

WALTER'S NEW COAT

H.M.S. 'RALEIGH'—NEW ENTRY TRAINING ESTABLISHMENT

BY

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H.M.S. 'Raleigh'

The establishment was built in 1939, specifically for new entry training, and the stoker mechanics moved here from H.M.S. *Imperieuse* in 1948.

The establishment is almost completely self-equipped, with its own gymnasium, swimming bath, .22 rifle ranges, canteen, cinema/theatre, lecture and demonstration rooms, churches of three denominations, assault course and playing fields. It has the added advantage of being sited in open country, and sufficiently removed from the bright lights of Plymouth to discourage casual jaunts. It is adjacent to Trevol rifle range, and also to Jupiter Point, where about thirty boats are kept for training under oars, power and sail.

Under war-time conditions, 2,400 men could be accommodated for training, but 1,500 is a more realistic figure for peace-time, and this is now considered to be the maximum capacity for men under training.

The 'Way Ahead' Committee originally recommended that H.M.S. *Raleigh* should transfer to the Royal Naval Barracks, Devonport, in about 1964, but this decision was reversed by the Admiralty in A.F.O. 1962/58. The Part I and Part II New Entry Training of seamen and engineering mechanics (Long Service and National Service), together with Part I training of other miscellaneous categories will now continue indefinitely on the present site.



WALTER, POSED BY HIS KEEPERS IN FRONT OF THE FIGUREHEAD
 (By Courtesy of Tom Molland Ltd., Plymouth)

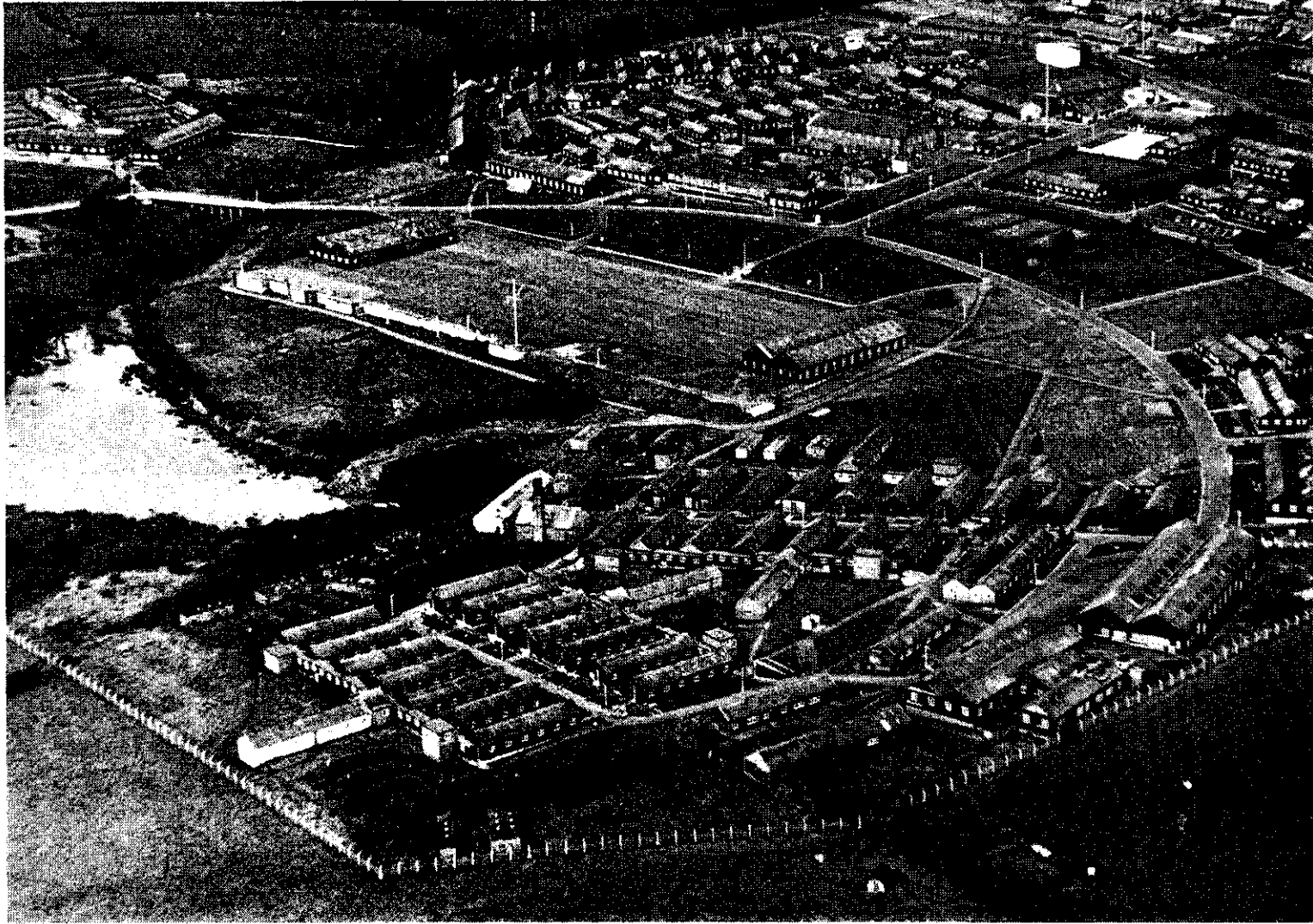
RECENT CHANGES

H.M.S. 'Raleigh'

The establishment itself has not changed greatly. There have been a few improvements and alterations, but it still remains a huddled encampment. Rebuilding on a permanent scale is not envisaged within the next ten years. Most of the structure is in very good repair, but galleys and bathrooms are very much below modern standards and it is hoped that these will be improved now that *Raleigh* is to stay put.

Reduced Technical Training

In 1956, the Part II training of engineering mechanics was cut from fifteen weeks to nine, and a simplified technical syllabus was introduced. This was



H.M.S. "RALEIGH"—NEW ENTRY TRAINING ESTABLISHMENT

because all the evidence showed that too much detail was being taught. The average new entry could not absorb all this knowledge and interest waned quite noticeably during Part II training. Most lads still (thank heaven) join the Navy to go to sea and are not at all enthusiastic about a prolonged spell of initial training ashore.

Afloat Training

Until recently, afloat training was carried out in H.M.S. *Urchin*—a Type 15 frigate in Operational Reserve, moored at Wilcove. Apart from embarking all classes for one week during their Part II training, this ship also undertook the 16-week course for Specially Selected Engineering Mechanics (A.F.O.231/58).

But now H.M.S. *Raleigh* has a seagoing frigate—which has been achieved by combining *Raleigh* training with the post-refit trials of the ships of the Dartmouth Squadron in succession.

Despite the disadvantage of changing ships every four months, this arrangement has given great stimulus to the afloat training which can now be carried out under more realistic conditions.

Walter's New Coat

Walter is a white goat, and is the mascot of H.M.S. *Raleigh*. True to the tradition of his namesake he has a peculiar liking for 'ticklers' which he chews with great relish.

Until a few months ago, Walter's ceremonial coat was purple, trimmed in gold and with the traditional propeller badge of the Stoker in the centre. Now he wears a bright blue garment at Divisions, decorated with gold lace and incorporating the ship's crest over a device which looks suspiciously like a propeller with a berthing wire wrapped round it. Closer inspection proves this to be a *Carriek Bend*—which any E.O. should know is used for joining two hawsers passing round a capstan.

All this is intended to symbolize that both seamen and engineering mechanics now undergo their new entry training in H.M.S. *Raleigh*, and this is how it came about.

When the Suez crisis loomed on the horizon in 1956, a large number of seamen under training were landed from H.M. Ships *Ocean* and *Theseus* (Home Fleet Training Squadron) and accommodated in H.M.S. *Raleigh*, where they continued training as a separate entity. Subsequently H.M.S. *Ocean* returned to Training duties and throughout 1957, the seamen entered at Portsmouth did their Part I training in *Raleigh* and their Part II in the carrier. This rather untidy arrangement continued until December, 1957, when H.M.S. *Ocean* paid off, F.O.T.S. hauled down his flag, and the entire training of adult seamen was transferred to H.M.S. *Raleigh*.

The opportunity was then taken to integrate the new entry training of M.(E)s and seamen, in order to make the fullest use of the facilities available in *Raleigh*. New entries from both Branches are now classed up together: their Part I training is identical, and also most of Part II. Only for one quarter of their time do they split up into two groups—when M.(E)s do engineering and the seamen learn about seamanship.

This merger has proved most successful and in the long run it should help to encourage an identity of outlook between upper deck and engine room. It enables both categories to understand more about each other and to realize that the first requirement is for them to learn to be sailors—whether they will eventually be employed in the T.S., A.C.R. or boiler room.

TABLE I

<i>Category</i>	<i>Typical Number</i>	<i>Course</i>
L.S. Adult Seamen and Juniors (O) L.S. Adult M. (E)s and Juniors (O)	400 350	1 week joining routine 5 weeks Part I training 10 weeks Part II training <hr/> 16 weeks
L.S. M. (E)s, Juniors (U) ex-H.M.S. <i>Ganges</i>	100	8 weeks Part II training
L.S. Direct Entry Artificers L.S. Communication Ratings	10 30	1 week joining routine 5 weeks Part I training <hr/> 6 weeks
N.S. Seamen N.S. Engineering Mechanics	20 20	1 week joining routine 2 weeks Part I training 5 weeks Part II training <hr/> 8 weeks
N.S. Communication Ratings N.S. Coders (Ed) and Coders (Sp) }	10	1 week joining routine 2 weeks Part I training
N.S. Upper Yardmen	20	15 weeks
Specially Selected Engineering Mechanics	40	16 weeks (in H.M.S. <i>Urchin</i>)
Approximate total—1 000 men under training		
<i>Note:</i> The Part II training of L.S. ratings includes one week part of ship duties.		

It has, of course, required a revision of the training complement. About one-third of the officers concerned with training and about half of the chief petty officers and petty officers are now seamen.

THE TRAINING TASK

Over half the new entries to the Service come to *Raleigh*, and the number under training hovers around the 1,000 mark. The present task, with the approximate numbers in each category, is shown in TABLE I.

THE AIM

The aim of New Entry training is to produce a smart, disciplined rating who has a fair background of professional knowledge, who is physically and mentally fit, and who if possible has E.T.I.

NEW ENTRY JOINING ROUTINE

Regular recruits are forwarded by the Recruiting Stations all over the country to join on Tuesdays, at the rate of about 60 per week. This number fluctuates

a good deal, and H.M.S. *Raleigh* has entered as many as 120 in one week. During their first week, new entries live in a separate block and go through the following routine :—

Sign on ; documentation ; interview with appropriate Chaplain ; medical and dental examinations, including pulmograph and inoculations ; test and interview by Personnel Selection Officer ; kitting up, marking kit, suit alterations, etc. ; hair cut ; elementary parade training (saluting, off caps, etc.) ; payment routine ; pay books photographs ; swimming test ; issue and test of anti-gas respirator.

Medical and Dental Standards

All recruits are medically examined before entry and about 12½ per cent fail to come up to the required standard. It is a sad reflection on our National Health Service that an average of 3½ hours of dental treatment is required per man before he is dentally fit.

Recruiter's Test

Before entry, all recruits undergo a simple test to determine their intelligence, general and mechanical knowledge, and ability at spelling and arithmetic. This is called the Recruiter's Test and from it is determined the R.T. score, which before 1955 appeared on the right of the box across the middle of page 1 of a rating's S.264. It is marked out of 100 and the present minimum score for entry into the M.(E) and Seamen Branches is 45.

P.S.O. Test and Interview

On entry recruits do a more thorough test, which is marked out of 190 and which gives the T.2 score. This also appeared on the old S.264, together with a letter representing the grading :—

A	==	190 to 109
B	==	108 to 87
C	==	86 to 63
D	==	62 to 46
E	==	45 to 2

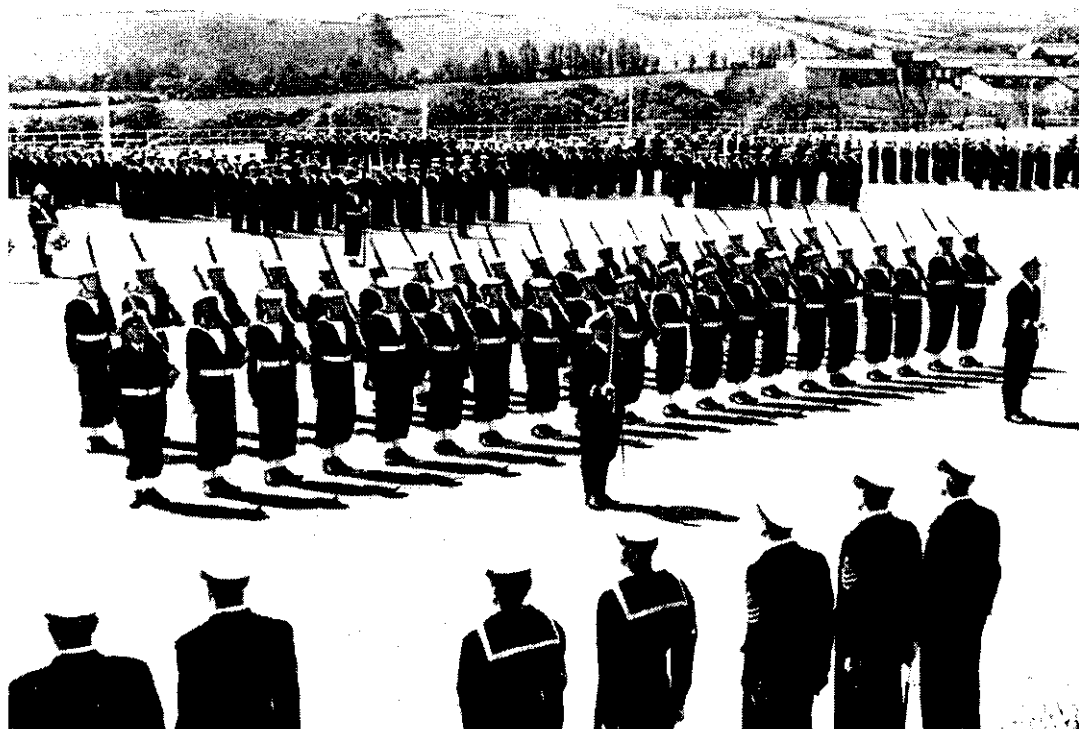
After the T.2 test each rating is interviewed by the Personnel Selection Officer, in order to determine such factors as family background ; type of school and position held ; previous employment ; sporting interests, hobbies, etc. ; any position of responsibility held at school or in the Scouts, C.C.F., etc. ; aims, ambitions, and so on. This information is of the greatest assistance to divisional officers.

New S.264

Whereas the marks of the various tests were previously given across the middle of the S.264, these figures are now interpreted into five grades : High (top 10 per cent), Above Average (next 20 per cent), Average (middle 40 per cent), Below Average (next 20 per cent), and Low (bottom 10 per cent), roughly corresponding to the previous letters A, B, C, D, E.

The grades in the standard column headed 'In relation to all new entries' are based on a scale which is assessed annually, and they compare the rating's ability against all new entries, regardless of category. Alongside is the rating's ability compared with the entries in his particular category.

General ability is assessed from the T.2 score, spelling from Part C of the Recruiter's Test, mechanical ability from Test 2 of the T.2, and arithmetic from Test 3b—the more advanced part of the mathematics test in the T.2.



CAPTAIN'S GUARD—CEREMONIAL DIVISIONS
(By Courtesy of Tom Molland Ltd., Plymouth)

New Entry Routine

The remaining items done during the new entry week are self-explanatory. For two or three days ratings wear their civilian clothes and first get dressed in uniform on the Friday, when they parcel up their civvie suits and post them home. During the first fortnight they get no leave.

Classing Up

At the end of the new entry week, ratings are classed up and are allocated to one of the nine Divisions for Part I and Part II training. L.S. and N.S. ratings are put in separate classes. A typical L.S. class might be about 12 M.(E)s and 10 seamen, with perhaps a few communication ratings who would drop out at the end of Part I and go to H.M.S. *Mercury* for their Part II training. About 25 is the ideal size for a class, since this number fit conveniently into a living hut and is an acceptable size class for instruction.

DIVISIONAL ORGANIZATION

Throughout Part I and Part II training in H.M.S. *Raleigh* a rating remains in the same class, with the same Divisional Officer, Instructor Officer and class Petty Officer. The latter may be a seaman P.O. or a P.O.M.(E).

Half the divisional officers are General List lieutenants, and the remainder are sub-lieutenants (SD). They are further sub-divided in the proportions of one seaman to two engineer specialists. At any one time a Division will consist of about four classes, all at various stages of their training. To help cope with these large numbers, instructor officers undertake the duties of assistant divisional officers, and they assist in many other ways than merely in the

classroom—with sports, outward bound activities, and on the parade ground at Divisions. Other officers (medical, dental, S. and S.) are also associated with various sports and activities.

The nine Divisions are housed in three Blocks, each in the charge of a lieutenant-commander (two engineer officers and one seaman). In many respects these Blocks are self-contained, with their own recreation spaces, rifle ranges, gymnasias, lecture and demonstration rooms, etc.

DAILY ROUTINE

The outline of the daily routine is as follows:—

- 0615 Call the hands
- 0650 Breakfast
- 0730 Clean ship (all living spaces, etc.)
- 0845 Divisions (Inspection, Colours, Prayers and march past)
- 0920 Commence instruction (three 45-minute periods)
- 1210 Dinner
- 1330 Commence instruction (three 45-minute periods)
- 1620 Tea, followed by various dog-watch activities
- 1845 Supper
- 2200 Pipe down.

Leave

Short leave is granted to the non-duty watch and part of the watch until 2345 daily (men under age, 2245), but in fact only a handful of ratings take short leave during the week. No weekend leave or night leave is normally granted to men under training.

PART I TRAINING

Part I comprises the general disciplinary training given to all new entries to the Service, in accordance with A.F.O. 1165/58. It consists of five weeks for L.S. ratings and the time is divided thus :—

- 20 per cent Parade Training
- 10 per cent Physical Training
- 15 per cent School
- 8 per cent Elementary Seamanship
- 5 per cent Kit.

The remaining 32 per cent of the time is spent in a variety of ways—,303 shooting at Trevol, boatwork at Jupiter Point, medical lectures (hygiene, etc.), general naval lectures and divisional officers periods, fire-fighting at Tamerton Foliot, recreation periods, etc.

WORK SHIP

H.M.S. *Raleigh* has only a very small ships company and very few civilians to maintain nearly 200 acres. Therefore, between Part I and Part II training ratings are employed on camp duties for one week, under the direction of the First Lieutenant. During this period they also do their Ceremonial Guard training, before undertaking Guard duties in their ninth week.

PART II TRAINING

Part II includes further disciplinary training, school, P.T., medical and dental routines, kit musters, A. B. C. D., etc., but about one-quarter of the time is devoted to professional instruction. For this the classes in any one week are split into their seaman/M.(E) components. The remainder of their training is identical, as in Part I.

TABLE II—PART I AND PART II TRAINING (LONG SERVICE)

	Periods (One period=45 mins.)		Total
	Part I	Part II	
Kit, wash clothes, kit musters, suit fitting, etc. ..	11	12	23
General lectures—naval, discipline, etc.	27	12	39
Basic seamanship	19	—	19
Professional (engineering or seamanship) ..	—	110	110
A. B. C. D. and fire-fighting	10	16	26
Camp duties	—	30	30
School (including Able Rate's test and E.T.I) ..	23	39	62
Parade training and rifle shooting	31	26	57
Physical training and swimming	9	12	21
Religious instruction	3	7	10
Current affairs	3	8	11
Organized games	9	21	30
Medical and dental	5	7	12
	150	300	450

The seamanship syllabus for the seamen is given in A.F.O. 753/57, while the Part II training of the engineering mechanics is governed by B.R. 91C.

The proportion of time allocated to different subjects in Part I and Part II training is as shown in TABLE II.

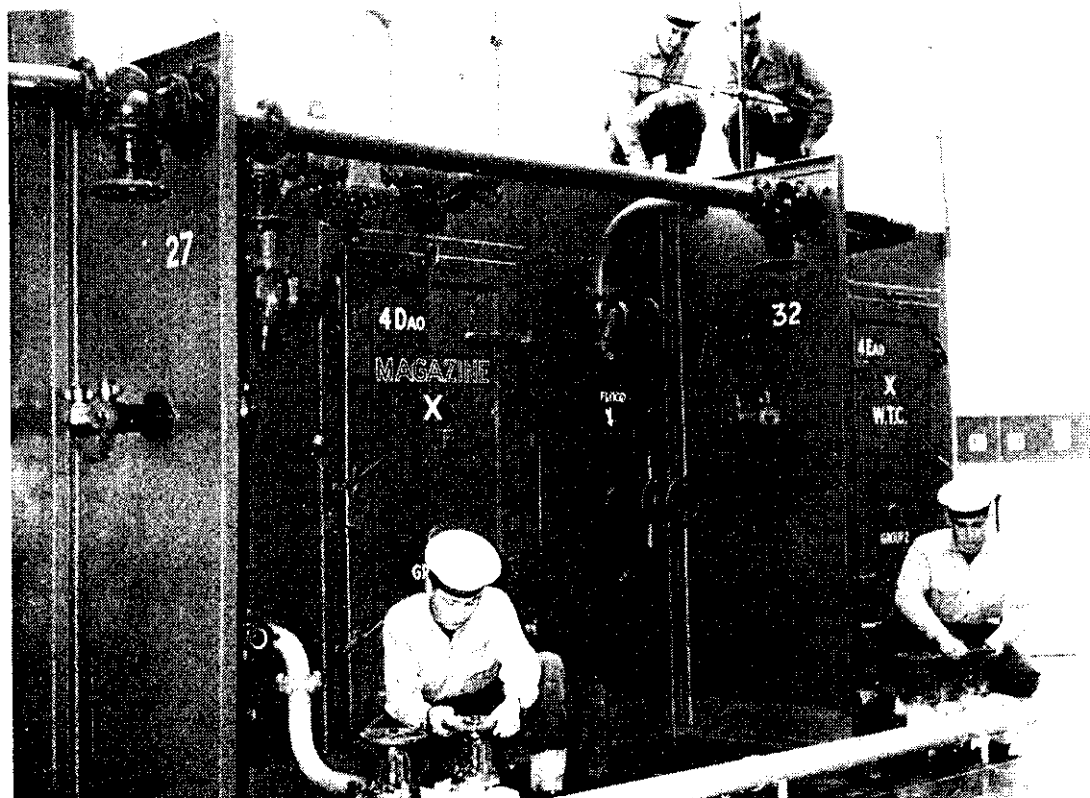
Engineering Mechanics—Technical Training

As stated earlier, the technical syllabus was greatly reduced in 1956, when Part II training was shortened by six weeks. The aim is to give each rating a sound basic knowledge of the bare essentials before joining his first ship. By this time he should at least have a reasonable grasp of the typical layout of machinery in a ship—where things are and what they do, but not how they work.

Since early 1957, the technical instruction has been given by a team of chief M.(E)s— instead of the class P.O.M.(E) as hitherto— and this has resulted in a steady improvement in instructional technique and the examination marks of classes passing out. An application for mechanics as instructors was refused, but it is hoped that in due course the Ch.M.(E)s employed on this duty will have done the General Engineering Course in H.M.S. *Sultan*.

Damage Control is driven home pretty hard, and with some stress on the 1950 system of markings. This subject— together with A. B. C. D. training is common to seamen and M.(E)s.

All M.(E)s keep a notebook, into which they are required to copy the text and certain sketches from the printed notes on engineering and A. B. C. D., which are issued on loan. These notebooks are part of a man's kit on leaving H.M.S. *Raleigh*, and divisional officers in ships should muster them accordingly.



THE TRAINING UNIT INCORPORATING PUMPING, FLOODING AND DRAINING, MAGAZINE FLOODING AND SPRAYING, PORTABLE PUMP CONNECTIONS, A.B.C.D. MARKINGS, ETC.

Since they are only about half full on completion of new entry training, they can be used on board for sketches of pipe systems, etc., and for instruction given before examination for M.(E)1.

Education

Four weeks of schooling in Part I culminate in the Able Rate's Test. If a rating is unable to reach this elementary standard during his time in *Raleigh* he is discharged as unsuitable.

After a further four weeks of School in Part II all ratings have the opportunity to sit a special E.T.1 paper. Rather more than half the M.(E)s obtain the requisite 50 per cent for the E.T.1, while about one-quarter obtain 65 per cent in both subjects (English and arithmetic) and become educationally qualified for specially selected engineering mechanics.

Ratings who possess a G.C.E. with passes in English and mathematics are exempt E.T.1. These, together with A.C. (advanced class) juniors (U) ex-H.M.S. *Ganges*, work towards E.T.2 and H.E.T.

Each class has one period per week on current affairs, mostly with an outside lecturer. Typical subjects are—N.A.T.O., The Freedom of the Press, Japan—Past and Present, American Affairs, The Work of a J.P., The H Bomb, and Our Defensive Alliances.

The establishment has a well-equipped information room and library, adjacent to the canteen.



JUDO INSTRUCTION IN THE DOG-WATCHES

Sporting Activities

Every effort is made to encourage sport, with particular emphasis on team games in order to foster the right spirit. A recruit's first loyalty is to his class—the chaps he met in the train or who signed on at the same time as himself; he works with them and lives with them, and it is not very difficult for a good class petty officer to foster a high level of enthusiasm for class activities—at work, on the parade ground, or on the playing fields. But, having achieved this, it is most necessary to convince each man that his class is but one of his Division, and that three Divisions comprise a Block.

Ultimately one hopes for a sense of loyalty to the establishment, and then, of course, the Navy as a whole. But all this is asking quite a lot in a bare four months!

However, sport is one way of trying to drive these points home and a host of inter-class, inter-Division and inter-Block competitions are run each term, apart, of course, from teams which H.M.S. *Raleigh* enters in all local events.

Sports organized in the establishment include—football, rugby, hockey, cricket, cross-country running, athletics, sailing, pulling, swimming, soft ball, volley ball, basket ball, deck hockey, boxing, fencing, judo, shooting, tennis and squash.

Physical Training and Swimming

All ratings undergo one, and sometimes two, periods of P.T. a week. Encouraging experiments have been made in introducing circuit training. This is a method of fitness training which has certain advantages over the conventional Swedish system. The exercises are simple to carry out, and do not involve lengthy teaching—which saves time. Young men, particularly those



PIER CELLARS, NEAR CAWSAND—WEEKEND INITIATIVE TRAINING BASE

who normally show little enthusiasm for P.T., take more readily to this type of training since its effects are positive and measurable. It is a more efficient means of training for games and (of particular interest to ships) it can be exploited without the facilities of a fully-equipped gymnasium.

The better features of the Swedish system—such as ropes, vaulting, marching and such disciplined movements as are necessary in the training of young men—have been retained.

On entry, classes invariably contain a proportion of non-swimmers and several backward swimmers. Every effort is made to get all ratings through the Provisional Swimming Test. By the time they leave there are no non-swimmers, but usually a few backward swimmers in each class. This success may be due to holding backward swimming classes at 0730 and 1630 daily!

Boatwork

In order to compensate for the lack of sea training, as much boatwork as possible is done during recreational hours—quite apart from what is taught during instruction. Pulling regattas are held each term, and sailing races are organized on alternate Sundays throughout the year (that is to say, when the tide suits at Jupiter Point).

Since a very few recruits have any idea of sailing, this subject is taught as an 'optional extra' to a small number of selected ratings (both seamen and M.(E)s) who go down to the river for their recreational periods once per week.

Pier Cellars

At the end of their ninth week all men under training spend a weekend at Pier Cellars—a disused controlled mining base which previously belonged to H.M.S. *Defiance*, but now to H.M.S. *Raleigh*. Pier Cellars is situated at the

entrance to Plymouth Sound, not far from Cawsand, and provides a good centre for initiative training. Ratings make their own way there on Friday evenings—a trek of about five miles. Throughout the weekend they are thrown on their own resources, and are given certain tasks to perform around the camp. They return to H.M.S. *Raleigh* under their own steam on Sunday afternoons, after a beneficial break from normal duties.

Outward Bound

As distinct from Pier Cellars, outward bound activities are voluntary. Every weekend a party of ten ratings are sent to B.R.N.C., Dartmouth, where they carry out various exercises and tasks with the cadets and midshipmen. A similar team joins up with H.M.S. *Thunderer* on Dartmoor.

H.M.S. *Raleigh* also runs her own outward bound activities, including quite a lot of canoeing. A number of canvas-covered canoes have been built by men under training in the dog-watches, and these are used for trips up the river each weekend. Service boats are also used for similar expeditions.

Afloat Training

Midway through Part II training, all seamen and engineering mechanics spend a week in the attached frigate. The aim is to teach them how to live in a ship, and something about ship routine, geography, and so on. Opportunity is also taken for the M.(E)s to see some of the machinery which they have studied in the lecture room, and for the seamen to do practical seamanship.

This is a very valuable week, enabling the young ratings to relate their theoretical instruction to actual items of equipment onboard, and it is their first taste of ship life. It is therefore considered most desirable that the period should be spent in a running ship.

Examinations—Engineering Mechanics

During their last week of training all ratings are examined. The examination marks of M.(E)s can total 1,000 and are made up as follows :—

Section I	Engineering Examination	300	300
Section II	Notebook	200	} 300
	Workshop (Test job)	100	
Section III	A. B. C. D. Examination	150	} 400
	Divisional Marks	200	
	Parade Examination	50	
			1,000

Section III is common to seamen and engineering mechanics. Divisional marks are awarded on a certain scale for general smartness, zeal, initiative, cleanliness of kit and person, behaviour, etc.

A minimum of 50 per cent is required in each section to pass. Any M.(E) who fails to qualify in the written examinations is examined orally. If it is considered that his failure is due to inability to express himself on paper, rather than lack of knowledge, his previous marks may be raised to 50 per cent. This routine is very much the exception, however, and normally ratings are back classed and sit the examination again.

Repeated failures, or ratings who make unsatisfactory progress at any stage of training, are discharged 'unsuitable' by the Commanding Officer. Only in exceptional cases, where it is considered that an M.(E) will be able

to qualify after a period of sea training, are examination failures drafted to sea. Any such rating (there has only been one in the past six months) has the notation 'Failure' marked in red on his History Sheet, and a report is forwarded to his new Commanding Officer.

The result of the final examinations is recorded in the space provided on page 1 of S.1246a. Assessments are awarded on the following scale, out of the possible maximum of 1,000 marks :—

Superior	100 per cent	—	75 per cent
Satisfactory	74.9 per cent	—	60 per cent
Moderate	59.9 per cent	—	50 per cent
Failure (in red ink)	Under 50 per cent.		

The award of a 'Superior' assessment indicates that if a rating maintains the same standard at sea he should be considered for early advancement to M.(E)I. (B.R. 1066(55) Section III, Art. 51).

Drafting

On successful completion of training M.(E)s are drafted direct to ships after a period of two or three weeks in the Draft Pool, depending upon C.N.D.'s requirements at the time. Seamen are selected for their S.Q.s in the proportion 7 : 3 : 2 for gunnery, T.A.S. and R.P. and are then drafted to H.M. Ships *Cambridge*, *Vernon* and *Dryad* (or *Harrier*) respectively.

SPECIALLY SELECTED ENGINEERING MECHANICS

The objects of the S.S.M.(E) course are to provide suitable men for L.M.(E) early in their careers (and hence mechanic candidates at an early age) and also to make up the shortage of A.W.K.s in the Fleet. A high proportion of the L.M.(E)s recently selected as mechanic candidates on completion of the Mechanical Training Course have been ex-S.S.M.(E)s.

The training of S.S.M.(E)s was previously carried out in the Training Squadron and in H.M.S. *Vanguard*. Now it is all done in the frigate attached to *Raleigh*, and the course consists of sixteen weeks' instruction in auxiliary watchkeeping and in special school subjects.

Ratings are selected for the course on completion of Part II training. Candidates must have achieved 70 per cent in their Engineering Examination and must be recommended by their divisional officers as possessing the necessary qualities of leadership. They must be educationally qualified (65 per cent in both English and arithmetic papers of their E.T.I).

A weekly interview board is held in H.M.S. *Raleigh* and classes of eight to twelve ratings are formed up every month. This represents about ten per cent of the M.(E)s passing through H.M.S. *Raleigh*, so the course is fairly selective. Even so, a proportion fail on course, since a very high standard is demanded.

The attached frigate normally has steam raised in alternate weeks, so the pattern of the S.S.M.(E) course is basically one week of instruction on an item of machinery, followed by one week of watchkeeping. Examinations are held in the 8th and 16th weeks. Throughout the course ratings are also employed on various duties to develop their powers of leadership, e.g., quartermaster, 'leading hand' of mess.

Those ratings who pass their examinations and who are awarded their A.W.K. certificates and are in all respects recommended for accelerated advancement, are drafted to ships, their Service Documents being suitably notated in accordance with B.R. 1066, Section III, Art. 52. If still recommended they are eligible to be placed on the roster for L.M.(E) after twenty months as M.(E)I, without sitting the Fleet Board Examination.

Ratings who do not display the necessary qualities are removed from the S.S.M.(E) scheme, although some continue training to obtain their Auxiliary Watchkeeping Certificates.

NATIONAL SERVICE UPPER YARDMEN

National Service C.W. candidates for the Seaman Branch who are selected by the Second Admiralty Interview Board are sent to H.M.S. *Raleigh* for fifteen weeks' training. Normally about twenty are on course at any one time. Their syllabus includes : general duties, seamanship, navigation, rule of the road, A. B. C. D. engineering, T.A.S. gunnery, A.I.O., communications, etc. In fact, they cover much of the ground which takes an R.N. cadet seven terms at Dartmouth. This is because they are in general older, and of higher academic standard. Their presence stiffens *Raleigh's* sporting teams to a welcome degree and they will be missed when National Service comes to an end.

Having passed their examinations and Final Board they are promoted midshipmen or acting sub-lieutenant, R.N.R. (depending on their age) and are sent to sea to continue their training and earn their Bridge Watchkeeping Certificates.

References

Journal of Naval Engineering, Vol. 4, No. 1 (April, 1950), A.F.O.'s 231/58, 1144/58, 1165/58, 1166/58, 1962/58.
