



LETTER FROM

SQUADRON-LEADER T. E. W. BROWNE, R.A.F.

Having come to regard this termly letter as a kind of "sighting of the swivel" in the chain of affection and interest which links me with past and present "Conways," both staff and cadets, I heard with a very real regret the news that this was to be the last issue of the "Cadet" until the end of the war. It is true that I have been tempted, as I realised the

growing number of cadets on board whom I have never had the chance to know, to join the silent column, and save paper by writing just nothing at all. But there is something in one's connection with the ship which goes beyond individual friendships, something which I for one, am not willing to lose, and that is why, though there will be next term no wide circulation of my message, I intend to keep in touch by sending you something in the nature of a notice board letter, and I hope that some of you will again seize the opportunity of answering me back while I am still at a safe distance!

The news of Miss Watson's death, though not unexpected after long illness against which she struggled with a true "Conway" courage, I heard with a deep and sincere regret. The Ship has lost in her a most devoted worker, the staff the bouyant friendship of a splendid colleague, and cadets both past and present will mourn the loss of one whose unflinching helpfulness almost every one of them has cause to remember. In all of our minds her memory will remain alive. Quietly her memory will remain alive. Quietly she has helped to make "Conway" history. Quietly she helped one of the most illustrious of "Conway's" sons to write of it; so, quietly we will remember her.

I heard once or twice last term from Mr. Lane, who seems, naturally enough, I suppose, to be much more fortunate than I in meeting Old "Conways." Still there are some to be found in the R.A.F. and the F.A.A., and while the latter is in my mind I must add my congratulations to those which will pour upon A. D. Corkhill from all of us who knew him, for having won honour so early in his career. He had, as you have, a generous inheritance of pluck and determination when he first joined the old Ship, and you share with him the splendid good fortune of a training and tradition which develops to the full the finest that is in you. Those are the things which make us proud of the "Conway" and of being part of her great company.

Earlier in the term I wrote a brief message of sympathy to Jarvis, caught in the first grip of the Nazi invasion of Denmark. I scarcely hoped that he would receive it, but only this morning I had the following brief message from him through the Danish Red Cross: "Your letter April got through. Thanks. Let people concerned know how I am. Luck was

out. All the best. Glad to hear from you any time." The telegraphic brevity is due to the 25 word limitation imposed on all such communications.

It was grand being able to get back on board for Prize Day and to hear what a successful and energetic term you had enjoyed. The prizes themselves seem to have been captured by a small concentration of forces. Shall I say there was a "Nelson touch" about it all? But I was pleased to hear from Mr. Carter that the margin by which they were taken was a narrow one and that the general standard was one of which we can be proud. On this side of professional efficiency the Ship has a reputation to keep up for as long ago as 1894 in the preface to the famous Lecky's "Wrinkles" there is a reference to "Conway" boys who "excel in the pursuit of the wily 'x.'"

As I said my farewells to Mr. Russell Smith and Mr. Blackaby, and wished them, as I wish all those who leave this term for wider service, the best fortunes of war, I expressed the hope that even if we did not meet before, that we should all be there for the first Old "Conway" Dinner after the war. And what a meeting that will be. Here's to it!

Sincerely yours,

T. E. W. BROWNE.



EXTRACT FROM LETTER FROM
J. G. HOLLINSHEAD.

2nd July, 1940.

I have arrived back at "Excellent" after a very interesting fortnight. It all started when we were asked to volunteer to take charge of vessels to get the B.E.F. out of France. I jumped at the chance and was told to take a vessel called the "Hound," just like one of Guinness' barges, with three civilians as a crew. I took her to Ramsgate, fuelled and stored and went across to Dunkirk, filled up with troops and brought them back. I was then told the "Hound" was too slow and only fast craft would go. I got appointed to one of these and did another trip. Unfortunately we collided twice in Dunkirk harbour and had to abandon her and take passage on a paddle steamer which brought us back to Margate. I was then sent to Dover and operated from there. After an exciting fortnight I arrived back at "Excellent" without a scratch.