

KINGHAM HILL MAGAZINE

No. 22

MARCH, 1922.

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CHRONICLE OF EVENTS.

Our hearty congratulations to Mr. and Mrs. T. Barlow on the occasion of their marriage, which took place on December 24th. We wish them health, happiness, and prosperity.

On Christmas Eve a party of carol singers from Kingham Hill went over to Daylesford House.

On Christmas Day the Morning Service in the Chapel (which had been decorated as usual by the boys and their teachers) was taken by our Chaplain. According to our old custom, we had carol singing in the afternoon. Several new carols were sung, and the boys deserve praise for their singing, which also reflects credit on Mr. F. G. Goddard. Mr. A. Cave sang two solos, "Hail! sweet Babe" and "Sweetly sang the Angels," which were much enjoyed by all present. Mr. Young gave a short address, in which he alluded to old Kingham Hill fellows scattered over the distant parts of the world who would be thinking of this service as we were certainly thinking of them.

As Christmas Day fell on Sunday, we kept up our festivities on Monday, the 26th. The Squire paid a visit to each house and wished one and all the "Old Christmas Greeting."

On December 27th the Durham House football team, which had previously won the Cup in the House Competition, easily defeated an eleven picked from Bradford and Sheffield.

1922.

On January 7th we had our "Prize-Giving"—the great event in the Kingham Hill year. The various reports of the Examination (conducted by Mr. Young and the Rev. W. Mitchell Carruthers during the last two School weeks) were again highly satisfactory. The prizes were distributed by Mr. Young, and the Rev. E. Dibben, of Daylesford, spoke a few words of encouragement to the boys and advised them to pay full attention to their studies and so fit themselves for their future career. J. Johnson (Sheffield) came out "head" of the School. Prizes for good conduct were awarded to J. Major (Durham), F. Pawson (Sheffield), and F. Pither (Bradford). The prizes for smartness were obtained by L. Osborne (Durham), E. Lovegrove (Sheffield), and A. Davies (Bradford).

We were pleased to see the following old boys on the Hill during the Christmas season: E. Bond, R. Booth, W. Culverwell, A. Gibbs, G. Gibbs, A. Jarvis, S. Jarvis, G. Pike, T. Pitt, C. Devine, S. Meacher, C. Viner, and R. Viner.

The School was re-opened on January 9th.

On January 18th the Rev. C. E. Shackleton, Rector of Ascott-under-Wychwood and cousin of the late famous explorer, gave the first of a series of Lectures arranged by our Chaplain. The subject chosen was "The Weather," and the lecturer dealt with it in two parts, the first of which he took that evening. After stating that his interest in the weather dated from the time when he was younger than the youngest present, he explained to us in very simple language how the air (like a sponge) soaks up water and how it gets dry again—the cause of clouds, mist, fog, dew—why rain, snow, and hail fall, and how each is formed—the reason why frost is sharpest and fog thickest in hollows or valleys.

On the 25th he resumed his subject, dealing with winds, cyclones, anti-cyclones, thunderstorms, the different instruments employed to assist in forecasting the weather, and the reading of weather charts. At the conclusion of the first lecture Mr. Young thanked Mr. Shackleton on behalf of all present, and on the following Wednesday Mr. Carruthers, in the unavoidable absence of the Squire, asked the audience to show their appreciation. This was responded to in the good old Kingham Hill style.

On February 15th Mr. Fleming, from Oxford, gave a very interesting and instructive lecture upon "The Moon." Among other things he explained the meaning of the terms New Moon, First Quarter, Full Moon, Last Quarter, and by means of the lantern illustrated these different phrases. He also showed some beautiful pictures of the craters—walled plains surrounded by high mountains—which are to be seen on the surface of the moon. He next explained to us the cause of tides. At the close of the lecture Mr. Young proposed a hearty vote of thanks to Mr. Fleming, and this being carried with acclamation brought a very interesting and instructive evening to a close. We were very pleased to have Mr. Arthur Young and Mr. and Miss Cholmondeley with us on this occasion. Our thanks also are due to Mr. F. G. Goddard, who on this occasion and at the two previous lectures so ably manipulated the lantern.

On Sunday afternoon the Rev. W. Mitchell Carruthers gave a missionary address on behalf of the Church Missionary Society. He chose for his discourse "The Breakfast Table." Using Tea to represent China, he told us of its teeming population. Coffee represented East Africa, Cocoa West Africa. Mutton stood for New Zealand, Rice India, and Silk Japan, and he showed how all these places stood in urgent and immediate need of missionary work. All could do something—rich and poor—giving as an illustration of this the story of two five-pound notes which he had received, one from a rich girl and the other from a poor working girl, the half of a legacy left her. The collection amounted to £1 10s. 8d.

During the last few weeks classes have been held in preparation for the Confirmation, which takes place on March 23rd.

On February 11th a football match between a team of boys from Shipton and the School XI took place. The visitors played very well, especially their goalkeeper, but Rodwell and Osborne of the School were too good for them, and the game resulted in a win for the School. The score was School 9, Shipton 2.

Mrs. Davies, with her usual kindness, prepared for the visiting team a good tea, which they thoroughly enjoyed. On the 18th the return match took place at Shipton. Our team travelled to Shipton by brake. No doubt the fact that this was their first match away from home, amid new surroundings, explains why the School was defeated by 5—4. Cyril Orris, our goalkeeper, was very unfortunate in not stopping the last goal. Our thanks are due to Mr. F. Harwood for his help and for refereeing these games.

On February 16th Mr. A. Walliker gave a supper to the Canadians and the farm staff. Happy memories of this evening at the "Old Farm" will remain in the hearts of the Canadians when far away from home.

The residents of the Hill wish A. Arch, G. Griggs, D. Groves, W. Lloyd, E. Mac Sweeney, E. Page, and B. Topp a safe voyage and a happy and prosperous life in Canada.

The following note upon the doings of the Kingham Hill Football Club has been handed in by the Hon. Secretary, Mr. G. Bond: "Since last going to press, the doings of the 1st XI. have been very good. No doubt we shall miss some of the fellows who have gone to Canada, but so safely placed are they at the top of their Division of the League, that whether they win or lose their last League game v. Charlbury on April 1st it will make no difference to their position. Unfortunately, we cannot say as much for the Reserves, who all through have played pluckily, but size and weight inevitably make themselves felt in a game of football, so we will draw a veil over their brave attempts and hope for better things next season."

The following is a summary of the results:—

1st XI.

- v. Shipton. Won, 3—0.
- v. Kingham. Draw, 0—0.
- v. Chipping Norton. Won, 8—0.
- v. Shipton. Won, 7—0.

2nd XI.

- v. Shipton (friendly). Lost, 7—2.
- v. Great Tew (R.C.). Lost, 6—2.
- v. Long Compton. Lost, 2—0.
- v. Whichford. Draw, 2—2.
- v. Kingham. Lost, 3—0.
- v. Chipping Norton. Won, 3—1.
- v. Hook Norton. Lost, 1—0.
- v. Whichford. Lost, 1—0.
- v. Shipton (friendly). Won, 1—0.
- v. Hook Norton. Won, 6—2.

R.C.—Rollright Cup.

OUR LONDON LETTER.

March, 1922.

We have little to report in this number, except that the workmen have kindly replaced our roof and taken the scaffolding away, causing grumbling from some because of the high-jumping stunt being stopped (record of high jumping at L.H. gateway held by W. Stiles, namely, six feet six inches); the outside of Latimer looks grand, in fact several fellows have passed the house, the glory of the new paint misleading them.

We still continue to hear good reports of K.H. F.C.; it makes us feel proud to think that K.H. has got back to something like the high standard held prior to the war.

Once more we had the pleasure of welcoming the fellows bound for Canada; the time they spent with us seemed to pass very quickly. We held a concert on Monday evening (March 13th), which proved a great success, and we are certain the "Canadians" (as they are known during their stay) greatly enjoyed it. Thursday, the last day, arrived, and everything ready for their departure. In the evening a service was held by Mr. Carruthers, in the absence of Mr. Young, who was unwell and not able to be with us. After service the eight sat down to a good supper, and then we made our way to the station, when the excitement began, a good many old fellows turning up, some who had not met for many a long day; numerous songs were sung, the best one coming from Latimer, the last verse being as follows:—

Eight little new-laid eggs. (Three times.)

Eight little new-laid eggs
 Going across the sea.
 We wish them all the best of luck
 When out in Canadee.
 Heigh ho! lackaday me.

At eleven forty-five the eight took their seats and we began to say good-bye. The train steamed out dead on time, amid loud cheering and the singing once more of the above verse. We ran down the platform cheering as loud as it is possible for one to cheer. All we can see now is the flutter of their handkerchiefs and now they are lost in a cloud of smoke—gone, yes, but not forgotten. They left us in a very cheerful mood, their faces covered with smiles. By the time the Magazine is published they will have arrived at their destination. We cannot do more than wish them all the very best of luck and prosperity in their new home.

Since our last publication we have had the pleasure of seeing the following "Old Boys" at Latimer House: E. Bond, W. Warn, A. Noble, A. S. Noble, G. King, P. Dray, E. Dray, S. Dowman, A. Fryer, A. F. Jarvis, T. Lyons, H. Horne, A. Scarsbrook, J. Hall, W. Barlow, F. Rose, W. MacSweeney. Carrying out the suggestion in our last number, the following "Old Kingham Hill

Boys " reside at Latimer : W. Ward, W. Stiles, R. Viner, F. Dack, J. Kohler, R. Fryer, S. Jarvis, R. Turner, R. Poore, S. Messenger, W. Arnould, and A. Hackett.

Addresses of Old Boys :—

T. Lyons, 21, Hamilton Street, London, N.W.1.

A. S. Noble, 20, Herne Hill Road, London, S.E.24.

RED AND GREEN.

A SAILOR'S LOG.

I have previously given an account of one or two ports in the Baltic, but since then I have been able to visit all the important ports in the Baltic with the exception of those under Bolshevik rule. About 4 p.m., August 31st, preparations were made aboard for casting off from the dock wall, and with the aid of tugs the ship was turned seaward and we steamed out of Portsmouth Harbour to Spithead, where we were to anchor for an hour or two. About six o'clock the anchor was heaved in and the "Cordelia" entered the Channel and headed for the North Sea, our speed being 13 knots, which is called economical steaming. Next morning we arrived off Longsands light vessel and joined company with the "Curacoa" (flagship), "Caledon," and "Castor," making in all four ships of the Second Light Cruiser Squadron. Having met, little time was lost, and shortly after midday, September 1st, the squadron moved north-east. On the way submarine exercises were carried out, which means that the ships were to be attacked by our own submarines, who were to try and get as near to any ship as possible before being sighted. The exercise being completed, the submarines returned to harbour and the squadron headed for Brunsbüttel. Next morning we awoke to find a flotilla of destroyers ahead of us; they also joined company with the cruisers, making in all thirteen ships, which number proved to be unlucky for us.

During the day manoeuvres were carried out, and about 4 p.m. Heligoland was sighted, our destination being about fifty miles away. We did not stop at Heligoland, but it is no longer a fortress, all fortifications having been destroyed since Armistice was signed. Having left Heligoland behind, we were soon running along the north coast of Germany. Soon after dark the lights of Brunsbüttel were in sight, and the ships got into formation of single line ahead. About 10 p.m. we dropped anchor, while the "Curacoa," "Caledon," and all the destroyers entered the locks which give entrance to the Kiel Canal. Having entered the canal, the "Castor" and "Cordelia" were ordered to follow the remainder of the squadron. When I awoke next morning we were just going into the lock to gain admission to the Baltic. Once out at sea the squadron proceeded to carry out exercises once more, also paravanes were got out. Paravanes were invented during the war, and are carried by all service ships. The idea of the paravane

is so that ships may locate mines under water. To the paravane is secured a strong steel wire, and the other end to the bows of the ship, generally on the ram, so that when the paravane is dropped into the sea (this always being done when the ship is under weigh), and the ship going ahead forces the paravane to shoot outwards until it is level with the bows of the ship, about forty feet out and twelve feet below the surface, so that if any mines should be on the ship's course the wire on the paravane catches on the wire attached to the mine and causes it to run along to the paravane and then into a V-shaped mouth with teeth like a saw which cut the wire on the mine, and the mine then comes to the surface, and it is then sunk by gun-fire or other means available. On September 4th the squadron arrived at the entrance to the river, which gives access to the Danzig. Being junior ship of the cruisers, we were ordered to remain outside until the other ships were safely berthed in the dockyard. The river being very narrow it is difficult for navigation, and the place where we berthed was shallow, so little wonder that the "Cordelia" rested on the mud. Leave was given during the afternoon, but unfortunately I was watch aboard, and being in the wireless branch had to be contented with two days' leave out of four, the other two days my services being required aboard. When the ship is not in home ports, continuous watch is kept day and night, so that for three nights out of four I did not get a whole night's sleep. Next day I was able to go ashore for an hour or two, and so made the best of a short time. From the dockyard to the town is a walk of a mile and a half, mostly over rough ground. Danzig is no longer German, but is now a free port under the administration of an Allied Commission, and partly under the control of Poland, which country has no sea boundary, so that Danzig affords an opening to the sea for the produce of Poland, which at present is very small owing to the country being in a state of chaos. Before reaching the heart of the town the slum area has to be passed through, the roads being in a filthy condition, the houses being old and the streets thronged with children, who make first-class beggars. The population is composed mostly of Germans and Poles, and unemployment appears to be practically unknown, the workers being contented to work for a small wage as long as living is made possible. Soldiers police the roads, and if trouble occurs they do not hesitate to use force on their victims. Public conveyances consist mostly of two or three trams coupled together, and, like nearly everything else, in a filthy state. I saw little to interest myself, so went aboard early, as if I were to wait till dark I should have probably had a rough journey through the dockyard. Our stay at Danzig lasted for three days, and then the squadron proceeded to sea en route for Memel. Next morning the squadron arrived and anchored off Memel. Only one ship went up the river, that being the destroyer leader "Spencer," which took over the duties of flagship for the time being. Leave was not given to the ships' companies, and as the town was not to be seen I cannot give any explanation as to what it was like.

During the time we were anchored boats' crews were practising for the coming Squadron Regatta, which was to be held whilst we were at Christiania. After a day's stay off Memel we left for Libau, and arrived at daybreak next morning, the "Curacoa," "Caledon," and "Spencer" proceeding into the inner

harbour, the remainder of the squadron anchoring in the outer harbour until sufficient room was made for the ships to turn so that they would be able to steam out again without having to turn. Whilst entering, the "Wolfhound," 13th ship of the squadron, ran aground, seriously damaging her propeller shafts, and when trials were carried out next day it was found that 12 knots was all the speed that could be obtained.

Libau was once a prosperous Russian port and the wintering port for the Russian fleet, but owing to the war and Libau having been in the hands of the Germans and Bolsheviks, very little of importance remains, and the town is but a ghost of its old self. Our stay was to last three days, so that the ships lay alongside the quays, and before we had been there very long large crowds of hungry Russians congregated on the quay sides, begging for food. Most of them were women and children, being for the most part ill-clothed and ill-fed. Everything was done by the crews to feed them, each one receiving their share in a tin. Old clothes were also given to them, mostly the children. When a pair of trousers, etc., were given to one he was immediately pounced on by the others, who made him fit them on, and should they be too big they were passed round until someone was found whom they did fit. Some of the sights were pitiful to watch, old women going down on their knees begging for bread, and when the bread was given to any of the children the less fortunate ones would pounce on him or her and take whatever they could get. The quays were piled high with pit-props, but as the currency is not recognised outside of the country trade is at a standstill. I went ashore, and the first thing that I noticed was that the town is for the most part cleaner than when I was last there, also that food was plentiful, but out of reach of the poor people. Whilst walking round I heard that a timber yard was on fire, so being curious I traced my steps to the scene of the fire. On the way I was passed by firemen on bicycles, who were not making very much way over the rough roads. When I arrived at the scene I had no trouble in getting into the yard, which was closely guarded by soldiers, and by giving the soldier on the gate a cigarette he allowed me to enter. Inside firemen were busy chopping down a large shed; so far no engines had arrived, and it was not until the fire was under control that the engines arrived, these being horse-drawn, and as there was no fire main water was pumped into large barrels, which were supposed to be water-carts from a stream near by, and then taken to the yard, so one is not surprised to hear that serious damage is done before a fire is eventually put out. Coal is practically unknown, but as the country abounds with large forests, timber is used in its place for all purposes. Most of the houses are built of wood, so that occasionally parts of the town are destroyed by fire.

The "Wolfhound" left early on the third day, so that she would arrive at Riga at the same time as the remainder of the squadron. When we left Libau night attacks were carried out by the destroyers on the light cruisers, and when these were completed continued on our way to Riga. The Gulf of Riga was entered about midnight, the ships being single line ahead on account of the narrow and treacherous channels. About 3 a.m. I was sitting on watch reading press made by a station in England, when I was somewhat surprised to hear our pro-

pullers go full speed astern; being curious and thinking we had gone aground, I took off the telephones from my head and looked out of the port-hole (window), and could see all the ships still and searchlights burning and searching the water, which was like a piece of glass. I at once knew a man had gone overboard, and learned that it was from us he had fallen. Owing to a block slipping whilst the sea-boat was being turned outward, the occupants had been thrown into the sea, but one had managed to hold on to the boat and was hauled inboard; the other man had drifted astern, and was picked up eventually by one of the destroyers little the worse for his cold ducking. Having got him aboard we all got under weigh and arrived off the river leading to Riga next morning. Pilots were taken aboard and the ships proceeded up to Riga and secured alongside the quay, being aided by tugs, all of which burned wood instead of coal, which is very scarce, whereas wood is easily obtained from the forests. As at Libau, large crowds of hungry Russians quickly arrived on the quays and were given such food and clothing as could be spared. A football match was arranged between the squadron and a Russian Y.M.C.A. A large gathering assembled on the football ground and witnessed a very keen game, but the Y.M.C.A. were rather too strong for our fellows and beat our team 2—1. After the match I wandered into the town to have a look round. On the river front a fruit market was open and business appeared prosperous. Riga is the capital of Latvia and a busy shipping centre during the summer months; during the winter months the river is frozen over, which makes it impossible for ships to get to Riga. The population consists mostly of Russians, as Latvia was at one time part of the old Russian Empire, but has now freed itself from Red Rule and is governed by its own Government. Soon after we left the Government Buildings were burned down to the ground. The principal thoroughfares are lined by large buildings of modern design. Public conveyances consisted of the usual Continental type of tramcar, one-deckers, and two or three coupled together. Currency is very high, over 1,000 roubles to the English pound, but food and wearing apparel are very dear. After three days the squadron left Riga, and so that we should arrive at Reval by day the ships anchored outside till the following morning. When we arrived off Windau the "Wolfhound" was ordered to proceed to England, and parted company escorted by the destroyer "Viceroy." Next morning the sea was rough, and the supplies of oil fuel for each ship very low, which caused excessive rolling. About 9.30 a.m. the ships were steaming along in single line ahead, when the signal went up from the "Caledon" reporting a mine which had been brought to the surface by her paravanes. The ships immediately alter course and later on stop engines. Two destroyers were detailed to blow the mine up, but this was no easy task owing to the rough sea, but after being fired at by machine guns a hit was eventually obtained and the mine exploded amidst a great column of water and smoke with a loud report. Immediately afterwards the signal "Man overboard" went up from the "Curacoa," but although a long search was made nothing was seen of the unfortunate victim, and so the squadron proceeded to make headway for Reval, the capital of Esthonia. Soon after midday the cruisers anchored in the bay, the destroyers going into the inner harbour. Owing

to the rough sea we had to be content with a view of the town from the ship, but next day, the sea having moderated, leave was given, and quite a large number took the opportunity to land. From the landing place to the town was a walk of about half a mile, which gave access to a large open space, which was beautifully laid out with flower beds. From the square I walked into the town, the roads being narrow and rough. The town is situated on the slope of a hill, and walking was made very tedious. A trade exhibition was open and I went in, but very little did I see of English make. American and German firms were well represented. From a Russian who could speak English very well I learnt that Reval had been in the hands of the Bolsheviks for about a year after the war, and owing to the hardships inflicted on the people during that time everything had been ruined. When the Reds left, the community were quick to grasp the reins of prosperity, so that Reval is now a flourishing town. In the evening I went to a dance which was being held by the Esthonian Navy, and who had also invited the crews of our ships. A very enjoyable evening was spent by all, and when the time came for us to go aboard, which was during the early hours of the morning, the Esthonian Navy Band accompanied us. Unfortunately I was unable to get ashore next day, but the people who landed were treated the same as those who landed the day before. Our visit soon came to an end, and on the third day we all left for Helsingfors, which is about fifty miles away. The entrance to the harbour was well fortified, and the garrisons lined up as we passed and returned the salute given by one of our ships. We only stayed two days. During this time I remained aboard, as the town did not appeal to me. Although Helsingfors is the capital of Finland, the population is composed mostly of Germans who have settled there, and nearly all the factories are owned by them.

Having left Helsingfors the squadron proceeded to Stockholm. Having arrived at the mouth of the river which leads to Stockholm, pilots were taken on board, and headed by the "Curacoa" steamed up the river, which abounds with numerous small and thickly-wooded islands, and being summer the scenery was very picturesque, making an ideal place for spending holidays. On arriving near the town a salute was fired and returned from a battery ashore. The cruisers proceeded to anchor whilst the destroyers went alongside the "Petroleum" to replenish with oil fuel. This was the first time we had taken in oil during the cruise, whereas had we been burning coal we should have had to coal at nearly every port called at, thereby causing a large amount of unnecessary money to be spent. One part of the town, known as Old Stockholm, is built upon a hill; this I presume to be the slum area. The remainder of the town is almost level with the river. As the ships were open to visitors, I was able to get into conversation with a man, who asked me to take him round the ship. After taking him down the engine and boiler rooms, I made arrangements to go ashore with him to have a glance round. I was not struck very much by the town, although the town is very clean and consists of many fine buildings. A few yards from the landing-stage stands the Royal Palace, and close by the Government buildings. Passing over the river, we came into the busy thoroughfares of the town. But, somehow, there appeared to hang a veil of silence over the town,

and on asking my friend, he confirmed my thoughts that Stockholm was a very quiet town, not very much gaiety, as one expects to find in a large city, but I expect being used to London made a difference. In all, there are less than a million people in Stockholm, and more people in London than the whole of Sweden. As at home, trade is not very prosperous, and living very dear, a suit of clothes costing about fourteen pounds. Currency was not in our favour, a krone being worth one shilling and fourpence, so that the exchange was only sixteen kroner to the pound. A football match was arranged, but, as before, the town team was too strong for our team, who were soundly beaten 10—0. This was fully expected, as the opposing team were only beaten 2—1 by Aston Villa. After the match, one man was drowned whilst trying to recover a football which had fallen into the river, and, falling, was never seen alive again. Divers recovered his body next morning, and, before leaving Stockholm, he was buried ashore with full Naval honours. From Stockholm we went to Copenhagen, arriving late at night. Next morning the "Curacoa" and all destroyers entered the harbour and moored up, the remaining cruisers remaining outside. During our short stay the King of Denmark sailed round the Fleet, and also inspected the "Curacoa" and ship's company. Little else of importance happened during our stay, and as I have previously given a rough outline of the town, I will dwell no longer on Copenhagen, but pass on to Gothenburg, the second largest town of Sweden, with a population of approximately a quarter of a million. We had a fairly rough trip, and on arrival at the entrance were greeted by camera men who made themselves very busy by taking a film of the squadron. Large crowds assembled on the quays to watch the ships go to their berths. This was the first time for over forty years that a British squadron had visited the port. The river was crowded with merchant vessels loading and discharging their cargoes, also rows of ships "laid up" owing to trade depression. Part of the town is built on a hill, running for the most part alongside the river banks, and only a short walk was required to take one into the country. Leave was given, also a special performance at the leading cinema, which was attended by most of the ships' companies. One special feature of the performance was the film of our arrival, taking about seven hours before. After the performance we were able to get around the town, but little of interest did I observe; but for the chief thoroughfares, I did not roam very far. One thing in particular I noticed, and that was a letter-box on most of the trams. Like Stockholm, the town appeared very dull. The public seemed to be quite amused at the sight of our bell-bottom trousers, and which made me feel a little uncomfortable. A football match was arranged, but, as before, our team were once more soundly beaten. From Gothenburg we went to Christiania, a distance of about 170 miles. To arrive at the town the ships had to steam through a very picturesque Fjord, one of the prettiest sights I have ever seen. Large numbers of small islands thickly covered with trees, and on some a few fishermen's huts painted different colours. Further along, villages were passed, built and laid out on the sides of the wooded hills, which slope to the water's edge. On arriving at anchor, salutes were exchanged, and shortly afterwards ships were manned while

the Queen of Norway passed by on her way to England. Leave was given from 1 p.m. until 11 p.m., and I took the opportunity to go ashore by the first liberty boat. I had a long walk, and on the whole I think Christiania to be built on the same lines as most of the other ports visited. One thing I noticed in particular, and that was the large number of recreation grounds for the children. In the evening I had the pleasure of being shown round the town by a gentleman. We drove around in his car, and he showed me practically every place of importance, but owing to it being dark I was not able to notice anything that I could write about. Passing over the river, we entered Eastern Christiania, which is situated 100 feet above the remainder of the town. It struck me as being the fashionable quarter of the town, and I was surprised to hear that we were passing through the slum area. Every house had been recently built, and fitted with up-to-date devices for making one comfortable. During the next two days the Squadron Regatta was held, and we were able to witness some very exciting races. Whilst the regatta was being held, our ship's company had two days "off," a rare occasion in the Navy. As it was, the "Cordelia" were the winners of three cups out of a total of five, and also a large portion of the money prizes. After a stay of four days, the squadron departed for home waters. Leaving Christiania in a thick fog, progress was slow until we reached the open sea, and then headed for the North Sea. Next morning we awoke to find the ship rolling heavily and pitching. I myself felt rather sea-sick, and spent most of the forenoon on deck. This lasted till next morning, and I then ventured below to have something to eat. About 3 p.m. the Orkney Islands loomed up ahead, and just after 4 p.m. the squadron entered Scapa Flow. This was my first sight of Scapa, and I also hope it will be my last. Nothing can be seen but desolate islands, some inhabited by a few farmers, and the others just barren rocks. A day or so after, the battle cruisers entered, and were followed later by the battleships, headed by the "Queen Elizabeth." Whilst here, the battleships held their Regatta in unfavourable weather, and the 2nd L.C.S. carried out sub-calibre firing. Our stay was of short duration at Scapa, and we proceeded to Invergordon, arriving about 4 p.m. at the entrance, and then proceeded up stream, passing Cromarty on our port beam, and the rusty hull of the "Natal" on our starboard beam, and then anchored off Invergordon. For about a week we were on our own, and then the Fleet arrived from Scapa, to be followed later by the destroyers from Rosyth. The Second Light Cruiser Squadron went out into Cromarty Firth to carry out torpedo firing, and then anchored at Fortrose for three days, during which time the cross-country run was held for the Arbutnot Trophy, and was easily won by the "Cordelia," who were also holders of the Trophy for the previous year. During the following three weeks, the Fleet, comprising in all about one hundred ships, was continually at sea, carrying out torpedo exercises, gunnery practice, and day and night attacks, the Fleet being divided into two separate fleets on the last-named occasion. The autumn exercises being completed, the Fleet returned to their respective bases. The 2nd L.C.S. remained at Invergordon for a few days, and then left for Rosyth, the "Cordelia" being left behind to tow coastal motor-boats when they had been repaired,

but when they were being towed they broke adrift and the tow line became entangled round our starboard propeller, so that we had to return to Invergordon, where the ship's divers were employed in clearing the propeller; when this was completed we left for Rosyth. Whilst here the "Coventry" challenged our racing cutter's crew, but were easily beaten, and another cup was added to our collection. From Rosyth we went to Chatham, and after three days "paid off," the crew proceeding to their respective depôts to await Christmas leave. Meanwhile, the "Cordelia" was commissioned by a Chatham crew for a further six months' service with the Second Light Cruiser Squadron.

N. WHITWORTH.

