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No. 35 APRIL, 1957

Published first Thursday of the month

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First of the Leopard Class Frigates Commissioned

H.M.S. LYNX ACCEPTED FOR SERVICE

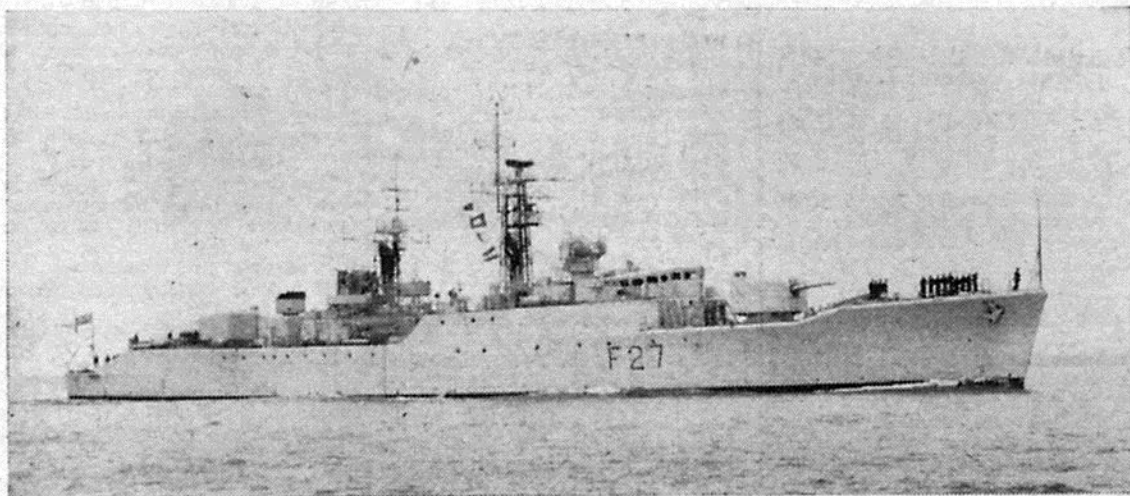


Photo: Wright & Logan, Southsea

H.M.S. LYNX IS ALL-WELDED AND STRUCTURAL ARRANGEMENTS EMBODY THE VERY LATEST TECHNICAL DEVELOPMENTS. PROPELLING MACHINERY CONSISTS OF ADMIRALTY STANDARD RANGE I HEAVY OIL ENGINES COUPLED TO THE PROPELLER SHAFTING THROUGH HYDRAULIC COUPLINGS AND OIL OPERATED REVERSE AND REDUCTION GEAR BOXES.

H.M.S. LYNX, the first of the Leopard Class frigates to complete was accepted into H.M. service on March 14.

The Lynx was launched by Her Royal Highness The Princess Royal at Clydebank on January 12, 1955, at the yard of John Brown & Co. Ltd.

The Leopard Class frigates are designed primarily for the protection of convoys against attack by aircraft. They will also serve as a small type of destroyer in offensive operations.

The dimensions are 340 ft. extreme length (330 ft. between perpendiculars), beam of 40 ft. Armament consists of four 4.5 in. guns, with two smaller guns and a "Squid" anti-submarine mortar.

The engines are manufactured by Messrs. Crossley Bros. Ltd., Manchester, and Messrs. British Polar Engines Ltd., Glasgow, the installation being by Messrs. John Brown & Co. Ltd., Clydebank. Engines of similar design used for driving the ship's generators are made by Messrs. Vickers Armstrongs Ltd. Gunnery armament control and gun mountings are similar to those fitted in Daring Class ships.

Similar attention has been given to accommodation arrangements as in ships of the Blackwood, Whitby and Salisbury classes.

H.M.S. Puma, the second of the class, was completed on March 28.

Drafting Forecast

The NAVAL DRAFTING AUTHORITY has now assumed responsibility for drafting all general service ratings.

VOLUNTEERING. Ratings may volunteer for any of the ships, or for service on a particular station, or for specific forms of service (e.g. Local Foreign Service, or General Service). As drafting action is taken at least two months ahead applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

FOR FOREIGN SERVICE

May, 1957: H.M.S. Newcastle commissions for Far East Station.

June, 1957: H.M.S. Opossum commissions for Far East Station.

July, 1957: H.M.S. Cavalier commissions at Southampton for Far East Station.

July, 1957: H.M.S. Alert, commissions for Far East Station.

August, 1957: H.M.S. St. Bride's Bay commissions for Far East Station.

HOME AIR COMMAND

May 6, 1957: 801 Squadron at Royal Navy Air Station, Brawdy.

May 6, 1957: 825 Squadron at Royal Navy Air Station, Culdrose.

June 3, 1957: 892 Squadron at Royal Navy Air Station, Yeovilton.

SUBMARINE COMMAND

May 1, 1957: H.M.S. Alaric at Devonport for 5th Submarine Squadron (Portsmouth).

May 15, 1957: H.M.S. Tactician at Chatham for 5th Submarine Squadron (Portsmouth).

June 30, 1957: H.M.S. Tiptoe at Devonport for 3rd Submarine Squadron (Rothesay).

July 15, 1957: H.M.S. Sea Scout at Portsmouth for 2nd Submarine Squadron (Home Fleet).

July 15, 1957: H.M.S. Scotsman at Devonport for 3rd Submarine Squadron (Rothesay).

August 15, 1957: H.M.S. Turpin at Portsmouth for 3rd Submarine Squadron (Rothesay).

August 15, 1957: H.M.S. Ambush at Chatham for 5th Submarine Squadron (Portsmouth).

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EXPERIMENTAL HIGH-SPEED SUBMARINE

The first of the experimental high-speed submarines, the main propelling machinery of the Explorer consists of turbines supplied with steam and carbon dioxide produced by burning diesel oil in an atmosphere of steam and oxygen formed by the decomposition of H.T.P. She is thus able to develop full power when completely submerged and independent of atmospheric oxygen. Conventional means of propulsion at lower speeds is provided by diesel for surface passages and on main motors supplied by batteries when submerged.

First Nuclear Submarine Named

H.M.S. DREADNOUGHT

THE NAME Dreadnought has been approved by Her Majesty The Queen for the first British nuclear submarine.

This is an old and honoured ship's name and will be the ninth to appear in the Navy List.

This announcement has been made to the House of Commons in the course of the speech by the Parliamentary and Financial Secretary to the Admiralty, introducing the Navy Estimates.

PREVIOUS DREADNOUGHTS

The name Dreadnought was made famous by the battleship of this name built at Portsmouth in 1906.

This ship was of 17,900 tons and of a design which revolutionised battleship construction at that time. She was superior in both firepower and speed to any other ship then afloat, and was described by Lord Fisher as the "hard-boiled egg—because she cannot be beaten."

Her main armament consisted of ten 12 in. guns, eight of which could be fired on either beam and six ahead and astern. The armament of battleships immediately before the completion of the Dreadnought was normally of about four 12 in. guns supported by a miscellaneous battery of nine, eight six and four-inch guns.

Many ships of Dreadnought design subsequently built materially helped to maintain and strengthen Britain's position as the premier Naval power in the pre-World War I period.

Before the Dreadnought of 1906,

THE EXPLORER was designed by Admiralty and built by Messrs. Vickers Armstrongs Ltd., Barrow-in-Furness, from whom she was provisionally accepted into service on May 8 last.

H.M.S. Explorer is well streamlined. The dimensions are 225 ft. 6½ in. long overall and breadth of 15 ft. 8 in. Most of her superstructure fittings are retractable. Her manoeuvrability submerged at full speed is very good and she is readily controllable at all speeds. Apart from the indications of instruments and a tremor on the depth gauge there is nothing to suggest high speed to the crew when she is submerged.

This submarine will provide experience in the operation of this propulsive combination and will serve as a fast underwater target to train surface forces in the tactics which would be required to destroy submarines with high underwater speeds. She is unarmed and has a complement of seven officers and forty-two ratings.

seven other ships had borne this name. The first, a 450-ton 41-gun ship built at Deptford in 1587, was one of the British fleet which engaged the Spanish Armada. Subsequently she took part in the expedition commanded by Sir Francis Drake which resulted in the capture of Corunna.

The second Dreadnought was a Cromwellian frigate built at Blackwall in 1653. She took part in the four days' fight against the Dutch between Dunkirk and the Downs, and also in the battle of Solebay.

The fifth Dreadnought was present at the battle of Trafalgar and later became a seamen's hospital at Greenwich.

His Majesty King George V served in the seventh Dreadnought as a lieutenant. She was built at Pembroke in 1875 and ended her career in 1908.

Field Gun Crew in Paris

ON THE MORNING OF FEBRUARY 27, AFTER AN INSPECTION AND DEMONSTRATION RUN FOR THE FLAG OFFICER AIR (HOME), ADMIRAL SIR C. JOHN, K.C.B., ROYAL NAVY, IT WAS ANNOUNCED THAT THE FLEET AIR ARM FIELD GUN CREW HAD BEEN SELECTED TO REPRESENT THE ROYAL NAVY IN A FRANCO-BRITISH MILITARY FESTIVAL TO TAKE PLACE AT THE PALAIS DES SPORTES, PARIS, FROM APRIL 4-15.



The Flag Officer Air (Home), Admiral Sir Caspar John, with the Fleet Air Arm Field Gun Crew

IN THE sixteen performances at the Festival the crew will be taking part with the Mounted Band of the Royal Horse Guards, a Drill Detachment from the Household Brigade, the Massed Corps of Drums of the Brigade of Guards, the Army School of Physical Training, the Royal Air Force Band and Drill Detachment, and the Pipe Bands of the Royal

Scots, the First Battalion Scots Guards, and the Argyll and Sutherland Highlanders. The crew's performance will consist of a demonstration Field Gun run which will take place over a somewhat modified course owing to the size of the arena. In all, sixty ratings will make the trip, travelling by road to Dover, and crossing the Channel by boat. They

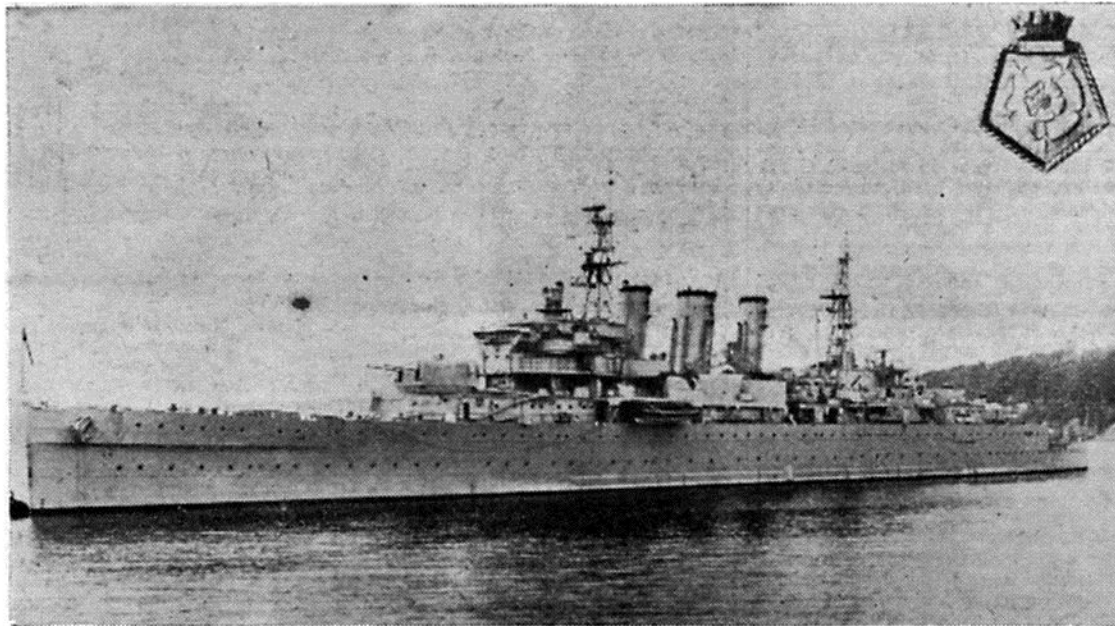
will take with them one gun and a complete set of spares, with all the gear required for staging the display, such as walls and ramps.

For the crew, the Festival will be a continuation of their training programme which began on February 1 in preparation for the Royal Tournament at Earls Court in early June.

SHIPS OF THE ROYAL NAVY

No. 19. H.M.S. CUMBERLAND

1927-1957



THIS YEAR brings to H.M.S. Cumberland her 30th birthday in the Royal Navy. One of the County Class cruisers built under the Washington Treaty restrictions, she was accepted for service from Messrs. Vickers-Armstrongs on December 11, 1927. Her thirty years gives her the great honour of having served the Royal Navy longer than any other ship now in commission afloat.

From 1928 until 1939 H.M.S. Cumberland served abroad continuously on the China Station. In spring, 1939, the ship re-commissioned for service in the Home Fleet and on the outbreak of war was sent to the South Atlantic to operate in the protection of shipping against surface raiders. When the pocket battleship Graf Spee entered Montevideo after the Battle of the River Plate H.M.S. Cumberland arrived from the Falkland Islands at full speed to reinforce the patrol.

Patrol and Convoys

During the next three years H.M.S. Cumberland was variously employed

on patrol and convoy duty including the escort of large troop convoys to the Middle East; operations off Dakar at which the ship was hit and damaged; escorting convoys to and from Russia. She also took part in two operations for landing provisions and stores for the Norwegian Forces in Spitzbergen. Some measure of her great work carried out during these years may be drawn from the fact that between December, 1941 and July, 1943, H.M.S. Cumberland steamed 67,470 miles.

In February, 1944, H.M.S. Cumberland sailed for service in Far Eastern Waters and during the years 1944-45 took part in several operations including those off Sumatra and against the Nicoba Islands. She was present at the surrender of Rangoon and at Singapore for the surrender of all Japanese forces in South East Asia. In September, 1945, she was flying the flag of Rear-Admiral Patterson when he received the surrender of Java on behalf of the Supreme Commander South East Asia.

In 1950 it was decided that the Navy should have a trials cruiser and that the most suitable ship for this important task was H.M.S. Cumberland. Accordingly her conversion was taken in hand and soon her 8 in. and 4 in. armament had disappeared to make way for a wide assortment of equipment installed to undergo sea trials. The first trials season in the summer of 1952 was such a success and the ship found to be so well suited to the task of trials cruiser that she has continued in the role ever since and will probably continue to do so for several seasons yet, until the end of her days. H.M.S. Cumberland is now under the command of Captain H. G. T. Padfield, Royal Navy, and will be leaving Devonport shortly for her fifth trials season in the Mediterranean.

Badge: A rose, gold with red and gold centre on a red field.

Motto: *Justitiae Tenax* (Tenacious of Justice).

Tenth ship of her name.

Winter Sports in Wales

FLEET AIR ARM TAKES TO THE HILLS

ELEVEN MEMBERS of the Home Air Command represented the Royal Navy in a Mountain Activities Course for the Services at the Central Council of Physical Recreation's Snowdonia Centre at Capel Curig, near Betws-y-Coed, in North Wales. A party of eight from Lee-on-Solent met up with three (including two Wrens) from Royal Navy Air Station, Abbotsinch, for this most enjoyable course which started on February 23 and lasted a week.

Under the guidance of the Chief Instructor... Olympic... steeplechaser John Disley, and his staff, some fifty men and women from all branches of the Services were given a thorough introduction to rock climbing, mountain walking, map reading, snow technique and ski-ing—all in the space of six days. Perhaps the most popular of these activities was the two days of ski-ing. It was necessary to climb to the 2,000 ft. level to find sufficient snow but such was the enthusiasm of both beginners and instructors that the second day was concluded with a slalom—a timed race curving down a slope between pairs of strategically-placed ski sticks.

A visit to a lead mine was arranged for the benefit of Sub-Lieut. Makin and P.O. Sparks, both from Lee, and two others interested in geology. The team returned loaded with specimens of different types of rock.

Evening Entertainment

Each evening after supper the tables in the dining room were pushed back to make room for English Folk Dancing. This would appear to follow the Alpine tradition of ski-ing all day and dancing all night, though in fact most were too exhausted to keep from



Writer Stephenson reaches the snow line

an amusing lecture by John Disley on the Melbourne Olympics illustrated with some fine slides.

The Centre is comfortably housed in the old Royal Hotel, Capel Curig, with a fine view across a lake to the impressive Snowdon Range. Courses on a variety of subjects—canoeing, surveying, pony trekking, etc.—are held here most of the year round. The cost for this particular course was £7 10s., but most personnel were sponsored by their units. The C.C.P.R. (whose president is the Duke of Edinburgh) arrange courses in every



Naval Airman Annan on the move their beds after 11 p.m. There was also

Order and Renewal Form

See Page 8

kind of outdoor activity at this and other centres. Those interested may obtain details through their Sports Officers. The attraction of these courses is not merely the high degree of technical instruction but the fact that the beginner is encouraged to enjoy himself in ideal surroundings.

MOTORING NOTES

WITH EASTER only three weeks away many car and motor-cycle owners will be putting their vehicles back on the road again, whilst others will now be sorely tempted to squander the petrol coupons they have been hoarding during the winter. A few words, therefore, to help you get your vehicles ready for the road.

Spring-cleaning—Coachwork

Like houses, motor-cars always pay for a little attention to the bodywork and interior. The interior of most cars is often badly neglected and it will pay dividends to spring-clean the coachwork internally. Why not remove all the carpets, seats, etc., and give them a shampoo. A small scrubbing brush, a sponge and a little detergent, such as Surf or Tide, in a bucket of warm water will work wonders. Your wife's vacuum cleaner will also be found very useful for searching out the dust

in the crevices and inside the boot. If the carpets are worn, replacements can usually be made up from remnants, preferably of a plain colour, using Copydex glue for binding. *Trimming materials can be obtained at specialist firms such as Beatons of Fawcett Road, Southsea.*

Externally, rust, especially round the wing beadings, should be treated with Jenolite or other de-rusting solution before touching in with paint. Underneath the wings and inside the boot might also benefit from a little protection in the form of wire brushing, de-rusting and rough painting with chassis paint.

Spring-cleaning—Mechanical

Many engines will be due for de-carbonising but even if this is not required there is plenty to do. Such items as petrol pump, carburetter, sparking plugs and distributor points

In Memoriam

Sub-Lieut. I. A. Torrens-Burton, Royal Navy, R.N. Air Station Ford, March 7, 1957.

Sub-Lieut. T. R. Spencer, Royal Navy, R.N. Air Station Lossiemouth, March 15, 1957.

Derek A. Crawley, P/J 971093, Jr. Tel. 2/C., R.N. Barracks, Portsmouth, March 26.

should all be cleaned and reset. These items have a marked effect on easy starting and general running. It is also important to check and adjust the brakes. Whilst it may be embarrassing to lack engine power when climbing hills or whilst passing the other fellow, it is even more embarrassing to be unable to stop when descending, or if someone gets in your way.

Finally, treat the car to a high-pressure greasing service at a reputable garage and have all oils changed in engine, gearbox and rear axle. Regular servicing is, of course, extremely important and a clean bill of health to start the motoring season will save pounds in trouble and depreciation later.

RECENT

Film Releases TO THE FLEET

UP IN THE WORLD (J. Arthur Rank Film Distributors, Ltd.). HOLLYWOOD OR BUST (Paramount).

THE COURT JESTER (Paramount).

THE RAINMAKER (Paramount). THE MAN IN THE SKY (Metro-Goldwyn-Mayer).

BROTHERS IN LAW (British Lion).

YANGTSE INCIDENT (British Lion).

SHIPS OF THE ROYAL NAVY

No. 19—H.M.S. Cumberland

Please forward one postcard of H.M.S. Cumberland as reproduced at the top of this page, for which I attach stamp value 2d. (Use block letters please.)

Name

Address

PIN ONE
STAMP
VALUE 2d.

Photo postcards of H.M. Ships Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard and Murray may be obtained (without coupons), price 6d. each, including postage.

FOR THE LOWER DECK

Most servicemen have made plans for the future. There will be things they want to do, things they want to buy... maybe a home to set up, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

For full particulars ask the man from the

PRUDENTIAL

Or write to the

Prudential Assurance Co. Ltd.

Holborn Bars,

London, E.C.1

WOMEN'S PAGE

W.R.N.S. NOTES

Plymouth Command

A VISIT TO GIBRALTAR

DURING THE last half of January and the first few days of February a lot of hard work was done in H.M.S. Sea Eagle in preparation for a three-week exercise which was to take place in Gibraltar. One W.R.N.S. officer and fifteen W.R.N.S. ratings (one Petty Officer Radar Plot, eight Telegraphists, five Radar Plots and one Writer (S)) were required for the exercise. A small advance party was flown out on February 5 followed by the main party on February 8. The journey took approximately eight hours in a R.A.F. Shackleton and when we finally landed, we stepped out of the aircraft to be greeted by warm sunshine—such a change from London-derry weather.

Palatial Quarters

We were very impressed by the welcome given us by the W.R.A.C. when we arrived at their barracks and would like to take this opportunity of thanking them for their kindness and hospitality during our stay. The quarters were quite palatial and we were lucky enough to have a balcony outside our room, from which we had a marvellous view of Spain and the Atlas Mountains across the Straits.

We were kept very busy by the exercise but managed to see a lot of our surroundings in our off-duty hours.

About a week after we arrived we decided to go and see the apes, and managed to get a lift up the easy way. The apes were there with a vengeance, and immediately swarmed over the Land-Rover. They stole the wind-screen wiper and ran off with one Wren's sunglasses, which the driver very kindly retrieved when they were abandoned some way down the rock. Another girl had quite a fight to regain her seaman's jumper which she had left in the back of the Land-Rover; it was being very thoroughly chewed up in the top of a small tree.

Day Out

One Sunday five of us went to Tangier for the day. We hired a guide who showed us everything including the place where the Mediterranean and the Atlantic meet. As Sunday is a big market day, we had plenty of opportunity to study the country people in their intriguing robes. We also saw a snake charmer near the natural caves, some of which were inhabited. We found Tangier quite fascinating, and only wished that we had the time to see more. We also made several trips to Spain. Unfortunately we were unable to see a bullfight as it was the wrong time of year.

We all enjoyed the social life, especially the novelty of the night clubs, where we saw some Flamenco dancing. It was really wonderful to watch the girls in their colourful costumes, and to hear them playing castanets to wild Spanish rhythm.

Portsmouth Command

SPORTS NEWS

Inter-Command and Inter-Service Hockey Championships

AIR COMMAND once more retained the Inter-Command Hockey Cup, defeating Nore Command by two goals to nil in the finals, after a most exciting match at the United Services men's ground on the afternoon of Thursday, February 28, 1957. The cup was presented by Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., to Chief Wren Fallows, captain of the Air Command team, on the ground immediately after the match.

Air Command had previously beaten Portsmouth Command, 8-2, and Nore Command had beaten Plymouth Command, 5-1 at the Barracks' ground at Eastney on February 27, 1957. The Losers' match at the United Services men's ground on the morning of February 28 between Portsmouth and Plymouth was won by Portsmouth, 3-2.

All these matches were well played and hard fought, and were well supported by enthusiastic spectators.

The R.N. women's team retained the Women's Inter-Service Hockey Cup for the second year, defeating both the Army women's team and the R.A.F. women's team during the Inter-Service Championships.

The match against the Army scheduled to be played in Portsmouth at the United Services officers' ground at 1430 on March 7, 1957 had to be played off at the United Services men's ground instead, because of bad ground conditions. After an interesting and well played match, the R.N. women's team won by six goals to one. This match was attended by the Commander-in-Chief, Portsmouth, and a number of other senior Naval and W.R.N.S. officers, including Superintendent E. L. E. Hoyer Millar, W.R.N.S., from H.M.S. Dauntless. After a very tough match at Uxbridge on March 8, the R.N. women defeated the R.A.F. women 2-1.

Immediately prior to the Inter-Service matches the R.N. women's team had enjoyed a match against the Civil Service ladies' team at the United Services officers' ground, Portsmouth, which resulted in a draw 1-1.

Portsmouth Command was represented in the Service team by P.O. Wren Andrews (Royal Marine Barracks, Eastney) and Wren Scotton (H.M.S. Vernon); all three reserves were also Portsmouth players, Second Officer Jeayes (H.M.S. Victory), Wren Head (H.M.S. Excellent) and Wren Thomas (H.M.S. Vernon).

Inter-Command and Inter-Service Netball Championships

The Inter-Command Netball Championships will be played in the gymnasium, Royal Naval Barracks, (Continued bottom column 3)

BENEVOLENT TRUST

THE ANNUAL General Meeting of the W.R.N.S. Benevolent Trust (Portsmouth Command) was held in the Duchess of Kent Barracks on Wednesday, February 27, 1957.

Once again the Commander-in-Chief very kindly agreed to take the chair for the third year in succession. The meeting was very well supported by many senior Naval officers and their wives and a record number of W.R.N.S. personnel, past and present, the total attendance being at least 200. A ballot was held during the meeting to elect the new Command Committee for 1957-58. It was most encouraging to learn from the annual report and financial statement of the continued support for trust funds. In all nearly £300 was received from various sources during the year under review, notably the Commander-in-Chief's Benevolent Fund, a large Christmas draw, donations from units and church collections.

The guest speaker, Mrs. E. M. Ward, O.B.E., Superintendent W.R.N.S. (Air) gave a most inspiring and informative talk on the work of the Central Grants Committee, of which she is an active member. Her sincere interest in this work, and account of some of the help given to both serving and ex-members of the W.R.N.S. did much to encourage everyone to renew their efforts in supporting this very worth-while Trust.

The Commander-in-Chief brought the meeting to a close by wishing every success to the future of the Trust and all who were connected with it.

Out of Uniform



Leading Wren Mary Kerr, H.M.S. Victory. Black poplin/black and white check gingham circular skirt; 3 yds. black poplin, 3 yds. black/white check gingham (cost 26s. 9d., including cotton, zip and pattern). The tab-and-button feature is an original idea

OUT OF UNIFORM

A new series featuring members of the W.R.N.S. modelling clothes made by themselves

Complete details will be published in the next issue of NAVY NEWS

FRIENDLY WIVES

SHEERNESS

A SUCCESSFUL "Bring and Buy" sale was organised and conducted by the Sheerness R.N.F.U. of Sailors' Wives at the Ivy Leaf Assembly Rooms on February 21. Mrs. Main (wife of Captain-in-Charge, Sheerness Dockyard) welcomed members and friends. The stalls were manned by Mrs. Rowell, Mrs. Hall, Mrs. Palmer, Mrs. Tennyson (provisions and gifts); Mrs. Porter (white elephant); Mrs. Morrison, Mrs. Dennis and Mrs. West (teas). Competitions were won by Mrs. Tennyson (wine), Mrs. Day (cake), Mrs. Millen (cushion), Mrs. Hammond (dress and chocolates).

On March 7 Mrs. Main opened the meeting and then introduced the Rev. Ian Watson, O.B.E., Q.H.C., Chaplain to H.M. Dockyard, who gave an interesting talk about some of his experiences whilst serving aboard H.M.S. Cornwall. Mrs. Main proposed a vote of thanks on behalf of the members.

NORTH END

OUR MEETING took place at the Fisher Hall, Whale Island, on Tuesday, March 5, 1957. Mrs. Casement presided.

We were very pleased to welcome as our visitor the Honorary General Secretary of the R.N.F.U.S.W., Mrs. Orchard, and to be able to congratulate her in person on being awarded the M.B.E. in the New Year Honours.

We then had a most enthralling talk, "I was a Martyr's Double," by Mr. R. E. Clifton James, on his experiences while being trained for the exacting task of impersonating General Montgomery, and then of being sent to the Middle East on a mission as the great commander.

Miss Skeens from the Southern Gas Board judged the cookery competition, and the winners were:

Scones: 1st, Mrs. Henwood; 2nd, Mrs. Brown. Biscuits: 1st, Mrs. West; 2nd, Mrs. Holford.

The raffle was for flowers, a jug, and home-made marmalade, and the first prize was won by Mrs. Dewar.

Portsmouth, by kind permission of Commodore J. Y. Thompson, on Friday, March 22, 1957. Portsmouth Command are drawn to play against Nore Command at 1100, following the match between Air and Plymouth at 1015. The losers of the morning matches will play each other at 1415, followed by the finals at 1500.

The Inter-Service Championships will be played at Aldershot on the afternoon of March 25, 1957.

HAVANT

THE MEETING of the Havant Branch R.N.F.U.S.W., at St. Faith's Hall, Havant, on Friday, March 19, was presided over by Mrs. Horton (vice-chairman). It opened with the Naval hymn and prayers.

The chairman (Mrs. Chavasse) was regrettably absent through illness and members expressed a sincere wish for her speedy recovery and return to the club activities.

Invitations to other R.N.F.U.S.W. branch social meetings were promulgated, and further dates for the club's own interest announced.

Lady Creasy's arrival was greeted with pleasure—it was indeed good of her to find time to visit us. Expressing satisfaction at the large attendance she asked all who were able, to make as many garments and items as possible for the Bring and Buy sale and the Red Cross Bazaar—both to be held in October.

The guest speaker for the afternoon, Mr. John King, of Emsworth, then gave a most practical and instructive talk on "Gardening for All." The treatment of lawns, herbaceous borders, shrubs, hardy annuals, vegetable growing and seed planting were all mentioned.

Special emphasis was given to the elimination of weeds by chemical liquids, fluid fertilizers for old or poor lawns or flower beds, and balanced soil for delicate plants and young seedlings.

In fact almost every aspect of home gardening for this time of year was touched on. Also, inferring that the wives would now be ready to help husbands in the garden, Mr. King gave a word of advice. This was to avoid too frequent surface sprinkling in dry or hot weather. He stressed that a few thorough soakings were far better, especially for deep-rooted plants and shrubs.

While tea was being served, members were able to ask this interesting speaker a number of questions which he answered in a cheerful and capable way.

A vote of thanks by Mrs. Horton was warmly and sincerely seconded by Mrs. Hutchings, who expressed a general view that most members had learned a great deal during Mr. King's lecture.

Lady Creasy then drew the lucky numbers for raffle tickets, and individual members said farewell to her, as this was her last visit.

Our next meeting on Tuesday, April 16, will include a musical quiz and social afternoon. New members will be very welcome, and children have a wonderful time with the helpers who run the crèche.

SOUTHSEA

SINCE SEPTEMBER, 1955, the Southsea Branch of the R.N.F.U.S.W. have held their meetings in the Victory Hut, Royal Naval Barracks. During the whole of this time the opening hymn and prayer have been led by the Rev. W. Tregenna-Piggott, and he has always been most helpful and kind to us in many ways. It was, therefore, with considerable regret that we had to say good-bye to him at our meeting last month, when Mrs. Thompson took the opportunity of thanking him and presenting him and Mrs. Tregenna-Piggott with a tray.

At this meeting we had a talk and demonstration on frozen foods by Mr. and Mrs. Symmonds. This was of great interest to everyone and the many samples which were passed round were much enjoyed.

A plant given by Mrs. Tregenna-Piggott was raffled, the winner being Mrs. Prescod.

(Continued on Page 5, Column 1)

MOULDERS

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BOOK REVIEWS

A Sea Affair. Capt. D. G. O. Baillie. (Hutchinson, 25s.)

MODEST, UNASSUMING and wise, this is one of the most enjoyable autobiographies one could wish to read. The life here chronicled has been a full one, ranging from humble cadetship in the training ship Worcester to the ultimate pinnacle of professional success, the rank of senior captain and the appointment of Commodore of a great shipping line, in this case the mighty P. & O.

A member of the Royal Navy, reading this book, must be interested in the approach to discipline, so

different to that in the fighting Service, and impressed by the very high standards achieved. Even more impressive to the contemporary Royal Navy, inhibited by economies, is the record of sea-keeping. A "standing Middle" for ten years would yield a high total of cups of "kye."

But the keynote of the whole book is satisfaction. Capt. Baillie talks of the smugness that comes with success, but there is no smugness in his writing. There is pride, justifiable pride, in the Merchant Navy, in the great company he has served and in his own accomplishment of a congenial job well done. Not that his passage has been a quiet one; he has had his full measure of war, of frustration, of monotony, of separation, of all the difficulties which from time beyond memory have formed the basis of sailors' grumbles. That he narrates them, as he accepted them, without bitterness, regarding them as the salt which sharpens the palate and gives savour to meat, is the measure of the man and of his book.

R. I. C.

Two Small Ships. Donald Forbes. (Hutchinson, 16s.)

In spite of its dashing dust-cover, this is a sober book, though by no means a dull one. There is throughout the book a feeling of constant movement; the sense of immediate readiness for sea which was so much a part of wartime life in destroyers. The reader is hurried, as they were, from sea to sea, now north, now south, seeing the exertion of the whole power of Admiralty from the low, swift hulls upon which so much of that power rested.

But it is not unreflective haste. The writer pauses now and then to note an unusual scene, to take historical stock, to remember the thoughts and emotions of the ships' companies. He also, and less happily, indulges here and there in philosophising of the most platitudinous nature—"Perhaps one of the greatest gifts which God has given us is that of humour . . . humour itself passes and is gone . . . but in passing it has made life worth

living." Fortunately, such passages are rare, and we are left with a very sound narrative, which essentially rings true, of the lives and times of the destroyers in the Second World War.

R. I. C.

Life in the Navy Today. Gilbert Hackforth Jones. (Cassell, 10s. 6d.)

Parents! If you would rather your son did not enter the Royal Navy, whatever you do, do not let him see Cdr. Gilbert Hackforth Jones' book, "Life in the Navy today."

In his introduction the author says that the reader will not find in the book a specific for a perfect life, free from troubles and fears, but it is my belief that if a young man of today can read this book without wishing that he belonged to such a Service, then the youth of today is very, very different to that of my youth. And I am sure he isn't!

Chapter I, on fleets, ships and the men who man them, includes a day at sea in an aircraft carrier. I re-lived many such days whilst reading it, the blood quickening with the excitement of it all and the memories it brought back.

The book is well written, authoritative, up to date and, with the various appendices (including one on pay and pension details which I have not seen outside books of regulations), and one on the Royal Naval Scholarship Scheme of particular interest to those parents wishing to find out details regarding cadet entries into the Royal Navy, extremely comprehensive. Containing several splendid illustrations—I would have liked to have seen more—the book is, apart from its readability and interest both to the young and to the not so young, of particular value to parents.

As the First Sea Lord, Admiral Earl Mountbatten of Burma says in a foreword, the book "tells the lives of those who man the ships and fight in them." He goes on to say that he recommends the book to all those who aspire to lead a life of adventure and interest and this recommendation I confidently endorse.

H. R. B.

Have YOU a personal problem . . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Termination of R.F.R. Engagement

WHEN I joined the Navy I signed on for seven years' active service and five years on the Reserve. I was released in 1955 and understood that I would then have five years in the R.F.R. in receipt of a retainer. At one time I made enquiries about obtaining my discharge from the R.F.R. and was told that to purchase my discharge would cost me £40. I have now been told that I am to be discharged from the R.F.R. "as a result of a review of the strength" of this Reserve. If it was right for me to have to pay £40 in order to end the contract from my side, why should the Navy not pay me compensation for ending it from their side?

The actual form of declaration which you signed on joining the Navy was:

"I . . . do hereby agree to serve honestly and faithfully for a period of Twelve years from . . . 19 . . . provided my services should be so long required, of which period seven years or such less period as the Lords Commissioners of the Admiralty may determine, will be in the Royal Navy and thereafter the residue in the Royal Fleet Reserve."

I have emphasised that part of the agreement which enables Their Lordships to terminate your engagement. The declaration goes on:

"I understand that on my discharge from the Royal Navy I have no claim to join the Royal Fleet Reserve as of right and that I have no claim to the emoluments allowable to members of that Reserve, or to any form of compensation should I not be required to serve in that Reserve."

Generally speaking, if a Royal Fleet Reservist wishes to obtain his discharge before completing his time he will have to purchase it, and this will cost him £40. There are, however, certain circumstances in which he can

claim a free discharge; for example, if he joins a Police Force or a Fire Service, if he desires to emigrate or to transfer to the R.N.V.R., if he is serving in a merchant ship which may be away from the United Kingdom for more than six months or if he can show good compassionate grounds he can get a free discharge. The agreement is therefore not entirely one sided.

CLASSIFIEDS

See Page 15

Tombola in Clubs

I WOULD be obliged if you could tell me, please, if members of a Royal Naval Association Club, which pay the £1 fee and are registered under the Gaming and Lotteries Act of 1956, are allowed to play Tombola (Lotto) on their premises if they hold a licence to sell wines and spirits.

Normally, gaming is not allowed on licensed premises, but does "Club Law" make this possible?

Thanking you and wishing you continued success of your column.

I am sorry for the delay in replying to your query, but I wished to make quite sure of the facts.

If the Association hold a club licence it is not "licensed premises" within Section 141 of the Licensing Act, 1953. Providing care is taken to comply with all the provisions of Section 4 of the Small Lotteries and Gaming Act, 1956, I see no reason why the members should not play Tombola.

Finally, the Committee of the Club should proceed with great caution. Tombola is a game of chance; all games of chance are illegal in most circumstances, subject to the statutory exception mentioned above, and in any doubt the Committee would be well advised to err on the side of caution.

MARRIED QUARTERS

THE RATE at which houses and flats have been completing has been a little disappointing, and is due mainly to delay in the supply of materials owing to the petrol shortage. The situation is, therefore, now arising which it had been hoped to avoid, that houses will be completing in "lumps" instead of in a steady stream.

The result is that it may soon be physically impossible for the limited married quarters staff to furnish the houses as quickly as they are turned over, and at the same time to compete with the inventory checks for the changes in tenancy, which will increase in number as a greater number of houses are occupied.

However, in spite of this somewhat gloomy picture, seventy-two flats and five houses on the new Rowner estates and some thirty new Admiralty hirings have been occupied over the last four or five weeks, in addition to dealing with several changes in tenancy both of married quarters and of Admiralty hirings.

It is intended to continue next month with the Rowner estates and to make a start on the flats on the new Paulsgrove estate. Towards the end of the month it is also hoped to start occupying the flats on the Stamschaw estate. In this way it may be possible to give ratings more choice of where they wish to live, at least for a limited time, although delay will have to be accepted if the particular estate selected is not being furnished at the time that the selection is made.

At the present time the numbers on the rosters and the approximate waiting periods are as follows:

Chief Petty Officers	39	2 months
Petty Officers	172	5½ months
Leading rates and below	277	6 months

Order and Renewal Form

See Page 8

Friendly Wives

(Continued from Page 4)

On Monday, March 18, we held a very enjoyable evening whist drive in the Victory Conference Hall, Royal Naval Barracks. We are indebted to Commodore J. Y. Thompson for the use of this hall and he pointed out that this being the first function held there since its complete renovation this might be considered in the nature of a "room warming party." There were rather more ladies than men present, and this was reflected in the prize list, where not a single man was successful. Mrs. Bull and Mrs. Bannister won the first prizes, Mrs. Johnston and Mrs. Deane the seconds, and Mrs. Hawkins and Mrs. Mellor the booby prizes.

A basket of fruit given by Mrs. Easley and Mrs. Dore was raffled and won by Mrs. Race, and a pottery vase given by Mrs. W. Bartlett was won by Mrs. Richards.

Our thanks are also due to C.P.O. Thompson, the Commodore's Coxswain, who made all arrangements for the party and whose cheerful activity as M.C. contributed much to the success of the evening.

Our meeting this month is on Monday, April 8, at 2.15 p.m. in the Victory Hut, Royal Naval Barracks, when we will have our annual Round Table Conference and also a Bring and Buy stall. New members will be most welcome at this meeting.

New Naval Drafting Authority Takes Over

THE NEW Naval Drafting Authority, whose headquarters have been established at Lythe Hill House, Haslemere, Surrey, took over responsibility on April 1 for the centralised drafting and advancement rosters of many thousands of General Service ratings of the Royal Navy.

Under Commodore G. B. Rowe, R.N., it has taken over the functions of the local organisations that have previously existed in the R.N. Barracks at Chatham, Portsmouth and Plymouth, although the transfer of records from these ports to Haslemere will be spread over the next three weeks.

Drafting liaison officers have now been appointed to the three Naval ports, where arrangements for family welfare matters remain unchanged.

The centralised Naval Drafting Authority, where automatic mechanical filing and sorting will ultimately be used to increase efficiency, means that

General Service ratings will be able to be appointed to any ship or establishment where their services can be utilised. In the past, they could only be sent to the ships or shore bases for which their particular manning ports were responsible.

Now, ratings are to be given an opportunity of choosing a "selected depot"—Chatham, Devonport or Portsmouth—for welfare and certain other purposes, while a system of preference drafting for home service is eventually to be introduced. They will be able to "opt" for one of 12 regions, and records will be maintained to ensure that each individual has a fair share of drafts to his preferred area.

The new organisation at Haslemere also means that inequalities that have hitherto existed between ports on advancement and overseas service are removed.

Visit of Paratroopers to Albion

ON NOVEMBER 1, 1956, H.M.S. Albion (Capt. R. M. Smeeton, M.B.E., R.N.), in company with H.M.S. Bulwark and H.M.S. Eagle, the latter flying the flag of the Flag Officer Aircraft Carrier Squadron (Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O. and Bar, R.N.), commenced operations against airfields and other targets in Egypt. These operations continued for four days until on November 5 the 3rd Battalion Parachute Regiment, together with a regiment of parachute troops from the French Army, made an airborne assault in the Port Said area.

After the operation, as a memento Vice-Admiral Power gave to the Parachute Regiment the flag he had flown during the operation, and the Parachute Regiment presented each carrier with a beautiful silver model of a paratrooper as a token of gratitude for the support they had received.

On Tuesday, April 2, four officers and 104 men from "B" Company, 3rd Battalion Parachute Regiment visited H.M.S. Albion in Portsmouth to look round the ship and have lunch on board.

U.S. Chief of Naval Operations' Visit to Portsmouth

ADMIRAL ARLEIGH A. BURKE, U.S.N., the Chief of Naval Operations of the United States Navy, visited Portsmouth on Monday, April 1.

He proceeded to Portsmouth after spending a week-end privately with the First Sea Lord (Admiral of the Fleet The Earl Mountbatten of Burma, K.G., etc.) and was accompanied by his wife, the First Sea Lord and Lady Mountbatten.

Shortly before 9 a.m. he entered Portsmouth Dockyard, when a 17-gun salute was fired in his honour by H.M.S. Maidstone, the present flagship of the Home Fleet.

He then proceeded to H.M.S. Victory, Nelson's flagship at the Battle of Trafalgar, where he was received by the Commander-in-Chief, Portsmouth (Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O.).

Admiral Burke, the First Sea Lord and their wives made a tour of H.M.S. Victory, lasting about an hour.

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Canadian Ship Circumnavigates North America

EPOCH-MAKING TRIP

THE ARCTIC patrol vessel H.M.C.S. Labrador was built at Sorel, which is on the St. Lawrence River, near Montreal. Labrador is the largest vessel, 6,500 tons, ever to be built in Canada for the Royal Canadian Navy, and was commissioned in July, 1954.

She was the first Naval ship to sail through the North-West Passage across Arctic Canada, and became the first large vessel, Naval or otherwise, to circumnavigate North America, when, after her voyage through the North-West Passage, she returned to Halifax via the Panama Canal.



Labrador does not break ice by shearing it with her stem. Her specially designed bow enables her to ride up on the ice and break it under her weight. Construction of her hull called for the best in Canadian shipbuilding skill. Every seam in her inch-and-five-eighths high tensile steel plating was X-rayed during her building to make sure that the welds were perfect. Since she left her builders, Labrador's sturdy hull has been put to the most exacting tests. In the most difficult ice conditions, her six diesel-electric engines, developing 10,000 horsepower, drive her bows up on to the ice until the crushing weight of her 6,500 tons forces the stubborn ice to yield.

Labrador is equipped as a scientific research ship, and on her missions to the far north frequently carries civilian scientists.

In the summer of 1956, Labrador led, through the Arctic icepacks, the ships that delivered supplies to the northern outposts of the Distant Early Warning Radar Line—the chain of radar stations that guard North America from surprise air attack from across the North Pole.

The ship is equipped with a flight deck aft, and carries helicopters, which are used for spotting leads through the ice, and landing shore parties.

Labrador is 269 feet long and has a beam of 63½ feet. Her usual complement is 225 officers and men.

Arctic Operations 1957

The International Geophysical Year of 1957 looks like being a very busy one for Labrador. It is hoped that she will be able to undertake some special project in the Arctic as a contribution to Canada's part in the International Geophysical Year programme.

Late in June or early in July, the ship will sail for the Arctic. It is expected that she will again lead the convoy that supplies the Distant Early Warning radar stations. Last year, Labrador led the joint Canadian-U.S. task force safely through the ice to deliver supplies to the DEW Line stations.

During her time in Arctic waters, Labrador takes every opportunity to carry out oceanographic, hydrographic and survey work. Each trip to the north adds to the steadily mounting knowledge of Canada's Arctic regions. Valuable and accurate information is becoming available concerning vast areas about which little was known only a few years ago.

After completion of her allotted tasks, it is hoped that Labrador will be able to spend the remainder of the Arctic summer investigating the polar ice pack. R.C.A.F. reconnaissance

aircraft have reported clear leads which penetrate deep into the mass of pack ice which covers the north polar region. One of these leads may enable the ship to penetrate the polar ice cap, and approach nearer to the North Pole than any ship so far.

R.N. Action Speed Tactical Teacher

AN INGENUOUS training device, designed by the Engineering and Materials Research Department of the Admiralty and known as the Action Speed Tactical Teacher, has been installed at the Royal Naval Tactical School, Woolwich. Other departments have assisted in the production and installation.

The new trainer was formally set in operation on Wednesday, March 6, by the Vice Chief of Naval Staff, Admiral Sir William Davis, K.C.B., D.S.O.*

The "Teacher" is a complex apparatus which, by electric and electronic means, enables the tactical operation of ships to be reproduced, and provides Naval officers with the opportunity to exercise tactical skill in meeting situations that arise in active service conditions.

The installation consists of an auditorium with which are associated a number of cubicles fitted as control rooms to be used to represent surface ships, submarines or aircraft, as may be required. The control of the exercises is conducted by the staff from the auditorium.

Plan of Action

In setting an exercise the officer students are placed in two opposing teams and a tactical situation and objective is set before each team by the directing staff. The teams are allocated control rooms (cubicles) one for each of the craft engaged and each of the two team commanders formulates his plan of action based on the data and intelligence given.

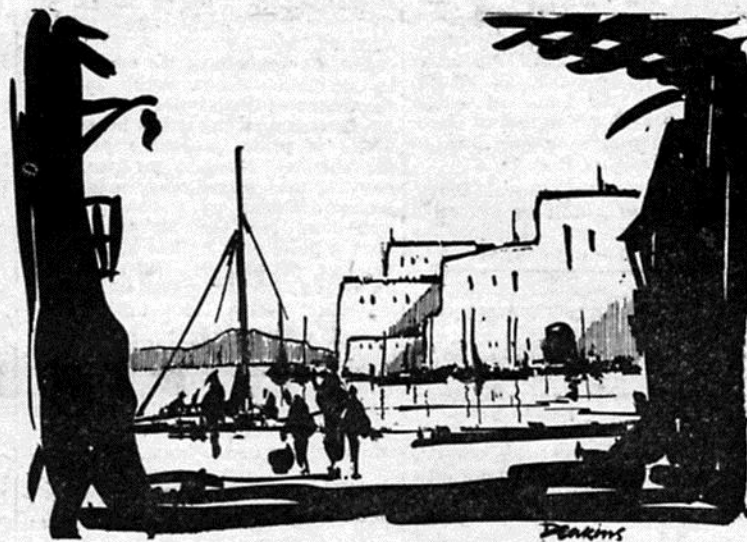
In his cubicle each student controls the speed and course of his "ship" which is automatically traced on his plotting table. Usual methods of sea communication enable him to plot the position of other craft and to transmit or receive orders. Electronic coupling between cubicles provides him with a picture of the tactical situation within the detection range of his own radar and asdic.

In the auditorium sit the Director and directing staff acting as controllers or umpires. Before them on a wall screen twelve-feet square is plotted in illuminated symbols the positions of the forces engaged, surface, submarine and air. Electric contacts from each control room cause these light sym-

TRAMPS ABROAD

George R. Deakins

THIS MONTH'S article concerns Minorca, the second largest of the Balearic Islands, stony and windswept, dominated by the Monte Toro (1,175 feet) in the centre rising from an older infertile surface covered with scrub or stunted trees.



I intended to write on Mombasa, but a dozen juicy little ideas swept into the shape of a finger and pointed to that historical island in the Mediterranean for a mention in April's edition of the NAVY NEWS.

I had been explaining to a party of journalists the use of the "Cat o' Nine Tails" and comparing it with the more barbaric punishment meted out ashore to children who were branded for stealing. Loyally I upheld the harsh measures necessary to maintain discipline in the Royal Navy of centuries past. "And what about the shooting of Admiral Byng?" one asked. "That was a mistake," I weakly replied. I escorted them to the Dockyard gates, passing the ancient storehouse by Admiralty House; a wan sun peeped through pearl-grey clouds and picked out the artfully formed brickwork of the north wall "G.R. 1771." Nearly 200 years ago! Victory's timbers had been kissing the sea a bare dozen years, and Trafalgar was still 34 years away.

Court Martial

Today, as I type, the first court martial for a long period is being convened in the Royal Naval Barracks and not in the more solemn, dignified atmosphere of the Victory's wardroom; for, as most of our readers know, the old oak sternpost and surrounding timbers are being replaced by teak (death-watch beetle no likum teak) and the after decks are shored to permit this work being carried out.

Cat o' Nine Tails: Discipline: Courts Martial: Old Buildings: and what has all this to do with Minorca? 200 years ago, on March 14, Vice-Admiral The Hon. John Byng was shot on board the Monarque at Portsmouth.

Was it a mistake? Perhaps my readers will form their own opinions after the following brief history of the affair:

The Hon. John Byng was promoted Admiral of the Blue in March, 1756, and sent in command of a poorly equipped squadron of twelve ships to relieve Minorca, which was being

blocked by the French under La Gallissonière.

Byng, on May 20, gave the signal to engage the enemy fleet, almost equal in number of ships and weight to his own.

Great Loss
The van, under Rear-Admiral West, at once bore down on the French ships which stood entirely on the defensive, but the rear, under Byng, got into some disorder and hardly came within gunshot. The van suffered great loss, and Byng, feeling himself unable to renew the action, after a council of war, sailed away to Gibraltar and left Minorca to its fate.

When the news reached England the public was furious, and the ministers, to avert public odium from themselves, at once ordered the unfortunate Byng to be brought home under arrest.

He reached Spithead on July 26, 1756, and was confined at Greenwich until his trial by court martial, which began five months later. He was acquitted of cowardice and disaffection but was found guilty of neglect of duty in not having done all in his power to save Minorca. He was recommended to mercy on being condemned to death but the king refused to pardon him.

I hope my journalistic friends will read the above and forgive the rather lame reply I gave them.

British Occupants
The British captured Minorca, a Spanish possession, in 1708, and Port Mahon, the capital and chief port, overlooking one of the finest harbours in the Mediterranean, has a surprising English appearance, reflecting the British occupations of 1708-1756, 1763-1782, 1798-1802. In 1802 it was finally returned to Spain. Nelson would have found it most useful during the long blockade of the French and Spanish fleets prior to the Battle of Trafalgar, for Napoleon had subjected to his rule most of Europe, and only the islands of Malta, Sardinia and our base at Gibraltar were left to the British for storing and refitting, and with a fresh economic policy at home, the overseas dockyards were bare of the stores he most ardently desired.

One of Minorca's chief interests to the holidaymaker is its ancient Megalithic remains.

Port Mahon has been rather neglected although its ship repair yards are still in use.

My sketch shows a small fortified backwater on a calm sunny afternoon, the harbour experiencing an unusual calm.

CHATHAM
As from April 1, "Navy News" will cover the Nore Command, and future issues will include news from R.N. Barracks, Chatham, and ships and establishments of the Chatham Port Division.

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Sea Cadet Corps

NEW CHANCES IN THE NAVY

AMID THE earnest discussions that are taking place on the future role of the Royal Navy in the atomic age the hundreds of Sea Cadets who are looking forward to a career in the Service may well be asking how they as individuals will fit into the scheme of things.

The brief answer is that for the right type of lad the prospects were never better. As the Admiral Commanding Reserves said the other day, the Navy "is beginning to emerge from a difficult period of half-light." Momentous changes are ahead and like every period of change it will bring its opportunities.

Whatever plans emerge from the Government's White Paper on Defence, this much is certain: the Navy will be a compact force demanding a high standard of recruit.

In the words of Mr. Christopher Soames, Parliamentary Secretary to the Admiralty, when he submitted the Navy Estimates, "The Navy must be versatile, flexible, ready to go anywhere and do anything." In other words, the Navy must retain its ancient hall-mark of unquestioned universal service. All major warships will, in time, have nuclear propulsion, a change "as inevitable as the transition from sail to steam and from coal to oil." There will be new weapons and new conceptions of Naval strategy.

Any Sea Cadet who joins the Navy today on a regular engagement will be able to see these revolutionary developments taking shape before his very eyes. He will be part of a new epoch, with all its stimulus and excitement.

Doing well in the Service

Naval officers are agreed that Sea Cadets are among the best new entries to the Service and many of them secure rapid advancement.

At a recent passing-out parade in H.M.S. Flying Fox two former members of Weston-super-Mare unit, Ord. Sig. R. Evans and Sickbth. Attdt. A. Taylor, obtained top marks. Each was presented with an inscribed bosun's call—only the third to have been presented since the award was introduced nine months ago. Both young men are in the R.N.V.R. but remain associated with their old unit.

At an examination in the Royal Naval training ship H.M.S. St. Vincent, the highest marks were obtained by A. K. Williams, a former Llandudno Sea Cadet.

Again, Cadet Merritt, of Tunbridge Wells, who last year won the Attendance Cup in his unit with a 100 per cent record, recently joined the Royal Marines School of Music. After only six weeks training he returned on leave with an engraved watch for the smartest recruit in his section.

Our Youth: A Challenge

Though the Royal Navy and the Merchant Navy rely to a large degree on recruitment from the Sea Cadet Corps, it is a regrettable fact that too few ex-Navy men are coming forward to act as instructors to our sailors of the future.

Even in Kingston Steadfast unit, the largest in the country with nearly 300 cadets, and winners of the Canada Trophy as the most efficient in the United Kingdom, the lack of instructors is being acutely felt. A year ago they had twenty instructors. Now, through removals and other causes, the number is down to twelve. Meanwhile, sixty likely lads are on the waiting list to join the unit but, unless more instructors come along, they will have to be denied Sea Cadet training.

Kingston Steadfast's experience could be multiplied throughout every youth organisation in the country. Despite the glib criticisms one hears, there is nothing much wrong with British youth today. Given a lead, they will still display the finest qualities of our island race. If they do not get that lead the blame will rest squarely on an older generation for its failure to guide and inspire them.

Cadet Captures Cosh Suspect

While Sea Cadet Arthur Alexander, of Southend unit, was outside a post office at Westcliff he saw two P.O. officials chasing a man whom it was alleged had coshed a woman assistant and grabbed £658 from the post office safe.

As the alleged thief darted through an alleyway, Alexander jumped on his bicycle in the hope of heading him off. In the next road he spotted the man run into another alley. Leaving his bicycle, Alexander raced after

him and found him at the other end. It was a cul de sac.

The runaway went quietly. "If he had cut up rough," said the Sea Cadet afterwards, "I think I would have been able to manage him. I have learned something about unarmed combat."

Awards for Naval Personnel in Cyprus

IN LESS than a year, eleven bombs, including four in one day, have been thrown at the home, which he shared with his family, of Lieut.-Cdr. William Frank Rogers, R.N., who has had charge of the Royal Navy's maintenance base at Famagusta. An announcement was made in the *London Gazette* recently of the award of the M.B.E. to him "for distinguished service during operations against terrorists in Cyprus."

The official citation states that since Lieut.-Cdr. Rogers took up his appointment in January of last year he has worked incessantly and unsparingly to ensure that the ships of the Cyprus Patrol, employed on anti-smuggling duties around the coast of the island, had received the best possible service.

Another officer and a Naval rating are Mentioned in Despatches for their work in Cyprus. They are Lieut. Peter Colin Drummond Campbell, R.N., and Aircft.-Mech. 1st Class Ralph George Cross.

Between January 1 and August 28, 1956, Lieut. Campbell commanded H.M. Ships Shavington and Floriston on Cyprus Patrol duties for an aggregate of 139 days, the longest period that any Commanding Officer has spent on these duties. The citation points out that these patrol duties are arduous and require constant vigilance to ensure that efficiency is maintained. In bad weather, conditions are very unpleasant and call for a high standard of seamanship and stamina, while internal security regulations precluded the granting of leave and severely limited recreational facilities.

C.P.O. Cross has been employed on the maintenance of Fleet Air Arm aircraft at Nicosia airport under difficult conditions of accommodation and climate. A very high degree of serviceability in aircraft has been achieved despite the necessity to work frequently in the open in shade temperatures of over 110 degrees Fahrenheit, when bare metal burnt the skin.

R.N. Stores Branch Benevolent Society

THE ABOVE Society would like to draw the attention of all members of the stores branch (those employed on Naval air, Naval stores, clothing and victualling) to the existence of the branch society. Membership is open to all male members of the branch, both serving and non-serving, under the age of thirty years. An associate membership is open to all who have matured to an age of beyond thirty years. The Society is making an all-out drive for full membership of the branch to its society, and we ask all those who are not yet members to please write direct to the general secretary, Mr. C. C. Hellins, 87 Magdalen Road, North End, Portsmouth, for further details and application forms.

To all of you who are members, serving and non-serving, you will read with regret that our very faithful general secretary, Mr. J. A. W. Dougall, has tendered his resignation, for health reasons; his resignation has been accepted with much reluctance and it is the Society's intention to show our appreciation of Mr. Dougall's long and faithful service to our branch, by asking all members, both serving and non-serving, to attend a Dinner "during June of this year" which we hope to organise to celebrate the Society's fiftieth birthday. We appeal to all members and non-members of the Society, who would be interested in attending the Dinner to please write to Mr. C. C. Hellins for further particulars.

STEADY PROGRESS

Portsmouth Command Field Gun Crew

THE LAST month has seen the rapid falling of our running times, as better weather has enabled us to spend more time on the track. We have performed before audiences on several occasions—once for the Director of Music of the Royal Tank Regiment, who will be duty band for the Royal Tournament, and once for our families and other guests, amongst whom we were pleased to see the Commodore and his wife, and the Battery staff, together with some of our friends and rivals from Lee. On this latter occasion the "A" crew returned an official time of 3 min. 48½ sec., which we thought quite good going for mid-March, considering that the over-all track record at Whale Island is 3 min. 37 sec.

Public runs planned for the future include one for the W.R.N.S. of H.M.S. Excellent, another, Families' Day on April 17, and public runs in the Barracks on May 1, 15 and 29. In addition, we have now started running before the classes assembled after Divisions at Whale Island every morning.

Circus Act?

Injuries have all been minor, though annoying. One of the crew was heard by the Trainer, just before the start of a run, to say to the P.T.I.: "Here, 'Clubs,' hold my Light Duty card while I do a run!" So the spirit is there, even if the flesh is sometimes torn and weak.

Incidentally, not only are the trees around the track sprouting leaves but also gymnastic apparatus. Our P.T.I. was once in the Royal Tournament Naval P.T. Display and doesn't like us to forget it. We think he hopes to turn us all into a circus act rather than a field gun crew!

Contributions Appreciated

Finally, we would like to thank all of you who, through your welfare committees, have so generously contributed to our own fund. As we are only in existence for six months a year, and get no income from N.A.A.F.I. rebate, etc., to support a welfare fund of our own, we do rely a great deal on your support to enable us to purchase those little extras in clothing, indoor games and food, which make all the difference to our standard of living. Thank you all!

Boys choose the Sea for their Career

ROYAL HOSPITAL SCHOOL



THE SIX HUNDRED boys at the school have taken full advantage of the wonderful weather of this winter and have been able to spend much more time than usual on the playing fields. Senior soccer and junior rugger competitions are now drawing to a close and there is keen rivalry between the eleven houses. The houses are named after famous admirals and their size enables a "home" atmosphere to be preserved even in so large a school. This month's illustration shows the King's Banner being carried by representatives of Howe house—a privilege given to them for the excellence of their all-round achievement during last year.

All boys have complete freedom of choice in the selection of careers but it is evident that many have the sea in their blood. In 1956, out of 190 leavers, eighty went into the Royal Navy, nineteen into the Royal Dockyards and seventeen into the Merchant Navy. The remainder went into a wide variety of occupations and a few continued their education at university. The educational standard of the school is steadily rising and in 1956 in the

General Certificate examinations thirty-five boys obtained a total of 131 passes at Ordinary level and eleven boys obtained a total of twenty-one passes at Advanced level.

Successes

During the spring term the school has been notably successful in two outside sporting events. In boxing, eleven boys became Suffolk County junior champions and at Cardington the school won the Walton Cup in the Eastern Counties cross-country championships.

The school was represented at the investiture at Buckingham Palace on March 12, when the Second Master, Mr. T. A. Lumsden, received from Her Majesty The Queen the M.B.E. he was awarded in the New Year Honours List in recognition of a lifetime of service to the school.

The Old Boys' War Memorial Fund now stands at £182 and is due to close at the end of March, but the Chaplain of the school will be pleased to receive late donations, as final plans for the memorial have not yet been formulated.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

Which will you take?

I'm going for the pension because there's another valuable right with it. I can get a cash advance straight away for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask for details of the Progressive Savings Scheme.

246 BISHOPSGATE
LONDON, E.C.2



WRITE TO

Send this coupon

Please forward details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....

Union Jack Services Club

50th ANNIVERSARY YEAR

JULY 1, 1957, is the 50th anniversary of the opening of the Union Jack Club by King Edward VII, as a National Memorial to soldiers and sailors who had lost their lives on active service.

Since that day the doors of the club have never been closed and, today, the club is also the London Club of the Royal Air Force and of Members of the Commonwealth and Colonial Forces visiting this country.

The club buildings have also been greatly expanded and now include an annexe which provides 210 extra beds, a families club and a Women's Services Club.

That the clubs are fulfilling the hopes of the founders is evident from last year's annual report which showed that during the year 324,163 beds were provided and 630,959 meals were served in the three clubs. To these impressive figures may be added as further evidence, the 9,000,000 beds that have been provided in the Union Jack Club alone since the club was opened.

It was a Miss Ethel McCaul, R.R.C., who conceived the idea of a London Club for the men of the Fighting Forces. That was in 1902 when 200,000 soldiers and sailors were passing through Waterloo annually.

Miss Ethel McCaul, when nursing in Field Hospitals in South Africa, had heard first-hand accounts of these mean streets near Waterloo station from her patients and she returned to England after the war fired with determination to remedy the sorry state of affairs. Her enthusiasm soon bore good fruit. At a great gathering at the Mansion House on February 25, 1903, the Lord Mayor launched a scheme to build a club and so good was the response to his appeal for funds that the foundation stone was laid by the Prince of Wales (afterwards King George V) on July 1, 1904.

One of the pioneers who so skilfully shaped a great future for the club was Mr. J. R. Hayward, M.V.O., M.B.E., who was for many years Comptroller and is now a Member of the Council.

The club opened with 208 bedrooms but this number was soon inadequate and by 1940, when the Nuffield Trust generously provided funds to build the Holmes Terrace Annexe, more than 1,100 beds were occupied each night and this state of affairs existed throughout the war.



A corner of the Library

Walking round the corridors of the bedroom floors is like walking down the corridors of history, for on every door is a brass plate commemorating a Service man who died on active service, a ship that was lost, or a regiment that suffered heavy casualties.

The peak years in the club's history were the years of the Second World War. Of that period the Secretary of State for War said "The club carried on its work under the shadow of death from German bombs but like other institutions over which the Union Jack presides, it has survived and will survive. From my flat in London I have looked out on most mornings of the past five years and have always been encouraged to see it still standing, four square to a great deal besides all the winds that blow, and during that five years, it has provided lodgings for more than a million Service men and some three million meals."

It was fortunate that the Union Jack Families Club (originally the Union Jack Hostel) was completed before the First World War, because the number of Service men's families in transit increases considerably in war time. The funds for building the club were donated by the South African Garrison Institutes.

The original building soon proved too small for its purpose, but it was not until 1940 that through the generosity of the Nuffield Trust a wing was added. Even with this addition it is not always possible to meet all requests for accommodation. Last year, 61,573 beds were booked for men, women and children.

When, in 1949, the W.R.N.S., Q.A.R.A.N.C., W.R.A.C., and the W.R.A.F., became an integral part of the Armed Services, the club accepted the responsibility of providing a residential club for them. Fortunately, a site adjoining the families club was available and on November 5, 1951, The Princess Royal unveiled a tablet commemorating the foundation of "The Union Jack Women's Services Club." Opened on October 30, 1952, by Her Royal Highness The Duchess of Gloucester, an average of 10,000 Service women have been accommodated each year.

Throughout its history, the policy had been to keep the prices charged within the purse of the lowest paid Service man and Service woman, and it has been possible to adhere to this policy because capital expenditure has largely been met by subscriptions, grants and funds bequeathed in memory of those who have died on active service and in gratitude to those who have preserved the country from its enemies. But the cost of maintenance is always rising and the current revenue falls short of what is required to keep the clubs up to date in all respects. For this reason, an appeal for additional funds is being launched within the Services in this Jubilee Year, and the council and committee hope that all men and women of the fighting forces will welcome the opportunity of supporting their London clubs. Is a head for every man and woman would go far towards establishing financial stability and make possible further improvements.

The men and women of the fighting forces—the members of the club—are directly represented at all meetings by their own chosen representatives

ROYAL SIGNAL TO H.M.S. ALBION

IN A congratulatory signal at the conclusion of a flying visit to H.M.S. Albion, from which Naval aircraft supported the Suez landings at the beginning of November, H.R.H. The Duke of Gloucester stated: "I was particularly struck by the splendid team-work of every man in the ship that enables the skill of the Fleet Air Arm pilots to bear upon their targets."

His Royal Highness's message to H.M.S. Albion, which berthed at Portsmouth Dockyard, continued: "On my previous visits to Parachute and R.A.F. units, which took part in the operation, I had heard of the magnificent co-operation between all three fighting Services. In particular, as a soldier, I should like to tell you all in the Royal Navy how much the Army appreciated the skilful and courageous way in which you supported their efforts on land and so generously gave comforts to their wounded."

"I wish you all a happy return to Portsmouth. I know that you will find that we at home were proud of how, in the words of your own ship's motto, you of the Royal Navy and your two sister Services 'bravely, happily and faithfully' upheld your proud traditions in the service of your Queen and country."

His Royal Highness landed by a helicopter at Portsmouth from H.M.S. Albion, to which he flew in the Channel from the R.N. Air Station, Culdrose (Cornwall).

MOUNTAINEERING CLUB IN SCOTLAND

Britain's Highest Plateau

WE, AT Abbotsinch, consider ourselves very fortunate in being near enough to the Scottish mountains to pay frequent visits for climbing at the week-ends.

Recently six of us had an unusual opportunity to spend a week in the Cairngorm mountains in winter conditions, the principal object being to make a sketch survey of the eastern group. We chose the winter because of its severe conditions and the area because of its remoteness. The Cairngorm plateau is probably the largest and certainly the highest in Great Britain, and therefore would provide us with an excellent training ground.

From Aviemore, the first two days were spent carrying approximately eighty pounds each of food, clothing and equipment up long boulder-strewn glens, over steep saddleback passes

and crossing deep, awkward snow-drifts. Our base camp was set up at the end of the second day's march on the shores of Loch Avon at an elevation of over 2,000 ft.

On the first day from our base camp we ascended to the plateau with the



The photograph shows members of the reconnaissance team testing the snow gullies as possible routes for the following day's withdrawal

Snooker League

IN THE course of a very pleasant evening, the United Services Senior Ratings and N.C.Os.' Snooker Cup, won by the Warrant Officers and Sergeants' Mess, Royal Marines, Eastney, was presented to the captain of the winning team by a representative of the donors (Messrs. H. G. Simonds, of Reading), Mr. Cowlin. The cup is really a magnificent one, and worthy of a place in any trophy cabinet. Individual tankards were presented to the members of the winning team, led by Q.M.S. Palmer, by the Commodore of the Royal Naval Barracks, Commodore J. Y. Thompson. Runners-up prizes were presented to the Chief Petty Officers' Mess, H.M.S. Vernon's team (team captain, C.P.O. Keens), by the Colonel Commandant, Eastney, Colonel Browne. The prize for the best individual break, won by P.O.M.(E.) Ledwith, of H.M.S. Sultan, was presented by the donor, Mr. Smith, of the "Old House at Home," Milton.

The ceremony brought to a close a very successful first season, during which the interest has been maintained, and considerable enjoyment has been experienced, not only by the contestants themselves, but also by the various messes in which the games have been played. This augurs well for future seasons, when it is hoped other messes will be able to join.

In a robust, well-fought billiards match, the Commodore and Chief Writer Joyce beat the Commanding Officer and his Regimental Sergeant-Major, despite some vociferous home support for the Royal Marine side.

The present chairman, C.P.O. Writer Cuddon, and the secretary, C.P.O. Writer Joyce, are both being drafted from the Portsmouth area, but steps are being taken to provide successors to these two gentlemen, who have been so instrumental in the successful running of this League.

LEAGUE TABLE POSITIONS

	F.	A.
W.Os. and Sgts.' Mess, Eastney	53	27
C.P.Os.' Mess, H.M.S. Vernon	47	33
C.P.Os.' Mess, H.M.S. Dryad	46	34
P.Os.' Mess, H.M.S. Sultran	44	36
C.P.Os.' Mess, H.M.S. Sultan	43	37
P.Os.' Mess, H.M.S. Dolphin	38	42
C.P.Os.' (105) Mess, R.N.B., Portsmouth	35	45
W.Os. and Sgts.' Mess, R.A.O.C., Hilsa	27	53
Reg. Branch (106) Mess, R.N.B., Portsmouth	27	53
Highest break: P.O.M.(E.) Ledwith, P.Os. Mess, H.M.S. Sultan, 38.		

intention of making sufficient triangulations of the peaks on which to base our survey. However, visibility being down to thirty yards and often less, we made for the twin peaks of Ben Macdhui, 4,296 ft., in order to register their heights.

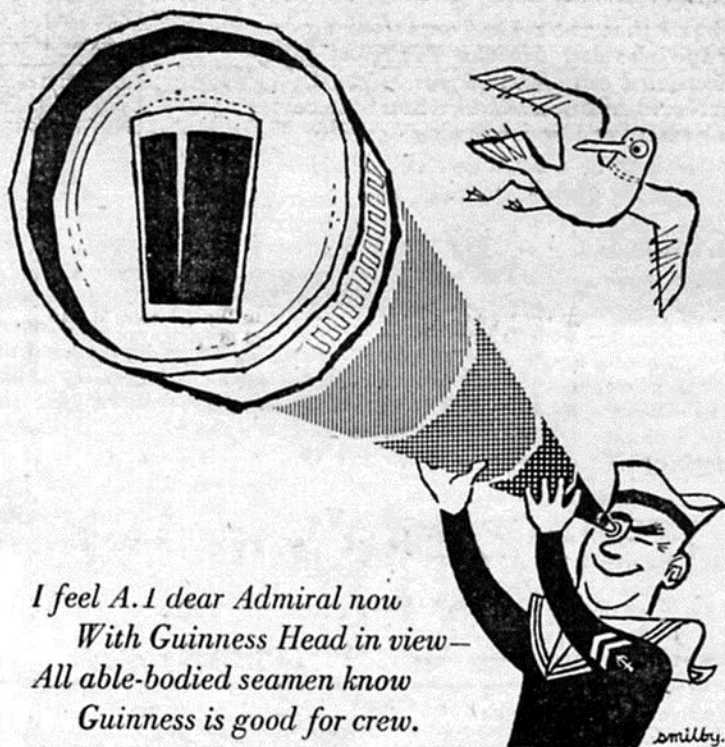
On the second day, visibility was again bad, and it was decided to split into two groups, one to reconnoitre the steep gullies which provided the only routes leading out from our base camp on to the plateau and so find an acceptable route for the following day's departure. The other party was to do a triangulation survey of the loch. The survey of the loch took all day, for it is four miles long and half-a-mile wide. The other party, having completed their task, proceeded to make an igloo in which two members of the expedition spent the night. For warmth and draught-free accommodation, the igloo is highly recommended by the two "eskimos."

The following morning we struck camp and began our two-day haul back to Aviemore. The first two miles were by far the most rugged we had attempted on the expedition. It entailed a steep climb on snow and ice rising at an angle of fifty degrees for about a thousand feet. The route lay alongside massive cliffs, whose rock faces were covered in a beautiful cascade of blue and green ice. Our route had to be made on compass bearings and distance travelled, as visibility was again reduced to only twenty yards.

On our way down from the plateau we saw several hares and ptarmigan in their white winter coats. The late afternoon saw us at the Rothiemurchus ski-hut which belongs to the Nuffield Trust and is available to Service personnel.

Our last camp was made just above the Rothiemurchus deer forest, in which we saw several large herds of the wild red deer. An early rise next morning saw us in Aviemore for the 9.40 train to Glasgow, each man looking fit and tanned after six days' exhilarating training.

Lovely day for a GUINNESS



I feel A.1 dear Admiral now
With Guinness Head in view—
All able-bodied seamen know
Guinness is good for crew.

Guinness does more than quench your thirst

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SUBMARINE COMMAND

Home Fleet Squadron

RESIDENTS ON the Gosport side of the harbour and passengers on the Gosport ferry may have been surprised when on December 8, 1956, they found H.M. Submarine Scorcher (Lieut. J. S. F. Burrage, R.N.), had berthed at South Railway Jetty on H.M.S. Maidstone (Capt. H. R. B. Newton, D.S.C., R.N.) flying the Flag of the Commander-in-Chief, Home Fleet (Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E.).

Although a submarine flotilla formed part of the Home Fleet between the wars (H.M.S. Lucia and later H.M.S. Forth were the depot ships) the arrival of H.M.S. Scorcher was a unique event in that never before has a submarine depot ship had the honour of becoming the Fleet Flagship of the Commander-in-Chief, Home Fleet at the same time as fulfilling her role of mother ship to the submarines of the Home Fleet.

Brought about by events in the Suez Canal, H.M.S. Maidstone, refitting at Portsmouth at that time, first flew the Flag of the Commander-in-Chief, Home Fleet on August 18, 1956. During the period of H.M.S. Maidstone's refit the submarines of the Second Submarine Squadron had continued to be based at Portland, where they were cared for as far as was possible by H.M. Dockyard, Portland and by H.M.S. Osprey. H.M.S. Maidstone paid two visits to Portland during the autumn cruise and though she was able to attend to a lot of her submarines' material wants she was unable to accommodate more than two submarine crews. Returning to Portsmouth on November 19, 1956, various temporary alterations were made to allow the crews of four submarines to be accommodated and at the same time provide adequate accommodation and offices for the Commander-in-Chief's Home Fleet staff and a proportion of his Commander-in-Chief Eastlant staff. H.M. Submarines Termopylae, Auriga, Solent, Sleuth, Selene, Shrimp and Minnow were then transferred to the Fifth Submarine Squadron and H.M. Submarines Scorcher, Subtle, Sturdy and Springer nominated as the four submarines to join the Home Fleet; the squadron was to retain the title of the Second Submarine Squadron.

Newly Constituted Squadron

H.M. Submarines Subtle (Lieut. W. L. Owen, R.N.), Sturdy (Lieut. J. M. Haigh-Lumby, R.N.), and Springer (Lieut. J. L. S. Beauchamp, R.N.), arrived alongside later in the month and the newly constituted squadron was assembled together for the first time on December 21, 1956, at Portsmouth.

After the Christmas leave period, the submarines went to Portland with the Fleet, where they were joined by Andrew (Lieut.-Cdr. A. J. D'A. Burdett, R.N.), temporarily attached from the Third Squadron. They sailed for exercises on passage to Gibraltar on January 25, 1957.

The whole squadron has taken part in all the Fleet Exercises during the cruise, with the exception of Scorcher, who sailed for the United Kingdom on February 9, for docking and later to operate from Londonderry. The four remaining submarines paid a weekend's unofficial visit to Tangier on February 22, which was generally voted to be a very popular one. A week later, on completion of major Fleet Exercises, Andrew departed to rejoin her own squadron, and Sturdy sailed for Portsmouth, to pay off before joining the First Squadron in May. Sturdy's place will be filled later in the year.

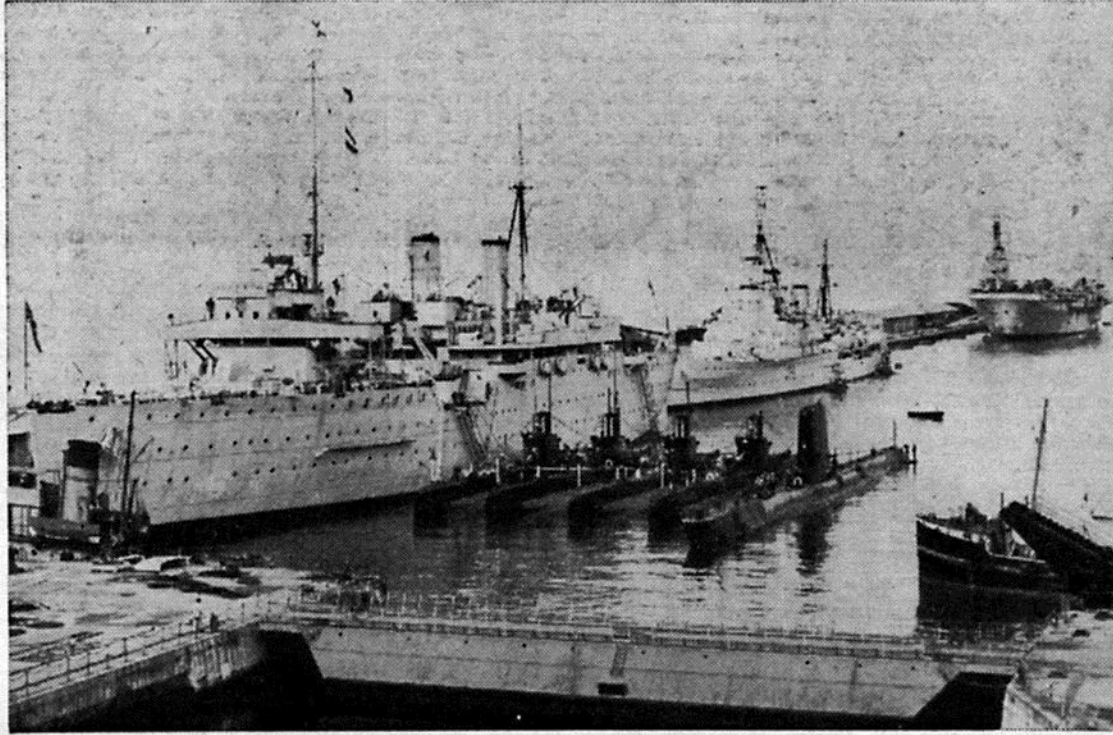
Visit to Cadiz

H.M.S. Maidstone visited Cadiz from March 12, with her two remaining submarines, Subtle and Springer, in company. The weather, as on the visit to Tangier, was continuously hot and sunny, and did much to enhance a most enjoyable time. The Flagship and her diminished squadron, returned to Gibraltar on March 18, and sailed again two days later for Fleet Exercises on passage to the United Kingdom.

COMMAND NEWS

Combined Fleets at Gibraltar

H.M.S. MAIDSTONE WITH SUBMARINES OF THE HOME FLEET



H.M.S. Maidstone, Flagship of the Commander-in-Chief, Home Fleet, with submarines at Gibraltar

THE FATHER OF MODERN SUBMARINES

The rapidly changing conception of the submarine, in its merchantile use and as a weapon of war, necessitates radical changes in design. The submarines of the Royal Navy of today have been developed from an original basic design. Before getting involved in the possibilities of tomorrow, it is, perhaps, interesting to learn something of the "father" of the modern submarine. A man whose obsession was to build a submarine to sink the British Fleet, he never achieved his ambition and England gained, indirectly, immeasurably. That man was J. P. Holland, born February 29, 1840, died August 12, 1914. The American Dictionary of Biography has this to say of him:

From 1858 to 1872 he taught in schools in various parts of Ireland. The submarine boat idea occurred during his youth, for, as a Fenian, he saw how a submarine could be used against the Royal Navy to gain Irish independency. He studied the scanty literature of the submarine pioneers (Bourne, Bushnell and Fulton) and, by 1870, his plans were ready. Funds to finance these were not available.

Late in 1873 Holland emigrated to America and found employment as a schoolmaster in St. John's Parochial School, Paterson, New Jersey. In 1875 he offered his design to the United States Navy but it was rejected as a fantastic scheme of a landlubber.

First One-Man Submarine

The Irish Republican Brotherhood (Fenian Society) financed his first experimental one-man machine (14 ft. long and driven by a small steam engine)—this boat was tested in 1878 in the Passaic River. In 1927 it was recovered from the mud and is now in the Paterson Museum. The Fenian movement supplied Holland with 2,300 dollars to build a full-sized submarine whose purpose was to cross the Atlantic to sink the British Fleet. This submarine boat, "The Fenian Ram," was launched from the Delamater Yard on the River Hudson in 1881. The Fenian Ram was 31 ft. long, and had a 6 ft. beam, 19 tons displacement, a one-cylinder oil engine and a crew of three men. Although it never crossed the Atlantic it made frequent runs below New York Harbour. In 1883 this boat dived to 60 ft. and remained on the bottom for an hour; apart from defects in its power system the Fenian Ram embodied the main principles of the modern submarine in balance control, and compensation for weight lost with torpedo discharge. As a memorial the Fenian Ram can be seen in the City Park of Paterson, New Jersey.

Holland continued his work and the boat which incorporated all his ideas (Holland No. 9) was built in Crescent Shipyard, Elizabeth, New Jersey, in 1898. Fitted with a petrol engine and electric motor this boat, after a number of exhaustive tests, was bought by the U.S. Government in 1900. Despite his outward success Holland found trouble with his financial backers who,

when success had come, wished to retire him to a figurehead position at \$10,000 per annum—in 1904, after attempting to form another company, he left the Electric Boat Company. His subsequent interests then turned to aeronautics.

Submarine O.C.A.

SUBMARINE OLD Comrades Association is now a well-established name and its branches number many members. There are eleven different branches, each branch being entirely independent of the others. Any two ex-submariners can get together and start a new branch in any part of the world. Just such a thing has happened several times in recent years. But there are some branches who have existed for a long time and their origin may be forgotten. It is therefore hoped to publish in these columns a short account of the foundation of each branch.

Story of Portsmouth O.C.A.

In the late summer of 1930, Commissioned Engineer F. W. Asker retired from the R.N. He had spent the major part of his service in submarines and he felt that, as the Army had its different Associations, then the Navy or more especially the section of the Navy where he had made so many friends, namely the Submarine Service, should also have an Association. He, therefore, spoke of this matter to Ch. E. R. A. Chapman who, at that time, was President of the Chief E.R.As.' Mess, Fort Blockhouse.

Chapman was all for the idea, as he himself was shortly taking his pension, and promised to talk the matter over with the pensioner submariners working in Fort Blockhouse and members of the different boats and messes. This was done and nearly all were in favour, so Chapman reported this result to Mr. Asker and it was decided by them to call a meeting of all submariners present and past.

This meeting was attended by approximately 30, mostly pensioners. Chapman was elected to be chairman of the meeting and Mr. Asker was asked to take notes.

After discussion, it was decided to form a Submarine Association open to

members who had served in the boats during the 1914-18 war. A committee was formed of six members to draw up rules, etc., electing Mr. Chapman as Chairman and Mr. Asker as Honorary Secretary and Treasurer. It was decided to call the Association "The Submarine Old Comrades Association, 1914-18." (As one of the Committee quoted, abbreviated it would be

S.O.C.A. and all submariners were good SOAKERS.)

The objects of the Association were briefly, as follows. To meet at intervals and have a Dinner each year as near Armistice Sunday as possible.

Owing to various unavoidable delays, the first dinner took place at the Corner House, Commercial Road, on Saturday, March 30, 1931. The Committee decided that the oldest Submariner should take the Chair; this was Bob Spiers, ex-Coxswain, and at that time postman at Fort Blockhouse.

The dinner was attended by over eighty members and was so successful that it was decided there and then to ask all Submariners present to promulgate the news of the Association. Members from the different depots stated that they would try and form an Association in their districts, and members who were on the point of taking their pension in London or nearabouts stated they would try and form an Association for their particular district.

In 1932 the Portsmouth Association was greatly honoured by Vice-Admiral F. A. Somerville accepting the offer to be their first President and, at his suggestion, a Samaritan Fund to be used to provide comforts for any members who fell sick was started. It was also decided to open the membership of the Portsmouth S.O.C.A. to all submarine ratings who had retired from active service.

In 1934, during the chairmanship of Mr. Moth, the first reunion was held at Fort Blockhouse at the invitation of the Admiral (Submarines), Admiral Sir N. F. Laurence, K.C.B., D.S.O., when approximately eighty members from Portsmouth and other Associations attended. This was a great success and succeeding Admirals (Submarines) were kind enough to continue with it up to 1940 when it had to be suspended owing to World War II; but it was again continued after the war.

In 1941 they were very unfortunate in having their headquarters, "The Central Hotel," Portsmouth, bombed, thereby destroying nearly all their records.

On the retirement of Admiral Somerville, after twenty-one years as their President, Commander W. E. Higham, R.N. (Retd.) took the Presidency. Admiral Somerville was made Honorary Life President for his great service to the Portsmouth Association.

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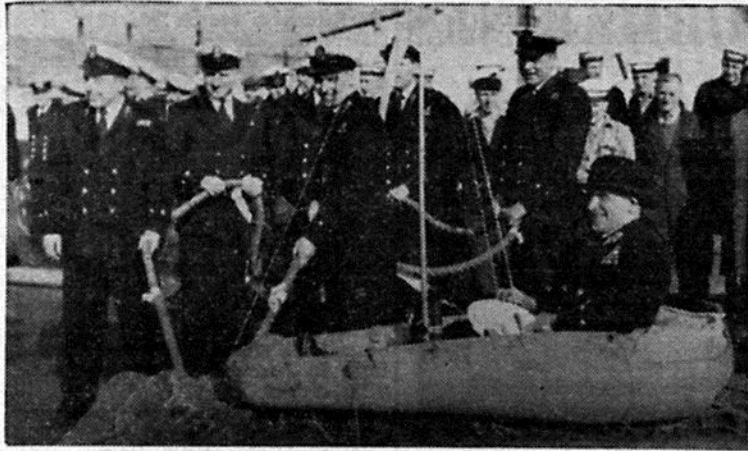
BRANCHES at Chatham, Devonport, Deal, Dunfermline, Falmouth, Grimsby, Harwich, Helensburgh, Invergordon, Londonderry, Milford Haven, Newcastle-under-Lyme, Portland, Rosyth, Rothsay, Skegness, Wetherby, Weymouth, Gibraltar, Sliema and Valletta, Malta.

And at Abbotsinch, Anthon, Arbroath, Brawdy, Corsham, Eg'inton, Ford, Gosport, Helston, Kete, Lossiemouth, Worthy Down.

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The Chief Buffer "Pays Off"



AFTER 33 YEARS of service in the Royal Navy, C.P.O. Stanley Taylor, from Warrington, left the Royal Navy Air Station at Stretton on February 22 for "outside."

But on the Thursday, 21, he was given a send off that will be remembered for a long time.

Leaving the main gate at noon he was traditionally and ceremonially "pulled" out of the camp sitting in a "K" type dinghy with Walter erected (just in case he managed to get lost), and at the masthead was flying a Paying Off pennant.

On the ropes were eight of "Buck's" messmates who pulled him to the local inn (the Thorn, at Appleton) where a farewell celebration was held.

C.P.O. Taylor joined the Navy as a Boy in 1925 and during the last war served in the armed merchant cruiser Cheshire for eighteen months prior to going over to the R.A.N. He was awarded the B.E.M. in 1947 whilst serving in H.M.S. Renown.

In 1948 he came to Stretton as Chief Bosun's Mate and has taken a keen interest in a great cross-section of Station activities, but in particular football.

His advice and suggestions, based on his vast wealth of knowledge gained in the school of experience, will indeed, be missed by many.

Cheerio Sergeant

We are sorry to lose Band Sergeant R. W. P. Lane, Royal Marines (who hails from the Isle of Wight), after such an interesting commission with him at Stretton.

Joining from Deal in May, 1955, and making his headquarters here, he has travelled nearly six thousand miles in visiting Royal Navy Air Stations at Anthon, Culdrose and Brawdy, spending many patient hours teaching bandsmen for Station bands (not forgetting the skiffle groups he has formed!).

Good luck to you "Bandy" on your

new ship, H.M.S. Maidstone—and thanks for the "musical memories"!

The Flashing Stream

The story behind the Navy's guided missiles is the theme for "The Flashing Stream," a play to be enacted in the station cinema, by the Dramatic Society in competition for the Bambara Trophy this year.

Good luck and good acting to our "crew" who will have put their performance before the adjudicator, Mr. John Warrington, the actor and producer (of the Grove Family fame), on March 25.

American Jazz

A current affairs lecture was held in the cinema on Saturday, March 2, on "American Jazz and Folk Music." This was given by Mr. Marcus Cunliffe, M.A., B.Litt., and was attended by a good cross-section of personnel from the station.

The lecturer dealt with his subject in outline, his object being to vindicate its claim to consideration as an art form worthy of serious attention.

Having established that jazz was, in fact, the original folk music of the negro slaves he traced its varying stages of development throughout the years to the present day, comparing it with the field of modern art. Art flourishes in the midst of unhappiness and despair, he maintained, and the negro slaves, for whom jazz was the only means of self expression, knew both only too well.

By means of lucid argument and the illustrative use of carefully selected gramophone records, Mr. Cunliffe was particularly successful in his efforts to convince.

Mess deck humour—somewhat disguised—made his lecturing manner appealing to the boys, and coupled with correct serious approach to his subject, a pleasant forenoon was had by all.

Cruise in the North was

Percy's adventure

H.M.S. TYNE VISITS THE ARCTIC CIRCLE

H.M.S. TYNE left Portsmouth on March 1. We turned East, passed through the Straits of Dover and then up the East Coast heading for the Shetlands and the Arctic. It seemed odd that, after four months in the Mediterranean sun and forty-six days at Port Said, we should be steering for the frozen North—the service springs some quaint surprises but these add to the variety and spice of life. It was in the channel that a grey and black carrier pigeon joined the ship. We called him Able Seaman Percy and, from the ring on his leg, found that he came from Belgium Percy was a long way from home, very hungry and sadly in need of a rest. After trying to find a perch on the wardroom hat rack, then in the fore-castle locker he eventually settled for the cinema and gratefully dispatched a meal of water and rice.

Jan Mayen Island

The ship's company qualified for "Blue-nose" certificates when the ship crossed the Arctic Circle at tea time on March 5. It was cold and there were a few snow showers which made our teeth chatter but otherwise the weather was fair and the ship made good progress in the direction of Jan Mayen Island. Our communication trials went ahead steadily but we had the comforting thought that, if all else failed, we could fall back on Percy to carry a final message home. By this time he was beginning to recover his good spirits and walked about the cinema, stamping his red feet, as if he owned the place or, maybe, he was trying to keep his circulation going. We had been supplied with a variety of warm clothing and now we put these garments to the test and learned how the difficulties of the climate could be overcome. The warmth of clothing depends on the insulating properties of the air they contain and it is important not to sweat or allow the garments to become dirty. Good insulation, minimum weight and wind proof material were the properties that spelt success. There is a lot to learn about operating in the Arctic. The land of the midnight sun is becoming an area of great activity these days and the knowledge we have gained this cruise may stand us in good stead in the future.

Oslo Fjord

After ten days at sea Tyme arrived at the southern end of Oslo fjord. The trip up the fjord is a wonderful experience at any time of the year but it was delightful on this occasion to see the mountains, trees and houses under a thick carpet of snow. At the narrows we looked for the oil streak which marks the grave of the German cruiser Blucher. This ship was bound for Oslo in the early hours of April 9, 1940. On board she had the troops and officials who were to take over the administration of the city, and Quisling had guaranteed that the ship would be given an unmolested passage. Nevertheless the Norwegian troops manning the shore batteries had other ideas and Blucher was engaged at point blank range and finished off with torpedoes. She sank with heavy loss of life. This action gave the Royal Family time to escape and a breathing space for the Government and gold reserves to be evacuated.

Kon-Tiki Raft

Our stay in Oslo was a short operational visit of forty-eight hours. Several places of interest like the Folk Museum, the Kon-Tiki raft and Amundsen's polar ship Fram were closed. However some of the ship's company made the journey to Frogner Park to see Gustav Vigeland's world of human beings and animals in stone. There are 150 different groups. They are not to everyone's taste but well worth one visit. Others made a trip to see the Holmenkoll ski jump and quite a number went skiing but not over the 140-foot jump. These brave souls returned to the ship happy but sore and fortunately without any broken bones. By this time Percy had fully recovered his health and good spirits. He showed decided bad manners by flying about the cinema during church on Sunday. It was time for Percy to go and we decided to contact the Consul General at Rotterdam and arrange for his return home in a box complete with service and "Blue-nose" certificates.

Rotterdam

Our impression of Rotterdam was one of bustle and hard working people. The city lies in the delta where the rivers Rhine, Meuse and Waal meet, eighteen miles inland from the Hook of Holland and on a waterway called the Maas. It is the third largest harbour in the world and, from our berth at Parkkade, we watched barges and tugs of all shapes and sizes going about their business at an almost reckless speed and as if they were being pursued by seven devils. The barges are run as family concerns and are fitted with neat and comfortable cabin accommodation. It was quite common to spot a barge with mother at the wheel, dad keeping a look-out and junior on a swing in the after end of the wheelhouse. We wondered if the Navy might borrow a rule or two from this system of life afloat?

Some people can remember how badly Rotterdam was hit during the last war but no one could visualise the extent of the damage without visiting the city. At about midday on May 14, 1940, the city centre was shattered by a merciless air attack. In forty minutes eleven thousand buildings were destroyed, 642 acres laid waste and many places of historical interest vanished like a puff of smoke. In 1944 Rotterdam suffered a further grievous blow when the occupation troops destroyed the port

(Continued on Page 13)

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ROYAL NAVAL BARRACKS DEVONPORT

WE WOULD appear to be emerging from the monsoon period. Our Field Gun Crew are now as confidently riding the dust clouds as they were the water splash a few days ago. Devonport has a great team this year—and it is no coincidence that its supporters' favourite hostelry is "The Three Cups." The news of Air Crew's "April in Paris" was received here with the customary broad hints and salacious asides appropriate to such a jaunt—with a footnote to the effect that once in the Earls Court arena, Air are going to regret the last time they saw Paris . . .

Gradually, R.N.B. is sending its disciples out into the great big world. The Gunnery School is now almost completely settled in its new quarters, H.M.S. Cambridge at Wembury, and a few days ago, the Commander-in-Chief Plymouth (Admiral Sir Mark Pizey, G.B.E., C.B., D.S.O.*) came in to watch the last fire being extinguished at the R.N.B. site of the Fire Fighting School. The daily course is now being taken at the School's new headquarters at Tamer-ton Foliot, near Plymouth.

Centralised Drafting

During the month under review the advance party of C.P.O. writers left R.N. Barracks for the headquarters of the Naval Drafting Authority at Haslemere. We understand in this connection that centralised drafting is going to be yet another exercise in the art of automation.

This gives rise to all sorts of pleasant possibilities, and we foresee a time when drafting will be completely push-button. If, say, twelve A.Bs. are required to complete the complement of a foreign service frigate, the electronic brain will natter quietly to itself and then deliver twelve names and numbers who are on top of the roster for foreign.

No doubt, such a machine will be able to deal in any number of variables, and it should be quite a simple process for the brain to produce a list of all the red-bearded Methodists passed for Petty Officer who, although unable to swim and in spite of never having had a Christmas at home, have not broken their leave nor had their tots stopped since the introduction of the fifth-five.

At the click of a switch, the operating C.P.O. writer could be told his own fortune by the electronic tubes that have superseded the famed crystal ball. He might even learn when he is next due for sea (electronic brains can calculate for centuries ahead) . . .

Seriously, though, we are now in the closing weeks of a Port Division system that has stood the Navy in good stead for over fifty years. Although we must all realise the necessity for a new Navy to do new things in new ways, we should not let the old era pass without a salute to the time-honoured ringing of the Pompey Chimes, the cheerful cry of "Chatty but happy" and the rich West Country roar of "Oggie, Oggie, Oggie!"

These were the lively, happy symbols that for so many of us have been the background to all our Naval yesterdays . . .

NEW MARCH DEDICATED TO FLEET AIR ARM

THE BOARD of Admiralty has formally approved the dedication to the Fleet Air Arm of a march—"Taranto"—written by Mr. Albert Elms, a former Royal Marine bandsman, living at Gillingham, Kent. It was specially composed for performance at the presentation of the first Queen's Colour to the Royal Naval Barracks, Lee-on-Solent by Her Majesty The Queen in July of last year "in recognition of the size and status of the Fleet Air Arm." Its title commemorates the famous attack by Naval aircraft on the Italian port of Taranto in November, 1940, sinking one battleship and disabling two others by torpedoes and damaging two cruisers and two destroyers by bombing attacks.

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R.N.A.S. ARBROATH

Month of visits

ON WEDNESDAY, February 20, H.M.S. Condor had a farewell visit from Vice-Admiral Sir Caspar John, K.C.B., Flag Officer Air (Home). He arrived by air from Lee-on-Solent at 1130, made a farewell speech to the ship's company in the cinema and left by air at 1155 for R.N.A.S. Stretton.

Visit of Dame Nancy Robertson, D.B.E., Hon. A.D.C., Director of W.R.N.S.

On February 26 the Director of W.R.N.S. arrived by air at 1030 from R.N.A.S. Lossiemouth. In the forenoon she walked round the W.R.N.S. officers' block, called on the Captain, visited the N.A.A.F.I., the Church of England chapel, then called on Flag Officer Reserve Aircraft.



Director of W.R.N.S. talks to Leading Wren Davis in the Pay Office at R.N.A.S. Arbroath

After lunch with the Flag Officer she visited F.O.R.A.'s typing pool, the main signals office, the protected communications building, the dental surgery and the sick bay where she had tea.

In the evening she attended a cocktail party in the W.R.N.S. officers' mess then dined with Flag Officer Reserve Aircraft.

On the morning of February 27 she visited the cinema, pay office, main stores, library and quiet room, victualling office, clothing store and wardroom. After coffee in the W.R.N.S. officers' block she visited the W.R.N.S. quarters, E.V.T. centre, then at 1215 she met the officers in the wardroom.

After lunch with the Captain she departed by car for Arbroath.

Visit by Representatives of "Flight"

On Tuesday, February 26, Mr. Owen and Mr. MacLaren of the periodical *Flight* visited F.O.R.A. and Condor. They were accompanied by Lieut.-Cdr. Pennick and Daw. They visited the school block, engine section, airframe section, School of Aircraft Maintenance, workshops and F.O.R.A.

In the afternoon they left by air for R.N.A.S. Lossiemouth.

Visit of Local Press

On Monday, February 25, a reporter and photographer from the *Arbroath Guide* visited the station. Every week the *Arbroath Guide* produces an article on some aspects of the work carried on at Condor and reports on interviews with the ratings and officers concerned. This week the spotlight was on the school.

Inter-Services Small-bore Rifle Match

Apprentice D. J. Marpole of 10th Term has been selected for the Royal Navy forty in the Inter-Services Small-bore Rifle match, 1957.

Condor Sport

On Saturday, February 16, Condor first eleven football team were at home to Timex in the Midlands Amateur League (Division I). They won 5-2, the goal scorers being Martin, inside right; Holdstock, centre forward; Urech, outside right. The second eleven drew 3-3 at Condor in a friendly game with Dundee Y.M.C.A.

The hockey first eleven won 5-3 at Condor against Dundee Y.M.C.A. This Condor team now has three Indians in its forward line.

The rugby first fifteen defeated Queen's College, Dundee, 8-6, at Condor.

On Saturday, February 23, owing to bad weather Condor football first eleven's game against Wormit was postponed. The second eleven playing at home to Dundee Y.M. Anchorage was beaten 3-1.

At Blairgowrie the hockey eleven lost 3-2 to Blairgowrie.

No rugby games were played that day.

Condor Amateur Dramatic Society

The play "Simon and Laura", a three act comedy by Alan Melville was presented by the Condor Amateur Dramatic Society on the evenings of March 5 and 6 under the direction of Lieut. John Calderwood. This was splendid entertainment and is the story of an actor husband and actress wife who are continually quarrelling and threatening to part company. They receive and reluctantly accept an offer to appear in a series as the ideal devoted husband and wife, but even in front of the cameras they restart their quarrels. Eventually they are brought together by the machinations of their manservant and a young boy actor.

The part of Simon Foster, the husband, was played by Lieut. Bates, and Laura Foster, the wife, by Wren Cheeseman. Wilson, the manservant, was played by A.A. Perret and Jessie, the cook-housekeeper by Third Officer Ness, Mr. Wolfstein, a theatrical agent by P.O. Fogerty and David Prentice, a TV producer, by Lieut. Coleman. Wren Carr had the part of Janet Honeyman, the script writer, and L./Wren Ross had the part of Timothy, the young boy actor. Barney, a B.B.C. engineer was Sub-Lieut. Cawthorne, Joe and Bert, the TV camera men were Naval Airmen Kempson and Inst.-Lieut. Young while Miss Mills, the make-up assistant was Wren Johnson.

The stage manager was Inst.-Lieut.-Cdr. Crossman assisted by Mr. Baird. The stage electrician was E.M. Shaw, the set was built by Shipwrights Woods and Lamb and the television equipment was by A.A.s Baker and Bennet.

Art direction and make-up was by A.A. Potts, the prompt was Wren Kitchin, and the furnishings by D. T. Wilson and Sons Ltd., of Arbroath.

The play was Condor's entry for the Royal Naval Drama Festival, 1957, and after the Wednesday's performance was adjudicated by Mr. John Warrington who is the producer of TV's Grove Family series.

Further Condor Sport

Because Saturday, March 2, coincided with the mid-term long weekend few matches were played.

A rugby fifteen drawn from the first and second rugby fifteens drew 3-3 at Dundee with Harris Academy F.P. At Condor in the first round of the Carne trophy, Condor's first football eleven won 5-1 against Monifieth Amateurs. Scorers were Holdstock (2); Crossland (2); Urech.

On Saturday March 9 Condor first eleven football team won 3-1 at home against Bullionfield in the Midlands League gone. Again at home, the second eleven won 3-2 against N.C.R.

The rugby first fifteen won 16-8 at home against Aberdeen Academicals first fifteen. The Condor second fifteen were also successful in defeating the Aberdeen second fifteen 11-3.

The hockey first eleven drew 3-3 at Condor against Brechin Hockey Club while the second eleven won 5-1 at home against Morgan Academy F.P.

Mountain Club and Rescue Unit

Owing to mild weather and petrol restrictions this club has had a quiet time during the term which usually provides some fairly wild weather. Nevertheless the club has been out two weekends at Glen Shee and Glen Esk respectively and the Rescue Unit has had two practice weekends at Glen Doll and Glen Clova respectively.

On the first outing to Glen Shee at the end of January the weather was mild and there was rain at a height of 3,500 feet. On the second outing to Glen Esk snow conditions were somewhat better although there was a thaw up to 2,000 feet.

The Search and Rescue exercise at Glen Doll was not entirely successful due to the failure of the W/T sets, but a good weekend was had by all in the second outing when Lochnagar was climbed from Glen Clova.

H.M.S. OSPREY

SINCE OUR last report of two months ago, little of great interest has happened. In common with the remainder of the country we have experienced bad weather until the last week or so. Those who know the Portland playing fields will appreciate what havoc the continued wet weather of February has played with sports programmes. However, there are now signs of spring and the daffodils are making a brave show, as are the tulips, in spite of the ministrations of the person who appears to consider that red tulips immediately outside a wardrobe are not "quite the thing" and that they should be whitewashed.

The rugby and hockey teams have managed to play a few friendly games. Soccer matches have been played when weather conditions permitted. We have now managed to play all except the final round of the Inter-Port Knock-out Competition which will be between the R.N. Patrol H.Q. and the Stewards, who, in a match which was very even for the first five minutes, beat the Officers' team without much difficulty.

The Portland Cross-Country Championship was held in February over a gruelling course round the island. Local civilian teams were invited to compete this year. Osprey had a very good entry and the first two men home, L./Sea. Bristow, first to finish, ran very well indeed. Unfortunately, he and the three following men took the wrong route in the final stages, owing to a marker moving from his position, and so were disqualified.

We have been pleased to welcome here, at Portland, a Danish frigate squadron for an extended visit and to renew old friendships with some of the Danish personnel who have attended courses in Osprey in the past. The wardroom and chief petty officers have both entertained their "opposite numbers" and been entertained by them. The wardroom have also had the pleasure of "dining" Captain (D) and the commanding officers of the ships of the Second Training Squadron. It was an extremely pleasant evening and was further evidence of the good relationship which exists between the 2nd T.S. and this establishment.

R.N. BARRACKS PORTSMOUTH

Victory Conference Hall

FOR the first time since it has been restored and re-decorated, the Victory Conference Hall was used for its primary function on Tuesday, March 19, 1957. On that day a court martial was convened in H.M.S. Victory (R.N.B.) and after a lapse of many years the Union flag was flying from the yardarm. Also this was the first occasion that members of the Board were not confined solely to officers of the executive branch. The plain but bright colour scheme of the Conference Hall provided a dignified background for the formal proceedings of the court.

W.R.N.S.

The Annual General Meeting of the W.R.N.S. Benevolent Trust (Portsmouth Command) was held in the Duchess of Kent Barracks on Wednesday, February 27, 1957. The meeting was well attended by members of the W.R.N.S. from the Portsmouth Command, as well as representatives from H.M.S. Daedalus and H.M.S. Ariel.

The Command-in-Chief, Admiral of the Fleet Sir George Creasey, presided, and an interesting and informative talk was given by Superintendent Wood in her capacity as a member of the Grants Committee.

Command .22 Postal Competition

R.N. Barracks is in the proud position of providing the winning teams in both Division I and Division II of the Command .22 Postal Competition. In Division I, R.N.B. "A" Team leads R.M. Eastney by fourteen points, and in Division II R.N.B. "B" Team is twenty-eight points ahead of Excellent "B" Team.

This brings to an end a much longer competition than usual. Throughout the season both "A" and "B" teams have maintained their lead. Special congratulations are offered to the 2nd T.S. "A" Team on winning the Division III Cup on the final shoot.

Seven members of the Barracks Shooting Team were selected to represent the Royal Navy in the Inter-Service Competition.

DUKE OF GLOUCESTER VISITS CULDROSE

ON MARCH 5 the Duke of Gloucester flew to Culdrose in a Viking of the Queen's Flight prior to being flown to H.M.S. Albion in a helicopter piloted by Lieut.-Cdr. Spreadbury, R.N.

The Duke was received by the Commanding Officer, Capt. D. Vincent-Jones, R.N., Cdr. I. G. W. Robertson (Commander Air), Cdr. B. I'Anson (Executive Officer), and Grp Capt. N. W. Wakelin (Officer Commanding A.T.D.U.).

Owing to the bad weather prevailing at the time of the Duke's visit, H.M.S. Albion closed to within four miles of Mullion Cove to embark His Royal Highness.

The Duke was to spend twenty-four hours on board the carrier, witnessing the Fleet Air Arm at work.

Wings' Parade

On March 5, Commander-in-Chief Plymouth, Admiral Sir Mark Pizey, G.B.E., C.B., D.S.O., visited the station to present wings to the qualifying observers of No. 2 Long "O" Course and No. 28 Observer Course.

Admiral Sir Mark Pizey also presented C.P.O. C. J. Homer, Aircrewman 1st Class, with the British Empire Medal (Military Division).

C.P.O. Homer was awarded the B.E.M. in the New Year Honours List, 1957, for outstanding zeal and devotion to duty while serving with No. 728 Royal Naval Air Squadron. The official citation reads:

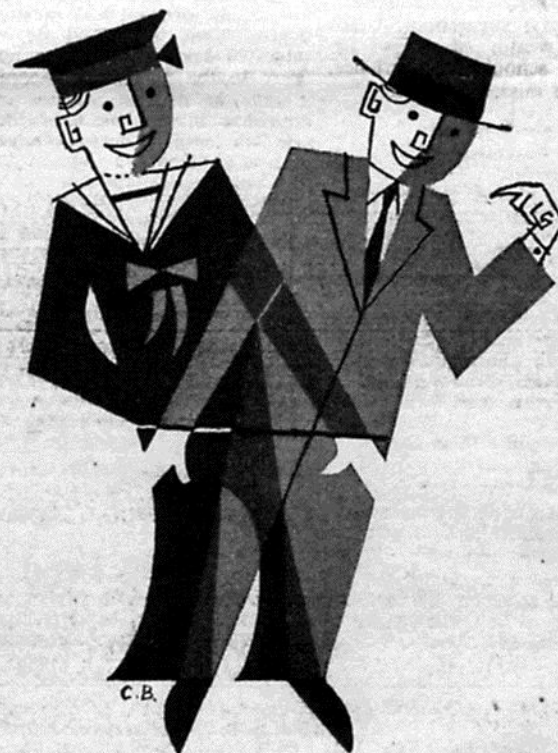
"Aircrewman Homer's loyalty, keenness and ability have been outstanding throughout his Service career. In No. 728 Squadron he has set a fine example to junior aircrew ratings by his enthusiasm for flying. He is a rating of exceptional ability whose keenness and determination are in keeping with the high traditions of the Royal Navy." C.P.O. Homer was awarded the



C.P.O. C. J. Homer, Aircrewman 1st Class, receiving the B.E.M. (Military Division) from Admiral Sir Mark Pizey

D.S.M. in 1940 for shooting down an ME 109 over Holland while serving in 826 Squadron.

Admiral Sir Mark Pizey, in his address, spoke of the ever-growing importance of the Fleet Air Arm and the Navy as a whole. He added that whatever people might say about the Navy, the Suez operation has proved to the public that the Navy was still an effective force, and although cuts were inevitable in manpower, it was up to those remaining in the Service to see that the standard of the past was maintained.



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CALENDAR

West Bromwich Branch

Apr. 9.—Faggots and Peas Supper.
Apr. 17.—Visit to British Lion.
Apr. 24.—Mile of Pennies.
May 1.—Social and Concert.

Dorking Branch

May 30.—Grand Dance — Dorking Halls.

Barnes and Mortlake Branch

May 5.—Standard Dedication.

Stratford-upon-Avon Branch

Apr. 9.—Branch Meeting at

Durham Branch

May 26.—Standard Dedication.

Twickenham Branch

Apr. 12.—Social and Dance.
Apr. 14.—Visit to Star and Garter House, Richmond.
June 16.—Dedication of new Standard.

Havant Branch

May 5.—Trip to Barnes and Mortlake Branch for Standard Dedication.

Horley Branch

Apr. 21.—Outing to Portsmouth.
Apr. 27.—Dance—Constitution Hall.
May 25.—Dance—Constitution Hall
June 9.—Jutland Rally—Chatham.
June 22.—Royal Tournament.

We Remember Them

St. Austell Branch.—Shipmate J. P. Tonkin, Shipmate Commander E. Stocker.

VENUES

Newcastle and Gateshead Branch.—Central Hotel, Gateshead, Fridays, 8 p.m.

REUNIONS

H.M.S. Ursa (war-time crew).—Lyric Tavern, Windmill Street, London, W.1. April 12, 6.30 p.m.

RYE

OUR MONTHLY meeting was held in the Crown Hotel, Rye, on March 11, under the chairmanship of Cdr. Romus, R.N.R. We were all very sorry to hear of the illness of our treasurer, Shipmate T. Woolgar, who had been seriously ill in hospital, but we were delighted to learn that he was making a recovery.

We congratulated Shipmate B. Beer on his appointment as C.O. of the Rye Sea Cadet Corps.

The chairman congratulated Shipmate A. Barham on his wonderful effort in organising the dance and thereby raising £11.

Ninth Anniversary at Ashford Presentation of model Lighthouse



Photo: Kentish Express

A scale model of H.M.S. Javelin and a lighthouse presented to Ashford Branch by two members

ASHFORD

LAST WEEK we held our ninth anniversary. The occasion was marked with great enthusiasm and augers well for the future of the branch.

The birthday party was held in the Wellesley Hotel, and among those present were Vice-Admiral Sir Albert and Lady Poland, Capt. and Mrs. Macintyre, Commander Robertson-Aikman, Mr. Gower, the Area chairman, members of the Maidstone and Chatham branches, and representatives from the Old Contemptibles Association and the 156 Company, R.E. Old Comrades Association.

The ladies provided the running buffet and a competition in aid of branch funds proved most successful.

A high-light of the evening was the presentation of a model lighthouse made by our oldest member Mr. "Pop" Cryer, and a 3 ft. model of a destroyer made by another member, Mr. G. A. Philpott.

HORLEY

OUR DANCES still seem to have their popular appeal, and we are pleased to say that the Constitutional Hall, Horley, was crowded on both dances, February 9 and March 9.

Our first outing of the year is on Easter Sunday, to Portsmouth and Southsea.

CHICHESTER

AT THE Annual General Meeting of the Chichester Branch, the chairman, Shipmate Morely, reviewed a satisfactory year. Financially, the branch is in a stronger position than at the end of 1955, primarily due to the success of the money-raising activities of the social committee, who were congratulated on their efforts. The branch membership is unchanged at ninety-nine, five losses during the year (two through death) being counterbalanced by the recruitment of an equal number of new members.

Dedication of Chapel

The most outstanding feature of the year was undoubtedly the Dedication of the Sailors' Memorial Chapel in Chichester Cathedral, the outcome of two years' work on the part of the branch. The chapel was dedicated in the presence of Her Majesty The Queen and the Duke of Edinburgh at an impressive service on July 30. Most Sussex R.N.A. branches were represented at the ceremony and it is believed that this is the first time Association branch standards have been dipped in salute in the presence of Her Majesty.

The chapel commemorates all men from Sussex who died at sea during the last war and who have no known grave. Over £603 was raised by public subscription to equip the chapel, which has specially designed altar furnishings, a replica of the first Sussex (made by the official Admiralty model-maker) and the ship's bell of the last H.M.S. Sussex.

The branch is now working on the compilation of a Book of Remembrance for the Sailors' Memorial Chapel, to contain the names of all those from Sussex who were lost at sea during World War II. So far, 1,250 Royal Navy, Merchant Navy and Royal Maritime Regiment names have been collected. Further appeals for names and subscriptions are to be launched shortly.

HAVANT

THE MEETING on March 5 was well attended and they were very pleased to hear it announced that their branch delegate had been elected to serve on the No. 3 Area Council. There was also enthusiasm when it was made known that an area standard is to be dedicated this year.

Some have started paying in deposits towards the cost of the trip to London for the Annual Reunion. The necessary subscription has been forwarded for them all to be made members of the Royal Naval Club, Portsmouth.

A notice-board showing future branch activities and other items of interest to Service and ex-Service men can be seen in "The Black Dog," West Street, between meetings as well as on official meeting nights.

Dinner and Dance at Twickenham

THE PAST two months have been very active, in that there has been many interchanges of visits between our branch and those of other organisations.

In February we held our Children's Annual Party, which included a cinema show, games and tea. This was a great success and the children enjoyed the party. In the evening we had a visit from shipmates from the Molesey, Kingston, Hounslow and the Star and Garter branches.

March 1 was the occasion of our Annual Dinner and Dance, which was held at the King's Head Hotel. Seventy-seven shipmates attended this function, including the Deputy Mayor of Twickenham, Councillor J. W. Crane; Vice-Admiral E. N. Taylor; Shipmate A. Balis, the Chairman of No. 1 area; and the Chief Wardmaster, and six shipmates of Star and Garter

Home, Richmond. It was a wonderful evening, and in the course of his speech the chairman remarked that the branch has enjoyed the comradeship and co-operation of all its members since its inauguration.

Many of our members gave their support to the "Lest We Forget" Association, and also the Philanthropic Society, who cares for the needs of the aged members of our town.

We look forward to the dedication of the new Standard, and it is hoped that the Mayor of Twickenham and some of the councillors will attend, and that the branch will be led by the Blue-Jacket Band and the band of the Sea Cadet Corps.

This is a very live branch, and members of the Association who may be passing through Twickenham will be very welcome to attend any of our functions.

ST. AUSTELL

ALTHOUGH THIS branch has not been in the news for some time, we have not been entirely out of action.

With reference to our branch, we now have our own club, which is situated in Porthpean Road, and of which we feel justly proud, as it is gradually getting ship-shape now.

Shipmates are asked to give all help and support possible to the officers and committee to make this branch the best club in the west.

The Entertainment Committee of last year has done very well indeed in raising funds to furnish our club, and, on top of it all, have handed over a nice sum to the branch. The new Entertainment Committee is out to try and do better this year, and we wish them the best of luck in their efforts. With a little more support this can be easily accomplished.

Another point is that now that the holiday season will soon be approaching, we may have a few shipmates from other branches down this way on holiday. We should like to remind them that they will receive a welcome if they call round to the R.N.A. Club, Porthpean Road.

Social evenings are held every Saturday.

PURLEY

TWO MONTHLY meetings have been held since our Annual General Meeting in January, and both have been very well attended. The main item of February's meeting was the cancellation of the proposed dinner. It was to have been held in March, but because the hall was not available and our president (Cdr. J. Lees, O.B.E., R.N.V.R.) being overseas, it has been arranged to be held at the Rose and Crown Hotel, Kenley, on May 25.

At the February meeting the secretary read a letter from Shipmate Mond, who is in King George's Hospital, Godalming, Surrey. He informed us that he was about to have an operation and that he would be out of action for some considerable time. The secretary felt it would please Shipmate Mond very much if members of the branch could find time to write to him.

At the March meeting Shipmate Goodenough was elected branch delegate to the Annual Conference.

This meeting also saw a worried chairman who said he had to report that our draw in the "City and Suburban Handicap" was not going too well and asked members to make a bigger effort in order to make it the success it was last year.

The branch has received five or six invitations to standard dedications, and although details have not been arranged, it looks as if we will be represented at all of them.

On the social side we were pleased to report two successes by the darts team in the Knock-out Cup Competition, at our headquarters, the Jolly Farmers, Purley, we thrashed the Public Bar "A" by two straight games, and then, a week later, at the Kenley British Legion, we easily beat London Carriers in a friendly. We were, unfortunately, knocked out of the cup last week by the Saloon Bar. After brilliantly winning the first game, we went down in the next two. Our doubles throwers were somewhat off-form, but we did, however, get better later on and won the shilling-a-head game. The branch fund benefited by ten shillings as a result of this match.

ROSYTH and WEST FIFE

ON FRIDAY, March 1, by kind permission of the secretary and council of the Petre Golf Club, the branch held its Inauguration Dinner. It proved to be a very successful evening for thirty-two members, wives and friends were present. The artistes for the social evening were Mr. G. Allan, Mrs. Gray and Miss M. Beattie, also members Mr. Bibblecombe and Mr. Wall (accordion solos). Prizes were won by Mr. G. Allan and Mr. E. Marks. A hearty vote of thanks was extended to Shipmate Wall and his wife for the catering facilities they so adequately provided.

CHEAM and WORCESTER PARK

WE HAVE enrolled three new members since last month.

The Rock 'n' Roll Dance which we held for our younger people proved to be a great success, and we watched points closely to see the reaction of these youngsters. There was no attempt to turn it into a "free-for-all" and on the success of this one we are going ahead now to make this a regular monthly feature to prove that these youngsters are not so bad.

The branch visited Tunbridge Wells on March 16. A coach of thirty-six attended the Social at Victoria Hall and it was a grand night. We thoroughly enjoyed it all and made tracks for home about 12.30, arriving alongside about 2 a.m., tired but happy.

We have a very full social programme for the next couple of months. We enjoy it and it helps to keep our members interested and happy. Social life is a big thing in branch life.

Our last dance of the season comes at the end of this month, and we hope to make it a gala affair. If any shipmates or serving members are in the area, come along and look us up on April 27.

The big event this month is the Annual Dinner, held on April 6.

If any serving member lives in this area, and is about to join the happy band outside, come and look us up any Friday evening and meet us. Once you have met us you will want to come again. We can offer a good headquarters plus a good social life.

The branch hope to attend three forthcoming dedications — Barnes, Dagenham and Twickenham; and probably more in the near future.

The social secretary has got away to a good start and has the Summer Outing planned. Once again we visit our old friends at Eastbourne. This is for the fourth year running, for we enjoy ourselves so much we cannot think of a better place to go.

Don't forget, all other branches, let us know in plenty of time of your social events so we can support you if not already engaged.

WEST BROMWICH

THANK YOU to everyone who supported our many activities during March; it was a very full month, and our "Building Fund" should benefit considerably. Our functions included a concert, a dance, a jumble sale, a special ladies' night, and a social visit, together with the usual Association meetings. This present month is going to be an equally active one, so once again we invite the support of all our members, see Calendar Notes, and enter them in your diaries.



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Fifth Sea Lord visits Herts Branch

DURING THE ten years he has been hon. secretary of Herts Branch, the Royal Naval Association, Mr. Eric C. Knight, of 31 Raynham Street, Hertford, has never missed a monthly branch or committee meeting and has never been late.

In appreciation of his unique record, committee members of the branch presented him with a suitably inscribed pewter tankard.

The branch chairman, Lieut.-Cdr. J. K. Jones, D.S.C., R.N.R. (left), can be seen in this photograph making the presentation to Shipmate Knight.



The Fifth Sea Lord, Vice-Admiral A. N. C. Bingley, C.B., O.B.E., was "piped aboard" as "guest of honour" at the recent Annual General Meeting of the Herts Branch, R.N.A., held at Hertford.

During the evening, Vice-Admiral Bingley was enrolled as a member of Herts Branch.

The Admiral can be seen in this photograph (above) being "signed in" by the chairman of Herts Branch, Lieut.-Cdr. J. K. Jones, D.S.C., R.N.R.



Photo: Hertfordshire Mercury

READING

THIS BRANCH was first commissioned on September 19, 1937 so we are now in our twentieth year and still flourishing in spite of a few set-backs which were bound to happen during this period. As the branch history is now in course of preparation, enough said on the past.

The year 1956 proved a very good year, with visits to the Royal Tournament, reunions, several outings, a very successful darts competition (with twenty-three teams competing for cups, etc.), a huge Christmas draw, with the annual dinner to complete this memorable year.

In connection with these events, I must mention the work of our various committees who have really worked hard, and last but not least, our hon. secretary, Shipmate Alan Sandall. His organisation at the draw was a real example of efficiency. Assisted by his wife, the tickets drawn were typed and "run off" and were sent out to all "You Lucky People" by 2200 hours that evening. Many thanks Alan and Margaret—a job well and truly done.

The start of the spring cruise 1957 after the annual general meeting showed very little change in the election of officers. Shipmate Jimmy Gent commences his fourth year as skipper (chairman). Shipmate Alan Sandall remains hon. secretary for the fourth year. However, we have a new No. 1—Shipmate J. Rees, D.S.M., as vice-chairman. Shipmate J. Watts carries on his noble work as treasurer for yet another year, while Shipmate J. Higgs represents us as area delegate.

The No. 6 Area Rally is due to take place at Reading this year and our committee are getting on with the arrangements—it is hoped to have a large muster of the area present.

Ninety-Six!

Our oldest member, Shipmate H. Sims, is in his ninety-sixth year. Can any branch beat this? He was on parade last year and we hope to see him at the area rally. By the way, he joined the Andrew in 1877, took his ten years (it was ten years plus ten years) and joined the Metropolitan Police; served twenty-five years, then left on pension, and is still going strong.

Membership

Membership of the branch at the time of writing is on the 300 mark, and it is hoped to increase this considerably during the coming year. Our headquarters are at the Butchers Arms, Hosier Street, Reading, and we shall be pleased to see any serving or ex-serving personnel who care to give us a call any alternate Thursday evening at 2000 hours. If you are still serving and live in the Reading area, why not write to the hon. secretary for the necessary information as to joining the branch.

LADIES' BRANCH

OUR LADIES' branch, who are all associated members, function entirely on their own, holding their meetings as a single unit. Under the chairmanship of Mrs. Lane, ably assisted by Mrs. Taylor (hon. secretary), Mrs. Masterman (treasurer) and Mrs.

White (vice-chairman), and a small hard-working committee, they have during the year held socials, a bazaar, tramps' supper and their own Annual Dinner.

These efforts resulted in a good sum of money being turned over to the branch for our general funds.

Their programme for this year includes a whist drive, visit to H.M.S. Dauntless (W.R.N.S. Depot), American tea, and a sale of work in the autumn. At some of our functions they provide the refreshments, so making a good contribution to the success of the branch. They also accompany us on all our journeys to various places.

FINSBURY

ALTHOUGH WE rarely appear in print in NAVY NEWS, it is not to be assumed that we are like the proverbial Dodo. "No, sir!" We are rather more given to "saying" than "writing." Our meetings weekly are well attended and whilst being rather hectic in character, we nevertheless achieve all our business by Pipe Down, in spite of a certain shipmate who will persist in hanging a chair round his neck and informing us that he is "Speaking through the chair." Of such is our branch composed, so help us.

The name of Harry Mason no doubt is well known throughout the Association. At our Annual General Meeting it was our pleasure to elect Harry president of the branch. He is one who is always doing something for the Association and I am sure that his many friends will be delighted to hear of this honour.

Annual Dinner

Our Annual Dinner on January 12 was a thoroughly enjoyable occasion, well attended in spite of transport difficulties. The ladies of the branch have their night out on April 13 when they go to the Dave King Show at the London Hippodrome. Our fortnightly socials still attract the stalwarts who optimistically hope for

Articles for inclusion in MAY issue should reach THE EDITOR by 20th April

further support. On more than one occasion we have had the pleasure of the company of one or two shipmates from Portsmouth at these socials. February 23 was the occasion of the No. 1 Area Annual Dance. This was held at the Rangers drill hall off Tottenham Court Road and was well attended. Those who went had a grand evening, many old acquaintances were renewed and new friendships made. With the coming of summer we are looking forward to taking our standard out of mothballs and making our presence felt throughout the area.

Best wishes to all from all at Finsbury.

AREA No. 2

A VERY interesting meeting of the Area Working Committee was held recently when much thought was given to the question of publicity for the R.N. Association. After much discussion it was decided to try to produce some good publicity at the August Navy Days.

Subscriptions for the purchase of a new area standard are being received. One will be purchased in the hope that it will be dedicated at the Jutland Rally at Chatham next June.

The committee expressed the hope that there will be plenty of motions submitted for discussion at the Annual Conference. It is emphasised that it is the prerogative of the branches to produce these motions and not the duty of the Area Committee to force its views upon the branches.

The next Area 2 meeting will be on April 13, when it is hoped a full representation of speakers will attend.

STRATFORD-UPON-AVON

New Club Night

AT THE monthly meeting on March 8, it was decided that Friday was not always a convenient night for the shipmates to meet, and so to meet this difficulty it has been decided to hold the next meeting on Tuesday, April 9.

A social evening with the Fire Brigade at the Fire Station was held on March 1. Approximately thirty of our shipmates and their ladies had a very enjoyable evening and now the slogan is "May it be the first of many." One outcome of this social evening was an invitation, by the Home Guard Association, to a shooting competition with their rifle club. The venue was the Drill Hall on March 2, and our representatives gave a very good account of themselves by obtaining 112 points against the Home Guard's 120 points from a possible of 125. Practice makes perfect and the near future will, we are sure, bring some very keen contests.

BURY

DURING THE past year, 38 sick members of the Bury branch of the Royal Naval Association were helped, one man was sent to Switzerland for recuperation and there is another case pending. Mr. H. Vernon, welfare officer, told the annual meeting, held at the branch's headquarters, the Royal Oak Hotel, Bury.

Opening the meeting, the chairman, Mr. Harry Nichols, paid tribute to the late president, Mr. Charles Nuttall, who died in September.

New president elected at the meeting is Mr. H. Vernon, who has resigned the position of welfare officer because of ill-health. Alderman R. Bradbury, of Radcliffe, was re-elected vice-president, and new chairman is Mr. C. Barlow.

GILLINGHAM

OUR MARCH meeting was well attended and the best for some time. In opening the meeting the chairman welcomed back two shipmates who had been in hospital, and also Shipmate Hickey, a founder member of Welling Branch and now, 85 years young, residing at Pembroke House.

The treasurer informed us he expected over 100 at the March 29 dinner. We should like to thank the committee for their work. We do appreciate that we are in very capable hands.

Two shipmates were able to accept the invitation of the Chatham Branch to their annual dinner, and they report the wonderful reception given to them.

Associate Member Mrs. Higgs outlined the details of the "Tramp Supper" to be held next month. Rig of the Day—Coaling rig.

(By Editor: Please let us have full details for our next issue.)

WOLVERHAMPTON

MARCH has been a month of social activities, the principal of which has been the annual Boxing Tournament for the Combined Services v. the Local A.B.A. team.

Our committee met the Services team, led by Capt. Wainwright, at the station. The tournament was held in the Civic Hall, which was full, and the standard of boxing was very high.

The team from the R.N. Barracks, Devonport, were the winners, and were presented with the Royal Naval Cup donated by the Wolverhampton Branch.

We have many more attractive evenings in the near future, and a welcome is always given to men of the Navy who might be visiting Wolverhampton.

Newcastle and Gateshead

THE BRANCH held its ninth Annual Dinner at the Royal Turks Head Hotel on Saturday, February 23. All were sorry that the president, Cdr. Rowe, was sick and unable to attend. However, the genial vice-president, Shipmate Henderson, presided, and together with the guest, Capt. Bell, R.M., and a full muster of shipmates an excellent meal and a very entertaining social evening was enjoyed.

On March 8 the darts and domino competition was held, and resulted in the dominos being won by a newcomer to our Association, Shipmate Preece, and darts by Shipmate Hardy.

Doncaster Association have invited the branch to be represented at the dedication of their standard, but owing to Sunday travel and petrol rationing we are unable to offer representation, but do hope to be present at the Durham dedication on May 26.

Our next ladies' night will be held on March 29 and we hope to see a full muster. These nights are growing more popular every month, and we enjoy seeing our wives having a get-together.

We extend a hearty invitation to all shipmates, especially those who berth in the Tyne.

SLOUGH COMING OF AGE

THE SLOUGH Branch is now in its twenty-first year, and a Coming-of-Age Dinner was recently held at which almost one hundred shipmates attended. The president, Admiral of the Fleet Lord Chatfield, G.C.B., O.M., G.C.M.G., C.V.O., was at the head of the table. Few present could realise that he was now in his eighty-sixth year.

The Slough Branch has its own fully licensed club premises, standing in its own grounds, and capable of further expansion should the need arise. It is known as the Slough Naval Club, and is situated at 138a Elliman

Avenue, at the 446 bus stop facing the "Good Companions." All Naval personnel, both serving and retired, are most cordially invited to visit the club whenever they are in Slough.

The branch works in close liaison with all other ex-Service men's organisations, and Slough is one of the very few places to have a Council of ex-Service (men and women) Personnel. The chairman is Shipmate F. Freyer, and among the distinguished gentlemen who are vice-presidents are Vice-Admiral A. W. L. Bissett, C.B., C.B.E., and Rear-Admiral R. M. Bellairs, C.B., C.M.G.

H.M.S. Tyne (Continued from Page 10)

facilities. A third of the quays and nearly half the port's dockside equipment was blown up.

Rebuilding of Rotterdam

In a stern world of competitive trade the people of Rotterdam have met the almost total destruction of their city with great courage. The rubble has been used to fill in the old canals and 53 million bricks were reconditioned to be used again for building. By December 1949 the port was in full working order and it will not be long before the city centre has been completely rebuilt. It gives an impression of space and cleanliness. Shops and offices have been grouped together for convenience. Roads are wide and the traffic flows easily. There are shopping streets where the housewife can gossip and collect the daily household needs in safe and congenial surroundings. There is a good train service and many places of interest close at hand. Delft for blue china, the seat of government at the Hague and Amsterdam the capital. The railway runs through green fields dotted with Friesian cows

and windmills. The windmills were originally used for pumping water from the low-lying land. The Dutchman still has a continual battle with the tides of the North Sea and must keep his dykes up and the level of the rivers down.

We found the Dutch people very hospitable and they nearly all speak English. Tours of the countryside and soccer matches had been arranged for the ship's company. Also visits to the local brewery and the Netherland Marines had prepared to entertain our Royal Marine detachment for a day at their barracks. We could see that we would enjoy ourselves in this delightful place and we were not disappointed. In return we opened the ship to the public, gave a children's party and reception.

The arrangements for Percy were duly made but when we went to collect him the cinema was empty. Percy had gone. We sadly marked his Service Certificate "flown," hoping that he was steering a reliable course for home. For our part Tyne sailed for Portsmouth arriving on Friday, March 22, after a short but interesting cruise.

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R.N.A.S. ANTHORN

IN SPITE of all the talk about closing down, it has been a case of business as usual, or even busier than usual, for the last few weeks. January gave us a memory of Suez in the shape of Sea Hawk aircraft which had taken part in the operation, and arrived at Anthorn for modification and reconditioning. Their black and yellow operational markings brought a splash of colour into the hangars and a timely reminder to us, in this rather out-of-the-way spot, of "the Fleet in which we serve." They and others of the same breed have kept us well occupied, and with the usual steady flow of Gannets in and out, we have had something to keep us warm during the winter. Keeping warm can be a real problem, for hangar heating is one of those modern developments which has not yet reached Anthorn, and is not likely to do so now. Fortunately the real cold snap (fifteen or sixteen degrees of frost) only lasted a few days this year.

REAR-ADMIRAL HAM'S VISIT

The latter part of February brought us Rear-Admiral Ham on a periodical visit. He was here for twenty-four hours and gave everything a thorough going over. The first week in March brought a real emergency of a personal nature when our R.A.F. neighbours at Silloth lost a Venom aircraft. It was reported overdue in the dog watches of a damp and misty Monday evening. Lieut.-Cdr. Tivy (Lieutenant-Commander (Air)) and Lieut. Robbins (Senior Test Pilot) went straight into the air from the hockey field where they had been playing in an Inter-Part game. They flew a Gannet and a helicopter respectively, and as at the same time it was thought that the pilot may have baled out over the Solway, they both spent a very difficult hour and a half in the darkness and the drizzle in a fruitless search for any sign of him. It then became clear that the aircraft had probably crashed in the Pennines, and during Tuesday and Thursday all the Anthorn pilots and our Mountain Rescue Team joined in the search. They were much hampered by low cloud and mist, and could not operate at all on the Wednesday, but pressed on until the end of Thursday,

when the wreck was finally located by the R.A.F. Mountain Rescue Team. Meanwhile our helicopter, piloted by Lieut. Robbins, had spent over ten hours on Tuesday and Thursday, groping round mist-covered hills and flying right through the Pennines Gap and back again. During Thursday it was temporarily based at Alston and gave this lonely Pennine village an unexpected glimpse of the Navy at work. It was at the wreck within a few minutes of its discovery, and brought the pilot's body back to Silloth. It had been a sad few days but we were heartened by a personal "thank you" from A.O.C. 18 Group, and a "well done" from the Flag Officer Air (Home).

SPORT

Turning to more cheerful news, we have had a busy season of sport, frosts and gales notwithstanding. The ordinary run of drafting not only decimated the volunteer band, but broke up our successful rugby and soccer teams of last autumn, so we were soon knocked out of the Cumberland Cup Competitions in each game. Now we have had to get down to team rebuilding and inter-part competitions. Spring arrived for one day while we got off our station cross-country, which was won by our road-racing expert, L./Patrolman Maiden, in the individual event, and by the Gannet production site in the team race. Now we have just completed the inter-part hockey knock-out, which was won by the Sea Hawk production site. The Inter-Part Soccer League is in full swing and the station soccer team have been showing signs of revival in the local Services competition, beating the R.A.O.C. in the first round. The rugby team has suffered severely from shortage of players but has pulled off a good victory or two, and has regularly supplied four or five candidates for the Navy in Scotland side. Meanwhile the Mountain Rescue Team under Cdr. Kidd and Inst.-Lieut. Bacon has been rejuvenated and, apart from its contribution to the search for the missing aircraft, has made regular week-end expeditions to the fells round Skiddaw and Derwent Water.

SALE OF NAVAL TROPHIES

Offer to Naval personnel

A number of articles previously accounted for as service "Trophies" have recently been removed from official charge, being either of no intrinsic value or having no historical associations. It is thought that some of these articles might be valued as souvenirs by former members of ships' companies who were serving in the ships concerned at the time of the incidents commemorated.

A first list of the items for disposal follows. Applications for any of the items should be made in writing addressed to "Trophies," c/o NAVY NEWS, R.N. Barracks, Portsmouth. The souvenir will be sent to the writer of the first application received for each item. A nominal price will be asked and a small charge will be made to cover cost of postage. Any articles not applied for by April 1 will be scrapped or disposed of by sale locally.

H.M.S. EXCELLENT

ONE OF the better-known landmarks of Whale Island, the Rangefinder Tower, is no longer required and is being demolished to make way for a new demonstration building for the recently-opened Guided Weapons Group.

SAILING

ALL KNOWN details of arrangements planned for the 1957 sailing season have now been promulgated in H.A.C.S.I. No. 37. It should be noted, however, that since the issue of this H.A.C.S.I. it has become possible to reduce the charter fees for the Home Air Command Windfall yachts by fifty per cent. to members of the Royal Naval Sailing Association. This, incidentally, is only one of the many advantages associated with membership of the R.N.S.A.

The Inter-Command Dinghy Championship this year is to be held at Rosyth on July 8 and 9. Dinghy heilmsmen and crew who wish to be considered for selection in the Home Air Command team should contact the Sailing Officer of their station, their Regional Representative or the Command Dinghy Captain (Lieut.-Cdr. H. D. Hamer-Hunt, R.N., of Lee-on-Solent) without delay. Eliminating trials are to be held at Lee-on-Solent during the week beginning June 24.

The Windfall yacht, See Hexe, has completed her winter refit; she will be launched at Lee-on-Solent on April 2 and will be available for charter within a week of this date. Sea Swallow may not be ready until a day or two later, as Admiralty approval for the permanent repairs to the slight damage sustained while racing at Cowes last season has not yet been received.

The news of Wal is not so good. She is still at Milford Haven and Admiralty instructions to begin her refit are still awaited. It is unlikely now that she will reach the Clyde by the beginning of May for use by the Northern Naval air stations as originally planned.

H.M.S. VERNON

NO DOUBT an account of the dramatic activities of the Portsmouth Command held at the Victory Theatre this month will be fully recorded elsewhere in these pages; but for the sake of the records we announce, with pride, that one of our two entries was successful in winning the Command Drama trophy. Our greatest achievement however, was that we managed to cajole thirty people on to the stage. Our congratulations are heartily given to all who took part, and in particular to the producers Sidney Parkin and Ken Boardman, for a very fine effort. To those readers who witnessed the beating given to Surg.-Cdr. S. Price by "Scapin," we hasten to say that he has fully recovered.

The final of the inter-part soccer competition was won by the Ward Room team, the last time they had this distinction was in 1914!

The Portsmouth Command Sea Angling Club has been formed with its headquarters in Vernon. Inst.-Lieut. D. Macdonald has been elected honorary secretary and has already shown his value in getting it started on a sound footing with, let us add, a very impressive constitution. He tells us that the only qualification to membership is the ability to tell tall (or long) stories, and the physical endurance necessary in holding a rod for a considerable time, even when asleep. Organised trips will be held to beach, boat, pier or pub, and information will be promulgated (a nice word) in P.T.M.s or via establishment representatives. Incidentally, there is a prize for "the one that got away." It is hoped to get one of the members to write a thesis on this gentle art for the next edition of this paper.

In conclusion, we wish all members of our family wherever they may be, a very happy Easter.



"While offering my profound sympathy on the necessity for your purchase, Sir, may I say how eminently it suits you sartorially"

FRIENDLY WIVES

(Continued from Page 5)

THE H.M.S. Vernon Branch held a General Meeting in the cinema, H.M.S. Vernon, on Wednesday, March 6, at 2.15 p.m. Mrs. E. A. Blundell presided.

The opening prayers were said by the Rev. C. Prior and Mrs. Loftus played the piano accompaniment to the hymn.

Before making the announcements Mrs. Blundell welcomed the several new members. The afternoon's entertainment consisted of an "Any Questions" programme for which the panel was Second Officer D. Orton, W.R.N.S., Cdr. R. Parkinson, the Rev. C. Prior and Lieut.-Cdr. R. Craven with Inst.-Lieut.-Cdr. S. Parkin as Question Master. In dealing with the questions, which had been sent in beforehand by members, the panel proved themselves very knowledgeable on a variety of topics and some very original and controversial answers were given. So interesting was the discussion that tea time came all too quickly. Mrs. K. Vicary proposed a vote of thanks to the panel, the loud applause for which indicated how much members had enjoyed the programme.

A box of toffees and a box of talcum powder, very kindly given by Mrs. Barrington and Mrs. Blundell, were raffled by Mrs. Brewer and won by Mrs. Banner and Miss F. Buck.

Our thanks are again due to Wrens Lelliott and Cooke for so very kindly looking after members' children.

It is with regret that we have had to accept the resignations of two of our Committee Members, Mrs. Ball and Mrs. Saunders. Both have been untiring workers and their valuable support will be missed.

During the month the chairman and several members had a most enjoyable afternoon at the Beetle Drive run by the Havant Branch. Visits to other branches are always interesting and the excellent tea and afternoon's entertainment was an achievement for such a "young" branch.

Future Events

A sewing meeting will be held in the wardroom annexe, at 2.15 p.m. on Wednesday, April 10.

At the General Meeting on May 1, to be held in the cinema at 2.15 p.m., Messrs Dorothy Cooper will very kindly give a display of hat fashions.

H.M.S. Actaeon

- No. Description and Condition
- 5151 Wooden carving of Bull and Alligator fighting (20 in. x 4 in.).—1 leg broken.
- 5152 Small blue and white silk pennant inscribed "1950".—Good
- 5153 Small green silk pennant inscribed "G.D.O. PENRAY 1953".—Good
- 5154 Small blue silk pennant inscribed "TANANARIVE 24/7/49".—Good
- 5155 Small white silk pennant inscribed "Laurenco Marques 1952".—Good
- 5156 Small blue and white silk pennant inscribed "F.C.B.".—Good
- 5157 Small silk pennant red, white and blue. "1952".—Good

H.M.S. Formidable

- 3892 Metal plate 8 in. x 5 in. inscribed "In memory of a very happy voyage presented to H.M.S. Formidable by members of the W.R.N.S. who took passage from Sydney to Portsmouth, April 12th to May 10th, 1946".—Fair

H.M.S. Glasgow

- 4633 Metal Statuette of soldier approx. 12 in. high. Presented on visit to Buenos Aires, January, 1949.—Good
- 5022 Wooden model of caique presented by Rijeka boxing club 1952.—Poor.
- 5659 Brass flagstaff and flag presented by 12th Ethiopian Infantry Brigade 1953.—Good

H.M.S. Hedingham Castle

- 6486 Stone model of Hedingham Castle approx. 15 in. tall.—Fair

H.M.S. Liverpool

- 5016 Enamel gilt circular plaque 3½ in. diameter. Presented by Hajduk Football Club, Yugoslavia, 1951.—Good

H.M.S. Marvel

- 6532 Brass shell on wooden stand in form of Gong, presented to W. R. Mess 1952, by Lieut.-Cdr. G. Hamilton.—Good

H.M.S. Mermaid

- 6242 Small Medallion in case inscribed "Principaute de Monaco".—Fair

H.M.S. Morecambe Bay

- 5337 Carved wooden lion about 10 in. long, presented by Chief of Police, Sandakan, 1951.—1 leg broken
- 6742 Bronze plaque presented by City of Tampa, Florida, 1956.—Good
- 6743 Wood and brass plaque presented by Propellor Club, Port of Mobile, U.S.A., 1956.—Good

H.M.S. Nereide

- 4805 Small white satin pennant presented Lobito Football Association, 1947.—Good

- 4807 Small green satin pennant presented by Lobito sporting club, 1947.—Good

H.M.S. Plucky

- 6292 Small red and white silk pennant inscribed "Socony Vacuum Morac 1952".—Good

H.M.S. Racehorse

- 3030 Chromium model of racehorse (Mid-day Sun) about 8 in. long.—Good

H.M.S. Recruit

- 6295 Wooden shield about 12 in. tall with crests of B.M.A. and Garrison Eritrea 1948.—Good

H.M.S. Resource

- 4508 Metal statuette of footballer on marble base about 5 in. tall. Presented by Keravnos Athletic Club 1933.—Good

H.M.S. Scorpion

- 6780 Wooden shield about 7 in. tall, presented by officers of K.N.M. Haugesund.—Good

H.M.S. Shropshire

- 6553 Medallion and framed certificate (in Greek) dated 1932.—Good

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SPORTS PAGE

CROSS-COUNTRY

Home Air Command Championships 1957

ENTHUSIASM AND keen team rivalry was the keynote of the day as eleven teams gathered at the start of the Air Command Cross-country Championships, held at H.M.S. Ariel on Tuesday, February 26, 1957.

The course, which consisted of two laps of just over three miles each, proved to be extremely heavy and slow after the recent heavy rains, but in no way did this effect the tremendous battle that ultimately developed between the station teams for the coveted "Dipper Trophy."

Reports which filtered through by field radio from pre-selected points indicated that R. E. L. Morehead took over and maintained the lead at the start from E.A.2 Joyce and A.A.2 Humphreys, who were strongly contesting for second and third place respectively; at this stage, a distance of no more than eighty yards separated the three principal runners. As they completed the first lap the position had not changed and, although R. E. L. Morehead was suffering from a knee injury he was still running very strongly, having increased his lead to about thirty yards from E.A.2 Joyce, with A.A.2 Humphreys a

further fifty yards behind. The team position at this stage was difficult to assess but Ariel, Lossiemouth and Eglinton were very much in evidence.

During the second lap R. E. L. Morehead gradually increased his lead and maintained it throughout the race to win in the splendid time of 37 mins. 57 secs., a good eighty yards from E.A.2 Joyce in second place (34 mins. 34 secs.) and A.A.2 Humphreys in third place, a further 100 yards behind.

H.M.S. Ariel, with a record score of fifteen points, won the team competition, and are to be congratulated on this fine achievement, which will take a lot of beating in the years ahead. Eglinton are also to be congratulated in securing second place with forty-five points, having only four runners participating, whilst Stretton finished third with seventy-one points.

The presentation of the "Dipper Trophies" and prizes was made by Admiral Sir Caspar John, K.C.B., Flag Officer Air (Home), this being his last appearance with the Command before taking up his new appointment at Admiralty.

INTER-SERVICE CROSS-COUNTRY RUN

Cpl. B. Heatley, the Army champion, going into the lead after the first half-mile, gradually drew away from the field to be first home in the 1957 Inter-Services Cross-country Championships over six and a half miles at H.M.S. Dryad on March 15, and break the hold of the R.A.F. on the individual title since 1952.

The R.A.F. gave a fine display of team running, however, and always had six in the first nine, to gain their sixth successive victory and their sixteenth in the twenty-six matches of the series.

The Navy had the misfortune to be minus three of their best men through injuries, and despite some inspired running from their champion E.A. T. W. Joyce (H.M.S. Ariel), the rest of the team were just not good enough and occupied the tail-end of the field.

I.S.B.A. JUNIOR CHAMPIONSHIPS

Last year the Navy team failed by one point to win back the I.S.B.A. Junior Boxing Cup, which they last held in 1953. This year at Shotley, to the deafening cheers of a packed audience of Ganges juniors, the Navy emerged clear winners with thirty-nine points to the Army's thirty-five and R.A.F.'s twenty-seven. There was little to choose between any of the boxers in boxing skill. What carried the Navy team to victory was their superb fitness and high morale. The Army and R.A.F. juniors simply had no answer. Perhaps the competitors can best be described by the remarks of an Army junior beaten by his Navy opponent: "It was just like trying to get a coconut. You go on hitting and hitting it but the ... never goes down."

RUGBY

The Home Air Command Rugby team played London Scottish "A" at Richmond Athletic Club ground, on February 23 and, in this match, achieved their first win of the season by eight points to six. The game was played in the forenoon so that both teams could go on to the International, at Twickenham, in the afternoon.

The Home Air Command team

INTER-COMMAND BASKET BALL CHAMPIONSHIPS

In the semi-final of the Inter-Command Basket-ball championships, the Home Air Command were represented by R.N. Air Station, Culdrose, who played H.M.S. Thunderer (Plymouth Command) at the R.N. Barracks, Plymouth, on February 25. Result was as follows:

H.M.S. Thunderer 27 points—
R.N.A.S. Culdrose 25 points

As can be seen by the final score, this was a very keen and well contested game. Thunderer's team were all Canadians, whose ball play was excellent to watch. At the start, Thunderer dictated the game, but Culdrose soon retaliated and at half-time the score was 11-10, in favour of Culdrose.

In the second half Thunderer went quickly ahead and were leading 26-14, when Culdrose came back strongly and, at the final whistle, finished just two points behind.

Thunderer went on to win the Inter-Command competition by defeating Collingwood (Portsmouth Command) 42-25.

ASSOCIATION FOOTBALL

Home Air Command v. Royal Army Medical Corps

In preparation for the coming Inter-Command Cup Final, the Air Command entertained the R.A.M.C. (Crookham) in a friendly match on March 13 at Privett Park, Gosport. Before this game, the Home Air Command team journeyed to Crookham on February 22, when they emerged 6-0 victors—against a reduced Army side.

In the return match, we were up against much stronger opposition since the R.A.M.C. turned out their first eleven, which included six professional players. The absence of Goodwin and Parker reduced the Home Air Command strength in this game.

In the first half both teams had a fair share of the game. The ball swinging from end to end, with the mid-field play producing excellent team work and combination although, at this juncture, both forward lines were guilty of bad finishing in front of goal.

The first goal came through Wid-dowfield who, moving out to the left wing, drew the defence, to pass the ball to Mulry. He flicked the ball to the toe of Page, who slammed the ball into the net—a splendid goal.

This setback spurred the Army team to greater efforts and the Command defence came under great pressure but, with fine understanding among the players, they survived many an onslaught.

In the closing minutes of the first half the Army forwards again forced the pace and a clever move by O'Brien (Leeds United) at inside left, led to a goal—bringing the half-time score to 1-1.

Air Command gradually came on top in the second half: sound wing play by Barnes ably supported by Mulry, produced some thrilling moves.

The Army goal survived many an attack—when, in the sixty-fifth minute a loose ball to the left of the goal was gathered by Page who, from a difficult angle, scored with a well placed first-time shot.

From then on, the Command took charge and, try as they may, the Army team could find no answer to the solid Home Air Command defence. The boys in blue deservedly won this very attractive match. Final score 2-1.

We now look forward with great enthusiasm to the forthcoming tussle against Portsmouth Command on Wednesday, April 3, in the Inter-Command Cup Final.

played far more confidently than in previous matches, which promises well for next season when, following a revision of policy adopted at the Annual General Meeting on March 1, it is intended to field fully representative Air Command teams in all future fixtures.

A.B.A. JUNIOR QUARTER-FINALS

After a day which probably produced the best junior boxing ever seen in Portsmouth, three Navy, two Army and 1 R.A.F. juniors won their way through to the A.B.A. Junior semi-finals and finals at the Albert Hall on March 25.

The I.S.B.A. junior champions were faced by the winners of the Sea Cadets Corps, Air Training Corps and Army Cadet Force National championships so to achieve six out of seventeen titles was a very fine effort.

Navy Results

J.Sea. Devine (St. Vincent) won the 8 st. 7 lbs. weight in Class "A." J.Bug. Johnson (R.M. School of Music) won the 9 st. 7 lb. weight in Class "A." J.Sea. Brady (H.M.S. Ganges) won the 8 st. 7 lb. weight in Class "B."

HOME AIR COMMAND SQUASH

This year's championships were held at H.M.S. Daedalus on March 7 and 8.

The early rounds produced few surprises but some good games, notably between Capt. W. D. F. B. Muspratt and Sub-Lieut. Foster, and Cdr. J. C. Rushbrooke and N.A. Kirton.

In the first semi-final, Lieut. M. Packard beat Lieut. A. L. Skinner by three games to two. In the other half of the draw, hard-hitting by Sub-Lieut. N. S. Foster failed to throw N.A. Kirton off balance, and the latter played well to take a 3-0 victory.

The final between Lieut. M. Packard and N.A. Kirton produced a long and hard fought match. After seeming well on top at the end of the third game, Lieut. Packard lost the initiative and, in winning both the remaining games by small margins, N.A. Kirton was able to carry off the match and the championships. Score 9-4, 1-9, 4-9, 9-6, 9-7.

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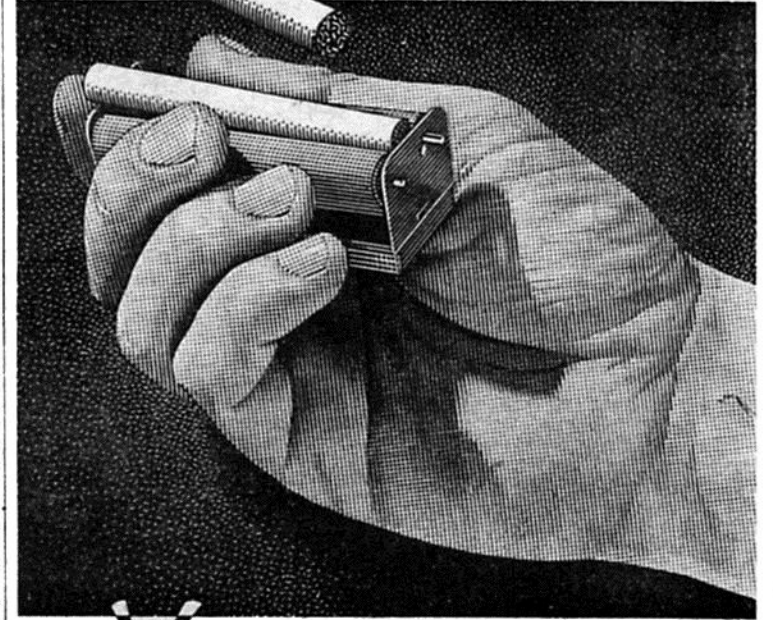
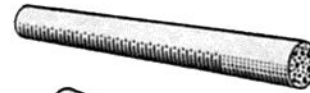
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