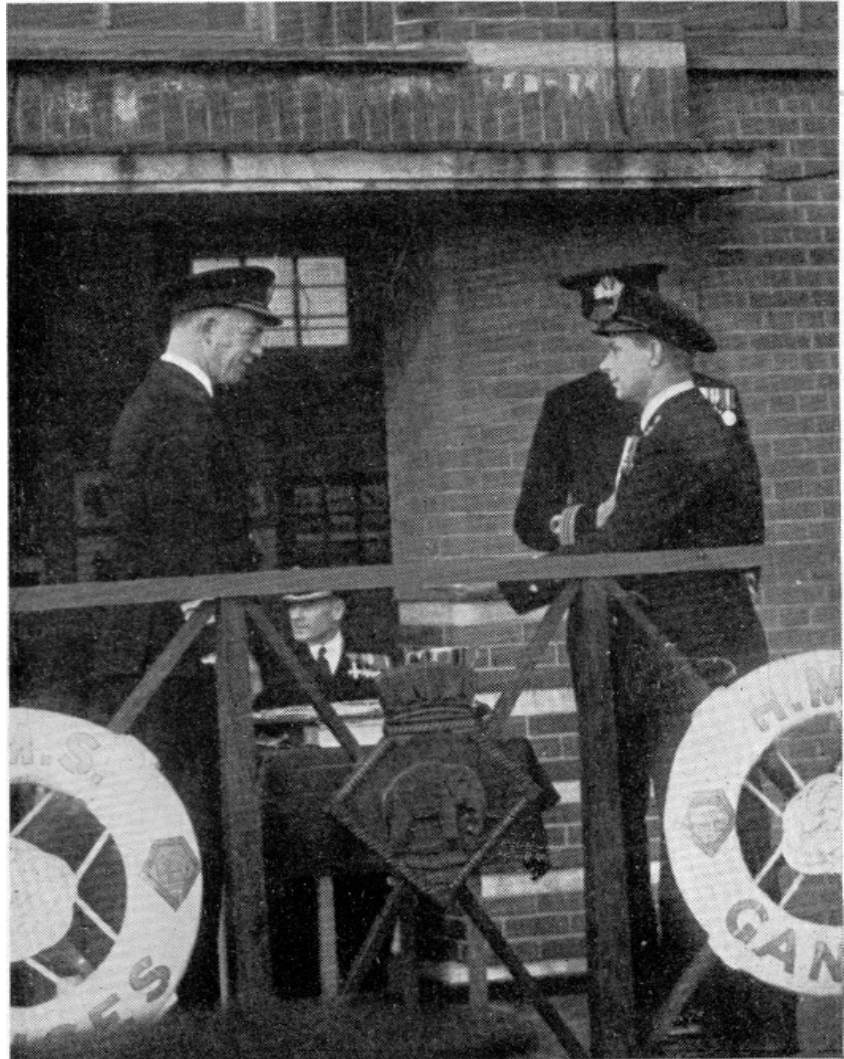


Long Service and Good Conduct Medal

THE BLUE PETER.

Our picture shows C.P.O. Ck. A. Everett receiving from the Captain the Long Service and Good Conduct Medal. The conditions which qualify for this Medal and its inauguration may be of some interest as it is hoped that many Boys now undergoing training may eventually qualify for it themselves.

The medal was introduced into the Royal Navy in 1831 by King William IV. The design, however, was altered in 1848 and has remained as such to the present



day. The qualifications are that any rating or rank in the Royal Navy or Royal Marines who has been assessed in character as "Very Good" for 15 consecutive years may be recommended by his Captain for the award of the medal, which carries with it a gratuity of £20.

The medal has on one side a bust of the King in Naval Uniform and it is interesting to note here the possibilities of design now that we have Queen Elizabeth II as the reigning Monarch. On the other side is a replica of an old line "Wooden

"Wall" battleship of the line, lying at anchor. The ribbon is distinguishable as blue with broad white edges.

The popular name for the award in the Navy is the "Pea-Doo" medal (after 'Pea-Soup') and its qualifications generally assessed on the Lower Deck as an award for fifteen years' undetected crime. It is, however, a valuable asset and the award carries with it an increase in pension. In fact, one could say with confidence that it is the most popular decoration worn by members of the Royal Navy and Royal Marines.

H.F.D.

Instructor Captain F. C. Sobey, M.A., R.N.

This term we have taken leave of Instructor Captain F. C. Sobey, M.A., who for the past three years has been guiding the fortunes of Naval education in H.M.S. "Ganges."

He will be remembered by a host of Instructor Officers as one who always had a ready and sympathetic ear for any problem or suggestion, however trivial. Among Captain Sobey's many gifts was his equanimity, nothing ever seemed visibly to disturb him. His interests ranged far and wide beyond the School, and many of us have enjoyed the trips, organised by him, to the Ipswich Civic Concerts—he was ever trying to bring the Philistine into the fold. His knowledge of current affairs was encyclopaedic and few were the topics on which he could not give some pithy comment, backed up by anecdotes. Incidentally, Shotley Post Office to Bourne Bridge in 12½ minutes will not be bettered easily. He was, above all, a first class messmate.

We are fortunate in the fact that his appointment as Command Instructor Officer, The Nore, will enable him to continue his association with "Ganges" for some time to come.



Instructor-Captain Sobey, M.A. R.N., takes the Salute at Sunday morning Divisions.

Trincomalee and the East Indies Station

People tend to be discouraging and sympathetic when they hear you have been drafted to Trinco. They talk about the heat, the boredom and the primitive conditions in that part of the world. "There's nothing to do in Trinco on your time off but to sit on the sea-shore and look out to sea," said one officer as we made our way through the Red Sea en route for Ceylon. It was hot enough then but he promised us something much hotter in Trinco. Our spirits, therefore, were not very high as we completed the final stages of our voyage out from England. We called first in Ceylon at Colombo, one of the most important cities in the East. Here everything seemed to be very civilised, although the modern buildings near the harbour soon tapered away to the usual heat-ravaged and sordid native quarters one finds on the edge of most Eastern towns. Still, there were well-stocked shops, fine cinemas and plenty of entertainment in the capital city of Ceylon.



From there we made our way round the coast to Trinco on the other side of the island. We sailed close to the coast and could get a good idea of the varied and beautiful scenery of the island from its tropical beaches to the hill country which rose steeply in the background. The naval base is by no means easily discerned from the sea. The ship turns suddenly to port into a heavily wooded inlet and then to starboard into the harbour. One's first impression confirms the gloomy description, one heard at home because there seems very little civilisation ashore. However, gradually you can pick out from the heavy jungle growth the N.H.Q., Dockyard, Admiralty House and other residencies. A visit ashore will show that there is a live community there with Fleet canteen, Fleet cinema, many sports pitches and a pleasant all ranks club, Nicholson Lodge, where one can bathe and laze in the afternoon. The barracks ashore are known as H.M.S. "Highflyer," but this is a very small establishment and bears no resemblance to barracks at home. An efficient free bus service will save you a walk in the great heat.

Trincomalee is nothing more than a jungle village with a naval base imposed on it. The heat and humidity there are very great all the year round and the Sinhalese disinclination to work is understandable. The really hard work is done by South Indian natives who have escaped from unemployment and starvation in their own country. The people of Ceylon for the most part are content to sit and watch them take the majority of the jobs. The British naval community is to be found chiefly round the harbour. A shortish walk will bring you to the maidan or large village green and beyond this is the pettah or native quarter. This is very dirty and abounds in the "aromatic" odours of the East if you are kind enough to call them that. Here you will see the main shopping centre where you can buy precious stones, fine British textiles, pineapples, bananas and native produce.

There is a small amount of family accommodation ashore but the houses are scattered about on the edge of the jungle. The writer had a bungalow in a lonely jungle clearing which was visited daily by a troop of wild monkeys. A wild polecat



lived in the roof and poisonous snakes and scorpions were found periodically in the living rooms. However, he is still alive to tell the tale !

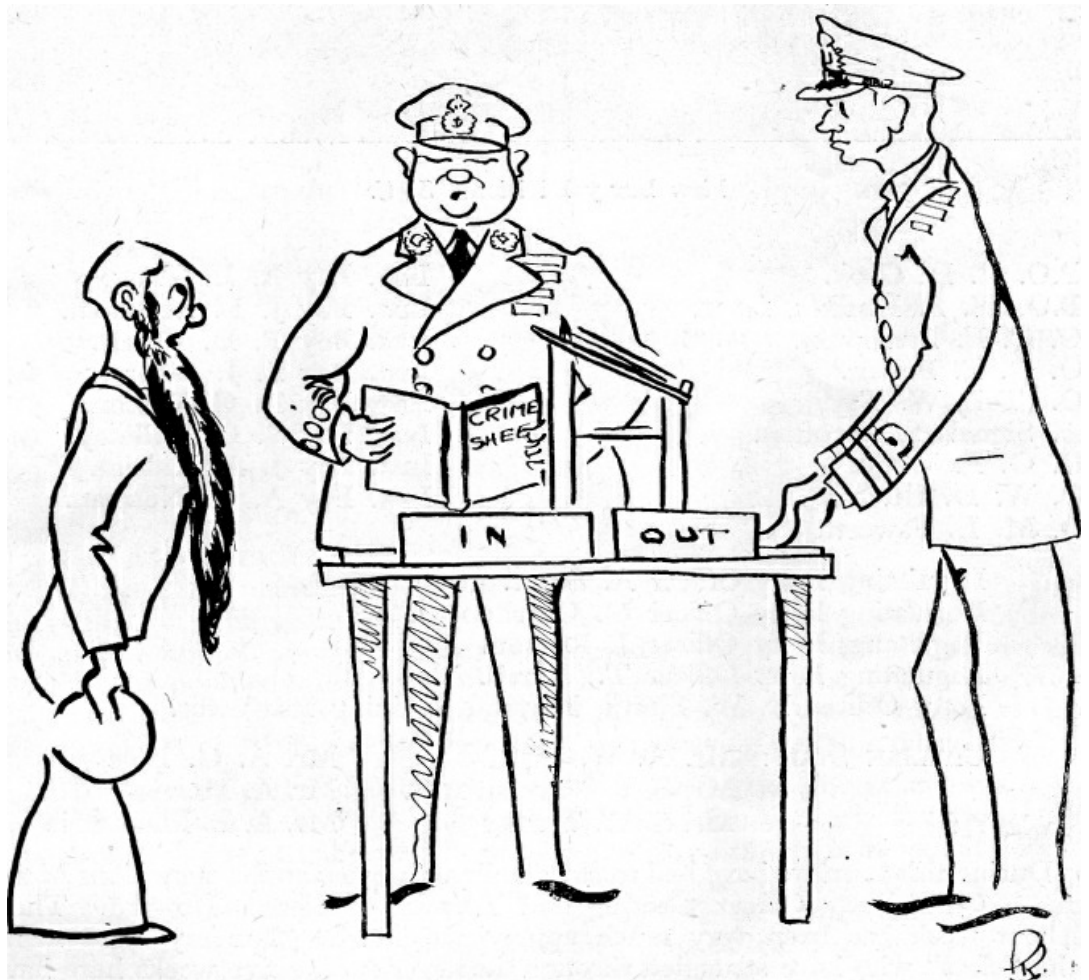
Ships usually spend short periods at the base and during that time there is plenty for all to do ashore. Swimming, picnics, sailing, football, hockey and tennis are organised daily, and a sports officer will usually use this time to play off the different ship's competitions. Then there are always the films and canteen at night. Twice during a commission out there it is usual to send a ship's company for a rest in the hill country and here at a height of 5,000 feet one can enjoy some of the loveliest scenery in the world at the naval rest camp at Diyatalawa. Amid the huge tea plantations, one can find a pleasant relief from the tropical heat of the lowland.

I said just now that ships spend only a small part of their commission at the base. The reason for this is the need for showing the flag round the countries

of the East Indies station. Each year India, Pakistan, the Persian Gulf, Arabia, Iraq, East and Central Africa and the island of Mauritius have to be visited and here ships receive a very warm welcome especially from English residents. Programmes of sport and entertainment in the different ports are exhausting for all, officer and rating alike and even the most retiring person finds himself drawn into dances and parties. Once in the commission ships spend two months at Singapore for a major refit.

There is therefore no need for gloom when you receive a draft chit for the East Indies. Provided you don't object to unending sunshine, beautiful scenery, a social and sporting life, you are going to enjoy a very crowded two years of your life out there.

H. I. C.



"Just how many times *have* you been stood over for First Class Boy, Winterbottom

teams were knocked out in the first round. It has been reported that the deck of the Recreation Room will require shoring up for future competitions of this kind. The four "Worthy Valiants" who were invested with "Ye Silver Star of the Ancient Order of Ukkers" showed little embarrassment during the investiture.

The concert for 59 Recruitment had to be cancelled owing to the sudden death of His Late Majesty, King George VI, but 60 Recruitment were able to have theirs. The Instructors' chorus girl act was a most convincing turn and quite a number of the boys still believed that they were from the Ipswich Hippodrome even after their appearance on the stage, it was a hopeful wish in the heart of many a nozzer that one or two of the more "beautiful girls" would be coming to the Main with them on the morrow. Individuals of the staff and nozzers who gave turns, and the Instructor Boys' chorus are to be congratulated. Our thanks must also go to the Rev. O'Ferral and Mr. Farrelly for gracing us with their presence on the stage. Last but by no means least we must express our thanks to Mr. Bowman, the Annexe Tailor, for his conjuring mysteries.

AN APPRECIATION OF THE NOZZER'S SCHOOLIE.

The fortnight old nozzer edged his way rather awkwardly into the Divisional Office and enquired very politely if he might be allowed to take the cups to the galley for tea. The Divisional Officer, being in a reasonably benevolent mood, seeing that it was now 10.30 a.m., decided to engage the tea merchant in conversation to find out how he was progressing, it went something like this:—

D.O.: "Well, my lad, and how are you getting on now?"

Boy: "Well, sur, there are lots of things Oi can't be doing which the other boys can."

D.O.: "Ah! but there are things you can do well which other boys find difficult, I know that you like dhobeying and find sewing quite easy."

Boy: "Ah yessur, but it's the marching and the arithmetic that Oi'm not able for."

D.O.: "Well I don't know, your marching has improved a small amount in the past few days, and I know that the Schoolmaster is taking a keen interest in your case and giving all the help that you need."

Boy: "Och! sure, sur, he's a darlin' and Oi love him."

JACK OF ALL TRADES.

During the hurricane season in the West Indies, which extends from June to November of each year, one ship of the American and West Indies Squadron, as it was then known, always remained at Bermuda so as to be available to give assistance to the population of any island which might possibly need help as the result of a hurricane. It was in 1934 that H.M.S. "Dragon," one of the older class of light cruisers of 4,700 tons displacement, was carrying out this duty.

In the early part of November of this particular year a hurricane was reported to the South East of the West Indies moving in a North Westerly direction. Had it maintained the reported direction of advance very little damage would have been caused on land, but these, tropical revolving storms are very erratic in the West Indies as regards what course they steer. In this particular case the hurricane veered to the northward when south of an island called Cayman Brac, the latter being situated about 300 miles to the south of Jamaica.

At this point, perhaps a brief description of the tropical revolving storm will help to give a clearer picture of what kind of weather is to be expected when meeting one of these natural disturbances.

This type of storm when met in the West Indies is called a hurricane, in the Indian Ocean a cyclone and in the China Seas a typhoon. The centre of the storm

which, averages about 8 miles in diameter is an area of comparative calm from the point of view of wind, but the sea is mountainous, very confused and most dangerous to shipping. Around this region of calm there is a belt of winds blowing spirally towards the centre which can reach a speed of 150 knots. The diameter of the area covered by the storm can be anything from 20 to 300 miles and the storm's speed of advance varies from 6 to 12 knots. When these storms approach a coast they can cause a tidal wave which normally occurs after the centre of the storm, or area of calm, has passed over and the latter half of the storm commences to blow. The largest waves originate in the rear of the storm and can cause as much as a 15 foot rise in the normal water level.

A signal was received to the effect that the island of Cayman Brac had been hit by the full force of the hurricane, and that H.M.S. "Dragon" was to proceed at full speed to give first aid relief to the inhabitants. Stores for this purpose had already been embarked and consisted of such things as tents, axes, shovels, disinfectant, medical stores, tinned food, bread, biscuits, clothing and water.

The ship arrived off the island during the early hours one morning and at first sight it appeared to be a very barren spot with very little sign of life. A few broken-down buildings could be seen dotted about here and there, and the scene to the rear of these gave the impression that somebody had been along sticking match sticks into the ground at irregular intervals; these were in fact the stumps of the many trees that had been snapped off by the force of the wind. The land rose abruptly to a height of about a thousand feet in the South East corner of the island, whilst the remaining eighty per cent. of the land was reasonably flat and hardly reaching twenty, feet above sea level.

The boat which had been sent inshore immediately on arrival, was met by about a dozen very harassed and worried looking people who gave the story of their experiences during the storm. Prior to the arrival of the hurricane, the one and only town consisting of about fifteen hundred inhabitants and situated near to the coast, had been reasonably prosperous with quite a few houses, shops, workshops, storehouses, wharves and a fair number of well made roads. The whole of this had been destroyed and all that could be seen was a mass of rubble with a few solitary walls left standing. An occasional brick building had weathered the storm reasonably well but not without the loss of its roof.

The loss of life had been quite heavy for this reason. When the first half of the hurricane arrived everybody had hurried to the high ground for safety and then as the centre of the storm arrived at the island the wind died away giving an atmosphere of calm with the exception of the sea around the coast which was a boiling cauldron. The greater majority of the people decided to return to the town, much against the advice of older and more experienced people of the community, who gave a warning of the renewal of the wind force with the second half of the hurricane. With the arrival of the second half of the storm many of the people who had returned to their homes attempted to regain the high ground, but they were prevented from doing so by the accompanying tidal wave which swept the whole of the lowland and carried many of the people away never to be seen again. The violence of the storm can well be imagined when it was known that dead sharks and sponges were found well inland after the storm had subsided.

The survivors of the storm were most grateful for what first aid help the ship could give them in the way of food, clothing and water. Water had to be carried ashore in canvas baths lashed to the thwarts of the cutters, which were beached whilst the water was siphoned out, for not a single jetty or wharf remained. The ship's doctor had an emergency call to carry out one or two amputations under difficult circumstances. The ship remained at the island for three days, giving what assistance it could until the proper organised relief arrived.

Anson Divisional Notes

Divisional Officer: Lieutenant Commander J. T. Mitchelmore, R.N.

Relieved by

Divisional Officer: Lieutenant B. W. M. Clarke, R.N.

2nd Divisional Officer: Mr. A. C. Arnold, Senior Commissioned Boatswain, R.N.

301 and 302 Classes: Yeoman Hubbard and P.O. Tel.

Brookes, 1 and 2 Classes: P.O. Delves and P.O. Paul.

178 and 8 Classes: P.O. Gooding and P.O. Clarke.

19 and 20 Classes: C.P.O. Thompson and C.P.O. Friend.

382 and 383 Classes: C.P.O. Tel. White and P.O. Tel. Cave.

The Easter term in "Ganges" is always looked upon as the hardest and this one has been no exception—not only has competition followed competition with no respite between, but we have had as many as three going on all at the same time. However, we have braved the storm and though not outstanding we have held our own in most events; the most important thing is, we always gave of our best.

Early in the term we said goodbye to 165/90 (H.M.S. "Indefatigable") and 261/271 (scattered throughout the Fleet, one boy even getting a "FREE AIR TRIP" to Malta to join his ship). Their places have been taken by 382/383 Classes whose main claim to fame at the moment is that of representing the Division in the Inter-Class Swimming Relay.

CROSS COUNTRY. This did not prove to be a very good start for us and in the final positioning we were last. Our best Classes, 1/2, finished 6th out of twenty, and the first boy of the Division home was Green. Unfortunately for us we were without the best runners, Smallbone and Carter, one of whom was injured, the other being required to run elsewhere.

SOCCER. We started this competition with high hopes of bringing off the double for the second season running as we were able to field exactly the same teams. This was soon disproved, for in the very first game the first eleven were defeated by our final opponents of last season (Collingwood) by 8 goals to nil. This shook us a great deal and we never quite recovered. The 2nd XI, however, did well and retained their trophy, beating Blake in the final 3-0.

The team was: Webster, Wilmshurst, Brown, R. W., Price, R. L., Burns, Young, Topliss, R. W., Yarwood, Whitson, McIvor and Spence.

RUGGER. Producing 30 Rugger players from the Division was quite a headache, but the teams played hard in spite of their lack of experience of the game and did not disgrace themselves. The first XV, who were expected to do well, but who did not live up to expectation, finished 5th, and the second XV was 6th. Leading Boy Woof is to be congratulated on being captain of the "Ganges" Rugger team.

HOCKEY. In spite of having several "Ganges" players in the first XI, this team could do no better than finish 3rd in the league. The second XI went one better and met Drake in the final, only to be beaten by 8 goals to 2.

SAILING RACES. At the time of writing we are lying second in the competition, only 11 points behind Collingwood, and gaining rapidly. Blake, however,



Hockey 2nd XI.



Rugger 1st XV.

are gaining on us and a good fight for the top place is promised. Leading Boy Best and P.O. Boy Topliss have been outstanding Coxswains and P.O. Boy Cullen and Boy Goble good second strings.

.303 COMPETITION. It came as a surprise to me when on returning from a week-end I heard that not only had Hawke, but Drake also, beaten what was considered by many to be the fastest possible time set up by Number 3 platoon (1/2 Classes: P.O. Delves) in this competition. They had trained hard for it and sustained many bumps, and bruises in doing so, but had to be content with being placed third and the consolation of representing the Division in the .22 competition.

STYLE CUTTER. Our best crew here was 301/302, who finished equal 6th place with a Collingwood crew and they were closely followed by 173/8 who were 8th. Our other two crews, 1/2 and 19/20 were 24th and 25th respectively—very lowly positions.



Soccer 2nd XI.

RACING CUTTER. 301/2, 173/8 Classes represented the Division in this competition by virtue of their position in the Style Cutter. In a very good race, 301/2 were 7th and 173/8 10th.

These notes are being written just as I am in the process of turning the Division over to Lieutenant B. W. M. Clarke, R.N. He has come direct from the Staff of Flag Officer (Submarines) with no previous knowledge of boys, but I can assure you that he will soon know all the dodges—he will have Mr. Arnold's assistance here, and there is very little he doesn't know about you all.

I would like to thank you all, Instructors and Boys, for making life here very pleasant for me, and I wish you the best of luck in the future.

Blake Divisional Notes



Blake Staff.

As we write these, our last Divisional notes at "Ganges," it seems but "an evening gone" since we sat completely fog bound two years ago and attempted to compile our first effort for the Shotley Magazine. Two years of intensive and extremely enjoyable work and, if at times our greying hair has stood on end at the mention of boys, in the main we are secretly regretting having to hand over the reins to our worthy successor.

This, the last term of the present Blake dynasty has been both the most intensive and enjoyable of them all, as we have had the interesting task of forming a large and comparatively junior Division into a unit of which we have high hopes of success next term under the new management.

92 and 93 Classes, after a frantic struggle to get them on draft three weeks before their appointed time, finally left us for the Training Squadron on 20th February, just in time for the Squadron's visit to Gibraltar and the Mediterranean. Their parting contribution to the Divisional effort was to carry off the Senior Class Cross Country Cup which they achieved with surprising ease. We were hoping to have the privilege of Petty Officer Heading's services for one of our new Classes, but unfortunately for us he was snatched by Collingwood for an A. C. Class, an uplift he thoroughly deserved.

Our only arrivals this term have been 30 and 31 Classes and we would like to welcome them to the fold together with their Instructors, Petty Officer Carter and Petty Officer Woods.

The term started well for Blake and we romped our way through to the final of both the 1st XI and 2nd XI Soccer Leagues. The horizon looked bright for