

THE . . .
MORGANIAN



Vol. 23. No. 3.

July, 1947

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THE MORGANIAN

Vol. 23. No. 3.

July, 1947

EDITORIAL.

This term has seen much hard work in both the academic and athletic line. Sports Day was on Thursday, 26th June, and Higher and Oxford School Certificates started on 2nd July.

Sports Day was a great success this year. We had ideal weather and a good crowd of spectators. A "Bridgwater Mercury" reporter was there, and he took some action photographs. Congratulations to all who took part on putting up a very good show.

On 19th July, Morgan's are competing against Huish's, of Taunton, and Weston County School in a triangular Athletics match. We hope to do well, especially as it is to be held in Bridgwater.

We also have a triangular Swimming match against the same schools at Weston.

Next term the prefects are to be ejected from their common room to the aeroplane shed to make room for a "late developers" class of 13-year-olds coming up from Westover School. We wish them luck, and hope they will be happy here.

Open Day is on 17th July, and this year it promises to be very original. Mr. Key has been arranging a "Regional Survey" in which the whole School is taking part. Many School visits to factories and works have taken place, and a mass of information has been collected. We are all waiting to see the result.

P.J.P.

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SCHOOL OFFICERS.

SUMMER TERM, 1947.

School Captain: P. J. Phennah.

School Vice-Captain: R. W. Hughes.

Prefects: G. C. Tout, I. S. Pole, I. D. Storey, R. R. Trott, J. M. Pitcher,
D. W. Besley, R. Gigg, D. G. King, J. A. Reid, J. H. Perrott.

CRICKET.

Captain: G. C. Tout.

Vice-Captain: A. F. Farmer.

Secretary: W. J. Biffen.

Committee Members: M. Squibbs, E. C. Simmons.

CHESS CLUB.

Captain: G. C. Tout.
Secretary: R. R. Trott.

MUSIC SOCIETY.

President: E. Charles.
Secretary: P. Moate.

ASTRONOMICAL SOCIETY.

President: M. Squibbs.
Secretary: J. Perrott.

SCIENCE SOCIETY.

Secretary: R. H. Gigg.

MAGAZINE COMMITTEE.

P. J. Phennah, G. C. Tout, W. J. Biffen.

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SUMMER TERM, 1947.

SALVETE.

DUNCAN,				GOWEN,	
Alexander William	If	5.	5.47	Kenneth James	If 19. 3.47
				VALETE.	
GAYNOR, David D.	Ig	11.	3.47	Transferred to Weston Gr. School.	
PERRY, Gordon	VI	13.	3.47	Army.	
HASKINS,					
Derek G. B.	IVa	14.	3.47	Transferred to Weston Gr. School.	
SKINNER, David H.	Va	28.	3.47	Motor Engineering.	
CHRISTOPHER, Colin	Vb	28.	3.47	Clerical work.	
BOLD, David	IIb	28.	3.47	Transferred to Heywood Gr. School.	
DELL, Peter A. W.	If	28.	3.47	Westover.	
EDWARDS, William	VIa	28.	3.47	Navy.	
GALLEY, Michael R.	VIa	9.	4.47	Merchant Navy.	

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HOUSE NOTES.

FAIRFAX HOUSE NOTES.

House Masters: Mr. Lawrence, Mr. Cudlipp, Mr. Jacob.
Prefects: G. C. Tout (Capt.), I. S. Pole, J. M. Pitcher (Sec.).
Cricket Captain: G. C. Tout.
Athletics Captain: Small.

Cricket. Fairfax Seniors had an outstanding success against Cromwell, the scores being: Cromwell, 23; Fairfax, 24 for one. Gilbert bowled very well, his analysis being six for 3.

It is to be hoped that we put up as good a show against Hopton in the final thus doubling the number of our "House Trophies."

The Juniors narrowly missed beating Hopton, but time was against them and they lost by 5 runs.

Athletics. Seniors: We had no firsts in the Senior events; Gilbert, unfortunately, lost the 100 yards by a short neck. Pyke was second in the high jump, in which he made some very clean jumps, and he tied for second in the Discus with Young (W.), White thus taking fourth place.

Intermediate: We did not see much of Fairfax Intermediates in the sports, chiefly because there are hardly any in the House. But we were in the remarkable position of having all the places in the Javelin—a good show; Adams was first, Stokes won the Shot for us, and Robinson gave us two points in the 220.

Juniors: Our "Junior" Pitcher did very well, gaining the first in the Shot and Cricket Ball with throws of 27ft. 7½in. and 76½yds. respectively. He was also second in the 100 Yards and Long Jump.

Our Relay Team (Prestcott, Pitcher, Bonny and Gilbert) came in third, after a hurried last-minute change.

On the whole, I think that this was quite a good effort, despite the fact that we are the smallest House in the School, which puts us at a great disadvantage when it comes to getting standard points.

We wish the best of luck to our late Secretary, M. R. Galley, who is now sailing from Canada to South Africa.

J. M. PITCHER, *House Secretary.*

HOPTON HOUSE NOTES.

House Masters: Mr. Middle, Mr. Griffiths, Mr. Skilton, Mr. Uzzell.

House Prefects: P. J. Phennah, R. Trott, J. A. Reid, H. Gigg, and J. Perrott.

Officers: *Athletics Captain,* J. A. Reid.

Senior Cricket Captain, A. Gardner.

Junior Cricket Captain, Drew.

Swimming Captain, Gange.

Cricket. We have had a successful season so far with both our Senior and Junior XI's. Senior XI have won their way into the final of the Senior Inter-House Cricket Competition. Our opponents in the final—to be played—will be Fairfax. We reached this present position by winning a very exciting and closely contested match against Wyndham, the final score being Hopton, 52 runs and Wyndham, 50.

Junior XI are to be congratulated on winning the Junior Cricket Championship by defeating Wyndham Juniors in a very spectacular match, final score being Hopton Juniors, 105 runs and Wyndham Juniors, 65 runs. To reach the final the team defeated Fairfax Juniors.

Athletics. On the whole the House put up a good show in the annual Athletic Sports. The final decision placed the House second on points. P. J. Phennah is to be especially congratulated on smashing two School records which he already held, the events being 440 Yards and 220 Yards. J. A. Reid also reduced his School Mile record (see Athletic Sports for details). As a result of the Sports the House retains three Sports Cups already held: Eaton Cup (440 Yards), Williams Cup (220 Yards), and Hacking Cup (Mile).

Cross-Country, held at the end of last term, brought success to the House, which won all the races on points—Senior, Intermediate, and Junior. The Payne brothers are to be congratulated as both gained a first place for the House. The elder Payne won the Intermediate race and the younger won the Junior race.

J. A. REID, *House Sec.*

WYNDHAM HOUSE NOTES.

House Masters: Mr. Storey, Mr. Rees, Mr. Fisher, Mr. Overy.

House Cricket Captain: Young, B. *Vice-Captain*: Chilvers.

House Swimming Captain: Chilvers. *Vice-Captain*, Villis, H.

This Summer Term has been one of several sporting events, and our House has done very well indeed. We won the School Athletic Sports with 368 points, and were well represented in the Somerset School Games Association Sports, the following Wyndhamites being among those from the School who competed: Lancaster won the 100 Yards and was in the winning Relay Team, as was Russ. Conibeer won the "Shot." Lewis won by the 90 Yards. Martin, D. W., drew for first place in the Long Jump with 15ft. 6ins. Sendle was reserve for the 80 Yards and Gunningham reserve for the Relay Team.

In Cricket we have not been so successful, and although we beat Cromwell in the first round of Junior House Cricket, we lost to Hopton in the final. We also lost to Hopton in the first round of Senior Cricket. However, there is every reason to be proud of our summer record, and much of it is due to Besley, our Athletics Captain, whom we should like to congratulate heartily for his efforts, not only before Sports Day, but in the actual events themselves.

CROMWELL HOUSE NOTES.

House Masters: Mr. Brydon, Mr. Vaughan-Jones, Mr. Heseltine.

House Prefects: King, D. G. (House Captain).

House Officials: Came, D. W. (Secretary), Simmons (Cricket Captain), Burford, W. J. (Athletics Captain).

Cricket. Seniors lost to Fairfax.
Juniors lost to Wyndham.

Athletics. The House gained 136 points for standards. During the Sports 113 points were gained. The House was third in the standard table and third for the results of the Sports. The best scorers for the House were:—

Seniors: Burford with 28 points.
Intermediates: Griffin with 16 points.
Juniors: Abraham with 14 points.

They were also the three best scorers of the House. Congratulations to Norris on gaining third place in the Mile.

Chess. The Chess team gained a place in the final of the chess tournament, but lost to Hopton 4—0.

D. G. KING, *House Captain*.

SPEECH DAY.

THURSDAY, JULY 17.

This year's Speech Day—the first under Mr. Key's consulship—can be set down in the School's Record as an outstanding, unqualified and brilliant success. One must use some such word as brilliant, for colour was one of the day's dominant notes. There were flowers everywhere and every exhibition was as gay as a fair.

The Hall was crowded and there were overflow chairs in the Crush Hall when Lord St. Audries, Chairman of the Governors, welcomed parents, guests, and Professor Kitto, who had come to give away the Prizes in the double role of distinguished guest and Governor of the School. He reminded the audience that Dr. Morgan's School, though now a State School in which all tuition was free, was still Dr. Morgan's School in name and spirit and was determined to shape its future to the pattern of its long and honourable past.

The Headmaster, giving his Report on the year's work, said how pleased he was to see so large a gathering of parents and friends, for in his view close contact between parents and school staffs was essential in education. He touched on the School's difficulties, such as shortage of space and equipment, and pointed out that in spite of these a record number of boys had taken Higher and School Certificate this year, old and new School Societies were flourishing, Drama and Music were sweetening the curriculum, and in every branch of Athletics the School teams were doing in every case as well as, and in many cases better, than before.

He made a strong appeal for a larger number of boys to stay on in the Sixth Form, where the greatest benefits of a Grammar School Education were secured. Then he referred to two new developments in the School's work—two contributions to Education's "Age of Experiment."

The first was the Bridgwater Regional Survey which the School had undertaken this year and of which many of the results were on view in the School. (A brief account of its scope is given elsewhere in the Magazine.) The second was the new form of 13-year-olds drawn from local schools which would swell the School's complement next year.

These two new developments of themselves gave the lie to those who criticised the Grammar Schools for being out of touch with the practical affairs of the community which they served. The Headmaster then thanked in generous terms the teaching, office, kitchen and caretaking staff of the School for their work during the year.

Professor Kitto (who holds the Chair of Greek at Bristol University) after distributing the prizes gave the School good precedent and authority from the ancient Greeks for its Regional Survey activity. He reminded us how Homer had underlined the need for practical as well as theoretical education (Homer has a way of creeping into our Speech Days even though, as a School, we do little Latin and less Greek); and so, via Achilles and Ulysses and Solon, we were led to see the vital necessity of relating education to the real needs of the town and country in which we live. We see now that we must work like Trojans to be like the Greeks. The Professor will forgive us if, mindful of his University

chair and his Governorship of the School, we express our thanks to him by adapting the words of the old Latin proverb, *Bis dat qui Kiito dat*.

The Mayor of Bridgwater (Col. Chamberlin, O.B.E.) proposed a vote of thanks to Professor Kitto and paid the warmest tribute to the Headmaster's achievements in his first year of office.

Then the audience broke up to look at the School premises and inspect the various Regional Survey exhibits. In the Crush Hall they found a MS. volume of drawings and essays by boys of the School and an astonishingly comprehensive collection of local wild flowers by a junior boy. On the walls were statistical diagrams illustrating Bridgwater's Social Services, Traffic and Population and giving some interesting facts about the School's economy. In the Corridor the scope and nature of Bridgwater's main industries were set out for all to digest at a glance. The British Cellophane Company (the colour of its products had an ethereal gaiety) and the Quantock Preserving Company had stalls that took the eye and made the mouth water. Printing, paint, tile and wicker manufacture, the Docks, the Gasworks, Engineering of all kinds were represented, and their importance in the town's industrial life clearly shown.

Local History and Government made a brave show at the top end of the Corridor with a profusion of diagrams, sketches and models. Examples of Metal and Wood work executed by groups of the boys were on view in the Workshop. In the Lecture Room the Biology Group presented with every cunning device of the showman and the scientist a display of local fauna and flora. And here, too, the Cannington Farm Institute produced a cornucopia of country fare which aroused a covetous nostalgia in every breast. In the Art Room the walls were covered with attractive examples of the boys' drawings, water-colours, designs and lettering. There were aero-models, models of ships, a fascinating picture of the School's long life in photographs and records and—filling a modest corner—a hint by means of photographs, maps and textbooks of how easy and pleasant it is to learn a foreign language.

Those who saw all these things must have remembered (as, faint but perusing, they ate the excellent tea served by the kitchen staff) the Headmaster's words on the genuine links forged by such work between the School and the community which it serves and sustains, and have said to themselves, like Edgar in *Lear*, "And that's true, too."

G. V-J.

SCHOOL NOTES.

We were all glad to see the last of the Easter Term with its abominable weather, long lists of absentees and melancholy record of lost time and cancelled fixtures. The weather has been reasonably kind this term, so that the rhythm of our work has been smooth and our exploits on cricket field and track unhampered and creditable.

There are some new faces in the ranks of the Prefects this term. Edwards has gone to the Royal Navy and Galley astonished his friends and disappointed

Bristol University by joining the Merchant Navy as an Officer Cadet halfway through the term. He is already at sea ; we wish him all luck and many happy landfalls.

Next term we shall have an extra form composed of boys of 13 and over who have been selected from local Schools as likely to benefit from Grammar School Education. We all welcome this extremely interesting experiment and are determined to do our best to ensure its success.

Much is said elsewhere about the School's Regional Survey of Bridgwater and some of the written work is reprinted in this issue. One thing to remember is that the Survey is not a "stunt" for Speech Day but is meant to be an integral, essential and permanent part of the School's activity. The Survey, like the show, must go on.

The Prize and Library Funds are mounting slowly, and this year's Speech Day will give us some idea of what the School's array of prizes could and should become. The Headmaster appeals again for contributions and wishes to acknowledge with thanks two recent gifts by cheque from Mrs. Chick and Mrs. Perrott.

The Magazine Committee would like to see a greater number of original contributions. There was a sad dearth of poetry this term. But there is a gratifying increase in illustrations and we want to thank V. Thomas (IVa) for his two lino-cuts, Winter and The Bridge ; Connibeer (IIIb) for his Bridgwater View ; and Anderson (IVb) for his Landscape. Unfortunately we cannot yet accept drawings because of the expense of line-blocks.

The Library has been brightened with flowers this term, and the Library Committee will be in the throes of stock-taking at the end of term. Strenuous efforts are being made to strengthen the Library's resources and to deploy them attractively. But we need the whole School's whole-hearted co-operation. All withdrawals must be recorded, books must be returned at the due date, and the Library must be used for reading and for study—not for "coffee-housing."

The charming display of flowers on Speech Day was the work of Mrs. Key, Mrs. Gillard and Mrs. Griffiths—all of whom the School wishes to thank most heartily. And for the tea arrangements we have to thank the untiring efforts of Mrs. Key and Mrs. Gillard. What with flowers, fruit and vegetables the School on Speech Day was very like that fabulous garden of Marvell's loveliest poem—

" Stumbling on melons as we passed—
Ensnared by flowers we fell on grass."

We owe apologies to H. Butcher (IVa) for omitting his signature from his most interesting article, "Exhibition Review," in last term's issue, and we would like to send special thanks to Mr. L. Thyer (O.M.) for his two fascinating articles (the second of which appears in this issue) on Physics Applied to the Railways.

Here is some Stop Press news of Old Morganians. Congratulations to Peter Griffiths and J. A. Tottle on passing their Second M.B. in the course of their professional studies in London. News has just come of Roy Hellier's success in obtaining his B.A. in Engineering Science at Cambridge. We are glad to know that his interrupted studies have been thus crowned with success. He served in the R.A.F. for five years and gained the D.F.C. and bar.

We feel we must mention the success of the Athletic's Team in the Inter-School Athletics Meeting, July 19th. The schools competing were Huish G.S., Taunton, Weston G.S. and Dr. Morgan's.

Results: Dr. Morgan's 125½. Huish 119½. Weston 94.

Our best performers, on an occasion when everyone did well, were Chilvers (High Jump, 5ft. 11in.), Phennah (440 yds. Sen.—54 secs.), Reid (1 Mile—4 mins. 59 secs.), Waddleton (440 Inter.), and Lewis (100 yds. Jun.).

* * *

LIST OF PRIZES AND AWARDS.

PRIZES.

School Captain	---	---	---	P. J. PHENNAH	Vith Sc.
Rotary Service	---	---	---	R. W. HUGHES	Vith Sc.
Tiarks Prize	---	---	---	W. J. BIFFEN	Vith Arts
Templeman Prizes (Mathematics)	---	---	---	R. R. TROTT	Vith Sc.
Templeman Prizes (Mathematics)	---	---	---	R. H. GIGG	Vith Sc.
Berry Geography Prizes	---	---	---	J. B. ACKLAND	I.F.
Berry Geography Prizes	---	---	---	M. BROOM	II A.
Berry Geographical Prizes	---	---	---	P. R. HORNSBY	III A.
British Cellophane (Engineering)	---	---	---	W. F. MARCH	V B.
British Cellophane (Engineering)	---	---	---	A. J. PRESCOTT	IV B.
British Cellophane (Science)	---	---	---	D. S. RICHARDS	IV A.
British Cellophane (Science)	---	---	---	T. DAVID	V A.
Headmaster's Prize (Magazine)	---	---	---	J. G. GRIFFITHS	I.F.
Heaven Bookplate Prize	---	---	---	D. MOUNTSTEPHEN	V A.
Religious Instruction Prize	---	---	---	B. J. TOUT	IV A.

FORM PRIZES.

V A.	K. A. WARE	V B.	J. CROSIER
IV A.	B. J. TOUT	IV B.	V. A. THOMAS
III A.	M. J. HALES	III B.	W. J. CALVEY
II A.	I. M. SLOCOMBE	II B.	D. T. HARRIES
I G.	D. J. YOUNG	I F.	J. G. GRIFFITHS

TROPHIES.

Catlow Bowl (Athletics)	---	---	---	---	WYNDHAM HOUSE
Gillard Cup (Cross Country)	---	---	---	---	HOPTON HOUSE
Masding Cup (Swimming)	---	---	---	---	(To be awarded).
Waddon Social Service Cup	---	---	---	---	R. W. HUGHES
Hocking Cup (Mile)	---	---	---	---	J. A. REID
Dr. Morgan's Cup (Junior House)	---	---	---	---	HOPTON HOUSE
Trenchard Cup (Cricket)	---	---	---	---	(To be awarded).

Eaton Cup (440 yards)	P. J. PHENNAH
Williams Cup (220 yards)	P. J. PHENNAH
Poplar Cup (Rugby)	HOPTON HOUSE
Old Morganians' Cup (Rugby)	I. S. POLE

UNIVERSITY SUCCESSES.

A. J. Standring (37/47)	Pt. I. B.Sc. Hons. (Geology), Bristol.
C. J. T. Coombes (37/44)	B.Sc. 2nd Class Hons. (Physics), Bristol.

BRISTOL HIGHER SCHOOL CERTIFICATE, 1946.

D. G. Holloway.

OXFORD SCHOOL CERTIFICATE, 1946.

Barnett, P. C.	Biffen, W. J.	Bradbeer, D. R.
Braund, M.	Burgess, P. W. E.	Channon, J.
Coggins, R. E.	Davey, R.	Davis, F. E.
Ford, J. M.	Gigg, R. H.	King, D. G.
Miltton, L. J. W.	Moore, J. C.	Moxey, A. N. G.
Palmer, P. J.	Perrott, H. J.	Pinckard, J. M.
Pole, I. S.	Reid, J. A.	Rendell, A. C.
Rofe, B. J.	Sampson, B. H.	Sheppard, D. W. W.
Tillin, A. R.	Turk, M. H.	White, R.

ADDITIONAL SUBJECTS.

Hughes, R. W.	Pitcher, J. M.	Trott, R. R.
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We are grateful to the following for Donations to Dr. Morgan's Prize Fund:

Mrs. N. Cooke-Hurle	C. R. Brown, Esq.	A. B. Reynolds, Esq.
Mrs. T. D. Coles	E. W. Court, Esq.	L. W. Bovett, Esq.
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K. D. Millburn, Esq.	S. H. Gass, Esq.	E. R. Gregory, Esq.
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Rev. F. J. Grimshaw.	C. E. Devas, Esq.	The British Cellophane Co.
L. C. Waddon, Esq.	S. Berry, Esq.	Rotary Club of Bridgwater.
A. Pennells, Esq.	R. M. Dossan, Esq.	Mrs. Watts.
S. B. Bailey, Esq.	R. Biddiscombe, Esq.	The Staff,
		Dr. Morgan's School.



THE BRIDGE.

ANNUAL ATHLETIC SPORTS.

Finally, after much hard training, we were rewarded with a bright sunlit sky for Sports Day. We were pleased to welcome a grand crowd of parents and friends. Some very good records were established. P. J. Phennah broke two School records. He retained the Eaton Cup for Hopton House by winning the 440 Yards in 53.5secs., reducing his last record of 56secs. He also retained the Williams Cup for Hopton by winning the 220 Yards in 23 1-5secs., lowering his own School record of 26secs. J. A. Reid also broke the School record for the Mile, which he already held, his time being 5mins. 53-5secs. Thus he retains the Hacking Cup for Hopton. Two new field events were introduced this year, the Discus and Putting the Weight. They both proved exciting and successful. Wyndham House, who won the Catlow Bowl last year, retained the trophy this year, winning with a considerable margin of points. Wyndham, 368 points; Hopton, 299; Cromwell, 249; and Fairfax, 207.

DETAILS OF ANNUAL ATHLETIC SPORTS.

100 Yards Junior: 1, Lewis (W); 2, Pitcher (F); 3, Sendell (W); 4, Hole (H) Time: 12 4-5secs.

- 100 Yards Inter.: 1, Lancaster (W); 2, Slocombe (H); 3, Connibeer (W); 4, Russ (W). Time: 11 3-5secs.
- 100 Yards Senior: 1, Burford (C); 2, Gilbert (F); 3, Young (W); 4, Pitman (C). Time: 11secs.
- 220 Yards Inter.: 1, Connibeer (W); 2, Gunningham (W); 3, Williamson (W); 4, Robinson (F). Time: 28secs.
- 220 Yards Senior: 1, Phennah (H); 2, Burford (C); 3, Small (F). Time: 23 1-5secs.
- 440 Yards Junior: 1, Payne (H); 2, Lewis (W); 3, Abraham (C); 4, Dickens (H). Time: 68 1-5secs.
- 440 Yards Inter.: 1, Waddleton (W); 2, Lancaster (W); 3, Williams (H); 4, Bonney (F). Time: 60secs.
- 440 Yards Senior: 1, Pennah (H); 2, Young (W); 2, Hawkins (C); 4, Chilvers (W). Time: 53.5secs.
- 880 Yards Inter.: 1, Waddleton (W); 2, Wood (W); 3, Gass (C); 4, Bransby (W). Time: 2mins. 29 1-5secs.
- Mile Senior: 1, Reid (H); 2, Besley (W); 3, Norris (C); 4, Rees (W). Time: 5mins. 5 3-5secs.
- High Jump Junior: 1, Sendell (W); 2, Payne (H); 3, Willsher (C); 4, Carter (C). Height: 3ft. 11ins.
- High Jump Inter.: 1, Griffen (C); 2, Moxey (H); 3, Waddleton (W); 4, Villis (W). Height: 4ft. 8ins.
- High Jump Senior: 1, Chilvers (W); 2, Pyke (F); 3, King (C); 4, Peterkin (H). Height: 4ft. 10in.
- Long Jump Junior: 1, Abraham (C); 2, Pitcher (F); 3, Swann (C); 4, Staples (W). Length: 12ft. 10in.
- Long Jump Inter.: 1, Waddleton (W); 2, Griffen (C); 3, Martin (W); 4, Bransby (W). Length: 15ft. 1in.
- Long Jump Senior: 1, Phennah (H); 2, Young (W); 3, Pitman (C); 4, Small (F). Length: 16ft. 7½ins.
- Javelin Inter.: 1, Adams (F); 2, Stokes (F); 3, Stuckey (F); 4, Baker and Bonney (F). Throw: 97ft.
- Putting Weight Junior: 1, Pitcher (F); 2, Watts (H); 3, Warren (C); 4, Milton (W). Throw: 25ft. 7½ins.
- Javelin Senior: 1, Villis (W); 2, Came (C); 3, Braund (C); 4, Burford (C). Throw: 103ft.
- Discus Inter.: 1, Dnbury (H); 2, Bransby (W); 3, Williams (H); 4, Hughes (W). Throw: 73ft.
- Discus Senior: 1, Burford (C); 2, Young (W) and Pyke (F); 3, White (F). Throw: 85ft.
- Shot Inter: 1, Stokes (F); 2, Connibeer (W); 3, Williams (H); 4, Grandfield (H). Throw: 28ft. 5ins.
- Shot Senior: 1, Phennah (H); 2, Young (W); 3, Villis (W); 4, Gilbert (F). Throw: 38ft. 1in.
- Cricket Ball Junior: 1, Pitcher (F); 2, Dickens (H) and Jory (C); 3, Smith (F). Throw: 70yds. 8ins.
- Inter-House Relay: 1, Hopton; 2, Wyndham; 3, Fairfax; 4, Cromwell.

CRICKET COMMENTARY, 1947.

Although Jupiter Pluvius, the arch-enemy of Cricket, has marred several games, we have enjoyed a successful season. The First Eleven, under the genial leadership of Gerald ("Tank") Tout, has secured some excellent victories, notably over Huish, Millfield, and Weston G.S. The fielding and bowling have been extremely good, but the batting has been somewhat uneven. Prescott has proved a good steady bat and if he can develop more finish to his shots he should become a valuable opening bat next season. Stafford came into the side late in the season, but has justified his selection.

Gardner, with his devastating fast left-hand deliveries, has been the spear-head of the attack, ably supported by Jeffries, Gilbert, and Dudley ("Doodler") Martin.

Farmer, one of the Tolpuddle fraternity, has performed very creditably behind the sticks, and confounded the critics by assisting Stafford to add forty for the last wicket against Weston.

The fixture list was extended this season and included several games for the Second XI and Colts XI. If possible, a larger number of games should be arranged for next season for the Colts so as to provide a nursery for future First Elevens. Six of the Colts represented Bridgwater against Taunton and Weston Schools, while Baker, Hughes M. and Westcott have been selected for the Somerset trial in preparation for the County game against Gloucester on July 31st.

An interesting innovation, the Variable Crease, has caused some consternation among visiting batsmen. Temporary groundsmen should note, however, that four feet is the regulation distance between the batsmen's crease and the popping crease.

It is believed that the Variable Crease campaign is but the prelude to the introduction of the Disappearing Crease, which will be used by the School Eleven when they play the Masters. Dominics, beware!

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PERSONALITIES OF THE XI.

Tout. A useful and popular captain, whose decisions have saved the situation often.

Farmer. An efficient wicketkeeper whose batting performances have varied.

Gardner: The medium-paced opening bowler who has been successful in most of the games and has set a good example to the side by the way he treats the opponents' bowling.

Jeffries. The outstanding and most reliable of the batsmen. His bowling has been erratic at times, but he has taken a number of valuable wickets.

Gilbert. Medium-paced bowler who has been very successful. His batting has been rather "patchy," but he has played a number of excellent innings.

Prescott. An efficient and dour opening batsman with a fantastic reach in his forward stroke. A new discovery as a slow "shock" bowler.

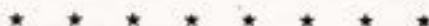
Martin. An outstanding medium-paced bowler who varies his style and delivery. His batting has improved greatly during the season.

Young. A good slip fielder and a consistent rather than outstanding batsman.

Squibbs. Left-hand stylish batsman who has been out of luck in all but one innings.

Stafford. A steady opening batsman who has solved an acute problem as an opening partner for Prescott.

Pyke. Outstanding fieldsman who has failed with the bat.



CRICKET RESULTS.

Matches.

v. Spaxton	Won	D.M.S., 62 (Gilbert 20*). Spaxton, 59 (Mr. Heseltine 4—24).
v. Huntspill	Lost	D.M.S., 42 (Mr. Heseltine 13). Huntspill, 75 (Martin 4—11).
v. Queen's College II XI	Won	D.M.S., 61 (Jeffries 35). Q.C. II XI, 46 (Gardner 4—13).
v. Westonzoyland	Won	D.M.S., 97 (Mr. Heseltine 46). Westonzoyland, 64 (Jeffries 3—6).
v. Huish	Won	D.M.S., 42 (Gardner 13). Huish, 36 (Gardner 5—17).
v. Burrowbridge C.C.	Won	D.M.S., 52 (Jeffries 20). Burrowbridge, 37 (Martin 4—6).
v. Elmhurst	Won	D.M.S., 43 (Squibbs 22). Elmhurst, 28 (Gilbert 5—8).
v. Weston	Won	D.M.S., 97 (Farmer 26*). Weston, 41 (Gardner 5—11).
v. Huish	Lost	D.M.S., 30 (Tout 9). Huish, 64 (Gilbert 2—5).
v. Police	Won	D.M.S., 73—7 (Gardner 28). Police, 59 (Gilbert 5—15).
v. Comwich	Abandoned	D.M.S., 37—7 (Mr. Jacobs 13).
SCHOOL II XI		
v. Minehead	Won	D.M.S. II XI, 69—7 (Byrd 20). Minehead, 45 (Spreadborough 3—3).
v. Y.M.C.A.	Won	D.M.S. II XI, 102—7 dec. (Biffen 18). Y.M.C.A., 55 (Pyke 3—8).
SCHOOL COLTS.		
v. Westover	Won	Colts, 88—3 (Bransby 40*). Westover, 37 (Baker 2—1).

LIBRARY NOTES.

The following books have been added to the Library:—

Meteorological Air Observer's Handbook	_____
Meteorological Handbook	_____
A Regional Geography	D. Stamp
New Zealand	N. Marsh
Geographical By-ways	A. Close
A History of Geographical Discovery and Exploration	J. Baker
Wayside and Woodland Ferns	E. Step
The Discipline of Letters	G. Gordon
Lino Cutting and Printing	C. Flight
English Furniture, Woodwork, etc., in the 18th	T. Strange
Explosives	J. Read
Plastics	V. Yarsley
Introduction to Physical Chemistry	A. Findlay
Text Book of Quantitative, Inorganic	
Analysis Theory and Practice	A. Vogel
Science Since 1500	H. Pledge

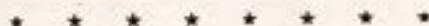
The Library Committee recently formed consists of representatives of all the School. We hope to begin stocktaking during the examinations. It has been welcome to see the flowers in the Library; they brighten it up considerably.



THE ASTRONOMICAL SOCIETY.

The Astronomical Society has been rather inactive this term, mainly due to the fact that boys would rather be out in the sun than listening to a lecture in the School. The Society has had two talks from Mr. Key, one on "The Making of Lenses" and the other on "The Mounting and Manipulation of the Telescope." Mr. Forbes also gave a lecture.

Next term it is hoped that enthusiasm will be revived when the telescope is set up, and observations on the stars and planets will take place.



THE BRIDGWATER REGIONAL SURVEY.

Although the survey is by no means complete, we hope to have a good exhibition on Speech Day. We must express our sincere gratitude to the many people who have co-operated—to the Managers of the various factories visited, to the Mayor and Corporation of Bridgwater, to the Rural District Council, to the Cannington Farm Institute, and to the large number of officials and business men who have been so generous in lecturing to the various groups. A word of thanks also to the Staff, who have given much time and thought to the organisation of the visits and the Exhibition.



BRIDGWATER.

So far the industrial group have visited the following factories:—Quantock Preserving Co. ; W. & F. Wills, Ltd. ; Electro Dynamic Construction Co. ; Crypton Equipment, Ltd. ; Whitby, Light and Lane ; Somerset Wire Co. ; Bristol Sand & Gravel Co. ; Harris' Corn Mill ; British Cellophane Co. ; Bridgewater Gas Co. ; Dunwear Brickworks ; Brintons, Ltd. ; R. M. Moody, Ltd. ; H. J. Brown and Co. In every case the visits have been most interesting and instructive. We can claim that for some of our boys at least the processes of production are no longer "carried on in closed factories where mysterious machines turn out an endless stream of products." In more than one instance the factory owner honoured the School by personally conducting the party. The Mayor was even kind enough to explain to the boys the equipment in his own very efficient office.

The History Group have visited Durligh Manor, the Parish Church, the Museum, Rexworthy Manor, Gothelney Hall, Blackmore Farm, Sedgemoor and the Gurney Street Manor House.

The Botany-Biology Group have collected specimens and soil samples from Cothelstone, Huntspill Moor, and Stolford and paid a very interesting visit to the

Cannington Farm Institute. We are very grateful to Mr. England for the excellent specimens provided.

The Local Government Group have visited the Durleigh Reservoir, the Rural District Offices and the Town Hall. Mr. Kelting of the Somerset Rivers Catchment Board gave a most interesting talk on the work of his Department and invited the group to see the pumping station and the Huntspill River. Mr. Trayler aroused keen discussion by his lecture on the Town Plan for Bridgwater, and we are obliged to Mr. Watson, the Borough Engineer, for a magnificent map of the Future Bridgwater. Mr. Clidero, the Town Clerk, was kind enough not only to give a talk to all the Seniors, but spent an afternoon with the smaller group explaining the Minutes for the next Council Meeting. This group were invited to attend a meeting of the Borough Town Council, which they found very instructive. Mr. Blay, Clerk to the Rural District Council, made arrangements for the group to attend a Committee meeting and a full meeting of the Rural District Council. To all these gentlemen we should like to express our very special thanks.

The Geography Group have conducted a traffic survey and have collected many facts and figures about trade, local employment, garages and so on. One section investigated the Docks, and were lucky enough to be invited to spend a day out in the Bristol Channel on the s.s. Sandholm.

Much remains to be done, but it is already clear that the Survey has been an invaluable educational experience. We do feel that the School has made strong ties with the community at large.

* * * * *

PLANNING BRIDGWATER'S FUTURE.

Before 1932, town planning facilities had only been granted to those towns which had a population of 20,000 or more. The Town and Country Planning Act of 1932 enabled any town to make a plan, the borough and rural councils becoming the planning authorities. The objects of making a new plan for a town were to control building, to make towns more healthy to live in, to preserve ancient buildings and things of local and historic interest (like Blake's house), and to preserve the beautiful countryside. Planning was divided into three sections—housing, shopping and industry—bearing in mind such things as road, rail and river access, drainage, sewage, and public utilities like water and electricity.

The plan for Bridgwater, it was decided, should include the surrounding area, as it would be a pity to destroy the beauty of the Quantocks. A town planning advisory committee was formed which decided first of all to remove all parish boundaries. Then, after an initial survey, the council passed a resolution which was accepted by the Ministry of Health. This enabled the plan to be under way inside two years. Maps and a written scheme were prepared and then published. Anyone could object to anything in the scheme, and a local enquiry would be held. The Minister of Health could quash any senseless objection. The scheme was then put before Parliament, and once it was passed no one could build except in line with the plan. Private owners

of open spaces were requested not to build on them. No one agreed, however. Next, steps to prevent "spider growth" (e.g., Bristol Road and Quantock Road) were taken. A new Act in 1944 enabled local authorities to acquire land for building purposes, and it was made illegal to cut, lop or destroy any tree without the council's permission. Agricultural building was brought under control, and school building was not allowed on fertile land because of the grave food shortage. Many building applications were refused by the Ministry of Agriculture because of this.

The Bridgwater Plan covers many things which have needed improving for many years. Fore Street will be widened by moving the shop fronts back a few yards. Traffic congestion will be eased by two by-pass roads. The main external road will run from Highbridge, past Bridgwater on the south side, to North Petherton. The other one, which is internal, will pass from Monmouth Street, through the "Queen's Head," across Barclay Street, over the river by a new bridge, and out by Pine's Garage on Taunton Road. It will continue between the Albion football ground and St. Saviour's Avenue, up to Friar's Lawn, and finish at Bowering's bakery. This internal by-pass will almost certainly be finished in five to ten years' time. There is also a northern by-pass planned which would pass from Bristol Road across the river on another new bridge, and joining the Minehead Road. This will only be constructed if the traffic problem worsens.

A number of link roads are planned, among them one from Dr. Morgan's to Penlea on the Hamp estate. All cross-roads will be staggered in accordance with a Ministry of Transport Order.

Certain areas in Bridgwater are liable to flood, and as these are no good for building they will be turned into playing fields. The existing parks will be enlarged and improved. It is proposed that the Albion football ground, which is at present privately owned, should be made into a sports centre, with new swimming baths and facilities for yachting on the Canal.

There is much clay land around the river, and diggers will receive permission from the council on condition that the land be refilled and used for agriculture. Filling in would be done by a pipe carrying silt from the river.

The West Somerset Co-operative Society's building site behind the School will definitely be used for the Co-op. estate. This will mean a new road running from the "Grange" to a point behind D.M.S.

When the housing situation improves the two slum areas of West Street and Union Street will be cleared and new houses erected.

The Fire, Ambulance, and Police services will be gathered together in one building at Northgate, as the present Ambulance H.Q. comes on a proposed car park.

Bridgwater will have a new sewage disposal works on the river downwind of the town, and a crematorium will be built. Existing cemeteries will be enlarged.

There has been some talk of a Municipal Theatre, but this will not be built for some time, if ever.

Some of these improvements I have outlined are definitely on the way, others may come. Only the future will decide.

B. J. TOUR, IVa.

THE QUANTOCK PRESERVING COMPANY LTD.

The Quantock Preserving Company has its offices and factory on the Wembdon Road, Bridgwater. The company makes jam and candied peel for private consumers and also for bakers and confectioners. It also makes mincemeat and Christmas plum puddings.

The oranges for the candied peel are imported from Spain in the form of orange peel. The peel is packed into barrels of the half-pipe size which are then filled with brine. These peels will remain unaltered for about a year when stored by this method. When the time comes for the peel to be used it is placed in large wooden vats and the brine drained off. The vats are then re-filled with pure water and allowed to remain for a few days, emptied, refilled again until all the salt has been removed. The peel is now chopped by a machine and sent to the packers or industrial consumers in large wooden cases.

Apricots are also preserved in brine until they are needed and the brine is removed in the same way. The apricots then pass to the jam-making room.

Home-grown fruit such as apples, raspberries, strawberries, and blackcurrants are preserved in small barrels made of oak. These barrels are then filled with the gas called sulphur dioxide. Preserved in this way the fruit will keep for about a year. The fruit is restored to its original condition by boiling which frees it from sulphur dioxide. The fruit is then placed in large hemispherical pans and boiled in syrup. When the correct temperature has been reached and maintained for the required time the jam is forced along pipes by compressed air to a jam-pot filling machine which can deal with three tons of jam every hour. This machine only deals with 1lb. pots.

Recently the company has installed some new plant to make the large quantities of syrup which are required. This consists of a weighing machine, a hopper, and the heaters and mixers. The men working the machine call by telephone for the required amount of sugar. A clerk controlling the sugar presses a button and turns a dial to the amount required. The amount is automatically weighed and recorded, pumped from the hopper along stainless steel pipes, and led to the heaters and mixers. All this plant is made of stainless steel and occupies two floors of the factory. It cost nearly £10,000 because of the high cost of stainless steel.

When dealing with such fruit as apples and gooseberries, which require peeling and "topping and tailing," the fruit is placed in revolving cylinders with rough sides and sluiced with water. When this has been done they are treated in the same way as other fruit.

As different fruit comes into season the machinery suitable for it is specially erected as this saves floor space. Nevertheless, the cost of doing this added considerably to the company's expenditure.

The company also makes Christmas puddings and mincemeat. This is done in the Spring as there is very little fresh fruit at that time. The puddings are cooked in steam-heated ovens which are fitted with modern thermostats and time control. The steam for this and other processes is supplied from a large horizontal boiler which works at 150lbs. to the square inch pressure. The mincemeat is made in much the same way as jam, but it is more difficult to

bottle as it is more viscous. It is forced into the pots by means of a screw movement.

The company produces jam packed in 1lb. pots and 7lb. and 24lb. tins. The 1lb. pots are filled and sealed by machinery. The other two tinned sizes are filled by hand and sealed by machinery. The tins are lacquered inside and the lids are made to clamp on. The pots are cleansed thoroughly by washing with steam and hot and cold water.

The factory is well equipped with a weighbridge for weights up to 30 tons, lifts, and telephones and other machinery. The company has well-equipped, modern offices adjoining the factory.

It occupies an area of about 20 acres, but most of this is open ground where the barrels are stored. The garages for the fleet of lorries and the factory are about four acres in extent, but are three and in some parts four stories high.

The company produces approximately 20,000 tons of preserves a year, and is gradually enlarging, as is shown by the sales chart, which shows that in 1939 the total sales were £225,000 while in 1946 they were £339,000.

D. S. RICHARDS, IVa.

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VISIT TO A CARPET FACTORY.

On Friday, June 13th, a group of boys from IVa went to inspect a carpet factory in Bristol Road. The factory is not very big, but the products are very good. The boys went to the boiler house first on which the whole factory depends. Here there is a big "Sterling" boiler which has a moving grate. The coal comes down a chute on to the moving grate, which goes through a chamber where the coal is ignited. The grate continues its journey through the boiler until the grate goes round a drum. This movement allows the ash to fall into hoppers and so saves the work of stokers.

The steam produced is sent along pipes to a reciprocating steam engine. The piston does 420 strokes a minute. This drives a dynamo, which in turn produces electricity for the factory.

The next port of call was the building where the wool comes in. The first process is to dye the wool. The dyeing machine is a large tank. The latest machines are made of stainless steel and have a lid from which the hanks of yarn are hung on stainless steel rods; when, therefore, the lid is lowered on to the machine, the hanks are immersed in the dye liquor. After the hanks are withdrawn they are rinsed in cold water and taken to a hydro-extractor. This is a perforated metal cage that revolves at a high speed, the water being removed from the hanks by a centrifugal force.

The hanks are then put on a trolley and taken to a drying machine. Two men take the hanks and slip them on rollers. The rollers are then put in grooves which are on an endless chain. This chain is moving and the roller takes an hour or so to travel through the machine. The dried hanks are taken off at the other end and put on a trolley which is on a weighing machine.

The hanks are then taken to a machine where they are wound on to bobbins. The completed bobbins are put on a frame and joined up to a weaving machine which actually makes the carpet. The working of the machine is too complicated to be told here.

After the carpet is woven the rolls of carpet are put on a steel drum which is steaming. This "bursts" the yarn—that is, to loosen the twist to give a more even covering effect. The carpet is then passed to the cropping machine. The carpet passes under a cutter which removes all outstanding whiskers and fibres.

The carpet then goes on to a long table where girls feel the carpet to see if any tuft of pile is missing. Afterwards the carpet is cut into required lengths and put in warehouses for further use.

H. BUTCHER, IVa.

A VISIT TO THE TOWN COUNCIL.

On the 3rd July a party of boys from our School visited the Council Chamber to hear the deliberations of the Town Council at their monthly meeting. The meeting was preceded by a pleasant ceremony in which Councillor Miss Dilks received a presentation from the Council; Miss Dilks is going to Tokio to get married. The business of the Council ranged from fish to ice cream and road repairing. The debates were very lively. Although there were no uproars as in the House of Commons, councillors often interrupted and got excited.

The British Restaurant, as usual, attracted the attention of councillors and the discussion over the supply of ice cream was the most interesting of all—and I consider that discussion reached its highest level during this debate. The impressions that I have of that meeting are, how interesting such dull subjects as drainage can be made and what a difficult task it is for the Mayor to keep order. The Mayor was an excellent Chairman, and, though keeping the debates "on the rails," allowed enough variation to make them interesting. After the Committee's reports had been dealt with, resolution concerning an internal by-pass was passed. The meeting closed after the eleven subjects on the agenda had been dealt with. A "ten minute rule" followed, but we retired from the chamber at the end of the official business.

W.J.B.

GUY FAWKES NIGHT.

This the night that children like,
And so do I:
When fireworks fly up into the sky,
And sparks do fly.
When people flock from the east and west,
And little boys are dressed in their best;
When people sing, and all the rest
Watch the guy burn at its best,
And so do I.

D. YOUNG, Ig.



WINTER.

HOW IT HAPPENED.

It happened in the High Street when all the workers were making their way home at about six o'clock. I was walking along when I heard a screech of brakes and a loud shout. I quickened my pace, and as I turned into the main street a babel of noises met my ears.

There had been a collision between a motorist and a cyclist, and, needless to say, the cyclist had got the worst of it. There was, however, no injury beyond a few bruises, which certainly did not prevent a good argument from taking place.

The motorist was evidently a pacifist for, at first, he tried to smooth things over.

"Come, come, do try to see the funny side of it, nobody's hurt, old man," said the motorist.

"Look at my bicycle," raved the cyclist, "pounds' worth of damage."

"Yes, but . . ." began the motorist.

"No yes buts," yelled the cyclist, "you write me a cheque or I'll sue you."

"Nah then, nah then," came a ponderous voice from the crowd. "What's all this 'ere about?" I turned to see a policeman advancing on us.

"What's all this," he repeated, as if it was not already obvious. Then they all began talking at once.

"Oi must 'ave particulars," said the policeman.

"I must have satisfaction," bawled the cyclist.

"I must ha . . ." began the motorist, but he was immediately shouted down. The policeman pulled out a shiny black notebook and a well-worn stub of pencil which he licked; and in the silence that followed a small voice piped up, "Mummy, why does he lick his pencil?"

"Hush, dear," chided the mother, as the policeman called for a witness.

It was a coloured man who spoke up.

"De automobile came aroun' de corner wid bombastic impetuosity, an' crashed wid a sudden discontinuation of velocity . . ." To my disappointment this amazing flow was stopped by a yell of indignation from the motorist, whose pacific tendencies were rapidly disappearing. The cyclist joined in, and for some moments pandemonium reigned, and as it died down the persistent treble of the child piped up, "Mummy, why *does* he keep licking his pencil?"

"Hush, dear," repeated the mother mechanically, and the policeman furtively wiped his brow with a bright orange handkerchief.

"Now let's get some kind of order into this 'ere little affair. You speak first," he continued, pointing to the cyclist.

"Well," he began, "this idiot"—indicating the motorist—"came round the corner too fast and crashed into me." "I like that," interrupted the motorist, "I gave warning and you took no notice."

"Did this man give warning?" asked the policeman wearily of the coloured witness.

"Yes, sah, his verbosity was tempestuous an' . . ." began the negro before he was drowned in a combined yell from the rest of the crowd, and the child again shrilled out, "Why *does* he keep licking his pencil, Mummy?"

"To make the case look as black as possible," came the voice of a would-be wit from the crowd.

"Nah then, none of your sass," boomed the policeman, then, turning towards the two, he calmed them somewhat and took a few notes with the much-licked pencil. I looked at my watch, and saw that it was tea time, and, as I regretfully turned away, I heard the policeman say in a very majestic tone, "So that was how it happened was it?"

As I turned into my road I remembered the policeman's words with some amusement—

"So that was how it happened, was it"
—or was it?

DAVID H. CHARD, IIIa.

* * * * *

AS IF YOU DIDN'T KNOW.

There is something enchanting and captivating about an English village, and we are rightly proud that Somerset abounds with these clusters of picturesque houses intersected with narrow streets that have together been the envy of the foreign visitor for many years.

Americans when stationed in and around Bridgwater during the war, expressed much interest in villages and village life and history; and their quests for information about some places in the area brought forth interesting replies from those who have lived for years in humble stout-walled homesteads.

For instance, Kilve was once a great haunt of smugglers and it is believed that a fire which just over 100 years ago did damage to a chapel there was occasioned by the wilful or accidental lighting of smuggled spirits hidden there.

Bawdrip is among the queerest of the villages around our town for, as the Americans learned, there is no inn, no general store—yet it has a railway halt.

Nether Stowey claims to have still in existence one of the first Women's Clubs to be founded in England—it was founded in 1807 and each year a special service is held to mark the anniversary.

It is written that "Fair Rosamund," who was beloved by Henry II, was born at Cannington and spent some of her life at a nunnery in that village.

But for quaintness and loneliness our American friends should have gone to Steart, a hamlet which lies a short distance from Otterhampton. Boats and sledges of a kind unknown elsewhere are said to have been used in recent years from Steart. The hamlet comprises about twenty houses, has no shop, no inn, no post office, but it has a church—with a bell!

Stogursey once had a castle—it was destroyed in 1457 during the Wars of the Roses. The village church attracted a good deal of attention from the Americans, but they would find it even more interesting now that important discoveries have been made as a result of which it may soon be possible to determine the exact year it was built.

It was from Stogursey that John de Courcy set out for Ireland, conquered Ulster, and became the first earl.

K. BLACKMORE, IVb.

PEOPLE WHO CALL AT THE DOOR.

The first regular caller at the house each day is the milkman. He is a very cheerful and obliging fellow. Even in the worst weather he smiles as he politely agrees that a bit of sunshine would be very welcome.

The next occasional caller is the postman and, as he leaves the letters or periodicals, he taps smartly on the door and vanishes before one realises he has called. To be able to converse with him, it would be necessary to watch for his arrival and open the door before he has time to knock. He usually merely says "Thank you," with only the suggestion of a smile on his face. I imagine him to be a solemn and unobtrusive fellow.

Then we have the baker's boy, and he is always ready to chat about things of interest in the village. His manner is cheerful, and like the milkman he can smile through the bad weather.

The butcher is a brisk man who knocks and sings out "Butchie," to the amusement of the entire family, and we have pretended not to hear him sometimes, solely to make him repeat his funny call.

There are times when gypsies call, carrying large baskets and offering everything for sale from expensive brushes to cheap clothes and pegs. They simply will not go if you say "No, thank you" and if we have ever bought a small thing from them they immediately ask for clothes, then food, then toys, and if your answer is "No" they hopefully say anything will do. I often think a bar of soap is what they need, but have refrained from saying so, and we are not sorry to see the gate shut these persistent people outside.

PETER LOCK, IIa.

THE WRECK.

"Engineer reports that he won't be able to get the engines going again until approximately 24.00 hours," I said.

It was now 17.00 hours and the date was November 17th, 1941. I was just on my first voyage, having only just joined H.M. Navy, and I had been posted on M.T.B. 120. We were just off a little rocky island, and the nearest real land was Greenland. The reason why we were at this out-of-the-way place was, a message had been received at headquarters that a plane had been forced down somewhere in the Greenland Sea, and M.T.B. 120 was detailed to go to the rescue. By now it was beginning to get dark, and at last one of my shipmates came to relieve me. I went down below, had a cup of hot cocoa, crawled into my bunk and soon dropped off to sleep. It did not seem very long before I was thrown out of my bunk on to the floor. Luckily I had kept my clothes on so I pulled on my boots and rushed up on deck pulling on my life belt at the same time. At the moment I reached the deck we were in a trough in the sea with mountain-like waves on either side of us. We were indeed in a sorry plight; a little M.T.B., useless engines, nearest land 40 miles away, and in the teeth of a violent storm. M.T.B.s only possess one life boat and by now this one was well stocked with food, flares, First-Aid Kit, etc. (in case of emer-

gency). I went to the look-out cabin and reported to the skipper, and he detailed me to take a message and S.O.S. to "Sparks." It was no easy task to go from the look-out cabin to the wireless compartment. When I at last reached there, "Sparks" was poring over his Wireless Transmitter with his ears glued to the headphones. Even as I left him I could hear the mercy call for help being transmitted.

By now the storm was at its peak, and we were being buffeted about. As I was making my way back to the look-out cabin we rose up on the top of a large wave. I fancied I could see land, and we were heading straight for it. I immediately rushed to the captain and told him what I had seen, and instantly he gave the "Action Stations" order. There was nothing to do but wait developments. The life boat could not be launched as it was much too risky. By now we were only 50 yards from the land, and in a flash we were thrown upon the shore with a sickening crash. We were thrown clear of the grasping waves. Her back was broken and there she lay, a desolate wreck.

We all jumped to land and surveyed our surroundings. We were on a deserted rocky island, about one mile by one mile. After about three hours a Consolidated Catalina sighted us, landed, and we were soon back in good old England.

R. A. HILL, IIIa.

A DAY IN THE LIFE OF A BOATMAN.

His name is Joe Thomas, a boatman of Weymouth, and early every morning he and his two sons, Pete and Bill, get their launch ready by checking the engine, making the boat clean and tidy, and seeing that everything is in order. Then they push her to the water's edge. This day was a special day, because some of the British Fleet were in Portland Harbour. First of all, there were very few people, but as it drew nearer dinner time the crowd began to gather and a small queue formed on the little jetty where Joe's boat started.

He loaded the launch up and started the 15-minute journey. Even though the sea was calm the unlucky people in the front of the launch got drenched because of the spray. Soon the launch was in the harbour by one of the cruisers. Then came the fun. In order to get from the launch to the cruiser one had to step on top of the side of the launch and then climb on a short vertical ladder on to another small boat. Most people managed it, but one rather bulky person tried in vain, and in the end the seamen had to take the strain and Mrs. Largebody flopped on the other side, pulled out a gaily-coloured handkerchief and wiped her brow. She waddled across the boat on to the steps leading up to the cruiser and sighed, "Never again." An hour later she returned to the shore via the same boat, feeling very relieved to be on shore again.

The trips carried on, the queue getting longer and longer. The launch was kept going by the crew having their dinners one at a time. By four o'clock the tide had receded, and Joe told Pete to fetch the small rowing boat as the launch could not come in near enough. The people were then taken in small parties from the jetty to the launch lying off shore.

This made it take longer to load up, but several people helped, and Mr. Skinner decided that he could help, too. But alas, alas for this helpful gentleman, he forgot that he had plus fours on and jumped into the water to help push the rowing boat off. When he climbed into the boat again, red in the face, he was accompanied by a stream of water issuing forth from his plus fours. Several people fussed around him, drying him with pieces of rag, handkerchiefs, and all sorts of things, but when they arrived at the cruiser the unfortunate man still felt wet and distressed, and even when he returned, he was damp.

After tea-time trade began to slacken, and by six'clock it was nearly over. So, at half-past seven, Joe, Pete and Bill dragged the two boats out of the water, after a tiring day, and went home.

J. GRIFFITHS.

* * * * *

PHYSICS APPLIED TO THE RAILWAY SERVICE.

In a previous article an outline was given of the various functions of the Physics Section of the Scientific Research Department of the L.M.S. Railway. As an illustration some of the work carried out on dust was described in more detail, and in this second article some other examples are similarly discussed.

Of those investigations more peculiar to railway working the transport of perishable commodities is one of the most prominent. A large part of the traffic consists of meat, fish and soft fruits, which may be pre-cooled or cooled en route, the wagons or containers being specially insulated to reduce the rate of inflow of heat. Pancreas glands are a notable example of this type of freight, since they lose their high value as a source of insulin, should thawing occur before processing. During recent years the increasing distribution of ice-cream in bulk and the development of quick-freezing techniques for preserving fish have required the construction of very highly insulated containers, capable of keeping loads at thirty to fifty degrees of frost throughout the journey. On the other hand such things as whale oil are best carried at a temperature above their melting point—at least 130°F. in this case—so that a prolonged heating operation is not required before the tanks can be emptied at their destination. Much information on the performances of the various types of vehicle has been collected by automatic recording instruments, and, where these are not so convenient, from temperature measurements taken at the loading and unloading points. Goods in the soft fruit line are easily dealt with, but without experience it would not be generally anticipated how intractable a case of frozen rabbits may be in the matter of having their temperature taken. Hand-drills and prising tools are then a necessity, and as operations are carried out at unusually varied sites and times, including the early morning markets close to the City of London, the discreet investigator employs some conventional form of baggage to conceal his unlikely load lest doubt arise as to his profession.

Other problems of heating and ventilating occur in offices, hotels and passenger vehicles, although here, of course, the object is to prevent the occupants ever feeling that they are being exposed to such temperatures as those

quoted above. Most public transport vehicles carry a large number of people in relation to their cubic capacity, and it is then difficult to provide each individual continuously with the environment he prefers. For the supply of fresh air, the introduction by this railway of the sliding ventilator light marked a great improvement over the older type of drop-light. When opened not more than four inches, it extracts air efficiently without producing any draught in the interior, but may be drawn back to its full extent to produce a very large inward flow in hot weather. With regard to heat supply, in normal circumstances, with standard steam pressure applied to a moderately long train, the modern type coach often tends to appear overheated, this sensation being due in part to the fact that in such a small space the only feasible position for the heating elements is under the seats. On the other hand a defect of such steam-heating systems is the possibility of their freezing-up in very cold weather, but, except for such occasions, the atmosphere usually compares favourably with that on the many other types of vehicle which have no comparable source of heat, or even that in most domestic buildings now that the great inefficiency of their heating systems can no longer be compensated by simply burning plenty of fuel. The difficult question of positioning the heaters which is referred to above could, of course, be obviated by supplying heated air and, while the climate of this country does not warrant very elaborate air-conditioning, trials are being carried out on a special vehicle to determine whether a future standard coach is feasible in which the motion of the train is used to feed warm air to the compartments.

A less obvious activity than the above examples, but one of great importance to the railway—and also some other types of transport—is the checking of the colour of signal glasses. It is conceivable, for instance, that in a three-colour signalling system a red glass too pale in colour, lit by a source whiter than normal, might be confused with the yellow signal. It is only within the last decade or two that a really satisfactory physical basis for colour measurement has been evolved and generally adopted. This is known as the C.I.E. trichromatic system, so called after its sponsors, the Commission Internationale de l'Éclairage. It may appear perverse to define, say, a particular shade of green as two-tenths X, plus six-tenths Y, plus two-tenths Z and to add that the three entities X, Y, and Z, in this system are not any known colours but purely imaginary so far as our senses are concerned. However, it is simpler in the end because, unfortunately, no three real colours exist which can replace them as primaries from which every other colour may be formed by a purely additive process. As in defining any colour it is merely the relative proportions of X, Y, and Z, that are really involved, these are for convenience adjusted to add to unity as in the example above, so that the colour can be described, say, in a cable, by merely quoting the first two numbers. Those more mathematically minded will also see that a triangle of colour can then be constructed. As an approximation it may be imagined as white at the centre—where X, Y and Z are equal—with deepening shades of red, green, and blue, radiating to each corner and, in every other direction, intermediate hues graduating outward in a like manner. For our purpose small areas are drawn in the red, green, and yellow areas and, if the point representing a signal glass under test falls outside these, it is rejected.

From the practical viewpoint it may be wondered how three imaginary colours can be mixed to match a real coloured signal glass. In our colorimeter, the next best thing—three proximate real colours, red, green, and a bluish violet—are used instead. It was stated before that any colour can so be matched if both additive and subtractive mixing are possible. This subtraction of a mixing colour is effected by a very simple trick—it is just added to the specimen under test instead of to its partners. From the three quantities so obtained, the three positive values for X, Y, and Z are calculated. It is not anticipated that these co-efficients will necessarily ever be bandied over the counters of such places as clothing stores instead of the more allusive descriptions coined by the trade, but, as even this source of invention would be taxed to identify the ten million shades of colour discernible to the normal eye, the C.I.E. system is being increasingly adopted as the standard of specification for industrial work.

As a last example a brief reference to a very topical investigation might be of interest. At Queen's Park in London, the prototype of a prefabricated station has been erected, the internal walls consisting of conventional wood panelling, while the outer walls are in the rather unusual form of vitreous enamelled steel panels. We were assigned the task of finding out what risk there might be of condensation forming on the inside of these panels, since in that event rapid corrosion might ensue despite the protection of the enamel. The chances might be high if the inner wall were leaky and the outer wall more airtight, and if, especially as in a refreshment room, the internal air were humid and relatively warm. It was essential not to open the cavity nor to draw air from it, and it was also desirable to get readings every few minutes after creating the necessary conditions in the room, so none of the more common methods of hygrometry were practicable. What the architect really wanted to know, however, was not the humidity, but the dew-point of the air in the cavity, and its relation to the temperature of the metal wall. As every schoolboy may know, the traditional method of finding the dew-point is to measure the temperatures at which mist appears and disappears on a cooled silver surface and he also probably knows that the experiment is no so easy as it might seem. This difficulty and the additional awkwardness of the situation were considerably reduced by using the tip of a thermometer bulb itself as the polished surface, and cooling the rest of the bulb by a copper jacket. Another refinement was to illuminate the stem of the thermometer instead of the bulb tip, so that the light then carried along inside the glass radiated from the tip immediately it became misted, although this effect was only found to occur strongly in certain thermometers. Using this technique the dew-point change in the wall cavities could be followed almost continuously with relative ease, and incidentally the risk of condensation on the steel panels was found to be small.

In conclusion, it is hoped that, for those who are interested and also, perhaps, for those to whom research activities always appear rather mysterious, these few examples will illustrate how physics, both in its classical and more recent forms, is being increasingly applied in all sorts of industries, in many of which its relevance may not at first seem very apparent.

L. THYER (1925-29).



LANDSCAPE.

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OLD MORGANIAN NOTES.

In May, 1946, we called a meeting of the members to consider the future of the Association. The attendance was so small that we could only make temporary arrangements for the routine running of the Society. We tried again in May, 1947, and history repeated itself: the meeting was too small to justify taking any decisions. We are making another attempt on Wednesday, 1st October, at 7 p.m. at the School. Will you please note the date and make a very serious effort to attend? We would point out that there are various financial adjustments to be made, the Hon. Secretary has handed in his resignation, and the Hon. Treasurer is only acting in a very temporary capacity. We do not want to stress too much the seriousness of the position, but "he who runs may read." It would be regrettable if the Association ceased its activities, especially at the beginning of a new regime, when the Headmaster and his wife

are most anxious to make contact with the Old Boys of the School. We repeat the date, 1st October, at 7 p.m., and urge all Old Morganians in the area to turn up in force.

As most of us who read the "Bridgwater Mercury" already know, the outstanding event just recently has been the appointment of Francis Grimshaw (1913/17) to the vacant see of Plymouth. For many years the Rev. F. Grimshaw has been a very successful parish priest in the Clifton Diocese, and it was not so long ago we referred in these notes to his highly meritorious work in this capacity. We rejoice in his promotion and shall watch with kindly interest the progress of his work as Bishop of Plymouth.

A very recent visitor to the School has been Gordon Perry (40/47), complete with the kilt of the Seaforth Highlanders. He was looking very fit and seemed very pleased with the military life. We shall look forward to noting his future promotion.

We would like to draw the attention of our readers to the second and final instalment of Leslie Thyer's article on the work of a railway research physicist. We are greatly indebted to Thyer, and hope his efforts will inspire other articles from Old Boys. Thank you very much, Thyer, and good luck in your future researches.

We had the good fortune this term to run across E. H. Warner (1919/24) in Weston. After his period of less peaceful activities of recent years he has now returned to the service of Barclay's Bank, and can be found at the Corn Street Branch in Bristol. It was good to see him again after so many years.

Jimmy Pine (1932/39) has now finished with the Navy, and after a long period of service in the Far East is again back at Taunton Road. He is hoping to proceed to Bristol University in October to enter upon an Engineering Course. Good luck and a happy time in Bristol.

Another Old Boy who is taking up a University Course following on military service is A. D. Cawse (1933/35). He rose to the rank of major in the Army and is now studying law at Oxford. We wish him every success.

We were very pleased to see E. A. Matthews (36/41) at the School Sports in June; also to record the return of Shadrach Hooper (21/29) to Bristol. After several years of bank experience in London and elsewhere, he has now, on his return to civilian life, been appointed to an important post in the local branch of the Westminster Bank. We are confident that in due time we shall have to record further promotion in the financial world.

Congratulations to C. J. T. Coombs (37/44) on obtaining his B.Sc. Degree at Bristol with Second Class Honours in Physics. He is now expecting a summons in the near future to join the R.A.F. Education Service.

We are also pleased to hear that A. J. Standring (37/41) has successfully completed Part I of his Honours Degree Course in Geology, also at Bristol. We wish him the best of luck in his final examination next year.

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