



THE CADET.

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time to look back upon. Equally or more so on leaving and joining up with a Shipping Company, completion of the three years' sea apprenticeship is remote enough to make many not bother much about what is to follow after. This, however, is a most important point to consider in choosing a Line. There are other points, such as the class of steamer, the nature of the trade engaged in—South, East, West, or various—the wish to join a pal or possibly ability to exert a little influence in a useful quarter, long voyages or short voyages, and may be some others; but the main factor in the choice should be the prospects of continued employment as an officer on completion of apprenticeship and obtaining possession of a Certificate of Competency as 2nd Mate.

Post-War conditions are entirely different from pre-war conditions in this respect. Formerly there was not much need to bother, but now, with the exception of two or three of the big Mail and Passenger Lines, every Company, including oil-tank steamers and insignificant tramps, carries a quota of

WHEN a Cadet first joins the "Conway," two years is a long time to look forward to, but they very soon pass, and are a very short space of

apprentices sufficient to supply its own officer needs. Some few companies of repute, and with many attractions, carry many more apprentices than they ever expect to absorb, and there are also some Lines carrying apprentices who have no intention whatever of absorbing any, as they stick to the old rule of requiring every officer, however junior, to hold a Master's Certificate before being eligible for appointment at all. The consequence is that their apprentices on finishing their time are cast adrift on the troubled waters of unemployment, and only a happy chance or a friendly push at a psychological moment saves them from having to throw up the sea as a profession and get a job on shore how and when they can, after months of hopeless searching. These Lines are now well known, as a result of the experience of recent years, and can easily be avoided, especially as there are abundant openings for "Conway" Boys in companies where they are welcomed, and are assured, in return for satisfactory service, of continuous employment from start to finish.

This article does not pretend to deal with the morality of the practice outlined above, but it does aim at bringing to the notice of "Conway" Boys, present and future, that the first step afloat after finishing on the Ship is one not to be taken blindly, and that the principal aim and object of the apprentice and young officer should be the obtaining of a Master's Certificate in as short time as possible, and a course set for this at the outset which is likely to meet with the least number of obstacles and delays.

PRESENTATION.

R. C. S. Woolley ("Conway" 1917-19), who was 3rd Officer of the R.M.S.P. Co.'s Ship "Narenta," has been presented with the

Royal Humane Society's Certificate for life saving. Whilst the ship was lying alongside the quay at Hamburg, one of the ship's company returning from shore slipped and fell into the water between the ship and the quay. Although the water was partially frozen Woolley jumped in and held the unfortunate man until a line was thrown from the ship, which he secured round the drowning man, who was hauled to safety. This promptness of action and bravery proves the gallant spirit born in every "Conway" boy.

SPANISH MASTER.

Mr. Norman S. Elliott joined the Ship in January as Spanish Master. He took Spanish as one of the subjects for his degree at Liverpool University. It is to be hoped that the Cadets will take the utmost advantage of all the help that Mr. Elliott is willing to give to improve their knowledge in this subject. The Royal Mail Steam Packet Co.'s Directors' Prize of a sextant for proficiency in Spanish will be given next term, and will be open to the whole Ship instead of to the Senior Class only.

THE MOORINGS.

A certain amount of excitement occurred on Wednesday, March 3rd, when the south leg of the moorings parted owing to a pin coming out of a shackle. It was blowing hard from the westward at the time, but the Ship rode securely to the northern anchor until next morning, when the two ends of the south mooring were fished up by the "Salvor" on the flood tide and reconnected.

It had already been decided to lift the moorings next term for inspection and overhaul and this has now been arranged to be carried out in May.

The Ship will be put on temporary moorings north of Rock Ferry Pier during the operation.