only man on both sides who was in a position to lose the war in an afternoon." Up to the day he died, Lord Jellicoe kept himself as fit as a fiddle.

I remember also, our Naval Instructor in my first ship talking to us in our Midshipman's School place, saying, "Young gentlemen, don't be too quick to condemn the ways we old fogies have in the Navy, until you have given them a trial yourself."

Remember some of these methods have been in the making since Noah went to sea in the Ark, and that's a long time ago!"

Change, just for the sake of a change, is not progress. Look around a bit. Be sure you can improve before you condemn.

Perhaps you've never heard the story Mark Twain told about his father:—

For Mark's **sixteenth birthday** party, his father invited several of the younger generation. Mark Twain was embarrassed by his father's dullness and stupidity. He was almost ashamed of the old fellow.

Two years later, when he was eighteen, at a similar party, Mark Twain again felt humiliated by his father's lack of information and intelligence. The aged parent was positively dumb.

When Mark was twenty-one, he noted a little improvement in his father's mind, but not much; he still showed very badly among Mark's brilliant young fellow students.

Then when **Mark Twain was twenty-five**, and had been about some in the world, he came back for a visit. The same friends were invited to greet him. And Mark Twain relates how he was astonished at the way his father had come out. The old chap talked entertainingly and exhibited sound good sense, and his son was generally proud of him and stated he was delighted with how much his father had improved in the last nine years.

Perhaps, Mark too, had learned something in those nine years!

I do not mean that you should lack a proper spirit—I can also illustrate this with a yarn of the celebration Harvard University held some time back, on its 250th anniversary of the founding of the college.

Old Graduates came from all over the world, and the student body hummed with excitement.

Each class of undergraduates had its place in the festivities—except the freshmen.

To their indignation, the freshmen were told that they would be allowed to march in one procession only—and as a class—and they could carry just one flag.

When the great day came, and the long history of Harvard, with its most distinguished sons, marched in a pageant, the freshmen came along at the very tail end. They carried one banner, but that banner was nearly as long as from here to the main gate, and on it was written: "Harvard has waited two hundred and fifty years for us!"

And I might add: "The Royal Australian Navy has waited 35 years for you."

I tell you these **American stories** to bring home to you that Americans have the same outlook on life as you have. Early in your careers you will see the White Ensign and the Stars and Stripes flying side by side, and I hope you will always see them flying together, ready for anything in Peace and War.

You are **going to sea** at a time when great changes are taking place in a somewhat distracted world. The Navy will be affected in its own peculiar way by these changes, per-

haps in new weapons, perhaps in ship design; but the Navy is a very adaptable service, and you may be quite certain these changes will take place without any fuss or bother.

To come down to the personal aspect of this question as it affects you individually, perhaps you would like an assurance from me that you have a career in front of you. If so, I would put it this way. The fundamental reason for having a Navy is to protect the sea-communications of Australia and the Empire in time of war. In other words, to protect the simple merchant ship. So long as the merchant ship is required for carrying heavy and bulk goods, such as food, coal, iron and oil about the world, so long will an R.A.N. be required.



THE FRONT OF THE COLLEGE

(Photo from I. B. James)

Consequently I can tell you with absolute conviction that you have a grand life in front of you, and I wish each one of you every success in your Naval careers.

Good Luck and God Bless you all.

Following the address by the First Naval Member, the Minister for the Navy also gave us a brief talk, in the course of which he mentioned the satisfaction with which he had witnessed the ceremonies associated with our Passing-Out, added his congratulations to those of the earlier speakers, and announced the gratifying news that the Government had decided to increase substantially the numbers of Cadet Midshipmen under training, by taking in a larger entry in 1947.

Thus the Passing-Out of 1946 was, in many ways, a memorable occasion, and gave hope for the future development of the College and of the Royal Australian Navy.

PASSING OUT, 1947

Owing to the fact that last year Passing-Out was held in December, and this year on Thursday, October 30, it has been possible to record both in this issue of the Magazine. The date was advanced this year to enable the Cadets to have their leave and then join the R.N. Training Cruiser early next year, and it seems likely that this will become the established routine henceforth.

This year the ceremony was held in the presence of Their Excellencies the Governor-General of Australia, and Mrs. McKell, and members of the Naval Board. His Excellency took the salute at the March Past, and later presented prizes to Cadet-Midshipmen of the Passing-Out year.

Once again we are glad to record the fact that all Cadet-Midshipmen of the Fourth Year succeeded in Passing-Out. Their names are as follows:—

P. M. Cumming, H. H. G. Dalrymple, P. S. Gaynor, J. L. Jobson, B. M. Kerr, C. W. Middleton, I. H. Richards, P. S. Richardson, C. H. C. Spurgeon, J. G. Stacey, R. J. Tulip, G. J. H. Woolrych.

The prizes, presented by His Excellency the Governor-General, were awarded to the following:—

Grand Aggregate.—**P. M. Cumming.**
English.—**R. J. Tulip.**

French.—**I. H. Richards.**

History.—**H. H. G. Dalrymple.**

Mathematics.—**C. W. Middleton.**

Physics and Chemistry.—**I. H. Richards.**

Navigation.—**P. M. Cumming.**

Engineering.—**P. M. Cumming.**

Seamanship (Otto Albert Memorial Prize).—**P. M. Cumming.**

The Burnett Memorial Prize for the best exponent of Rugby football in the Fourth Year.—**R. J. Tulip.**

The Farncomb Cup for the best All-round Cricketer.—**J. G. Stacey.**

The Governor-General's Cup, presented in 1922 by the Right Hon. Lord Forster, for the best All-round Games Player in the R.A.N.C.—**J. L. Jobson.**

The King's Medal.—**P. M. Cumming.**

Once again tokens of appreciation from the Naval Board were presented to the Chief Cadet-Captain R. J. Tulip, and to Cadet-Captains P. M. Cumming, J. G. Stacey and B. M. Kerr.

In opening the prize-giving ceremony Commodore H. A. Showers, C.B.E., R.A.N., Commanding Officer of the College, expressed his appreciation of the honour paid to the College by His Excellency the Governor-General in coming to the Passing-Out; and congratulated members of the Fourth Year on successful completion of their course. Commodore Showers also referred to the fact that Mr. F. B. Eldridge, who joined the staff of the College in 1914, and who has taught every officer who has passed through the College, would be retiring early next year, and wished him and Mrs. Eldridge long life and happiness.

In his address, following the presentation of prizes, His Excellency the Governor-General also congratulated the prize-winners. He said that following the recent cuts in the Royal Navy, increasing responsibility must fall on the R.A.N., and pointed out that with the development of Australian representation abroad there would be, in the future, greater opportunities for service in legations and embassies for officers of the R.A.N.

After the prize-giving, parents of the Passing-Out Year, with Cadet-Midshipmen and members of the Staff, were entertained at a buffet luncheon at the College, and a most enjoyable dance in the evening concluded a memorable day.





REEF KNOTS FOR FIRST YEAR.

Photo courtesy "Sun News Pictorial."

PRESENTATION OF THE GOODENOUGH MEDAL

Nine First Class Certificates

During the afternoon of Friday, 30th May, 1947, Cadet-Midshipmen paraded in front of the College to witness the presentation, by Commodore H. A. Showers, C.B.E., R.A.N., of the Goodenough Medal, to Sub-Lieutenant A. F. Sallmann, R.A.N.

The Goodenough Fund was founded in memory of the late Captain James G. Goodenough, C.B., C.M.G., who died on the 20th August, 1875, while serving as Commodore of the Australian Station. The interest on a sum of approximately £800 is employed annually in providing a gold medal, called the Goodenough Medal, which is conferred on the Sub-Lieutenant who, qualifying for the rank of Lieutenant, passes the best examination of his year in Gunnery, provided he has also taken a first-class Certificate in Seamanship.

In making the presentation, Commodore Showers announced that Sub-Lieutenant Sallmann, as well as winning the Goodenough Medal in competition with the very large number of Cadets of the R.N. also doing courses, had succeeded in gaining nine first-class Certificates, including the six major subjects. In addition to the Goodenough Medal Sub-Lieutenant Sallmann was to receive a gratuity of £20, and £10 from the Naval Board.

The congratulations of all connected with the R.A.N.C. are extended to Sallmann, who, after being Chief Cadet-Captain and a fine athlete at the College, had the honour to be recommended for the award of the King's Medal at the Passing-Out in 1944.

LETTERS FROM ABROAD

J. McA. Barnard (1940 entry) wrote from Bathurst, where he was on leave in March this year.

"We finished courses early in October, 1945, and after saying farewell to the remainder of our year who were returning to Australia, Swan and I took passage to Malta, where I joined the fleet minesweeper, H.M.S. "Waterwitch." I found myself at sea, sweeping almost straight away, and acting as No. 1, Gunnery Officer, Correspondence Officer, Forecastle Divisional Officer, Cable Officer, and later, Minesweeping Officer, so you can imagine I had very little spare time. But I enjoyed the job immensely." In between sweeps Barnard found himself spending Xmas in Alexandria, and on the 9th May, the anniversary of the Liberation of the Dodecanese Islands, he was in command of a platoon landed from "Waterwitch" to lead the march past in Rhodes. Later, "Waterwitch" went home to pay off, and Barnard transferred to H.M.S. "Thisbe," of the 8th M/S Flotilla. Later in the year, this ship also set out for the U.K. to pay off.

"We managed to get to Gibraltar without mishap, but from there we were detailed to stand by a tug towing the hulk of a frigate to England. On the night of November 8 the tow parted, and the tug had to return to sheltered water to break out a new tow. So we were left to stand by the drifting hulk in a nasty gale. For three days and nights we drifted with her, and had everything aboard smashed by the continuous rolling."

After this unpleasant interlude they were relieved by a frigate, and returned to Vigo Bay for fuel. Then after suffering from another gale in the Bay, and fog in the Channel, they eventually made Harwich seven days after the original E.T.A. So after paying off, and a good trip home, 30 days leave was appreciated.

Lieutenant-Commander G. J. A. Ashley-Brown (1928 entry) has had a varied, interesting, and at times, somewhat exciting career since he left the College. The following extracts from a recent letter give some idea of his adventures.

"I served as a Midshipman in the Mediterranean in 1933-34 in various R.N. ships, and while there, played rugger for the 1st C.S., and competed in Mediterranean Fleet Arbutnot Trophy Race, fencing, boxing and swimming championships, did courses during 1934-35; played rugger, boxed and fenced at R.N.C., and was Chatham sabre representative in the Inter-Service Championships at Wembley. On returning to Australia, served as Sub-Lieutenant in H.M.A.S. "Canberra," "Waterhen" and "Sydney"—then to F.N.D. Attached to N.E.S. till joining "Australia" at the outbreak of war. Served in her till April, 1943, in "Quiberon" as First-Lieutenant, and appointed to command "Rockhampton" in September, 1944; hospital and convalescence in Balmoral until rejoining "Australia" in May 1945, and served in her till the cessation of hostilities. Prior to commencing a period of exchange with the R.N., I was sent to Germany collecting war materials, historical and technical items of interest for the Australian Government. Toured 2,800 miles in six weeks visiting a number of cities, including Kiel, where I endeavoured to recover "Emden's" ship's bell for R.A.N.C. again. On return to the U.K. again, was appointed in command of H.M. Fighter Director Tender No. 13, a converted 4,000 ton L.S.T., which sailed for return to U.S.A. in the January gales of 1946. No. 13 broke her back and had to be lashed together with her own cable to reach Bermuda for shelter and docking; and reached Norfolk, Virginia, in February. After return to U.K. in "Queen Elizabeth," assumed command of a flower class corvette, H.M.S. "Stalice." Six weeks later sailed for Boston. Twenty months on the mud in Harwich and stripped clean by looters, she broke down in a north-easter off the Goodwins, struggled into Plymouth, sailed again for the Azores and two days later for Bermuda. Broke down again, and was towed 970 miles, but was able to raise steam again, so as to enter Bermuda Dockyard under my own power, with 4 feet of water in the engine room, and no pumps usable. Patched up and proceeded as S.O. of a convoy escorting 9 L.C.Q.'s. to Norfolk, then north for Boston. Engines seized up again 140 miles due E of New York. Towed in and ship was condemned as unsafe and totally unseaworthy. Sailed 36 hours later for Boston at maximum speed—

between 4 and 6 knots. Paid off in Boston and returned to U.K. in "Queen Mary" to be appointed in command of H.M.S. "Kenilworth Castle" of the 3rd Escort Flotilla, on 23rd July, 1946."

(In another place Lt-Commander Ashley-Brown wrote: "I am sorry I was unable to trace "Emden's" bell—how often I used to polish it at J.B.! I chased it from Kiel to Laboe, thence to Echeonforde, thence to Plon where the Flag Officer commanding Schleswig-Holstein made considerable personal efforts to find it, but apparently unsuccessfully.")

Lieutenant J. D. Goble (1938 entry) writes from the Royal Naval Air Station: "The day after the Normandy landings I was waiting to get aboard a craft, when a small French boy came onto the beach; and after one look at the ships, said, 'Formidable!' To this I replied (trying to be helpful) 'Oui, tres formidable!' The French boy, assuming he had met an accomplished linguist, began to speak so rapidly that I was completely baffled, and the ratings were very much amused. After one or two half-hearted sallies on my part, he decided that the conversation was too one-sided, and departed in search of a more knowledgeable officer. I am sure Mr. Adeney will feel that, had I applied myself with greater zeal to the study of French, this interlude may have ended on a more amicable basis! At the moment Bourke and myself

are at this station for a short time doing dual in 'Oxfords.' I am hoping to get an appointment to a carrier squadron in about two months."

Lieutenant-Commander T. M. Synnot, D.S.C., (1930 entry) writes: "H.M.S. 'Dido,' in which I served when on exchange (1944-46) entered Copenhagen on the morning of May 9, 1945 (the day after V.E. Day) and I sat on the Surrender Committee, which dictated the terms of surrender to the remains of the German Surface Fleet ('Prince Eugen' and 'Nuonberg' were the largest units) and had the job of organising and supervising the rendering inoperative of their armament, and the de-ammunitioning of all ships (some 70 in Copenhagen).

Lieutenant (E) J. F. Bell (1934 entry) is to be congratulated on the fact that, on completion of the course in Advanced Engineering in July, 1946, he was awarded the prize for the officer obtaining the highest marks for the course.

Congratulations also to **Lieutenant D. J. Hamer** (1937 entry) for sharing the Commander Egerton Memorial Prize at the conclusion of the long G. Course at Portsmouth.



Mid-Term Camp at Mornington, March, 1947.

(Photos from I. B. James)

FROM TIME TO TIME

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

On Wednesday, 5th March, Messrs. Dinny Pails and Colin Long, with Mrs. Nancye Bolton and Miss P. Jones visited the College to give us an exhibition of tennis. However, it was raining when they arrived, so Mr. Pails kindly gave us some hints on tennis till the weather cleared. With the cessation of rain, we watched them play a set on the College en-tout-cas court. Unfortunately, the rain came on again and the exhibition had to be cut short. We are most grateful to these players for their kindness in coming to the College, and only sorry that the weather should have been so extremely bad on the day of their visit.

J. C. WALLER.

One Saturday afternoon in the first term, Mr. Adeney invited six Fourth Year Cadets to spend the afternoon with him, sailing in his yacht "Kilki." Cut lunches were prepared for us at the College, and by 1130 we were under way down the Channel, using the auxiliary motor. By the time we reached the end of the Channel sails were bent and we proceeded towards Cowes under mainsail and staysail. We dropped anchor in the lee of Phillip Island to the eastward of Cowes, and settled down to lunch.

After lunch we weighed, and under jib, staysail and main, with a fresh breeze, made good speed along the coast of the island. Unfortunately, the sky became overcast, and fine rain fell, but we were enjoying ourselves and did not mind. After afternoon tea we decided to make for the Depot Channel, and after "feeling" our way across in very poor visibility, we sighted the entrance piles, and unrigged sails while we proceeded up the Channel under power.

P. S. RICHARDSON.

Early in the year some members of the Second Year became interested in golf, and after May leave brought back their clubs. A miniature six-hole course was laid out near the playing fields, with holes so placed as to present difficulties to the golfer, but not to impede other games. Interest quickly spread

to other years, and it is hoped that later, Cadets may be allowed to use the Depot links.

D. M. GRIGSON and J. SMITH.

On Saturday 29th March, the First Year spent a most enjoyable afternoon aboard the Depot tug in Westernport; about 1400 the tug departed, towing some of the Senior Cadets in whalers and cutters. When we reached the end of Hann's Inlet, the boats were cast off to go sailing, and we then travelled out further into Westernport Bay, where some of the First Year took turns at the helm, and a few others fished, without any success.

G. GRIFFITH.

Friday, 13th may be unlucky, but on that day First and Second Years, instead of the usual "prep," had a most interesting lecture by Mr. Eldridge on Cook's voyages. The lecture, which included all the voyages, was illustrated by use of the epidiascope, and showed many scenes of the coasts that Cook explored.

B. R. LEE.

This year for the first time, a College team ran in the "Curry Cup," a medley relay event, including an obstacle course, a hurdle race, bicycle race, boat-pulling, cross-country run, swimming and finishing sprint across the Depot parade ground. The Cup was donated for perpetual competition in memory of Commander H. F. Curry, D.S.C., R.N., who died in 1932, while serving in Flinders Naval Depot.

All departments of the Depot enter teams, and this year enthusiasm was particularly high. Even the officers team went into (more or less) strict training; and at least seven of the eight teams entered were regarded, by their supporters, as certainties.

As the Cadets do not take part in all Depot Inter-part sports, they could only enter unofficially, and it was only a few days before the event, on April 28, that permission to enter at all was given. However, the decision

was well justified, when the Cadets came in first, breaking the course record, and with an easy lead over the Signal School, who finished second, and hold the cup.

The R.A.N.C. team was well-balanced and strong in each part of the event, and deserve to be heartily congratulated on a fine performance. Members of the team were:—Richardson (obstacles), Stacy (hurdles), Lovell (cycling), McIntyre (cox. of gig's crew), Campbell, and Eliason (cross-country—2 sections), Woods (swimming) and Tulip (sprint).

On 11th March, the Third Year, accompanied by Mr. Berry, went to Melbourne by bus to see the "Chemex" Exhibition. Leaving the Depot at 1230 we arrived there at 1400.

The various stands were set out in four rows down the length of the hall, the two rows of exhibits on either wall were mostly devoted to engines, various kinds of working models and machinery tools. The two centre rows were erected by firms to display their products. For example, the first one showed essential fire-fighting equipment, and on the opposite side an electric furnace, controlled by an elaborate thermostat. One of the most interesting features of the Exhibition was the giant pendulum, which was suspended from the dome, and which showed the rotation of the earth. Other exhibits included a German flying bomb, the diving bell which recovered the gold from the "Niagara," and the jet propulsion engine.

The most instructional part was moving films which explained many things which were hitherto very vague.

Many other stands included photographic equipment, plastic productions, manufacture of aspirins, glass ware, glass piping and an ingenious method of cultivating seedless tomatoes.

Altogether the afternoon was very instructional and entertaining at the same time.

D. W. LANG.

Once a week we go for a short trot to Somers and back, and invariably we go on the dirtiest day of the week, for the good of our souls.

The other years have the moral advantage of starting before us. Some energetic coves get ahead, seemingly to show us up. Boadle's paddocks are famous for sheep. If someone goes a bit off course, the rest are sure to fol-

low, and run about a hundred yards extra, which all goes to show!

The scrub patch before Hope-Campbell's corner always catches a few, and then we hit the straight as far as the septic tank. From this imposing edifice, we pass through the most charming countryside surrounding Flinders Naval Depot.

After the swamp, the pace is on, to work up a sweat to make it look as if we have been running. By the time we get back, the smart ones are well on the way through the hot water, so maybe there is some sense in running.

R. J. TULIP.

A most enjoyable afternoon was spent on Friday, 11th June, when we were visited by Cadets of the Royal Military College. There were no afternoon studies, and when our visitors arrived at about 1345, we all gathered on the Quarter Deck and exchanged views. While members of the football team shifted, we showed the remainder over the College. An account of the Rugby match, won by R.M.C., appears elsewhere in this issue. After the match a good afternoon tea preceded the departure of the Duntroon Cadets.

D. J. MARTIN.

Owing to the acute food shortage in Britain, Cadets have been asked to make contributions to the "Food for Britain" Appeal. Cadets subscribe a portion of their weekly pocket money, and donate any spare coins when they feel prompted to support the cause. Names and addresses of families in England are obtained, and each week, a party of six Cadets visits the residence of Mrs. Plunkett-Cole, who arranges the packing of the food parcels.

Afterwards Cadets are entertained to afternoon tea. The Cadets greatly appreciate the kindness and fine work done by Mrs. Plunkett-Cole in encouraging the appeal in the College.

F. R. WOODS.

On Sunday, 25th February, the morning service was cut short to enable the Embassy Film Corporation to shoot some scenes for their film, "Another Dawn." About three scenes were taken, and also a "still" of the Chapel and part of the congregation.

J. A. WOODGER.

Last year's Fourth Year were in the Depot doing a short Gunnery course when we returned after the May leave. The College played two rugby matches against them; and on June 5 they visited the College to talk over happenings of the last six months. We were lucky to be able to entertain our guests at tea; and before a roaring fire, considerable "ear-bashing" occurred, till they had to leave for their quarters at 2130. This "get together" was most enjoyable.

J. L. JOBSON.

On Thursday, 17th July, after a short visit to H.M.S. "Theseus" in the latter part of the morning, Third and Fourth Years were taken to the Ordnance factory at Maribyrnong, while First and Second years went to the munitions factory at Footscray.

The two Senior Years arrived at Maribyrnong about 1400, and were split into three groups to be shown round as thoroughly as time allowed. Unfortunately, this time was exceedingly short, and our visit was rather hurried, but we were able to see some very interesting things, such as a three-ton forging, shell rooms and testing rooms. Some of the valuable precision machinery in the workshops was very impressive, for here people spoke of adjustments in so many 100-thousandths of an inch.

The care taken in the manufacture of ammunition boxes was very interesting, only the best of specially dried timber being used, and in every job a tolerance of 50-thousandths of an inch was a maximum.

We had to leave at 5.40 p.m., to return to the College, but it is hoped that such visits will be more frequent in years to come.

B. M. KERR.

On the afternoon of the 17th July, First and Second Years went to Footscray Munitions Factory. We were divided up into four groups. We started by going through the three large storerooms where all the metal is stored. Moving on, we went into the foundry, which is one of the most up-to-date. A new lot of metal is placed in each furnace about every twenty minutes. It is conveyed on runners, down to a large saw, which cuts the rough end off. It is moved on to the milling shop, where it is rolled down to a suitable thickness.

Here small discs are cut out to form the cartridge. It is punched into shape. It is carefully checked for shape.

The shells are taken into the loading room, where the components are put together.

Some larger shells and commercial products are also made.

C. BARTON.

On Monday, September 15, 1947, the Cadets were invited to the Wardroom to hear a lecture by the First Naval Member, Admiral Sir Louis Hamilton, K.C.B., D.S.O., R.N.

He dealt with increases of pay, new weapons and their effects on the Navy, and the future of naval aviation, with the purchasing of two new Light Fleet Carriers from Great Britain, in the next few years.

Russia's interest in the Middle East, Far East and Europe as the trouble centres of the world, was also discussed. He closed by making a summary of his lecture.

Several officers asked interesting questions which were answered with such information as he was able to disclose.

The Commodore thanked Sir Louis Hamilton, and the appreciation of the Officers and Cadets was shown in the usual manner.

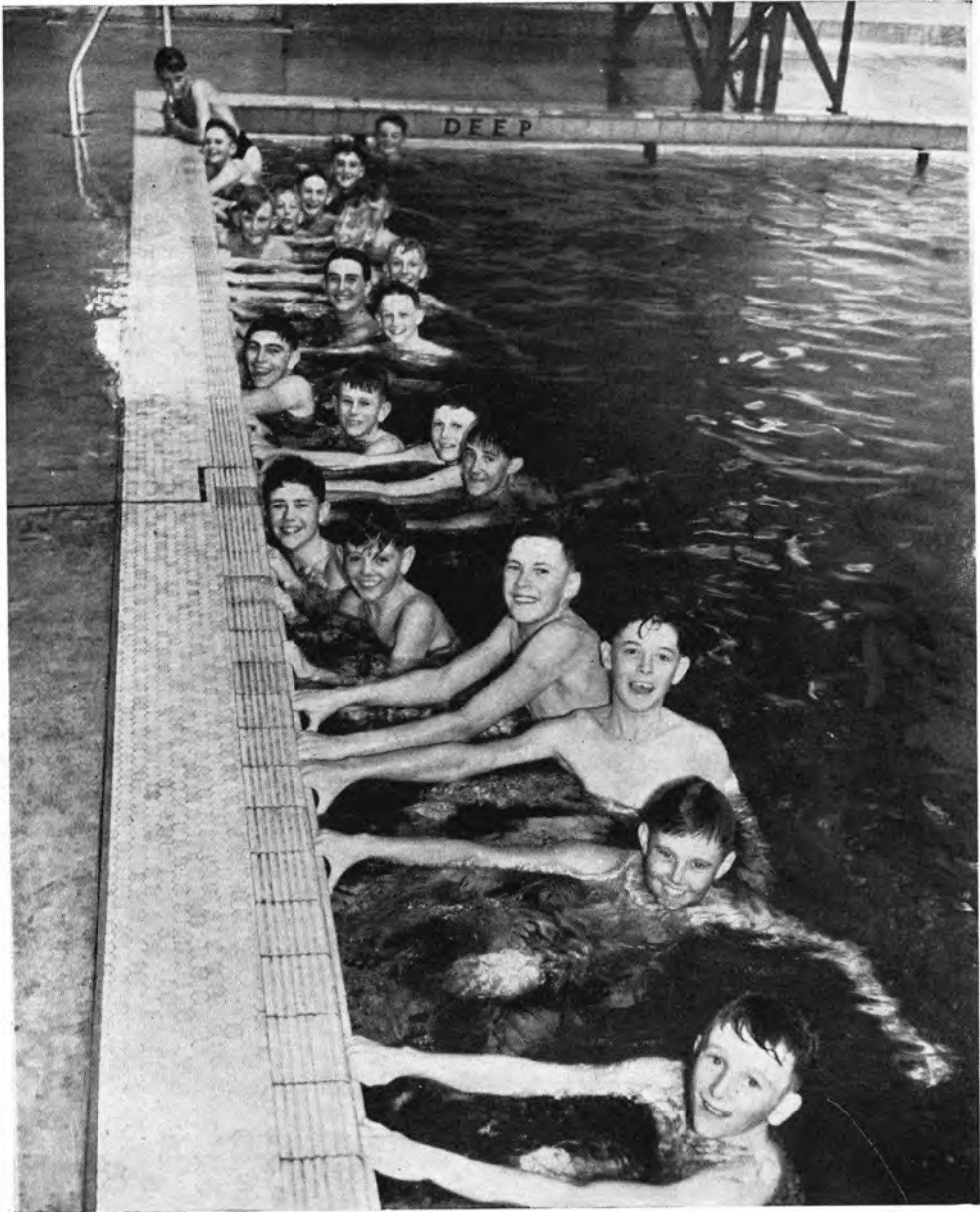
R. A. OSBORN.

At the start of the third term, the College gymnasium was commenced. The materials, which had been lying beside the Study Block for some time, formerly were a gymnasium at the R.A.A.F. camp at Somers. The work was very slow at first, owing to the great amount of labour involved, but as soon as the foundations were laid the building went up very swiftly. At the time of writing (20/10/47) it is progressing steadily, and, in the near future, the College will have its own gymnasium, completely equipped, in its own grounds.

W. D. PHILPOTT.

During the second and third terms of this year Chaplain Were has been kind enough to give up half an hour of his time each Saturday to teach about twenty senior Cadets part singing. We now have a choir of several tenors and basses who have become quite efficient in picking up their respective parts of well-known hymns. We certainly owe a vote of thanks to Chaplain Were for all the help he has given us.

I. K. WILSON.



THE DEEP END.

Photo courtesy "Sun News Pictorial."

FOURTH YEAR TRAINING CRUISE TO TASMANIA, MARCH, 1947

Official and Unofficial Accounts

The following is an extract from the Report of Proceedings for the month of March, 1947, by the Commanding Officer, H.M.A.S. "Gladstone" (Lieutenant-Commander W. J. Dovers, D.S.C., R.A.N.).

... **Cruise to STORM BAY Area.** The ship was anchored off Hann's Inlet until Monday 3rd March, when the Fourth Year Cadet-Midshipmen were embarked for a training cruise to the Storm Bay area in Tasmania. At 1600 on that day, weighed and proceeded and after an uneventful passage, arrived in Norfolk Bay at 0910 on Wednesday, 5th March. Remained under way in Norfolk Bay for the remainder of that day, carrying out practical Seamanship instruction, anchoring in Dart Harbour at 1630. Weighed and proceeded at 0830 on Thursday, 6th March, and continued the practical Seamanship instructional programme in Norfolk Bay, returning to the same anchorage at 1830. The week-end was spent in Dart Harbour at anchor, and on Sunday, 9th March, a ship's company cricket team journeyed to Port Arthur where they had a most enjoyable day's cricket at the invitation of the local club. At 0700 on Monday, 10th March, the ship proceeded to



H.M.A.S. "Gladstone" alongside wharf at F.N.D.
(Photo from J. A. Woodger)

Port Arthur, anchoring there at 1331, and remaining there until Wednesday, 12th March . . . weighed at 0522 on Wednesday, 12th March, and proceeded to Westernport, arriving off Hann's Inlet at 2148, on Thursday, 13th, the passage being marred by very bad weather which caused a delay of eight hours. Ship entered Hann's Inlet and secured alongside F.N.D. at 0515 on Friday, 14th March.

On the whole the cruise should have proved of value to the Cadets, as they were given opportunities of carrying out most of the normal duties they will experience when they go to sea. Also, they carried out the normal duties of an able seaman in his part of ship and mess . . .

This concludes the official account. Unofficially, we are informed:—

During the trip across Bass Strait, most of us were violently seasick; ("Uneventful Passage!") and finally arrived in Norfolk Bay, where Cadets were kept busy painting and working the ship. On Monday we weighed anchor in the forenoon, and steamed round to Port Arthur, where we played a game of cricket against the ship's company; the match resulting in a decisive win for our opponents, together with much hard fielding for us. In the short time ashore we explored the ruins of the old Penal Settlement, and found that many of the buildings were still in good condition. The wharves, originally built of stone had been allowed to crumble away, and what appears to be a far inferior wooden one erected. The greatest loss, however, was the Church. This had been originally a magnificent stone building, but when Port Arthur was abandoned, it had been allowed to fall into disrepair. Some sightseers made the error of entering the local store under the impression that it was one of the ruins mentioned in the guide book. Quick thinking and a couple of pounds of biscuits covered their confusion.

The passage back to Westernport was extremely rough, and all the Cadets, as well as many of the ship's company were sick. So ended our first taste of life at sea.

C. W. Middleton
G. Woolrych.
P. M. Cumming.

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

On Sunday, 20th July, members of the Third Year spent the day in the aircraft carrier, "Glory."

Arriving at Station Pier, which was already crowded with people, we went on board the ship, and were taken to the Gunroom, where we renewed our friendships with three midshipmen who passed out in 1946. At 11 o'clock, amidst cheering from the large crowd and the sound of the band from the flight deck, the 14,000 ton carrier slowly drew away aided by a powerful tug.

In the morning, from a very good position near the bridge, we witnessed some brilliant aerobatics by four "Seafires," and some time later watched them land perfectly on the flight deck. As the wind was only about 5 knots, the carrier had to steam at some 20 knots into the wind, in order that the planes could land.

After lunch, "Seafires" took off and carried out dive-bombing and strafing most effectively. With a maximum speed of about 400 knots, the "Seafires" came out of the sun and were past the carrier before it could be realised. Unfortunately, two "Fireflies" from H.M.S. "Theseus" crashed into the sea with the loss of all lives, while through accident, two men were killed.

After the mishaps in "Theseus" the "Seafires" came in to land on "Glory," guided by the expert batsman who stood near the stern on one of the sponsons. Two planes landed safely, catching their hooks in the third arrestor wire, but the third plane came in too fast, with the result that the left wheel burst, and the plane slewed around to the left, chipping the ends of the propellor blades.

The fourth plane, coming in at a great speed, touched down but did not catch any of the arrestor wires. Instead of diving into the barriers, the "Seafire" hopped over them,

attempted to rise by accelerating, and then crashed into the planes parked right forward. The sound could be compared with an evacuated petrol tin as it crushes up, and the scraping on the deck sounded like escaping steam.

The fire party, crash party and stretchers dashed to the planes, and foam was sprayed on the petrol, which flowed over the deck; in spite of the damage done to the plane, the pilot was not injured, and as he climbed out of the plane a sigh of relief went round.

This incident stopped the other planes from landing for some time, but eventually the remaining aircraft came in to land safely. This concluded flying operations for the day, and the tension eased a lot.

We were conveyed by cutter from the aircraft carrier to the destroyer, H.M.S. "Con-Test," and at about 5 p.m. the destroyer raced back to Station Pier with an injured man from "Glory" on board.

We disembarked at Station Pier, and returned by bus to the College, arriving back at 7 o'clock, after an extremely thrilling and eventful day.

(NOTES:

Seafire: Span, 36 ft. 10 in.
Length, 31 ft. 10 in.
Maximum speed over 400 m.p.h.
Ceiling, 35,000 feet.

Wings hinge upwards, inboard of cannon.

H.M.S. "Glory" commissioned, Nov. 27
1943.

Light Fleet Aircraft Carrier.

Displacement, 14,000 tons (17,720 tons full load).

Length 694.5 ft., Beam, 80.3 ft.
39 to 44 aircraft.)

J. M. Harries.

A DAY ON BOARD H.M.S. "CONTEST"

At 1100 on the twentieth of July, the Fourth Year embarked in H.M.S. "Contest" by Spencer St. Bridge. At the same time, the Second Year joined "Cockade," and Third Year joined "Theseus" at Station Pier.

Proceeding down the Yarra River, we joined "Glory" off Williamstown and proceeded down the Bay astern of her.

While proceeding down the Bay, we were shown over the upper deck, and had the workings of the secondary armament explained to us. The Midshipmen showing us around also told us several tales of their life in the ship, and also in previous ships.

Later we were taken down to the tiller flat, and also through the mess decks. I was very

impressed by the general cleanliness, despite the very cramped conditions.

Next on the programme was flying on of aircraft from Point Cook. This was done uneventfully, and all landed safely.

During the afternoon we were shown over the radar room, and saw the flying off and on. It was during a mock attack on the ship that a collision occurred, and during flying on about four planes were ruined.

We then proceeded back to Station Pier, where we secured at 1745.

During the day I was most impressed by the friendly manner in which we were made welcome by the Captain, Officers and Ship's Company.

I. H. Richards.

ORIGINAL

880 CONSOLATION.

The mile has just finished, so all the non-winners stroll leisurely out on to the track. To a few it is their only race of the day, but to most it is the one contest they have tried to evade: it is the 880 Consolation Handicap for those who have not won an event, and the last race of the day. The back markers take up their positions and finally all are on their handicap marks. A shot from the starter's pistol sets the field moving. Scratch markers begin to overtake those in front, while there is a bunch fighting it out for the lead. Finally, someone hits the lead and becomes the pace maker, but it is only half-way round. Distance is now beginning to tell, and those who were in front are slowly dropping back: 220 yards to go and in the final spurt every ounce of energy is hurled into the finish. It is now a test of stamina. Into the straight: and the two who are just in front of the rest are fighting it out. The spectators are cheering, and closer they get to the tape, but don't say it is going to be a dead heat! No! A scratch contestant won the race by a whisker and collapsed immediately, but as a reward he will receive a cake. Well done! Look out! It's not all

over! Three are fighting it out not to come last. No one did; the three crossed the line together!

H. J. P. ADAMS.

THE NORSEMEN.

Norsemen, Norsemen, hurriedly dipping sail,
Norsemen, Norsemen, glistening coats of
mail!

Norsemen, Norsemen, raiding foreign shore,
Warrior sons of Odin of the days of yore.

Villagers, Villagers, quickly up and arm,
Villagers, Villagers, save your homes from
harm,

Villagers, Villagers, on against the foe,
Shatter the invaders at a single blow!

Many mighty Vikings cloven to the sword,
Trampled underfoot, beaten by the sword;
Suddenly the Norsemen scurry for their boats,
See! a Viking's body on the water floats!

Villagers, Villagers, tramping home again:
All are rejoicing; many are in pain;
Out into the market-place all the people
throng,

Hail the Anglo-Saxons, fearless and strong!

M. RAYMENT.

A HISTORY OF THE ROYAL AUSTRALIAN NAVAL COLLEGE

In the last number of the Magazine it was announced that the History of the College, undertaken by Mr. Eldridge, was nearing completion after several years of continuous work, and that it was hoped that it would be published towards the end of this year. The process of completion has taken longer than was anticipated, and then the problem of the cost of publication caused delay. The work is a large one, and with the Biographical Supplement which includes notices of all Cadets who entered the College between 1913 and 1945 (and these numbered 621), will run into something like 450 quarto pages. The price quoted for printing was such that it appeared that the price per copy to purchasers would have to be three guineas, a figure which the author recognised as too high. Ways and means of reducing this cost without reducing the standard of the finished product have been sought and now, thanks to the generosity of Mr. Frank Albert, who has always taken such a lively and practical interest in all things concerned with the College, it appears that, relying on the hearty

support of all former cadets who, it is hoped, will purchase the book, it will be possible to publish at the price of two guineas, a price which at this time of high cost of production, must be regarded as most satisfactory for a work of this size and character. The book will be illustrated with numerous photographs and with drawings by Commander F. R. James and Lieutenant-Commander Geoffrey Ingleton. It is proposed to publish it in two different bindings, an ordinary cloth binding at two guineas and a leather binding at three guineas. The standard of the workmanship is assured by the fact that the book is being published for the author by The Georgian House, Melbourne, a firm which has established a reputation for the excellence of its productions. Advanced orders for "A History of the Royal Australian Naval College" may be sent to Mr. Eldridge, c/o Georgian House, 431 Bourke Street, Melbourne, indicating whether the cloth-bound or leather-bound form is desired. It is expected that it will be ready for distribution towards the end of 1948.

EXCHANGES

We have been glad to receive one or more copies of the following magazines during the past year:—The Corian; The Scotch Collegian; St. Peter's College Magazine; The Mitre; Wesley College Chronicle; Blue and Gold; The Scotsman; The Royal Naval Engineering College Magazine; The Britannia Magazine; The Brighton Grammarian; The Log (Royal Canadian Naval College Magazine).

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.

STARBOARD WATCH NOTES

Watch Officers: Lieut D. Nicholls, R.A.N. (1st and 2nd Terms); Lieut. G. B. Thrum, R.A.N. (3rd Term).

Watch C.P.O.: Mr. W. J. Cantwell.

Watch Cadet-Captain: Watch Cadet-Captain P. M. Cumming.

Cadet-Captains: J. G. Stacey, F. O. Eliason.

1947 has been an extremely successful year for Starboard Watch. We have so far won every major sporting event, though all competitions have been closely contested. Port Watch has played hard as always, and in many games, the senior rugby matches in particular, we have only beaten them by a narrow margin.

Our best wishes go with Lieut D. Nicholls, who has left the College to take up duty as First Lieutenant of H.M.A.S. "Condamine." Whilst serving here as a term officer, he took a very keen interest in the Cadets' sporting activities, and our win over Port Watch in the Regatta was largely due to his coaching. Lieut. Thrum, who has replaced Lieut Nicholls, joined us just before the commencement of athletics training, and we were doubly glad to welcome him, as he holds the College high-jump record, and is a good all-round athlete.

After many weeks of training, all cadets were disappointed when the inter-watch athletics had to be cancelled. A wave of sickness turned in so many Cadets that the event, if it had been held, would not have been truly inter-watch.

P. S. Richardson did very well to win the senior athletics championship; and R. J. Tulip added yet another sprint record to his list when he won the 220 yards in 23.2 secs. Both trained and ran well, and thoroughly deserved their success.

Those of us who are leaving Starboard Watch shortly wish the remainder of the Watch the best of luck; and hope to see Starboard just as successful in the future.

P. M. CUMMING.

PORT WATCH NOTES

Watch Officer: Lieut. I. H. S. Cartwright, R.A.N.

Watch C.P.O.: Mr. H. G. C. Waites.

Watch Cadet-Captains: R. J. Tulip, B. M. Kerr and J. E. C. Williams.

This year we have been fortunate in that Lieut. Cartwright has been with the watch for the whole year. Lieut. Nicholl left the College at the end of second term and our best wishes for the future go with him. Port Watch extends a warm welcome to Lieut. Thrum and we trust that his stay in the College will be a happy one.

Our fortunes have differed somewhat from those of last year. Starboard Watch has been a little too good for us and we congratulate them on winning all events to date. The most interesting clash was the senior inter-watch rugby. Starboard ran through us in the first match and we fought back to win the second one. The final game was quite a tussle, with Starboard the winners.

The senior cricket is in much the same position. Both Watches have one match each to their credit and the decisive match is yet to be played.

In the hockey competition we drew one match and Starboard won the other two. The boxing this year was fought in weights, but we consider the Watch honoured that a first-year cadet, Griffith, should win the Shelley Cup.

This year many cadets have won their colours and by way of conclusion, I would like to congratulate them all on their efforts.

R. J. TULIP.

SPORTS AND SPORTING

COLOURS.

(Showing Date of Award)

RUGBY	CRICKET	HOCKEY	TENNIS	ATHLETICS	SWIMMING	BOATS
1946	1946	1946	1946	1946	1946	1946
I. A. G. Macgregor K. M. Barnett R. W. Burnett A. W. Simpson P. G. Duncan R. J. Tulip D. P. McIntyre	P. W. Coombs D. P. McIntyre J. G. Stacey	I. A. G. Macgregor D. P. McIntyre	P. W. Coombs	P. W. Coombs E. J. Melzer R. J. Tulip	F. R. Woods	I. A. G. Macgregor R. B. Nunn T. R. Fisher C. H. C. Spurgeon
1947						1947
J. L. Jobson C. H. C. Spurgeon J. G. Stacey C. L. Falkiner I. H. Richards H. H. G. Dalrymple G. J. H. Woolrych T. J. Brooker (S)	J. L. Jobson	R. J. Tulip P. M. Cumming B. M. Kerr	J. L. Jobson D. P. McIntyre C. L. Falkiner	F. O. Eliason P. S. Richardson	Nil	I. H. Richards B. M. Kerr P. M. Cumming

AWARD OF COLOURS.

It has been the custom to award colours for seven different sports, Cricket, Rugby, Hockey, Tennis, Rowing, Athletics and Swimming, in addition to which there is the Governor-General's Cup for the best all-rounder. So far no one has attained the almost impossible excellence in all sports by being awarded seven colours, but no fewer than four have achieved the high distinction of six colours. P. S. F. Hancox and N. B. Wilson, of the 1927 Entry, were both

awarded this number, the only previous winner of six having been H. M. Trebilco, of 1921 Entry. R. E. Bourke (1938 Entry) was the next. Eleven cadets have been awarded five colours. These are: G. A. Hall (1916), T. K. Morrison (1925), D. Logan (1927), I. H. McDonald (1929), I. T. R. Treloar (1933), D. C. Wells (1933), J. S. Austin (1937), G. B. Thrum (1937), G. J. Willis (1937), J. D. Stevens (1941) and P. W. Coombs (1943).

BOXING

The boxing tournament was held in the Drill Hall during the afternoons of June 27 to July 3. The Shelley Cup, awarded annually to the best exponent of the art of boxing, went this year to one of the smallest and lightest cadets in the College, S. B. Griffith who, in winning the Midge weight division, gave a very good display. Winners of the various weights were as follows:—

Light-Heavy Weights: Stacey.

Middle Weights: Woolrych.

Welter Weights: Brooker.

Light Weights: Falkiner.

Feather Weights: Jobson.

Bantam Weights: James.

Fly Weights: Wilmot.

Mosquito Weights: Barton.

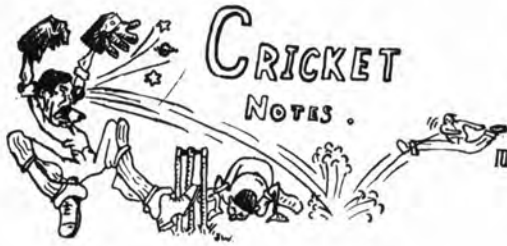
Midge Weights: Griffith.

CROSS COUNTRY

The Annual Cross Country run took place in typical winter weather, a cold wind and driving showers of rain, on the afternoon of Wednesday, July 16. The course was the same as that in 1946. First Year started off first, followed at ten second intervals by the other years. Eliason took the lead early, and was several yards ahead at the half-way turn in Somers, but Woods drew level with him and they battled on together. The finish was thrilling, with Eliason just beating Woods to the tape in a sprint over the last 20 yards. The winner's time was 41 mins. 45 secs. The watch prize went to Starboard. We were honoured in having the prizes (including most artistically decorated cakes for the first Cadet home in each year) presented by Rear-Admiral Creasy, R.N., the flag officer in command of the visiting Carrier Squadron.

E. J. BARRY.

T. A. DADSWELL.



The First Eleven this year had an all-round strength that gave confidence to its members. The batting and bowling could be shared by many and it was not necessary to rely on only one or two to make runs or get wickets.

R.A.N.C. v. BRIGHTON GRAMMAR SCHOOL.

The first game of the season was at B.G.S. and R.A.N.C. scored a quick 180 before lunch (Stacey 46, Burnett 47, Jobson 20, McIntyre 25 n.o., McGregor 14). During the afternoon Brighton were dismissed for 73 and 52 (Stacey 5 for 26, and 2 for 13).

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

R.A.N.C. opened and made 162 for the loss of only 5 wickets (Williams 34, Burnett 13, McIntyre, retired, 62, Jobson n.o. 21, Coombs 18). Declaring with this total Wesley went in and made 20 and 26. (In this match Stacey took 6 for 15 in the first innings and Burnett 6 for 9 in the second innings.)

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

In this match R.A.N.C. were caught on a wet morning wicket and with the ball coming off in all manner of awkward ways, did well to score 77 (Williams 13, Burnett 17, McIntyre 12). By the time play was opened in the afternoon the wicket was easier and Scotch made 94 for 7 wickets (Stacey 4 for 19, McIntyre 3 for 25).

R.A.N.C. v. SHIP'S COMPANY.

In a very friendly and enjoyable game R.A.N.C. won narrowly by 116 to 114.

R.A.N.C. v. NAVY OFFICE.

Only a good 57 by Duncan saved the College team from a very small score. However, the total of 143 was quite respectable. After only 5 wickets of the Navy Office had fallen for 101 the chances of a win looked slight, but the remaining batsmen only added 28 runs to make a total of 129 (Stacey 2 for 46, McIntyre 2 for 31, Burnett 3 for 27, Jobson 3 for 9).

R.A.N.C. v. Mr. B. BARNETT'S XI.

Brought down by Mr. Barnett to play the College the visiting team dismissed our batsmen for 124 (McIntyre 32, Jobson 20, Stacey 31). The visitors made 153 for 9 wickets, our most successful bowlers being Stacey with 3 for 53, McIntyre 2 for 26, and Burnett 3 for 32.

R.A.N.C. v. OFFICERS AND MASTERS.

The annual match was played with the usual vim and rivalry. R.A.N.C. were surprised at being dismissed for 67, but that was a minor shock to the 164 hit off their bowling in very quick time—Chaplain Fawell having the phenomenal figures of 4 for 1 in R.A.N.C.'s first innings.

R.A.N.C. v. MELBOURNE GRAMMAR SCHOOL.

Once again College was forced to bat on a sticky wicket: fortunes fluctuated at 1 for 0 and 2 for 33, then all out for 89. In reply M.G.S. made 108. Jobson 22, and McIntyre 24, were top-scorers and wickets were secured by Stacey 2 for 20, Jobson 2 for 30, Adams 3 for 29 and Falconer 2 for 12.

R.A.N.C. v. BRIGHTON GRAMMAR SCHOOL.

B.G.S. were dismissed for only 68, Stacey taking 4 for 16, Jobson 3 for 15 and Adams 2 for 9. With only 68 runs to chase College opened badly, losing the first wicket for 7 runs: but a partnership between Jobson 94 and McIntyre 31, gave us the chance to declare at 4 for 214, Stacey having made 45 and Falconer 26 not out. B.G.S. had made 29 for 5 wickets at stumps.

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

This time we made 157 runs (Stacey 30, Dalton 56 not out and Tulip 30) and dismissed Scotch for 134, Stacey taking 4 for 31 and five other bowlers getting a wicket each.

R.A.N.C. v. NAVY OFFICE.

Determined to make up for their previous defeat the Officers team made a quick 123 in reply to the College score of 98, of which exactly half was made by McIntyre. Thus honours for 1947 were even.

R.A.N.C. v. H.M.A.S. "GLADSTONE."

McIntyre and Jobson opened and gave College a good start at 1 for 88, and at 4 for 185 College declared. Lieut-Commander Dovers made a badly-needed 96 for his team, and after his dismissal College went on to win by 185 to 146.

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

The final game of the 1946-47 season saw Scotch open the batting. They were all out for 93 (McIntyre 3 for 23, Adams 6 for 29). In reply College had made 121 for the loss of 2 wickets when rain interrupted play (McIntyre 61 n.o., Jobson 22, Stacey 34).

Summing up the season's matches R.A.N.C. won 8 and lost 5.

J. L. JOBSON.

INTER-WATCH CRICKET.

The first of the three Inter-Watch cricket matches was played on the 5th of February. Port won the toss and elected to bat on a wicket which played very easily, and which gave no assistance to the Starboard opening attack. After two Port wickets had fallen McIntyre and Falconer attacked the bowling recklessly, and although giving many chances,

went on to score 141 not out and 59 not out respectively. Port closed their innings with the score book resembling something of test match calibre in that it read 2 wickets for 232. Starboard replied with 167 with Stacey and Eliason top scoring with 63 and 28 respectively.

The second of the series on the 12th February produced a very interesting result. Starboard were sent to bat on a wicket playing no tricks but could only manage 86. The destroying angel in this case was Adams with 4 for 18. Port, however, were caught on the wrong foot and didn't look like getting started. Starboard were extremely lucky to bundle them out for the modest score of 74. Starboard then played out time with Stacey and Campbell top scoring. The result thus went to Starboard with a win on the first innings. We now look forward to the 3rd and final game to be played in the third term.

J. G. STACEY.

AVERAGES (First Term only).

First Eleven Batting.

	No of Innings	Highest Score	Total	Average
McIntyre	17	141*	548	45.6
Campbell	6	89	128	25.6
Stacey	17	92*	406	25.4
Jobson	17	94	314	19.0
Falconer	13	59*	184	18.4
Falkiner	5	24	65	16.3

*Not Out

First Eleven Bowling.

	No of Runs	Wickets	Average
Stacey	509	54	9.4
McIntyre	268	26	10.3
Adams	227	20	11.4
Jobson	256	18	14.2
Falconer	224	12	18.6

J. G. STACEY.

AQUATIC SPORTS

These sports were held in the indoor pool on the afternoon of Wednesday, February 26, by kind permission of Commodore H. A. Showers, CBE, RAN. Officers and Masters of R.A.N.C., assisted by Mr. A. R. Saltmarsh, R.A.N., Petty Officer Dickson and Petty Officer Patterson acted as officials.

Results were as follows:—

Open Championship:

1, Woods (24 pts.); 2, Gaynor (13 pts.); 3, Dalrymple (12 pts.)

Junior Championship:

1, Dalton (24 pts.); 2, Hawke and Philpott (9 pts.).

100 Yds. Freestyle Open Championship:

1, Woods; 2, Waring-Flood; 3, Dalrymple. Time, 64 secs (record).

66 Yds. Freestyle Junior Championship:

1, Dalton; 2, Philpott; 3, Grigson. Time, 44 secs (record).

50 Yds. Breaststroke Open Championship:

1, Woods; 2, Gaynor; 3, _____ Time, 39.2 secs.

Junior Diving Championship:

1, Dalton; 2, Rae; 3, Griffith.

50 Yds. Breaststroke Junior Championship:

1, Dalton; 2, Arnold and Simmonds. Time, 46.9 secs (Event not previously held).

50 Yds. Backstroke Open Championship:

1, Woods; 2, Campbell; 3, Gaynor. Time, 39.3 secs.

50 Yds. Backstroke Junior Championship:

1, Dalton; 2, Hawke; 3, Philpott. Time, 48.5 secs. (Event not previously held).

Open Diving Championship:

1, Woods; 2, Falkiner; 3, Gaynor.

Senior Inter-Watch Freestyle Relay: Port.

Junior Inter-Watch Freestyle Relay: Port.

Senior Inter-Watch Medley Relay: Starboard

Junior Inter-Watch Medley Relay: Starboard

Senior Inter-Watch Obstacle Relay: Starboard

Junior Inter-Watch Obstacle Relay: Starboard

All Hands Inter-Watch Freestyle Relay: Starboard

Congratulations are offered to Woods for winning the Open Championship for the second time, and for his new record in the 100 Yds. Freestyle; to Dalton for winning Junior Championship, and to Starboard for their win in the Inter-Watch Competition.

ANNUAL REGATTA

The Regatta was held, in fine weather, on April 26. The first event was the final of the Open Sculling Championship won this year by I. H. Richards. Results of other events were as follows:—

Inter-Watch Senior "A" Gigs: Starboard Watch.

Officers v. Chief Petty Officers Skiffs: Officers.

Inter-Watch Junior "B" Gigs: Starboard Watch.

Able Seamen v. Leading Stewards Skiffs: Able Seamen.

Inter-Watch Senior "B" Gigs: Port Watch.

Stewards v. Cooks Skiffs: Stewards.

Inter-Watch Junior "A" Gigs: Starboard Watch.

Inter-Watch "A" Skiffs: Starboard Watch.

Inter-Watch "B" Skiffs: Starboard Watch.

Inter-Watch All-Comers Cutters: Starboard Watch.

In the Inter-Watch Competition Starboard won by 41 points to 26. The best event of the day, from the spectators point of view by the Senior "B" Gigs; the closeness of the finish can be gathered from the accompanying photograph. At the conclusion of the last event the prizes were kindly presented by Mrs. Showers.



Senior "B" Gigs.

(Photo from M. H. Small)

TENNIS

The tennis knockout competition was held as usual during the first term to find singles and doubles champions for 1947.

When Jobson defeated Falkiner and McIntyre defeated Campbell in the semi-finals they earned the right to meet in the final held on a sunny Saturday morning.

After a marathon first set of intermittent, hard driving and long rallies McIntyre broke through Jobson's service to take the first set at 7-5. Starting the second set strongly and making the net in confident rushes McIntyre led 4-2 until forced back by sideline drives to lose 4 games straight and thus lose second set to Jobson 4-6.

The third set became a battle of wits and patience and deuce was taken several times before Jobson drove a ball outside to give McIntyre the singles championship.

The doubles were held during the afternoon between McIntyre-Jobson and Campbell-Falkiner. During the first set both pairs came to the net frequently and no advantage was shown on either side; however, during a lapse of overhead smashes which finished up into the net and good net play being shown by Jobson and McIntyre, they were able to take first set at 7-5.

The next set was won easily at 6-3 so Jobson and McIntyre d. Falkiner and Campbell in the doubles championship of 1947.

Results of tournaments played during 1947 were:—

OPEN SINGLES CHAMPIONSHIP, 1947

McIntyre	} McIntyre	}	} McIntyre	} McIntyre 6-4, 6-8, 7-5
Tulip	} 6-0, 6-0			
Campbell	} Campbell	}	} Jobson	
Stacey	} 6-2, 6-2			
Richards	} Falkiner	}	}	
Falkiner	} 6-0, 6-2			
Harries	} Jobson	}	}	
Jobson	} 6-2, 6-2			

JUNIOR SINGLES CHAMPIONSHIP, 1947

Barry	} Adams	}	} Adams	} Adams 6-2, 6-4
Adams	} 6-8, 6-4, 6-2			
Knox	} Knox	}	} Green	
Dalton	} 6-4, 6-0			
Green	} Green	}	}	
Crawford	} 7-5, 6-4			
Dadswell	} Simmonds	}	}	
Simmonds	} 6-2, 6-3			

OPEN DOUBLES CHAMPIONSHIPS, 1947

Falkiner-Campbell	} Falkiner-Campbell	}	} Jobson-McIntyre
Richards-Stacey	} 6-1, 5-7, 6-4		
Jobson-McIntyre	} Jobson-McIntyre	}	} Jobson-McIntyre 8-6, 6-3
Cumming-Woolrych	} 6-1, 6-4		

JUNIOR DOUBLES CHAMPIONSHIPS, 1947

Barry-Green	} Barry-Green	}	} Barry-Green
Wilmot-Griffith	} 6-3, 6-2		
Adams-Dadswell	} Adams-Dadswell	}	} Barry-Green 6-3, 6-4
Simmonds-Small	} 8-6, 6-3		

ANNUAL SQUASH COMPETITION, 1947

The tournament began late in second term and the whole College entered.

The earlier games were not of a very high standard, due mainly to the distance of the squash courts from the College.

Games were played up to the semi-final, leaving Jobson to play Barry, and Dalrymple to play Richards. Barry defeated Jobson 2 games to 1 in a fast game,

and Richards narrowly beat Dalrymple 2 games to 1. The finals were played on the third Sunday of third term, giving the two previous Sundays for practice.

Barry won the first game fairly easily at 9-6, but Richards won the second 9-3. At this point, however, Barry's fast low play and hard hitting gave him the next two games 9-6 and 9-2, thus giving him a fairly easy win—3 games to 1.

RESULTS:—

ANNUAL SQUASH COMPETITION, 1947

Richards	{ Richards	}	Richards	}	Barry
Knox	{ 9-1, 9-4				
Falkiner	{ Dalrymple	}	}	}	
Dalrymple	{ 10-8, 9-6				
Jobson	{ Jobson	}	}	}	
Cumming	{ 9-0, 9-3				
Barry	{ Barry	}	}	}	
Spurgeon	{ 9-2, 9-3				

I. H. RICHARDS

RUGBY

The 1947 Rugby season was notable for two particular reasons. Firstly, for the first time since the College left Jarvis Bay, there were seen on the R.A.N.C. ground the Blue and Red colours of the Royal Military College, Duntroon, opposed to our Whites. Secondly, it was found possible to arrange a list of fixtures to include three Melbourne Schools beside ourselves—Scotch College, Melbourne High School, and Footscray Technical School.

The First XV had a match every Saturday during the term and the Second XV on most of them. For the first few games, both XV's had fairly comfortable wins, but towards the end of the season, the First XV had to battle hard against the greatly improved School teams to maintain the unbroken succession of victories. The Seconds lost once to Scotch College Seconds.

The match against Duntroon was fitted in during a very welcome visit of the Third Class of the R.M.C. to the College and Flinders Naval Depot. Our opponents outclassed us and our defeat by 31 points to 11 shows their superiority very fairly. It was a most enjoyable match and it is to be hoped that it may become an annual fixture, as it is understood that the R.M.C. Third Class visits Victoria every year. Our prospects of playing a return match on the R.M.C. home ground do not seem bright—we can but try.

Tulip—the only 1946 Colour—captained the First XV very ably, but was unfortunately crocked for a few matches in the middle of the season. In his absence, Jobson led the team and did very well. As leader of the pack, Spurgeon kept his forwards well on the ball.

Behind the scrum, Falkiner played consistently well and his passes were just as consistently gathered by Jobson's able hands. The three-quarters played ortho-

dox football and the best of them were probably Tulip, Brooker (until he left for the U.K.), Stacey and Richardson. As full-back, Woods kicked and fielded well, but must learn to tackle low.

The pack improved as the season went on. Dalrymple hooked well in spite of his lightness and Richards showed great skill in the line-out. Spurgeon was always sound and Kerr Cumming, Woolrych and Middleton were hard workers. Campbell showed potentialities, but must lend his weight to the scrum rather than hang about waiting for the ball to come into his hands from the loose. The standard of place-kicking throughout the season was poor.

Colours were awarded to Jobson, Spurgeon, Stacey, Falkiner, Richards, Dalrymple, and Woolrych.

At the end of the season Richardson, Falkiner, Campbell, Gaynor and Dalrymple were chosen as members of a team picked from the R.A.N.C., Scotch College, Melbourne High School, and Footscray Technical School, to visit Sydney during the leave period to play three matches against Sydney schools. It is to be hoped that this tour will stimulate interest in Rugby in more of the Victorian schools.

J. P.-C.

**R.A.N.C. 1st XV v. GUNROOM, at R.A.N.C.
4/6/47.**

The Gunroom, anxious to avenge their defeat one week earlier, began with a very strong attack. The Gunroom forwards were too heavy for the College forwards, but their attacks were turned by the strong back line of the College. Several minutes before half-time, the Gunroom forwards forced a try which was not converted. In the second half the pace was

very fast, but twice the Gunroom broke through and scored tries. College tried hard to score but the opposing backs turned their attacks. The final whistle blew with the score 9-0 in favour of the strong Gunroom team.
T. DADSWELL.

R.A.N.C. 1st XV v. FOOTSCRAY 2nd XV, at R.A.N.C. 7/6/47.

The game commenced at 1445 with the westerly wind to the cadets' advantage. The College had the kick-off.

Soon Middleton scored a try for the College as the result of a forward rush. The try was not converted.

The next two tries were also to the College, the first by Falkiner which was converted, the next by Tulip, not converted. Both were scored by the backs after a scrum.

This left the score at half-time at 11-0 to the College. In the first half the forwards did well to gain the ball from 10 scrums out of 14.

In the second half the ball was down our half most of the time, and Footscray had the upper hand until a brilliant run by Tulip scored another try which was unfortunately not converted.

During the rest of the game Footscray was slightly superior both in scrums and line-outs, but no further scores resulted, leaving the points at 14-0 when the final whistle was blown.
I. H. RICHARDS.

R.A.N.C. v. MELBOURNE HIGH SCHOOL, at R.A.N.C. 21/6/47.

The game started off at an even pace, Melbourne High kicking off at 1515. The back lines were somewhat patchy, but the College in a short burst of excellent play by the whole team pushed forward for a try by Campbell which Tulip just failed to convert, then another by Tulip which he converted, and another by Richards which was not converted. However, after this both teams lapsed into bad passing and the forwards took control. During this half the extra weight in the Melbourne High scrum told against the better raking of Dalrymple, Melbourne High winning 11 scrums to the College's 9. However, the College made up for it by winning the line-outs to the tune of 9 to 3. The score was 11-0 at half-time.

The College kicked off and play oscillated up and down the field until Jobson got an excellent field goal after receiving the ball from a scrum near their goal. Brooker soon after broke through on the wing and scored a good try which was not converted. Soon after this, Brooker, in his new position of inside centre, made a really good try to touch the ball down right near the goal mouth which Tulip converted. Richardson then broke through on the wing to score the final try, which was not converted.

In the second half the line-outs were very even, Melbourne High winning six to the College's five, and the College reversed the scrum position, winning 11 to Melbourne High's 9.

On the whole the College won the game (24 to nil) because of supremacy in all departments in the backs.

C. W. MIDDLETON

R.A.N.C. 1st XV v. FOOTSCRAY TECHNICAL COLLEGE.

On Saturday, June 28, R.A.N.C. played Footscray, at Footscray. The ground was rather hard and the field rough.

Footscray Technical School had the kick-off, but our forwards took all the play into their half and kept it there for most of the time.

Our scrum was much heavier than theirs, and consequently our back line had many opportunities to score. Both wingers got away well and scored several times.

One feature of the game was the poor place-kicking. There were 11 tries scored and of these, one was converted by Woods. The final score was 35-0 to R.A.N.C.
R. J. TULIP.

R.A.N.C. v. SCOTCH COLLEGE, at Scotch College. 5/7/47.

After heavy rain the teams ran onto the field, which closely resembled a mud patch, at 1115.

We attempted to start some passing movements in the backs, but we soon realised the futility of this, and from then on the match became a forward's game. The play became rather scrappy, for the slippery ball made all handling particularly difficult.

There seemed there would be no score, but half way through the second half, Woolrych picked up the ball from a dribbling rush and raced 15 yards for the line to score in the corner. Stacey attempted to convert this try, but because of the weight of the ball, it was almost impossible.

After our score Scotch's heavier forwards attacked strongly, but there was no further score, and at the final whistle the score remained 3-0 in our favour.

P. S. GAYNOR.

R.A.N.C. v. R.M.C. 11/7/47.

The game commenced at 1500 at a great rate with R.A.N.C. immediately on the defensive. It was not long before R.M.C.'s fast wing made a fine run from the half way line to score the first try of the day.

Navy was failing to fall on the ball when Army made their forward rushes and it was during one of these that Honnor (R.M.C.) made a short kick over the opposition, raced on and gathered it up for another try to Duntroon.

Brooke, Duntroon's excellent half, cut through to register a try between the posts which was easily converted by Larsen. Navy were still on the defensive and were being run off their feet; however, in a rallying effort the back line moved, Stacey to Richardson to Gaynor, who dived over for R.A.N.C.'s first score.

After half-time Duntroon's back line raced downfield tossing the ball about swiftly and cut past Navy's "high tackle" attempts to stop them for still another try.

A determined run by Stacey who palmed off opposition, gained Navy another five points to their meagre total.

Whilst battling in their scoring 25 Brooke (R.M.C.) dropped a field goal. R.A.N.C. finished on strongly but could make no impression on the steady opposition and the final whistle went with the scores R.M.C. 33 defeated R.A.N.C. 11.

Against a team so much heavier, R.A.N.C. would have done better had the side tackled and fallen on the ball with more determination. R.M.C. was much the better side.

J. L. JOBSON.

R.A.N.C. v. MELBOURNE HIGH SCHOOL.

On Saturday, July 12, R.A.N.C. played Melbourne High School at Elsternwick Park.

Melbourne High kicked off at 1400 and their forwards came down on us rather heavily. Their scrum was much heavier than ours and with the wind in their favour the play was in our half most of the time. The College, however, won most of the line-outs, and Melbourne High chose to scrum down quite often. Towards the end of the first half the College attacked rather successfully and after a brilliant forward rush Campbell scored a try which, however, was not converted. Melbourne almost scored several times.

In the second half with the wind in our favour we were attacking most of the time. The Melbourne full-back made a few rushes which were only just stopped in time. Much scrimmaging went on near the opposing back line when the ball was kicked out very often.

A free kick was given against Melbourne, and Richards, who took the kick, dribbled it forward allowing Campbell to pick it up and score again, which was the final score, giving the College a 6-0 win.

P. S. RICHARDSON.

R.A.N.C. 1st XV v. FOOTSCRAY TECHNICAL COLLEGE, at R.A.N.C.

19/7/47.

Again Tulip was unable to play, but in spite of his absence we managed to win very easily, thus bringing our total of wins to eight, out of the ten principal matches played.

The weather conditions were ideal, there being little or no wind.

Footscray kicked off at 2.45 p.m., and after about five minutes of fast play Dalrymple took the ball over the line to give us our first try. Woods failed to convert.

By half-time the score was:—R.A.N.C., 20; Footscray, nil.

Again, in the second half, most of the play was in the Footscray 25, although occasionally we were forced into our own ground.

At one of these times Campbell got the ball and made an excellent 75 yard dash only to be forced out when a few yards from the try line.

Tries were scored by Richardson (5), Falkiner (2), Harries (2), Dalrymple, Campbell, Stacey, and

Kerr (1) each. Woods converted only three of these.

The scores at full-time were: R.A.N.C., 45; Footscray, nil.

J. WILLIAMS.

R.A.N.C. 1st XV v. SCOTCH COLLEGE.

26/7/47

The final match against Scotch College in this season's competition was played at Scotch on July 26. There had been no rain for a while previous to the match and the ground was quite solid.

Scotch had the kick-off and their forwards came down with a rush. They were determined, and our forwards had to fight hard to prevent a score. Navy's backline functioned quite well, but the two wing men were nailed time after time.

The play was forced back into Navy's half and faulty handling close to the line gave Scotch an opportunity which they seized and scored a little to the right of the posts. This was converted, making the score 5-0.

Navy came back hard and forced Scotch back on to their back line. The ball came out from a scrum and Stacey took a shot at a field goal. It went through very cleanly and the score was 5-4.

After half time, the play was in the Navy half for the main part. Scotch forwards bustled well and from a kick across goal from a Navy forward Scotch scored, but did not convert. Score 8-4.

Navy pressed hard in the final few minutes of the game and Harries picked up from a bounce and raced round behind Scotch men to score between the posts. He converted and the final whistle blew. The score was 9-8 to Navy after the hardest match yet.

R. J. TULIP.

INTER-WATCH RUGBY.

It was only necessary to play two games between Port and Starboard 1st XV's, and two between the 2nd XV's to decide the inter-watch competition. All the matches were won by the Starboard Watch.

RUGBY 2nd XV MATCHES.

Results were as follows:—

v. Scotch College, R.A.N.C. won 33-3

v. Combined M.H.S. and Scotch, R.A.N.C. won 35-3

v. Scotch College, Scotch won 11-3

v. Scotch College, R.A.N.C. won 9-8.

HOCKEY

Senior Inter-Watch:—

The first match of the season was on July 24. Both teams were very even and neither seemed to be able to gain much advantage. A goal was scored by Starboard just before half time but it was not long before the score was again even, the result being a draw—1-1.

On Thursday, July 31, the second game was played but Starboard's team was easily superior and at half time had a lead of 2-0. A fast rally by Port made it 2-1 after half time, but a rush by the Starboard forwards near the end made a decisive victory of 3-1.

The final match aroused keen interest, both sides being all out for a victory. However, Starboard once again had a distinct advantage, and won the day with a score of 2-1, thus winning the competition.

R.A.N.C. v. WARDROOM.

On Monday August 18, a hockey team from the Wardroom played the College first eleven. The officers took the game into their own hands in the first half and Lt.-Commander Dovers, aided by the brilliant play of Lt.-Commander Tidy, soon scored. Not long afterwards Lt.-Commander Purvis scored another goal from the edge of the circle and at half time things were rather poor for the College. After half time, however, the Cadets made a hard attack and after a long tussle Gaynor scored the first goal. Soon afterwards he scored a second and the match ended in a draw—2-2.

B. M. KERR.

ANNUAL ATHLETIC SPORTS

The Athletic Sports were held at the College on the afternoon of Saturday, October 11. Unfortunately this year the sports, particularly in the Junior division, were marred by the fact that a number of competitors were turned in as a result of influenza; this affected some of the seniors, too; and, to make matters worse, the day was far from ideal; being cold and windy, especially in the latter part of the afternoon. Nevertheless, and in spite of these handicaps, the sports were most interesting.

Richardson is to be congratulated on winning the Open Championship and Philpott on winning the Junior Championship. Tulip again ran very well in the open events, breaking the record for the 220 yards (the only record of the day) and running very close to the record in both the 100 yards and the 440 yards. Eliason won both the mile and the half mile; and next year, if he trains well, might set new times for both these events.

At the conclusion of the sports Mrs. Showers very kindly presented a fine array of trophies and cakes to the winners.

Detailed results are as follows:—

Open Championship (Franklin Trophy):

- P. S. Richardson, 1st (47 points).
- R. J. Tulip, 2nd (38 points).
- F. R. Woods, 3rd (36 points).

Junior Championship (Fegan Trophy):

- W. D. Philpott, 1st (45 points).
- J. C. Waller, 2nd (39 points).
- D. J. Dalton, 3rd (25 points).

100 Yards Open (Carr Cup):

- R. J. Tulip, 1; P. S. Richardson, 2; J. G. Stacey, 3.
- Time: 10.4 secs.

100 Yards, Junior:

- W. D. Philpott, 1; P. J. F. Crawford, 2; T. A. Dadswell, 3.
- Time: 12.0 secs.

220 Yards, Open:

- R. J. Tulip, 1; P. S. Richardson, 2; J. G. Stacey, 3.
- Time: 23.2 secs. (Record).

220 Yards Junior:

- W. D. Philpott, 1; T. A. Dadswell, 2; J. C. Waller, 3.
- Time: 26.5 secs.

440 Yards, Open:

- R. J. Tulip, 1; J. G. Stacey, 2; P. S. Richardson, 3.
- Time: 54.0 secs.

880 Yards, Open:

- F. O. Eliason, 1; H. H. G. Dalrymple, 2; F. R. Woods, 3.
- Time: 2 min. 13.5 secs.

880 Yards, Junior:

- J. C. Waller, 1; G. F. Ball, 2; D. J. Dalton, 3.
- Time: 2 min. 24 secs.

Mile, Open

- F. O. Eliason, 1; F. R. Woods, 2; C. W. Middleton, 3.
- Time: 5 min. 17.8 secs.

Mile, Junior:

- G. F. Ball, 1; J. C. Waller, 2; D. J. Dalton, 3.
- Time: 5 min. 47 secs.

High Jump, Open:

- F. R. Woods, 1; C. L. Falkiner, 2; P. M. Cumming, 3.
- Height: 5 ft. 0½ in.

High Jump, Junior:

- D. J. Dalton, 1; J. C. Waller, 2; W. D. Philpott, 3.
- Height: 4 ft. 9 in.

Long Jump, Open:

- P. S. Richardson, 1; W. R. Woods, 2; C. L. Falkiner, 3.
- Distance: 18 ft. 11½ in.

Long Jump, Junior:

- W. D. Philpott, 1; J. C. Waller, 2; D. J. Dalton, 3.
- Distance: 17 ft. 8½ in.

Hurdles, Open:

- P. S. Richardson, 1; F. R. Woods, 2; J. L. Jobson, 3.
- Time: 18.6 secs.

Hurdles, Junior:

- W. D. Philpott, 1; T. A. Dadswell, 2; E. J. Barry, 3.
- Time: 16.1 secs.

Shot Putt, Open:

- R. C. Campbell, 1; J. G. Stacey, 2; F. O. Eliason, 3.
- Distance: 35 ft. 10½ in.

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

Sack Race, Open:

- J. A. Woodger, 1; I. H. Richards, 2; J. L. Charley, 3.

Obstacle Race, Open:

- J. L. Charley, 1; M. Calder, 2; I. H. Richards, 3.

Sack Race, Junior:

- S. Griffith, 1; T. A. Dadswell, 2; J. Smith, 3.

Obstacle Race, Junior:

- P. J. Arnold, 1; A. A. H. Evans, 2; J. Smith, 3.

880 Yards Consolation Handicap:

- H. H. G. Dalrymple, 1; E. E. Johnston, 2; J. Smith, 3.



Richardson competing in the Shot Putt.
(Photo from I. B. James)

R.A.N.C. ATHLETIC RECORDS

100 Yards, Open:

R. J. Tulip, 10.3 secs.

100 Yards, Junior:

K. W. Shands
A. F. Sallmann
R. J. Tulip

{ 11 secs }

220 Yards, Open:

R. J. Tulip, 23.2 secs

220 Yards, Junior:

A. F. Sallmann, 25.1 secs

440 Yards, Open:

R. R. Dowling, 53 secs.

880 Yards, Open:

E. J. Melzer, 2 min. 10.4 secs

880 Yards, Junior:

R. C. Campbell, 2 min. 15.8 secs

Mile, Open:

J. D. Goble, 4 min. 54.8 secs.

Mile, Junior:

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

High Jump, Open:

1940 G. B. Thrum, 5 ft. 5½ in

1942

1945

High Jump, Junior:

F. R. Woods, 5 ft. 2½ in

Long Jump, Open:

J. S. Austin, 20 ft. 10¼ in

Long Jump, Junior:

R. C. Campbell, 19 ft. 2½ in

120 Yards Hurdles, Open:

R. B. Nunn, 17.1 secs.

100 Yards Hurdles, Junior:

F. R. Woods, 15.8 secs.

Shot Putt:

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

