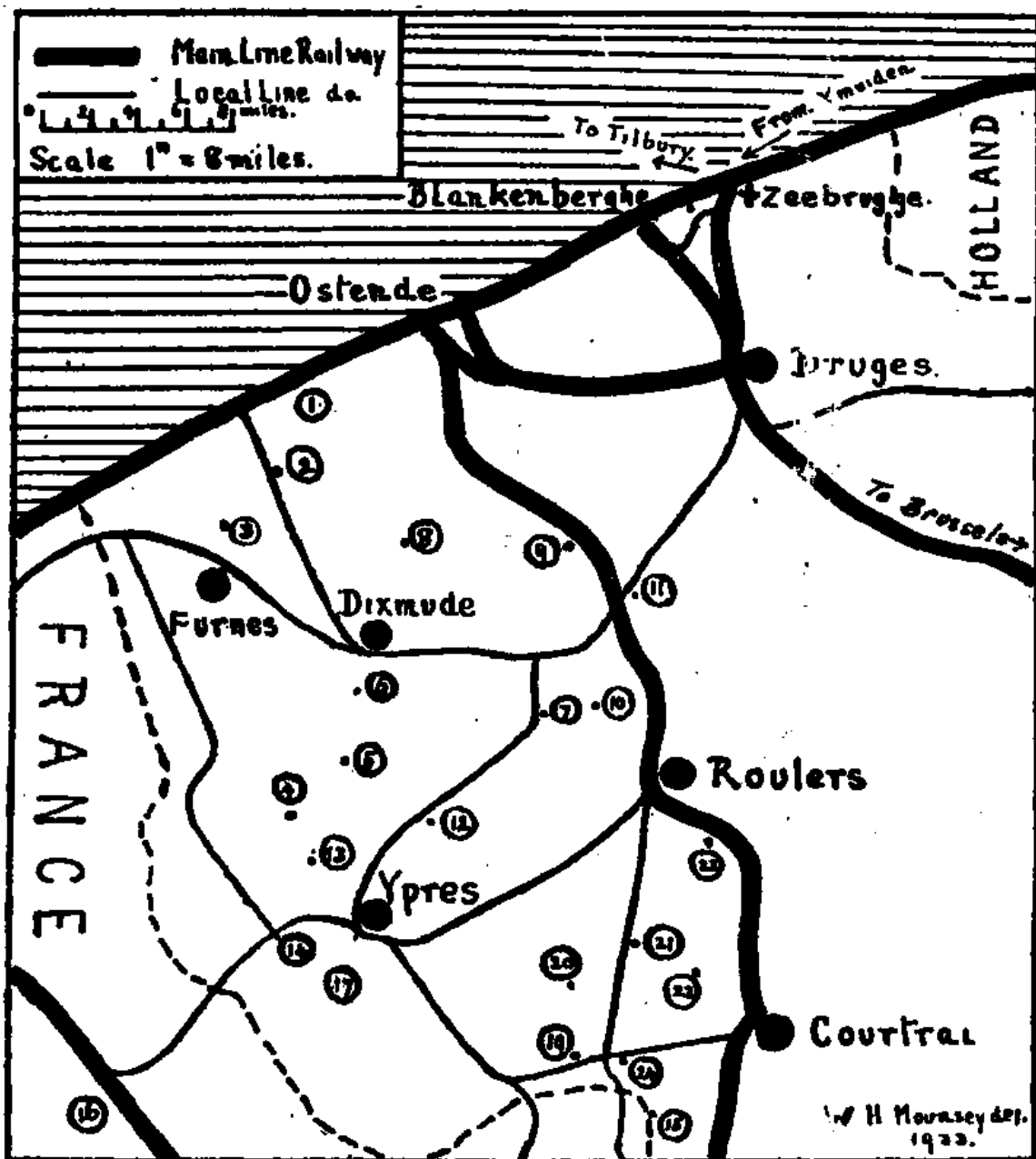


SECONDARY SCHOOLS' CRUISE ASSOCIATION



HANDBOOK
OF THE
"NEURALIA" CRUISES

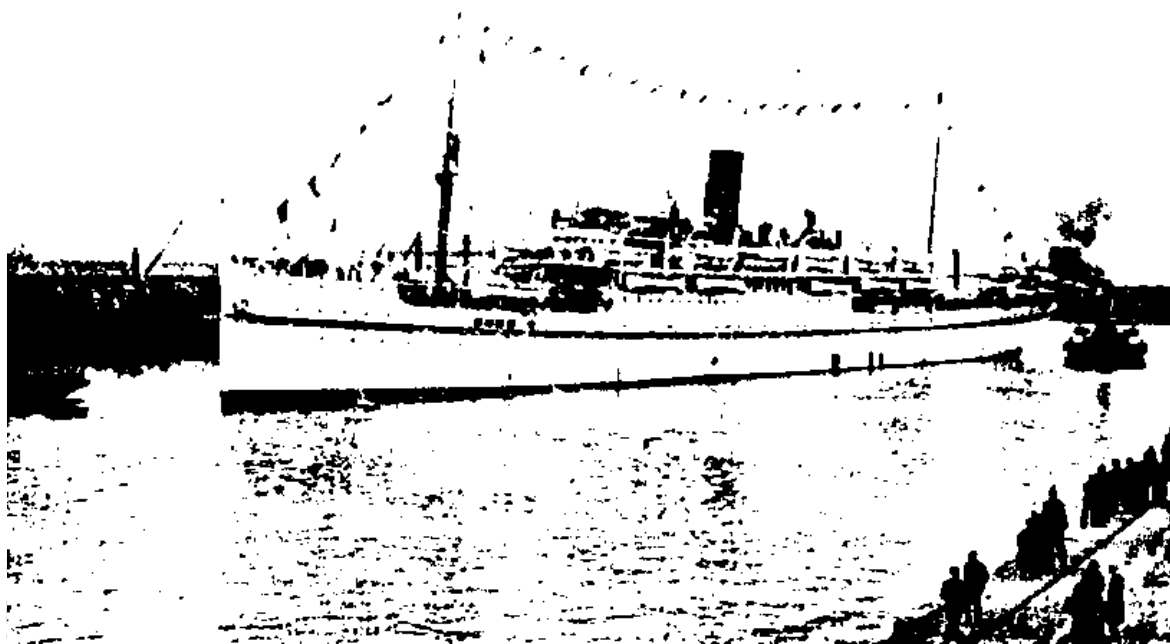
JULY and AUGUST, 1933



THE BRITISH BATTLEFIELDS IN BELGIUM

KEY.

- | | | | |
|------------|---------------|-----------------|--------------|
| 1 Westende | 7 Sraden | 13 Woosten | 19 Geluwe |
| 2 Nicuport | 8 Keijem | 14 Poperinghe | 20 Dadizale |
| 3 Coxyde | 9 Ichtoghem | 15 Reckem | 21 Ledeghem |
| 4 Deninghe | 10 Hoogledde | 16 Hazebrouck | 22 Moorseele |
| 5 Merckem | 11 Thouront | 17 Dickelbusche | 23 Issegem |
| 6 Woumen | 12 Langhemarq | 18 Commines | 24 Menin |



S.S. "NEURALIA" LEAVING LEITH DOCKS, 23RD JULY, 1932.

FACTS ABOUT THE "NEURALIA."

Owners: British India Steam Navigation Company.

Commander: Captain A. G. Kitson.

Tonnage: 9,182.

Built 1912, by Barclay Curle & Co., of Whiteinch, Glasgow. One of two sister ships (with the "Nevasa," also engaged in Trooping Service for H.M. Government).

Before and immediately after the War running on the B.I. Company's passenger and cargo services between Europe and India and Europe and East Africa.

During the War, in common with the rest of the Company's fleet of nearly 150 steamers, the "NEURALIA" was requisitioned by H.M. Government. During this period she was variously employed, first as a troop carrier under "Expeditionary Force" charter; later as a Hospital ship, at one time in attendance on the "Anzacs" and visiting such historic places as Suvla Bay and Salonika.

The name "Neuralia" is a contraction of "Nuwara Eliya," a famous hill station and health resort in Ceylon.

THE CRUISES.

These have been organised by the Association on the lines of the two very successful cruises of last year, and with the experience gained then it is anticipated that this year's cruises will be even more enjoyable.

The aim of the Committee is to provide for British Secondary School boys and their friends inexpensive and healthy holidays afloat in the course of which they may widen their outlook by seeing other lands and meeting their peoples on a basis of cordial friendship. We acknowledge with gratitude the help we have received from many kindly folk in Norway, Denmark, Holland and Belgium, as also from their representatives in this country, in our organisation of this year's cruises. The best way in which we can show our appreciation of their kindness is for every member of our party when ashore in these lands to remember that we represent to them, for the time being, the British people, and so to act that they may feel that their kindly welcome has been extended to those who value it and are worthy of it.

We have also to thank the ship owners and their officers and the railway companies and their staffs for much willing co-operation in helping to make the cruises run smoothly, and we hope that all members of the parties will feel it their duty to show their appreciation of this help by doing everything possible to carry out their instructions and to meet their wishes in every way. Given this cheerful and willing co-operation on the part of all concerned, the Committee feel confident that at the end of the cruises there will be no regrets, but only joyous memories of happy days ashore and afloat.

This year's first Cruise will leave Leith Road at 1 p.m. on Monday, July 24th, and proceed across the North Sea to Oslo. After a stay there, the "Neuralia" will proceed to Copenhagen, where a day will be spent. The route then lies through the Kiel Canal, the passage occupying the whole of Sunday. Ijmuiden will be reached on Tuesday morning, allowing a trip up the North Sea Canal to Amsterdam, where the day will be spent before returning to the ship. The "Neuralia" is due at Zeebrugge on Wednesday morning, and two days will be available for visiting Bruges, Ypres and the battlefields of Flanders. The ship then returns to Tilbury, being due on Friday morning, August 4th, allowing passengers a day in London before returning to Scotland by train.

The second Cruise will start from Tilbury at 5 p.m. on Saturday, August 5th, and except for the visit to the Belgian coast will follow the route of the first cruise. In this case, however, there will be a stay of two days at Oslo and also at Copenhagen. The return to Tilbury is timed for Wednesday morning, August 16th.

CRUISE OFFICERS.

FIRST CRUISE.

24th July to 4th August, 1933.

Commandant—GEORGE ROBERTSON, Headmaster, George Watson's Boys' College.

Assistant Commandants—JAS. HOSSACK, Royal High School; J. G. HARLEY, George Watson's College.

Orderly Room Officer—G. L. FREWIN, George Watson's College.

Messing Officer—Capt. J. T. GRASSIE, D.S.O., Perth Academy.

Medical Officers—Dr. H. H. CRICKITT, L.S.A., L.M.S.S.A.
Dr. A. C. McLAREN, M.B., Ch.B., D.P.H.

Nurses—ESTHER JOHNSTON; FREDA B. FRASER.

Travelling Treasurer—J. S. MACKAY, M.A., Towerbank School.

Assistant Travelling Treasurer—JOHN A. STRANG, Education Offices, Edinburgh.

Hon. Secretaries—GEORGE WHITE, THOS. M'LACHLAN, Education Offices, Edinburgh.

COMPANIES

No. 1 Company (Red).

Main Deck No. 1.

Commander: Mr. Pringle (Rutherford Grammar).

Rutherford Boys' Sch., Newcastle.
Carlisle Grammar.
Ossett Grammar.
Nelson School, Wigton.
Preston Grammar.
Mirfield Grammar.
Birmingham Central.
Bootle, Liverpool.

No. 2 Company (Red).

Main Deck No. 1.

Commander:
Glasgow High.
North Kelvinside.
Uddingston Secondary.
Allan Glen's.

No. 3 Company (Red).

Lower Deck.

Commander: Mr. Goodall (Heriot's).
Edinburgh Academy.
Royal High.
George Heriot's.
Holborn Estate Grammar.
Miscellaneous.

No. 4 Company (Red).

Lower Deck.

Commander: Mr. Montgomery (Watson's).
George Watson's College.

No. 5 Company (Green).

Main Deck No. 2.

Commander: Mr. Kinloch (Greenock Academy).
Dumbarton Academy.
Greenock High.
Greenock Academy.
Hamilton Academy.

No. 6 Company (Green).

Main Deck No. 2.

Commander: Mr. Farrar (Kilmarnock).
Coatbridge.
Riverside, Stirling.
W. Kilbride.
Airdrie Academy.
Wishaw High.
Kilmarnock Academy.
Ayr Academy.
Newton Park.

No. 6 Company (continued).

Royal Academy, Irvine.
Rothesay Academy.
Dunoon Grammar.

No. 7 Company (Green).

Main Deck No. 2.

Commander: Mr. Bain (Elgin).
Selkirk High.
Berwickshire High, Duns.
Galashiels Academy.
Auldirth.
Peebles High.
Montrose Academy.
Milne's Institution, Fochabers.
Arbroath High.
Aberdeen Grammar.
Turriff Secondary.
Aberlour Secondary.
Forres Academy.
Elgin Academy.
Kingussie Secondary.
Stromness Secondary.
Royal Academy, Inverness.

No. 8 Company (Blue).

Main Deck No. 3.

Commander: Mr. Stewart (Morgan Academy).
Dunfermline High.
Perth Academy.
Madras College, St. Andrews.
Bell Baxter, Cupar.
Pitlochry High.
McLaren High, Callander.
Blairgowrie.
Dollar Academy.
Morgan Academy, Dundee.
Harris Academy, Dundee.
Dundee High.

No. 9 Company (Yellow).

Main Deck No. 4.

Commander: Mr. Kingan (James Clark's).
Boroughmuir Secondary.
Preston Lodge.
Dalkeith High.
Bellevue.
Darroch.
James Clark Secondary.
Musselburgh Grammar.
Leith Academy.
Trinity Academy.
Portobello.

INFORMATION APPLICABLE TO 1st CRUISE ONLY.

Embarkation, Monday, 24th July.

The "Neuralia" will lie off Leith. Tenders will leave Leith East Pier at 10.30 a.m. and 12 noon.

All passengers (boys and adults) **must travel by the tender arranged for them** (see special circular), and it is, of course, essential that everyone should arrive in good time.

Special tram cars, connections with the first tender, will leave St. Andrew Square for Bernard St., Leith. There will also be a special train from Glasgow to Princes Station, and thence by tram cars from Charlotte Square to Bernard St., Leith. Full particulars in special leaflet.

Identity cards must be shown on boarding the tender. No visitors will be allowed on board. Ship sails at 1 p.m.

OSLO.

From Wednesday, 26th July at 1 p.m. to Thursday, 27th July, 9 p.m.

Wednesday afternoon. Excursion to woods and skiing slopes of Frognersaeteren (tea obtainable there) and Volks Museum (Viking Ships). Two parties, in reverse order.

Thursday, free day. For Places of Interest see page 24. Private Excursions, e.g., steamer trip among the islands, 2½ hours (fare 2/-). See special Trip Leaflet. **Meals on board as usual.** Return to ship not later than 8.30 p.m. **Roll Call.**

COPENHAGEN.

Saturday 29th July.

Morning: Civic Reception, after which whole party leaves for motor tour of City and environs.

Afternoon: alternatives—1. Elsinore; 2. Tivoli Pleasure Gardens (free admission); 3. Private excursions.

Meals on board as usual. Return to ship not later than 9.30 p.m. **Roll Call.**

AMSTERDAM.

Tuesday, 1st August.

“ Neuralia ” arrives Ymuiden, 5 a.m. All ashore by 8 a.m.
Canal steamer leaves Ymuiden 8.30 a.m., arrives Amsterdam
10 a.m. (no charge).

Visit places of interest. Private excursions.

Packet Lunch in Vondel Park or on Canal boat.

Canal steamer leaves for Ymuiden at 6.30 p.m.

Roll call.

ZEEBRUGGE.

9 a.m. Wednesday, 2nd August to Thursday, 3rd, at 8 p.m.

Wednesday, 2nd. Free Day. Visits to the Mole, Ostend, Knocke,
etc. Bathing. Return to ship not later than 9.30 p.m.

There is a frequent service of electric trains along the coast
in both directions; service approx. 15 mins. Also frequent
trains and buses to Bruges. Particulars of char-a-banc excursions
will be circulated on board.

Roll Call.

Thursday, 3rd August. Whole party excursion by train to Ypres
and Bruges, in two groups, leaving at 8.30 and 8.45 a.m. (no
charge). Return to ship about 9 p.m.

Roll Call.

LONDON.

Friday, 4th August.

Ship due at Tilbury 10 a.m.

Train from Tilbury to St. Pancras due 12 noon. Sight seeing in
London as arranged.

Special trains leave St. Pancras about 9.30 p.m. arriving Edin-
burgh and Glasgow Saturday morning, 5th August.

Particulars in special leaflet.

N.B.—On special request by parents, boys may leave the party at
St. Pancras. It is not necessary for all to travel north by the
special trains, but no responsibility can be accepted otherwise.

CRUISE OFFICERS.

SECOND CRUISE

August 5th to 16th, 1933

COMMANDANT (Red Brassard C.)—A. G. FIELD, Kilburn Grammar School.

ASSISTANT COMMANDANTS (Red Brassard A.C.)—Capt. A. FENTON,
Sir JOHN CASS, Nautical S.; S. B. HARTLEY, Royal Liberty School,
Romford.

COMPANY COMMANDERS (Red Brassard C.C.)—

RED CO., Dr. SUMMERBELL, Oratory School; Capt. R. B. BENNETT,
George Watson's College, Edinburgh.

GREEN CO., C. N. CLOUSER, Taunton's School, Southampton.
H. PETER, Kilburn Grammar School.

BLUE CO., Dr. D. ANTHONY, Kilburn Grammar School.

SECTION COMMANDERS (Red Brassard S.C.)—

H. G. BAXTER,	F. E. CRUICKSHANK,	C. B. BENDING,
B. MORAHAN,	E. W. RHODES,	C. J. FUEST,
W. HARRIMAN,	H. E. GOULD,	A. J. STUART,

ORDERLY OFFICER (Red Brassard O.O.)—S. BURTON.

MEDICAL OFFICERS—Dr. H. H. CRICKITT, L.S.A., L.M.S.S.A.
Dr. E. BRAZAO, L.R.C.P., L.R.C.S. (Edin.).

NURSES—Mrs. H. PETER; Miss L. HARLING.

PADRE—Rev. C. H. HUGHES, St. Andrew's, Haverstock Hill.

TREASURER (Yellow Brassard, T.)—H. G. BURNETT.

CHAIRMAN ORGANISING COMMITTEE (Yellow Brassard C.)—
C. B. THURSTON, Isleworth County School.

HON. SEC. (Yellow Brassard S.)—MAJOR A. L. STEVENSON, Education Offices,
Southampton.

COMPANIES

RED COMPANY.

No. 2 Lower Deck (1-269).

No. 1 Main Deck (270-394).

A. Division.

Company Cmdr., Dr. Summerbell.
Section Cmdrs., Messrs. Fuest and
Bending.

Mr. Fuest

Grinstead.
Finchley.
W.K.C.
Scunthorpe.
Wrexham.

Mr. Bending

Exeter.
Uttoxeter.
Yardley.
Willesden.
Whitland.
Edinburgh.

B. Division.

Company Cmdr., Capt. Bennett.
Section Cmdrs., Messrs. Harniman
and Mumford.

Mr. Mumford

Tonbridge.
Bradford.
Bideford.
Birmingham C.H.
Wakefield.
Newport.
Wallingford.

Mr. Harniman

Birkenhead.
Torquay.
Wimborne.
Wolverhampton.

GREEN COMPANY.

No. 2 Main Deck (395-695).

A. Division.

Company Commander, Mr. Clowser.
Section Cmdrs., Messrs. Baxter and
Cruickshank.

Mr. Baxter

Milford Haven.
Southampton.
Hull.

Mr. Cruickshank.

Hampton.
Barnstaple.
Kidderminster.
East Ham.
Swaffham.

B. Division.

Company Commander, Mr. Peter.
Section Cmdrs., Messrs. Gould and
Morahan.

Mr. Gould

Falmouth.
Chichester.
Romford.
Norwich.

Mr. Morahan

Winchester.
Stockport.
Llandrindod Wells.

BLUE COMPANY.

No. 3 Main Deck, Port and Starboard
Engine Casing, and F. Sitting-room.

A. Division.

Company Cmdr., Dr. Anthony.
Section Cmdrs., Messrs. Rhodes and
Stuart.

Mr. Rhodes (696-785).

Kilburn.

Mr. Stuart (786-842).

Kilburn.
Isleworth.

INFORMATION APPLICABLE TO 2nd CRUISE ONLY.

Embarkation—Saturday, August 5th.

All schools book from home stations to London. In addition, tickets for boat trains must be obtained **in advance** by post from Mr. Milligan, District Passenger Manager's Office, Euston Station, N.W.1.

Fares—St. Pancras to Tilbury. Boys under 16, $1/2\frac{1}{2}$. Boys 16-18, $2/5$. Adults, 1 to 8 boys, $2/5$. Adults in excess, $3/3$.

First Train. Depart **St. Pancras** 3.50 p.m. Arrive Tilbury 4.55 p.m.

Schools :

Chichester	West Kensington	Wimborne
Finchley	Southampton	Winchester
Hampton	Tonbridge	Grinstead
Isleworth	Wallingford	Newport, I. of W.
Kilburn	Willesden	

Second Train. Depart **St. Pancras** 4.55 p.m. Arrive Tilbury 6 p.m.

Schools :

Barnstaple	Hull	Torquay
Bideford	Kidderminster	Uttoxeter
Birkenhead	Llandrindod Wells	Wakefield
Birmingham	Milford Haven	Whitland
Bradford	Norwich	Wolverhampton
Edinburgh	Scunthorpe	Wrexham
Exeter	Stockport	
Falmouth	Swaffham	

Also all adults not attached to schools.

BOYS MUST WEAR COMPANY BADGES.

At Tilbury. All passengers will proceed to Reception Hall. Boys will fall in under companies, acting under direction of company officers. Masters in charge should accompany their boys and hand school embarkation chit to company officer. Schools will embark under the guidance of these officials. All other adults will embark under the direction of the following: 'A' Passengers, Capt. Fenton; 'B' Passengers, Mr. Hartley; 'C' Passengers, Mr. Burton.

Disembarkation. Ship is due 12 noon, August 16th. First train schools (as for embarkation) will proceed through Customs and then to train. Second train party will go ashore when first is cleared by port authorities.

AT OSLO.

Tuesday, August 8th.

Party to be divided into three groups of about 400 each.

Group 1 starts from ship at 8.30 a.m.; Group 2 starts from ship at 8.45 a.m.; Group 3 starts from ship at 9.0 a.m.

Walk to Skillebak, 7 mins., whence by ferries across to Bygdo. Here the Viking ships and Volks Museum are visited in such a way that Group 1 goes first to the Volks Museum and then to the Viking ships. Group 2 takes the Viking ships first and then the Volks Museum. Group 3, Volks Museum and then ships.

Group 1 returns by ferry at 11.45. Group 2 returns by ferry at 12. Group 3 returns by ferry at 12.15.

Lunch on board.

Afternoon. Visit to Frogneraeteren and Holmenkollen.

Group 1 starts from ship at 2.40 p.m.

Walk to National Theatre Station whence by electric railway to Frogneraeteren Station, first car starting at 3 p.m. Group 1 arrives Frogneraeteren at 3.30. Tea.

Group 1 leaves Frogneraeteren 5.45.

Walk to Holmenkollen, where first car leaves at 6.30 and last car at 7.15. The last group will be back on ship about 8 p.m.

Second day. Free for passengers. For places of interest see page 24.

Other tours have been notified.

COPENHAGEN.

Friday and Saturday, 11th and 12th August.

Friday. Provisional.

9 a.m. Whole party leave ship in chars-a-bancs for tour of city and environs. Back on board for lunch 12.30 p.m.

2 p.m. Walk through city to Raadhuis Town Hall for civic reception. Civic ceremony finishes 4.30 p.m. Proceed to Tivoli (Tickets provided by municipality for admission free). All boys report on board by 10 p.m. or as otherwise instructed.

Saturday.

Free admission has been granted to National Museum, Industrial Art Museum, Rosenborg Castle, Thorvaldsens Museum.

Other trips have been notified.

AMSTERDAM.

Tuesday, 15th August.

Morning.

Off ship by 8 o'clock, taking lunch. Seven mins. walk to Canal Steamer. Canal steamer leaves Ymuiden 8.30, arrives Amsterdam 10 a.m. Land behind Central Station, **Pier 12.**

Party divides into groups for tour of city, under guides.

Afternoon.

Excursions as previously notified and booked. Steamer leaves **Pier 12** at 6.30 p.m. for ship.

GENERAL INSTRUCTIONS—BOTH CRUISES.

Health.

No passenger suffering from infectious disease or who has recently been in contact with such may come on board. Headmasters of Schools sending parties are asked especially to satisfy themselves on this point.

Equipment and Luggage.

Boys are allowed only one piece of luggage which must not exceed 22 pounds in weight. Kit bags or rucksacks are preferable to suit cases. If a suit case is brought the boy must also provide a leather strap capable of going round the case and securing it to the rack above his hammock. Equipment should include:

Normal School attire, including School cap for trips ashore, overcoat or mackintosh, change of underwear, toilet requisites, soap and towel, sleeping suit, bathing costume, boot brush. For deck wear pull-over, shorts and rubber soled shoes (iron-shod shoes are dangerous). All articles should be clearly marked with owner's name. Valuable watches, fountain pens, etc., should not be carried. £1 is suggested as sufficient pocket money.

Cabin passengers are advised to carry as little luggage as possible. Evening dress is not required. Each member of the party is entirely responsible for the care of his or her luggage, which should therefore be in an easily portable form. Each package must bear one addressed label outside and one inside in addition to the special label issued for the purpose of indicating the owner's quarters aboard.

Identity Cards and Passports.

Each member of the party will receive an Identity Card. This card takes the place of a passport **and must be carried on the person and shown on demand at each port.** Any member possessing a passport is advised to carry this in addition to the Identity Card.

Discipline and Routine.

All on board are of course subject to the ship's discipline. The conditions of the tour render it imperative that **all regulations must**

be strictly observed in the spirit as well as in the letter by every member of the party.

Daily Orders will be issued by the Commandant from the Orderly Room and these will be posted in various parts of the ship. Each member must make himself acquainted with these, and masters in charge of parties are asked particularly to see that they are understood and obeyed by their boys.

Boat Drill. On the sounding of the alarms both cabin passengers and boys **must immediately proceed to their allotted emergency stations** (see below) **and remain till dismissed.**

Emergency Stations.

- 'A' Cabin Ladies ... Inside 1st Class Music Room.
- 'A' Cabin Men ... Outside ,, ,, (Starboard side).
- 'B' Cabin Ladies ... Inside 1st Class Smoke Room.
- 'B' & 'C' Cabin Men Outside ,, ,, (Starboard side).

Masters in charge of boys will parade with their boys as follows:

Red Company

Port Side, Promenade Deck.

Green Company ... Fore Deck.

Blue Company Aft Well Deck.

Yellow Company, Stbd. side,
Aft Prom. Deck.

Captain's Inspection. This will take place daily. All boys will parade as instructed.

Sentry Duty. A rota of all male cabin passengers will be drawn up in the order in which they will be expected to take their turn of this necessary night duty. Each turn will last two hours, and only one turn will be necessary for each passenger during the cruise. Sentries patrol decks and report to Commandant any occurrence with which they cannot deal.

Smoking. Smoking by boys is absolutely prohibited. Adults are forbidden to smoke below decks, and are reminded that, when smoking on deck, lighted cigarettes must not be thrown overboard as there is a danger that they may be blown back through port-holes. Cigarette ends should be placed in the scuppers and stamped out.

Bounds, etc. The Crew's Quarters and Engine Room are definitely out-of-bounds to all passengers, and at certain times also, when indicated, the Forecastle Head and part of Promenade Deck to all boys.





Perfect recovering from Terra End fog on the Promenade Deck.

Boys are not allowed on the Boat Deck nor in the First and Second Class Saloons. All other deck space is available for boys. Cabin passengers other than those responsible for the boys on board are not allowed on the boys' decks without express authority.

After meals boys will be excluded from the mess decks for such time as may be necessary for clearing up.

Climbing on rails, hatches, boats, etc., is not allowed, and the utmost care must be taken of all ship's property. There must not be any marking of walls or mess tables.

Recreation.

Library. The Ship's Library will be available for cabin passengers. There will be a separate library for boys, consisting of 500 books selected for the purpose. A deposit of one shilling will be required for the first volume borrowed. Sixpence of this will be returned when the last book is returned at the end of the cruise.

Sports. A number of these will be arranged on deck and small prizes will be offered for success in them. Sets of draughts and dominoes will also be available, and from time to time Whist Drives may be arranged. Spare packs of playing cards would probably be found useful.

Music. For Cabin passengers there are the First and Second Class Music Rooms. For the boys concerts will be arranged on the After Well Deck. Singers and pianists are requested to bring music. The "News-Chronicle" has very kindly supplied song sheets.

A Canteen will be opened at specified hours.

Stamps and other typically national souvenirs, if carried, may be found useful for exchange in foreign ports.

Religious Services.

A short service will be conducted on board each Sunday morning. For those who wish, Holy Communion will also be celebrated before breakfast on Sundays on the second Cruise.

Correspondence.

A leaflet showing dates and times of posting to connect with the ship will be issued. To facilitate delivery the Cabin Number should be shown in the address of letters for those occupying cabins. Boys' correspondence should give name of ship, port and school as shown below.

~~Kilburn~~
~~Grammar School.~~

Hugh Hughes

S.S. *Nevalia*

c/o COMPANY'S AGENTS,

Copenhagen

Postage. Letters 2½d. Postcards 1½d.

Only most urgent communications should be addressed to Tilbury as delivery in the short time available for disembarkation will be extremely difficult, if not impossible.

• PARCELS must not be sent to boys or other passengers.

N.B.—See special leaflet for address of Company's Agents.

Watches on Board Ship.

The day is divided into Watches as follows:

12 midnight till 4 a.m.	Middle Watch.
4 a.m. till 8 a.m.	Morning Watch
8 a.m. till noon	Forenoon Watch.
12 noon till 4 p.m.	Afternoon Watch.
4 p.m. till 6 p.m.	First Dog Watch.
6 p.m. till 8 p.m.	Last Dog Watch.
8 p.m. till 12 midnight	First Watch.

A bell is struck every half-hour as many times as there are half-hours of the Watch elapsed.

Thus 8 bells are struck at noon, 4 p.m., 8 p.m., midnight, 4 a.m. and 8 a.m.

Hammock Storage.

Red Company—Nos. 1-260, on Lower Deck; Nos. 270-320, in Band Instrument Room; Nos. 321-400, in Padded Cell !

Green Company—In Hammock Store, 10 hammocks to each bin as labelled for Schools.

Blue Company—Those on No. 3 Main Deck, in racks. Others in Families' Box Room, 10 to each bin.

Yellow Company—Families' Box Room.



DAILY ROUTINE AT SEA FOR BOYS.

Answer Bugles Promptly.

- 6.30 Reveille.
- All Hammocks lashed and stowed before 7.30.
- 8.0 Breakfast.
- 9.30 Sick Bay.
- 12.30 Dinner.
- 5.0 Tea.
- 8.30 Supper.
- 9.30 Draw and Sling Hammocks.
- 10.0 Last Post.
- 10.15 Lights Out.

For Boat Drill, Captain's Inspection, Sports, Concerts, Canteen Hours, Sunday Services, etc., see Daily Orders.



Some find hammocks
a bit loose.



Others complain
about the fit.

Trips Ashore.

On these occasions each School Party will be in charge of its own responsible masters who will arrange for their stay and doings on shore, subject to such general instructions as may be issued, and for their safe return to the ship at the prescribed time. On returning to the ship each master in charge of a party will hand in to the Orderly Room the chit provided for that purpose.

On returning to the ship each night before it is due to sail other adult passengers are asked to sign the passenger list at the place which will be indicated to them.

All members of the party are asked so to behave when ashore that they leave with our foreign friends a good impression of British people. **Boys are especially asked to see that their personal appearance and behaviour leave nothing to be desired.**

Foreign Money and Exchange.

The unit in Norway and Denmark is called the Krone, which is worth about a shilling. Notes of value 5, 10, 50, 100 krone are in circulation. The krone is divided into 100 orë and coins value 10, 25, 50 orë are issued.

The monetary unit in Holland is the Florin, now worth about half-a-crown. It is divided into 100 cents.

The Belgian Franc, now worth about twopence, is divided into 100 centimes.

The relative value of these coins and British money varies, of course, from day to day. The Cruise Treasurer will carry supplies of the different currencies, and opportunities will be given for masters in charge of parties and other adults to exchange British notes for foreign notes to the nearest approximate value. This will usually be done on the evening before arrival at a foreign port where a stay is to be made.

Customs.

A person may bring into this country (as a favour and not as a right) half a pint of perfume and a small quantity of tobacco, cigars or cigarettes, not exceeding half a pound. Almost every article is now subject to a Customs duty.

Lost Property.

Enquiries concerning such should be made at the Orderly Room at stated times. A small charge will be made for property returned, the proceeds to be devoted to Seamen's charities.

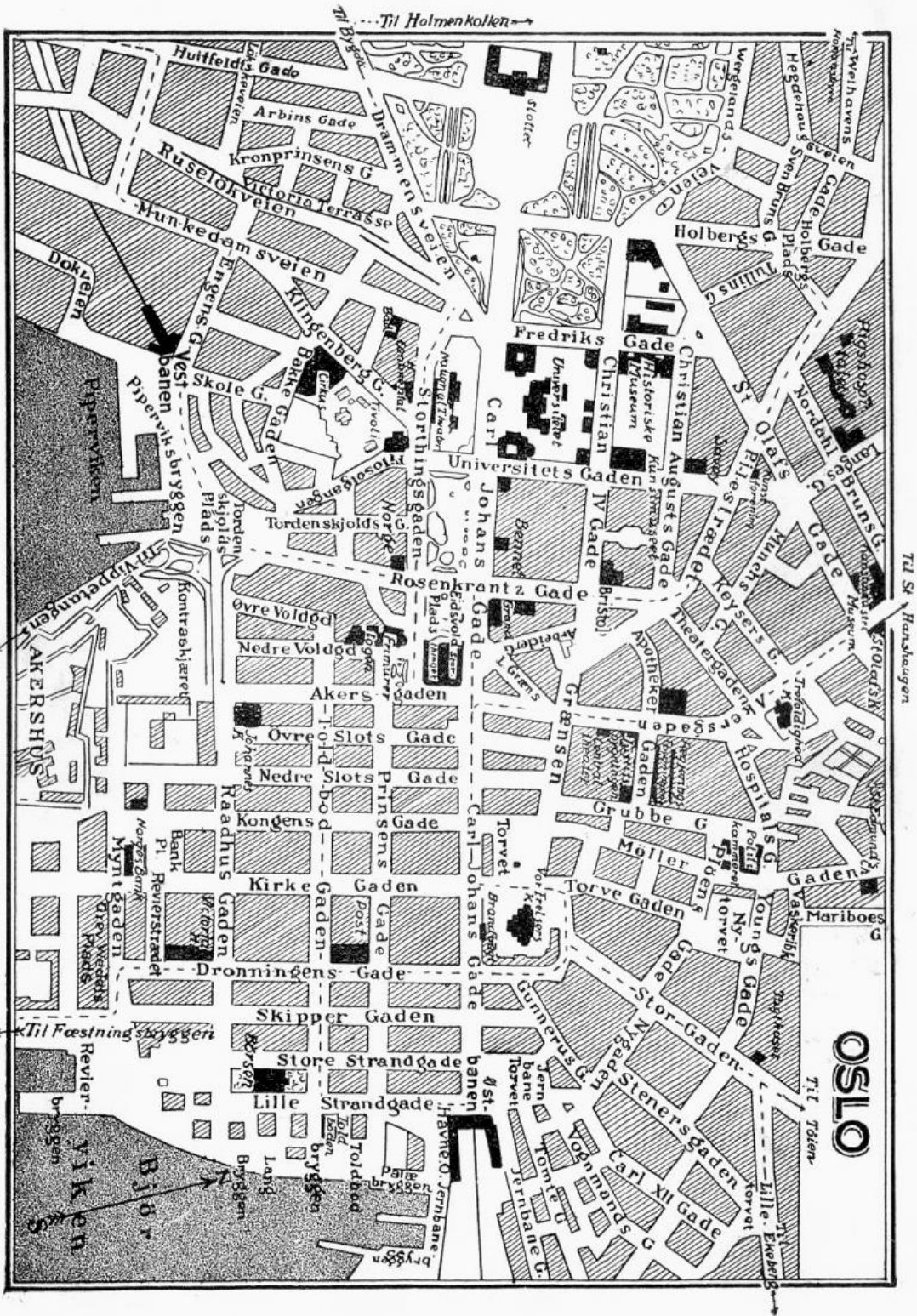
POINTS OF INTEREST ON THE CRUISES.

THE NORTH SEA.

This is one of the great fishing grounds of the world, and in crossing it fishing boats of all the surrounding countries will probably be noticed. Most of the Sea is very shallow, especially over the Dogger Bank, where depths of less than ten fathoms have been sounded. These parts are richest in fish, especially those such as plaice, sole and turbot, which are caught in large quantities by the "trawlers" from Grimsby, Hull, Aberdeen, Yarmouth, Lowestoft and many other British and foreign ports. Enormous shoals of herrings are caught mainly by the smaller "drifters" in the areas nearer the coasts. The fishing fleets often remain at sea for considerable periods, their catches being collected daily and returned to the ports by fast steam "carriers." Along the Norwegian coast, extending into the Skagerrak, is a deep trough where soundings of over 2,000 feet have been made.

The tides of the North Sea are very complex, owing to one branch of the main Atlantic tide sweeping into it between Scotland and Norway, while that from the English Channel comes in through the Strait of Dover. In parts these re-inforce each other, giving strong tides, as in the mouth of the Thames, while in other parts of the North Sea they neutralise each other, giving rise to very slack tides, as off the Scandinavian coasts. During the crossing of the North Sea observant passengers may note the various methods used to determine the ship's position when out of sight of land. The use of the log line from the stern and the sextant observation of astronomical objects by the ship's officers may be noted and those interested will probably find opportunities to have these methods of navigation explained to them.

Timber ships from the Baltic, flying the flags of Norway, Sweden, Finland, Russia and Poland will probably be noticed, as will Danish and Dutch vessels laden with dairy produce. We may even catch a glimpse of one of the great Atlantic liners carrying the flag of Germany or the United States, or of a Dutch liner outward or homeward bound from the Dutch East Indies. In passing from the North Sea into the Skagerrak we shall be passing over the scene of the greatest naval battle of the Great War where off the coast of Jutland in May 1916 the British Grand Fleet under Admiral Lord Jellicoe encountered the German High Seas Fleet,



Scale : about 6 in. to 1 mile.

By courtesy of Messrs. Bennett's, Oslo.

under Admiral von Scheer, both sides suffering enormous losses of ships and men in a running action that lasted a whole day and night.

It was also across the North Sea, of course, that came the Jutes, Angles, Saxons and Danes, to raid our British coasts and to colonise our land in far off days, and we shall be reminded of these stirring times when we see the old Viking ships at Oslo. Happily these days of strife are passed, we hope, never to return, and we believe that cruises such as ours can do much to bring about a lasting peace between the peoples on both sides of the North Sea.

OSLO FIORD.

This is the approach to Norway's capital city. Although it has not the steep sides and great depth of the western fiords it is like them, of glacial origin. The many tree-covered islands dotting the fiord are favourite residential resorts especially in summer. In winter it is icebound for three or four months. There is little tide and the largest vessels can approach the open quays of Oslo, which is the chief commercial and manufacturing centre of the country. Its factories are supplied with power from a large hydro-electric station in the Glommen valley, which extends inland to the north-east. Owing to the mountainous character of the country much of its local trade is carried on by small coasting vessels, many of which will be seen loading and unloading at the quays in the harbour. Fine views of the fiord will be obtained on the excursion by electric railway to Holmenkollen and Frogneraeteren.

The ship will berth in the harbour just below the South-West corner of the map (page 22) at the end of the street called Munkedamsveien, which leads to the centre of the city.

The city of Oslo was founded by Harold Hardrada on the pine clad slopes bordering the Alna river underneath the Ekeberg—the hill on the right as you sail into the harbour—just where the traffic from the fertile corn lands of East Norway most easily reaches the Western Ocean. About the year 1300 Haakon the Fifth built the fortress of Akershus on the hill opposite.

The old Oslo on the Ekeberg hill was burnt out in the great fire of 1624, so Christian the Fourth, who was then king, built a new town, protected by the guns of the Akershus fortress. This fortress was called after him, Christiania. For three hundred years the capital of Norway kept this name, but in 1924 the town of Christiania, which had now grown so large that it included the old Oslo

district, gave up its name and adopted once more the name of Oslo, thus reforging a link with the Oslo of Viking days.

To-day the town in the pine woods beneath the hill is a city of busy commerce and 381,000 inhabitants, over a tenth of the population of Norway. It will make its appeal in different ways to different minds. Those who love art and architecture will find interest in the National Gallery, the Museum of Applied Art and the Society of Domestic Industry. The historically minded will find more than sufficient pleasure in visiting the Akershus Palace, the Armoury, the Ethnographical Museum, the Town Museum, the Historical Museum of the University with the Oseberg Hall on the Second Floor, the Viking ships at Bygdoy, the Folk Museum in the same locality, and the Zoological and Geological Museums at the North East end of the town. Besides these latter places geographers may desire to see the ski museum at Frogneraeteren, replete with souvenirs of Amundsen and Nansen, the great polar explorers.

Frogneraeteren, which lies about six or seven miles from the centre of the town, is best reached by electric train from the underground station near the National Theatre. The view on a fine day through the railway carriage window is beautiful beyond words, as the train threads its way through the glades of the deciduous and the coniferous forest, the blue waters of the fiord peeping through from time to time. The restaurant on the top of the hill is well worth a visit if only to see an old-time Norwegian dwelling and some national costumes. Near by is the Ski Museum and close at hand the famous ski jump, world famous through the February winter sports, so often photographed for the films. After a ramble through the woods the return visit may be made by train, or good walkers may prefer to walk back through the woods (2 hours) by the Voksenkollen road. The way is mainly down hill and affords magnificent views over the fiord.

Those who are only moderate walkers or who prefer to travel by tram can obtain a very fine view of the harbour from the restaurant on the Ekeberg hill, to the east of the harbour. This excursion can be highly recommended to any who find their time strictly limited.

Places of Interest in Oslo.

Akershus. Castle.

The Viking Ship. Near the Norsk Folkmuseum at Bygdo. Open weekdays except Monday, 11-3. Sundays, 12-3. Admission free to "Neuralia" parties on first day.

Oseberg Collection, in the Historical Museum of the University in the middle of the town. Open 11-3. Free.

National Gallery and Sculpture Museum. In centre of Town beyond University. Open 12-3 and 5-7. Admission free.

The Art Union. Fine collection of paintings. Open 9-4. Price 1 krone (1s.)

Blomquist's Exhibition of Paintings. Open 9-4. Price 1 krone (1s.)

House of Parliament (Stortinget). Admission on application to caretaker.

The Society of Domestic Industry. (Husfliden). Exhibition and sale of Norwegian wood carvings, embroidery and other domestic industry.

Zoological Museum. On outskirts of town to N.E. Open, Tuesday and Friday, 1-3, free. At other times, 50 öre (6d.)

Bathing Station. On Bygdo, reached by ferry near ship's berth.

The main street of the city, Carl Johans Gade, extends for three quarters of a mile from the Royal Palace (Slottet) at the western end, to the Eastern Station (Ostbanen) at the other. Halfway in between, on the south side, is the Parliament House (Stortinget) of Norway.

THE KATTEGAT AND THE SOUND.

These are the waterways leading from Oslo to Copenhagen and connecting the North Sea with the Baltic. About half way down the Kattegat on the port side lies Gothenburg, the chief commercial port and shipbuilding centre of Sweden. From the mouth of the Gota River, on which the city is built, a ship canal extends across the country to Stockholm, the capital. The entrance to the Sound between the Danish island of Zealand and Sweden is only three miles wide and it was the control of this important link between the Baltic and North Seas which built up the wealth of Copenhagen in the Middle Ages. At the entrance on the Danish side stands the old castle of Kronborg, the Elsinore of Shakespeare's "Hamlet." On the ramparts overlooking the sound the unhappy Prince of Denmark had his first encounter with his father's ghost. The little island of Ven, halfway between Helsingor and Copenhagen was the scene of the labours of Tycho Brahe, the famous Danish astronomer of the 16th century.

COPENHAGEN.

(For map kindly provided by Dansk Rejsebureau Copenhagen see inside back cover.)

Copenhagen, "the Merchants' Harbour," was founded before the Normans conquered England. In 1167 Bishop Absalon, whose name is often met with by the traveller in Copenhagen to-day, built a stronghold near the harbour which might serve as a base for the Danish fleet in its operations against the Wends. The ruins of the stronghold of this warrior bishop may still be seen below the present Parliament House, at Christiansborg Castle. Beneath the walls of his fortress the small town of Copenhagen grew up, a mere handful of fisherfolk and peasants; this was the lowly beginning of the great trading city we see to-day.

War and pestilence have left their marks upon Copenhagen more frequently and more deeply than upon most capitals, but in spite of all, Copenhagen has arisen, Phoenix like, from its ruins time and time again, once more to reap the harvest of the sea. Of the medieval town few traces now remain, but we may note that since 1445 it has been the usual residence of the Kings of Denmark and since 1479 has been a University city.

Yet until the reign of Christian IV in the time of the Thirty Years' War Copenhagen was undistinguished enough. He it was who undertook the fortification, extension and embellishment of the town. The Rosenborg Castle, the Royal Stock Exchange, and the Round Tower still remain as examples of his work. After his death the city made little progress. The British bombardment of 1807 set back the town for thirty years and it was not until the latter part of last century that Copenhagen was able to stand up against its German rival, Hamburg, in the struggle for the trade of the Baltic and of North Germany. Since 1867, however, the town has progressed by leaps and bounds. It has lost its military character and has become a great entrepôt. On every hand to-day we see evidence of the change in the prosperous shops, the busy wharves and the neat dwellings which house so happily the large and prosperous working population. For Copenhagen is distinguished among European capitals by the democratic nature of its people and of their homes. Its municipal dwellings, and hospitals (at which patients pay only 1.20 Krone per day), its Home for the Aged Poor, and the large part of its annual income which is spent on social services are evidence of a strong and healthy democratic spirit.

The port is one of the busiest in the North. Five million tons of shipping enter it each year and 5½ million tons of goods are imported or exported. A note-worthy feature of the town is the large use the inhabitants make of bicycles, more than 350,000 being in use. So important are they as a means of transport in this flat land that many of the large streets of Copenhagen are provided with special bicycle tracks, while on the Shore Road in summer, cycles are so numerous that motorists are advised to choose other routes for reaching their destination !

The "Neuralia" will berth in the Vestbassin of the Free Port shown in the north-east corner of the map (inside back cover) the scale of which is about 5 inches to the mile.

The cheapest and easiest way of seeing the most interesting places in Copenhagen is by tramcar. Cars stop at the Permanent Stops and at the Ordinary Stops (Fast Stopped and Stopped). The fares are 15 orē for a ride on one line (ask for "ligeud"); 20 orē for a transfer ticket enabling you to transfer to a second line (ask for "Omstigning til linie"). Omnibus tickets cost 5 orē extra and there are special rates on line 14 beyond the city.

The most interesting lines for tourists giving a bird's eye view of the town at minimum expense are as follows (see map) :

Line 1.—Central Railway Station—Townhall Square—Christiansborg Palace—Kongens Nytorv—Ostbanegaarden—Hellerup.

Line 2.—Bronshøj—Galthaabsved—Raadhuspladsen—Christiansborg Palace—Christianshavn—Sundby.

Line 9.—Zoological Garden—Jagtvej—Langeline—Ostbanegaarden—Kongens Nytorv—Christiansborg Palace—Amager—Langebrogade—Vesterbo—and back to the Zoological Garden.

Line 11.—Ostbanegaarden—Bredgade—Kongens Nytorv—Stroget—Town Hall Square—Fredericksberg Alle.

Line 14.—Tivoli—Farimagsgade—Hellerup—Klampenborg.

The North Sealand Tramlines (Nordsjællands Sporveje) continue line 14 beyond the municipal boundaries by the famous Strandvej or Shore Road to Klampenborg (time for journey, Townhall Square to Klampenborg, 45 minutes each way).

Taxis are of two kinds, "large," to seat four persons, and "small," distinguished by a yellow band—to seat three. The official fares are, for large taxis 36 orē per kilometre within the city, plus 40 orē ground rate. Waiting time, 10 orē for two minutes. Taxis may be ordered by telephone from anywhere (Central 9001). Drivers who speak English bear emblems with English colours.

Places of Interest in Copenhagen.

(For some of these, free admission will be granted to "Neuralia" passengers. See Daily Orders).

- The Amalienborg Palaces.** Residences of King and Royal Family.
- The Botanical Gardens,** Gothersgade, Noerrevoldgade. Open 7 a.m. to sunset, free.
- Christiansborg Palace.** The fourth palace on the site, built 1907, underneath are ruins of Absalon's Castle.
- Parliament House.** Open every day when Parliament is not sitting. In the lobby between the Lower (Folketinget) and Upper House (Landstinget) stands the silver casket in which the Constitution of the country is kept; the portraits on the walls are those of leading politicians.
- The Cathedral** (Church of Our Lady) Noerregade. Classical style. Built at beginning of 19th century on site of Absalon's church. Within is Thorvaldsen's masterpiece, the statues of Christ and of the Twelve Apostles. Open, 11—5. Admission, 50 orë. Other interesting churches are the Church of Our Saviour (Vor Frelsers), the Marble Church, Holmens Cathedral (once an anchor smithy), and the Grundvig Cathedral.
- Langlinie.** The beautiful harbour promenade of Copenhagen, near the Citadel. Note the statues and the Citadel Church, built 1703-4, also the English Church, St. Alban's.
- Royal Library,** Proviantgaarden. Contains more than a million volumes and many rare books. Reading room free, 9—7. View from Library garden one of best in Copenhagen.
- Police Court,** Polititorvet. Modern style under classical influence. Oval courtyard with its columns and the Hall of the Director of Police are interesting architecturally. Note memorial tablet to Romer, 1644—1710, who first measured the velocity of light.
- Round Tower,** Kobmagergade. Built by King Christian IV as an observatory. Open 10-5. Price 25 orë, children 10 orë.
- The Royal Stock Exchange** (Borsen) Borsgade, near Christiansborg Castle. One of the most beautiful buildings in Copenhagen. Built by King Christian IV, 1623—42. Admission: 12.45-3.15 free; after 2.50, 25 orë.
- Tivoli.** An amusement park opened in 1843—set the fashion for the various Amusement parks of Northern Europe—the home of the classical pantomimes portraying Pierrotte, Harlequin and Columbine. Admission: 60 orë; children 30 orë. On Saturday, 1 Krone; children 50 orë.

- The Town Hall.** Built in the national Romance style in 1894—1905 by Martin Nyrop, is modelled on a rich burgher house. The Banqueting Hall and the Reception Hall are noteworthy. Many of the details and pictures have historical interest. Tower 105 metres high. Open 10 to 3 free.
- University, Frue Plads.** Founded 1479. Has about 5,000 students. Great Hall with paintings from the history of the University may be seen by applying at lodge.
- Dansk Folkmuseum, Bredgade 66.** Folklore. Open 11-3, price 50 ore.
- Rosenborg Castle.** The chronological collection of the Danish kings at Rosenborg is one of the most remarkable in Europe. The chief treasures of the Danish sovereigns from the days of Christian IV to modern times are tastefully set out in rooms which the monarchs have personally arranged for the purpose. The Crown Jewels, Venetian glass, Persian rugs, beautiful gold and silver work are the most striking exhibits. Open daily 11-3. Admission, 2 Kroner; children 50 orë.
- Den Hirschprungeske Samling, Stockholmegade.** Fine Danish art collection. Open 2-5, free.
- The National Museum.** Prinsens Palae, Fredericksholms Kanal, 12. Prinsens Palae, built 1743-44, contains the Danish collection of national antiquities, from runic stones and flints to weapons and other souvenirs of the Middle Ages. There are also Ethnographical and Numismatic Collections. Collection of Antiquities, Friday, 2-4, free. Danish Collection, daily, 1-4, free. Ethnological Collection, weekdays, 10-1, free. Numismatic Collection, Friday, 12-2, free.
- Ny Carlsberg Glyptotek, Dantes Plads.** These collections are maintained by part of the profits of the Carlsberg breweries. They consist of collections of sculpture, mainly Scandinavian and French in the Old Building, and a famous collection of classical and ancient antiquities in the New Building. The Roman and Greek portrait collection is one of the largest in the world. The Roman banqueting hall, with its beautiful mosaic floor is well worth a visit. Admission, daily, 10-4, 1 Krone; Sunday and Wednesday, free.
- The State Museum of Art, Solvgade.** Denmark's largest picture gallery. Rembrandt School, Rubens and Jordaens, are especially well represented. Open daily, 10-5, free (except Monday).

Thorvaldsens Museum, Slotsholmen. An impressive Mausoleum round the tomb of Thorvaldsen, the great Danish sculptor, whose work it contains. Open daily, 10-3, 1 Krone. Sunday, Wednesday and Friday, free.

THE KIEL CANAL.

This was constructed by Germany to facilitate communication between her Baltic and North Sea coasts and it is now free for peaceful traffic to all nations, dues only being charged sufficient to pay for pilotage, maintenance and improvements. As it provides the shortest, cheapest and safest passage between the two seas it is being increasingly used, over 50,000 vessels passing through it annually. From Holtenau, the entrance in Kiel Bay, to Brunsbüttel, the exit in the Elbe estuary, is 53 miles. Vessels proceed slowly under their own power, and under the direction of a canal pilot.

THE NORTH SEA CANAL.

This ship canal links Amsterdam with the North Sea at IJmuiden. Its north entrance lock is the largest in the world, exceeding those of the Panama Canal, and ships can enter at all states of the tide. The canal is electrically lighted for night navigation. It is about 15 miles long and we shall make the trip to Amsterdam on one of the large canal steamers. The first mile or so is through low dune country, but after that is passed the canal runs between artificial embankments, as the surrounding country is below sea level, having been reclaimed. The reclaimed "polders" are devoted to farming and to the south lies the famous bulb-growing region of Holland. As the city is approached, large docks for the storage of timber, oil and other merchandise will be noted alongside the canal. The water in front of the quays at Amsterdam is the river IJ (pronounced "I.")

AMSTERDAM.

This is the largest city, and commercial capital of Holland, having about three quarters of a million inhabitants. It takes its name from the dam built across the river Amstel to control flood waters when the site of the present city was undergoing reclamation from the sea. The central point of the city is still called Dam, and the Damrak, with its continuation southwards called Kalvar Straat, named after the old Calf Market, form the business centre of the

city. All houses in Amsterdam are built on piles, which are the most expensive factor in house building in the city. The Royal Palace on the west side of Dam stands on no less than 14,000 piles, some of them eighty feet long.

The city is threaded by a large number of parallel canals or Grachts, which together with the radiating streets divide it into rectangular blocks of residential quarters and business premises. Between the Central Station and the Amstel shown on the map, lies the famous Jewish Quarter, with its quaint, crowded, narrow streets in striking contrast to the other residential parts of the city along the Heeren, Keisers and Prinsen Grachts. The Jewish Quarter is the centre of Amsterdam's famous diamond-cutting industry, where the Koh-i-noor and Cullinan diamonds were fashioned for the British Crown. It is more famous, perhaps, as the home for many years of the world famous painter Rembrandt, many of whose great works, including the celebrated "Night Watch," painted in 1642, will be seen in the Rijks Museum or National Gallery.

Arrangements have been made for guides to conduct parties through the city to the Rijks Museum before lunch. In the afternoon parties can view other parts of the city or take part in one of the excursions, particulars of which have already been circulated. Tramlines numbered 1, 2, 4, 5, 8, 9, 11, 13, 16, 17, 19, 22, 24, 25 all lead back to the Central Station, behind which lies the Quay from which the steamer leaves for IJmuiden.

Amsterdam's Zoological Gardens, and especially its Aquarium, are famous, and in the docks may be seen shipping from all parts of the world, and large barges from many parts of central Europe to which it is linked by rivers and canals.

See Map on page iii of cover.

ZEEBRUGGE.

The name of this port means "Bruges-on-Sea" and it is connected to that famous old city by a ship canal about six miles long. The entrance to the canal is protected by a long breakwater or "Mole," which was the scene of one of the most daring British naval exploits during the Great War. The Canal, being used for a submarine and destroyer base by the enemy, it was decided by Admiral Keyes to block it completely by sinking some old ships in the entrance. This was successfully accomplished in the evening of St. George's Day, 1918, while men from the "Vindictive," "Daffodil," and "Iris" engaged the enemy's attention by land-

ing upon the Mole in the face of a terrific fire. A memorial to those who lost their lives in this attack will be seen on the Mole. Zeebrugge is also the terminal port of the train-ferry service from Harwich.

BRUGES.

This glorious Belgian city of the Middle Ages was at the height of its power in the 14th and 15th centuries, when its population exceeded 200,000, and it was a great centre of commerce and art. But with the silting up of its harbour its trade declined, and in spite of the modern ship canal it has never recovered its mediæval importance. But its fine old Cathedral and Town Hall, and above all its magnificent Belfry, together with its peaceful canals and quaint backwaters give a glimpse into the past which attracts visitors from all over the world.

YPRES.

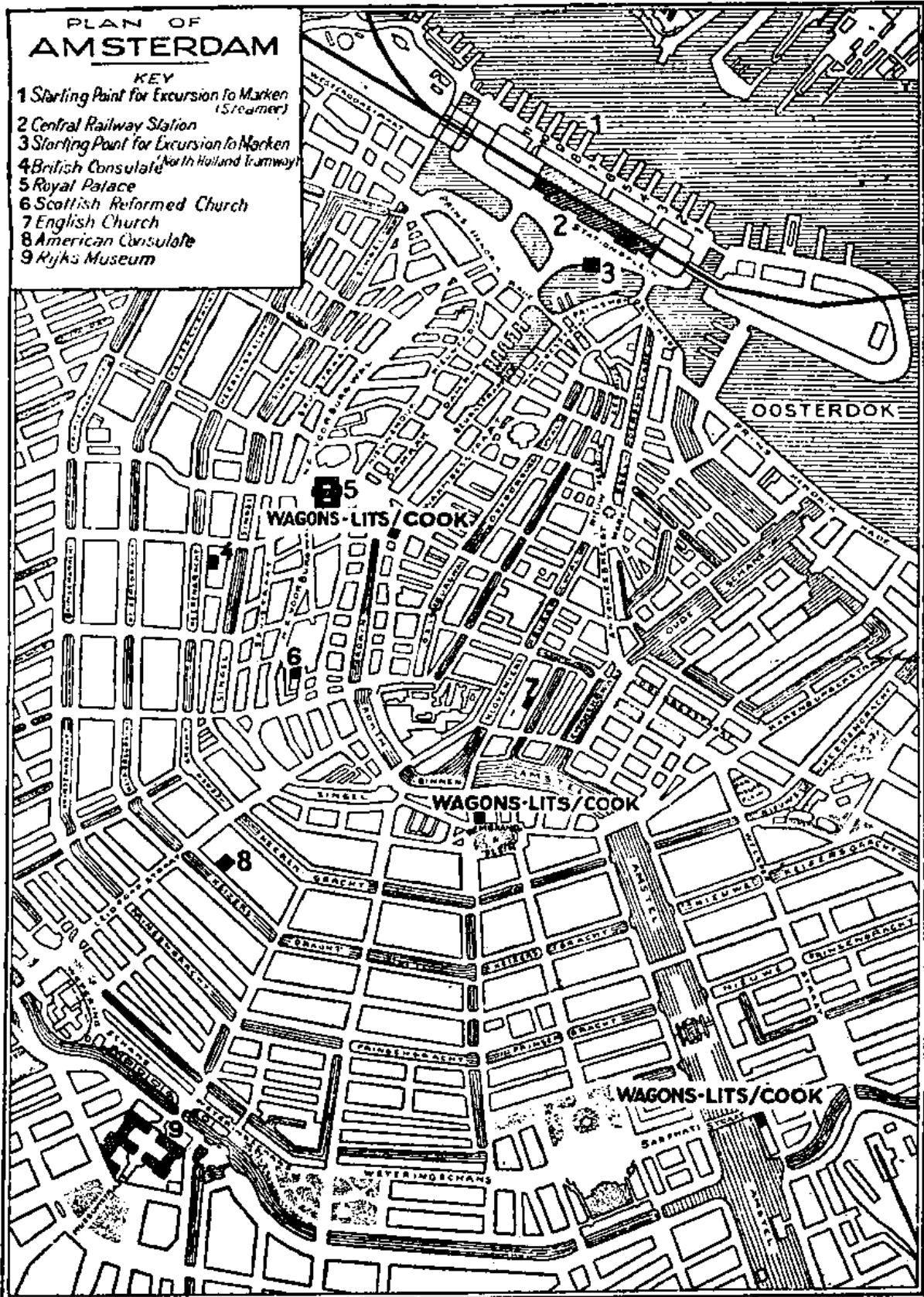
This is another famous mediæval city, the metropolis of the Flemish weavers of the Middle ages. Its most famous building is the thirteenth century Cloth Hall, which suffered severely from many bombardments in the Great War, but which has since been reconstructed. During the war it was the centre of the great " Ypres Salient," the big bulge in the German trench lines which the enemy failed to straighten out in spite of the four most terrific battles of the war. The Salient is the last resting place of over two hundred thousand British soldiers, to whose sacrifice many military cemeteries and the great memorial of the Menin Gate bear sad and silent witness.

See Plan on page ii of cover.

PLAN OF AMSTERDAM

KEY

- 1 Starting Point for Excursion to Marken (Steamer)
- 2 Central Railway Station
- 3 Starting Point for Excursion to Marken (North Holland Tramway)
- 4 British Consulate
- 5 Royal Palace
- 6 Scottish Reformed Church
- 7 English Church
- 8 American Consulate
- 9 Rijks Museum



By courtesy of Messrs. Thos. Cook & Son Ltd.

Scale : about 3 in. to 1 mile.

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