



1041, CARISBROOKE CASTLE, I.O.W.

R. H. Olesen

SPLIT HEAD

SOLENT

To Southampton

To Portsmouth

RYDE

Alum Bay

The Needles

FRESHWATER

Weymouth

Tolpuke

NEWPORT

Carisbrook

Castle

SANDOWN

SHANKLIN

VENTNOR

ALTON

Blackgang Chine

St. Catherine's

Point

Culver Cliff

Bembridge

Foreland

Brading

FOREWORD.

You are going to spend ten days on the Isle of Wight. Probably you've never been there before; perhaps you've never been to camp before; in either case you've a lot of fun in store. But these ten days will go very, very quickly.

The object of this book is not to provide you with a guide to the Island, there are plenty of them already, but to help you to get the absolute maximum of enjoyment out of the time you have there.

If you read it carefully it will:-

- (a) give you information about the camp that you must know.
- (b) give you information about the journey and district that you should know.
- (c) suggest things to do both before you go and while you are there.
- (d) make a very good souvenir of what we all hope will be a holiday to remember.

Read it. Use it. Keep it.

ROUTINE - REGULATIONS - INFORMATION.

1. POSTAL ADDRESS.

Cambridge Central School Camp
at/ Nine Acre School
NEWPORT.
Isle of Wight.

2. TELEPHONE.

Newport (I.O.W.) 2984.

3. DATES.

Wednesday August 5th. to Friday
August 14th. inclusive.

4. DAILY TIMETABLE .

Reveille 7.15 a.m.

Breakfast 8.0. a.m.

Kit Inspection 9.0. a.m.

Either:-

Picnic lunch

Dinner 6.30. p.m.

Cocoa 8.30. p.m.

Bed by 9.30. p.m.

Or:-

Dinner 1.0. p.m.

Tea 4.30. p.m.

Supper 8.0. p.m.

Absolute silence at 10 p.m. This is the
most strict rule of the camp, and will be
rigidly observed.

5. ORDERLY DUTIES.

Each day there will be six orderlies on duty. They will be given their jobs when we see what help is required. They will probably lay the tables for all meals, give whatever help is wanted with serving, clearing away, washing up. No boy will miss an important excursion through being on duty.

All the occupants of each classroom used as a dormitory will be responsible for keeping it clean and tidy.

6. TIDINESS.

All members of the party will at all times be responsible for preserving the tidy appearance of the school area, and for avoiding litter wherever we go. This is not so much a camp rule as a matter of pride in our reputation.

In particular you will notice that the school we are using is a beautiful new building.

The walls and polished floors are in perfect condition. Obviously we must leave it as we found it, and the greatest care must be taken to avoid marking the walls and floors in any way. Near the entrance hall are lockers in which you must keep a pair of slippers. These are the only footwear which will be permitted inside the building.

7. DISCIPLINE.

There are only two offences that you can commit.

- (a) To break one of the few but essential camp rules.
- (b) To cause inconvenience, discomfort or embarrassment to others. You won't do any of these things, of course, if you are thoughtful, sensible, and above all remember that we have come here to have a happy care-free holiday. We hate saying 'don't', just as you hate hearing it, but here are a few 'Don'ts', that may not always be obvious
 - DON'T throw stones anywhere, any time.
 - shout near houses or in vehicles
 - risk a wetting or an injury just to show off.

8. MONEY.

Mr. Parker will be in charge of the bank. Let him take charge of all your money and he will issue it to you daily as required.

9. LEADERS.

Notice the change of title. Help Mr. Livingstone, Mr. Annely, Mr. Giles, Mr. Langford and Mr. Parker to forget for ten days that they are 'schoolmasters'. They are there to organise things for you. But remember - they rely on your co-operation.

10. IF YOU FEEL UNWELL.

If you feel unwell tell one of the masters at once. He will attend to you, or if necessary take you to a doctor. Even a small cut or scratch should be attended to at once if it is to heal quickly. Blistered feet will need equally prompt attention.

11. TRAIN TIMES.

Forward:-

Cambridge 8.54 a.m.
Newport 3.6. p.m.

Return:- Newport 10.38 a.m.
Cambridge 5.18 p.m.

There will be reserved accommodation for both journeys and a substantial Snack Box Lunch will be provided.

GOOD CAMPERS.

1. Boys who are determined to enjoy every minute of their time in camp.
2. Boys who are determined to do ~~nothing~~ nothing to spoil the enjoyment of others.
3. Boys who have the intelligence to see that making it a point of honour not to break camp rules is the same as Numbers 1 and 2.
4. Boys who can smile and whistle on a wet morning as cheerfully as when the sun is shining.
5. Boys who regard orderly duties as fun.
6. Boys who, when they see a job that needs to be done, get on with it before they are asked to do so.
7. Boys who instead of telling everyone how things ought to be done, SHOW them.
8. Boys who are man enough to attend for themselves to minor casualties such as scratches, blisters and bruises; or to get macs, shoes and towels dry the moment this becomes necessary.
9. Boys who, when on a ramble, don't try to show how tough they are by streaking on ahead, and holding up the party while they continually return from taking the wrong direction.
10. Boys who, when tired on a ramble, don't get on everybody's nerves by enquiring every few minutes, 'How much further is it? When do we have lunch?

All this, and much more, can be put into five words

BOYS WHO ARE GOOD CAMPERS.

WHAT TO TAKE WITH YOU.

5.

When packing, bear in mind that the bulk of your kit, that is a full kit-bag or strong suitcase, will be sent in advance to make travelling easier for you. This should not contain anything breakable or anything, e.g. bathing trunks, which you might want during the week before camp. You will therefore want, in addition to the kit-bag or suitcase, a smaller case or, preferably, a haversack, to carry with you on the journey. The latter would be most useful for carrying your mac, bathing gear, camera and sandwiches when out on an excursion.

These are the essentials:

1. BLANKETS - if full-size, and cleverly used with blanket-pins, TWO will do for a small-to-medium boy; a big boy will need THREE.
2. SHEETS - ONE will do: a sheet sleeping-bag is better; if you don't mind being tickled to sleep you can leave this out.
3. PALLIASSE- if you have one; if not, a large light sack will do; if you can't get one, we shall hire some. The idea is to fill the sack with straw and use that, on the floor, as your bed.
4. MAC - or (better still) CYCLING CAPE. With your name on, please.
5. BOOTS OR STOUT SHOES which will stand up to scrambling over rocks and getting wet.
6. GYM-SHOES or SANDALS or SLIPPERS for use solely indoors. The school is a brand-new one with polished floors, on which you will NOT walk about with nailed boots or muddy shoes. You really want THREE sets of footwear then: 1. indoor, 2. outdoor, 3. travelling.
7. PYJAMAS.
8. TOWELS - TWO, one for toilet, one for swimming.
9. SHIRTS - one on; at least one spare.
10. UNDERWEAR - one clean set on to start; one set spare
11. SOCKS - at least two spares.
12. HANDKERCHIEFS - as many as you need
13. BATHING TRUNKS - fur-lined, of course. I know that's last year's joke, but we may get last year's weather.
14. SOAP
15. TOOTHBRUSH & PASTE.
16. COMB.
17. SHORTS or KNOCKABOUT SLACKS.

These are non-essentials but highly desirable:-
 WRITING-MATERIALS, SOFT BALL, CARDS, TRAVELLING
 CHESS-SET, CAMERA, BOOK.

Then there are those things which I have forgotten, but NOT, definitely NOT catapults, coshes, dangerous knives, dirty knees, tame mice, or little sister.

ON THE JOURNEY we think you would do credit to us and to yourselves if you wore the School cap and blazer.

Carisbrooke Castle.

Most ancient castles which you visit are so ruined that it takes a good deal of imagination to get an idea of what the original was like. Carisbrooke is different. Although there has been a fortification here since Roman times, and a castle is mentioned in the Domesday Book, it has been lived in up to modern times. The owners sold it to the Crown in 1293 (and that's some time ago) and it has been the residence of the Governors of the island. Since it was built a good deal of repair has been necessary of course, so the present castle, like the famous hymn book, is ancient and modern. In spite of this it gives a very good idea of a medieval castle. Moat, gatehouse, courtyard, living apartments, keep (a castle within a castle as a second line of defence) water supply in case of siege - they're all here.

Two things will interest you particularly. First it was here that Charles 1st was held prisoner before being taken to London and beheaded. If history isn't your strong subject it will make your visit more interesting if you read up the Civil War period. By the way, when you plan an escape from prison be sure to check the width of the bars you will find in the window with your own width, and make sure that the former measurement is the greater. Charles forgot to do this with disastrous results. You'll see the window and be told the details. The second thing of special interest to those of you who have read Moonfleet is the well in which the famous jewel was hidden. You'll see the well and the donkey wheel in full working order. The well is 161 feet deep and the water has an average depth of 40 feet. The wheel is made of oak, and the beam of chestnut. The present wheel was made in the year of the Armada. The age of the donkeys? Now that's the start of a lovely argument.

Once again we do not propose to describe for you the first part of the journey from Cambridge to London. If it is not already familiar to you it will become so before long.

We really begin, then, at Waterloo. Not much scope for "spotters", because most of the old "Southern" had been electrified before nationalisation, and all the main line trains are electric. Our train leaves at 11.50. You can check the time by Big Ben about a minute later if you look out on the right. That is Lambeth Bridge, the next one is Vauxhall Bridge. Battersea Power Station looms up above you like a double barrelled space gun. You should see a few locomotives between here and Clapham Junction, a mile ahead. Here we branch off south-westwards to Wimbledon, New Malden and Surbiton, where you may get a last glimpse of the Thames. You will have noticed the almost complete absence of factories. This sector of London is wholly residential, and the route we are taking is the shortest way to the countryside. Once through Surbiton (15 miles) we are clear of even the suburbs, and it is a rural landscape all the way.

Soon after Weybridge look out on the left for Brooklands Motor Track, also a flying ground. Just beyond Woking we turn due south, whilst the main Basingstoke - Southampton line goes straight on. We are approaching GUILDFORD, our first stop. The Hog's Back, part of the North Downs, is visible away on the right. After leaving Guildford a tunnel takes us through a spur of the Downs. This is one of the prettiest parts of the charming county of Surrey. Next comes Godalming, then, 10 miles further on, Haslemere. That hill to the South is Blackdown Hill; it is the nearest thing to a mountain that we shall see this year, being 918 feet high. For a short distance we cross the Sussex border, and soon enter Hampshire. We stop again at PETERFIELD, with less than 20 miles to go. Away to the east stretch the South Downs. The rest of the journey is through more hilly wooded country, the best views of which are hidden by cuttings, though there is only one tunnel. These huge woods which you see are the remains of the Forest of Bere.

At HAVANT Junction you become suddenly conscious of nearly having reached somewhere. You have.

8. There is water - lots of it. Or it may be mud, depending on the state of the tide. There are islands, and boats. There are stretches of dreary marshes. Then a bridge, and you are in PORTSMOUTH. But the next station, oddly enough, is called Fratton. The next is called what you expect it to be called, but sit tight for a while, because we have another mile to go. There we are, at the Docks. Out you get - wait for me - through the barrier, down the slip-way, and all aboard! For the next half hour we are going to be sailors. (Refer to the notes on Portsmouth).

At RYDE Pierhead a train is waiting for us, not quite up to the standard of the one we just left, but it goes. After half a mile of hectic train travel we reach Ryde, and off we go on our 10 mile trip to NEWPORT. There is not a lot to see; you'll be too excited to look at it anyway. A short bus-ride brings us to our journey's end. Fancy going all that way to reach - a SCHOOL!

Train Times.

Outward.

Cambridge	8.54	Liverpool Street	10.7
Waterloo	11.50	Portsmouth	1.26
Ryde	2.5	Newport	3.6

Return.

Newport	10.38	Ryde	11.35
Portsmouth	12.20	Waterloo	1.56
Liverpool Street	3.24	Cambridge	5.18

PORTSMOUTH.

The modern City of Portsmouth - "Pompey" to millions of sailors and football enthusiasts - is in reality a collection of smaller towns confined on an island roughly four miles long and about the same width. Portsea Island - that is its geographical name - is flanked by two little inland seas, Portsmouth Harbour on the West, Langstone Harbour on the East, beyond which is Hayling Island, so very similar in shape to Portsea that during the war it received quite a few bomb-loads intended for Portsmouth. Further eastward still is yet another inlet, Chichester Harbour, and more islands. These inlets, creeks and estuaries, sheltered by islands and peninsulars, have been of importance and used by sea-farers since

earliest times in history. The Romans built a town at Portchester at the head of Portsmouth Harbour. The Norsemen found the whole area ideal as a base for raiding. The Royal Dockyard was built in early Tudor times. During the Napoleonic Wars this was England's main naval base; most of the fortifications still to be seen date from that time, including the line of forts on the Portsdown Hills flanking the harbour on the N. side.

We reach the island first by crossing the railway bridge on the main line from Havant. The only other way in, except by water is the road bridge at Cosham, a mile to the W. By the time we reach Town Station we have been round most of the town. A mile further on brings us to the Docks Station, perched right on the edge of the narrow channel which is the only entrance to the docks. Opposite us is Gosport, a rapidly growing town of little interest except to those who live there. On our right is the Royal Dockyard, which is to the Navy what Southampton is to the Merchant Service. We cannot fail to see at least a dozen warships, and may see scores. Some will be re-fitting, some taking in stores, some just "stationed". A ship doesn't spend all its life sailing up and down the seas, you know. See if you can identify destroyers, frigates, minesweepers and cruisers - the battleships and carriers are fairly easy. Amongst all these streamlined giants in steel-grey, you will quickly spot an odd contrast - a black and white, squarish, clear-decked hull surmounted by three wooden masts and festoons of rigging. Of course, it is H.M.S. Victory. You had better polish up your history before you go aboard her; at least remember Nelson - Trafalgar - 1805.

The bottom end of the island is occupied by the modern town of Southsea, a seaside resort with little to commend it except a tremendous promenade. The bathing is awful - mud, pebbles and oil. Southsea looks best seen from the ferry which takes us across to Ryde. You will see the impressive war memorial on Southsea Common, also the Castle, originally built by Henry VIII.

The stretch of water which we cross to reach the Isle of Wight is called Spithead, a deep-water channel scoured out by the double tide and marked by numerous buoys, lightships and old forts. Your interest will doubtless be aroused by an odd collection of ironmongery; chains, etc. across the harbour mouth, fortunately with

a gap left in it; this is the "boom defence" left over from the war. Its purpose then was to prevent enemy submarines and light surface-craft from entering the harbour, the "gate" having to be opened by a tug kept specially for the purpose when one of our ships wanted to pass in or out. The sea voyage is barely five miles, but in the half-hour that it lasts you should see plenty to interest you. You couldn't possibly be sea-sick - or could you? Well if you are, keep your eyes fixed on Ryde Pier.

COWES.

What does Cowes mean? It probably refers to two forts built by Henry VIII in 1539 for defensive purposes. But I don't know. What I do know is that Cowes with a population of over 20,000 lies about 5 miles north of Newport on both sides of the wide estuary of the Medina (E.Cowes and W.Cowes). We shall go to Cowes by train. The open sea front, Prince's Green and the high cliff road above it and The Victoria Parade are very attractive. The streets of the older town are narrow, but contain some excellent shops catering especially for yachting people (yacht = jost a Dutch word meaning a fast boat).

The world famous Cowes Regatta is held during the first week in August. Look for Cowes Castle the head quarters of the Royal Yacht Squadron the premier yacht club. Being the chief port of the island, and the centre of a considerable number of ships and flying boat industry, Cowes is always busy and in the yachting season is thronged with the aristocracy of the yachting world.

THE SOLENT and SOUTHAMPTON WATER.

These are two narrow but vitally important channels of water which will be of interest to us, particularly when we make the ferry-trip from Cowes to Southampton. The Solent is roughly 20 miles long with an average width of about $3\frac{1}{2}$ miles, running from West to East and dividing the Isle of Wight from the Hampshire mainland. Southampton Water, which is really the sunken and enlarged estuary of the two small rivers Itchen and Test, appear as a channel opening out of the Solent on its Northern side, opposite Cowes, and running N.W. for 12 miles with an average width of about $1\frac{1}{2}$ miles. Both channels are used by the biggest ocean-going ships on the way to and from Southampton, and with any luck you ought to see at one of the "Queens" or the "United States".

You may wonder, as you traverse this narrow channel, with the shore looking dangerously near on either side, how Southampton comes to be Britain's biggest ocean-terminus, so snugly tucked away at the end of this "backwater". The explanation is a unique tidal situation. To begin with the centre of the channel is over 30 ft. deep at the very lowest water. When the tide rises, coming from the west and moving up the English Channel, it fills the Solent and Southampton Water. But its main flow is to the south of the Isle of Wight and past the eastern mouth of the Solent, creating a sort of "backwash" which prevents the two channels from emptying again in the normal time, in fact pushing back the first tide and causing a "double" tide in Southampton Water, i.e. a tide lasting double the normal time. The effect is obviously felt most at the "top" end of the narrow channel, and it is precisely there, and for that very reason, that Southampton Docks are situated. The first high water occurs there $6\frac{1}{2}$ hours after low tide; for the next hour the water falls a few inches, then it rises again for $1\frac{1}{2}$ hours after which it falls rapidly. This happens twice every 24 hours. So that Southampton gets high water - that means an extra depth of between 10 and 14 feet - for more than 4 hours every day, a feature of extreme importance in the docking of ships.

On leaving Cowes and the Medina estuary we come into Cowes Roads, the haunt of yachtsmen, then northwards across the Solent. Away to the right is Lee-on-Solent, a small seaside resort with a big R.N.A.S. station behind it. (12 Swordfish took off from there in early 1942 to attack the German battleships "Scharnhorst"

and "Gneisenau" as they raced up the Channel; none came back). We pass the Calshot light-ship and round the spit of land on the end of which stands Calshot Castle, and which shelters a large sea-plane base. Presently the Hamble River branches off on the right. On the left - well, "port" if you are feeling nautically-minded by now - you see the huge petroleum refinery at Fawley. Another two miles, and to starboard you see the famous Royal Victoria Hospital (for Service personnel) at Netley. Then, to port again, the little town of Lythe with its half mile pier. Beyond lies the New Forest. And there, just ahead, lies Southampton. Literally miles of wharves, thousands of acres of docks, the biggest cranes, the biggest ships, the biggest dry-dock in the world. An interesting book could be written about the history and importance of Southampton, the part she has played in the story of England's greatness, the romance of her connections with every part of the world. If those ships don't make you thrill with excitement and pride, then nothing ever will.

ST. CATHERINE'S LIGHTHOUSE.

The most southerly point of the island is St. Catherine's Point, and here stands a majestic lighthouse. We hope to visit it in order to inspect the 15,000,000 candle power lamp which flashes out warnings every 5 seconds. It is interesting to note that the lamp itself floats in 816 lbs. of pure mercury. Of course in foggy weather the light is useless, so a fog horn sounds twice a minute, it makes a deafening blast and the echo seems to roll out across the water.

In good visibility the light can easily be seen from the French Coast.

Notice when we are there how spick and span everything is around the lighthouse; the engine room buildings particularly, shows the cleanliness, typical of all lighthouses.

This is not a geography lesson on the Isle of Wight. It is not a complete collection of information about the Island. You will find it much more interesting to find out most of the facts for yourself. Have a good look at the one inch to the mile ordnance map (There is one in the Geography Room; there will be several in camp which may be borrowed; some of you will think it worth while to get a copy of your own) You won't find much about the island in the average geography book, but in the Library there are a number of illustrated guides which are intended for your use. Most of what follows is meant to give you a general idea of the district, and to suggest things worth looking up.

Everyone can identify the Isle of Wight about halfway along the south coast of England, with its regular diamond or lozenge shape. It's a fairly big island too. Knowing that its area is 94,000 acres doesn't mean much to me, but it's easier to imagine its size if you remember that from the north corner to the south corner is twelve miles (about the distance from Cambridge to Newmarket) and from east to west it is twenty-two miles (mathematicians will tell you that's nearly twice as far) Its population is 95,000. Compare this with Cambridge, and you'll see that none of the towns of Cowes, Newport, Ryde, Sandown, Shanklin, Ventnor and Yarmouth can be very big. The A.A. Handbook will give you details. It has an average of 6.82 hours of sunshine a day in August and 2.31 inches of rain for the month. Averages like this mean very little however. In general, just as in hilly Central Wales we expected a fair share of rain, so here on the South Coast the odds are in favour of sunny weather; and you won't grumble at that!

Look at the model of the Island in the geography room and you will see that a ridge of chalk runs across the centre of the island from the far west point (The Needles) to the extreme east (Culver Cliff). Millions of years ago this was connected with the chalk ridge in Dorset. Standing on the cliffs above the Needles on a clear day you can see the other end of the gap in the Ballard Downs near Bournemouth. (Look this up on a map). Now the sea wore away the

chalk is very obvious when you look at the shape of the Needles.

The northern half of the island is fairly low lying and the shelving coastline, especially along Spithead, looks exactly like what it really is, a widened river valley that has been invaded by the sea.

The southern half of the island is higher. On the southern tip there is another region of chalk, giving downlands going as high as 700 feet at Boniface Down and a fine stretch of precipitous chalk cliffs. We'll have some good walks on the downs. Do you know why hills are called downs? Neither do I. You'll see a good deal of evidence of landslides about here. The reason is that the chalk stands on a bed of slippery clay which slopes gently seaward. Every now and again the chalk slips and topples forward; hence the landslides which frequently damage the coast road. Umbrellas should be carried when walking along this road.

Along this part of the coast the map shows a number of 'chines'. What is a chine? A cockney would say, 'It's the fing wot keeps coming off when I'm riding my boike!' He'd be wrong though. These chines are very sheer valleys or gulleys made by streams running at great speed from the high chalk hills to the sea. We'll probably walk down the most famous, called Blackgang Chine, when we visit the lighthouse at St. Catherine's Point. Some say it got its name from a very desperate gang of smugglers who used it. There certainly was a great deal of smuggling all along this coast at one time, and many churchyard vaults were used as temporary cellars in the best smuggling story fashion. Not all the cliffs are chalk. Between the central and southern chalk areas there is a region of clay. You'll see the difference this makes to the cliffs between Sandown and Shanklin.

The rivers are rather interesting. There are three. The West Yar, the Medina, and the East Yar. They all flow northwards and take no notice of the hills in the way. In particular the Medina (the river at Newport) cuts right through the central chalk ridge. On a map this looks impossible since the most original river can't flow uphill. Some of you have read about precisely the same thing in connection with the rivers of the Weald, and will be interested to see an example. The rest of you can try and work out how this came about.

Here are two clues. The two Yars instead of rising from a spring on high ground in the centre of the island, very nearly cut off the east and west corners into islands. These rivers were all tributaries of a river which, ages ago, flowed where the Solent is now. Then the I.O.W. and land much further south, now under the sea was part of the mainland. If you still can't see how a river can cut through hills much higher than itself, ask about it. It would take too much space to explain here, but be sure to find out.

If you're interested in farming you'll notice a big contrast between the farms here and in East Anglia. The soil sometimes heavy clay, sometimes chalk, is obviously poor. It will be interesting to compare the crops with those you left behind around Cambridge. You'll see far more grass than in Cambridge-shire countryside. This together with most of the grain and root crops grown, provides food for a large number of cattle and a fair number of sheep. On our rambles on the south coast we shall see cattle grazing free over large areas of wild open country, much as we saw sheep in Wales. Often the only tracks are those made by cattle on their way to the many springs which come out at the foot of the chalk. Going to Newport from Ryde you'll see many patches of woodland. You'll have noticed on the ordnance map that these occur all over the northern half of the island. They are remains of a large royal hunting forest originally very similar to the famous New Forest on the other side of the Solent.

You're bound to see some of the world's biggest liners. Get a list of the arrivals and sailings of such lines as the Cunard White Star, or Union Castle, from a travel agency. Look up tide tables in Whitaker's Almanac in the library and you'll know when to be on the look out. Get to know the silhouettes of the principal types of warship, and try your hand at spotting corvettes, destroyers, cruisers etc. Jane's Book of Fighting Ships in the library is the standard authority.

Well that's enough to start you off. Notes on the chief places we shall visit will be found under the appropriate headings. Read up the things that interest you most. You'll find that, as an expert, information from you will always be welcomed.

BRING YOUR CAMERA.

(Advice for beginners: reminders for experts.)

Have some arrangement, such as a small bag or strap, for carrying your camera, and leaving your hands free. Bakelite cameras don't bounce!

Take your films. The shops are always shut or out of stock when you want one especially.

Don't waste a film when the light is bad, or the subject not really interesting.

Roll exposed films very tightly before sticking down the end.

If your film isn't winding freely, don't force it. If necessary ask someone more experienced to help get it free.

Remember that ordinary views can be bought quite cheaply from the shops, you will do best to keep to an attempt to make as complete a record of camp activities as you can. If you really want a snap of a view or building, a few of the less ugly members of the party included in the picture adds to its interest.

Successful snaps of views depend on a careful selection of viewpoint. Spend a little time deciding on the ideal spot. Distant views should have something in the near foreground for contrast. A landscape framed in the archway of a building, or the lower branches of a tree is an example.

When you photograph a group of your pals, don't stand them in a line with a fatuous smile on their silly faces; try and get them doing something, and if possible take them unawares.

There will be many opportunities in the Photographic Club next term to make and exchange prints and enlargements of your most successful snaps.

NEWPORT. I.O.W.

In order to fix in your mind the position of this commercial capital (20,000) of the Isle of Wight get out your map and study the following.

To the North	Cowes (16000)	5 miles
To the N.W.	Ryde (20000)	7½ miles

To the East	Bembridge	11½ miles
To the S.W.	Sandown (7090)	9¾ miles
	Shanklin (5300)	9¾ miles
To the S.S.W.	Ventnor	11 miles
To the West.	Yarmouth and Freshwater	12 miles

What a convenient centre for your bus and rail excursions. In the old town that dates back to Roman times, (it was MEDA and is on the river MEDINA) you find the bustle of a busy shopping centre in the main streets and gems of period architecture here and there if you look for them. Newport's charters date as far back as 1180 (i.e. 10 years after the assassination of St Thomas' ^a Becket.) St Thomas's church was dedicated to this martyred Saint. The present building though is not as old as it looks. The foundation stone was laid in 1154 by Prince Albert the consort (i.e. husband) of Queen Victoria, whom I am sure you know was the great great grandmother of our present Queen. Do go into this interesting church. Can you spot the Guildhall in the High Street? Built in 1816 it replaced a former Guildhall. The clock tower commemorates the 1887 Jubilee of Queen Victoria. We may have time to see some of the interesting paintings and historical relics in the Guildhall. The old Grammar School on the corner of ~~High~~gley St., two minutes walk from your bus centre, is interesting as having been the lodging of King Charles I, while on parole from Carisbrooke (Aug. to Nov. 1648) to enable him to attend meetings of the Parliamentary commission appointed to arrange a treaty with him. You remember, nothing came of it all and he was eventually executed.

The river Medina is tidal up to Newport and when the tide is in, it is worth while to visit the quays, where is handled a good percentage of the commerce between the Isle and the mainland.

Find on your map the following- St James's square (bus centre), Nine Acres Field (your temporary home), The Sea Close Recreation Ground with its up-to-date Swimming Pool, The Railway Station, The Market. And read the official Guide to Newport. N.B. If wet there are 3 cinemas.

NOTES ON WALKING IN THE CAMP DISTRICT.

Strong footwear is essential. Boots are better than shoes. If the soles are leather, they must be studded, and if rubber, they should be of the golfing

style to prevent slipping on wet grass, and mud.

Socks and boots must fit really well. If you have no thick socks, two pairs of thin ones do very well. Try out the pairs you intend to take with you by wearing them for several days before going. Soap or boracic powder in the socks are said to prevent blisters, but the best way is by having things that fit. Have a pair of light shoes to change into after a long day's walking.

Wash your feet thoroughly every day.

A light waterproof cycling cape is best for rain, as it rolls up really small. It is a good idea to have a pullover with you, as even in summer the evenings can be very cold in the hills. Bring a light haversack for this and lunch and so on. If you have them, bring map and compass.

Ventnor.

Ventnor is reputed to have easily the best climate of the Island and some say best climate in all England. The very large sanatorium situated there is sufficient evidence for us.

The town is as different from Cambridge, as it is possible to imagine, that is one reason why we are going there. Notice how all the buildings are built in terraces facing the same way, that is out towards the sea, in order to benefit from the southern sun. The very high ground known as "St Boniface Down" which dominates the town shelters it from bad weather also.

If you lived in Ventnor you would find it so hilly that it would be much quicker to walk to school than to go on your bike.

EXCURSIONS.

Our aim is to see as much of the Isle of Wight as is possible in the time we are there. The excursions will be of three types; visits to places of especial interest, e.g. Portsmouth dockyard; rambles over open country and cliff paths e.g. Alum Bay and the Needles; visits to seaside resorts e.g. Shanklin. We shall attempt most, or all, of the following if the weather is suitable.

Southampton Water.

Rail to Ryde - steamer along the Solent and up Southampton Water. These steamer trips are arranged at times when some of the biggest liners are on view. See notes on Southampton.

Portsmouth.

Rail to Ryde - ferry steamer to Portsmouth. - afternoon spent in a conducted tour of the Royal Naval Dockyards.

Carisbrooke Castle.

This is only a short walk from the school. See notes on Carisbrooke Castle.

Blackgang Chine and St. Catherine's.

Bus to Blackgang - walk the chine - walk and scramble over a wild stretch of country to St. Catherine's Point - visit to lighthouse - short walk to Niton - bus to Newport. As we shall be within half a mile of the sea all day a swim will probably be included. See notes on the Camp District and St. Catherine's Lighthouse.

Alum Bay and the Needles.

Rail to Freshwater - walk to Totland about $1\frac{1}{2}$ miles - bus to Needles - downland and cliff walk to Freshwater Bay (about 5 miles) - rail to Newport. See notes on The Needles.

Culver Cliff and Bembridge.

Rail to Brading - walk to Culver Cliff - along coast to Foreland - back to Brading, (about 8 miles) - rail to Newport. See notes on Bembridge.

Cowes.

A short rail journey both ways. To see yachts, probably part of the famous Regatta. We hope to visit a ship building yard. See notes on Cowes.

Sandown. Ventnor. Shanklin.

These are all a short rail-way journey from Newport. We shall visit at least one of these famous seaside resorts. See notes on Ventnor and Shanklin.

Alum Bay and The Needles.

We are visiting the most southerly tip of the island at St. Catherine's Point, and it would be a mistake to miss the most westerly point, which is even more impressive. Here we see two very interesting features; the famous Alum Bay and The Needles.

Alum Bay is a very pleasant stretch of water, much visited by pleasure steamers; its coloured cliffs however are its most famous feature. It will probably surprise you to know that these cliffs have such a range of natural colours as deep purple, red, blue, yellow, grey, and black.

Over an immense period of time, which geologists call the Tertiary Period, layers of many different kinds of sands and clays were deposited in layers, one on top of the other. Later they became raised and the Solent cut through them exposing a section showing the various coloured strata. Think of one of those wonderful cakes made of layers of different coloured sponge and jam, and you'll get the idea.

The favourite pastime of most visitors to Alum Bay is to collect small quantities of sand and store them in layers in a small test tube. You will probably see hawkers with supplies of test tubes for sale. Now you know why.

The Needles is the name given to the rocks which stand out in a line westwards, thus extending the very tip of the island. You may think that they don't look particularly like needles, except for being sharp at the top. The tallest and sharpest of them all, which really looked like a needle and was chiefly responsible for the name, was undercut by the sea and toppled over. You will be relieved to know that since this occurred in 1764 you can't reasonably be blamed for that. Notice another lighthouse protecting shipping on this dangerous coast and guiding it on its way up the Solent to Southampton.

IN THE EASTERN WIGHT.

About two miles north east of Brading Junction lies the pretty St. Helens with its delightful village green surrounded by old houses reminding one of smuggling days. A plaque marks the house of the notorious Sophie Dawes, 'Queen of Chantilly' and next door is 'The Smugglers'. To the east the golf course of The Royal I. of W. club, and the St. Helens Roads the famous anchorage in the strong west winds. Communication is afforded with Bembridge by Ferry and by a toll road. There is plenty of room and quiet here - it may be the expanse of the marshland below, or the high down with its forts that make one feel rather cut off from the island. Here we may stroll out Lane End round the foreland to the Coast Guard Station and wander along the cliff to Whitecliff Bay a secluded spot under the white cliff known as The Culver. A little further on at the top of Bembridge down (340ft.) we have wonderful views of the district. To the north, is Ryde, and a great part of the Solent and of the Hampshire Coast. At one's feet is Bembridge with numbers of red and white sailed yachts skimming the bay. To the west lie the two towns of Sandown and Shanklin in the wide bay terminated by Dunnose. On the Down is the Yarrowburgh Obelisk, a memorial of the 1st. Earl and founder of the Royal Yacht Squadron. Return via. Yaverland to Brading a distance altogether about six miles of very interesting walking.

DIARY AND NOTES OF INTERESING THINGS SEEN.Wednesday:Thursday:Friday:Saturday:Sunday:

Monday:

Tuesday:

Wednesday:

Thursday:

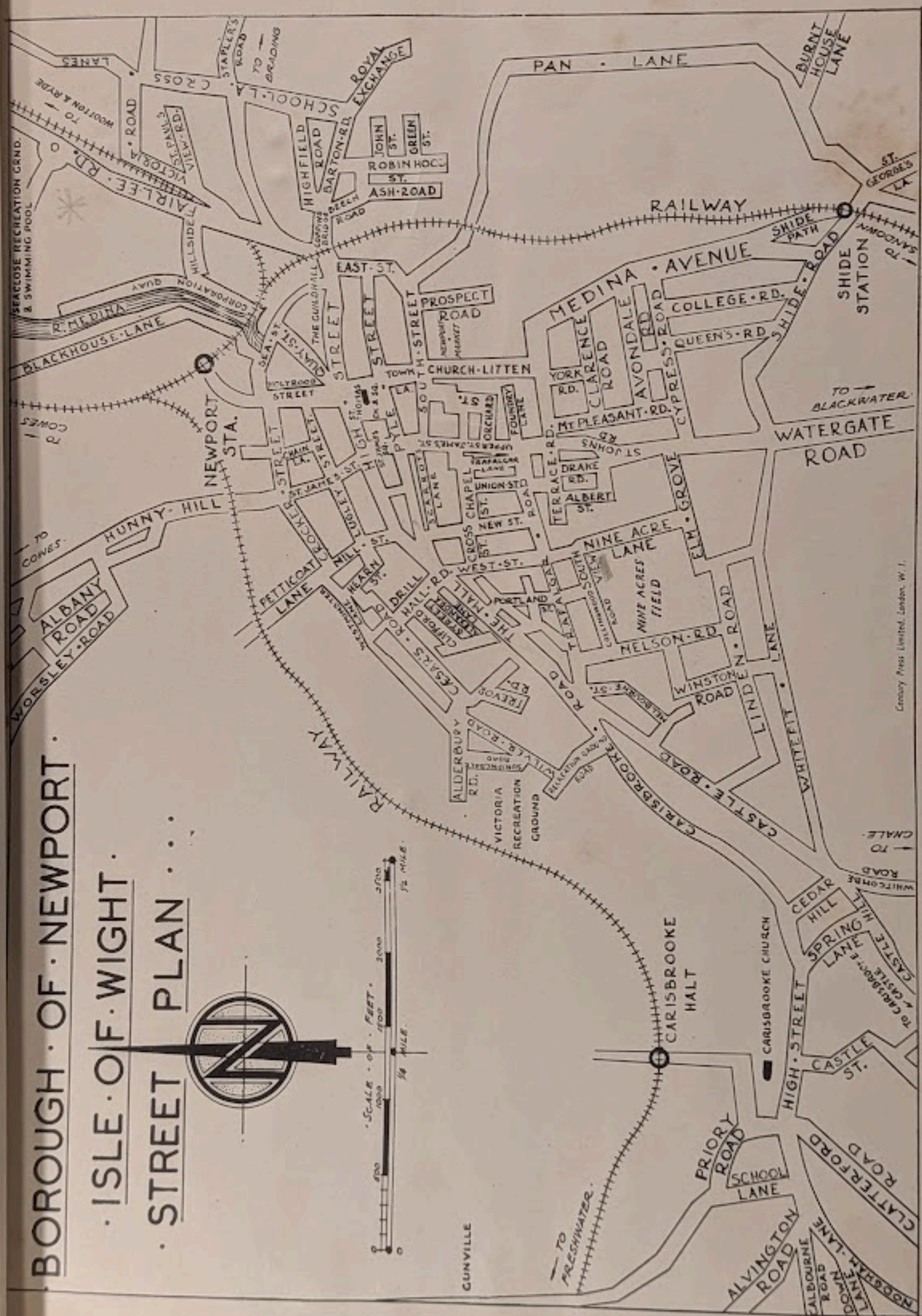
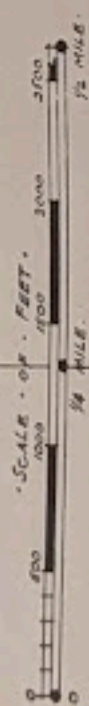
Friday:

This Camp Book was typed by: J.W. Bray 4C and
L.C. Middleton 4C.

BOROUGH OF NEWPORT

ISLE OF WIGHT

STREET PLAN



THE

