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“**T**HE King has intimated that he will be very pleased indeed to personally present his Gold Medal to the chosen cadet of the ‘Conway’ on the occasion of his visit to Liverpool.” The news was received with tumultuous applause and three such ringing cheers as would have done His Majesty good to hear. And well might it be so. The King’s Gold Medal, carrying with it as it ever will do, the memory of Queen Victoria, is the most coveted of all the honours and prizes the “Conway” has for disposal to her sons before they leave her to fight their battle in the wide world. Now that the medal has once been presented by the King with his own hands tenfold value will in the future be attached to it, and the glamour of the 1904 medal will last through many generations. The event has quite overshadowed everything that has happened during the past months, eventful though the

term has been. It was a fitting culmination of the ceremony of the 19th July that the Lady Mayoress, whose kind thought of the “Conway” boys, first brought them into the Town Hall, should have come over to distribute the prizes at the sports and receive their thanks there, and that the Lord Mayor with his well deserved honours fresh upon him should have been asked to finish the ceremony of distributing the prizes so graciously commenced by the King. The Lord Mayor, as a member of the “Conway” Committee, has fittingly discharged his duties towards us, and we on our side are proportionately grateful to him.

THE KING'S VISIT TO LIVERPOOL.

PRESENTATION OF THE GOLD MEDAL BY HIS MAJESTY.

The interest in the King’s visit to Liverpool on July 19th, to lay the foundation stone of the Cathedral, centred for the “Conway” principally in the Town Hall where the Cadets had been invited by the Lord Mayor, (Mr. Alderman R. A. Hampson), to form a Guard of Honour and line the grand staircase on either side. Great preparation had been made in advance to ensure that the Cadets should appear at their best. Drilling on the upper deck was the order of the day always. There were two march outs of the whole school to the field and a rehearsal at the Town Hall the day before. The result was all that could be desired, and satisfied even the fastidious ideas of the Captain. Dressed in best uniform with white waistcoats, white cap covers and gloves, and black bow ties, with the Captain and Chief Officer in full dress Royal Naval Reserve uniform, the Cadets 141 strong, crossed by the 12-30 p.m. ferry boat, and formed up on

the Landing Stage in two companies. Then they marched up in fours to the Town Hall like a Brigade of Guards, to the accompaniment of rounds of applause all the way up Water Street. Arrived at their destination, the Cadets swung into the Town Hall and promptly took up their allotted position on each side of the staircase, a Cadet on every other stair, the remainder on the landings above two deep. After three quarters of an hour's wait, occupied in watching the City Magnates in varied descriptions of gorgeous apparel assemble in the vestibule, the cheering of the crowd outside heralded the approach of their Majesties, and at the word of command the "Conways" sprang to attention and prepared to receive their King and Queen. On entering the Town Hall their Majesties were received by the Lord Mayor who first of all presented the Lady Mayoress and then a number of Aldermen and Councillors of the City of Liverpool. After a slight delay a move was made towards the grand staircase preceded by various men in various costumes carrying various insignia. At the foot of the staircase the King paused, and Captain Broadbent had the honour of being presented to His Majesty as "Lieutenant Broadbent, Commander of your Majesty's Training Ship 'Conway.'"

It was then Cadet Galbraith's turn to make his obeisance which he did in faultless style and received the medal from the King with the gracious words "It gives me much pleasure to personally present the medal to you." After a remark to the Captain, the King went up the staircase accompanied by the Queen and Suite between the "Conway" ranks, disappearing into the reception rooms where lunch was served.

During the hour and a quarter before their return the Cadets camped on the stairs and landing, making themselves as comfortable as circumstances would permit.

Punctually at 2.40 the Royal Procession passed down again, the Queen bestowing a parting smile upon the Captain and his gallant brigade. Then followed another wait while the King was presented in the Council Chamber with addresses and gifts from the City and University, the cheers that greeted the knighthood of the Lord Mayor coming through to the Hall. At 3.30 the King and Queen entered the Royal Carriage and drove away to the Cathedral site with a cavalry escort ahead and astern; followed immediately by eight other carriages, and the "Conway" boys, who however, on emerging from the Town Hall wheeled down Water Street and caught the 4 p.m. boat back home after a most exciting and intensely interesting three hours. The return march was in file through gathering crowds who cheered lustily. The ladies in the

windows above the great shipping offices being specially enthusiastic. As the last boat load of Cadets came alongside the "Conway," down came the rain, and the Captain heaved a sigh of relief as he exclaimed to the Chief Officer " 'Conway' luck again " !

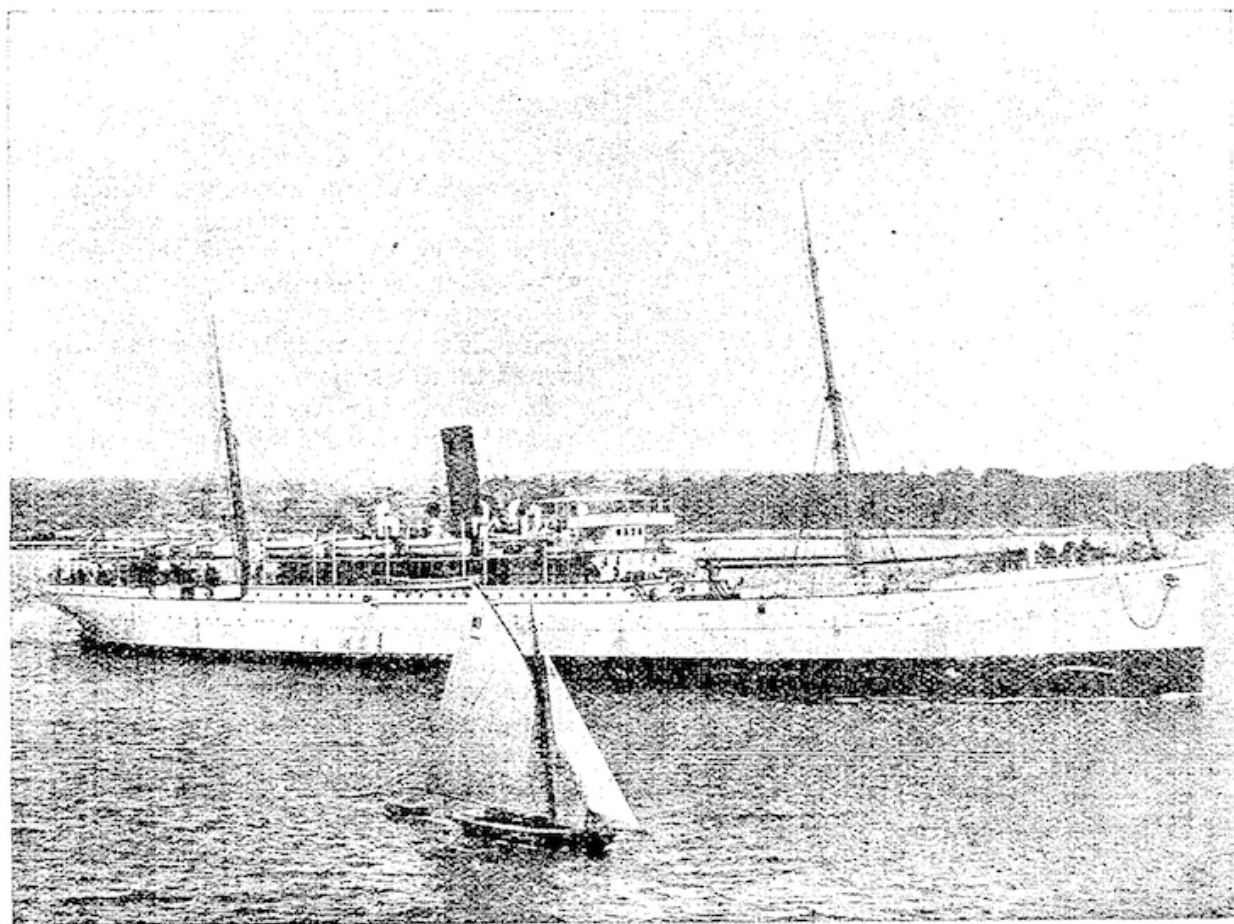
WELSH—"CARIAD."

ENGLISH—"SWEETHEART."

The Chief Officer's "Cariad," of which an illustration was given in our last issue, has had a most successful season so far, with two more races to sail. Out of nine races sailed she has won four 1st prizes, one 2nd prize, and two 3rd prizes, and up to the time of going to press holds the highest number of points towards obtaining the "Championship Cup" of the "Liverpool Bay Sailing Club." The crew has been throughout completed from the "Conway" Cadets, and it speaks volumes for the boys who have sailed in her that the Commodore of the Club, a veteran who has been boat sailing for twenty years and more, remarked upon the smartness shown in the working of the "Cariad's" spinnaker, it being handled better than that of any other boat.

The most exciting race was held on June 16th on a triangular course, enclosing the "Conway," and three times round. With a strong S.W. wind and heavy squalls, "Cariad" was on her mettle against the Commodore's hitherto unbeaten boat "Pastime." The three legs of the triangle were respectively a reach, run, and beat. At the end of each round "Cariad" led, but on each round was beaten on the two first legs, owing to her remarkably bad steering. The third round was most exciting. "Pastime" rounded the first two legs of the course ahead of "Cariad." Could the latter regain it on the beat home? Yes! she did, and won by 3 min. 28 sec. An examination later of the "Cariad's" rudder head showed that it was all shattered, which accounted for her bad behaviour when off the wind, she having to be steered with the sheets. On July 16th, the Chief Officer being held on board by duty, Captain Broadbent sailed the "Cariad" in competition with boats from the "West Cheshire" and "Liverpool Bay" Sailing Clubs. The course was a six mile beat to windward and a run home, and though unfamiliar with the course the "Cariad" was first home, and no other boat saved her time allowance. It should be said that though "Cariad" starts scratch in all races she is not handicapped either on sail area or water line, but on her reputation as a winner.

SHIPS COMMANDED BY "OLD BOYS."



III.—Union Castle R.M.S. "GREEK."

Lieut. L. W. BAYLDON, R.N.R. ("Conway" 1878-1880).

ELECTION OF KING'S GOLD MEDALLIST.

ONE of the principal events of the "Conway" school year, the time-honoured custom of voting for the King's Gold Medallist, took place on the afternoon of Monday, July 4th, on board the ship.

The Committee of Management were represented on this occasion by Captain J. Keay (President of the Mercantile Marine Service Association, and Deputy-Chairman of the "Conway"), Captain J. Trenery (Vice-President M.M.S.A.), Captain M. H. Foster, A.I.N.A. (ex-President M.M.S.A.), Captains E. R. Peel, R. Inglis, T. Purdy, and G. Fost, N. Macvicar, Esq.,

and C. P. Grylls, Esq. (Hon. Sec.) A number of ladies connected with the ship were also present.

The Cadets were drawn up on the port side of the main deck, as in former years, and the Captain read out the regulations and conditions under which the Medal is granted, viz. :—

"Her Majesty the Queen has been pleased to declare her intention to present annually a Gold Medal to the boys of the 'Conway.' Her Majesty's wish, in the establishment of this prize, is to encourage the boys to acquire and maintain the qualities which will make the finest sailor. These consist of cheerful submission to superiors, self-respect and independence of character, kindness and protection to the weak, readiness to forgive offence, desire to conciliate the

differences of others, and, above all, fearless devotion to duty and unflinching truthfulness."

The following regulations will, by Her Majesty's command, be observed in awarding the prize:—

"The Medal will be open to boys who have been one year on board the ship, and have received not less than half the total number of marks at the previous quarterly examinations.

"The Commander, after conferring with the Head Masters, shall select not less than three nor more than five of the boys whom he considers to possess the qualities for which the prize is given. He shall then submit these names to the boys, who have been assembled for the purpose in the school, and each boy who has been on board six months (one session) previous to the time of distribution, shall then and there vote for one of the boys so selected.

"The boy who obtains the highest number of votes shall receive the Medal.

"These regulations shall be placed upon a board on the main deck, to be called the 'Queen's Prize List,' and the names of each boy who receives the Medal shall be recorded upon such list."

Before proceeding with the voting, Captain Broadbent spoke a few words to the boys:—The difficulty, I may tell you, this year has not been who should be put forward, but rather who should be left out. This is as it should be, and I am glad to think that whoever you may choose to-day as King's Gold Medallist for 1904 you will not go far wrong. You, however, naturally know your fellows much more intimately than is possible for us who are placed in authority over you. Amongst yourselves, any reserve of manner maintained perhaps rightly and very naturally towards us, is dispensed with, and both good qualities and bad, if there are any, are much more in evidence in intercourse amongst yourselves. You are, therefore, or at any rate you should be, the best judges as to who fulfils in the greatest degree the conditions laid down in the regulations I have read to you. If I may do so without presumption I would emphasize one or two points on which I should like you to put special stress when making up your minds for whom you should cast your vote. These are, firstly, kindness and protection to the weak, and, secondly, fearless devotion to duty and unflinching truthfulness. These qualities have always been the special attributes

of British seamen, *then* especially should they be those of "Conway" boys both present and past.

The five selected candidates were—

W. A. Galbraith.

R. S. Chantler.

J. D. Campbell.

F. L. W. Sealy.

R. George.

As each Cadet's name was called he crossed the main deck, recorded his vote, and passed down below to the orlop deck. When all had voted all hands were piped to fall in on the upper deck, and promptly assembled on the quarter deck with expectant, and some anxious, faces turned up to the poop.

In announcing W. A. Galbraith as having been elected King's Gold Medallist for this year, Captain Keay said he first of all regretted very much the unavoidable absence of the Chairman, Mr. Royden. This placed the responsibility and also the pleasure of announcing the name of the chosen Medallist upon himself. To win the King's Gold Medal was the highest honour a "Conway" boy could aspire to during his time on board, and it showed not only that the winner was of a noble and manly nature, but that he possessed those qualities which would prevent him from doing a mean or cowardly act all his life. They were very glad to hear from Captain Broadbent of the difficulty there had been in reducing the number of suitable candidates to five, the number allowed by the regulations. It reflected great credit on themselves and on their ship, and was a good augur for their future success.

Captain Keay's remarks were received with applause, and Galbraith was roundly cheered when his name was announced, and he bashfully mounted the poop ladder to be congratulated by Captain Keay and the Members of the Committee and guests.

Mr. Macvicar, being asked to announce the name of the second in the voting, who received the Tate prize, said he had to congratulate the boys on several things. First of all he congratulated Cadet Galbraith on being elected Gold Medallist by his fellows, and he also congratulated the Cadets on there having been so much difficulty to select five who were better than the others. He congratulated them also on their fine and robust appearance, and he further congratulated Cadet Sealy on taking second place in the voting.

Sealy now joined Galbraith on the poop, after which they both gave themselves up to the tender mercies of their fellows, and were carried round the deck in triumph.

Three ringing cheers were then given for the

King, and the Cadets were dismissed to tea and shore.

Her late Majesty's Gold Medal has been gained by the following gentlemen, viz. :—

Year.	Names and Addresses.
1865...	Oswald Hillkirk, Berwick Lodge, Manchester.
1866...	Wm. Pretymann, Tunbridge, Kent.
1867...	Wm. A. Cowley, Red River Settlement, Canada.
1868...	Edward Le M. Robinson, St. Martin's Rectory, Guernsey.
1869...	Frederick Fawcett, Bray, Dublin.
1870...	Walter G. Glennie, H.B.M. Consulate, Corunna, Spain.
1871...	Henry Wood, Pinner, Middlesex.
1872...	George D. Freeth, Guernsey.
1873...	Joseph M. Harvey, Nenagh, County Tipperary.
1874...	Thomas Fairfield, Solihull, Warwickshire.
1875...	Martin Frampton, Jewry Street, Winchester.
1876...	George R. Cox, Stonehouse, Devon.
1877...	Charles H. Herbert, Alfred Place, London.
1878...	Samuel C. Dawson, Claughran, County Dublin.
1879...	Thomas G. Proctor, Kirby Lonsdale, Westmorland.
1880...	James G. King, Skea House, Enniskillen.
1881...	Wm. F. Seattle, Lightburne Park, Ulverston.
1882...	Alfred Howard, Grantham, Lincolnshire.
1883...	George C. Macpherson, Lasswade, Edinburgh.
1884...	Alfred Spencer Gibb, Singlebrook, Manchester.
1885...	Samuel T. Earl, Marlborough Street, Devonport.
1886...	John Cave Humfrey, Cubley, Derbyshire.
1887...	John Craven, Manchester.
1888...	Albert Smith, Newhaven, Sussex.
1889...	George A. Tribe, Gosport, Hants.
1890...	W. B. Wilkinson, Hull.
1891...	R. S. M. Curran, Hamilton, Ontario, Canada.
1892...	R. V. Peel, Rock Ferry, Cheshire.
1893...	Joseph Hudson, Hythe, Southampton.
1894...	Arthur W. Michie, Aldershot.
1895...	Harold Glynn-Williams, Bangor, North Wales.
1896...	Edward Dumerque Drury, London.
1897...	Arthur John May, London.
1898...	William Francis Reeve, Bewdley.
1899...	Francis Warner Jackson, Balham, London.
1900...	Adrian G. Robertson, Portsmouth.

HIS MAJESTY'S GOLD MEDAL.

1901...	Arthur Watson, Hull.
1902...	Frederick Richardson, London.
1903...	Edmond Concanon Holmes, Galway.
1904...	William Alexander Galbraith, Edinburgh.

"CONWAY" v. "WORCESTER" BOAT RACE, 1904.

THE 31st of May, 1904. A day long to be remembered by "Conway's" and "Worcester's" had at last broken. After about eight weeks' hard training the crews had to show what they had in them. The "Reds" had had a very good week of hard training at Greenhithe. Each morning a run before breakfast. After breakfast, billiards or books till 11 o'clock, then rowing practice till lunch time. After lunch, reading or writing until 5 o'clock, and after an hour's leisure a good meal. Then came our walk

and at 9-30 we were not sorry to "turn in." On the morning of the race, before breakfast, we went for our usual short run in heavy rain, and came back with a fair but excited appetite for our first meal. For the rest of that long morning little can be said, except that the rain continued to fall steadily, and a bright afternoon was hardly to be thought of. We received 25 encouraging telegrams during the morning. Mr. Atkin, our invaluable coach, came down just after we had had a light lunch; this meal was at 12-30, and consisted of a little very well cooked chicken. At 1-30 we were sent to get on our "war paint," and see that we had all we wanted. We then started for the river to be taken aboard the "Worcester" to toss for billet. Having won the toss and taken the Essex side, we were towed to the starting place, and a few minutes after 3 o'clock, Mr. Kent, the starter and umpire, sent the boats away.

From the steamer it looked as if the "Worcester" got the best of the start, but this was doubtful. In any case the "Conways" soon drew ahead and at the end of a minute had a clear length lead. Frantic encouragement from the steamer "Oriel" following the race failed to help the "Worcesters" to make this up, and the gap between the boats began to widen. At this point faithful old "Worcesters" were offering 7 to 2 on their boat, odds greedily snapped up by jubilant old "Conways." "Conway" cox steered his boat beautifully keeping her just inside a tide rip which bothered the "Worcesters" somewhat. Half way down "Worcester" stroke began to show signs of the pace Galbraith had set him, and the whole crew were bucketing badly. From now on it was merely a case of by how much "Conway" would win. The wash of a steamer further bothered the "Worcester" boat, while the "Conways," thanks to their familiarity with ferry boats and Mersey seas, were quite at home in it. A hearty and encouraging cheer from the "Arethusa" sent the "Conways" along faster than ever, crossing the line easy winners in 17 minutes, a very good time considering the state of the tide.

It would be hard for any of the readers who were not in the crew to realise the most lovely sensation of seeing your opponents gradually drop behind and then at last show every sign of a fagged and "done up" crew. The only part of the race the "Reds" objected to was its wonderful shortness. After so many weeks' training it was hard to believe that all was over, having won by one minute, and after getting the cup and shield from aboard the "Worcester" to take it back to its home, we rowed ourselves ashore.

J. J. HORSEFALL.

"CONWAY" RACING CREW.



Top Row (from left to right).—Captain Broadbent, R. S. Chantler (spare), A. G. Foote (2), F. H. W. Guard (3), Rev. Edgar Lambert (coach), Mr. W. Tozer (trainer).
Second Row (from left to right).—J. D. Campbell (5), J. J. Horsfall (4), W. A. Galbraith, Gold Medallist (stroke), W. Tickle (bow).
In Front.—H. D. C. Wilkinson (cox).