Cadet School Ship
H.M.S. "CONWAY."

Established 1859.
MERCANTILE MARINE SERVICE ASSOCIATION
(Incorporated by Special Act of Parliament)

CADET SCHOOL SHIP
H.M.S. "CONWAY"
Stationed
OFF LLANFAIR, P.G., MENAI STRAITS

Captain E. HEWITT, R.D., R.N.R.

ESTABLISHED 1839

JANUARY, 1950.
“Quit Ye Like Men. Be Strong.”

(Ship's Motto)
H.M.S. “CONWAY” SCHOOL SHIP

Recognised by the Ministry of Education as Efficient, under the Regulations for Secondary Schools.

DESIGNED TO GIVE A SOUND GENERAL AND TECHNICAL EDUCATION TO BOYS DESIRING TO ENTER THE MERCHANT NAVY AND THE ROYAL NAVY.

HONORARY MEMBERS:

THE LORD MAYOR OF LIVERPOOL.
EARL OF DALHOUSSIE.
THE CHAIRMAN OF THE MERSEY DOCKS AND HARBOUR BOARD.
THE CHAIRMAN OF THE LIVERPOOL SHIPOWNERS’ ASSOCIATION.
THE CHAIRMAN OF THE LIVERPOOL STEAM SHIP OWNERS’ ASSOCIATION.

COMMITTEE OF MANAGEMENT:

LAWRENCE HOLT Esq., Chairman. CAPTAIN P. R. VAUGHAN, D.SC., Deputy Chairman.

RAYMOND R. BUTLER, Esq., M.Sc., F.I.C., F.C.S.
CAPTAIN W. H. COOMBS, C.B.E.
CAPTAIN A. O. M. COOPER.

CAPTAIN E. B. FRANCIS.
CAPTAIN H. J. GILES, O.B.E.
CAPTAIN J. HATFIELD.
BRIAN HEATHCOTE, Esq., M.Sc.
H. S. MAGNAY, Esq., M.A.

J. F. MOUNTFORD, Esq., M.A., D.Litt.
SIR JOHN NICHOLSON, BART., C.I.E.
The Rt. Hon. THE EARL OF NORBURY
The Rt. Hon. LORD ROYDEN, C.H.
CAPTAIN C. A. WILSON.

ALFRED WILSON, Esq., C.B.E., Secretary.
Messes. HARMOOD BANNER, LEWIS & MOUNSEY, Chartered Accountants, Auditors.

OFFICES:

MERCANTILE MARINE SERVICE ASSOCIATION,
NAUTILUS HOUSE,
6 RUMFORD PLACE,
LIVERPOOL 3.
H.M.S. "CONWAY" SCHOOL SHIP

Captain Superintendent:
Captain E. HEWITT, R.D., R.N.R.

Headmaster:
(Hertford College, Oxford).

Deputy Headmaster:

Chief Officer . . . . . . G. DRAKE, Master Mariner.
Executive Officer Ashore . . . . . . LIEUT. J. BROOKE SMITH, R.N.R., Master Mariner.
Second Officer . . . . . . L. E. M. LEBESQUE, Extra Master Mariner.
Supernumerary Second Executive Officer: . . LIEUT.-COMMANDER M. H. LAWRENCE, R.N. (retd.).

Medical Officer J. WILSON REID, ESQ. M.D., B.Sc.
STAFF:

ACADEMIC SUBJECTS.

Mathematics and Science.
A. W. BLACKABY, B.A. (Oxon) Instr-Lt. R.N.
K. BAYLISS, B.Sc. (Wales).

English, History and Geography.
M. I. DAVIES, B.A. (Oxon. & Lampeter).
E. D. PHILLIPS, B.A. (Wales).
B. R. KIRBY, B.A. (Liverpool).
P. B. KINGSFORD, B.A. (Cantab).

Modern Languages.
W. G. BRERETON, B.A. (Liverpool).

TECHNICAL SUBJECTS.

Navigation and Chartwork.
P. P. MURPHY, Extra Master Mariner, M.I.N.,
Assoc. I.N.A.
L. E. M. LEBESQUE, Extra Master Mariner.
LIEUT. J. BROOKE SMITH, R.N.R.

Engineering.
C. T. NICHOLS, M.I. Mar. E., Chief Engineer.

Seamanship and Signals.
G. DRAKE, Master Mariner.
A. L. SIVELL, Master Mariner.
LIEUT. COMDR. M. H. LAWRENCE, R.N.
J. OLIVER, R.N.
A. C. MOORE, R.N.
L. J. MAYNE, R.N.

Physical Training.
E. V. HILL, R.N.

External Examiner:
BRIAN HEATHCOTE, E50, M.Sc. (Liverpool).
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What it means

There is no stronger influence than environment.
In every British man or woman is born the spirit of our sea roving and sea fighting ancestors. Take this inheritance, plant it in the right surroundings, nourish it with sound training, and you will produce the finest sailor in the world.

Staunch and strong, the present "Conway" stands to-day to typify the grandeur and solidity of our sea supremacy. For a quarter of a century she took her place amongst those splendid ships who fought our wars till superseded by iron and steel and steam. For over ninety years now she has trained for us the commanders of our mighty ships.

Thus steeped in tradition, sound and solid as only British oak can be, splendidly healthy, she forms absolutely the ideal starting point for the future officers of our great sea service.

Fortunate indeed is he who shall start his manly and well-chosen career amidst such influences. Where can we find another setting where environment can play so great a part?

Riding at her anchors on the broad bosom of the Menai Straits, no finer environment could be obtained for instilling into youth the finest qualities of our Royal and Merchant Navies. Add to the advantage of such surroundings the experience of many years of training, sound British games, good food, oceans of fresh air, and the unequaled Spirit of the "Conway," and your picture of a perfect environment is as complete as it is unequaled anywhere in the world to-day.

"Quit Ye Like Men. Be Strong."

8
H.M.S. "CONWAY" SCHOOL SHIP

DESCRIPTION.

The "Conway" was originally an auxiliary screw battleship of 92 guns. Her beam is 54 feet and length 245 feet. She is fully rigged and her upper deck is well protected with high bulwarks. Having been recently refitted, she is undoubtedly the best preserved of the few remaining "wooden walls" and has many years of life before her.

Her four spacious decks are clear fore and aft, giving ample room for drill and exercise. They are well ventilated and are heated during the winter months by low-pressure hot-water heating apparatus, which is capable of maintaining a temperature of 60°-70° Fahrenheit during the coldest weather. The Ship is lighted throughout by electric light generated by two dynamos on board.

There are five classrooms and a Navigation Room, each capable of accommodating thirty Cadets. In addition, there is a gymnasium, carpentry shop and two games rooms. The Navigation Room is situated on the upper deck and is equipped with suitable tables for chart work. The chart room is on the after deck end of the deck, and contains the latest navigational instruments—gyro compass, fathometer, wireless direction finding set, deviascope, chronometers, sextants, etc. On the main deck, two or four classrooms can be partitioned from each other by wooden panels which are secured to the deck head when not in use, thus leaving the spacious deck clear, and it is here that divine service takes place on Sundays.

This deck is also used as a mess deck, having the galley conveniently situated at the forward end. A modern range capable of cooking for 300 persons has recently been installed. At the stern is the Officers' wardroom.
H.M.S.
"CONWAY"
FROM THE
STERN.
H.M.S.
"CONWAY"
FROM THE
Bow.
On the lower deck are situated two of the classrooms, the Officers', Headmaster's and Chaplain's cabins, and across the stern the bright and roomy sickbay with the Nursing Sister's quarters connected. Forward on the starboard side are the washbasins, and on the port side the bathroom, supplied with ample hot and cold water. Approximately one-third of the Cadets sleep in hammocks on this deck, and the remainder on the orlop deck, which has 18 square ports and 46 scuttles. The hammocks are stowed away during the day, leaving the deck clear.

Below the orlop deck the space originally used as the engine room has been converted into a gymnasium and a carpentry shop. At the after end are two games rooms with two billiards tables, etc. The gymnasium is also used for table tennis, concerts, boxing, etc., and during the winter terms, if weather precludes landing, sound films can be shown.

This Ship possesses 19 pulling, sailing and motor boats, and the Cadets are made thoroughly efficient in the handling of them.

**SHORE ESTABLISHMENT.**

With the increasing demand for vacancies aboard H.M.S. "Conway," it was decided in 1949 to extend the establishment to include a shore base, and as ancillary to the Ship, and accordingly arrangements have now been completed for part of the home of the 7th Marquis of Anglesey at Phis Newydd to be incorporated within the "Conway" scheme of training.

This historic, yet modern building, is ideally situated for such a purpose, lying as it does on the Western bank of the Menai Straits within half a mile of the Ship at her moorings. It has its own dock system, swimming pool and extensive playing fields, where in addition to athletics, the cadets can play rugby football, hockey, tennis or cricket in season. Well within sight and easy reach is the Snowdonia Range, the mountains of which play such an integral part in the "Conway" idea of training and character building.
All new Cadets will join the Shore Establishment, and for their first one or two terms, will learn the elementary principles of their chosen profession, on the water's edge and in full view of the Old Ship. After their first or second term, depending on their efficiency, they will graduate to the parent ship to complete their training. The Shore Establishment is divided into two principal blocks, the Nelson, or residential block, and Kelvin, or instructional block.

In the Nelson block are the dormitories for the new Cadets, named after famous ships, and equipped with double tiered bunks and wardrobe lockers of the latest design, and modern shower baths are adjacent. A well-appointed library, a mess hall and recreation room and an up to date galley are also in this block, and in an isolated wing leading from it is the Sanatorium in charge of a competent matron. The Headmaster and Executive Officer ashore have their quarters in this block, and also the duty Officers ashore, and house tutors.

In the Kelvin block, which is used by cadets from Ship and shore alike, are to be found five class rooms, the science laboratory and photographic dark room, and a well equipped gymnasium cum concert hall. Above all these are changing rooms and showers for games.

Down at the dock side, with its boat slip, lifeboat and swimming bath, is a well equipped seamanship room where cadets learn the theoretical principles of that subject, and near the cricket pitch is a canteen which, in addition to catering for the Cadets' immediate wants, incorporates a cafe where they can either entertain themselves or be entertained by visiting relatives.

**ORGANISATION OF CADETS.**

The Cadets, both ashore and afloat, are divided firstly into tops and then again into port or starboard watch. The tops ashore are linked with their namesakes on board and work and play with them in competition against the other tops, and when Cadets graduate from shore to ship, they remain in the same top to which they were first drafted.
Each top has its own organisation, with one Senior and three Junior Cadet Captains in charge, and has in addition one other supernumary Senior and Junior Cadet Captain attached to it for special duties.

The Cadet Captains, who wear a distinguishing gold stripe and device on their sleeve, are chosen for good character and ability, and it is an excellent training for these boys to learn how to command both themselves and their fellows.

The Cadets, under the direction of their Cadet Captains, and with the advice of the executive officer responsible for their individual tops, do all the ordinary deck work of the Ship. A Cup is awarded each term to the most efficient top, and with this trophy goes the privilege of choice of power boat to be manned by that top the succeeding term.

**Dietary.**

For meals the Cadets are divided into messes, about twelve in each mess with one or two Cadet-Captains in charge.

The boys take it in turns to be messmen, their duties being to lay the tables, etc. The food is good, abundant and well cooked. Twice cooked meat is never used, and a plentiful supply of fresh vegetables is a special feature. An Executive Officer attends and supervises at all meals. Perishable food is kept in a refrigerator.

The water used is the Caernarvon Corporation water, which comes down from the Welsh hills, and is particularly pure and sweet. It is supplied to the jetty at Port Dinorwic from the main, and brought off to the Ship in a specially-constructed water boat fitted with tanks.
FIRE PRECAUTIONS.

Both Ship and shore base are linked to the National Fire Service in that all equipment both on board and ashore is of the standard and size nationally approved, and it is regularly inspected by the County Fire Officer, who also undertakes the training of volunteers in fire fighting.

The fire appliances on board consist of steam and motor pumps with hydrants on each deck, hand pumps, smoke helmets and also Chemical and Foumite extinguishers.

Fire drill is frequently exercised to ensure that all on board and ashore are thoroughly familiar with their stations and duties.

Terms of Admission

My Lords Commissioners of the Admiralty have approved all Cadets entering the School Ship "Conway" being enrolled Cadets, Royal Naval Reserve, and of their being allowed to wear the regulation uniform.

AGE OF ADMISSION. CERTIFICATES. ENTRANCE EXAMINATIONS.

Applicants must be British born, and between the ages of 13½ years and 16½ years at the time of joining. They must furnish certificates of ability, good conduct and health.

Admission is by competitive entrance examination and interview. This will be held at Plas Newydd on April 6th for entry in September, 1950, on July 27th for entry in January, 1951, and on December 21st, 1950, for entry in April, 1951.
Candidates will be accommodated for the night preceding and if necessary for the night following the Examination and Interview. A Fee of £1 10s. 0d. will be charged for this, but it will be deducted from the first Term’s fees in the case of those candidates who are accepted and who take up the vacancy offered. The fee for the examination should accompany the completed application form.

Parents should bear in mind that boys who are colour-blind are not eligible for the sea service. Candidates for admission to Merchant Navy Training must, before they can be accepted, be tested for Form and Colour Vision by a Ministry of Transport Examiner, one of whom is stationed at every port of any importance. No boy can go to sea in the British Merchant Navy unless he has passed this test and obtained a Ministry of Transport Eyesight Certificate. A list of the centres at which this eyesight test is held, together with days and times, is given on page 54.

All boys should be able to swim, and must have been recently re-vaccinated before joining.

APPLICATION FORMS.

Application and Certificate Forms will be found at the end of this prospectus, and it is requested that in making application these forms may be used.

The closing dates for receiving these are, for the January entries, July 7th of preceding year;
April entries, December 1st of preceding year;
September entries, March 15th of the same year.

There is no recognised School Year, so that a boy can be entered with equal advantage at January, Easter, or Midsummer.
FEES.

The School Fees are £66 13s. 4d. per Term, there being Three Terms to the year, making Two Hundred Pounds per annum. This charge includes the uniform, ordinary Medical attendance and use of tools. A further charge of £1 10s. 0d. per Term for Recreational purposes, 10/- per Term for Stationery and Books and £2 per Term for laundry. Also certain books for use in School must be purchased.

Cadets are supplied with Royal Naval Reserve (Cadets) uniform, without addition to the fees. Each Cadet on joining the “Conway” and again at the beginning of the Fourth Term, is supplied with areefer, one pair of trousers, and a cap and badge.

The parents or guardians are required to find the other articles of outfit, underclothing, boots, etc. It should be noted, however, that in many instances articles the boy already has may be used until worn out.

On acceptance of a boy, parents will be forwarded a Clothing and Outfit List by the Manager, The Clothing Store, Sailors’ Home, Canning Place, Liverpool.

Should it become necessary to send a boy to a hospital or nursing home, other than the school sanatorium, the parents will be liable for all charges incurred.

The Committee reserve the right to reduce or increase the general fees.

The Fees are to be paid each Term in advance, and cheques should be made payable to “THE MERCANTILE MARINE SERVICE ASSOCIATION, ACCOUNT H.M.S. ‘CONWAY’” and crossed “BARCLAYS BANK, LTD.” and sent to the Secretary, Mr. ALFRED WILSON, C.B.E., Mercantile Marine Service Association.
SCHOOL FEES INSURANCE

A School Fees Insurance Scheme has been introduced whereby parents or guardians may save the wastage of School Fees which may be involved in the absence of a Cadet through illness. Although participation is purely voluntary, parents are advised to take advantage of the Scheme, particulars of which will be forwarded before the new Cadets are enrolled.

The premium per Term is 17s. based on a Term’s Fees of £66 13s. 4d., the amount being payable in advance.

SCHOLARSHIPS, 1950-51.

The following Scholarships are available in 1950-51:—

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Amount (per annum)</th>
<th>Duration</th>
<th>From</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Fishmongers’ Company</td>
<td>£50 per annum</td>
<td>2 years</td>
<td>September, 1950</td>
</tr>
<tr>
<td>2.</td>
<td>Lady Maclver</td>
<td>£50</td>
<td>2</td>
<td>September, 1950</td>
</tr>
<tr>
<td>3.</td>
<td>Transvaal Schoolechildren</td>
<td>£100</td>
<td>2</td>
<td>September, 1950</td>
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<tr>
<td>4.</td>
<td>Clothworkers’ Company</td>
<td>£50</td>
<td>2</td>
<td>April, 1951</td>
</tr>
<tr>
<td>5.</td>
<td>Grocers’ Company</td>
<td>£50</td>
<td>2</td>
<td>September, 1951</td>
</tr>
<tr>
<td>6.</td>
<td>Leverhulme</td>
<td>£200</td>
<td>2</td>
<td>September, 1951</td>
</tr>
<tr>
<td>7.</td>
<td>The Shell Scholarship</td>
<td>£100</td>
<td>2</td>
<td>September, 1951</td>
</tr>
<tr>
<td>8.</td>
<td>Blue Star Line (two Scholarships)</td>
<td>£50</td>
<td>2</td>
<td>January, 1952</td>
</tr>
</tbody>
</table>

All the above are awarded every two years. In addition, there are the following:—
MERCHANT NAVY FUND SOUTH AFRICA SCHOLARSHIP. Not competitive.

Valued £100 per annum for two years, and awarded every two years, under the same conditions as the Drewry Scholarship, but limited to the sons of officers. If it is impossible to find a candidate who is eligible to fulfil one of conditions (a) to (e), then the son of any officer or ex-officer of the Merchant Navy will be considered. Requests for nomination should be forwarded to the Secretary, M.M.S.A. Offices, Nautilus House, 6 Rumford Place, Liverpool, 3.

CITY OF LIVERPOOL "CONWAY" SCHOLARSHIPS—Competitive.

Four, tenable for two years, and awarded every year, to commence in September. Open to boys whose parents or guardians have been resident within the City of Liverpool during the twelve months immediately preceding the commencement of tenure, or who have been registered as Local Government Electors for the same period. Preference given to sons of officers and men of the Royal and Merchant Navies, and particularly to sons of officers and men who have lost their lives at sea. The amount of each Scholarship varies, according to the financial circumstances of the candidate.

MARINE SOCIETY BURSARIES.

The Marine Society maintains in the Ship several Bursaries. Preference will be given to sons of seafarers, or war orphans of seafarers, more particularly such as are suffering as a direct result of the War 1939-45, but no objection would be raised to any desirable boy, in the event of sons of seamen not being available to receive them. The Bursaries are of the value of £100 per annum for two years, awarded annually, and are competitive.

ANGLESEY SCHOLARSHIPS.—(For boys domiciled in Anglesey).

(a) The Anglesey Education Committee donate annually two "Anglesey Scholarships" of a maximum value of £200 0s. 0d. per annum each in respect of maintenance and tuition fees, the amount of the Scholarship to be determined in accordance with the Committee’s Income Scale for Major Awards.

(b) Supplementary Scholarships of maximum value of £110 0s. 0d. per annum each. These Scholarships shall be awarded to the holders of any of the open Scholarships at the Cadet School Ship H.M.S. "CONWAY," and are designed to augment the value of such open Scholarships held by Anglesey boys up to and not exceeding an annual value of £200 0s. 0d. per annum.

Application for these Scholarships should be made to the Director of Education, Education Offices, Llangefni, Isle of Anglesey.
CADETS ON THE RIDGE OF CREB GOCH, SNOWDONIA.
BIRKENHEAD SCHOLARSHIPS.

The Birkenhead Education Committee give one Scholarship annually to cover the cost of tuition and boarding fees according to the Committee’s Scale of Aid. Applicants must be children of parents resident in the County Borough of Birkenhead throughout the two years immediately preceding the award. Application should be made to the Director of Education, Education Offices, Hamilton Square, Birkenhead.

THE COUNTY OF DORSET: THE COUNTY OF LANCASHIRE AND THE NORTH RIDING OF YORKSHIRE SCHOLARSHIPS.

These Education Committees award Scholarships annually covering such proportion of the fees as they consider appropriate having regard to the financial circumstances of the parents. They are limited to boys resident in the respective Counties and further particulars may be obtained from the Directors of Education in these Counties. A number of other COUNTY EDUCATION AUTHORITIES have indicated their willingness to consider applications for financial assistance, but do not award regular Scholarships. Application for such assistance should be made in the first place to the County Director of Education.

WILKINSON MEMORIAL SCHOLARSHIP.—Competitive.

The Directors of the Indo-China Steam Navigation Company donate, in memory of the late Lieutenant Thomas Wilkinson, V.C., R.N.R., one Scholarship annually, tenable for two years, to the value of £160 per annum, plus £20 per annum for extras. The allowance of £20 per annum to be under control of the Captain-Superintendent of H.M.S. “Conway.”

Open to sons of Merchant Navy and Royal Naval Reserve Officers and ratings who were killed, or died on active service, during the 1939-45 war. The Scholarship examination will be held in April for entry in the following September.
The Trustees of the Honourable Company of Master Mariners award the "Marchwood Scholarship" to the value of £60 per annum. This Scholarship is tenable for a period not exceeding two years at any residential Training Establishments in Great Britain, training boys for careers as Officers in the Merchant Navy. When considering applications, which should be sent to: The Secretary, The Honourable Company of Master Mariners, India House, 84 Leadenhall Street, London, E.C.3, the Trustees will give preference to the sons of Merchant Navy Officers.

There is also the War Memorial Scholarship for sons of Old Boys. Application should be made to the Captain-Superintendent, Cadet School Ship H.M.S. "Conway," Llanfair, P.G., Anglesey, North Wales.

The Scholarships and Bursaries are intended to assist boys who propose to follow the sea as their profession to obtain a sound technical and educational training. The school fees amount to £200 per annum, and include the cost of uniform. The parents or guardians of the successful candidates must be prepared to pay the difference between this sum and the amount of the award.

The final choice of candidates is made by the Committee of Management, and is subject to the approval of the donors of the Scholarships, except in the case of the Fishmongers’ Company Scholarship, which is awarded by the Court of the Company from nominations made by the "Conway" Committee, preference being given to the sons of Liverymen or Freemen of the Fishmongers’ Company.

For the Grocers’ Company Scholarship, candidates are restricted to the sons of past or present Royal Navy or Merchant Navy Officers, and in the case of the Transvaal Schoolchildren’s Scholarship, this is limited to the son of an officer of the Merchant Navy who has lost his life or been disabled in the World War (1939-45). It is not competitive, and application for nomination should be made to the Secretary, Pensions Department, Trinity House, Tower Hill, London, E.C.3.

The selected candidates will be announced as the holders of the Scholarships, but the full amount of the grant will be awarded only if it can be shown that the candidates would otherwise be unable to meet the expenses of "Conway" training. In the case of an award being withheld in this way, it will be used to assist the candidates who, in the opinion of the Committee, have the next stronger claim to consideration.
Conditions of Entry:

Candidates must be the sons of British parents and be between 15 and 16 years of age (14—16 for the Leverhulme Scholarship) at the time of joining the Ship.

<table>
<thead>
<tr>
<th>Scholarship</th>
<th>Date of Examination</th>
<th>Last Date for Entries</th>
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<tbody>
<tr>
<td>Fishmongers'</td>
<td>April 1950</td>
<td>March 15th 1950</td>
</tr>
<tr>
<td>Lady MacIver</td>
<td>April 1950</td>
<td>March 15th 1950</td>
</tr>
<tr>
<td>Clothworkers' Company</td>
<td>December 1950</td>
<td>December 1st 1950</td>
</tr>
<tr>
<td>Grocers' Company</td>
<td>April 1951</td>
<td>March 15th 1951</td>
</tr>
<tr>
<td>Leverhulme</td>
<td>April 1951</td>
<td>March 15th 1951</td>
</tr>
<tr>
<td>The Shell Scholarship</td>
<td>April 1951</td>
<td>March 15th 1951</td>
</tr>
<tr>
<td>Blue Star Line</td>
<td>July 1951</td>
<td>July 7th 1951</td>
</tr>
</tbody>
</table>

Candidates will be required to pass the “Conway” Entrance Examination.

Further information regarding Scholarships and Bursaries may be obtained from the Head Master.

Subjects of Examination (Syllabus below).

<table>
<thead>
<tr>
<th>Subject</th>
<th>Marks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mathematics (2 hours)</td>
<td>200</td>
</tr>
<tr>
<td>English (1 hour)</td>
<td>100</td>
</tr>
<tr>
<td>Interview and Record</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>500</td>
</tr>
</tbody>
</table>
Application

Application for Scholarship entry forms should be made to the Headmaster, Cadet School Ship H.M.S. “Conway,” Llanfair, P.G., Anglesey, North Wales, in time to be returned, together with the ordinary application form, Medical Certificate, School Report (which are to be found at the end of this prospectus) a Ministry of Transport Eyesight Certificate and the candidate’s Birth Certificate by the dates given on page 26.

SYLLABUS FOR SCHOLARSHIP EXAMINATIONS.

Knowledge of this Syllabus will be tested by alternative questions in the Entrance Examination to be attempted by Scholarship Candidates only.

1. MATHEMATICS—2 Hours.

(a) Arithmetic.

(b) Algebra.
   - Volume of cylinder. Use of logarithms.
   - Quadratic equations and problems. Fractional and negative indices.

(c) Geometry.

(d) Graphs.
   - Straight line and quadratic graphs.

(e) Trigonometry.
   - Numerical trigonometry particularly in its application to the right-angled triangle. Easy problems. Simple identities involving one angle. Ratios of special angles.
A DORMITORY ASHORE

29
2. **ENGLISH—1 Hour.**

(a) Essay. A choice of subjects, some definitely nautical will be given.

(b) One or more of the following:

1. A letter.
2. A précis of a given passage.
3. Correction of sentences containing given errors.
4. Exercises on the use of words in their correct sense.
5. General Knowledge.

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**SYLLABUS FOR COMPETITIVE ENTRANCE EXAMINATION.**

To qualify for entry, a sufficiently high standard in English and Mathematics must be reached to allow of the work of the Junior Class being covered in the first term. The syllabus of this Class in Mathematics is given below.

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**Arithmetic.**


**Algebra.**


**Graphs.**


**Geometry.**

Use of instruments, Scale drawing. Fundamental facts treated informally, including angle sum for triangles and polygons, parallels, congruence, isosceles triangles, parallelograms. Pythagoras theorem. Constructions and exercises on these facts. Proofs of theorems and constructions taken so far.
SONS OF MEMBERS OF THE M.M.S.A. AND THE NAVIGATORS’ AND ENGINEER OFFICERS’ UNION.

In the case of sons of Nautical Members of the above organisations a certain reduction is made in the fees.

SCHOOL MAGAZINE: “THE CADET.”

A Magazine, called The Cadet, is published on board each term, giving news, etc., specially interesting to both present and past Cadets. The Subscription is 12s. for two years, payable in advance.

POCKET MONEY.

All money for the Cadets should be deposited with the Captain Superintendent, either direct or by adding to the account for fees. It is particularly requested that this rule be strictly observed.

It is recommended that a junior boy should be given not more than £2 or £2 10s. per Term, which allows approximately 2s. or 3s. per week and a balance for stamps, Church collections, etc.

HOLIDAYS. HALF-HOLIDAYS.

The Terms commence on or about the 18th January, the 2nd May, and the 15th September, respectively. The usual school holidays are given. There are two half-holidays in each week, when the Cadets are landed for football, cricket or tennis, according to season, athletics, mountaineering, swimming, or for other suitable recreation. Overnight leave is not given and there is no break at Half-Term.

Cadets under 16 years of age can obtain third class return tickets from the Ship for the holidays at a reduced rate.

For best train service see page 32.
VISITORS.

Visitors to the Cadets are admitted to the Ship between the hours of 2 p.m. and 4 p.m. on Wednesday. The only exception to this rule is in favour of friends or parents not residing near the Ship, and who are unable to come on Wednesday. Such will be received on other days on writing to the Captain.

The Committee cannot undertake any responsibility in regard to holidays, and suitable arrangements must be made for boys leaving with the others at the break-up.

MONEY ORDERS. PARCELS.

All Postal Orders sent to the Cadets should be crossed, and all parcels sent by rail addressed to Llanfair, P.G., Anglesey.

As the diet on board is adequate, and can, if necessary, be supplemented from a well-equipped canteen, the profits of which go to the Cadets’ Recreation Fund, food parcels should not be sent to Cadets more frequently than once a month, and parcels sent in excess of this frequency are liable to confiscation.

Cadets are not allowed to smoke. Parents are requested to co-operate by not sending tobacco or cigarettes.

HOW TO GET ON BOARD.

There is a direct service from London to Bangor, via Chester, and through trains from all parts of the Great Western system. Local buses run frequently from Bangor Station to Port Dinorwic and Llanfair, P.G. From the latter Plas Newydd is 1½ miles and there is a bus service every two hours. The Ship’s boats run frequently between the Ship and Plas Newydd Dock and occasionally to Port Dinorwic, but when this infrequent service can not be augmented on request in advance, the local ferryman will bring off bona fide visitors from Port Dinorwic for a very small charge.
NOTICE OF WITHDRAWAL.

A Term’s notice, or payment of a Term’s fees, is required previous to the removal of a Cadet, before the completion of course of training, i.e., two years.

No allowance is made in respect of a broken Term or in case of expulsion, nor if a cadet is sent down for a term for continued misbehaviour.

Education

The School Ship is recognised and inspected by the Ministry of Education, Admiralty and the Ministry of Transport.

The primary aim of the “Conway” training is to prepare boys for careers at sea as Officers in the Merchant Navy or the Royal Navy, but the sound general education provided, together with the valuable training afforded by life under naval discipline, will equip a boy no less efficiently for the other Services or for a career ashore.

CURRICULUM AND ORGANISATION.

Broadly speaking, the curriculum is that of a public school in which classical studies are replaced by practical instruction in nautical subjects. Cadets spend thirty-two periods a week in school, and of these a number ranging from six in the lowest class to sixteen in the Senior Class are devoted to technical work in such subjects as Navigation, Seamanship, Signalling, First Aid, Meteorology, Ship Construction and Engineering.

In addition to this work in School, the Cadets do much of the running of the Ship, under the supervision of the Officers, and take charge of the Ship’s boats. As the “Conway” is moored well out, boat work is part of the daily life of the Ship, and “Conway” boys have always been noted for their proficiency in this important part of seamanship.
THE "CONWAY'S," SIX-OARED RACING GIGS AT PRACTICE
There are six classes, each covering one term of the two years' course, and as promotion on the results of examinations is normally made at the end of each Term, Cadets of average ability should reach the Senior Class in their Sixth Term. A longer stay is recommended in the case of those who have not secured regular promotion or are still under the age of 16 years 9 months on completion of their course on board. Selected Cadets spend four weeks at the Outward Bound Sea School, Aberdovey, to receive sea training in the open waters of Cardigan Bay in the "Warspite." Here, in addition to continuing their Seamanship instruction, cadets are given an intensive training in Athletics as laid down in the County Badge Scheme, and are taught to face situations, both on land and sea, where their self-reliance and resourcefulness are tested and trained.

"CONWAY" CERTIFICATE.

The "Conway" Certificate is recognised by the Ministry of Transport as equivalent to one year's Sea Service and the holder of this Certificate is entitled to sit for the Examination for a 2nd Mate's Certificate of Competency after three years instead of four years qualifying sea time as a Cadet or Apprentice, when he has reached the age of twenty years. This Certificate is only granted to Cadets on the condition that their conduct and attainments have been to the satisfaction of the Captain, that they have served at least six complete Terms, have reached a standard not lower than the Fifth Class, and have reached sixteen years of age. The Committee acknowledge no claim to it. It is easily seen that having only three years at sea to complete his service for the 2nd Mate's Certificate of Competency, the best age for a Cadet to leave the "Conway" is sixteen years nine months. The "Extra Certificate" is granted to those Cadets who reach a sufficiently high standard in school work and executive ability, and this is recognised by the University of Oxford as exemption from Matriculation except for Responsions in Greek or Latin.

A cadet leaving prior to the completion of a minimum of six terms is not entitled to any remission of sea service.
The whole organisation is designed with a view to prepare boys to become good Officers in the Sea Service, but, as is shown by the success of many Old Boys in many other professions, in businesses, and particularly in Colonial life, the training and education received stands a boy in good stead whether he goes to sea or ultimately adopts a shore career, and this applies especially to engineering, farming (whether at home, in the Colonies, or out East) and out-door occupations in general.

The Committee, on each Cadet's Course being completed to the satisfaction of the Captain, will endeavour to obtain employment for him in a good Line, but cannot undertake any obligation in this respect.

Royal Naval Cadetships

There are two methods of entry to the Royal Navy:

i. Direct Entry,
ii. Special Entry.

The regulations governing these are given overleaf.

i. The Direct Entry is by an examination based on the "Conway" curriculum. The competition for this is comparatively small. Cadets preparing for this examination remain on the Main Deck until they reach a standard in their school work which will enable them to profit by the special instruction given.

ii. The Special Entry is open to all Public Schools, and candidates take the Navy, Army and Air Force Examination of the Civil Service Commission. The School Certificate, for which the "Conway" cannot undertake preparation, is required as a qualification for the Navy, Army and Air Force Examination.

No extra fee is charged for the Navy Class. Extra private tuition can, however, be given in any subject, and for this, arrangement can be made at the time.
There is no limit to the number of Cadets who may sit for these examinations, and any boy of good ability has a chance of success. Under present conditions, with the large increase in the number of Cadets wishing to be prepared for the Direct Entry Examination, a Cadet may be placed in the Navy Class, only if the Headmaster is satisfied that he has a reasonable chance of success in the competitive examination in the time available. Before entering the Navy Class, a Cadet should be at least of school certificate standard in Mathematics, Science (excluding Chemistry), French, Geography, History and English. Should he fail to enter the Royal Navy, he is eligible for appointment in the Merchant Navy.

**DIRECT ENTRY.**

Candidates from the "Conway" can sit an examination for Naval Cadetships at the age of 17 years and 8 months to 18 years and 4 months. To qualify they must complete six Terms in the "Conway" (i.e., can take the examination in their sixth Term or later).

Candidates taking the November examination must therefore have attained the age of 17 years 8 months and not more than 18 years 4 months on the 1st of January, and candidates for the March examination must be more than 17 years 8 months and not more than 18 years and 4 months on the 1st May following.

Candidates will be required during the month preceding the written examination, i.e., March and November, to appear before the Naval Cadet Interview Board to undergo tests of aptitude, character and personality.

The programme for Direct Entry Cadets is therefore as follows:

<table>
<thead>
<tr>
<th>Medical Examination and tests of personal qualities</th>
<th>October</th>
<th>February</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational Examination</td>
<td>November</td>
<td>March</td>
</tr>
<tr>
<td>Results of competition announced</td>
<td>December</td>
<td>April</td>
</tr>
<tr>
<td>Cadets join R.N. College</td>
<td>January</td>
<td>May</td>
</tr>
</tbody>
</table>
Candidates must be British subjects of pure European descent, and must be recommended by the Captain-Superintendent as suitable for commissions in the Royal Navy. They also must be able to swim fifty yards. Parents and guardians must undertake for them that they are prepared to serve in any Branch if required.

Candidates are required to sit a competitive written Examination in Mathematics (including Calculus), Physics, Navigation, English, History, Geography, and French (German or Spanish may be substituted for French). Those reaching a sufficiently high standard in Mathematics and in the examination as a whole are invited for interview and medical examination at the Admiralty.

There is an examination fee of 10/-.

**SPECIAL ENTRY.**

The Navy, Army and Air Force Examination for appointment to Naval Cadetships (Special Entry) is held by the Civil Service Commissioners three times a year, in February, June and October. The examination is a joint one and candidates can compete at the same examination for any one or all of the following:

1. Naval Cadetships, Executive.

The limits of age are, that they must be between 17 years 2 months and 18 years 2 months on 1st March for February Examination, 1st July for the June Examination, and 1st November for October Examination.

i.e. they must be between 17 years 2 months and 18 years 2 months on 1st March for February Examination, 1st July for the June Examination and 1st November for October Examination.

Candidates must be British subjects of pure European descent and the sons of either natural-born or naturalised British subjects.
Candidates who pass the written examination are required to undergo tests of character and personality before a Selection Board in London and to pass a medical examination, interview and medical examination being arranged by the Admiralty, the War Office or the Air Ministry, as the case may be.

The fee for candidates undergoing the written part of the examination in London is £4; the fee for candidates undergoing the written part of the examination at a centre other than London is £5, in addition to a local fee payable in some cases to College or School authorities. The March examination is held only in London.

Cadets who are of the right age and of suitable educational standards are also prepared for entry to the Royal Navy at age 16 years. Full particulars of this entry can be obtained, on application, from the Secretary of the Admiralty.

Royal Naval Reserve

The Lords Commissioners of the Admiralty grant the "Conway" a number of appointments as Midshipmen, R.N.R., as the result of a written examination (set by the Admiralty) and personal interview. Candidates are eligible after completion of two years' training in "Conway."

If, however, nomination is not obtained whilst in the "Conway," application can be made through Registrars of the Royal Naval Reserve.

Merchant Naval Officers are eligible to join as Midshipmen between the ages of 16 and 18, as Probationary Acting Sub-Lieutenants between the ages of 20 and 22 with a Second Mate's Certificate of Competency, as Probationary Sub-Lieutenants between the ages of 21 and 27 with a First Mate's Certificate of Competency, and as Probationary Lieutenants in special circumstances at the discretion of the Admiralty, officers possessing a Master's Certificate of Competency.
At Sea in the Merchant Navy—Prospects, etc.

On completion of the period of training in the "Conway," Cadets serve an apprenticeship of three years in a good Steamship Line, as Midshipman or Cadet, and it is desirable that a boy's name should be entered with a Line at the beginning of his second year in the Ship.

Formerly all boys served an apprenticeship in sailing vessels, but these are now extinct, at any rate under the British flag, the great war having given the final coup de grâce to deep sea sailing ships. Their passing is to be regretted, as they bred a fine race of men, but we have to adapt ourselves to present-day conditions, and Steamship Lines now carry Cadets.

The principal Companies which give employment to boys from the "Conway" are:

- The Anchor Line
- The Bibby Line
- The Blue Star Line
- The Booth Line
- The British India Line
- The Canadian Pacific Steamships Ltd.
- The City Line
- The Clan Line (Messrs. Cayzer, Irvine & Co.)
- The Cunard White Star Line
- The Donaldson Line
- The Elders & Fyffes Line
- The Ellerman Lines
- The Furness-Withy Line
- The Hall Line
- The Harrison Line (Messrs. T. & J. Harrison & Co.)
- The Henderson Line
- The Alfred Holt Co. (Blue Funnel Line).
- The Lampert & Holt Line
- The New Zealand Shipping Co.
- The Pacific Steam Navigation Co.
- The P. & O. Line
- The Port Line
- The Royal Mail Lines
- The Shaw, Saville & Albion Line.
- The Silver Line
- The Union Castle M.S. Co.
- and others.

Conditions of employment vary between Company and Company. A premium is payable in some instances, but in the majority of cases no premium is required for "Conway" trained boys. Where a premium is paid, this is usually returnable with or without interest on satisfactory completion of indentures.
Under the Shipping Industry’s Agreement, apprentices’ wage scales are laid down beginning at £75 per annum in the first year of apprenticeship, and rising to £120 in the fourth year. “Conway” Cadets obtaining the Leaving Certificate being entitled to a year’s remission of sea service in the normal four years’ apprenticeship, the begin-at rate of pay in their case will be that applicable to a second year apprentice, i.e., £90.

Both pay and conditions of service in the Merchant Navy show a great improvement on pre-war rates, a Junior Officer with a 2nd Mate’s Certificate now starting with about £360 a year, and all found except clothing. At the other end of the scale the pay runs up to, in some cases, £1,200, £1,500, and even higher a year, and there is the recently introduced National Pension Scheme, with a retiring age of 65, optional at 60 and earlier in some cases. These conditions, which compare very favourably indeed with any employment or profession ashore, are still steadily but surely improving as time goes on. But it will be seen that as things stand to-day the prospects of the young officer are in every way as good as for a profession on shore.

CHURCH SERVICES AND RELIGIOUS INSTRUCTION.

Prayers are read each day in the morning and evening, and, in addition, an opportunity for private devotion is given during a period of enforced silence throughout the Ship, after the boys have turned out in the morning and just before they turn in again at night. Divine Service is regularly conducted each Sunday by the Chaplain, who also gives regular Scripture Instruction during School Hours.

The Divine Service held on board is designed to be acceptable to all non-conformists, although conducted by the Chaplain who is a member of the Church of England, and owing to the difficulties of transport on a Sunday to other places of worship ashore, all Cadets, except Roman Catholics, are expected to attend. Exception is made on one Sunday each month when Holy Communion is held instead of matins. On these Sundays Non-conformists whose parents so desire may land to attend their own places of worship. Special arrangements are made to enable Roman Catholics to attend Mass once a week and a visiting priest gives instruction in this faith.
The Bishop of Bangor will conduct Confirmations each year during the Summer Term, candidates being prepared by the resident Chaplin.

Physical Training, Athletics, Health and Recreation

Physical Training is an important part of the general scheme, the aim being that each Cadet should pass out of the Ship both mentally and physically prepared for sea service. The Medical Officer and the Nursing Staff co-operate not only in remedial work but in raising the standard of health and fitness.

Cadets go ashore for recreation on Wednesday and Saturday afternoons and during the summer on Tuesday and Friday evenings. In addition to cricket, football and tennis, the Cadets train in running, jumping, throwing the javelin and the discus, and other field athletics. During week-ends, parties of Cadets are sent on mountaineering expeditions, staying at the Youth Hostels in the vicinity of the Snowdon Range on Saturday nights. The Snowdon Scout Group provides an opportunity for Cadets to maintain contact with Scouting.

During their two years in “Conway” selected Cadets attend the Aberdovey Outward Bound Sea School for one month for sea training in the ketch “Warspite” and a course in athletics. During this period the technical training is continued.

Several Sailing and Rowing Boats are available for the use of the Cadets on half-holidays and free evenings during the summer, and are much in demand. Regular instruction in the handling of sailing boats is given to all Cadets as part of the normal curriculum. The use of Sailing Boats is particularly encouraged, as sailing is not only a fine sport but a very useful professional accomplishment. When out sailing, Cadets wear life-saving jackets.
A CUTTER COMING ALONGSIDE THE DOCK AT HALF-TIDE
H.M.S. "Conway" Plas Newydd, Kelvin Block (Instructional).
Swimming from the Ship to the Shore is encouraged and there is an Open-air Swimming Bath adjoining the Shore Establishment, where competitions for Medals of the Royal Humane Society and the Liverpool Shipwreck and Humane Society are held annually.

There is a well-fitted Gymnasium ashore in which all Cadets receive instruction. A Gymnasium on board is open for recreational training and boxing during the evenings. Every Cadet learns to box, and a competition for half-a-dozen different weights is held during the Autumn Term.

Besides athletic recreation, the Cadets on board have other amusements. There are billiard tables in the games room and a well-furnished room below the Orlop Deck which is fitted with a modern Radiogram and contains a library of reference books. It is used for private study, quiet reading, gramophone recitals and for some lectures. A flourishing Musical Society meets weekly in School hours. There is a Play Reading Circle and Chess Club; a cinema apparatus is used weekly during the winter terms to show sound films hired from Gaumont-British. The Library consists of about six hundred volumes, catering for all tastes, and also a further hundred of the newest books are obtained from the Seafarers' Educational Service and changed periodically.

A '22 range in the hold is a popular attraction on winter evenings and is open regularly under the supervision of one of the officers.
The King's Gold Medal

HIS MAJESTY KING GEORGE VI has been graciously pleased to continue to present the Gold Medal originally awarded to the Cadets of the "Conway" by Her late Majesty Queen Victoria, under the following Regulations, dated February, 1866:

"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 reconcile 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) previously 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 name of each boy who receives the Medal shall be recorded upon such list."
Prizes

Prizes are awarded each term for proficiency in cultural and technical subjects and include the following:

CHRISTMAS TERM.

The Marconi International Marine Communication Co. Ltd.—Broadcast Wireless Receiving Set for sound signals in the Morse Code.


The Canadian Pacific Steamships Ltd. Prize for Management of Boats.

The Broadbent Prize for the most efficient Cadet Captain.

The Langton Prize for Mathematics and Engineering.

The Main Prize for Science and Engineering.

The Torr Prize for History, Geography and English.

EASTER TERM.

The "Conway" Club (Old Boys) Prize for Management of Boats.

The Trinity House Prize for Mathematics and Navigation.

The Samuelson Prize for Science and Navigation.

The Chairman's Prize for History, Geography and English.

The Lady Maciver Prize for Spanish.

Old "Conway's" of the Royal Indian Marine Prize for Technical and Executive ability.
SUMMER TERM.

MERCANTILE MARINE SERVICE ASSOCIATION—Watches for the greatest proficiency in all subjects.
THE HONOURABLE COMPANY OF MASTER MARINERS PRIZE for Mathematics and Navigation.
THE CUNARD LINE PRIZE (In memory of Captain G. H. Dodd) for Fifth Class Science and Engineering.
THE ELDER BRETHREN OF TRINITY HOUSE PRIZE to Cadet who gains the King's Gold Medal.
THE TATE PRIZE—Presented to the Cadet second in the voting for the King's Medal.
THE RANKIN PRIZE for Science and Engineering.
THE LAIRD PRIZE for History and Geography.
THE BLAKE HAROLD PRIZE for Spanish.
THE SOUTH AMERICAN SAINT LINE PRIZE for Technical and Executive ability.

In addition there is awarded each term the HORSFALL PRIZE for Scripture, a prize for the best Cadet in general educational work and one for the best in technical knowledge and executive merit in each of the four top classes.

Old Boys' Club and War Service

The Old Boys' Association is known as the "Conway" Club, and has a membership of approximately 1,600. Air Chief Marshall Sir Richard E. C. Peirse, K.C.B., D.S.O., A.F.C., is the President of the Club, and the Vice-Presidents are Lieut.-Col. R. Bucknell, M.B.E., Captain T. M. Goddard, R.N.R., Captain E. Hewitt, R.D., R.N.R., is the Honorary Secretary and Treasurer.
The "Conway" has always been noted for the remarkable spirit of comradeship which exists amongst her Old Boys, and their attachment to the Ship, which is shown in many ways, and finds expression at the annual gathering in London or Liverpool.

The War Record of the Ship is a very great one. 1,450 Old Boys are known to have served in the various fighting forces of the Empire in the 1914-18 War, afloat and on land, irrespective of the many serving throughout the war in the Merchant Service, and continually running the gauntlet of the enemy submarines. 170 are known to have been killed, and their memory is perpetuated on board by a brass tablet surmounted by a figure of "Fame," on which all their names are recorded. A further record of the War on board is a list of Decorations and Honours won by Old Boys, which number almost exactly the same as the Memorial Tablet Record. These include 3 V.C.'s, 36 D.S.O.'s, 102 D.S.C.'s, M.C.'s and D.F.C.'s. This is really a large Watercolour Painting, and was designed and executed by the late Mr. K. D. Shoesmith, a well-known sailor marine artist, and himself an Old Boy.

A considerable sum of money, subscribed principally by Old Boys, for the War Memorial, was invested, and is held in trust to provide Scholarships for the sons of Old Boys, tenable on board the Ship.

In the 1939-45 war the previous record was maintained, and the 170 Old "Conways" killed have their memory perpetuated on a War Memorial Tablet, of carved oak, now placed on the lower deck. The memorial consists of an oak panel bearing the names of the fallen, and in the centre is a symbolic figure of Victory standing on the prow of a ship. At the four corners of the panel are the crests of the four services, Royal and Merchant Navy, Army and Air Force. Amongst the many Old "Conways" who served, four reached the rank of Admiral and two that of Vice Air Marshal and the honours and decorations included: 1 V.C., 2 Legion of Merit (American Highest Award), 1 G.C., 2 K.C.B.'s, 2 C.B.'s, 4 C.I.E.'s, 1 K.B.E., 8 C.B.E.'s, 22 D.S.O.'s, 40 O.B.E.'s, 99 D.S.C.'s, 2 M.C.'s, 20 D.F.C.'s, 1 A.C.F., 1 G.M., 12 M.B.E.'s, 4 A.F.C.'s, 1 B.E.M., 1 Albert Medal, 1 M.E.C., 1 Civil Commendation, and their achievements are recorded on a large oil painting, the work of Mr. Russell Flint, Jr., himself an Old Conway. This Honour Board has been placed on the lower deck, and with the earlier one, flanks a portrait of Nelson.

This magnificent record of four V.C.'s is surely an outstanding achievement for any School of its size.
Sight Tests

Every boy who wishes to go to sea, with the object of becoming a deck officer in the Mercantile Marine, should realise that, unless he can pass the Ministry of Transport Sight Tests when presenting himself for examination for a certificate of competency, he will be unable to obtain such a certificate.

I.—FORM VISION.

Every new entrant going to sea in the Deck Department must have the following unaided vision:—

In the better eye from 6/6 to 6/3, in the other eye 6/9 and with both eyes together 6/6.

It is important that candidates presenting themselves for Ministry of Transport Sight Tests have them endorsed to the effect that they have Passed the "Entrants Test."

It is important that every person who contemplates becoming a deck officer should realise that ability to reach this standard when he first goes to sea does not guarantee that he will be able to pass when he presents himself for examination for a certificate of competency, or that he will be able to maintain the necessary standard of visual acuteness throughout his working life.

A large number of persons have eyes that, though they are quite healthy, are not optically correct owing to the presence of some error of refraction. The commonest of such errors of refraction is called "hypermetropia." In youth hypermetropia is often latent and does not prevent the person from seeing perfectly at a long distance; but in middle life and later it becomes manifest and glasses are needed for clear vision of distant objects. The age at which this defect becomes manifest depends upon the degree of hypermetropia, and this varies widely in different persons. Hypermetropia and other errors of refraction can be efficiently estimated only by those who have been properly trained in the examination of the eye.

A serious falling off of visual acuteness for distance, in after life, is incompatible with the continuance of efficiency at sea. In order, therefore, to guard against the possibility of entering a profession for which after a few years he may prove to be physically unfit, it is very desirable that every boy before going to sea should undergo a thorough examination of his sight by an ophthalmic surgeon. By this means he will be able to ascertain what, if any, degree of hypermetropia or other imperfection of the eyes he has and what is the probability of his being able to maintain the necessary degree of visual acuteness throughout his working life.

II.—COLOUR VISION.

Every boy should, before going to sea, ascertain whether his colour vision is normal. He can do this by presenting himself for examination in the ordinary Ministry of Transport sight tests at any of the following Mercantile Marine Offices on one of the days named. The fee charged for this examination is two shillings and sixpence.
III.—Ports where Examinations in the Sight Tests are held.

A list showing the ports at which sight tests are held and the days of examination is appended. A candidate who wishes to have his sight tested should apply, in the first instance, to the Superintendent of the Mercantile Marine Office at one of these ports. The normal hours for the sight test are 9.30 a.m. to 12.30 p.m., and wherever possible candidates should attend between those hours. A candidate who lives at a distance from the port and cannot attend before 12.30 should apply in writing to the Superintendent for a special appointment.

Aberdeen—Second Monday in every month. Other days by appointment.

Belfast—Every Monday.

Bristol—First and third Mondays in every month.

Cardiff—Every Monday.

Cork—One day’s notice required.

Dublin—Every Friday, 11 a.m. to 4 p.m. Other days by appointment.

Dundee—Fourth Monday in every month.

Fleetwood—During Examinations of Fishermen.

Glasgow—Any day.

Greenock—Every Monday.

Grimsby—First and third Mondays in every month.

Hull—Every Friday and Saturday.

Leith—Any day by appointment.

Liverpool (Liverpool Building)—Every Thursday, Friday and Saturday. The Marine Surveyor’s Office, Room 226, Second Floor, Liver Building, from 9.30 a.m. to 12.30 p.m.

London (Dock St., E.I.)—Every Friday and Saturday.

London (133, E. India Dock Road, E.14.)—Every Monday and Tuesday.

London (Victoria Docks, E.16.)—Every Wednesday and Thursday.

London (Tilbury, Essex)—Every Thursday and Friday.

Lowestoft—Any day by appointment.

Middlesbrough—Every Tuesday.

Newcastle—Every Friday and Saturday.

Plymouth—Every Monday.

Ramsgate—Every Tuesday.

Southampton—Every Monday.

South Shields—Every Wednesday at 9.30 a.m.

Sunderland—Every Monday.

Swansea—Every Monday and Tuesday.

Yarmouth—Any day by appointment.