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# Navy News

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## THE ROYAL NAVY 'AT HOME'

### Navy Days at Portsmouth, Plymouth and Chatham

WHY ARE there Navy Days, and what are they for? It all began many years ago with the sailors of Portsmouth making a collection for the homes for orphan children of men of the Royal Navy and Royal Marines.

In 1927, Admiral Sir Osmond Brock, the Commander-in-Chief, Portsmouth, decided that the system of collections and processions should be changed and a "Naval Charities Week" should be held. The public would pay one shilling and could see H.M.S. Victory, the Dockyard Museum and several warships. Admiralty consent was obtained and the title of "Navy Week" was adopted. The first Navy Week in Portsmouth proved most successful and in 1931 Navy Week became an annual institution at the three Home Ports.

#### Helping Charities

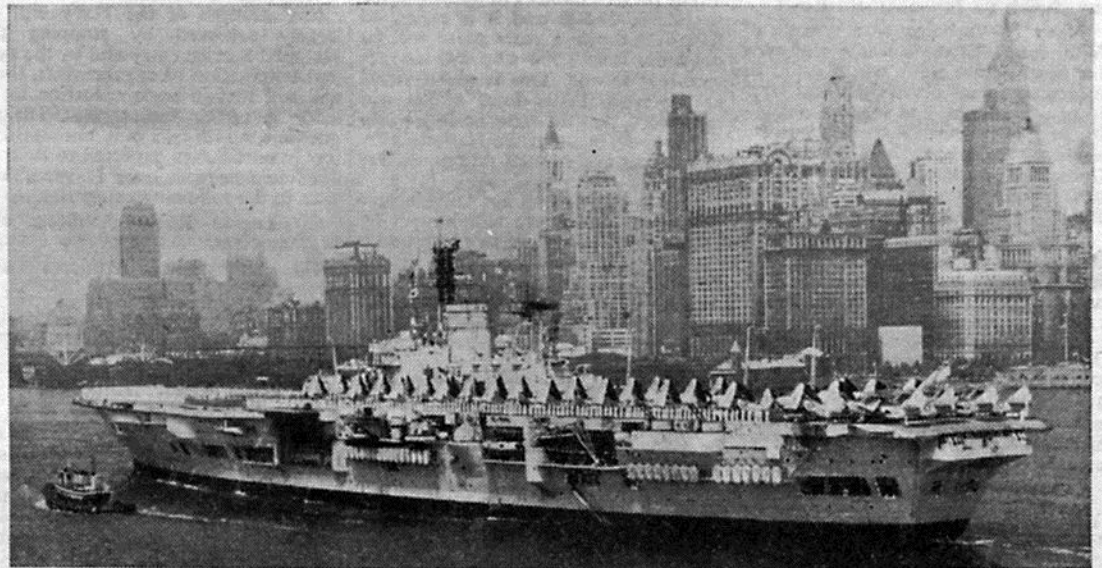
The organisation of Navy Week became centralised at Portsmouth

and a Navy Week's Trust Fund was formed to allocate the profits to appropriate charities.

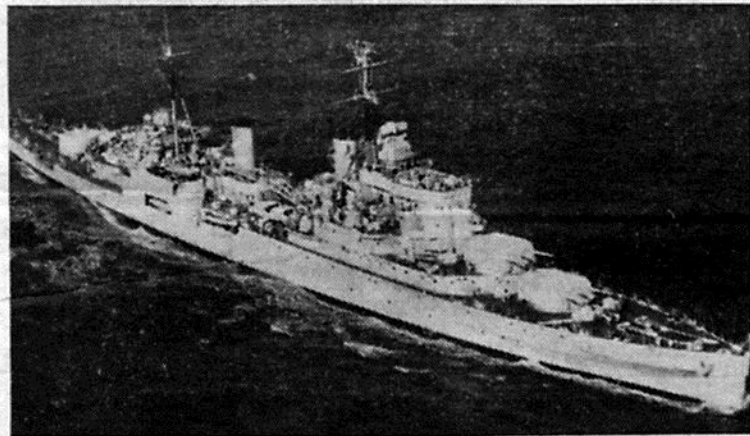
In 1939 Navy Week preparations had to be cancelled, and it was not until 1948 that Navy Weeks began in their new guise of Navy Days at the Easter and August Bank Holiday week-ends. These dates were chosen to fit in with the dockyard holidays and the ships' time in harbour to give leave.

Navy Days, although less elaborate than Navy Week, were a success and show most clearly that the love of ships and the sea and the work of the Navy still lives in the hearts of the men and women of our island.

Last year £23,989 was realised by Navy Days and Air Days and was distributed principally through the King George's Fund for Sailors and the Royal Naval Benevolent Trust. Portsmouth was responsible for raising £8,123 of this total.



H.M.S. Ark Royal, shown in New York, will be open to visitors at Plymouth



H.M.S. Superb will be open to visitors at Chatham

### Navy Helps Eight-Year-Old Girl

AN EIGHT-YEAR-OLD girl was flown by helicopter from St. Mary's Hospital, Newport, Isle of Wight, to the South Bank, London, suffering from severe head injuries, having fallen from a bicycle. The Naval helicopter, a Whirlwind, was sent from Lee-on-Solent at short notice, piloted

by Lieut.-Cdr. E. C. Spreadbury, R.N., with Lieut.-Cdr. D. J. H. Temperley, R.N., as observer.

This is one of the first occasions on which a Naval helicopter has been used to assist the transfer of a patient from hospital to hospital.



H.M.S. Albion will be open to visitors at Portsmouth

### The Princess Royal Visits H.M.S. Lynx

ON FRIDAY, July 19, Her Royal Highness The Princess Royal travelled to Portsmouth and spent a day with the Navy. The object of her visit was to see H.M.S. Lynx the A.A. frigate which she launched on the Clyde in 1955.

#### Arrival

Her Royal Highness was met by the Commander-in-Chief, Admiral Sir Guy Grantham, and the Lord Mayor of Portsmouth on her arrival in the port and taken to Admiralty House. As the royal party left Admiralty House to drive to South Railway jetty, where H.M.S. Lynx was berthed, a royal salute was fired by the Naval saluting battery in H.M.S. Dolphin and all the ships in tidal berths in the harbour. The Princess was received at the jetty by a royal guard of one hundred men mounted by H.M.S. Victory. The Queen's Colour of the Portsmouth Command was paraded for the occasion. The captain of H.M.S. Lynx, Capt. J. M. D. Gray, O.B.E., R.N., was introduced by the Commander-in-Chief. After the Princess had inspected her royal guard, Capt. Gray presented the ship's officers to Her Royal Highness and attended her as she inspected the ship's company.

#### Speeches

The Princess then addressed the ship's company, telling them how thrilled she was to see the completed ship and her crew. She spoke of the commission which was beginning and of the ship's task in the foreign waters which would be visited during the commission and showed great understanding of the feelings of the men over the coming separation from their families. Capt. Gray, in replying on behalf of the officers and ship's company, said how proud they all were that the Princess had done them the honour to visit their ship, which was also their home.

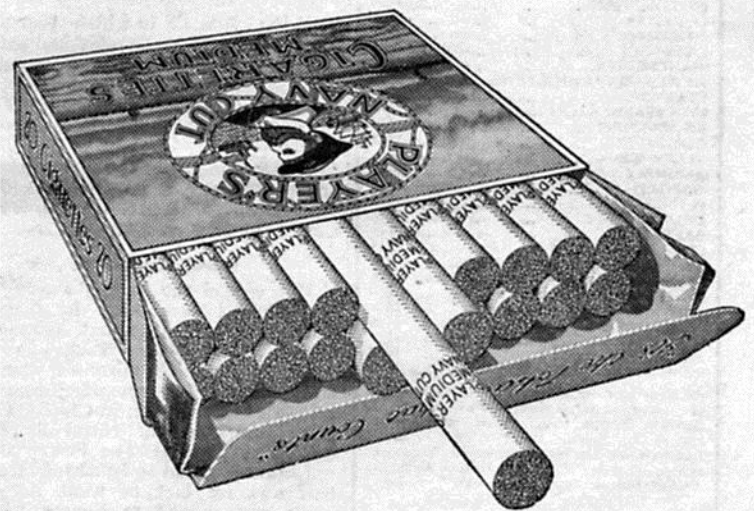
#### Luncheon on board

After this the ship's company were dispersed and the men joined their families and friends who had witnessed the proceedings up to this point. Her Royal Highness then moved about meeting members of the crew and their families. The Princess had luncheon on board H.M.S. Lynx with the Captain and Mrs. Gray and the ship's officers, while the ship's company and their families had refreshment and a buffet lunch, provided by the ship's cooks, under the canopy on the jetty. When Her Royal Highness left H.M.S. Lynx the crew manned the ship's side and gave three hearty cheers. The royal guard paraded on

Is YOUR  
Future  
Affected?

The New Defence Policy and its repercussions amongst Naval personnel is fully explained in an article on page 2.

I always  
say please  
to Player's



PLAYER'S ALWAYS MEANS  
PLEASURE FOR ME

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**Navy News**

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**EDITORIAL**

**A PERSONAL MESSAGE FROM THE EDITOR**

IT IS with regret that I write this, my last editorial for NAVY NEWS. Having retired from the Navy, the time has come when I must resume my ministerial work, which is my proper vocation. I feel I am fortunate in having a church in Plymouth, where I can maintain contact with the Service. I will always be glad to meet "old ships" at my church on Embankment Road.

NAVY NEWS began as a venture of faith, for I felt there was a real need for news of the Navy which could be presented in an attractive form, free from officialdom, and without partiality, fear or favour. Its success was immediate, for, although it began as a Command newspaper, NAVY NEWS now covers the whole Navy and the Royal Naval Association.

Your Board is determined that NAVY NEWS shall continue, and is now seeking an editor who will regard the work as a vocation, who has some experience in journalism, and who is prepared to serve in the very near future. Applicants are invited to write to the Commodore, Royal Naval Barracks, Portsmouth. I will gladly give advice as to the nature of the work, remuneration and the qualifications required for an editorship.

**THE DEFENCE CUTS**

THE NATIONAL Press has publicised the reduction in the Services, and the compensation to be paid to those prematurely retired. We regard the statement with such importance that we have included in this issue a full explanation, for we believe that many will want to keep it for reference.

The terms offered are most generous, and we are glad to see that no notation will be made on a certificate, or other record, should an application not be accepted, and it must be remembered that the numbers affected by the scheme are limited.

To all who receive a lump sum, either in compensation or a resettlement grant, we would warn against phoney investments. At this time the Service man will be fair game for every plausible "get-rich-quick" operator, and the bait will be laid so cunningly that he will not see the trap until it is too late. Before entering into any contract take legal advice.

Above all, invest **WISELY** and **SAFELY**.

**THE AXE FALLS—With Compensations**

**Manpower Reductions in the Royal Navy**

Following H.M. Government's decision to abolish National Service it is planned to reduce by the end of 1962 the manpower of the Royal Navy from the present total of 120,000 to a figure between 100,000 and 90,000. It is hoped to effect the major part of the reductions in 1958 and 1959, but the process will continue throughout the whole five-year period.

**Officers**

The present number of officers in the Service is 14,000 and it is estimated that over the five years there will be not more than 1,750 who will be prematurely retired. This is about equal to the natural run-down which will take place over the same period due to the disappearance of the National Service officer and normal retirement due to age.

It is hoped that an appreciable proportion of this figure will be met by officers who volunteer to retire under the new compensation terms. There can be no guarantee, however, that all who apply will be accepted and some of the officers to be retired prematurely will have to be nominated by the Admiralty.

Officers will have about three months in which to decide whether they wish to retire and their applications may be made direct to the Admiralty. It is planned to inform all officers, either volunteers to retire or those who are to be retired compulsorily, of the decision by the end of this year.

As soon as possible after the officers concerned have been informed of this decision they will be told a date when they will be released from the Service, which in some cases will not be for two years or more.

**Categories Affected**

The categories in which reductions will have to be made are as follows:

(a) **Seamen Engineering and Supply Specialists on the General List.** (These will be from Captains, Commanders, Lieutenant-Commanders and Lieutenants, but the largest proportion in each case will be from Lieutenant-Commanders.)

(b) **Electrical Specialists on the General List** (from Commanders and Lieutenant-Commanders).

(c) **Special Duties List:** Seamen Shipwright, Electrical and Supply Specialists (the largest number being from Seamen).

(d) **Royal Marines:** Lieutenant-Colonels, Majors and Captains on the General List; Quartermasters and Bandmasters on the Special Duties List.

The number of officers of Flag Rank will also be reduced by about a quarter, i.e. in proportion to the numerical strength of the Navy as a whole. These reductions will be met by retiring a larger number of officers after they have held one appointment in that rank and by reducing the numbers promoted.

**Ratings and R.M. Other Ranks**

Although the reduction in the future rating strength of the Navy will be largely achieved by stopping the National Service entry and by the normal termination of engagements, there will still remain some reduction to be made in certain senior rates. The reductions, which will only amount to a few hundreds, are expected to be confined to men with over 17 years' service, in the following categories.

- (a) Engine Room Artificers and Mechanics.
- (b) Shipwright Artificers and Artisans.
- (c) Masters-at-Arms.
- (d) Regulating Petty Officers.
- (e) Chief Air Fitters.
- (f) Royal Marines Bandmen.

It is intended that these shall be drawn from men who volunteer for release, but if the number of volunteers is insufficient, a compulsory "axe" would be applied, and, in this case, a further announcement would be made.

**Compensation**

In its white paper on future defence policy, Government promised fair compensation for those whose service careers were prematurely terminated as a result of the run-down of the Forces.

As the factors involved are not capable of precise evaluation and the problem varies with individuals' service, rank and age, and affected by differing normal ages of promotion and retirement, the terms are considered as far as possible as between individuals and as between those who leave and those who remain in the Services.

**Officers**

Permanent officer prematurely retired will receive a tax-free lump sum. Maximum payment will be £6,000 for a Captain, £5,500 for a Commander and £5,000 for a Lieutenant-Commander and below. These sums will decrease as normal retirement age is approached and also where less than 15 years' qualifying service has been given.

Such officers will also receive retired pay and terminal grant for service given calculated in the normal way. For this purpose minimum qualifying service will be reduced from 20 years to 10 years so that all with more than 10 years' qualifying service will receive appropriate rate of retired pay and terminal grant.

**Sailing at Plymouth**

SAILING RACES in which officers and ratings from all Services can compete take place every Wednesday and Saturday throughout the season (May to mid-October). In addition several Naval establishments organise small races and regattas of their own, and some special team races are held, including R.N.S.A. versus Oxford University, B.R.N.C. Dartmouth and E. in C.'s Department (Admiralty). This year a local inter-Service race was added to the fixture list.

The Saturday races are organised, and the prizes given, by the local yacht clubs and R.N.S.A. in turn, and each hold their own regatta, too.

**Race Abandoned**

This season the biggest events for Naval boats have been the race to Fowey (twenty-one miles), organised by the Royal Western Yacht Club of England, in which thirty-six whalers and seventeen cutters were entered, and the Commander-in-Chief's Cup Race for teams of Naval dinghies (sixty-eight entries). The Fowey race, unfortunately, had to be abandoned at half way for lack of wind, but the boats were towed to Fowey, where many of the crews camped for the night and all enjoyed entertainment ashore. The course for the Commander-in-Chief's Cup Race was shortened for the same reason and the R.A.F. team gained an easy win, with the Commander-in-Chief's Staff second.

Several passage races are organised for Sunday afternoons to Cargreen (up the River Tamar) and to the River

Yealm. They generally end with a picnic tea and refreshments and are less serious races than the Wednesday and Saturday events.

**Off-shore Racing**

For those more interested in off-shore racing, yacht races are organised in conjunction with local yacht clubs to such places as Falmouth, Fowey, Dartmouth, St. Malo, Teignmouth, Guernsey and La Rochelle, and this year we shall see the finish of the Fastnet race in August. Yachts run by the Royal Naval Barracks, R.N.E.C. and Raleigh are regular competitors in these events with crews of both officers and ratings.

Through the generosity of the Nuffield Trust, the Plymouth Naval Command has been given six Firefly racing dinghies. They are available, at a nominal charge, to all competent Naval dinghy helmsmen, and it is hoped we shall train some up to the standard when they can sail for the Navy in inter-Service events in these modern racing dinghies.

**Ratings**

Scheme for ratings on pensionable engagements seeks to mitigate loss of pension entitlement. Minimum period of service qualifying for pension will be 10 years' reckonable service after age 18, and five years' credit for pension and terminal grant (not extending beyond the end of the current engagement) will be added to the service actually given provided this latter is more than 10 years.

In addition, such ratings will receive a tax-free capital sum of up to £1,250 decreasing as the end of the current engagement is approached or where service is less than 15 years.

**Special Resettlement Grants**

Recognising that all will be faced with increased resettlement difficulties during the period of the run-down (estimated at not more than five years) scheme provides for payment during this period of special resettlement grants of £500 to all permanent officers up to and including the rank of Captain, R.N., who retire at the end of their normal career (or are invalided) and £250 to all ratings on pensionable engagements who are discharged on completion of engagement or who are invalided before completing such engagements.

The terms are applicable to those within the scope of the scheme who have left the Service since 4th April, 1957, but are not payable to anyone who has left, or shall leave, the Navy voluntarily for his own reasons, compassionate or otherwise.

**Compensation Arrangements**

Following is a summary of the compensation arrangements for permanent officers:

(a) Retired pay and terminal grants.

(i) Normal rules will be relaxed to permit award of retired pay to any officer with 10 years' or more qualifying service as defined in the Appendix to Navy List.

(ii) The terminal grant will in all cases be three times the amount of retired pay.

(b) **Service gratuity for officer (including S.D. List) who, having less than 10 years' qualifying service do not qualify for retired pay under (a) above, will be at the rate of £100 for each complete year of qualifying service.**

(c) Special capital payment additional

to terminal grant or Service gratuity will be payable as follows:

Captains	Amount
40 and earlier to	£6,000
46 .. .. .	£5,080
47 .. .. .	£4,160
48 .. .. .	£3,245
49 .. .. .	£2,330
50 .. .. .	£1,415

Commanders	Amount
40 and earlier to	£5,500
44 .. .. .	£4,665
45 .. .. .	£3,830
46 .. .. .	£2,995
47 .. .. .	£2,160
48 .. .. .	£1,330

Lt.-Cmdrs. & Lts. (Gen. List)	Amount
40 and earlier to	£5,000
41 .. .. .	£4,100
42 .. .. .	£3,200
43 .. .. .	£2,300
44 .. .. .	£1,400

Lt.-Cmdrs. & below (Spec. Duties)	Amount
40 and earlier to	£5,000
42 .. .. .	£4,430
43 .. .. .	£3,860
44 .. .. .	£3,300
45 .. .. .	£2,740
46 .. .. .	£2,180
47 .. .. .	£1,620
48 .. .. .	£1,060

Captains at age 52, Commanders at 50, Lieutenant-Commanders (General list) at 45 and Lieutenant-Commanders and below (Special Duties list) at 50 receive the Special Resettlement Grant of £500.

(ii) Officers with at least 10, but less than 15, years' qualifying service will receive reduced payments reckoned by abatement from the maximum special capital payment for their rank at the rate of £500 per year for the period by which their qualifying service falls short of 15 years.

(iii) Officers with less than 10 years' qualifying service will also receive, in addition to Service gratuity (see (b) a special capital payment. The maximum amount will be £5,000, which will be payable to the officer retired within one month of completing 10 years' qualifying service. For officers retiring earlier, the amount payable will be calculated by abatement from the maximum payment, at the rate of £500 per year for the period of shortfall.

Special resettlement grant. All permanent officers up to an including Captains, R.N., who, during the run-down period, are retired at the end of their normal careers will be paid a special grant of £500, in addition to the appropriate regulatory award of retired pay and terminal grant. This grant will also be payable on invalidating and to

(Continued on page 14, col. 3.)

**Drafting Forecast**

**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.

**SUBMARINE COMMAND**  
H.M.S. Sea Scout, September 6, at Portsmouth, for 5th Submarine Squadron, Portsmouth.

H.M.S. Turpin, September 9, at Portsmouth, for 2nd Submarine Squadron, Home Fleet.

H.M.S. Tiptoe, September 15, at Devonport, for 3rd Submarine Squadron, Rothesay.

H.M.S. Acheron, November 21, at Birkenhead, for 5th S/M Squadron, Portsmouth.

H.M.S. Ambush, November 30, at Chatham, for 6th Submarine Squadron, Halifax, N.S.

H.M.S. Alderney, December 13, at Portsmouth, for 6th Submarine Squadron, N.S.

**GENERAL**

H.M.S. Protector, August, at Portsmouth, General Service Commission, Home/South Atlantic and South America.

H.M.S. Sheffield, August, at Chatham, General Service Commission, Home/Mediterranean.

H.M.S. St. Brides Bay, August, Foreign Service, Far East.

H.M.S. Duchess, August, at Portsmouth, General Service Commission, Home/Mediterranean.

H.M.S. Decoy, August, at Devonport, General Service Commission, Home/Mediterranean.

H.M.S. Diana, August, at Devonport, General Service Commission, Home/Mediterranean.

H.M.S. Diamond, August, at Chatham, General Service Commission, Home/Mediterranean.

H.M.S. Bigbury Bay, September, at Rosyth, General Service Commission, Home/South Atlantic and South America.

H.M.S. Bermuda will commission in October for General Service Commission, Home/Mediterranean. Her U.K. Base Port will be Devonport.

H.M.S. Loch Killisport will commission in October for General Service Commission, Home/East Indies. Her U.K. Base Port will be Portsmouth.

H.M.S. Concord, November, for Foreign Service, Far East Station.

H.M.S. Puma, November, at Devonport, for General Service Commission, Home/South Atlantic and South America.

H.M.S. Coronna, November, at Chatham for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

H.M.S. Agincourt, November, at Portsmouth for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth.

H.M.S. Barrosa, November, at Portsmouth for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth.

H.M.S. Alamein, November, at Chatham for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

H.M.S. Tenby, December, at Birkenhead for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

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# MAYFLOWER II

(By Sub-Lieutenant John Winslow, R.N., of R.N. Air Station, Yeovilton, one of whose ancestors crossed the Atlantic in the original Mayflower and who was one of the crew of Mayflower II)

MAYFLOWER II was the inspiration of Warwick Charlton, a London public relations adviser. He was looking for a way to express Britain's gratitude to the U.S.A. for her help during the wars and in post-war years, yet point out that it is largely due to Britain that they are here today; in short to remind them of our common heritage. He hit upon the Mayflower idea. At the same time in the U.S.A., Henry Hornblower II was planning to rebuild this ship to boost American interest in their early history, and to provide a focal point for their interest. The two men got together. Charlton said, "Give me the plans; we will build it and give it to the American people as a gift from the British people." Thus Mayflower II was born.

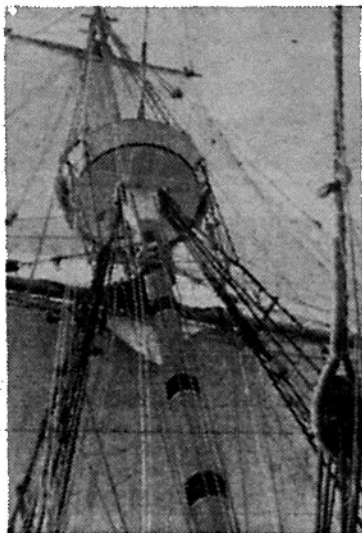
Mayflower II was built by Stuart Upham, in Brixham, a yard famous for its sturdy Brixham trawlers. She was launched, dry-docked and eventually refloated. Two weeks afterwards, she left under tow, on the first stage of her voyage. We stayed in Dartmouth one day and moved to Plymouth, the last English port of call. On Easter Saturday at five o'clock in the evening, we were towed out to sea, where about three miles out we set sail. There was no wind. There was no watch list either! This was quickly organised; we started on a two-watch system until we cleared the Channel, when we changed to three watches, one mate in charge of each watch. Thus the voyage started; we had no trials, they were to come, and many things—necessary things—were left undone.

Our main job during the early days on the voyage, apart from learning the ship, was making "baggywrinkle." This art went out of the Royal Navy with the age of sail. Baggywrinkle is made by bending short lengths of yarn on to one long double length, the result is a length of "fluffy stuff." This wrapped around shrouds prevents the sails chaffing.

### Trade Winds

In two weeks, during which time we covered 150 miles or more almost every day, we were down amongst the Canary Isles. We saw beautiful Tenerife, her 12,000 foot peak poking through the cloud on the lower slopes. We passed Gomera where Columbus frequently stopped ostensibly to take on fresh food and water. So we passed the Canary Isles and soon started to pick up the north-east trades. As we did so, gradually our southing decreased and our westing increased—a good sign. Not only after we arrived in these latitudes, however, the trade winds took a week off and we made very little progress. The idle sails, flapping with the pitch of the ship, broke the foretops' yard. It was brought down, repaired, the sail bent on again and was rehoist within two hours. We carried a spare yard—we didn't use it!

We were three weeks at sea and we had fallen into the daily routine. At six o'clock the watch on duty started work by scrubbing down all the decks. This chore completed, they started work which varied throughout the voyage. At different times we took in the rigging, which slacked off very quickly, we painted ship, scraped and sanded rigging with Stockholm tar—an evil-smelling liquid whose tenacity is unbelievable. Nothing would clean the crews' hands after the job was done. With the hot weather the seams opened in the decks and it became a full-time job recaulking with oakum and pitch. One or two awkward leaks developed just above the waterline; a man went over the side on a rope and caulked them while we had way on. All these odd faults, which occur in any ship, would have been



Mayflower II's mainmast

ironed out during trials which, as I have said before, we didn't have.

### Marine Life

Whilst on our crossing we encountered every sort of marine life, flying fish, porpoise, dolphin, whales and a manta ray. A flying fish came aboard early one morning and was discovered by Felix, the ship's cat, flapping helplessly on the deck. Felix was overjoyed to find a playmate about his own size. The cat was only five weeks old at this time.

After what seemed an eternity, we started to turn northwards. Every time a man came off the wheel he would be cross-examined about our course and what he had overheard on the quarterdeck. The Mayflower II had her share of rumours; we were stopping at Bermuda, flying boats were going to land and come along—



The Italian destroyer San Giorgio

side (we did see a lot of the latter) and many other fantastic stories which never materialised.

We received word by radio that some Italian destroyers at present in Norfolk, Virginia, for the Jamestown Festival, were coming to visit us. At sunrise on Wednesday, June 5, we saw them, the San Giorgio and the San Marco. They came up astern of us and passed us, keeping perfect station and manning ship. As they

# SHIPS OF THE ROYAL NAVY

## No. 23. H.M.S. LYNX

H.M.S. LYNX, the first of the Leopard Class frigates to complete was accepted into H.M. service on March 14, 1957.

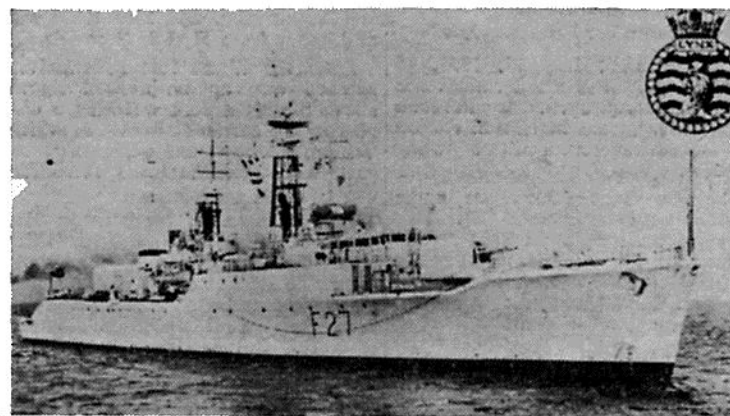
The Lynx was launched by Her Royal Highness The Princess Royal at Clydebank on January 12, 1955, at the yard of John Brown & Co. Ltd.

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.

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.

**BADGE.**—A lynx's head, erased proper on a field Barry wavy of ten white and blue. Alludes to the name.

**NEXT MONTH WE SHALL BE FEATURING H.M.S. SALISBURY.**

passed abeam, with one accord they both cheered ship, a touching tribute.

### Kind Gesture

After this wonderful gesture, they sent away their sea-boats to bring us fresh fruit and chianti, very welcome gifts. As these two fine ships left us four American destroyers came up and circled us. They also sent some fresh fruit for the Mayflower's crew.

Daily now, more and more vessels and ships were coming from the mainland to see us; but on Friday, June 7, H.M.S. Ark Royal, Duchess and Diamond came over the horizon. The two "Darings" racing ahead, made a fine picture, reaching us first and passing in turn down our port side. The usual exchanges were made as well as those from the men. The prize remark from the Mayflower II was "Who won Trafalgar?" Soon "The Ark" reached us and made the mistake of passing us to windward, thus temporarily putting us aback. Her

## MOTORING NOTES

*LAST MONTH I gave some advice about Hire Purchase and how to avoid payment of excessive interest charges. I am glad to say that the British Motor Corporation has now instructed all its dealers that they are not to charge excessive interest rates on new car hire purchase agreements in order to obtain a commission and they have now been given official interest rates which are not to be exceeded.*

### H.P. Interest Charges

The new rates prescribed by the B.M.C. applies to the entire range of new cars made by the Austin and Nuffield factories. These rates are as follows:

- 12 months agreement — £7 per £100 i.e., 7 per cent.
- 18 months agreement — £11 per £100 i.e., 11 per cent.
- 24 months agreement — £13 per £100 i.e., 13 per cent.

It follows that other manufacturers will automatically fall into line, although the fact remains that the hire purchase agreement is a personal one between the customer and the finance company so that the car manufacturer or dealer has no real say in the matter.

So far as secondhand vehicles are concerned, I have actually negotiated two deals since the July notes were written, and have each time obtained an interest charge of 13 per cent. on a two-year agreement. Consequently, I can now say quite emphatically that the above rates are correct for both new and secondhand vehicles and anyone paying more is merely making a free gift of the excess percentage to the dealer or hire purchase company.

### Motor Insurance

Most holders of fully comprehensive policies are blissfully unaware that the policy is by no means so comprehensive as they think. I am thinking here of liability to passengers and in particular to one's wife who, in case you don't know, has no legal redress against you should she be injured whilst you are driving. I strongly advise you all to check your policies and if necessary pay the additional premium to cover yourselves against injury to passengers. There are many circumstances where the insurance

companies will not pay out even after protracted negotiations, and it is well worth considering paying the extra so as to ensure that in the case of injury some sort of automatic compensation is received.

Incidentally, for a premium of £1 per year most insurance companies issue a very useful accident policy which covers injury arising from accidents involving transport of any kind even as a pedestrian.

### Pillion Passengers

It is well known that in the event of a motor-cycle accident the pillion passenger is invariably the most seriously injured. At the risk of being accused of being morbid, I feel I ought to remind motor-cycle owners and their pillion passengers that most policies specifically exclude liability to pillion passengers. Consequently if you do accept a lift on your chum's motor-cycle and you come a cropper, your widow or dependants will not receive a penny in compensation. Quite a point, I feel.

### STOP PRESS

#### No Claim Bonus

At the time of going to press I have been informed through the insurance "grape vine" that a well-known insurance company is about to introduce a new series of no-claim bonuses to reward the careful driver. These rates rise annually to a maximum of 50 per cent. after eight years without a claim, as opposed to other companies' maximum of 30 per cent. after five years. This is of particular interest to those about to renew their policies as no-claim discount is usually transferable. Anyone requiring further information, please contact me through the NAVY NEWS office.

A. E. Marsh.

### R.M.V. BOYS' CORPS AT BEDHAMPTON

R.M.V. BOYS' Corps from Eastney paraded at Bedhampton with their band on July 13. They were led by R.S.M. R. Allen, Colour Sergeant W. R. M. Legg and Sergeant V. L. Bolton.

The local population greatly admired their smartness, especially when they marched past with their band playing "A Life on the Ocean Wave." The band was also admired for their accuracy when "slow marching." They were led by Drum-Major Nelson.

### H.M.S. CONDOR MOUNTAIN RESCUE UNIT

ON MONDAY, July 15, at 0350 the Condor Mountain Rescue Unit was called out to the Glenesk Region.

The wife of one of the estate employees, Mrs. Douglas, had gone for a walk about 2000 the previous evening and had failed to return. The husband had searched till 0100 when he was relieved by a party of estate keepers and these continued the search till joined by the Rescue Unit just before 0600.

She was found dead about 0700 by Apprentice Chambers.

## SHIPS OF THE ROYAL NAVY

### No. 23—H.M.S. Lynx

Please forward one postcard of H.M.S. Lynx 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, Murray, Cumberland, Scorpion, Liverpool and Apollo may be obtained (without coupons), price 6d. each, including postage.

# WOMEN'S PAGE

## W.R.N.S. NOTES

### PORTSMOUTH

#### Visit to H.M.S. Albion—Dress Rehearsal for Shop Window

ON MONDAY, July 15, 1957, 15 W.R.N.S. officers, 8 senior ratings and 44 junior ratings spent the afternoon and evening at sea in H.M.S. Albion for the dress rehearsal of "Shop Window."

The next day the headlines in the local evening paper read "The Day They 'Manned Ship' in Skirts," and it was indeed a very exciting day for all the W.R.N.S. officers and Wrens who had been given this wonderful opportunity to go to sea.

Telescopes from piping ships and eyes from harbour craft were raised in amazement to see this ship go out with Wrens manning the flight deck and on the island, and every Wren got a great thrill out of the slow and stately passage out of Portsmouth Harbour. "H.M.S. Albion prepare to salute," "H.M.S. Albion—Attention," those words rang out over the ship not once, but many times as the piping and saluting continued through the harbour for the Commander-in-Chief, Portsmouth, Admiral Commanding Reserve Fleet, Flag Officer Submarines, H.M.S. Hornet, H.M.S. Vernon, etc. etc.

So the afternoon proceeded with being shown round the ship by willing guides, with watching sea operations which included a demonstration of the light jackstay method and replenishment and transfer at sea, when Third Officer Sankey, W.R.N.S., was hauled across to H.M.S. Grenville to the delight of one and all, and if it had not been for the arrival on the scene of the submarine H.M.S. Teredo, another willing volunteer, Wren Breaks, Steward (O), would have enjoyed the same experience. Also included in the sea operations was an attack carried out by three fast patrol

boats of Coastal Forces, a demonstration by the submarine attack, diving and submerging, and also the firing of Limbos from H.M.S. Grenville.

Later the Wrens found themselves perched way up on a well rigged above the flight deck watching a display by the carrier's aircraft, in which Venoms, Gannets and Seahawks took part, and which included formation aerobatics.

As Albion turned for home, a film show of ship and shore activities ended the visitors' day. As the Wrens were paddled home in a harbour tug from Spithead to South Railway Jetty, they were tired, but the memory of a full and exciting day and the kindness of their hosts remained, to bring home to them the realisation of what it meant to be a part of this Service. Their heartfelt thanks go to H.M.S. Albion and to all the other ships and aircraft for giving them such a chance to see the Royal Navy at sea.

### SPORTS NEWS Inter-Command Cricket

This year the R.N. Women's Inter-Command Cricket Championships were once more held in Portsmouth, in H.M.S. Excellent by kind permission of Capt. R. Casement. However, for the first time a new procedure was tried in an endeavour to raise the general standard of play in the championships, in that the three Home Port Commands raised one combined team to play the Air Command for the Cup. A higher standard of play was undoubtedly achieved, and after a tense and exciting match the Combined Home Port Command's team dismissed Air Command's last bat in the final over of the match, to win the Cup. The final score was the Combined Home Port Commands 122 for 6 wickets, Air Command all out for 67.

### H.M.S. VICTORY—ATHLETICS

At the Portsmouth Command Athletic Championships on July 3, 1957, the W.R.N.S. units in the Command were competing for the Inter-Unit Athletics Cup and the Inter-Unit Relay Cup. H.M.S. Victory entered the maximum of two competitors in each event and won the Athletics Cup with H.M.S. Mercury coming second. H.M.S. Victory also won the Relay Cup and were very pleased to find that the four relay runners chosen to represent the Command were those in the Victory relay team.

Third Officer S. Harris from H.M.S. Victory is to be congratulated on being chosen, at the Inter-Command Athletic Championships, to represent the Services in the long jump.

### NORE COMMAND Nore Command Athletics Championships

100 yards.—Wren Lay, H.M.S. Pembroke, 12.4 secs.

220 yards.—Wren Lay, H.M.S. Pembroke, 29.6 secs.

High Jump.—L./Wren Perry, H.M.S. Dauntless, 4 ft. 2 in.

Long Jump.—Wren Lay, H.M.S. Pembroke, 16 ft. 2 in.

Javelin.—Third Officer Strang, R.N. College, Greenwich, 101 ft. 2 in. (New record—to be ratified).

Relay.—Royal Naval Barracks.

### Nore Command Tennis Championships

Winner.—Singles: Wren E. Saunders, P.R.O.R.M.

Doubles: L./Wren J. Medwell and Third Officer J. Simmons, H.M.S. President.

## Out of Uniform



P.O. WREN ELIZABETH DICKINSON, H.M.S. Victory: blue-grey floral glazed cotton dress. 5 yards glazed cotton. Simplicity pattern. (Cost, 39s. 7d. including cotton, zip and pattern.)  
L./WREN MARY KERR, H.M.S. Victory: "cocktail" design on black glazed cotton. 5 yards glazed cotton. (Cost, 45s. 7d. including cotton, zip and pattern.)

## Fashion in the Rain

By Maree Collett

ALAS, the rain just will not be ignored by our English climate. But the silver lining for this cloud lies simply in having a cute raincoat.

Alligator Rainwear have several delightful coats in poplin, fully lined and with matching hat. Fashion highlights are the deep pockets and wide half-belts which button at the back. The deep collar can be buttoned to the neck to keep out rain and wind.

The coat is made in lengths 44 in., 46 in. and 48 in., in the following gay colours: Italian Pink, Emerald, Scarlet, that gorgeous new shade Sari Peach, Royal Blue, Orange, Ice Blue and Beige. That's quite a range, don't you think? Most of the leading stores stock the coats, and the approximate retail price, including the hat, is seven guineas.



From a chat with a film man arises a query: Would any Wrens leaving the service be interested in film processing as a career? Although the job needs ideal qualities and is not an easy one, there is "lots" in it. To "spot" or "spot" and training would be given. If interested, drop me a line to 288, Craven Street, London, W.C.2.

## FRIENDLY WIVES

### NORTH END

WE HAD brilliant sunshine for our garden party at the Wailaby Gardens, Whale Island on July 2.

Visitors from other branches, and members entered for races and side-shows, and their fortunes were told by Mrs. Hastie.

Tea was held in the Fisher Hall to the accompaniment of music played by a skiffle group from Whale Island.

We were very grateful to Lady Grantham for coming to give away the prizes. She was presented with a bouquet by Angela Coles.

### Prize-winners

Winners were: grandmothers' egg and spoon, Mrs. Oliver, Mrs. Waterman; skipping race, winners of heads, Mrs. Brown, Mrs. Major, Mrs. Marsden. "Over five's", Angela Coles. (The "Under five's" all got prizes).

Sideshow were won by: Mrs. Major, Miss Winter, Mrs. Cole, Mrs. March (Faitham), Mrs. Bartlett (Southsea), Mrs. Coles.

The raffle was won by Mrs. Funnell, and other prizes by Mrs. Brown, Mrs. Childs (Blawant), Mrs. Bush (Vernon), Mrs. Norman and Mrs. Wilson.

We were very pleased to have Capt. Casement and Cdr. Dwyer with us, and the Rev. H. W. Bentley who most kindly started the race.

### H.M.S. VERNON BRANCH

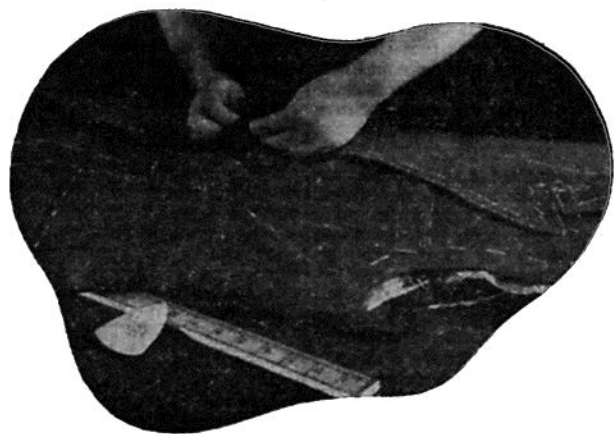
THE H.M.S. Vernon Branch held their annual Garden Party on the Warden lawn, H.M.S. Vernon, on Wednesday, July 10, by kind permission of Capt. E. A. Blundell, O.B.E., R.N.

Music was provided by a Bluejacket Band from the Royal Naval Barracks, by kind permission of Commodore J. Y. Thompson, and there were competitions to interest members and guests. The children enjoyed the fun fair, and some of the older ones were able to take part in the competitions as well.

We were very pleased to have as guests Mrs. H. G. B. (Mrs. G. B. H.) and Mrs. G. B. H. (Mrs. G. B. H.) President of the Portsmouth Area R.N.W.F.U.S.S.W., Mrs. Begg, Vice-Presi-

(Continued on page 5, column 3)

## Sartorial Saga



### HOW MANY STITCHES?

No—this is not the 64 Dollar Question. Just an illustration of some of the work which goes into A GARMENT. Care and precision are the keywords in the Factory making suits for our Customers

Good Clothes are made by

## FLEMINGS of PORTSMOUTH

Local Branches:

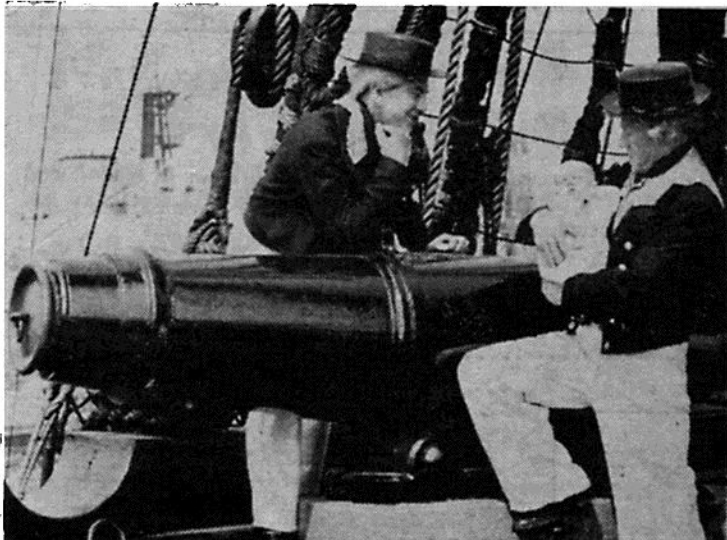
Royal Sailors' Home 11 EDINBURGH RD. Trafalgar Institute  
Queen Street PORTSMOUTH Edinburgh Road

Head Office:

51AY STREET and PORTLAND STREET, PORTSMOUTH  
Phone: Portsmouth 74352 (2 lines) Grams: "Navy" Portsmouth

Branches at Devonport, Chatham, Weymouth, Dunfermline, Malta  
Members of the Inter-Port Naval Trades' Association

## Son of a Gun . . .



Baby Lancaster, of Royal Marine stock, visits H.M.S. Victory

# AMERICAN IMPRESSIONS

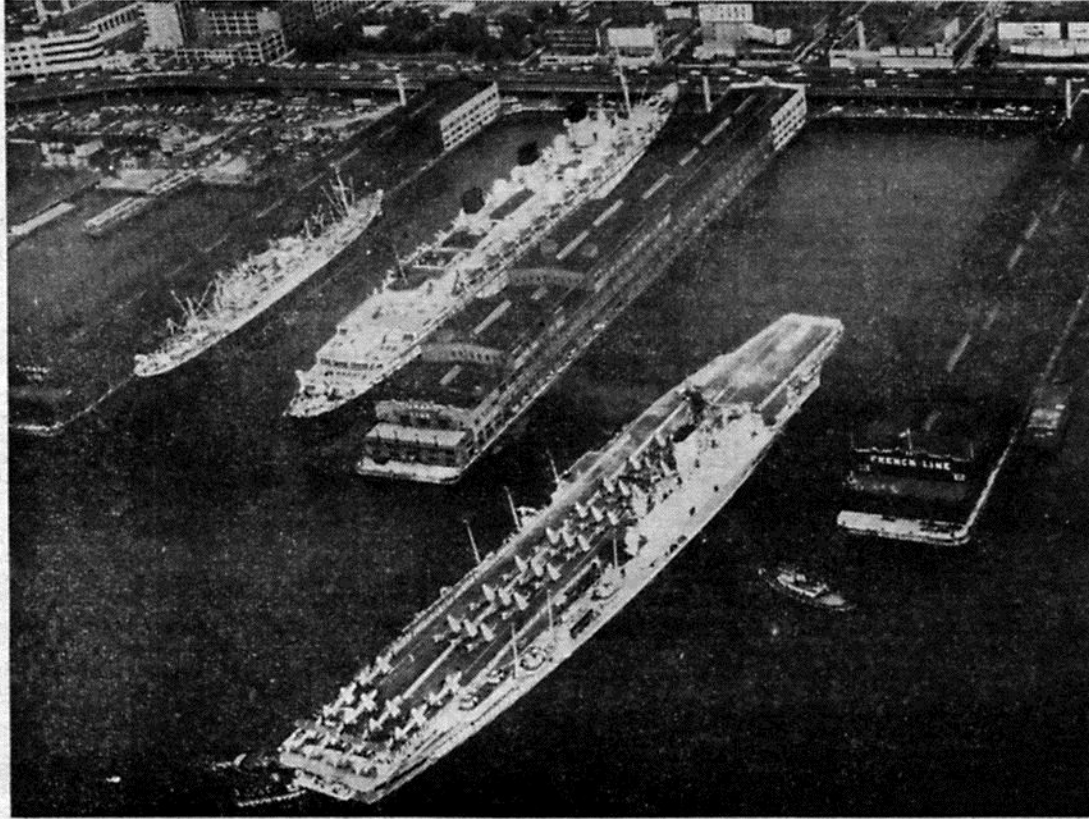
A squadron of three ships of the Royal Navy recently visited America for the International Naval Review held at Hampton Roads in Virginia, in connection with the celebrations organised there to mark the 350th anniversary of the founding of the first permanent British settlement on American soil, and thus of the birth of America.

IT WAS a Naval occasion of some note, with representative ships of most of the European maritime powers, as well as those of many of the South American republics, and of Canada. As such it was a success, and has been sufficiently reported by Press, radio and television. But there was another, less obvious, though

is the feeling of vigour and vitality in the country. Norfolk, the Naval base, at which the visiting ships were accommodated, is not a particularly busy city, and Virginia is regarded by some as part of the "sleepy south," yet everywhere was this feeling of vitality and energy. The American appears to work hard and to play hard.

Washington (temperature 90°F.) wearing a heavy, dark tweed suit, brogues and a tweed cap!

It was not possible in so short a visit to see sufficient of the country or of society to obtain an accurate idea of the comparative standard of living, but the immediate impression was that of a very high standard on which almost everyone had his own car, and such things as television sets and refrigerators were not regarded as luxuries. I did hear, however, that many of the cars and refrigerators never become the property of the



H.M.S. Ark Royal, manned for entering harbour, being manoeuvred into position in New York

equally important success, achieved by the review: it enabled thousands of sailors from all over the world to see the Americans at home and to experience at first hand the much vaunted "American way of life," and there can have been few on whom this experience did not leave a deep impression.

## Our Idea

It is impossible to arrive in a fresh country without some pre-conceived ideas concerning it, and this is particularly so for the travellers arriving in the United States of America, whose world status brings them constantly before his eyes. We in Britain have probably formed more clear-cut ideas about the Americans than about any other nation, as a result of seeing them and meeting them in our country during and since the war, and because the policies of our countries are so closely interwoven, and it must be admitted that for many of us the impression received has frequently not been very favourable. The main reason for this, whether we are willing to admit it or not, is jealousy.

We have seen America striding into our place at the head of the Western nations; we have seen her play the "Lady Bountiful" to the poorer nations (ourselves included), and it has irked us and we have been pleased to seek out the faults in her people and policies. The correction of this misconception by a series of isolated yet convergent impressions was, for me, the most remarkable and salutary effect of our American visit.

One's first impression on landing in the United States concerns size. Everything appears larger than life and it is necessary immediately on arrival to make an adjustment of scale and to appreciate that the "bigness" of everything is not just size for size's sake, but because the Americans think on such a scale and in such terms. When one realises this, it is easy to see that the American, with such ideas of size, could appear to disadvantage in a small country such as Britain, to which he would naturally carry the scale of size to which he had been used, and which might make him appear boastful and bragging. In the expansiveness of his own setting any such traits disappear.

## Vigour and Vitality

Almost as quick to make its impression on the visitor as that of size

He goes out for what he wants, and whilst this may lead to a certain amount of ruthlessness, it achieves results. The slower, more "gentlemanly" ways of the older countries are apt to appear to the Americans *effete* and even a little hypocritical. It is also this brimming vitality which makes the American impatient with our well-tried ways of doing things and makes him impatient to experiment with new ones. In his own country practically everything is new—the ribbon development along the highways painfully so—and this newness is another of the things which strikes the visitor from the old world forcibly.

It would be wrong to assume from the foregoing remarks that life in America has no graciousness and is merely a cut-throat battle of interests, waged ruthlessly and continuously and without thought of good manners. On the contrary, one is aware of a courteousness and helpfulness on the part of public servants—bus drivers, porters, and the like—which is often lacking now in Britain.

The American, no matter what his job in life, can afford to be polite because he conceives himself quite naturally to be the equal of his fellows and does not therefore feel the need to assert that equality, which appears to be the reason for the aggressive boorishness of so many people in similar positions in the older democracies.

## Kindness and Generosity

No one who visited Norfolk with the British squadron can have failed to be impressed by the generosity and kindness of the people there, and without a trace of condescension or charity, although they had been prepared for the fact that we should arrive with few dollars. It is often this sense of generosity, and his desire to share his good-luck with others, which creates for the American the worst possible impression abroad, where it leads to charges of ostentation. I was personally quite astonished at the lack of ostentation in America. If it were present, one just did not notice it. The same is true of dress. In Britain one can usually pick out an American by his clothes, which tend to be regarded as "loud." In America they are not noticeably so, because everyone dresses in that fashion, and I cannot help wondering what American comment might have been on one English visitor whom I saw in

owners, but remained firmly mortgaged to the finance companies.

My last point is incontrovertible. In America ice is not something to be feared as a wrecker of pipes in winter, but something to be used to cool drinks and food, and there a cold drink really is cold.

## FRIENDLY WIVES

(Continued from Page 4, Column 5)

dent, Mrs. Thompson, Mrs. Casement, Mrs. Chavasse, Mrs. Buckley, Mrs. Moulton, Mrs. Ashley Browne, Mrs. Winter, Hon. Secretary, Portsmouth Area, and members from the four other branches.

Capt. Blundell welcomed Lady Grantham and the other guests and thanked them for coming. He also congratulated the Tea Committee and, on behalf of the branch, all those in H.M.S. Vernon who had worked so hard to make this Garden Party such a success.

Lady Grantham very kindly presented prizes to Mrs. Linnell, Mrs. Dimmock, Mrs. Vicary, Miss Potts, Mrs. Ellis, Mrs. Satchell and Mrs. Cooper. After the prizegiving, Miss Jacqueline Finn presented a bouquet to Lady Grantham.

## Future Events

There will be no meetings during August, but we hope to see all members at the opening meeting on Wednesday, September 4, when Policewoman Sergeant Howard is coming to talk to us.

Sewing meetings will be held on Wednesdays, September 4 and 18.

## New Members

All wives whose husbands have spent any time in H.M.S. Vernon and who are still serving in the Royal Navy are eligible for membership of our branch and will be very welcome at any meeting.

## N.A.A.F.I. Annual Report

A.F.O.1572/57 states that the Naval Canteen Service trading during the year ended November 3, 1956, resulted in a profit of £25,234, which has been offset against the total of £89,000 drawn from reserve funds to make good Naval Canteen Service trading losses during recent years. No amount is therefore available for distribution as extra rebate.

Have YOU a personal problem . . . ?

## ASK JOHN ENGLISH

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

### GREENWICH HOSPITAL SCHOOL

I would be grateful for any information regarding entry of boys into the School at Greenwich.

The following notes on the admission of boys to the Royal Hospital School, Holbrook, Suffolk, are forwarded for your information.

"The School is maintained by Greenwich Hospital for the sons of serving or former Commissioned officers, non-commissioned officers, petty officers and men of the Royal Navy and Royal Marines; Officers and men of the Royal Naval Reserve; other seafaring persons.

"Claims for admission to the School will be referred to a Committee of Selection appointed by the Lords Commissioners of the Admiralty, who will give special consideration to the length, nature, and merit of the father's sea service.

"Boys are eligible for admission normally between the ages of 11 and 12 years.

"Prior to admission, candidates will be required to undergo an educational and medical examination to determine their fitness for entry.

"At the age of 11 years, they must be able to read and write from dictation an easy sentence, and possess a good knowledge of the four rules of arithmetic, simple and compound. Above this age, a higher standard will be expected.

"They must be physically fit for the normal life of the school."

For further details, and form of application, you should apply to: Director of Greenwich Hospital,

Admiralty, 14 Buckingham Gate, London, S.W.1.

### NATIONAL SERVICE ON DISCHARGE FROM R.N.

If a seaman wanted to get discharged from the Royal Navy by purchase before completing two years service would he have to do his National Service on discharge?

How many years must be completed in the Service to ensure exemption from National Service on discharge?

If a man completes his National Service in this country and then he emigrates to Canada, has he to serve any form of conscription in Canada?

A man who is discharged for any reason (i.e. by purchase or otherwise) before completing two years in the Navy is liable to be called up for National Service for the balance of the two years.

In fact, however, if that balance is only a matter of a few months it is unlikely that he would be called up. Each case is taken on its merits, and the individual comes under exactly the same rules as any civilian. He has to have done at least two years in the Navy before he can be exempted from National Service.

If he came out before completing two years in the Navy, he might, of course, have to do the balance of two years National Service in the Army.

With regard to conscription in Canada, I am afraid I have no information about this and suggest you write to Canada House, Trafalgar Square, London, S.W.1, who would give you the necessary details.

## Book Reviews

Secrets of Suez. Merry and Serge Bromberger. (Pan Books, 2/6d.) A Pan Special, Illustrated. Translated from the French by James Cameron. Published July 12.

HERE IS a book which attempts to tell the story of the Suez episode. "Attempts," for throughout the book there is the feeling that it has been written against the clock; that although it is essential to record events as soon after the event as possible, one ought not to be in such a desperate hurry to draw conclusions from those events. Perhaps the authors were too close to the events.

The translator calls the book "extraordinary": some newspapers have said it is "fantasy," but it has a fascination which compels one to continue to read it, even though at times it irritates beyond measure. One wonders what is going to be divulged on the next page!

After reading, my first reaction was that I had read of similar incompetencies and confusions before. Parts of the book could have been taken from Winston Churchill's epic, "The World Crisis, 1911-1918," concerning the Dardanelles. According to the Brombergers we have not learned a great deal since then.

Two memories—the kindnesses of the British and French fighting men and, strangely, in view of the almost world-wide ridicule of the fighting qualities of the Egyptians, the bravery recorded in the book of the Egyptian sailors in Navy House, Port Said, who had to be winkled out, window by window, by rocket-firing aircraft.

H. R. B.

THE R.N.V.R. By J. Lennox Kerr and Wilfred Granville. (Harrap & Co., 21s.)

HERE IS a book that really does live up to its sub-title—"A Record of Achievement." The achievement of men in peace and war. And not the least of their success was in convincing, in peace, firstly the general public and finally the Admiralty that the R.N.V.R. was not "playing at sailors." The authors remark that the R.N.V.R. was pretty well forced upon a far from enthusiastic Navy. This is a mild way of putting it, seeing how very many years it took before the Admiralty would even describe them as seamen.

With enthusiastic purpose the Volunteers fitted themselves for their duties, learning (as we all should do) from their mistakes, until their excellence convinced the sceptics.

From Passchendaele, with the Royal Naval Division, to the "Private Navies" of the Second World War the Volunteers earned the respect not only of the Regulars but of everyone.

This new publication, which the writers call the Story of the R.N.V.R. and not its history, traces the struggle for recognition, the growth and use of the Volunteers in two world wars and the exploits of some of the men who in peace voluntarily prepared themselves for war. It is a book which should be read not only by past and present generations of Volunteers but by all who have a love of the sea—and air, too, for the authors have not forgotten the thousands who served in the Fleet Air Arm. The past generations will relive their comradeship, their glories, aye and maybe miseries, whilst the present generations will learn of that perseverance, bravery and honour of those who helped to maintain the great traditions of the Royal Navy whilst making their own.

H. R. B.

### EDITOR OF "NAVY NEWS" (See the Editorial)

Applicants for this post are invited to write direct to the Commodore, Royal Naval Barracks, Portsmouth. Details of remuneration and qualifications required may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth.



REMEMBER ME?

### I ADVISE YOU TO CONSIDER THE CHILDREN

A policy effected at birth can assure Educational Fees between say 13 and 21 years, OR a lump sum at the age of 21, OR can be continued AT THE SAME PREMIUM as a Whole Life or Endowment Policy.

A Whole Life or Endowment could come into force at that age as a WORLD-WIDE and UNCONDITIONAL Policy, irrespective of the child's health or occupation, or any of the factors which may prevent an adult applicant from obtaining such Life Assurance. Tax relief can be claimed within normal statutory limits.

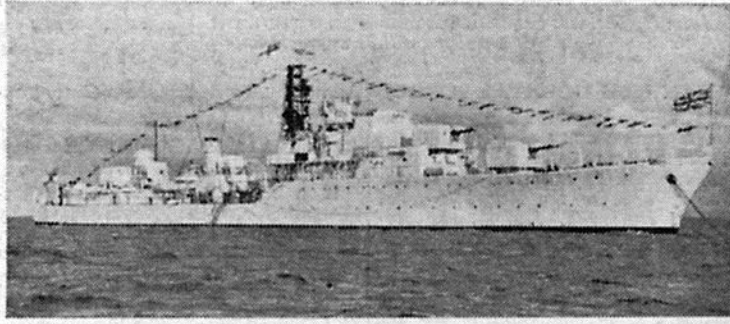
For further advice write, 'phone or call

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# Recommissioning by Air

## H.M.S. DEFENDER IN MALTA



THE RECOMMISSIONING of H.M.S. Defender was carried out in Malta entirely by air, the process being completed by December 1, 1956.

The inevitable work-up ensued, but at the end of January came a visit to Taranto in company with H.M.S. Jamaica and H.M.S. Delight. This relaxation was the last for some two months, for, on leaving Taranto, the ship took up Cyprus patrol. The duress of the patrol was relieved by occasional recreational visits to R.A.F. and Army camps, and we left many friends behind when we sailed for Palermo at the end of our patrol.

The visit to Palermo provided everyone with the opportunity to avail him-

self of the entertainment lacking on patrol off Cyprus.

From Palermo we returned to Malta at the beginning of April and went into refit almost immediately.

To quote the poet, "Life is not all beer and skittles," and we have certainly found this to be true concerning the refit. However, the refit is now practically over, and we hope to be back at sea and operational once more by August.

The brightness of the future is further enhanced by the prospect of an enjoyable cruise on the way back to the United Kingdom, where we hope to arrive in September.

# Sportsman of the Month

## P.O.R.E.I. W. C. MOREHEAD

BILL MOREHEAD joined the Navy in 1950 from the Midland county of Leicestershire, and almost at once began to make his mark in Command and Navy athletics and cross-country. By 1952 he had made such rapid progress that in Air Command he was second only to the late A.A. G. T. Wright, and was fast making a name for himself on the track. After such early promise then, it was a cruel twist of fate that laid him low with three bouts of pneumonia in January of the following year—no wonder that the doctors had a chat with him and told him that his running days were over.

But doctors are only human, fallible like the rest of us. It was astonishing to find only a few weeks later that Morehead was running again—in the Home Air Command cross-country championships. He finished eighty-eighth! He could not have been blamed if he had given up then and never run again.

But Bill Morehead has a big heart, and he refused to give up. Of course, his self-confidence had been considerably shaken, but in the following months he was fortunate to have the encouragement of P.O. Stamford, a keen protagonist of athletics, when they served together in H.M.S. Eagle. Morehead is swift to say how much he owed to his shipmate during this period. Rewards were not long delayed, however, for during the very next season, having returned to H.M.S. Ariel—his *alma mater*—he came back with a bang when he ran third in the Command championships to those fine Air Command athletes Humphreys and Joyce.

### Notable Successes

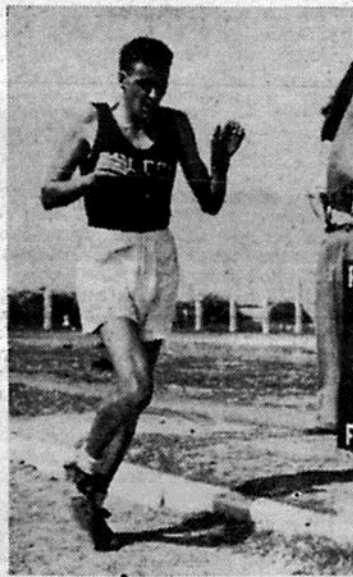
From that time he has gone on to record success after success, running all over the country in all sorts and conditions of events. The more notable of these include:

R.N. Steeplechase Champion, 1954;  
R.N. Cross-Country Champion, 1955;  
Combined Services Colours, 1955;  
Leicestershire County Colours, 1955;  
Leicestershire County three miles Champion, 1957;

### Advancement—Conduct Requirements—Revised Regulations

A.F.O.1768/57 states that on and after August 1, 1957, all advancement, irrespective of rating, shall be subject to a general requirement of at least six months' continuous "very good" conduct. For advancement to any rating, therefore, a man must have had continuous "very good" conduct for at least the period of six months immediately preceding the date of his being rated up, and he must not be under a suspended sentence on that date.

Further details are given in the A.F.O., including rules for re-advancement after disrating or reversion.



H.A.C. Cross-Country Champion, 1957, and

R.N. Mile Champion and R.N. record breaker, 1957.

The blank years 1955 and 1956 he served in Malta where he continued to run over all distances from 440 yards to 10 miles, and rarely being beaten. Usually he set up records that still stand today.

Morehead has a great sense of humour. You need to have a sense of humour when you are six miles from home and the rain is streaming down. His wholehearted appreciation of the amusing, and infectious bubbling laugh, is very stimulating. But he becomes grimly serious when he talks of the need for a higher standard of athletics in the Navy. He firmly believes that we have the talent to beat our sister services in all forms of sport, but maintains that we must go looking for it, look after it, and bring it along as quickly as possible. Too much reliance has been placed on the ready or self-made athlete. In these days of needle competition and performance only all-the-year-round training will do. Morehead knows the rewards, has tasted them, and is forever urging the young trainees at Ariel—where he is Captain of Athletics—to go out and collect their own share.

Despite the fact that he is a specialist, Morehead still finds time for an occasional game of tennis or squash rackets; he is a more than competent horseman who rides gallops over the sticks and big fences whenever he can. He roars with laughter when he tells you that if he had not joined the Navy he might have been a steeplechase jockey. But he might well have been one: who knows? His leaving the Service in November will be a big loss to Service sport. Those who remain must follow his example of determination and endeavour.

We hear an echo: "To right, too right! Even so, even so!"

## BOYS' HOSPITAL SCHOOL O.C.A.

THE ANNUAL Reunion this year took place during a grand week-end. During the morning, members were coming from all parts of the country and at mid-day about 70 sat down to lunch; some from Caledonia, the Midlands, Figgard, Chatham and Portsmouth.

The afternoon saw the start of the usual competitions between the School and the Association. At cricket, sent in to bat first, the Old Boys managed to score 120 in the one and a half hours before tea, but this did not prove enough against the School, although it took them two and a half hours to pass this total for the loss of three wickets. At rifle shooting and swimming there was little between them, the School winning each by a couple of points.

At the annual general meeting it was reported that the Association was growing gradually. Major Buckley having recruited 89 new members and 37 having been signed on by the hon. general secretary himself; the finances were stated to be in a good condition.

The four officers were re-elected for another twelve months' service. The president, Mr. N. A. York, reported on the Memorial Appeal and it was agreed to proceed with the object, the following to form the working committee: Mr. York, as chairman; the Rev. Griffiths; Major Buckley; and Mr. H. J. Hoare.

### Hands to Dinner

Whilst the "chins were wagging" over old times—and glasses—just before the main event in the Jellicoe Library, the audience were surprised by the school boatswain's party piping "Hands to Dinner." It was very pleasing to note several members of the staff and their ladies joining us at this function. After Grace had been said by the chaplain, the Rev. L. L. R. Griffiths, E.R.A./A. M. Cocker from Caledonia came up the centre gangway with a bouquet which he presented to Mrs. York on behalf of the Association.

The dinner being over, after the president, Mr. York, had proposed the "Royal Toast" he proceeded to propose the Toast to the Association, coupling with it the name of Mr. R. D. Palmer, the hon. general secretary. Mr. Hoare, the hon. general treasurer, replied on behalf of the Association and Mr. Anchors, branch secretary, Chatham, then proposed "Absent Members." After this, the president asked Mrs. York to present a framed Life Member's Certificate to the vice-president, Mr. T. A. Lumsden, and he followed this by presenting one himself to Mr. Palmer, the honour of life membership having been conferred upon him last November. Mr. Palmer in his thanks to those present, remarked how the majority during their period at the school were known by some nickname or other and he was desirous of knowing who was referred to as "Nobby." It eventually came to light that it meant Mr. Lumsden, second master. Mr. Palmer proceeded to say that Mr. Lumsden joined the school as an assistant master in 1919 thus giving it 38 years of service, during which period thousands of boys must have passed through his hands and were now very grateful to him for his tuition and patience with them also his words of guidance during that period. As Mr. Lumsden was retiring at the end of the term he asked Mr. MacKee, one of the youngest members, to present Mr. Lumsden with a silver cigarette container, the engraving on which was "To T. A. L. (Nobby) from the Old Boys of his School, Greenwich and Holbrook." As the presentation was made, the company, led by Mr. Revell, as on the two previous presentations, burst into "For he's a jolly good fellow." Mr. Lumsden, evidently deeply moved by this parting gift, thanked all for it and stated "He was proud to have been instrumental in the upbringing of boys of men of the Royal Navy."

Mr. Palmer then thanked the ladies who had decorated the tables so nicely with flowers for the occasion and then followed the last competition of the day—the darts match—being won by the latter for a change.

### Church Parade

After breakfast on Sunday, the guard for morning colours was under the command of E.R.A./A. Cocker of Caledonia with a number of those from Figgard and other establishments. The march past after church was commanded by the hon. general secre-

# TRAMPS ABROAD

By George R. Deakins



IT IS nearly thirty years ago since I visited Venice.

A destroyer was usually detached from the Mediterranean Fleet during the spring cruise and with volunteer sightseers would make daily trips to and from the city . . . a city occupying one of the most remarkable sites in the world.

At the head of the Adriatic, between the mountains and the sea, lies the part of the Lombard known as Veneto.

The whole of the plain has been formed by the debris swept down from the Alps by the rivers Po, Ticino, Oglio, Minsia and half a dozen others. The encroachment of land on sea is calculated at the rate of three miles every thousand years.

The silt brought down by the currents projects into long banks and it is on such a bank that Venice has been built.

### Asylum City

Venice owes its origin to the Barbarian invasion of Italy; refugees from the mainland cities sought refuge from the Huns in the impregnable shallows and mudbanks of the lagoons . . . it became an asylum city . . . and it was in A.D. 523 that Cassiodorus, the secretary to Theodoric the Great, wrote a description of the city—"Little isolated groups of dwellings like sea-

tary, who had as his First Lieutenant Mr. B. G. Hatcher (Lieut., R.N.V.R.). The Association standard was borne by W. Chittill in the uniform of a R.M. Commando, who had flown home from Cyprus that week, with Mr. R. Richards, branch secretary, Portsmouth, and Mr. T. Lee, branch vice-president, Chatham, as his supporters.

### Thanks to Staff

During lunch which followed, the hon. general secretary, Mr. R. D. Palmer, asked the president, Mr. N. A. York, to thank all the staff of the school, on behalf of those present, for everything that had been done to give them such a grand week-end, also to accept the same for himself. He mentioned that were it not for the grand co-operation he received from all at the school these week-ends would be impossible. Mr. York suitably replied and so it was farewell time for another year.

birds' nests over the face of the waters."

The soil is oozy and made capable of carrying buildings by pile driving. There is no land fit for cultivation or for the rearing of cattle, the sole food supply being the fish from the lagoons, and drinking water is stored from the rainfall.

The whole site of Venice is dominated by the "S"-shaped Grand Canal which divides the city into two equal parts; there are 177 other canals which measure twenty-eight miles.

### Grand Palaces

Many fine examples of Venetian Byzantine palaces, at least of the façades, are still to be seen on the Grand Canal and on some of the smaller ones.

The gondola, which can be traced back as far as the eleventh century A.D. is the main source of transport. It is a flat-bottomed boat about 30 ft. long and 4 to 5 ft. wide, curving ornamentally from the water at bow and stern. The gondolier stands on the "poppa" in the stern facing the bow and propels with a single oar. (The fare can be extortionate and it is advisable to fix the price before stepping aboard!)

In A.D. 1562, a Grand Council commanded that all gondolas were to be painted black, and black they remain to this day, although the rich cloth of silver and gold trimmings on canopy and furnishings are shown at their best against such a sombre background.

### Works of Art

Although Venice suffered from enemy aircraft in the World War none of her many works of art were damaged. There are many wonderful buildings and churches to be seen, headed by St. Mark's (which was once adorned by the spoils of countless other buildings in the East and Italian mainland).

The city has subscribed to the arts more famous names than any other, from Giacomo Bellini in the fifteenth century to Giovanni, the Vivarini family of Murano, Tintoretto, Canaletto, Guardi, and the most famous of them all, Titian.

Should the opportunity for a visit ever come to NAVY NEWS readers, they should take it. A visit is a never-to-be-forgotten experience.

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# NEPTUNE'S SCRAPBOOK



**SUCCESSOR TO Fifth Sea Lord.** It has been announced that Vice-Admiral M. L. Power is to succeed Vice-Admiral A. N. C. Bingley as Deputy Chief of Naval Staff and Fifth Sea Lord. The appointment will take effect in October.

**The next Admiral Superintendent** of Portsmouth Dockyard is to be Rear-Admiral J. H. Unwin, who relieves Vice-Admiral J. S. C. Salter in October.

**Commander Villiers, Master of Mayflower II**, and his crew, dressed in their 17th-century costumes, were given a ticker-tape welcome in New York on July 2. Led by mounted police, the parade consisted of contingents from the Army, Navy, Air Force, Fire Service, Marines, Coast Guard and Merchant Marine.

**The light fleet carrier H.M.S. Warrior**, which took part in the recent hydrogen-bomb tests at Christmas Island, is expected to make a number of visits to South American ports during an extended passage home.

**The 3rd Submarine Squadron**, which has been based at Rosyth in the Firth of Clyde since 1940, is to move to a new base at Faslane, in the Gareloch, a few miles farther up the Clyde. Capt. Ian I. M. McGeoch, the Captain S/M of the Squadron, served as Commander of the Royal Naval Barracks, Portsmouth, 1954-55.

**The second largest Soviet floating dry dock** to pass through the Bosphorus westwards within a month was towed through recently by ocean-going tugs. Naval observers at Istanbul say this proves the existence of Soviet naval construction and repair bases in the Mediterranean.

**The submarines Untiring and Upstart** has been sunk to provide "bottom targets" for submarine officers. Untiring was sunk off Plymouth and Upstart off the Needles.

**Planning for atomic merchant ships** is being undertaken in Britain by Babcock & Wilcox, the boilermakers, Cammel Laird & Co. and John Brown & Co., the shipbuilders, and the Hawker Siddeley group. Babcock & Wilcox state that their plans are for a 65,000-ton tanker.

**The possibility of H.M.S. Hornet** becoming a large yacht and motor-boat harbour is being discussed between the Admiralty and the Gosport Borough Council.

**A helicopter from the Royal Naval Air Station, Ford**, picked up from the sea Mr. J. C. Farrell, of Shoreham, when his motor cabin cruiser caught fire off Brighton.

**Cricket.** After beating H.M.S. Dundas, H.M.S. Vernon and H.M.S. Daedalus, the Royal Naval Barracks, Portsmouth, beat H.M.S. Collingwood in the final of the United Services Knock-out Cup final. The competition allows 24 overs to each side, and R.N.

Barracks scored 110 for 1 wicket, and Collingwood were all out for 77 in the 23rd over.

**Some 70 ships from Belgium, France, West Germany, the Netherlands, Portugal and the United Kingdom**, operating under the orders of the Commander, Nore Sub-Area, Channel, Admiral Sir Frederick Parham, have just completed a ten-day NATO mine-sweeping and anti-E-boat exercise in the southern North Sea.

**The Duke of Edinburgh** inspected Sea Cadets from Canada, South Africa and New Zealand on July 15 at Windsor.

**The Fleet Air Arm** won the individual event in the revolver championships, the sub-machine gun competition, the light machine gun competition, the Naval Air Trophy and the Devonport Cup at Bisley.

**The first reunion of the Royal Electricians Association**, which celebrated its 21st year of the foundation of the Association under its original name of Torpedo Gunners' Mates Association, was held in the Chenil Galleries, Chelsea, on July 27. Serving and ex-Service Naval Officers and Chief and Petty Officers, from as far north as Dundee to Portsmouth, and from Devonport and Wales to Chatham, attended and enjoyed a very fine evening indeed. It is hoped to be able to include a report and photograph in our next issue.

**The second annual church parade** of No. 7 District, North-Eastern Area, Sea Cadet Corps, was held at Jarrow on July 6. The service was conducted by the Rev. E. Burnett, Chaplain of Jarrow Sea Cadet Corps. The salute was taken at the Town Hall by the Mayor of Jarrow. Both the Mayor and Capt. H. B. Ellison, O.B.E., D.S.O., R.N., complimented all units on a smart turn-out when the Jarrow unit entertained visitors and units from South Shields, Hebburn, Sunderland and Chester-le-Street to tea.

**H.M.S. Urania (Lieut.-Cdr. P. H. Moens, R.N.)** acted as ocean escort when H.M. Royal Yacht Britannia visited the Channel Islands. The seaward defence boat Axford (Lieut.-Cdr. G. B. Guppy, R.N.V.R.) undertook local escort duties between the islands.

**Lieut. Michael Lewis Brotherton, R.N.**, has been mentioned in despatches for distinguished service as a pilot with No. 847 Royal Naval Air Squadron in operations in Cyprus during the period July to December, 1956.

**H.M.S. Diadem**, the Dido Class cruiser, sold to Pakistan, was transferred to Pakistan at a ceremony at Portsmouth Dockyard on July 5.

**H.M.S. Cavendish (Capt. J. K. Kennard, R.N.)** and **H.M.S. Comet (Cdr. D. D. Knight, D.S.C., R.N.)** have returned to Plymouth from Malta, where they formed part of the 6th Destroyer Squadron.

(Continued on page 14)

## Field Games—Expedition Training

TWO VERY successful games have been played during the month of July at Browdown. The game on July 8 was between R.N. Barracks and H.M.S. Vernon and was won by the former team, under the able leadership of E.R.A. J. Holman and Mechanician Burton. The object of the game was for the Victory ratings to take a "nuclear weapon," a heavy steel tube weighing 100 lb., from their base on the east side of Browdown to a western point about three-quarters of a mile away. Vernon as the opposing team had to try, and nearly succeeded, to capture the weapon, and at one point R.N.B. only avoided this by abandoning the weapon and hiding it for a short time in a bracken-covered ditch. All ratings were armed with rifles and blank ammunition and by the use of quantities of thunderflashes, etc., various diversions were possible. H.M.S. Vernon's team was led by L./Sea. Fisher and the umpires were: R.N. Barracks, Sub-Lieuts. Walton and Cornhill; H.M.S. Vernon, Sub-Lieuts. Robinson and Broome.

The second field game was very ably planned by Lieut.-Cdr. Wilson, of H.M.S. Sultan, and was something

quite different from previous activities. The game was between H.M.S. Sultan and H.M.S. Collingwood and was one of escape and evasion and allowed each side in turn to take a full part. Several Russian prison camps had been set up, and the escapers had to try to make their way from these to neutral territory without being caught. Points were awarded for successes and the final result was that H.M.S. Sultan won by 24 points to 17. H.M.S. Collingwood's representative was Lieut. Wheeler and umpires included Lieut. Meley, of H.M.S. Excellent, and Sub-Lieut. Robinson, H.M.S. Vernon. The game, as previously, ended with a "banger" barbecue, when a discussion took place.

There is certainly plenty of scope for leadership, initiative and dash during these field games. Volunteers for the autumn programme should send their names to their field game representative as soon as possible so that the necessary arrangements may be made by the sponsoring officer, Capt. R. Williamson Jones, R.N. Barracks, and the Staff Officer Lieut.-Cdr. Craven of H.M.S. Vernon.

# TELEVISION FROM THE HOME FLEET

## B.B.C. BEATS THE WEATHER

### H.M.S. OSPREY

#### Sport Meetings

THE PORT Athletics Meeting took the form of a triangular contest between Osprey, 2nd Training Squadron and a combined team from H.M.S. Chaser and the 2nd Submarine Squadron. The 2nd T.S. won the Aggregate Cup for the meeting with 146 points, Osprey being second with 127 points. Osprey, however, had nine first places in individual events and did particularly well in the field events. Individual winners were: Wtr. Williams (100 yards), Cook Smythe (three miles), Lieut. Barr (hammer, discus), L./Sea. Lindsay (long jump, hop step and jump), Lieut. Sweeney (shot), A.B. Rowley (javelin) and A.B. Ashworth (high jump).

As a result of a Portland team competing in the Portsmouth Command Sports, A.B. Ashworth was selected for the Portsmouth Command Athletics Team (high jump) and was placed fourth in the Inter-Command Championships at Plymouth.

A further athletic success was achieved by a Portland Medley Relay Team which won the Invitation, Mile Relay Race at R.A.F. Camp, Sopley. The team members were L./Sea. Lindsay and E.R.A. Bell (200 yards), Wtr. Williams (440 yards) and A.B. Fenton (880 yards).

The Morse Cup Competition for Tile Shooting attracted quite a large entry and provided an afternoon of excitement and amusement. The Cup was won by a team from H.M. Underwater Detection Establishment and was presented to the team's captain by Admiral Morse, who himself had taken part in the competition as a member of one of Osprey's chief petty officers' teams.

The Wardroom held the Summer Ball at the end of June and a combination of excellent decoration and a perfect summer evening went a long way towards making it one of the most successful functions of its kind. For once, the mildness of the evening allowed the gardens to be used for sitting out in comfort!

We must not conclude without wishing all happiness and success in civil life to C.P.O. Wilson, who, until his recent retirement from the Service, was President of the Chief Petty Officers' Mess. Many members of the T.A.S. branch will be interested to know that he is now a Civil Defence Instructor (T.A.S.I.(D.)) in Dorset.



A TV cameraman on the roof of flyco, a Seahawk in the background

FLAG OFFICER Aircraft Carriers, flying his flag in Ark Royal, was in tactical command of the task group organised for the TV show, "The Navy Now," which was produced by Mr. John Vernon and shown from 1930 to 2030 on Wednesday, July 17. The Task Group comprised the carrier Albion, the light cruiser Superb, the destroyers Duchess and Vigo, the frigates Grenville, Grafton, Keppel, Pellew, Puma, Russell, Salisbury and Urania, the submarine Talent, the minesweepers Appleton, Beauchamp-ton, Coniston and Dalswinton, the fast patrol boats Dark Buccaneer, Dark

Clipper, Dark Killer and Dark Rover, and last, but not least, the Royal Fleet Auxiliary tanker Tiderange.

Two rehearsals were carried out but on the night of the show the weather was so bad that large alterations had to be made at the last minute. Ark Royal was only able to launch and recover two Seahawks and the Scimitar and Sea Vixen from Boscombe Down were unable to carry out their fly past.

The following day the First Sea Lord signalled "Congratulations on an astonishingly fine television show in spite of appalling weather. I am sure this was a good job for the Navy."

### R.N.A.S. CULDROSE

ON TUESDAY, June 25, the crew of a Firefly aircraft engaged on a photographic exercise experienced an engine failure when just north of Bude. After a distress call had been made, the observer on being ordered, without hesitation, baled out. Meanwhile the pilot was able to make an emergency landing at Chivenor.

The height of the aircraft at the time of bale out was 1,000 feet above ground level, and it should leave no doubt in the imagination of everyone that it took a tremendous amount of courage to leave an aircraft at this height.

The parachute descent was observed by four farm workers, who promptly went to give assistance after a successful landing had been made in a field near Bradworthy.

Sports Day was held on Wednesday, June 19. Fortunately the weather was good, and an entertaining afternoon was had by everyone.

The Observer School, with their fit and enthusiastic pupils, won easily with a total of 136 points, with 825 Squadron second with 43 points.

N. A. Turner, of the Observer School, was this year's Victor Ludorum.

Whilst carrying out exercises in the Falmouth area, close liaison between Culdrose and H.M.S. Scarborough had enabled members of the respective ships' companies to see their counterparts at work, by exchange visits. Unfortunately, in one aspect, the exchange of sea-time for flying-time has been marked by continual bad weather.



## 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 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, its 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.



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# Why Do We Have A Navy?

The following is an address given by Captain Brian Gallie, D.S.C., R.N., our Naval Attaché at Buenos Aires, to the Pickwick Club of that city on June 25. We consider that this speech is a first-class review of the British naval situation at the present time.

WHEN I went to sea as a midshipman twenty-eight years ago the British Mediterranean Fleet consisted of nine battleships, three aircraft-carriers, eleven cruisers, thirty-six destroyers, a flotilla or two of submarines and a mass of auxiliary small craft and depot ships.

In the Atlantic we then maintained an even larger fleet, and there were powerful British squadrons in China, the East Indies, the West Indies, South Africa, Australia and New Zealand.

For ten years before 1939 we debated whether we could meet our world-wide trade defence commitments with fifty or with seventy-five cruisers. . . .

Now—in 1957—we have eight cruisers in commission. We have fewer seagoing appointments for captains like myself in the whole world than we had in one fleet in 1930. We have fewer officers in the whole Royal Navy than there are in the Royal Artillery or Royal Engineers. By 1962 the total strength of the Royal Navy will be below 100,000 men, and we shall have reduced by perhaps as many as 1,000 officers now serving.

In 1934 I served in H.M.S. Royal Sovereign—a battleship which, while I was in her, was equipped with her first anti-aircraft guns—four single four-inch guns, hand-loaded and controlled. Only eight years later I remember watching H.M.S. Valiant—another battleship—under concentrated dive-bombing attack by German Stukas. She then had twenty 4.5-inch anti-aircraft guns, automatically-loaded and radar controlled, mounted in a space not much larger than two tennis courts, and firing 350 or 400 4.5-inch shells a minute.

The latest guns now being fitted in our warships—the last guns that we shall see—fire so much faster that the problem is not how to mount enough guns, but how to stow in a ship the vast quantities of ammunition which a few of these guns require. They are completely automatic and, of course, radar-controlled, and if you keep the button pressed you empty your magazines about as quickly as you can pour sand out of a shovel. It takes a matter of minutes, so you can't afford to be inaccurate.

The battleship has gone; the aircraft carrier with the supersonic atom- or H-bomb-carrying aeroplane is the capital ship of the present; the cruiser is developing into a smaller ship carrying guided missiles. Submarines

are atom-powered, and other types of ship soon will be.

## Naval Tactics

Only seventeen years ago Naval tactics were conditioned by the ability of the human eye to see, by day or by night, never more than about twelve miles from a ship, by day, and often only a few hundreds yards by night. I, myself, in a destroyer unwittingly passed across the bows of the Italian battle fleet one dark night at a range of about 3,000 yards, and only discovered it by subsequent reconstruction of movements of forces before the battle of Cape Metapan. Now one aircraft can "see" 200 miles and more by radar, and can relay its radar picture by radio to ships below it. It is almost like having a mast thousands of feet high—but better—because day or night mean nothing to radar whereas a man in the "crow's nest" in the dark is useless.

War at sea is now predominantly an electronic war, fought in the ether or under the water and it is increasingly a fact that upon your success in the electronic battle—a strange, invisible, highly technical battle which rages all the time and has no regard for distances—depends one's ability to hit the enemy—whether it be with an aircraft-delivered bomb, with a directed or self-homing missile, or with a gun-propelled conventional shell. Our latest all-weather Naval fighter—the twin-engined Sea Vixen—is now armed with a remarkable heat-sensitive infra-red homing weapon known as the "Firestreak." Such a modern fighter intercepting an attacking aircraft may experience closing speeds of the order of 1,200 miles an hour or more. At such speeds guns are useless. . . . but the Firestreak, launched near an aircraft target, homes on to it with its heat-sensitive infra-red control system, which is unjammable. . . . A typical modern weapon.

These few facts may give some idea of the unprecedented changes which science has introduced into the Naval warfare of today. It is relevant not only that the changes are unprecedented, but that the speed with which they have been introduced is unprecedented, too. No one has been able to keep up, and yet the necessity to catch up is undeniable in the interests of national safety.

Catching up means building new ships or (*faute-de-mieux*) converting older ones. The cost of doing this is

astronomical. The electronic box, with engines and guns, which constitutes one of our Daring class super destroyers—the most powerfully armed ships of their type at present afloat—displaces some 3,000 tons, but it costs as much as it cost to build 32,000-ton battleships which were fighting in 1940.

## Size of the Navy

This is one reason for the radical reduction in size of the Royal Navy—cost. We just cannot afford more. A good measure of our expenditure of blood and treasure during the last war are our Naval losses—just over 1,500 Naval ships in all. The majority of these were, of course, small craft, but we lost five capital ships, eight aircraft-carriers, twenty-three cruisers, 139 destroyers, and seventy-six submarines. . . . all too many with most of their crews.

Another reason for our shrinkage is, of course, that Commonwealth navies have in the last twenty years relieved us of many commitments which we previously shouldered. Canada, Australia, India, Pakistan, New Zealand, South Africa, and even Ceylon and Malaya, now have navies of their own. Both Canada and Australia are already old hands with aircraft-carriers, and India is, I understand, about to purchase one. Canada is building a class of some of the most advanced anti-submarine frigates in the world.

A third reason for our being able to make do with a smaller Royal Navy is that we can now conceive no world war in which we would go unsupported. Under the North Atlantic Treaty Organisation, the Royal Navy now operates with the Naval forces of some dozen other European Powers in addition, of course, to the U.S. Navy. A common command, and completely common systems of tactics and communications, have been developed over the last eight years with results that can fairly be called dramatic. The NATO Naval weapon is a highly efficient one, and it is kept from rusting by constant international exercises.

Against this background, then, what shape of Navy do we produce in the sixth decade of the twentieth century



H.M. Ships Albion, Ocean and Gambia from Ark Royal

has markedly reduced deck landing accidents. This is partly because—though landing speeds are higher—the pilot's view of the deck is unhampered by propellers. The angled flight deck which we recently introduced is a radical development in carrier operation which allows aircraft to be parked on the fore-end of the flight deck clear of the landing and take-off line of other aircraft. This is a major operational development because it greatly increases the ability of a carrier to launch aircraft at short notice; and it also—by producing a clear runway for landing—removes the need for wire barriers to protect parked aircraft and allows a landing aircraft which fails to engage its hook to run straight down the clear angled deck and take off again. Previously such an aircraft was inevitably more or less seriously damaged by running into the wire barrier which protected parked aircraft. We have also, as you will have read, been responsible for other important new introductions, such as the mirror-sight for deck landings, and the steam catapults which now allow modern British and allied carriers to launch aircraft, with little regard to wind, faster than you could blow peas from a pea-shooter. From our trade protection carriers, helicopters now operate like dragonflies, lowering sub-

main machinery and detecting equipment. Hull-design has been standardised in order to facilitate mass production in war or emergency. And some ships of this type have been "specialised" with equipment to permit them to direct aircraft, or to develop long-range radar-controlled A.A. gunfire for convoy protection.

We have some sixty submarines, including two believed to be the fastest underwater craft in the world, and one ordered—the Dreadnought—which will be atom-powered. It is of interest that the chief roles of our submarines are two—acting as targets for training our anti-submarine surface ships, and hunting enemy submarines. The advent of a torpedo which homes in three dimensions makes the anti-submarine submarine one of the most efficient potential killers of the future.

Finally—and by no means least—we have some 240 assorted minesweepers, of three principal types—ocean, coastal, and inshore. Most of these are new—built since 1950. Why? Because the United Kingdom is very dependent on coastal shipping in shallow, mineable waters which must be kept open if—for example—power stations in the south are to get coal from the north. It cannot be carried by rail.

## Conclusion

To conclude—why do we have a Navy at all, when many people think that a world war would be over in two days?

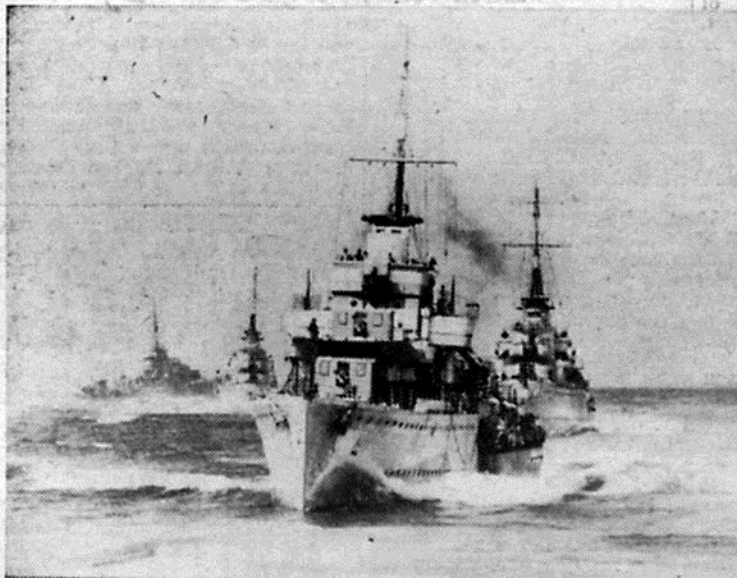
The reasons are:

**First**—Supposing it wasn't over in two days? Supposing a power with the largest submarine fleet in history decided to try and bring us to our knees by conventional submarine warfare? Should we resort first to hydrogen bombs—and thereby sign our own death warrant—or should we have to fight another Battle of the Atlantic, to keep our population fed, our industry working, and our aircraft flying to protect us?

**Second**—There are wars other than world wars. Korea was a case in point. It began unexpectedly on June 25, 1950. Five days later the first air-strike was launched from a British carrier. It was not until July 22 that our ground-based aircraft could be got into action. Similarly, at Suez last autumn. Although we had the advantage of a major base in Cyprus, comparatively close to the scene of action, almost all the ground-attack sorties had to be flown by Naval aircraft from carriers because of the short range of modern ground-attack fighters.

As we hand over our bases around the world to newly-fledged, inexperienced nations who cannot be expected to be wise in a week or a year, the Navy is more than ever before necessary to us for the speedy, efficient and economic deployment of force where force has to be used. More, too, I suggest, than ever before, the Navy is logically necessary to us in its traditional and favourite role of Britain's best ambassador in peace.

We are a small Service, and we shall be smaller yet. At present we have a percentage of conscripts—National Service men—but in three years' time they will have been eliminated. I believe we shall by then, though small in quantity, have achieved a standard of material and personnel—of quality in fact—remarkable even in British Naval history, and the more so considering the awful losses of the war and the radical reorganisations imposed by finance and science in the last ten years. We shall also, gentlemen, then be an entirely volunteer service—with all that that implies. I believe that there will be no other such in the world.



A division of destroyers forming line ahead

on a budget of about 400 million pounds a year?

## Aircraft Carriers

The heart of the fleet is its aircraft-carriers. Five of these have been completed since 1950, and we have five or six more in reserve—about a dozen in all. Three of these are fleet or "strike" carriers, capable of launching powerful air strikes carrying contemporary bombs to considerable distances—inland if necessary, but more probably to enemy Naval bases on or near the coast; and capable also of very highly developed fighter—and shortly guided weapon—defence against air attack. There is a tendency to exaggerate the supposed vulnerability of aircraft-carriers to air attack. Of the eight we lost during the last war five were sunk by submarines, one by surface action and one by internal explosion. Only one was sunk by aircraft.

The remaining ships of this type are what we call "light fleet carriers," whose role is trade protection—both against submarines and surface raiders.

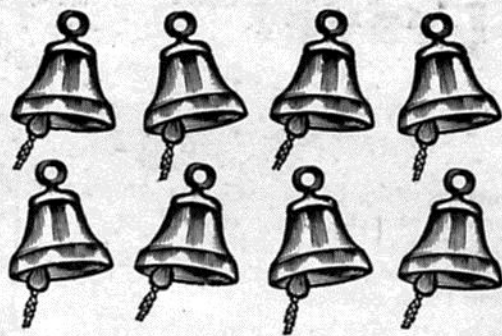
A few interesting points about current aircraft-carriers. The jet-engined aircraft has introduced many new problems into carrier operation, but contrary to what one might expect it

marine-detecting equipment into the sea at intervals, and then hoisting it up and moving on, with the ship or convoy they protect, for another "dunk."

## Future of the Cruiser

Of some twenty cruisers, we only now have eight in commission, and I am sure there is little I can tell you about them. Three new cruisers are now completing, with the latest and last guns. The cruiser of the future—for us—looks like being a cross between the present cruiser, of about 10-12,000 tons, and the super-destroyer, of about 3,500 tons. It will be armed with guided weapons, and we have ordered four so far.

We have sixty-five destroyers, only eight of which—the Daring class ships—are of the most modern: but all our older destroyers have been converted with great success into fast anti-submarine frigates—the most modern equipment—including, of course, the revolutionary ahead-throwing anti-submarine mortar, the latest version of which is known as Limbo. We have some 160 of these anti-submarine frigates, and another thirty-five are at present under construction or ordered. The latest ones are diesel-powered ships of highly unconventional appearance, with novel



**EIGHT BELLS  
MY GOODNESS!**

**IT'S GUINNESS TIME**

Feeling dog tired? What wouldn't you give for a Guinness! There's nothing like it for goodness, for strength, for complete satisfaction. Ah! You've had something worth drinking when you've had a Guinness.





### R.N.A.S. ABBOTSINCH

ON JUNE 21, Flag Officer Reserve Aircraft, Rear-Admiral J. N. D. Ham, C.B., paid a farewell visit to the station. Lower deck was cleared and he gave a final address and later, with Mrs. Ham, attended the Wardroom's Summer Ball where, we have every reason to hope and believe, they had an evening worthy of the occasion with the station's officers.

Flag Officer Air (Home), Vice-Admiral W. T. Couchman, C.B., D.S.O., O.B.E., walked round the station on July 4 and gave the Wardroom the honour and pleasure of his company at dinner that evening.

There has been plenty of open-air activity up here, including sailing and camping, during the first part of the summer.

#### Outdoor Life

The station is fortunate in having at its disposal a recreation site, Knockour Camp. From time to time, some poor shattered rating reports to his D.O. that he has been muscled-off the N.A.A.F.I. refreshment van three days running and that he just can't take any more. Anywhere else, of course, the chap would be half-heartedly psycho-analysed, then melted down for caulking in the usual way. Here, such cases are put in a neat pile in the corner of the hangar, to be sent off in batches of a dozen or so to the camp. There, they can live the outdoor life to the full—pulling boats, fishing, swimming, cooking and eating in the open air and, in general, facing the rigours which made our forefathers so obnoxious; and, as if that were not enough, they have a hut to dash into if it rains. They come back, of course, looking bronzed and fit, with the result that a different lot of fellows are shortly complaining that they have been muscled off the N.A.A.F.I. refreshment van and so it goes on. In fact, we appear to be on to something rather unusual (as the chap said who did catch the N.A.A.F.I. refreshment van).

#### Variety Show

Another very successful variety show has been produced this month, 14 and 15. It included the positively final appearances of the dancing teams as trained by Mrs. A. W. Langridge, wife of the Executive Officer. Her efforts will be sadly missed the next time such a show is contemplated, their stay here being now all but over.

#### Sanderling Shots

C.E.R.A. Clark, S.A.F. (O) Freeman and AA.2 Gardner were selected to represent the Air Command at Bisley. The team has been very successful to date, C.E.R.A. Clark being worthy of special mention as the winner of the Individual Revolver Championship.

#### Sanderling Band

The band, holders of the Bambara Band Trophy, has had an extremely busy first half-year, engagements ranging from two attendances at ceremonies on the turning-over of H.M. ships to the Royal Pakistan Navy (one at Newcastle and the other at Glasgow) to a "Showing the Flag" run to Kiel with H.M.S. Adamant. The latter trip involved normal band duties on ceremonial occasions and some lighter moments as a dance band. It was enjoyed by the musicians themselves and, to judge by the favourable comments which have been received, certainly by the audiences. Two more engagements in the offing are a launching to be attended by Princess Alexandra of Kent, and the beating of the "Retreat" on the station's Air Day on September 21.

The trophy itself has to be defended of course, in October, and the band will do its utmost to make sure that we have to take out insurance for another year. Unfortunately, we are losing some members of the band this term; we are sorry to see members of such a good team go, and hope that their successors will be as able musicians and have the same esprit de corps as they have shown.

### H.M.S. TORQUAY

THE SECOND Type 12 Whitby Class frigate to be completed, but the first to go into full operational service with the Fleet

She was first commissioned at Messrs. Harland and Wolff, her builders, at Belfast, on May 8, 1956, under the command of Cdr. C. R. Bax, Royal Navy, and commenced her first full work-up. After a few initial setbacks the work-up was completed and she arrived at Portsmouth, her home port, for leave in late July.

On August 28, 1956, Torquay assumed the role of leader of the Fifth Frigate Squadron, under the command of Capt. G. T. S. Gray, D.S.C., R.N., when Cdr. Bax, her first captain, Lieut.-Cdr. Dalzell, and several other of her officers transferred to H.M.S. Wakeful, the ship she replaced as leader of the squadron. It was on August 28 that Torquay first assumed a full operational role with the Fleet on her first general service commission.

During September she joined up with the remainder of the squadron, which had also recommissioned, and commenced a further work-up period at Portland, Londonderry and Invergordon.

#### "At the Rush"

October 31 saw us sail "at the rush" from Portsmouth twenty-four hours ahead of schedule to join up with other units destined for the Eastern Mediterranean, Sailing time 1600, E.T.A. Gibraltar 1900, November 2, E.T.A. Malta 1500 November 4, sailed Malta 1500 November 5, fully loaded with mail, stores and personnel for units already east of Malta.

From then on we were operational around Cyprus and off the Egyptian coast until December 17, when we returned to Malta for a few days, sailing again for Cyprus patrol on December 21, remaining there until January 20.

With the very few facilities that

### Whitby Class Frigate Goes Into Operational Service



A fine photograph of H.M.S. Torquay

exist in a small ship we managed to put on a show on Christmas Day for the ship's company, and throughout our time the Army ashore gave us as much sport as possible, and entertained personnel as only the Army can, which of course was reciprocated with the limited facilities available. We swapped personnel with the Army, taking their chaps to sea with us on patrol while small units of us landed to co-operate with the Army, which helped break the otherwise permanent monotony. January 20, 1957, saw us back in Malta for self-maintenance and docking, and seven days' station leave to each watch. Once again fully operational after this period in Malta, we had a spell in Naples, Civita Vecchia (Port of Rome) and Elba, and back to Malta before finally sailing for Palma (Majorca) and exercises off Gibraltar, eventually sailing for Portsmouth and arriving for leave on May 16, 1957.

#### Grand Sport

Before sailing from Naples for Civita Vecchia we landed parties of hitch-hikers who proceeded to Rome under their own steam, and while at Elba our canoe club went for a period camping.

The company acquitted themselves well in the field while in the Mediterranean, having won the Mediterranean Fleet (Group 2) Football Cup and the Squadron Football Trophy. We gained the Squadron Gunnery Trophy and also came into the limelight in several ways which shall remain unwritten. As a final note of interest, the

Squadron Chief Yeoman of Signals (Chief Yeoman of Signals S. R. Wood, P/JX, 134285) was awarded the British Empire Medal in Her Majesty's Birthday Honours List.

### R.N. SHIPWRIGHT ARTIFICERS ASSOCIATION

THE PORTSMOUTH branch of the R.N.S.A.A. met the Shipwright Officers' Association at cricket at the U.S. ground on July 4.

Lieut. Rendle won the toss for the officers and elected to bat on what turned out to be a very easy paced wicket. In an hour and a half they were all out for 83 runs. The top scorer was Lieut. Rendle with 25 not out. Useful knocks came from Lieut. Amos and Lieut. Newton, who each made 13. For the S.A.A., Brushwood took four wickets for 16 and Love five for 19.

The S.A.A. had fifteen minutes' batting before tea in which time they lost one wicket for 14 runs. After tea runs came steadily and Norman and Love batted well for 12 and 23 respectively. Payne contributed 16, and at the fall of the seventh wicket the Officers' total had been passed. With the score at 110, Lieut. Jones, bowling his first ball took the last wicket. Lieut. Rice bowled well to take four wickets for 10 runs.

So ended a very enjoyable game with the S.A.A. winners by 27 runs.

### R.N.A.S. Stretton

#### Dedication Parade

ON SUNDAY, June 23, the guard and band under the command of Lieut. Cox and Sub/Lieut. Jagger, paraded at Wigan, the occasion being the dedication of the Wigan White Ensign Association branch standard by the Rev. Charles Walker (Chaplain to the Association) at Wigan Parish Church.

After the service the salute was taken at a march past in the Market Square, by Capt. J. C. Stopford, O.B.E., R.N., who afterwards gave a short address to all the representatives that were present. These included the White Ensign Association branches of Wigan, Leigh, Manchester and Warrington, R.M. Association, Wigan, R.N.S.B.R., Burma Star, Manchester Old Comrades, thirty British Legion branches, Wrens and Sea Cadets.

Others present were the Mayor of Wigan (Councillor O. Somers, J.P.), who served in Teviot, Tedworth and Spencer in the First World War, and Mr. J. T. Aylward, an ex-sergeant, Royal Marines, who acted as parade marshal.

#### Sea Cadets

During this last term we have instructed and delighted over 164 boys of the Sea Cadet Corps, who have spent week-end camps on the air station. All have received a flight in the Dominie aircraft, and the majority have been thrilled by their experience.

Many letters of thanks have been received and we are pleased to know that our efforts have been appreciated.

#### Retired

After thirty-four years in the Royal Navy (and the last two years at Stretton), Lieut.-Cdr. "Pincher" Martin, who was the station engineer, has retired.

### The Princess Royal Visits R.N.A.S. Brawdy

DURING A visit to Pembrokeshire in connection with British Red Cross Society engagements, H.R.H. The Princess Royal also visited the Royal Naval Air Station, Brawdy.

Her Royal Highness arrived in an aircraft of the Queen's Flight and was received by the Lord Lieutenant of Pembrokeshire, Air Commodore J. B. Bowen, C.B.E., J.P. Also receiving her were the Flag Officer Flying Training, Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., and the

Commanding Officer of the Naval Air Station, Capt. F. Stovin-Bradford, D.S.C.,\* R.N.

Her Royal Highness inspected a guard of honour, commanded by Lieut.-Cdr. J. A. Palmer, R.N., and the station volunteer band led by Eng./Sub-Lieut. S. H. Fleming, R.N.

The Princess Royal proceeded to the Wardroom, where she was greeted by the Mess President, Cdr. R. E. Lloyd, D.S.C., R.N., and Mrs. F. Stovin-Bradford, wife of the Commanding Officer. She honoured Capt. and Mrs. Stovin-Bradford with her presence at luncheon, at which other guests included the Lord Lieutenant, the Flag Officer Flying Training, the High Sheriff of Pembrokeshire, and various representatives of the British Red Cross Society.

After luncheon Her Royal Highness proceeded to fulfil her Red Cross engagements at St. David's, and on concluding her programme, made her return journey by air from Brawdy.

#### "Pour Prendre Conge"

This has been written on many occasions by Lieut.-Cdr. John Bradbury in his capacity as Wardroom Mess secretary. Now his own time has arrived, and all who knew him will indeed be sorry to see him go.

During his tour of duty here he has been a prominent figure not only at work but at play, and will long be remembered, among other things, for his "magnum opus," the beautifully embellished ship's log, and his ability to choose and deliver adjectives "ad lib."

#### In Memoriam

George Albert Nind, Steward, No. P/L.958713. H.M.S. Seahawk. Died June 15, 1957.

Stuart Ridgway, Cook (S), No. C/M.932833, H.M.S. Wildfire. Died June 26, 1957.

Alan Edward Colin Taylor, Engineering Mechanic 1st Class, No. D/K.963858, H.M.S. Eagle. Died June 26, 1957.

Clifford Joseph Brunty, Engine Room Artificer 4th Class, No. D/MX.857506, H.M.S. Ursa. Died June 29, 1957.

David Gilbert Walker, Marine, No. RM.11210, H.M.S. Royal Prince. Died June 30, 1957.

Anthony Grech, Leading Steward, No. E/LX.21930, H.M.S. Ranpara. Died July 8, 1957.

George Herbert Avery, Electrical Mechanic 1st Class, No. D/MX.892658, H.M.S. Carron. Died July 12, 1957.

Anthony Thompson, Marine, No. RM.12492, J.S.A.W.C., Poole, Dorset. Died July 14, 1957.

Thomas Robert William Puxty, Marine, No. CH/X.5287, 3rd Commando Brigade. Died July 15, 1957.

### H.M.S. Whirlwind Visits London

H.M.S. WHIRLWIND (Cdr. I. W. V. Browne, R.N.), arrived in the Pool of London, passing under Tower Bridge at 11.00 a.m., on Thursday, July 25. Her four-day visit to London was arranged after the Lord Mayor of London visited the ship at Chatham last June.

An anti-submarine frigate with a Chatham crew of eleven officers and 190 men, the Whirlwind first commissioned as a destroyer in 1944 and she has been in continual service with the Fleet since then, except for the period of her conversion in 1951-52.

missioned the Whirlwind at Chatham in August of last year, and, after a brief working-up in home waters, sailed for the Eastern Mediterranean at the end of October. She operated continuously in the Port Said area in close support of the Suez campaign until the final evacuation in December, and spent Christmas Day at sea escorting the last convoy of landing ships and auxiliary craft back to Malta. She returned to the Home Fleet in May.

When the ship left London on Monday, July 29, the wives and families of members of the ship's company were embarked for the eight-hour trip down to Chatham.

The present ship's company com-

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### 6-9 QUEEN STREET PORTSMOUTH

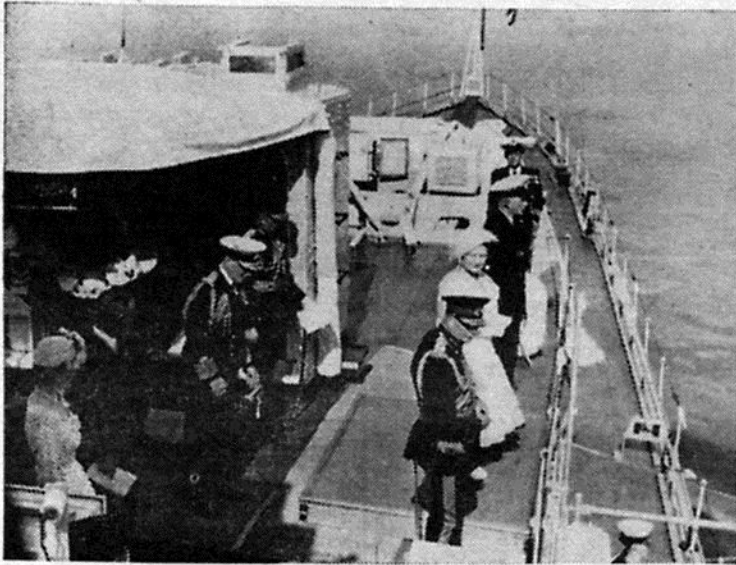
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And at Abbotsinch, Anthon, Arbroath, Brawdy, Corsham, Culdrose, Eglington, Ford, Gosport, Kete, Lossiemouth, Worthy Down and at H.M.S. Dolphin. Members of I.N.T.A. HEAD OFFICE: HARWICH, ESSEX



## THE QUEEN MOTHER VISITS DUNKIRK



[Photo—D. Cuming, H.M.S. Chieftain]

ON JUNE 29, Her Majesty Queen Elizabeth The Queen Mother visited Dunkirk in order to unveil a war memorial to the 4,700 dead who have no known grave, and who fell during the evacuation. H.M.S. Chieftain had the honour of taking the Royal party to Dunkirk, and, after a wreath-laying ceremony off the beaches, of returning them to Dover.

Her Majesty embarked at 1000, preceded by His Royal Highness The Duke of Gloucester, the Secretary of State for War, the Chief of the Imperial General Staff, the Second Sea Lord, and Mr. A. S. Laing, of the Imperial War Graves Commission.

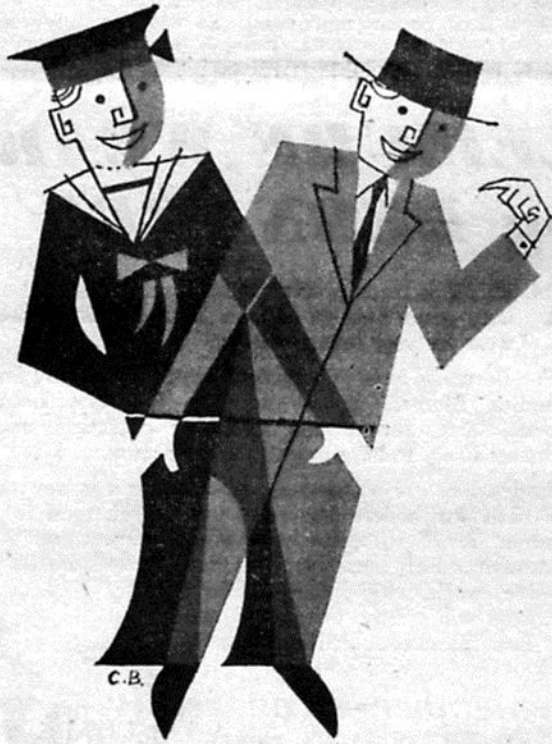
H.M.S. Chieftain then slipped, and was joined by the First Fast Patrol Boat Squadron (Lieut.-Cdr. J. D. B. McCarthy), which acted as escort to Chieftain throughout the day.

As the day was fine, Her Majesty was pleased to spend most of the voyage across on the upper deck.

When off Dunkirk H.M.S. Chieftain fired a national salute, which was replied to by the F.S. Le Boulonnais. Le Boulonnais then fired a personal salute of 21 guns to Her Majesty. H.M.S. Chieftain then proceeded into Dunkirk harbour and berthed alongside in Trystram Lock at 1300.

Her Majesty, accompanied by the remainder of the Royal Party, stepped ashore and was greeted by a representative of the President of France, the British Ambassador, Paris, and Monsieur Reynaud. After inspecting the large guard of honour, Her Majesty proceeded to the cemetery for the unveiling ceremony. During

(Continued in column 3)



### Ship-shape for shore-going!

When you come to Willerbys for your shore-going clothes (or your new uniform for that matter) you can be certain of one thing—real Naval smartness. At Willerbys you'll find a complete service, made-to-measure and ready-to-wear; clothes made by craftsmen, and a splendid range of cloths to choose from; helpful service and reasonable prices. And what's more, you can wear while you pay—and pay by allotment, if you wish. Why not write, or call next time you're ashore and ask for the special folder explaining

the **WILLERBY** way!

LONDON, W.1, AND AT 82 ROYAL PARADE, PLYMOUTH. 288 HIGH STREET, CHATHAM.  
111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH  
END, PORTSMOUTH. 20 ABOVE BAR, SOUTHAMPTON.

## Gala Day at R.N.B. Portsmouth

THE ANNUAL Gala Day was held in R.N. Barracks, on Wednesday, July 17, 1957. Many people wondered just what Gala Day meant. Most of them soon found out it was a sports day, a grand fete and bazaar and an exhibition of hobbies, gardeners' produce and cookery. Indeed it was a day for families, for there was something for everybody. Practically the whole of the barracks was open for inspection by the families and friends of officers, ratings and civilians employed in Royal Naval barracks.

There was a very full programme, which was commenced by Mr. David Whitfield who, when declaring Gala Day officially open, amused the large crowd with his comments. With Mr. Whitfield were his charming wife and small son. Needless to say, Master Whitfield thoroughly enjoyed the races on the football field, and he joined in the cheers when his famous father fell over whilst taking part in the men's sack race.

Unfortunately the gala day committee had neglected to inform the weather man that they wanted a fine day, and the fine drizzle gradually turned into heavy rain. Despite this there were many people trying their luck at guessing the weight of the cake, guessing the number of peas in the jar, bowling for a live pig, seeking buried treasure, coconut shies, etc. A remarkable thing was the fact that 100 coconuts were won in the first hour and most of these were proudly displayed by schoolboys having shown dad how it was done. Many remarks were passed about the beautiful Warden gardens, and the head gardener, Mr. Fred Waive, although not on duty, was nevertheless keeping his eyes open just in case.

The Bluejacket Band, under the able direction of Mr. Frank Harrison, B.E.M., played selections during the afternoon. They must have got very wet sitting out in the open, but it was in a good cause and their efforts were much appreciated.

Cutlass drill and box horse jumping by the physical training staff, together with a very fine display of archery by the Victory Archery Club did a great deal to lessen the blow of a rainy day.

A very welcome cup of hot tea and "big eats" was provided from 1630 onwards, but the heavy rain precluded what would have been the high-lights of the day, namely, the field-gun run, tug-of-war final, and beating "Retreat." The day ended with the Commodore's wife presenting the awards to the winners of the flower, fruit, produce and handicrafts competitions. We all went home wet but happy in the knowledge that despite the adverse conditions a good time was had by all.

#### Presentation of Long Service and Good Conduct Medal

CHIEF WREN Jane L. Maltman, B.E.M., cook (S), was presented with the Long Service and Good Conduct Medal by Commodore J. Y. Thompson, at Divisions in Royal Naval Barracks, Portsmouth, on Friday, June 28, 1957.

#### Sailing

FOR THE benefit of newcomers to the Barracks, the following information is once more promulgated. The R.N.B. has five dinghies, two whalers and an Olympic metal-type called Vicky. These boats are all kept at King's Stairs, in the dockyard, and may be sailed by anyone in the Barracks in possession of a current helmsman's certificate. Vicky is rather tender and is intended for the more experienced small boat helmsman. Holders of certificates may book their boats by entering details in the booking book, which is held by the O.O.D. It is essential that everyone signs as having read and understood the current orders, which are pasted in the book.

In addition to these boats, the Portsmouth Command Sailing Association's victory class boat, Owl, is maintained by the Barracks, and is also available for charter by anyone in the Portsmouth Command, pro-

(Continued from column 2)

the ceremony H.M.S. Chieftain fired a salute of 21 guns.

Her Majesty returned to the ship at 1600; Chieftain accordingly slipped and proceeded to a point off the beaches where the evacuation took place. The ship's company were paraded, and Her Majesty The Queen Mother laid a wreath on the sea in memory of the fallen.

H.M.S. Chieftain then set course for Dover. On approaching the harbour the First Fast Patrol Boat Squadron did a spectacular steam-past and Royal Salute at high speed.

Her Majesty was welcomed back to the United Kingdom by the Lord Lieutenant of Kent and the Commander-in-Chief, The Nore, upon disembarking at Dover.

vided they can prove their capabilities to the satisfaction of either the Barracks Sailing Officer, or to the Secretary, Portsmouth. A special booking book is held by the O.O.D. This type of boat provides excellent sailing, and is a very keen racing class.

Although no Windfall yacht is held, provision is also made for the deep-water sailor. The two training yachts, Maraba and Sea Otter—maintained by H.M.S. Hornet and H.M.S. Vernon, respectively—are available for sail training and ocean races. Already this year the Sailing Officer, Lieut.-Cdr. J. Francis Smith, has entered crews in both boats, competing in the Southsea-Cherbourg-Lyme Bay-Southsea, and the Cowes-Cherbourg races, and two weeks of sail training have been organised. It is hoped that these boats will be available again later in the year.

For anyone interested in any type of sailing, whether it be local or off-shore, there are ample opportunities available, and for the unskilled there are plenty of experts ready to give instruction.

#### Howe Group

IN JUNE, a coachload from Howe Group went to Epsom for the Derby followed by a visit to the Palladium. An enjoyable, if not in every case a profitable day, was the general verdict.

On Saturday, 13, and Sunday, July 14, the Supply and Secretariat Division were hosts to their opposite num-

bers from Chatham Barracks for a week-end's cricket and tennis.

Both singles and doubles tennis tournaments were arranged on a knockout basis, but also carrying points for the number of matches won. The winners in both were Chatham, whose team also won a convincing victory on the points score.

Cricket on the Saturday consisted of the two divisions playing each other on the U.S. men's No. 1 ground. Despite some early shocks in the Portsmouth innings, they won quite comfortably by six wickets.

On Sunday, the Chatham team went over to the Haslar ground to play a combined team from their hosts and Haslar. Unfortunately the weather was unkind and only a draw resulted, though it must be claimed it was in Portsmouth's favour.

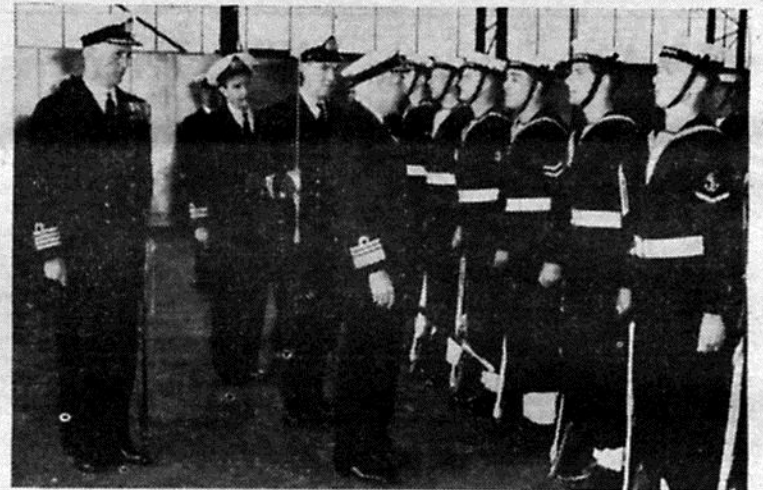
#### Expedition Training

ON FRIDAY, July 12, at 1700, eight well assorted young men from the Royal Naval Barracks set out to spend two days camping on the Sussex Downs, near Midhurst.

The main activities were cooking (on a fire about two feet by three feet), eating and sleeping. On Saturday afternoon, however, the group was split into two, taken five miles in opposite directions and released at a pre-arranged time to race each other back to camp. Saturday evening was mostly spent at the "local" about a quarter-mile away. There was plenty of singing to an accordion and, at closing time, a skiffle group took over until about 2330.

While hardly a test in endurance, the camp showed adequately that, with a little trouble and forethought, it is possible to live in great comfort under canvas in unfavourable weather conditions.

## R.N.A.S. ARBROATH



The Engineer-in-Chief inspects the guard

#### Birthday Honours List

TWO OFFICERS serving on the Staff of Flag Officer Reserve Aircraft have been awarded decorations:—

Captain H. L. Cryer, Staff Supply Officer received the M.V.O., Lieutenant-Commander D. A. J. Sheppard received the M.B.E.

#### Cricket

On Sunday, June 23, at Brechin, the match between the Navy in Scotland and Brechin resulted in a draw.

Brechin batted first, scoring 121 all out. Of these, 70 were scored by Sadik—a West Indian professional.

The Navy in Scotland scored 118 for nine wickets. Instructor-Lieutenant Kidd, of H.M.S. Condor, scored 44.

#### Gymnastic Team Display

Under P.O. Carnochan, a gymnastic team of 16 apprentices put on a display at Gayfield Park on the evening of Wednesday, June 26. The team consisted of Apprentices Glen, Buxton, Underwood, Binns, Crealock, Clegg, Conyard, Fitzgerald, Winn, Buchanan, Summerskill, Marpole, Wanklyn, Tucker, Brooks and Powell.

Another attraction on the same evening was a football match arranged between H.M.S. Condor and the Gordon Highlanders. H.M.S. Condor won 3-0.

#### Long Week-end

The mid-term long week-end break took place Friday, June 28 to Monday, July 1.

The Rover Scouts spent their time afloat, sailing between Auchmithie and Elliot in alloy-built kayaks.

The ski club went to Rothiemurchus and the mountaineering club to Glencoe.

#### Visit of Engineer-in-Chief Vice-Admiral Sir Frank T. Mason, K.C.B.

The E.-in-C. arrived at 1800, Wednesday, June 26 and stayed overnight at the residence of Flag Officer Reserve Aircraft.

On Thursday morning a programme was carried out as arranged by F.O.R.A. till 1100 when he arrived by car at Condor where he was met by the guard and band. After the inspection of the guard the E.-in-C. remained with the Captain till 1120, then went to the workshops. At 1150 he addressed the ship's company in the cinema, after which he talked to the (E) officers in S.10 classroom. On completion there was lunch at the Captain's house, followed in the afternoon by a car trip arranged by F.O.R.A.

In the evening E.-in-C. was dined by the officers in H.M.S. Condor.

On Friday morning a trip was made to Glenesk accompanied by the Captain, and at 1430 he departed by air.

#### Swimming Trials

While competing against Caledonia, Abbotsinch and ships at Rosyth, H.M.S. Condor secured five first places and two second places. These were gained by P.O. Hayes, Apprentice Stockdale, and Wren Jamieson.

#### Official Call by F.O.R.A.—Rear-Admiral J. D. N. Ham, C.B.

On the occasion of his departure from Arbroath Admiral Ham paid an official visit to H.M.S. Condor on Monday, July 8.

At 1030 he arrived through the main gate and was met by the guard and band on the upper parade ground.

(Continued on page 11, column 2)

# Submarine Command

## CENTRALISED DRAFTING AND THE SUBMARINE COMMAND

From the time that a rating is drafted to H.M.S. Dolphin for Submarine Training until such time that he is returned to General Service, responsibility for his employment will rest entirely with the Drafting Commander, H.M.S. Dolphin. The new system of Centralised Drafting in no way affects the system of drafting of Submarine personnel that has existed since the institution of the Submarine Branch.

### H.M.S. Dolphin Families' Day

AT THE time of writing, this event, due to occur on Saturday July 27, has not yet happened. But the organisation is going ahead apace. Since the overall plan is similar to last year's, there is every hope of a successful and happy day.

The primary object of Families' Day is to provide the non-Service members of the Fifth S/M. Squadron families with a view of the surroundings in which their Service members work. Consequently an intimate look at the submarines and their supporting depot ship is the foundation of the day. However, the lighter side of life is also well provided for, and includes boat trips, sports in which all members of the family can join, a field gun demonstration by Sea Cadets, and finally the Beating the Retreat and Ceremonial Sunset. Experience has shown that the subsequent dance, as held last year, is too much for the footsore and weary parent to enjoy to the full, and therefore has been left off the programme.

### An Echo from the Past

DURING THE afternoon of April 1, 1942, H.M.S./M. Pandora was unloading the cargo, brought from Gibraltar, at Hamilton Wharf, Grand Harbour, Malta. An intense air-raid developed over the dockyard and Pandora received a direct hit in the engine-room. Burning heavily she sank in two minutes carrying half her ship's company to their deaths.

Pandora was later beached in Kalkara Creek and some bodies were recovered. The last week of last month, while the wreckage was being cut up for disposal, two skeletons were found in a small compartment. On July 1, H.M.S. Tudor put to sea from Malta to commit to the deep the remains of two members of Pandora's crew. On board the Tudor, was Capt. R. L. Alexander, D.S.O., D.S.C.; Captain (D) 1st Destroyer Squadron, who was in command of Pandora at the time of her sinking.

### Submarine O.C.A.

ALTHOUGH ALL but two S.O.C.A.S. have joined together to form a national S.O.C.A., the history behind the formation of each association or branch is of interest. This month we give the London branch.

The London S.O.C.A. was born on the roadside between Pompey and London when a few "Scalybacks" were returning by car after attending the Portsmouth S.O.C.A. dinner. Mr. G. A. A. Scott (ex Ch Sto), the driver, having a bottle of the best on-board, decided to stop to let the engine cool down. It was at this moment that it was decided to set up a London S.O.C.A. of the 1914-18 Submariners. This was advertised in the Press and the first meeting was held in March, 1932, "Gunboat" Sims in the chair, at the public house owned by the late Bob Brown (ex Cox'n). In November the same year, about 80 members attended the first dinner at Carrs Restaurant in the Strand. Since then the association has moved its place of meeting many times; but now the committee meets monthly at the Loughborough Hotel, Brixton, and holds the annual dinner and general meetings at the Surrey Tavern.

The later Admiral of the Fleet, Lord Keyes, was the first president. He was succeeded by Mr. Scott until 1956, when Admiral Sir Sydney Raw consented to become president.

Shortly after the first dinner the membership was extended to submariners from 1902-1914, and after the 1939-1945 war, to include all ex-submariners.

After the annual dinner a memorial service is held at the submarine memorial on the Thames Embankment.

# Royal Naval Rhine Squadron

## H.M.S. ROYAL PRINCE

THE ROYAL Naval Rhine Squadron, under the command of Capt. E. H. Cartwright, R.N., is based at Krefeld in a small harbour on the west bank of the Rhine, just upstream of Duisburg. This latter inland port is one of the largest in the world and its shipping comes within the waters of the Royal Navy's sector. This extends from the Dutch border southwards, a distance of some 150 kms. The remainder of the river is the responsibility of the French Rhine Squadron, the Belgium Rhine Squadron and the U.S. Rhine River Patrol.

The Squadron consists of a shore base, its headquarters ship, H.M.S. Royal Prince, of a small headquarters craft, Prince Charles, in which the Captain of the Royal Naval Rhine Squadron is embarked, and of M.Ls., L.C.Ts., and L.C.Ms. The Naval element of the Squadron was Chatham manned. The bulk of the ship's company, however, consists of Royal Marines and the Executive Officer is Major G. M. Blake, R.M.

As will be inferred, the Squadron has a Combined Operations responsibility in support of the British Army of the Rhine. Many joint exercises have been undertaken and recently one such exercise was carried out with 114 and 123 Companies of the R.A.S.C., and with 49 Field Regiment, R.A.

However, the two most important exercises of our very full year are the spring and autumn cruises. The spring cruise this year was spent in the waterways of Belgium and Holland. In the middle of April, the Squadron sailed in two groups, the M.Ls. being in company with the Captain. At Antwerp, the H.Q. Division was joined by the two L.C.Ts., which had come by a different route. Other major towns and ports visited were Brussels, Ghent, Rotterdam, Bruges and Zeebrugge.

The cruises combine hard work and play, and again on this occasion sports matches were arranged, sightseeing tours were laid on, and there was plenty of shore leave to enable the men to visit the shops to buy presents for sweethearts and wives. One of the most popular and memorable excursions was to the battlefield of Waterloo. At Ghent, the Burgermeister extended an invitation to visit the magnificent city town hall.



United Kingdom Guard consisting of Royal Navy, Highland Light Infantry and Royal Air Force contingents

Wherever the Squadron visited, great interest was aroused among the local population, who were always most hospitable and friendly. In Brussels, the Squadron was visited by His Excellency the Ambassador, who showed great interest in the ships.

The return home was through the Dutch islands, up the Waal and into the Rhine. Two nights were spent at the staging points, Tiel in Holland and Wesel in Germany. The Flag Officer, Germany, embarked in Prince Charles on the last day.

Thus the spring cruise was over: the men had benefited greatly by the change in scenery, air and routine; valuable experience had been obtained in handling craft in narrow canals and at sea; many new friends had been made among the Dutch and Belgian peoples.

An integral part of the Squadron not yet mentioned is the Special Boats Section, who, besides paddling their

own canoes, are frogmen, parachutists and genuine "cloak and dagger" boys. During the spring cruise, this section was stationed at Diest, in Belgium, exercising parachute jumps from aircraft. At this immediate moment, and in the most appalling heat, they are marching several miles (even more kilometres) per day, in preparation for the famous Nijmegen Marches that take place in the last week of July.

We have had many distinguished visitors in the last twelve months. They have included the First Sea Lord, the Commander, Naval Forces Central Europe, Admiral Bos, and the Commandant General, Royal Marines, Lieut.-General Sir Campbell R. Hardy, K.C.B., C.B., D.S.O.

The Royal Prince, although a mobile headquarters, has to proceed under tow, and is steered by a complicated arrangement of lines and tackles, somewhat reminiscent of the very early days of sail.

# H.M.S. Troubridge Commissions



Now converted to a Type 15 Anti-Submarine Frigate by Messrs. J. S. White & Co. Ltd., of Cowes, H.M.S. Troubridge began a General Service Commission for Home, America and West Indies Stations on Tuesday, July 9.

She is commanded by Commander R. L. Lancaster, R.N. and has a complement of 10 officers and 180 ratings. During the last war the Troubridge once spent 93 days continuously at sea—a longer period than any other destroyer attained. Her battle-honours are: Mediterranean, Sicily and Salerno (1943), Aegean, Adriatic and South of France (1944), Okinawa (1945).

In 1942 H.M.S. Troubridge was "adopted" by Walthamstow—an association which is being revived.

# Sea Hawks at Lee-on-Solent Air Day, 31st August



The illustration shows a Seahawk landing on a carrier. Visitors to R.N. Air Station, Lee-on-Solent's, Air Day on Saturday, August 31, will see these and other aircraft giving flying displays and will be able to inspect them at close quarters

## CYCLING

THE INTER-SERVICES fifty miles time trial produced, as usual, a crop of super-fast times and this year the Royal Navy joined in, though, as always, the Army and Royal Air Force National Service men dominated the leading places.

The event was held on a course in the Gloucester and Cheltenham area and though comparatively flat and with little wind the riders were slowed somewhat by the heavy traffic conditions and some road repairs. Wet roads, too, were a hazard and brought many riders crashing to the deck as well as causing a number of punctures.

### Course Record

Fastest time of the morning was recorded by an Army rider, B. Hawkrige, whose time of just over 1 hr. 58 secs. reduced the course record by over three minutes. The old record was also beaten by a number of other riders. R.E.A.4(Air) Bunyan (H.M.S. Ariel) kept in the record breaking swing by reducing the R.N. record by nearly three minutes and returned a fine time of 2 hrs. 4 mins. 32 secs. at his first attempt at the distance. He was ably supported by P.O./Wtr. Standen (R.N.B., Portsmouth), who improved his own personal best time to 2 hrs. 9 mins. 50 secs., and L./Wtr. Beddow (R.N.B.,

Plymouth), who surprised even himself by improving to 2 hrs. 11 mins. 2 secs. These three aggregated a good time of 6 hrs. 25 mins. 24 secs., which is the best yet by an R.N. team by over four minutes. In the final placings, however, the Army were clear winners from the Royal Air Force and both teams broke the national team record in the process.

All the R.N. riders produced that little bit of extra effort that these occasions demand and most of them succeeded in returning personal best times and hopes are high for the future, when the other two Services will not be able to rely upon a steady supply of ready-made fast men but will have to produce their own riders.

### H.M.S. CONDOR

(Continued from page 10)

After inspecting the guard he presented Long Service and Good Conduct Medals to C.P.O. White and P.O. Armstrong. At 1140 he went to the Captain's office and at 1145 he left for Ashbrooke House by the perimeter track.

His car was later towed through the gates of Ashbrooke House in the traditional manner by his senior officers.

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# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## CALENDAR

**Kidderminster and District**  
 August 10.—Dance, Crown Hotel, Stourport-on-Severn.  
 August 16.—Holiday Social.  
 September 6.—Games.  
 September 20.—Competitions.  
 September 28.—Concert.

**Cheltenham**  
 November 8.—Annual Dinner.

**Brentford and Chiswick**  
 August 11.—Visit to Brighton Branch.

**Cheam and Worcester Park**  
 August 24.—Social Evening.

**West Ham**  
 August 18.—Visit to Eastbourne Branch.

## VENUES

**Herts Branch**  
 White Hart Hotel, Hertford. First Wednesday in the month.

**West Ham Branch**  
 "Cedars," Drill Hall, Portway, West Ham, Friday nights.

## We Will Remember Them

Shipmate Charlie Gregory, Portsmouth Branch.

## HORLEY

MEMBERS OF Horley Branch attended the Royal Tournament on the afternoon of June 22 and thoroughly enjoyed the show.

We were joined at Purley by twelve members of the Purley Branch, and hope that this procedure can be adopted for other outings. We are now looking forward to the reunion in October, and then in November our monthly dances start again.

## HAVANT

ALL AT the branch meeting on July 2 were sorry to hear Shipmate C. J. Snow announce that he was unable to continue to act as their standard-bearer. He had carried out this duty with great enthusiasm ever since the standard had been dedicated four years ago.

One of his escorts, Shipmate H. C. Croft, was elected standard-bearer in his place, and Shipmate H. J. Headden was elected to take over standard escort duties from him.

The Sunday after their meeting they took the standard to St. Faith's for their quarterly church service. Both lessons were read by their president, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., and there were special prayers for the Royal Naval Association and others at sea.

# The Annual Conference Cymru-Am-Byth



Dedication of No. 7 Area Standard during the R.N.A. Annual Conference at Cardiff

(Photo: H. Pincombe, Kingston upon Thames)

FOR THE first time in its history the Royal Naval Association held its annual conference outside England—to wit, in Cardiff, the capital city of Wales.

It was unfortunate that our esteemed president, Admiral of the Fleet Sir John Cunningham, was, for the first time, unable to preside at conference due to illness.

His place was taken at very short notice by Vice-Admiral T. B. Drew.

The conference was held in the City Hall on Saturday, July 20.

Vice-Admiral Drew arrived in Cardiff on Friday afternoon and was received at Cardiff station by the President and officers of the Cardiff branch. A guard of honour composed of Sea Cadets from the local unit was inspected by Vice-Admiral Drew, who congratulated them on their smart appearance.

### Official Welcome

The Lord Mayor of Cardiff, the Right Hon. Alderman J. H. Morgan, J.P., officially received Vice-Admiral Drew and the National Council on Friday evening in Cardiff Castle.

The Lord Mayor welcomed the Royal Naval Association to Cardiff, expressing the hope that this would be the forerunner of many annual conferences in the Principality.

The Lord Mayor opened Conference at 10.15 on Saturday, July 20. There were present 122 delegates and 50 observers.

Vice-Admiral Drew, making the presidential address in the absence of Sir John Cunningham, reported that

Sir John, who had been unwell for 10 days, was ordered by his doctor to remain at home. Sir John, he said, was bitterly disappointed by having to miss Conference. Conference immediately sent a telegram to Sir John wishing him a speedy recovery.

The Chairman's, Secretary's and Pension Secretary's reports were received and adopted.

The Treasurer's report and annual accounts were presented by Shipmate W. Beale. He took Conference through the accounts, explaining and justifying each item. He explained that the deficit of some £2,000 was due mainly to the greatly increased costs of materials, e.g. stationery, postage, telephone, etc. He also remarked that inevitably the maintenance of headquarters in London was bound to cost the Association more than hitherto. However, he continued, the steps taken by the National Council and outlined in the secretary's circular 122A would, he thought, put the Association in a much sounder position financially. His report was adopted with acclamation.

Conference accepted the suggestion of the Standing Orders Committee and increased its strength to four members. Shipmates Bates, Smith, Dykes and Fryer were elected Standing Orders Committee for the year 1957-58.

Conference received the Rules of the Association, its areas, branches and clubs, which were adopted after slight amendments. Conference made it clear that an Admiral of the Fleet shall always be their President.

### Venue of Next Conference

Conference accepted a motion submitted by the National Council that the Accident Benefit Scheme be discontinued.

Conference was very sure that anywhere except London was the place for its annual meeting. Conference expressed the view that the extra expense involved was money well spent on advertising the Association.

The 1958 Conference will be held in Blackpool.

Lewisham gained support for a motion by which approach would be made to various authorities to set up a Seamen Pensioners Home.

A motion from Fulham asking that any member who was three months in arrears should forfeit his membership was heavily defeated.

Two motions dealing with oversight of headquarter's club were heavily defeated.

A motion from Chatham, which was carried, allows a branch to nominate any member from within its area for candidature to the National Council providing such candidate is approved by his own branch.

Conference agreed that the lack of publicity was deplorable. That a full-

WE WERE very pleased to welcome Shipmate Stephen Hill into the office on a bright and sunny morning during June, and we are very pleased to inform our readers that this former chairman of our Royal Naval Association, looked extremely well. During a long and interesting conversation with him, we heard some of the highlights of both his service and civilian life.

Going back to his early days as a young boy seaman, he amused us by telling us how on his second day in H.M.S. Ganges II, he was instructed to run to an officer, salute him, and say: "May I have the key of the starboard watch please, Mr. Bunny." The officer he was directed to approach was a double of an outstanding film actor of the old silent days. This leg-pull resulted in a kick with a heavy sea-boot, which Mr. Hill swears he can feel today.

Mr. Hill also said that an outstanding feature in his mind is that the Naval officer of those far away days was apt to be autocratic, and at times a slave-driver, but although a rating

may be flayed alive for his misdemeanours, no Naval officer ever bore malice.

### Drake's Prayer

Many people will have read or heard about Nelson's Prayer, but Shipmate Hill produced Drake's Prayer, before the battle of Cadiz in 1587, and we are pleased to be able to print it here.

"O Lord God when Thou givest to Thy servants to endeavour any great matter, grant us also to know that it is not only the beginning but the continuation of the same, till it be truly finished, which yieldeth the true glory; through Him, who, in order to finish Thy work, gave us His life, Our Saviour, Jesus Christ."

This prayer had been most beautifully embroidered by Mr. Hill. Many of our older readers will know of Shipmate Hill's work, but we had the pleasure of seeing other examples of some of his needlework, which are exceedingly beautiful.

It was indeed a pleasure to meet Mr. Hill, and we wish him many more happy years of life.

## HERTS

WE HAVE purchased the ship's bell of H.M.S. Respond (tug) for use at our headquarters and we are now awaiting its arrival from H.M. Dockyard, Malta. In this connection, if there are any shipmates who served in the Respond and can relate any interesting incidents appertaining to her, we shall be very pleased to hear from them.

Our annual ladies' night, held at the Shire Hall, Hertford, was a great success, when over 100 shipmates and their ladies partook of dinner. The branch presented each lady with a silk handkerchief as a token of its appreciation for their help.

### Garden Fete

We have recently held our annual combined garden fête with the Hertford Branch of the Old Contemptibles Association, and as a result a useful sum of money has been divided between the two branches for benevolent funds.

Two popular sections have recently been formed: a bowls team, and a miniature rifle range team.

Our branch meetings are held the first Wednesday of each month at the White Hart Hotel, Hertford, Herts, and visiting shipmates will be welcome.

So far this year we have enrolled one life member and fifteen annual members.

## RYE

THE MONTHLY meeting of the Rye Branch of the R.N.A. was held at the Crown Hotel, Rye, on Monday, July 8, 1957. Cdr. Ramus, R.N.R., was in the chair. After the correspondence was read by the secretary, H. Brown, a general discussion followed. Cdr. Ramus stated that he would welcome all the members to his house at Barons Grange, Iden, on our next monthly meeting night, which is August 12. This invitation was gratefully accepted by everyone.

(Continued from previous column)

time publicity agent should be appointed received little support.

Leamington Spa proposed the setting up of a fund to finance would-be house purchasers. This was heavily defeated.

During the afternoon session the Liverpool delegate was taken seriously ill; but for the prompt attention by the Secretary to the Council and the Association medical adviser his illness might have been fatal. We sincerely hope that Albert Wake will soon be returned to good health. Here was "comradeship" personified.

The Lord-Lieutenant of Glamorganshire, with the Lord Mayor of Cardiff, attended a reception and dinner offered by the President and National Council in their honour.

The Lord Mayor was offered honorary membership of the Royal Naval Association. He accepted, and Vice-Admiral Drew presented him with the honorary member's badge.

Later Vice-Admiral Drew, accompanied by the Lord Mayor, attended a concert given by the Cardiff branch in its headquarters.

One cannot close this brief account without expressing our deepest thanks to Capt. Attwell, President of Cardiff branch, and all members of that branch. It would be less than fair if one forgot to mention, particularly, Glyn Evans, Jack Morgan, Walter Brennan and Tug Wilson.

Cardiff, we thank you for a very happy Conference.

## PORTSMOUTH

THE SUMMER usually brings a number of visitors to Pitt Street, and during the month we have had the pleasure of welcoming Old Ships from Littlehampton, Godalming, Weymouth, Salisbury and Slough branches.

Our standard has also been on parade in support of the Royal Naval Association and the Old Contemptibles. Owing to changes in duty hours Shipmate Wallis found he was unable to continue as our standard-bearer and his resignation was accepted with great reluctance. Shipmate Wally Elderton volunteered to fill the breach and these were his first outings. Needless to say he maintained the degree of excellence set by his predecessor.

A welcome addition to our gallery of ships' crests was the gift of a name plaque from H.M.S. Sultan. Shipmate Orrick made the presentation at a general meeting, when the president received it on behalf of the members.

### Darts Outing

For their annual outing the darts section made a coach tour into West Sussex and the South Downs, rounding off the day with a visit to the Lancing Branch, where they received a very warm welcome.

The branch concert party has been very active, their latest contribution being an excellent variety show which they played to a capacity house. Next on their programme is a special show for the evening of the Area Rally, July 28. In between rehearsals they also managed to find time to present a special performance of "Western Fantasy" for the old age pensioners at Purbrook, which was very much appreciated.

Other interesting items from the social front was a visit by the Moonrakers' Close Harmony and Skiffle Group from H.M.S. Daedalus. They were in great form and contributed to a very lively, if noisy, evening's fun. We were also very pleased to welcome David Whitfield, who came along one evening to look up the old faces and renew acquaintances. David joined the Pompey branch whilst serving in the Vernon and we have many pleasant recollections of his prowess as an entertainer before he was "discovered."

We were all saddened to hear of the tragic passing of Shipmate Charlie Gregory last week. Charlie was one of the best known and popular members of the club and until failing health intervened served on the committee as club secretary.

## PORTLAND

YERE! 'OW be 'e all gwine on then? Us wellers down yere in Darset 'ave all bin 'it up wi' the weather, but we 'ad a vair good number at our last meetin', snow, extra good twere too, wi' some o' our members' wimmin volk cummin' to watch our Derby draw. Our president's wife (Mrs. Macleman) done 'er stuff wi' 'er drum of tickets, a' she vetched out some real pop'lar names, you.

We'em gettin' a good strong branch, snow, a' we 'as some dang foine times when we 'as a mind to. You ought to seed our last social. We 'ad one of these yere skiffle groups thumpin' away, all local lads, too. Cor, they could'n 'alf play. "Don't you rock me Daddy O." Anybody as 'appens to be in the district is allus welcome to join us, look, at our meetin's.

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 Members of the Interport Naval Traders' Association

**DARLINGTON**

THE DARLINGTON Branch had intended sending in a report to NAVY NEWS last month, but regret that we did not manage to forward the copy in time for publication. We are glad to say that we are still going along all right, both with membership and social activities.

Our social evenings have been proving a success, especially the Saturday evening "free-and-easy." Perhaps one of the attractions is the Skiffle Group that some of our members have formed. At present it only seems to function in the later part of the evening, but there is a great promise of it developing into a real good musical act when it gets organised properly. But we shall have to ask our hon. secretary, Shipmate E. Crawford, to curb his enthusiasm a little, because he has found that he can just get his fist through the tambourine. The branch Sick and Divide Club seems to be gradually building itself up, thanks to Shipmate J. McCullough and Shipmate A. Meehan.

**Dedication Service**

We were pleased to be invited to the dedication of the Durham Standard and a full coach-load of members went to take part. The service in Durham Cathedral was most impressive, and we were provided with a grand tea afterwards. Later in the evening we were fortunate in having the privilege of entertaining the representatives from both Doncaster and Hull branches when they called at our club on their homeward journey.

On Sunday, June 16, a coach-load of members attended the dedication of the Wingate Standard. As at Durham, the arrangements for the service, the parade and the social side, were perfect. After tea we proceeded to Seaton Carew (fully victualled with sandwiches by the generosity of the Wingate Branch) for a few hours at the coast. Both Durham and Wingate branches not only dedicated their Standards but they set up a Standard for dedication.

**Good Attendance**

The No. 11 Area meeting was held in our club on Saturday, June 22, and representatives from Durham, Doncaster, Hartlepoons, Leeds, Middlesbrough, Mexborough, Stockton and Wingate were in attendance. When the club opened in the evening refreshments were provided, as also was a concert party. In return we were entertained by some of the representatives from Doncaster and Mexborough, who spent the evening with us.

The lady members of the club are still very active with their social arrangements and helped out at a nautical garden fete in aid of the Missions to British Seamen; This was held in the grounds of Danby Lodge, by kind permission of Lady Starmer. The male members of the club and the ladies both provided ice cream free to the organisers for sale at the fete. The ladies also ran a "Gopher" bar and did "cooks" duties in the galley. The whole fete realised £200.

On Sunday, July 7, the ladies weighed anchor and slipped their cables, and betook themselves round the Lake District for the day. They stopped at Grange-over-Sands for lunch and Bo'ness for tea. Although they got a wetting it did not damp their spirits and they had an enjoyable day. The husbands had a rock-'n'-roll session during the day, some rocked the cradle and the others rolled the prams out.

The annual children's outing took place on Sunday, July 14, to Saltburn-on-Sea. Unfortunately it rained. This has happened each time for the last three years but we did manage the sports and a cricket match on the sands. We had to pack up a time or two for a wet wicket, but everyone faced up to it and enjoyed themselves.

In conclusion, we would like through the NAVY NEWS to wish all other branches the best of luck in all their undertakings, and we shall always be pleased to see visitors who come up to the north-east.

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**ROSYTH AND WEST FIFE**

DURING THE week ending July 6/7 the branch held a treasure hunt in H.M. Dockyard during Navy Days, which was very successful, and they realised a clear sum of £14 10s. Twenty prizes were distributed for the two days' events and the names of prize-winners from various districts were published in local papers. Again, great thanks are due to Shipmate J. D. Stewart, our branch secretary, and also his co-helpers, Shipmates Bishop, J. D. Lawson, E. Whitwell, E. Blackburn and also Mrs. Whitwell, for organising the show for the second year.

On the same day, Saturday, July 6, the chairman, A. G. Hawser, and representatives from other branches, attended the opening ceremony of the R.N.A. Club, Edinburgh, which was opened by Admiral of the Fleet Sir Rhoderick McGrigor at Ainsley Place, Edinburgh.

Cdr. Stallybrass (Rtd.), vice-president, attended the Annual Conference at Cardiff.

**DURHAM**

WITH THE weather at its best on Sunday, May 26, the dedication of our standard in Durham Cathedral went off without a single hitch. Those who were privileged to be present in our beautiful cathedral will never forget the dignity and pageantry of the occasion.

It just so happened that our dedication at evensong coincided with Mayor's Sunday, and our new Mayor, Ald. W. Shepherd, took the salute afterwards, along with Admiral Sir Patrick Brind, G.B.E., K.C.B., who honoured us by his presence.

Through the good services of Rear-Admiral Laybourne, of the Durham Branch, we were able to have the service conducted by an ex-Naval padre, the Rev. J. C. Wallis, D.S.C.

Our president, Rear-Admiral Hutton, was responsible for much behind-the-scenes' work and special mention must be made of Shipmate Ray Mitchinson, whose looking after the moneybags made the occasion possible, our scribe, Johnnie Egglestone, the two stoker "G.I.s," Dave Robinson and "Cuts" Cunningham, who acted as parade marshals, and Dick Heron, the standard bearer, with his two helpers, Shipmates Sarsfield and Horner.

Afterwards, some 260 were entertained to tea by the local branch—these included representatives from the Darlington, Doncaster, Hartlepoons, Hull, Stockton, Wingate, Newcastle, Wood Green and Edinburgh branches, along with the Sea Cadets' Band from Hebburn, Jarrow and Sunderland, and local branches of the British Legion and D.L.I.

Especially were we grateful to the buglers of the D.L.I., who sounded the Last Post.

To all those who came to visit us on that day we thank you; we hope you enjoyed yourselves; we certainly enjoyed having you.

**WEST HAM**

THIS BEING our first ever contribution to the NAVY NEWS, I would like, on behalf of West Ham Branch to wish all branches, and readers of NAVY NEWS, all the very best.

The branch meets at the "Cedars," Drill Hall, Portway, West Ham, every Friday night and would welcome anyone who cares to drop in for a pleasant evening. There are darts, billiards and snooker available.

Although during the past few months we have recruited a few new members, we could still do with many more. No doubt many serving members of the Royal Navy live in the West Ham area and do not know that a branch of the R.N.A. exists in West Ham. All shipmates living in this area will be welcome. The address of the Branch Hon. Secretary is: L. J. Luckhurst, 29 Mafeking Road, London, E.16.

The branch is paying a visit to the Eastbourne Branch, on Sunday, August 18, and we are hoping that the weather will be a little kinder to us than it was when we paid the Brighton Branch a visit on Whitsun Sunday.

We are hoping to dedicate a new standard during April, 1958, but further details of this will be given at a later date.

**CHELTENHAM**

THE CHELTENHAM Branch, under its president, Capt. C. C. A. Allen, and chairman Shipmate Patrick, have just completed a busy month. On Sunday, July 21, our social secretary, Shipmate Winterburn organised a day's outing to Cardiff, taking in all two bus-loads of members, their wives and children. At Cardiff the members attended the R.N.A. Dedication of Standards, No. 7 Area. This impressive service was held in the beautiful grounds of Cardiff Castle, in the presence of Vice-Admiral Drew, who deputised for Admiral Sir John Cunningham, who was unfortunately unable to attend. We were further honoured by the presence of the Lord Mayor of Cardiff, and all the members of the National Council. After the dedication, we proceeded to Barry Island, where we all enjoyed the rest of the day bathing, etc., the weather keeping fine all the time.

Thank you, Shipmate Winterburn. Our monthly meetings are well attended, and it is pleasing to enrol new members, who are always introduced to our President and Capt. T. W. A. Masterman, and made very welcome. We meet at the United Services Club, North Place, Cheltenham, so any member coming this way, call in. Our meetings are held on the first Thursday in every month. Our branch secretary, Shipmate B. Taylor, seems to be a busy man, and on Sunday at Cardiff, he was honoured by a presentation for his work on the National Council, etc. On November 8 we are holding our annual dinner at the Star Hotel. We hope to announce our guest of honour in our next letter to NAVY NEWS.

Shipmate Frank Cooper, D.S.M., is still on the sick list. Get well soon, Frank.

In a recent skittles battle, the R.N.A. beat the Old Salts, thereby winning the Dolphin Cup. A very close game.

**ISLE OF WIGHT**

THE JULY monthly meeting took place at our Ryde premises, about forty shipmates and ladies being present.

Our chairman, Shipmate Rann, welcomed Shipmate Moorman and his good lady on their return to the island. Also a new associate member was cordially greeted.

We are pleased to be able to state that Shipmate Aitken is now out of hospital and well on the road to complete recovery.

Letters of thanks were received from I. of W. Pony Race and Shanklin Gymkhana committees for the services of our volunteer members who officiated at the gates.

We have had TV installed with two supply points so that the set can function in the bar or in the club-room.

On Friday, July 12, we were invited to a social evening by the Cowes Branch of the British Legion. We were accorded a hearty welcome and a most enjoyable evening was had. Rock-'n'-roll was very popular, especially with some of our old-timers.

In closing we extend a cordial welcome to any shipmates who may be visiting the island this summer. Our club rooms are situated at the top of Ryde High Street, adjacent to the Ryde Social Club premises.

**BRENTFORD AND CHISWICK**

FRIDAY, JULY 19, was a unique occasion for the branch, since not only was the Mayor of Brentford and Chiswick, Alderman R. S. Howard, O.B.E., J.P., enrolled as a full member, but a son of one of our oldest members, Shipmate George Attwood, was also enrolled, and this provided us with our first "father and son" as full members.

In his speech of welcome, the chairman, Shipmate Lieut.-Cdr. G. S. Buss, M.B.E., paid a tribute to the Mayor's long-standing record of public service and voiced the opinion of all shipmates when he expressed the belief that the Mayor would undoubtedly live up to the aims and ideals of the Association.

Shipmate Capt. G. G. Wilson, R.N., Director of Welfare and Service Con-



Members of the Association with their guides on the quarterdeck

WHILE CARRYING out flying exercises in the Channel on July 12, 20 members of the Second Ark Royal Association came on board for a few days' visit as guests of the fourth Ark Royal. As the weather was too rough for the M.F.V. to bring them off they were collected by the ship's helicopters, a facility which was not available during the life of their old ship.

The second Ark Royal was the first large seaplane carrier, built on a merchant ship hull in 1914. She was in action at Gallipoli in 1915 when her aircraft were spotting for the ships

bombarding during the initial landings, during which time she was one of the first of H.M. ships ever to be hit by a bomb. Later she took part in the Russian operations in the Black Sea and in 1920 ferried D.H.-7 aircraft for operations in the Somaliland campaign. When it was announced that the new aircraft carrier of the 1934 building programme was to be named Ark Royal, the old lady was renamed Pegasus and served as a trials and experimental seaplane carrier during the Second World War, before being sold in 1946.

**CHEAM AND WORCESTER PARK**

OUR SUMMER dance in July was quite successful. The weather, without doubt, had something to do with the good attendance.

The branch outing to Eastbourne was a grand outing and all shipmates and ladies send a great big "thank you" to the Eastbourne Branch for their grand hospitality.

On August 24 we have a grand social evening and have invited several branches. There is an extension on the bar till 11.30 p.m., so I hope all branches who have been invited will attend in force, so we can give you a little of our Cheam hospitality. The president will be presenting his cup and other trophies on this night.

**Attendance Maintained**

Usually at this time of the year attendance at meetings falls off, due to holidays, but the branch have maintained a good attendance and have drawn in three more new members, which is very encouraging and says a lot for branch enthusiasm.

I hope that after the Annual Conference our Association will really go to town on "publicity," especially with a leader in NAVY NEWS to endeavour to attract men leaving the Service into our ranks. After all we all have something in common with each other.

Cheam extends a warm welcome to all ex-Naval men and men leaving the Service.

**ROYAL INDIAN NAVY (1612-1947) CLUB REUNION**

THE ROYAL Indian Navy Club held their Annual Reunion in the R.N.V.R. Club, London, on July 6. Active Service officers present included Rear-Admiral Choudri and other officers of the Pakistan Navy.

The Indian Navy was represented by Capt. N. S. Nyabji.

Field-Marshal Sir Claude Auchinleck, G.C.B., G.C.I.E., who was to have been the guest of honour, was unable to attend owing to ill-health. His letter of apology was read and he was elected an honorary member of the club.

Owing to his absence, Rear-Admiral Choudri was asked to speak in his place. He mentioned that he had not prepared a speech and said he felt rather like a lion in one of the stories he knew. The lion refused to eat a Christian, who had been given to him by the Romans. Each time the lion approached, the Christian whispered to it and it ran away.

When asked what he did to control the animal he replied that he whispered in its ear: "You can eat me if you like, but you will have to make a speech afterwards." This always drove the lion away.

He gave an account of recent progress in his Service, including the handing over of the first cruiser to the Pakistan Navy by the First Sea Lord, who had dined aboard with Lady Mountbatten after the ceremony.

Ex-officers of the W.R.I.N.S. were present as well as officers of the late R.I.N., and Brigadier J. Stephenson, O.B.E., attended as a guest from the Royal United Services Institute.

**"Collar sense at last, Jack... that certainly is smart!"**



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reopens after reorganisation and cleaning on 1st August

# H.M.S. Diana to Pay Off

AT THE time of writing, we are spending ten days acting as a clock-work mouse for submarines to stalk, but on July 25, Diana returns to Devonport, having steamed some 58,000 miles this commission and the present ship's company will begin to fade away. The last member will have gone by August 27, when the new owners take over.

We have been a very happy company and it has been great fun, even Aden when seen in retrospect. Our eighteen months has taken us to many parts of the world and we have seen many unusual things, from an atomic explosion to a night action at close quarters. We have certainly had our money's worth, especially the National Service men. As we said in our ship's magazine, *Moonshine*, they have been a first-class lot and we wish them every success in civil life.

### "Ernie"

The rest of us are wondering where "Ernie" will send us next. As far as can be seen, if the drafting preference cards are to live up to our hopes, the ship's company will be fairly evenly divided between the West Indies, the Far East and H.M.S. Blackcap. One of our company will undoubtedly go far, for it was a fitting reward indeed when we heard the great news that the first lieutenant, Lieut.-Cdr. Ellison, had caught the selector's eye for promotion to commander in December.

Another executive success was when the entire training course of December '56/January '57 passed the professional boards for either leading seaman or petty officer. This was particularly

pleasing, as there were some quite young ratings amongst the nine candidates concerned.

Unfortunately, on the eve of our departure, a blow has been struck at Diana's individuality. Three months ago, our pride and joy, the casing to the after funnel, was sacrificed to the god Topweight, and we now have the same Charley Noble that passes for a stern chimney in all the other Darings.

A last effort by the organisation, which in our travels has been variously known as Medfoba, Sherpa, Expedition Training or Outward Bounding, was to take the second motor-boat from the Jura Sound through the Crinan Canal to Rothesay, watched by a somewhat surprised crowd of Picts.

### Water Polo

The water polo team's finest hour was undoubtedly at Aden, when they won the Command Inter-Service Water Polo Cup there after forty minutes of the most exciting and sustained-play anyone could have wished to see. However, a close runner-up to this was the other day, when, with a little assistance, they also won the Home Fleet Water Polo trophy, a king-sized silver bowl presented to the Fleet by the Czar of Russia in 1914, when a stoup really was a stoup. It is fitting that they, and the swimmers who got us to second place in the Home Fleet Swimming Championships, should, in the sporting field, have so well rounded off our past eighteen months.

So ends a most memorable commission.

## R.N.A.S. Abbotsinch Athletic Team

WINNERS OF THE ROYAL NAVY IN SCOTLAND AND NORTHERN AIR STATIONS ATHLETIC TROPHIES



Read left to right. Standing: A.A.3 Dowty, A.A.4 Ellis, P.O. Pudge, N.A. Norrey, N.A. Merrett, A.A.4 Collins, C.P.O. Fuller, N.A. Welham, L.R.E.M. McDonald, N.A. Cordner, N.A. Lawrence. Seated: P.O. Kellie, A.A.4 Hyde, L.A. Bowles, Lt.-Cdr. R. E. Butt, Cdr. A. W. Langridge, D.S.C., Captain J. V. Waterhouse, D.S.O., O.B.E., Third Officer Gray, L.A. Rich, L.A. Dye, P.O. Andrews. Front row: Wren Stratton, Wren Royale, P.O. Wren Blogg, L.Wren Blogg, L.Wren Inns, P.O. Wren Martin, Wren Walker, Wren Smith, Wren Bramford, Captain's dog "Nugger"

ON WEDNESDAY, June 19, at Rosyth, the athletic team from R.N.A.S. Abbotsinch, won the Northern Air Stations Cup and in addition the Royal Navy in Scotland Athletic

Trophy. This trophy has been held by H.M.S. Caledonia since the championships were first started in 1948; it was therefore a glorious double victory for Abbotsinch.

## Modern Pentathlon

THE R.N. and R.M. Modern Pentathlon Championships were held at Infantry Training Centre, R.M., near Exeter, between July 16-18, 1957.

The largest ever entry of 27 competitors (15 R.M. and 12 R.N.) took part in this competition which is comprised of the five events—running, swimming, fencing, shooting and riding.

In the absence this year of some of the more experienced pentathletes the newcomers showed themselves well able to maintain the standard previously set.

Midn. Mackenzie-Grieve won the Individual Trophy and also led his H.M.S. Eagle team to victory in the team event of three. Neither he nor Sub-Lieut. R. Raikes or Midn. C. C. Colston had taken part in pentathlon before this year. The team competition excluded the riding event.

The team event was introduced this year to encourage pentathlon on a unit level, and it may well be that with the support of commanding officers this new competition will do much to strengthen the Navy and Marines' effort in this fine sport.

Inter-Service standards are improving as pentathlon gains popularity in the Services. To keep up with the other Services and to offset the advantages the Army and R.A.F. have in more accessible training facilities, particularly riding, it is essential that those in authority give R.N. and R.M. pentathletes every encouragement.

It is an exacting competition demanding from the individual intensive and sometimes expensive training over a long period.

## Tennis

Inter-Command Lawn Tennis Tournament, 1957

THIS YEAR the Home Air Command acted as host for the Inter-Command Tournament which was held on July 12 and 13. The intention was to play at Alverstoke Club, but because of the rain a start was made on the hard courts at Lee-on-Solent Club.

Tennis, in the true sense of the word, was impossible under the extremes of wind and rain which continued throughout the day, but all players battled on under the trying conditions until the day's programme had been completed.

The second day was just as windy as the first but dry enough to allow play on the grass courts at Alverstoke. Play was resumed with both singles and doubles and some interesting matches resulted. In the top singles match Lt.-Cdr. W. W. Threlfall (Nore), the Navy champion, was beaten 6-2, 6-1 by Inst.-Lieut. White (Portsmouth) and by winning five of the six singles against Nore, Portsmouth were assured of retaining the magnificent trophy.

The final result was Portsmouth 22 matches, Nore 15, Plymouth 9, and Air 8. Those who played with consistency throughout, winning all their singles were Instr.-Lieuts. White, Chrisop and Bruce, and Lt.-Cdr. Burman (Portsmouth), Lieut. Ainslie (Plymouth) and R. E. A. Lucas (Air).

The members of the Portsmouth team, in addition to those already mentioned, were Inst.-Lieut. Kelly, Ord. Tel. Etherington and Marine Russell.

## The Axe Falls

(Continued from Page 2, Column 5)

re-employed officers on reversion to the retired list.

### Ratings

Compensation arrangements for ratings and other ranks on pensionable engagements are as follows:

(a) Pension and terminal grant will be calculated by adding to the service actually rendered the outstanding period of the current engagement up to a maximum permissible credit of National Service of five years, such service being treated as if rendered in the existing ratings or rank.

(b) Special capital payments of up to £1,250 will in addition be made. Subject to the completion of at least 15 years' service after age 18, basis of payment will be:

Where service is terminated three or more years before the end of the current engagement, £1,250.

Where service is terminated two years before the end of the current engagement, £1,000.

Where service is terminated one year before the end of the current engagement, £750.

Where service is terminated at the end of the current engagement, £250 (Special resettlement grant see below.) Maximum amount of £1,250 will therefore be payable to:

(i) Ratings on 22 years' engagement with not more than 19, but at least 15, years' service.

(ii) "Fifth-five" ratings with not more than 24 years' service including those who have signed "fifth-five" engagements but have not completed 22 years' service (see note below).

(iii) "Sixth-five" ratings with not more than 29 years' service, including those who have signed "sixth-five" engagements but have not completed 27 years' service (see note below).

(iv) Any N.C.O.s. rating deprived of three years or more of his current engagement.

Note: For any rating who has signed a further engagement on which he has not actually entered, pension, terminal grant and special capital payment will be calculated by interpreting the outstanding period of current engagement as inclusive of the further engagement not entered upon.

Special Resettlement Grant: During the run-down period a special resettlement grant of £250 will be paid to all ratings and other ranks who leave the Service at the end of engagements totalling not less than 15 years or are invalidated out before completing such engagements. The grant is not payable in addition to the other special capital payments mentioned.

### Commercial Air Passages—Concession Fares

A.F.O.1721/57 brings attention to the fact that on certain of their routes B.E.A. and their associated companies, B.O.A.C. and some other British Independent Operators, offer under certain conditions concession fares to Naval personnel and their families travelling at their own expense.

Up-to-date information concerning the routes and conditions under which these concession fares may be granted may be obtained from the operating companies' offices or any of their accredited agents.

## Neptune's Scrapbook

(Continued from page 7)

Naval Officers' Expedition to Ice Cap. Some 50 junior naval officers, who are contributing two-thirds of the pay which becomes due to them during the time they are away towards defraying expenses, are leaving the United Kingdom early in August for an expedition to Central Iceland. The leader of the expedition will be Capt. J. A. Taplin, M.B.E., Royal Marines.

The Stapleford Foursomes Golf Cup was won by H.M.S. Albion, with H.M.S. Maidstone the runners-up.

H.M.S. Albion won the team swimming competition which was held at H.M.S. Caledonia's bath on July 8.

The City of Birmingham and District Royal Naval Association hold their meetings on the last Friday in each month at the Crown Hotel, Hill Street, Birmingham, and past and present serving R.N. personnel are cordially invited. There is a concert on August 24. A dance is to be held on September 20. The Hon. Secretary is L. A. Reynolds, 86 Scribers Lane, Hall Green, Birmingham, 28.

# H.M.S. Ocean



OCEAN'S SUMMER cruise for 1957, which has just ended, proved to be one of the most interesting—if strenuous—that the ship's company has had in recent years.

After the excitement of the Queen's visit and the return to normal routine, we sailed from Rosyth on July 5, for Reykjavik. In addition to the usual complement of ship's company and men under training we carried a number of officers and men from the Joint Experimental Helicopter Unit at Middle Wallop who brought with them two helicopters for deck landing practice. They stayed with us until two days before we sailed from Hamburg at the end of the foreign part of the cruise. By then no one was very anxious to fly with them!

### Mixed Impressions

We arrived at Reykjavik on June 10 and first impressions were very mixed. From the sea Iceland looked grim and forbidding with snow-tipped volcanic mountains dominating a barren coastline, while first sight of the capital itself did not encourage shore-going. The town has a half-completed appearance and in parts looks more like a Klondike settlement than a European capital. Yet its expansion has been so rapid in the past few years that already one can see—particularly in the centre—the nucleus of a fine modern city. Prices proved to be a great barrier (a glass of beer, when you could get it, cost 3s. 6d.) and there was little in the way of souvenirs that could be bought. However, numerous coach trips were arranged to the country, and many of us were royally entertained by the officers and men at the isolated American base at Keflavik, 35 miles from Reykjavik. We also fielded a scratch athletic team for an invitation match with a Reykjavik club, only to find that there were several members of the Icelandic national side competing.

On leaving Iceland it was decided that we should reach our next port of call, Trondheim, via the Arctic Circle and so we sailed round the north coast of Iceland and thus qualified for "Bluenose" certificates. On the morning when we crossed the circle, Queen Aurora Borealis (becomingly looking like a cross between Nell Gwynn and the witch in "Snow White and the Seven Dwarfs") held court for an hour. She was escorted by a band of itinerant musicians playing skiffle, and a guard of honour led by a polo-capped Marine officer com-

plete with riding boots, crop and skis.

Trondheim, where we arrived on June 17 and stayed until June 21 proved to have a more beautiful setting than Reykjavik. It was a pleasant change to see heavily wooded slopes and gaily coloured houses standing out against bright green turf. The hospitality was particularly kind and many trips into the country were arranged for the ship's company and men under training. Prices, too, were nowhere near as high as those in Iceland, and the number of "rabbits" acquired was correspondingly increased. In the Wardroom, at any rate, there are sufficient gaily-decorated sweaters and caps to keep a ski-team clothed for many seasons. Another "good buy" were slippers made out of reindeer skins, and there will be many pairs of those in Guzz this winter.

Hamburg, our last port of call before taking part in Exercise "Fairwind II," was—well—just Hamburg. Happily, pay day came round at the right time and the Hamburgians stood up bravely to the third assault in three years of 1,000 Ocean sailors. If anything, there was even greater hospitality this year than in 1955 and 1956. Apart from the obvious attractions of the Reeperbahn (not such a bad place as the Sunday rags like to pretend), there were many coach trips, harbour tours, brewery runs and sports fixtures arranged every day. Cinemas gave us free tickets, there was the opera and German Derby week to attend, while the weather after the first two days was glorious.

Yet it was with a sense of relief that we put to sea for Exercise "Fairwind II" towards the end of a most interesting cruise. With Scotland and Penance still to come, seven days of Hamburg—after Reykjavik and Trondheim—are enough for any man!

# H.M.S. Undaunted

KNOWING WE would be in the Clyde area for the summer months, we embarked one of the ten-man tents from Portland and two small two-man bivouacs. We were thus able to land at Campbeltown fourteen fresh air fiends for a week-end under canvas.

The Friday was a perfect day, the forecast was good, we expected a perfect week-end. The big ten-man tent was quickly booked up by the Engineering Mechanics—perhaps they were sensitive to the jibes about white skins! The small tents went to the Electrical and Miscellaneous Divisions. Everything was kept as simple as possible. A menu of mainly cold meals was produced by the S.P.O.(V), and haversacks, billycans and water bottles were wheeled out of the Gunner. The mechanics took along an entrenching tool too.

### Wet Week-end

All set off after dinner on Saturday in brilliant sunshine but to our great

surprise, the Met. men had done it again. The lovely sunny week-end degenerated on Saturday evening to a heavy thunderstorm followed by light rain throughout Sunday.

One party in a bivouac, striking off over the hills toward the Mull of Kintyre put about 10 miles between themselves and the ship until it came on to rain at 2230. However they got to a farmhouse and spent a very comfortable night on bales of fresh hay, having first been fed by a most hospitable farmer's wife.

The others stayed out under their tents and managed to keep dry. The Engineering Mechanics, of course, had no trouble in lighting their fire, they stripped off the wet outside of the wood they gathered and found it dry beneath. The other party took some dry wood with them.

On Sunday night to the surprise of everyone on board they returned full of smiles having enjoyed themselves very much. Clearly their clothes were wet but their spirit undaunted.

# Special Order of the Day

COMMANDER-IN-CHIEF, PORTSMOUTH'S COMMENDATION

ON JUNE 20, 1957, H.M.S. Starling was carrying out a major Damage Control Exercise and was in Damage Control State 1A. Engine Room Artificer Galletly was on duty in number one boiler room which, at the time of the incident was lit by emergency lanterns only.

Without prior warning, a silvo flex sprayer hose burst, gushing oil fuel at 230 degrees Fahrenheit at a pressure of 100 pounds per square inch into the boiler room and on to the front of the boiler.

Engine Room Artificer Galletly, with great presence of mind, jumped through the jet of hot oil fuel and

shut off the master control sprayer valve, burning his hand while so doing.

Engine Room Artificer Galletly had been, till that day, only seven weeks at sea and was under training.

I consider that he showed coolness and initiative of a very high order and complete disregard for his personal safety. Engine Room Artificer Galletly undoubtedly prevented an outbreak of fire in the boiler room, with its possible consequences of injury to personnel and serious damage to the ship. I have commended him for his prompt and gallant action.

# Classified Advertisements

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# Sports Page

## PLYMOUTH ATHLETICS

INTEREST AND achievement in athletics can regrettably be described as moderate only during the early part of the season. The hard core of enthusiasts who were prepared to train and to take the sport seriously was small. The training establishments of course kept the flag flying with their regular athletics fixtures, but the activities of the R.N.A.C. (West) which should have attracted the cream of athletes in the Port and should have catered for the masses, were few. This is despite first-class training facilities and the very hard and conscientious work of the trainer, P.O. Cooper.

### Athletics

A most encouraging later feature was the vast hoard of competitors which attended at the Brickfields on July 2 for the heats of the Command Athletics Championships. The finals on the following day provided good entertainment in which B.R.N.C. Dartmouth took full honours by winning the Challenge Trophy with a total of 93 points, I.T.C.R.M., Lympstone, being a good second. This meeting enabled Plymouth to field our strongest team for the past number of seasons, at the Royal Navy Championships on July 10. We had the satisfaction of being a close third with a higher points score than in previous years. If our competitors were disappointed with their efforts the bumper tea laid on afterwards I am sure gave some small reward.

### Swimming

A very real effort to encourage the sport of swimming has been made by the committee of the newly formed Command Swimming Club, under the chairmanship of Capt. J. R. Gower, D.S.C., of H.M.S. Diana. Every effort has been made to entice swimmers to the club's training periods. Response has been slow but a nucleus of competent swimmers and water-polo players has been built up. Fixtures have been arranged against the leading Devon and Cornwall swimming clubs and results have been highly encouraging.

A most zealous member of the committee has been Surg./Cdr. Sylvester, who has proved a most valuable talent scout and who has played in goal for the Command water-polo team in the majority of its fixtures.

A considerable number of entries were received for the Command swimming championships which were held on June 18. A most commendable performance was that of R.P.O. Summers, of H.M.S. Raleigh, who won the 880 yards free style race very comfortably in a time of 11 minutes 12.25 seconds. This has yet to be ratified as a new Royal Navy record. The Inter-Establishment Cup was won rather easily by Britannia Royal Naval College, whose prowess in the sporting world is naturally on the increase as the average age of officers under training rises.

A very successful United Services water-polo league has been completed

and it was a surprise and a pleasure to see this won by H.M.S. Eagle, who thus ended R.N. Barrack's run of successes in this annual event. A friendly match between these two top teams was played on July 15, the result of which again emphasised Eagle's superiority. After the game the league medals and trophy were presented by Commodore C. E. Keys.

Final and particular thanks are due to R.P.O. Summers and to P.O. Jones who have conscientiously and most capably coached the members of the Command Swimming Club.

### United Services Cricket Club, Devonport

For this 1957 season the Devonport Services fixture list has been reduced to thirty matches, all except four of which are home games played on the very attractive and good Mount Wise ground. The condition of this ground and wicket reflects great credit upon Mr. Jack Sissons, who for over thirty years has been the club's professional, groundsman and umpire.

The amenities of the Officers' Club are made available to all who play cricket for the United Services, and already this season sixty-six different players have represented the United Services, being made up from the Navy 38, Royal Marines 11, Army 12, R.A.F. 3, Dockyard Civilians 2, and of these players 43 have been officers and 23 ratings and other ranks.

The use of so many players for only twenty-one matches makes it well nigh impossible to produce team cohesion, but the policy of the club is to make cricket of this class and in these conditions available to as many good cricketers as possible, whilst at the same time producing a team which is well balanced and of the necessary standard.

The results so far this season would seem to justify this policy, as with a very strong fixture list, the matches played so far show 8 won, 6 lost, 6 drawn, and for the Services one century has been scored, being 137 by L.A.C. Stevens, and twelve different batsmen in addition have scored more than fifty runs in an innings, some more than once, whilst against the U.S. two centuries and seven scores of over fifty have been recorded.

The most successful bowlers have been O.A. Healey, Surg./Lieut. Gaunt, Lieut.-Colonel Baily, F./Lieut. Brad-dock, Lieut. Higgs, Craftsman Shaw and Pte. Bailey.

Amongst the players are those who have represented the Navy, R.A.F. or Devon, namely, Lieut.-Cdr. Vaughan, Lieut. Stearns, Surg./Lieut. Gaunt, 2/Lieut. Clarke, O.A. Healey, N.S.U.Y. Massey, F./Lieut. Lanning.

In matches the highest United Services score has been 320 for five and the lowest 88 all out, and against 204 the highest and 80 the lowest.

Many spectators enjoyed these games and ground collections average almost £2 per match.

## SAILING

SEE HEXE took part in the Royal Ocean Sailing Club's Southsea to Cherbourg (via Varn Light) race, which started on June 21. She finished seventh out of ten in Class II, but was a little consoled by being the first of the pre-war-built boats. She also started on the Cowes to Dinard race on July 18 but had to retire early due to trouble with her reefing gear.

Sea Swallow took part in Clyde Week and was sailed in every race for which she was eligible by officers, ratings and W.R.N.S. of R.N. Air Stations, Lossiemouth and Abbotsinch. She gained few places but her handicap appears to have stiffened considerably after her successes there last year.

### On the Clyde

The 100 square metre Wal arrived on the Clyde during the middle of the week. She did not race but carried out some very enjoyable cruising and training.

Nine "pusser's" dinghies were present on Holy Loch and were raced by the Scottish Naval air stations. Accommodation for their crews was provided on board the M.F.V.s from Abbotsinch and Lossiemouth. The weather was almost perfect through-

out the week, the only complaint being of insufficient wind.

### Ready for Cowes

Sea Swallow is now on passage from the Clyde to the Solent where she will be prepared for Cowes Week. See Hexe will also race at Cowes in the interval between the Channel and Fastnet races.

The Home Air Command's effort in the Inter-Command Dinghy Championship at Rosyth was a considerably improved one this year. The team was placed third as compared with very badly last in 1956.

The Home Air Command Sailing Association entered a crew for the Association of Service Yacht Clubs inter-club championship held at Seaview in Mermaids on Saturday, July 13, 1957. Twenty sailing associations were represented and the H.A.C.S.A. boat finished second in its eliminating round. In the final, after being recalled at the start, the H.A.C.S.A. boat finished sixth.

Sub-Lieut. Copeland, R.N. Air Station, Lossiemouth, was included in the Royal Navy team which won the inter-Services team racing championship, also held at Seaview in Mermaids, on Sunday, July 14.

## HOME AIR COMMAND SPORT

### Athletics: Command Championships

THE HOME Air Command Athletic Championships were held at the Sports Centre, Southampton, on Wednesday, July 3. Although the weather of the previous night had been wet and thundery, the sun shone in the humid air on the day of the championships. Once again the pole vault was held at H.M.S. Daedalus in the forenoon, and with considerably better weather than last year, the height reached by the winner, N.A. Peckham (Anthorn), was 10 feet compared with 8 feet 6 inches in 1956.

As usual the facilities provided at the Sports Centre were excellent, and the night's rain had not visibly affected the state of the track. This year some good performances were recorded and two new Royal Naval records set up. In the 440 yards, L.R.E.M. Boyes (Daedalus) ran a very good race to beat the 18-year-old record of Sub-Lieut. Wake by 0.8 seconds. This was Boyes' second best time ever, following a personal record of 49.9 seconds in the Counties Athletic Union championships at the White City on June 10.

### New Record

R.E.L. Moorhead's time of 4 minutes 18.3 seconds in the mile bettered P.O. Sharp's 1953 record by 0.5 seconds. Moorhead's achievement was remarkable in that he had little opposition and led from the start.

In the W.R.N.S. events, the prizes were shared by a small group, so small that a team of only nine was selected for the Inter-Command championships to provide two competitors in six events and a 4 x 110 yards relay. No records were broken, but in all events except the high jump, performances were better than in the H.A.C. meeting in 1956. The Command's most notable gain since last year has been the change of Wren Beard from Portsmouth to Air. It was no surprise that she won both the 100 and 220 yard races.

The most encouraging side of the meeting was the considerable improvement of many athletes on last season's performances, and the number of new names in the programme. Among the former, besides Boyes and Moorhead, N.A. Lawrence (Abbotsinch) achieved a personal best of 5 feet 9 inches in the high jump, earning him an R.N. standard medal. E.M.A. Jones (Ariel) ran the 880 yards in 2 minutes 0.8 seconds, also gaining a standard medal. In this race, the runner-up, L.R.E.M. Macdonald, recorded his best-ever time of 2 minutes 2.1 seconds.

### Sprint Races

In the sprint races, N.A. Hamilton (Lossiemouth) ran well to win the 100 yards and L.R.E.M. Gilholme took the 220 yards title. In both these races, A.A.4 Hyde (Abbotsinch), was second. Hyde has been having a very good season in the West of Scotland, and during the season has had his handicap moved back from five yards to three yards. In the Royal Navy in Scotland championships, he beat Hamilton in the time of 10.1 seconds for the 100 and 23.4 for the furlong.

The throwing events were dominated by the Royal Navy record holders, A.A.2 Valentine (Ford) winning the hammer, and P.O. Trickett, also of Ford, won the javelin. Valentine also won the putting-the-weight.

A.A.4 Ellis (Abbotsinch) won the hop, step and jump, but the distance was two feet short of the Royal Naval record and was not as good as his performance in the West of Scotland championships.

The hammer and 3,000 metres steeplechase were held on Thursday, July 4 at H.M.S. Collingwood, and despite heavy rain, L./Air Stewart (Eglington) had a good run in the steeplechase.

On the whole, the winners and runners-up were much more evenly matched in performance than last year, and it was hoped that this strengthening of the second string would enable the Home Air Command to win the Inter-Command Cup for the first time, but Portsmouth again proved the stronger and Air Command, although leading in points just before the end, were eventually returned in second place.

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