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# Navy News

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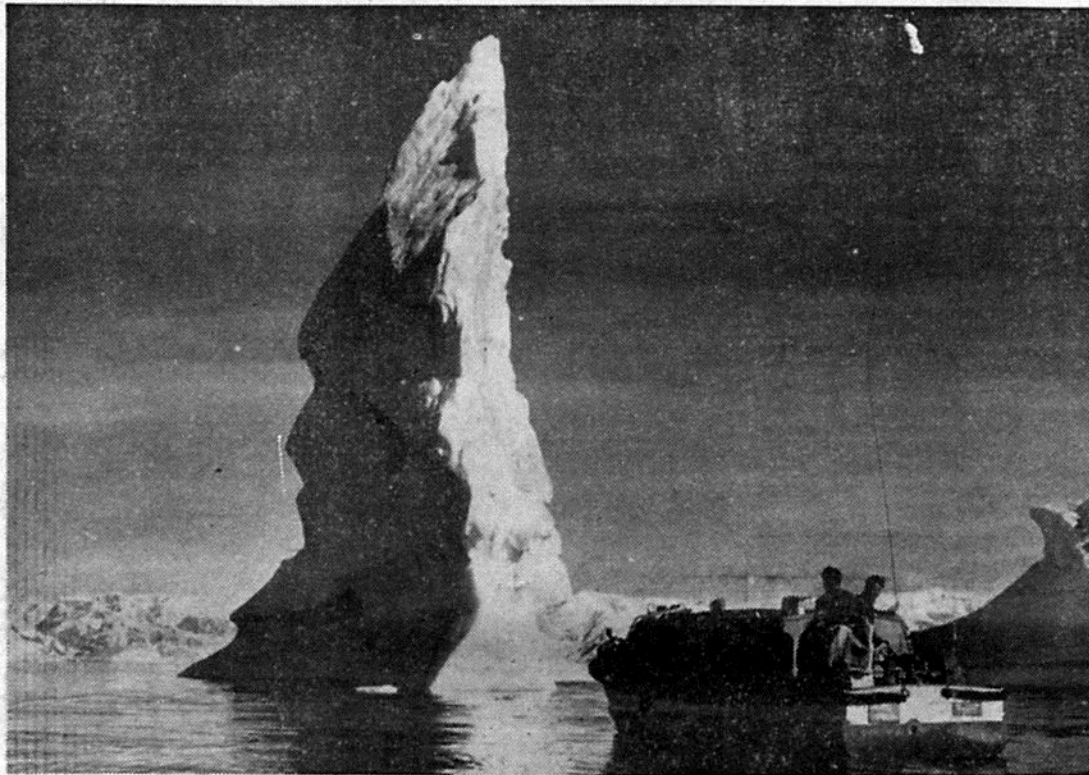
No. 37 JUNE, 1957

Published first Thursday of the month

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## SURVEY OFF GRAHAMLAND

### Valuable Hydrographic Survey from Port Lockroy



The survey party's launch with a pinnacle iceberg in the background

ONE OF the tasks carried out by the Protector was to land, on November 11, 1956, a party of an officer and six ratings to conduct a hydrographic survey from Port Lockroy westwards towards the little known and badly charted Bismarck Strait. The accurate delineation of this passage would ensure a safe channel for ships coming in towards the Grahamland peninsula from the Bellinghausen Sea, and also aid navigation along the coast from Port Lockroy towards other bases established farther southwards.

Before this major work was begun a large scale survey of the outer harbour to Port Lockroy revealed an extensive submarine ridge lying down the centre of the deep Neumayer channel which offered a possible anchorage for larger ships unable to anchor inside the small inner harbour.

#### Christmas Break

The Naval party spent Christmas with the staff of the permanent base at Port Lockroy, where they were

visited by H.R.H. The Prince Philip, Duke of Edinburgh on January 2.

The survey was carried forward to the south coast of Anvers Island, using a survey motor-boat and a glass fibre boat, where contact was made with land surveyors working with dog sledge teams.

The successful completion of this survey of over 500 square miles involved steaming 2,400 miles by motor-boat and climbing Antarctic mountains of 4,000 ft. Temperature varied between 38° and -8° F.

Valuable additions and amendments to charts and geological maps had been plotted when, on March 15, the Protector embarked its Naval party for the homeward journey.

The Survey Officer in charge of the party was Lieut. C. J. C. Wynne-Edwards, R.N. (North Hayling Island, Hants). The Surveying Recorders were L./Sea. A. J. Milnes (Hove, Sussex), and A.B. J. Walsham (Swindon, Wilts). A.B. E. Savage (Ashford, Surrey) was General Seaman Assistant, assisted by Ord. Sea. D. J. Dickinson (Hoole, Chester) and Eng. Mech. 1st Class F. Lynch (Edinburgh) was Boat's Engineer

## 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. Tiptoe**, June 30, at Devonport, for 3rd Submarine Squadron, Rothsay.  
**H.M.S. Turpin**, August 15, at Portsmouth, for 3rd Submarine Squadron Rothsay.  
**H.M.S. Sea Scout**, August 30, at Portsmouth, for 2nd Submarine Squadron, Home Fleet.  
**H.M.S. Acheron**, November 15, at Birkenhead, for 5th Submarine Squadron, Portsmouth.  
**H.M.S. Alaric**, June 3, at Devonport, for the 5th Submarine Squadron, Portsmouth.  
**H.M.S. Tactician**, June 17, at Chatham, for service in the 5th Submarine Squadron, Portsmouth.  
**H.M.S. Tiptoe**, July 15, at Devonport, for the 3rd Submarine Squadron, Rothsay.  
**H.M.S. Sea Scout**, August 30, at Portsmouth, for the 5th Submarine Squadron, Portsmouth.  
**H.M.S. Turpin**, September 9, at Portsmouth, for the 2nd Submarine Squadron, Home Fleet.

#### GENERAL

**H.M.S. Opossum**, June, Foreign Service, Far East.  
**H.M.S. Owen**, July, at Chatham, General Service Commission (Surveying Ship).  
**H.M.S. Cavalier**, July, at Southampton, Foreign Service, Far East.  
**H.M.S. Troubridge**, July, at Portsmouth, General Service Commission, Home/West Indies.  
**H.M.S. Loch Fyne**, July, at Devonport, General Service Commission, Home/West Indies.  
**H.M.S. Alert**, July, Foreign Service, Far East.  
**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.

(Continued on page 5)

## Gallantry Awards

### MINE RENDERED SAFE IN LONDON DOCKS

THE FOLLOWING awards for gallantry and skill in rendering safe a German mine under water and in darkness in the West India Dock, London, on January 26, 1957, have been announced in the *London Gazette*.

O.B.E. (Military Division)  
 Lieut.-Cdr. L. G. Gutteridge, R.N., (retired).  
 M.B.E. (Military Division)  
 Lieut.-Cdr. M. Terrell, R.N.  
 Lieut. C. W. Heatley, R.N.  
 B.E.M. (Military Division)  
 Petty Officer P. J. C. Cobby.  
 Able Seaman E. S. Harris.  
 Leading Seaman P. H. Alderton.

Lieut.-Cdr. Leslie Gordon Gutteridge, R.N., of Funtington, Sussex, was in command of a party of divers who rendered safe a very dangerous type of German mine in 26 feet of water in London Docks on January 26, 1957. The work was carried out by touch only and in complete darkness. He carried out three dives, including the first and last dive, and commenced the stripping of the mine. It was largely through his sound judgment and good leadership that the operation was successfully completed.

Lieut.-Cdr. Mark Terrell, R.N., of Wimbledon, London, assisted in rendering safe the mine. He carried out two prolonged dives and commenced the stripping of the firing mechanism.

Lieut. Charles William Heatley, R.N., of the Royal Naval Barracks, Chatham, correctly diagnosed the type of mine and assisted in disarming it. He carried out two dives, one of them prolonged.

Petty Officer Peter J. C. Cobby, of Brighton, Able Seaman Eric Sydney Harris, of Craggan, Londonderry, and Leading Seaman Peter Hann Alderton,

of County Durham, assisted in rendering the mine safe.

The German G-mine was known from examination and description to weigh about one ton, was about 16 years old and was filled with 1,600 lb. of hexanite high explosive, and it was also suspected to be magnetic and that it would be fitted with an impact bomb fuse. The unit would have a hydrostatic switch capable of firing the mine if the depth of water was reduced to less than approximately 20 feet of water; it would also have two photoelectric cell "booby traps" designed to fire the mine if the unit cover was removed in daylight, and although the sensitive magnetic unit in the tail dome had been damaged, other parts of the unit were probably still operative.

#### Rendered Safe

In view of the risk involved in towing the mine 28 miles to the nearest suitable place for demolition, it was decided to render it safe *in situ*. The mine body was subsequently removed on a lorry to Shoeburyness, where it was exploded on February 6.

This was the first time that a mine of this type had been rendered safe under water and in complete darkness. The team took turns in diving and dismantling the mine, working for prolonged periods entirely by touch. It took them seven and a half hours to complete their task.

The mine had to be treated as though it were both magnetic and acoustic, and the condition of the explosive and components was very much an unknown factor; there was also danger from the crystallisation and exudation of hexanite. The operation demanded from the team a high degree of courage and complete disregard for their own safety.

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# Navy News

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## EDITORIAL

WE are grateful to the Naval photographers who contributed the magnificent pictures we publish on page 8. Exclusive to NAVY NEWS, they portray many facets of the Royal visit to the Home Fleet.

The "H" bomb explosions at Christmas Island have been given world-wide publicity, and of their success there can be no question, but much of the credit must go to the Navy which made these experiments possible.

It is with great regret that we said "Good-bye" to Admiral of the Fleet Sir George Creasy. As President of the Board of NAVY NEWS he took a personal interest in its expansion to cover the Navy, but above all he will be remembered for his concern for the men of the Navy and their welfare. We wish him and Lady Creasy a long and happy retirement.

The Portsmouth Command is fortunate in having as their new Commander-in-Chief Admiral Sir Guy Grantham, who has endeared himself to them as the Commander-in-Chief of the Mediterranean Fleet.

Of special interest to Wrens is our series "Out of Uniform." This was started originally as a feature fashion display, but with the interest shown in the handicraft sections of the various Commands, it was felt that photographs of Wrens in creations of their own design would stimulate more interest. All members of the Wrens are invited to contribute to this series, full details of which will be found on page 4.

With this issue, NAVY NEWS enters on its fourth year of publication. They have been years of progress and expansion, and we are grateful to all contributors and advertisers for their unflinching support.

# THE ROYAL TOURNAMENT, 1957

## Old Favourites, New Features

THE 67TH ROYAL TOURNAMENT, WHICH H.M. THE QUEEN AND H.R.H. THE DUKE OF EDINBURGH WILL BE ATTENDING THIS YEAR, WILL BE HELD AT EARL'S COURT FROM JUNE 5 TO 22, 1957.

In addition to the time-honoured old favourites, such as the Naval field gun competition, the musical ride by the Household Cavalry (returning to the tournament after a year's absence) and the musical drive by the King's Troop, R.H.A., there will be new attractions.

These include a pageant of Naval gunnery staged by H.M.S. Excellent; a dramatised episode by the Royal Air Force, "Malta, George Cross;" and a display emphasising the versa-

tility of the R.A.F. regiment. The Rhine staff band of the Royal Tank Regiment will be making their first appearance, and the massed bands of the Royal Marines and the jeep assembly display are returning to the programme this year.

There are two new displays from overseas, which will add that touch of originality and spectacle for which the tournament is famous: the drums, pipes and bugles of the North Irish Brigade and the tribal display and drill by the King's African Rifles.

## Fleet Air Arm Field Gun Crew satisfied with progress

LIFE HAS been full of infinite variety for this year's Fleet Air Arm field gun crew, what with the glamour of a visit from their mascots, the Windmill Girls and the excitement of a trip to Paris to participate in the France-British Military Festival.

Earlier this month B.B.C. TV visited Lee-on-Solent to make a film of the crew in training, and at the time of going to press, this should be just about due for broadcast. The first crew under their trainer P.O. J. McW. Scott put up a creditable performance for the B.B.C. producing a time of 3 min. 35 sec.

Public performances are now being given each Tuesday evening at 1900 up till May 28, and at the first of these on May 14 "A" crew produced the best time to date of 3 min. 26.4 sec. Both Argus Gate, Chark Lane and Queens Gate, Milvil Road are open half an hour before the run starts, so come along and watch the Fleet Air Arm crew in action. All are welcome and admission is free.

### Good Progress

The Field Gun Officer, Lieut. D. C. Springall, R.N., is well pleased with the progress both crews have made

## Portsmouth Field Gun Crew's Record-Breaking Spell

THE PAST month has witnessed a fortnight's really record-breaking spell, resulting in a 3 min. 17 sec. run for the benefit of the visiting field gun officers from Chatham and Devonport. Since then minor injuries and bad weather have kept our times up in the 3.30s, but now with only a week's training left the graph is curving satisfactorily downwards again.

For entertainment we welcomed the Air Command crew to a sporting afternoon at Whale Island with tug-of-war, greasy pole and other harmless—though wetting—games. We have also been busy going to and fro between Whaley and barracks, twice for public runs and once for ceremonial divisions. On the latter occa-

sion we fired an ear-shattering farewell salute to the retiring Commander-in-Chief at the end of Divisions. It is much to the credit of the Guard and Band that they stood fast in the face of such thunderous gun fire!

We have paraded once at Divisions at Whale Island when the Commodore came to inspect the Parade, and we have also given the new Commander-in-Chief a display of our skill, this time on the track. Other visitors have included Admiral Sullivan and Brigadier Maxwell—the latter representing the Royal Tournament Committee.

We all hope to see—and hear—plenty of you at Earl's Court, supporting your crew and, incidentally, benefiting Naval charities by purchasing your tickets!

## Plymouth's Field Gun 'At Home'

"GO AND ask the young lady if I can have another cup of tea," said the elderly lady who was sitting on the Commodore's saluting platform. Her grandson had a way with him, because when I passed by a second time three empties sat next to Gran. And she said she didn't think she'd have another cake, thank you all the same.

It's the ship's company's social event of the year, is the Field Gun At Home. This year—on May 21—over two thousand guests attended in glorious weather that caused our Chief Buffer to roam far and wide; a smile on his face and pride in his bearing—as if the setting for the event and the beauty of the afternoon were things of his own creation, officially requested for and duly granted.

### Down to Business

Over on the field gun track, the Blue Jacket Band was informing us that June was busting out all over—which prompted one gunner to ask the trainer where June was standing. And then down to business. The field

gun officer described the nature and history of the event, and told us we would now witness a run in slow time. I feel he was pulling our legs because, apart from the necessary pauses in the demonstration drill, "B" team rushed their gun from end to end of the track, just as if they were beating Pompey as usual.

Then there followed a full-scale run by "A" team, making their first public appearance. I am quite sure they can leave for Earl's Court in good heart. After all, 3 min. 19 sec. in a training run is pretty good going.

### Displays

A series of displays then took place on the parade ground. The R.N.B. Boys' Brigade opened the show, and then gave place to the Wrens who provided us with a colourful few minutes of Indian club swinging—but with semaphore flags instead of the more usual clubs. The P.T.s. followed with a most effective gymnastic display, and barely had they cleared the arena when we were treated to the

(Continued in Column 4)

## THE NAVY'S PART IN BRITISH NUCLEAR TESTS

Ships of the Royal Fleet Auxiliary Service which formed part of the Fleet Train of the British Pacific Fleet during the war against Japan have been performing a similar support task during Operation Grapple (the British nuclear tests in the Christmas Island area).

These ships have been responsible for supplying food, water and fuel and many other requirements for the maintenance of the Grapple force in the area during the months of preparation and during the present trials period.

They include vessels of the Fort class. First to arrive was the Fort Beauharnois, which acted as logistic support and temporary headquarters ship during the early build-up. The Fort Constantine and the Fort Rosalie soon followed.

Also supplying the Grapple force have been tankers of the Royal Fleet Auxiliary: Wave Prince, Wave Sovereign, Wave Ruler and Wave Victor, each capable of carrying a large cargo of oil, and the smaller tanker Gold Ranger.

Apart from the R.F.As., two White Ensign ships, H.M.S. Salvictor, a salvage vessel, and H.M.S. Messina, an L.S.T., have been engaged for many months.

Early in March, the Naval element of the task force was completed by the arrival of the aircraft carrier Warrior, the L.S.T. Narvik and two Royal New Zealand Navy frigates, the Pukaki and the Rotoiti. The Warrior has been acting as operational control ship in the target area, and wears the broad pennant of Commodore R. B. N. Hicks, D.S.O., R.N., Commodore Grapple Squadron. The Warrior's duties have also included that of a weather reporting ship, an air-sea rescue base, and an aircraft tracking centre. She was specially modified and equipped for Operation Grapple.

The two New Zealand frigates, Pukaki and Rotoiti, are figuring in a meteorological reporting network. They are ex-Loch class ships of the Royal Navy, sold to New Zealand in 1948.

The Royal Marines are also taking part in Operation Grapple and have a detachment in the area of two officers and 53 other ranks, assembled and trained at the Amphibious Warfare School, Poole, Dorset.

The Naval task has called for the services of more than 2,000 men in the ships engaged, a larger number than that required of the other Services.



### Envy

On the occasion of the visit of the Windmill Girls Pathe Pictorial filmed a Technicolor newsreel sequence which has already been shown in London and all the larger towns and cities throughout the country. The photograph shows two of the girls daring a trip across the chasm on the traveller. This was C.P.O. Proctor's and "B" crew's day since they were used for most of the publicity shots while "A" crew, green with envy, continued their gruelling training!

since their jaunt to Paris. Running times are falling steadily, and clean and penalty free drill is now the order of the day. The men are all exceedingly fit thanks to training methods of P.T.I. P.O. Hanley from N.A.S. Stretton and all that remains is to sustain our efforts throughout the competition at Earl's Court in order to keep the three trophies here at Lee.

We shall do our best at Earl's Court, and we hope that our supporters will do likewise by making sure that we hear that they are there.

(Continued from Column 3)

sight of a sailor and Wren "honey-mooning" in a prefab in the middle of the parade. It must have been a sizzling affair because suddenly the building burst into flames. But help was on hand. Careering down the two roads leading to the parade came the City of Plymouth Fire Brigade, bells clanging and engines roaring. Not much was left of the passionate prefab—and we regret to report that the faithless Wren eloped with a fireman!

Right on top of this episode we heard terror-stricken cries from somewhere high above us. This was a dockyard matie, trapped 80 feet up the mast. Across the parade charged the escape apparatus, its slender ladder shooting upwards. A most dramatic rescue.

### Combined Bands

Lastly came the combined Blue Jacket and Royal Marine Bands. Repetition can never dull the clash of the march, nor that of "Sunset" where bugles ride challengingly, then fade again to the beauty of the Evening Hymn. It was a very fitting end to a summer evening.

What else happened during the month? There was Yana who took time off from TV to spend a Saturday morning with the field gun crew. There was the Amazing Fogel, in R.N.B.'s Drake Theatre, who caught a live bullet in his teeth.

And there was the mobilisation exercise in which a matelot entered his home address as 10 Downing Street, and his civilian occupation as Prime Minister. E.B.

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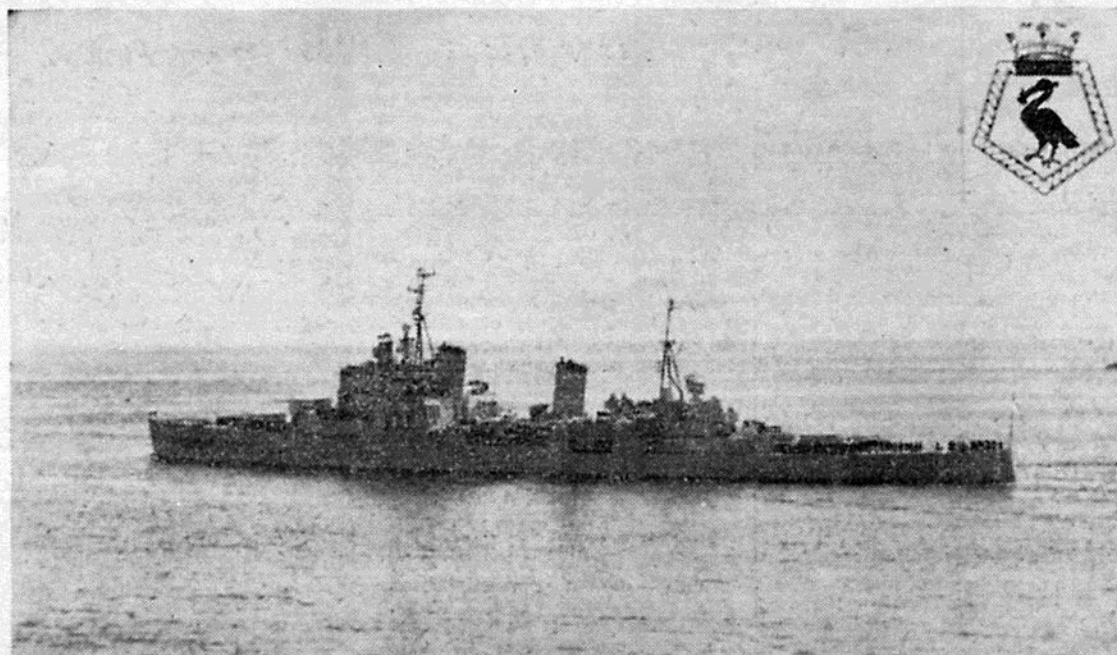
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# SHIPS OF THE ROYAL NAVY

## No. 21. H.M.S. LIVERPOOL



**BADGE:** A cormorant black, beaked and legged red, holding in its beak a branch of seaweed called lavergreen, on a silver field.

**MOTTO:** Deus nobis haec otia fecit (God gave us this ease).

The badge is derived from the arms of the city of Liverpool.

The present Liverpool, sixth of that name, was completed by Fairfield in

1938, and on January 21, 1940, she intercepted Japanese liner Asama Maru 35 miles from the coast of Japan and removed 21 German officers and men who were survivors from the German SS. Columbus. She was then with the 7th Cruiser Squadron based at Alexandria escorting reinforcements from Alexandria to Malta. On October 14 whilst covering a Fleet Air Arm attack on Leros she was torpedoed by enemy

aircraft south-east of Crete and was taken in tow by H.M.S. Orion to Alexandria. She then went to San Francisco for permanent repairs, and later was covering Arctic convoys. Once again she was torpedoed, this time by Italian aircraft whilst escorting a convoy from the Clyde to Malta, and she was towed to Gibraltar by H.M.S. Antelope. In 1946 she returned to service, but is now in reserve at Portsmouth.

## MOTORING NOTES

### INSURANCE

NOW THAT petrol is free from rationing and its price has almost reverted to that in force before the Suez crisis, a steady increase in the volume of traffic on the roads is a foregone conclusion. It is inevitable that there will also be an accompanying increase in the number of accidents, a fact which the insurance companies are anticipating by increasing their premiums.

#### Insurance Premiums

It has already been widely publicised that all motor insurance premiums are to be increased as from July 1. Unfortunately this increase is quite justified and some of you are in for a nasty shock when you receive your next renewal notice or take out a new policy. For those about to buy a vehicle I strongly advise you to check on the insurance premium under the new rates before making your purchase. The actual increase will be about one-third, although I have heard it quoted that a learner on a 500 c.c. motor-cycle may have to pay as much as £35 premium for a comprehensive policy.

It is no good calling down the wrath of the gods on the insurance people. The hard facts are that nearly all of them have had very heavy losses on their motor business and this experience has forced them to increase their rates. The cure lies upon our own shoulders to drive more reasonably and safely.

It is a morbid thought but some of you, particularly motor-cyclists, are going to be involved in accidents this summer and some will not live to tell the tale. Names of victims will not be published in these notes but you will be able to read about them almost any day in the local papers. You might think about this because

Naval personnel figure all too frequently in the accident columns.

#### Highways and By-ways

British motorists, on the average, are quite sheeplike in their habits and stick to the main roads, which we all know are not designed to carry the volume of traffic now using them. It is really surprising how drivers stick bumper to bumper, crawling along for miles on end in a haze of exhaust fumes, when a little forethought and judicious map reading will give them a much more enjoyable run through lanes which are usually free of traffic.

May I suggest that a few shillings invested in good maps and a little careful planning beforehand is well worthwhile. The only occasional difficulty I have ever experienced is when trying to filter to the right when coming out on to a main road. Even this can often be avoided by planning one's route to give a left turn on to main roads as it is easier to filter into the traffic stream.

#### Roadworthiness

Some of you may not be aware that it is now an offence to sell or use a vehicle which has any defect in the steering, brakes, lighting, tyres, etc. Judging by the state of a car recently brought into my workshops by a young sub-lieutenant for an accident

(Continued in column 3)

## In Memoriam

Ronald Atkinson Hurst, Able Seaman, No. P/JX.90572, H.M.S. Victory. Died April 18, 1957.

Paul Walter Hughes, Junior Electrical Mechanic 2nd Class, No. D/M.961740, H.M.S. Pembroke. Died April 25, 1957.

Walter Jarvie, Able Seaman, No. D/JX.851404, H.M.S. Comet. Died April 29, 1957.

Brian Hancock, Leading Steward, No. P/LX.924559, H.M.S. Hornet. Died April 30, 1957.

Arnold James Jenkins, Steward, No. P/LX.904625, H.M.S. Hornet. Died April 30, 1957.

William Thomas Kelly, Petty Officer Cook (O). No. D/MX.535322, H.M.S. Cambridge. Died May 2, 1957.

Leslie Richard Hills, C.P.O. Airman, L/FX.79408, H.M.S. Heron. Died May 11, 1957.

Ian Innes, Engineering Mechanic 1st Class, No. P/KX.894729, H.M.S. Martinet. Died May 11, 1957.

Wilfred Ronald Hewitt, Chief Engine Room Artificer, No. P/MX.53114, H.M.S. Newfoundland. Died May 15, 1957.

Charles Henry Sturme, Ordinary Seaman, No. C/J.938446, H.M.S. Pelican. Died May 19, 1957.

William Millen, Supply C.P.O. (V), No. P/MX.54643, H.M.S. Ceylon. Died May 19, 1957.

John William Thomas Atkins, C.P.O. Writer, No. P/MX.71079, H.M.S. Victory. Died May 21, 1957.

Arthur Owen Hughes, Sick Berth Attendant, No. D/MX.876941, H.M.S. Blackcap. Died May 25, 1957.

Terence John Fleming, Writer, No. P/M.953588, H.M.S. Victory. Died May 29, 1957.

Lieut. W. G. Harrison, R.N., R.N. Air Station Lossiemouth. Died May 30, 1957.

Leonard Trowman, Naval Airman, L/FX.882060, R.N. Air Station, Lee-on-Solent. Died June 3, 1957.

(Continued from column 2)

repair, this fact is still not widely known. In this particular case the insurance company's engineer condemned the steering and brakes and the policy was immediately cancelled until a £35 overhaul had been carried out. Fortunately for the owner, the police had not checked the car or he would have been liable for a fine as well.

A. E. Marsh.

## Permanent Squadron System

### Introduction in the Fleet Air Arm

ALTHOUGH IT has been in existence for only two years experience has shown the necessity for revising the Air Group Cycle in order to achieve a higher rate of availability for front line squadrons. The revised scheme is known as the Permanent Squadron System.

In future the front line will consist of a fixed number of squadrons which will remain permanently in commission. Squadrons will be allocated to carriers on a roster basis for each role, to ensure as far as practicable equality of sea and shore service, and when allocated to a carrier will normally remain in her throughout a commission.

#### Period of Service

The period of service for ratings including rating aircrew in a front line squadron will normally average eighteen months, and personnel will be relieved half at a time, one half shortly after the squadron has been disembarked from a carrier, and the other half about a year later, half-way through the squadron's next embarked period. Extensions of drafts beyond eighteen months will be confined to occasions when urgent operational requirements have to be met, or other exceptional circumstances. On such

occasions drafts of up to 24 months may be necessary. The maximum practical notice of extended front line squadron drafts will be reckoned as overseas service in the same way as a General Service Commission.

The present system whereby front line squadrons are allocated to parent Naval Air Stations in the Home Air Command will continue. Arrangements will be made to ensure that the families of personnel who are drafted to a front line squadron embarked or overseas may move into a married quarter at their squadron's parent Naval Air Station as soon as a vacancy occurs, becoming eligible from the date of joining the squadron.

Regrettably the transition period from the existing air group cycle to the new system is bound to involve some disturbance to ratings. This will be kept to a minimum and ratings will be informed in advance about their length of draft and approximate dates of relief.

## SAFETY EQUIPMENT AND SURVIVAL IN THE FLEET AIR ARM

### Royal Naval Safety Equipment and Survival Training School and Royal Naval Air Medical School

THE EVOLUTION of the aircraft is followed with interest by the public and special interest is aroused by exceptional feats of aviation. Quite rightly, amazement is expressed when more and more thousands of pounds of thrust are developed, enabling more fantastic shapes to be propelled through the sky at ever increasing speeds and altitudes.

"How can a man stand it?" is a comment during conversations on this topic, or "What happens if something goes wrong?"

So far as the Navy is concerned, some of the answers to these questions can be found at Seaford Park, part of H.M.S. Daedalus, where the Royal Naval Safety Equipment and Survival Training School and the Royal Naval Air Medical School attempt to cope with both existing and future problems.

Modern service flying necessarily entails entering regions which are outside man's normal environment and to counteract injurious effects it is necessary to provide aviators with protective equipment. This equipment may include clothing of weird designs, pressurisation systems or mechanical contrivances designed to increase comfort and efficiency.

The Safety Equipment and Survival Training School and Air Medical School not only instruct the users of the equipment but also ensure that its maintenance is in the hands of qualified men, and trials and development of future devices are constantly watched.

Occasionally, however, things do go wrong, and provision of escape facilities must be made. With the advent of high speed aircraft, it became necessary to provide an ejection seat, and it is now possible for the pilot to abandon his machine merely by pulling a handle. Furthermore, he is automatically lowered to the ground by parachute and fed with oxygen during the descent without further action. If he lands in the sea, he can use his inflatable dinghy whilst awaiting rescue.

Sometimes, especially in time of war, the aircrew may find themselves stranded in unfamiliar territory, ranging from Polar to Tropical regions. Fighting efficiency can be improved by training the airman to fend for himself in these circumstances. Officers of the Safety Equipment and Survival Training School have had practical experience of living and surviving in climatic extremes and so can pass on instruction. Lectures, films, and demonstrations of improvising the necessities of life precede a course of one week devoted to practical survival in the woods and plains across the South of England, where the survivors practice compass marching, shelter building and concealment, whilst living on short rations. During the march, which covers a distance of some 60 miles, the importance of physical fitness and initiative becomes evident, and besides familiarising aircrew with their survival equipment—and, often to their surprise, their own capabilities—prepares them for some future emergency.

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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 and Scorpion may be obtained (without coupons), price 6d. each, including postage.

# WOMEN'S PAGE

## W.R.N.S. NOTES

### PLYMOUTH COMMAND

H.M.S. RALEIGH, together with H.M.S. Fisguard, won the Plymouth Command section of the R.N. Drama Festival. The plays presented for adjudication were, "The Rehearsal" and Act V of "Midsummer Night's Dream." The latter play, dressed in modern uniform had a delightful ballet of Wrens dressed in tropical rig and was under the direction of P.O. Wren Chapple. L./Wren Lane, also in tropical rig sang the part of Titania.

Our congratulations are due to L./Wren Lane and Wren Brooks who came first and second in the W.R.N.S. Individual Fencing Championships held in R.N. Barracks, Portsmouth, on April 24, 1957. Because of these results Plymouth Command won the Inter-Command Fencing Shield.

### PORTSMOUTH COMMAND

#### Shakespeare Play

"A Midsummer Night's Dream" An open air performance of "A Midsummer's Night's Dream" is being given in the garden of the Wardroom, Royal Naval Barracks, Portsmouth, on Midsummer Night, Monday June 24, 1957, starting at 9 p.m.

Naval and W.R.N.S. personnel from H.M.S. Victory, H.M.S. Vernon and the Royal Marines Barracks, Eastney, are taking part, and tickets and further details can be obtained from any W.R.N.S. officer in the Portsmouth Command.

In the event of rain the performance will take place in the Victory Theatre, Royal Naval Barracks, Portsmouth.

#### Farewell to Admiral of the Fleet Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O.

We are all very sorry to say "Good-bye" to Admiral of the Fleet Sir George Creasy, who has always shown such kindness and interest towards all W.R.N.S. matters during his time as Commander-in-Chief, Portsmouth. We thank him and Lady Creasy especially for their interest and help towards the W.R.N.S. Benevolent Trust, and wish them every happiness for the future.

#### SPORTS NEWS

##### Inter-Command and Inter-Service Fencing Championships

Phase III (Inter-Command) of the R.N. Women's Fencing was held in the Royal Naval Barracks, Portsmouth, on April 24, 1957, by kind permission of Commodore J. Y. Thompson. The individual R.N. Women's Championship was won this year by L./Wren R. Lane of H.M.S. Raleigh, with Wren S. M. Brooks second (H.M.S. Raleigh), and Third Officer R. Joll (H.M.S. Seahawk), third. The Inter-Command Shield, through the efforts of L./Wren Lane and Wren Brooks, was awarded

to the Plymouth Command this year with 11 points, the Nore Command coming second with six, and Air Command third with four.

In the Inter-Service Fencing at the R.A.F., Halton, the Army (Women) defeated the R.N. (Women) by 12 wins to nine, the R.A.F. (Women taking third place with six wins. Third Officer Joll, W.R.N.S., Wren Brooks and L./Wren Lane represented the Royal Navy.

### THE ROYAL SOCIETY OF ST. GEORGE

ON SATURDAY, April 27, 1957, a contingent of 12 W.R.N.S. ratings, under the command of Second Officer S. M. Audrey, W.R.N.S., from the Pay and Records Office, Royal Marines, Chatham, attended the annual national service of the Royal Society of St. George, held in St. Martin-in-the-Fields, and took part afterwards in the parade, held on Trafalgar Square, which was inspected and addressed by Admiral of the Fleet Sir Arthur Power.

When the service started at 6.15 p.m. the church was very full and an impressive sight with all the different standards and uniforms. There were members of the Legion of Frontiersman, looking like Canadian Mounties; Chelsea Pensioners; St. John Ambulance Brigade; W.R.N.V.R.; Girl Guides and detachments of the Sea Cadet Corps and the Army Cadet Force. The sermon was given by the Bishop of Kensington, The Rt. Rev. Cyril Eastaugh, M.C., M.A.

After the service all the contingents, watched by crowds of Saturday night sightseers, fell in facing Nelson's Column.

#### Inspection

The inspection and speech was filmed by Gaumont British News and the camera man, perched up on a platform, caused much amusement to spectators and parade alike when, before the inspection started, he tripped over his tripod and knocked over his camera, tripod and all. Then, having picked up the debris, he leapt around making tic-tac signs to his co-cameraman who was placed in another strategic position across the square. However, the film could not have been damaged as the following week the newsreel was issued and, happily, it included the part where the W.R.N.S., looking very smart, was being inspected by the Admiral.

After the inspection the Admiral gave a stirring speech on the virtues of patience and tolerance and the dangers of indolence and legarthy. Warmed by his fervour on a somewhat chilly evening, for it was nearly 8 p.m. by then, he brought alive to young and old alike the true meaning behind the symbol of St. George and the Dragon.

## OUT OF UNIFORM

### Make It Yourself

MORE MODELS are required for this new "Out of Uniform" series, which is open to all W.R.N.S. personnel. The clothes may be modelled either by the Wren who made them, or by a friend. It may be possible at some establishments for the unit photographer to take the photographs required. In case of difficulty, arrangements can be made by the Staff or Command W.R.N.S. Education Officer of each Command.

The following conditions should be observed.

1. Prints should be whole plate (8 in. by 6 in.), preferably glossy.
2. Prints should be accompanied by all relevant details of materials, cost, and novel features, name and rank/rating of maker and/or model and establishment.
3. All photographs, notes and enquiries should be sent to the appropriate Command W.R.N.S. Education Officer.

\* \* \*

Petty Officer Wren Elizabeth Dickinson, H.M.S. Victory. Grey lace/pink taffeta cocktail dress. 3 yd. grey lace, 2½ yd. pink taffeta. Butterick pattern. (Cost 66s. 1d. including cotton, zip and pattern.)



## Hardship Test

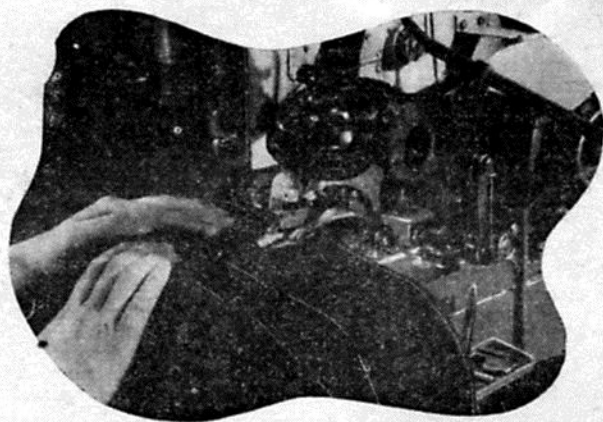
### THE WEAKER SEX

FAR REMOVED from our grandmother's day, is the modern young woman. The 1857 young miss would have fainted at the antics of the 1957 Wren officers, on their five-day hardship test.

Wren Officers N. Allen and C. Gordon tramped from Stonehenge to Lepe, on a diet of mangle wurzels, boiled stinging-nettles and dandelions, with a special treat of cooked pigeon on their last day. Their "boudoir" was a parachute draped over bracken.

The girls, from the Navy's Survival Training School, Lee-on-Solent, planned to escape from "enemy territory" by launch, attracting the crew's attention by striking matches, or by swimming, if necessary.

## Sartorial Saga



### MODERN MACHINERY

Buttonholes must be strong and supple to stand tremendous wear, and this operator is ensuring that her work, in keeping with the remainder of the garment, will be a credit to the wearer

Good Clothes are made by

## FLEMINGS of PORTSMOUTH

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## MARRIED QUARTERS

### Choice of Accommodation

WE HAVE at last reached the position not only of having occupied a total of 1,500 permanent quarters and Admiralty hirings (this number includes those for both officers and ratings), but of being able to offer prospective rating tenants the choice of accommodation either at Stamshaw, Paulsgrove or on two estates at Rowner. In fact so many house and flats are being completed at the same time that it is quite impossible to furnish them quickly enough to keep pace with the rate of completion. In spite of this more encouraging state of affairs it is still necessary for individuals, when authorised to do so, to find new places suitable to be taken on as Admiralty hirings, in order to reduce the length of the rosters.

#### Top of the Roster

There appears to be a general impression, however, that in order to obtain assistance with the rent, all that is necessary is for a rating to find suitable accommodation and to report the fact, regardless of his position on the roster, and whether or not he has been authorised to have an Admiralty hiring. It should, therefore, be noted that while there is no objection to finding and occupying suitable accommodation in a private capacity, the house or flat will only be hired by the Admiralty when the rating concerned reaches the top of the roster and is authorised by the Staff Married Quarters Officer to have an Admiralty hiring.

In connection with the roster, little heed seems to have been paid by those most interested to keep the Staff Married Quarters Officer informed of their new addresses when they are drafted from the ship or establishment in which they made their original application, as suggested in last month's issue of NAVY NEWS; they therefore only have themselves to blame for the delay involved while an authorisation for a married quarter follows them around.

The waiting periods on the roster from the date of application are now approximately two months for chief petty officers, five months for petty officers and five and a half months for leading rates and below. These periods are less than they were six months ago but are still much too long, and every effort is being made to reduce them further.

## Book Review

*Long Distance Swimming.* Cdr. Gerald Forsberg. (Routledge and Kegan Paul. 18s.)

Swimmers in general and Royal Naval swimmers in particular, will be most interested in the book "Long Distance Swimming," by Cdr. Gerald Forsberg, master mariner and life member of the Channel Swimming Association, Vice-Captain of the Otter Swimming Club and an active member of the Royal Naval Amateur Swimming Association.

In this book the author has succeeded in presenting a remarkable combination of the essential details which are required for present-day standards of competitive swimming, together with many personal and interesting experiences met with throughout a number of years in the world of swimming.

Although the accent is on salt water long distance swimming, all aspects of this popular sport are described, from the new entries' swimming test to the famous and exciting Cross-Channel race.

Those of us who on numerous occasions have missed the last Gosport ferry would be well advised to read the chapter on local swimming conditions before deciding to take the plunge and swim home.

The Ryde-Southsea marathon is explained in some detail, and the author recalled with some amusement the occasion when the event was won by a competitor from London. When called upon to give a speech at the reception which followed, the winner was most emphatic in his refusal. The headlines of the evening paper supplied the clue—"Londoner wins Swim, but loses Dentures on Way."

Keen swimmers will welcome the wealth of information contained in the book, which should prove an essential and useful addition to any library.

P.O. K. OGDEN,  
R.N. & A.S.A. Coach.

## NEW LOOK IN MAKE-UP

### Hints from Max Factor

WE THINK it's high time to have a "Ladies Only" chat—so gather round Friendly Wives, Wrens and Nursing Sisters. Here's the New Look in make-up for summer, and these hints are really good because they come straight from Max Factor, the famous Hollywood make-up adviser.

To look cool is the thing to aim for—a high noon glisten is definitely out! And in our picture is model Patti Morgan showing you how to go about it.

Patti is using Creme Puff in one of the three new shades of tan. Apply it over a dark foundation. Not only does this keep you looking fresh and sparkling (even at the hottest time of the day), but protects your skin from the burning rays of the sun and allows you to tan slowly—with no tears.

#### Show Your Tan

To show up your tan is Max Factor's special Hi-Fi lipstick, which you can buy in six enchanting new shades: "Sorrento" . . . a romantic cool pink; "Teasing Pink" . . . delightfully vivid; "Bewitching Coral" . . . just that!; "Tropicana" . . . a shimmering rose; "Red Contrast" . . . brilliant and glowing; "Frosted Orange" . . . sunkissed with the sparkle of ice.

You see, sailors are not the only one to use abbreviated words—the



ladies are now equipped to counter-attack with Hi-Fi . . . and with such disarming weapons—how could you lose!

Incidentally, if you think it's a good idea to have a "Ladies Only" column in NAVY NEWS regularly, where we can let you know about the latest things in the shops, the best "buys" in fashion, beauty and home hints and maybe help with your problems—perhaps you'd drop a line to: Woman's Editor, NAVY NEWS, R.N. Barracks, Portsmouth.

# FRIENDLY WIVES

## VERNON

THE H.M.S. Vernon branch held their monthly General Meeting on Wednesday, May 1, at 2.15 p.m. in the Cinema, H.M.S. Vernon. Mrs. E. A. Blundell presided and, in the absence of the Rev. C. Prior, read the prayers.

The keynote of the afternoon was hats! Mr. R. J. Cooper of the well-known local millinery firm, "Dorothy Cooper," gave an introductory talk with illustrations of the types of hats suitable to different faces and this was followed by a display of the latest fashions, some coming direct from France and Switzerland. The presentation was extremely well done, with each model apparently enclosed in a picture frame and the beautiful models were local girls trained at Mrs. Spillman's Mannequin Academy, Clarendon Road, Southsea. Mr. Brian Bulpitt gave an interesting talk on gloves which the models displayed as accessories to the hats. Mrs. Bird proposed a vote of thanks to Mr. Cooper and Mr. Bulpitt and during tea members were able to try on the hats and avail themselves of expert knowledge on the subject.

### Raffle

Raffle tickets for nylon stockings and talcum powder were sold by Mrs. Brewer and won by Mrs. Piddington and Miss Feeney. Wren Cooke very kindly looked after members' children for which we are very grateful.

We were very pleased to have Mrs. Winter, hon. secretary for the Portsmouth Area with us on this occasion. It is with regret that we lose two committee members, Mrs. Williamson-Jones, who has been a most popular vice-chairman and Mrs. Loftus, who has been a very loyal and willing committee member. We hope to see both of them at the general meetings whenever possible.

### Future Events

The Annual Garden Party will be held on Wednesday, July 10, on the Wardroom Lawn, H.M.S. Vernon, at 2.15 p.m. In the event of bad weather it will be held in the cinema. As last year, members may invite two adult guests and their children.

Sewing meetings will be held on Wednesdays June 12 and 26, in the

Wardroom Annexe. Mrs. Walmsley will welcome any new members to these.

## GOSPORT

OUR APRIL social afternoon was a great success and we were very pleased to see and welcome so many members of the Portsmouth branches. The May meeting brought us once again Mrs. Bradshaw-Bond and her drama group, who amused us all very much with small stage sketches, the "wedding march" at the end was a very hilarious finish to a very pleasant afternoon. Also at this meeting Mrs. Thomas, our hon. secretary, was very sorry to say our summer outing has been cancelled owing to lack of response from members. We were asked if an outing later in the year with a trip to London to see a show would appeal to our members and this will be discussed again at our June meeting. June, of course, is our election month of the new committee when other members can put their names forward if they wish to serve on it. After the election of committee there will be competitions which I am sure all members will enjoy.

## HAVANT

AN ENTHUSIASTIC group of members assembled at St. Faith's Hall on Tuesday, May 21.

After the hymn and opening prayer, led by the chairman, Mrs. Chavasse, the members' children were taken for a romp in the sunshine by a member of Emsworth Cradle Club.

Two welcome visitors were then introduced—Mrs. Begg, who is our new vice-president for Portsmouth Area, and Mrs. Winter, area secretary.

In a few words of thanks Mrs. Begg stated how pleased she was to revisit Portsmouth, and meet old and new friends, and she quickly made us feel that our club would find a place in her keen interest.

Mrs. Winter was most helpful in explaining the routine of the election, which will be held in July. Also we were told of forthcoming events in the general programme of Friendly Wives in every local branch. Mrs. Chavasse read the proposed programme up to and including July, 1958.

## Cooking Demonstration

We then settled down to listen and watch an enthralling and expert demonstration of cooking by the representative of the Southern Electricity Board, Miss McDonnell. Using an up-to-the-minute cooker, mixer and set of pans, in a very short time she had the mouths of her audience literally watering, while she grilled pork chops and boiled cauliflower and potatoes on one hot plate only. At the same time a Victoria sponge sandwich, which was later filled, iced and decorated, was cooked in the oven. Tea was served by Mrs. Hutchings, Mrs. Jones and helpers, and the complete meal and sponge sandwich were drawn for by Mrs. Begg and Mrs. Winter.

These were won by Mrs. Battison and Mrs. Chavasse respectively.

A token of appreciation in the form of early summer flowers was presented to Miss MacDonnell, and all agreed it was a most enjoyable afternoon.

Raffle prizes were given by Mrs. Leary and Mrs. Fenwhich, and won by Mrs. Hawkins and Mrs. Stratton.

## SHEERNESS

MEMBERS OF the Sheerness R.N.F.U.S.W. saw two coloured films given by British Overseas Airways Corporation on March 21, at a meeting held at Dockyard House. The first showed holidaymakers on the beautiful island of Jamaica, and the second about places of historical interest in England. Capt. F. R. Main and Mrs. Main then entertained the members to tea.

On April 4 a representative from Yardley, the renowned cosmetics firm gave a demonstration and talk on skin care, beauty treatment and make-up. Mrs. Porter acted as a model.

Mrs. Blanchford, vice-president, opened the last meeting of the Sheerness branch, when a beetle drive was organized for the members.

## SOUTHSEA

AT OUR meeting on April 8, the Southsea branch had a bring and buy stall, and as a result we were able to send a cheque for ten guineas to Bowlands R.N. and R.M. Maternity Home. Members were most interested in the short talk about Bowlands given by Mrs. Clover.

We were delighted that Lady Creasy found time to come to this meeting and very informally say goodbye to so many members. So informal was her visit, that we were not able to thank her for the lovely silver bell which she has given us.

Two raffles were held, the prizes being an Easter egg and a doll. The doll was most exquisitely dressed by Sister of Bowlands Maternity Home.

## Interesting Talks

On April 15 the Rev. C. H. Grant, R.N., very kindly opened our meeting. Mrs. Begg, the vice-president of Portsmouth R.N.F.U.S.W., having been introduced by Mrs. Thompson, said she hoped to get to know as many members as possible during her next two years here.

Mrs. Orchard, central council secretary, then gave a very interesting and amusing account of the investiture of the M.B.E. at Buckingham Palace.

Unfortunately Mrs. Thistleton-Smith was unable to come and talk to us and we were most grateful to Chief Officer I. Cooke, W.R.N.S., who gave us such an amusing and informative talk on the W.R.N.S.

A cake given by Mrs. Thompson was raffled and the winning ticket was picked out by Mrs. Brooke. Mrs. Daw, who has sold thousands of raffle tickets over the years, was herself the lucky winner.

Our annual garden party will be held on June 17 in the Wardroom Gardens, Royal Naval Barracks, at 3 p.m.

## PLYMOUTH AREA

STOKE AND Keyham Branch meets on the first, second and third Tuesdays of the month (except during August) at the Royal Naval Association Hall, Granby Barracks, Devonport.

Saltash Branch meets on the second Wednesday of the month at the Church Rooms, Saltash.

Peverell Branch meets on the second Thursday of the month at St. Gabriel's Hall, Peverell Park Road, Plymouth.

Torpoint Branch meets in the Guest room, H.M.S. Raleigh on the second and fourth Thursdays of each month.

The Sewing Party meets at Admiralty House, Devonport on the fourth Tuesday of the month.

All these branches would be very pleased to welcome any Naval wives at their meetings, all of which are at 2.30 p.m.

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

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

## Leave in Southern Ireland

I WOULD like to send my summer leave with friends in Southern Ireland. Is it possible for me to use my travel warrant to cover the whole journey, including the cross-channel trip? Are there any more formalities than for a journey in U.K.?

The issue of free leave warrants for travel to the Irish Republic is restricted to personnel who live, or whose next of kin are resident, in Southern Ireland. Free leave travel may be granted to Northern Ireland under normal regulations.

## Advancement to Leading Seaman

I WOULD like to know what is the normal wait on the roster for leading seaman (Chatham), and does a National Service man get paid for having passed for leading seaman but not reached the top of the roster?

Prior to the advent of centralised drafting the time for advancement to leading seaman of the Chatham division was approximately nine months. This period may have been increased now. If you have 18 months' service in, you come under normal continuous service rules and are entitled to extra pay for which a necessary qualification is the passing for leading seaman.

## Loans from the Royal Naval Benevolent Trust

IS THE Royal Naval Benevolent Trust willing to grant loans to ex-serving members of the Royal Navy?

The Charter of the Royal Naval Benevolent Trust does not allow the granting of loans, but grants in aid are made in deserving cases subject to consideration and approval by the committee. Such grants may be made to serving or ex-serving members of the Royal Navy.

## Royal Fleet Reserve Pay, Enrolment and Discharge

I WOULD be indebted to you for answers to my queries regarding the Royal Fleet Reserve—

- (1) I believe it was announced by Admiralty Fleet Order at the April pay rise that reserve pay was to be reviewed. Is this correct, and has it been reviewed?
  - (2) The reserves have recently been cut by many thousands. Is it known on what basis the remainder will be? (i.e. just recently demobbed men, or just P.O.s., etc.)
- (1) The Admiralty Fleet Order announcing the 1956 Pay Code made no mention of a review of Reserve Pay. The rates of peace retainer have been stabilised now for some years, and remain at—
- |   |     |     |         |
|---|-----|-----|---------|
| Chief Petty Officers and Petty Officers | ... | ... | 1s. 6d. |
| Leading Rates                           | ... | ... | 1s. 3d. |
| Able Rates                              | ... | ... | 1s. 0d. |

## NORTH END

THE MEETING was held at the Fisher Hall, Whale Island, on Tuesday, May 7. Mrs. Doig was in the chair. The programme which had been planned was unavoidably cancelled, but through the kindness of Capt. Casement, Cdr. Davidson (Supply Officer) and his staff, members were shown over the new galley and cafeteria. It was a most interesting visit and was much appreciated.

Second Officer Scott, W.R.N.S., then gave a very interesting talk on her job at the end of the war, when she was an instructor in handcrafts in the W.R.N.S. She spoke of the wonderfully intricate work done by some of the men in H.M. ships in Scotland before they were demobilised.

Next month, on June 4, there is to be a display of hats by Dorothy Cooper, and a bring and buy sale to provide funds for the branch to buy materials to be made up for the Services' Stall at the Red Cross Sale in the autumn. Members are asked to make a special effort to come and to bring as many friends as possible.

New members are always welcome, and should come to the monthly meeting on the first Tuesday of every month (except August) at 2.15 p.m., in the Fisher Hall, Whale Island. Mothers with small children can bring them and the meetings usually end about 4 p.m.

Please remember the bring and buy sale on June 4. Bring and buy as much as you can!

(2) The position regarding enrolment and discharge is as follows:

- All "seven and five" men of whatever category and rate will continue to be enrolled in the Royal Fleet Reserve on completion of their active service engagement. There are certain exceptions to this rule, the most important of which are men who, on completion of their active service, decide to:
- (a) join the Police Force.
  - (b) join the Fire Service.
  - (c) join the Merchant Navy.
  - (d) emigrate.

The average period of time to be spent in the Royal Fleet Reserve will in future be about eight months. This will vary in the different non-substantive rates. In categories where there is a shortage the turnover will be slow and the time spent in the Royal Fleet Reserve will be correspondingly longer. In other categories where the turnover is regular and quick, time in the Royal Fleet Reserve will be shorter. It is unlikely to be more than two years in any category.

Some enquiries have been received from men who, having signed on for "seven and five," do not see why they should be discharged from the Royal Fleet Reserve before they have completed their full 12 years. The answer to this is that all engagements include the clause "provided my services be so long required." The Admiralty is therefore fully entitled to end the engagement whenever circumstances make it necessary.

Should you require any further information regarding the Royal Fleet Reserve, I suggest you write direct to the Registrar,

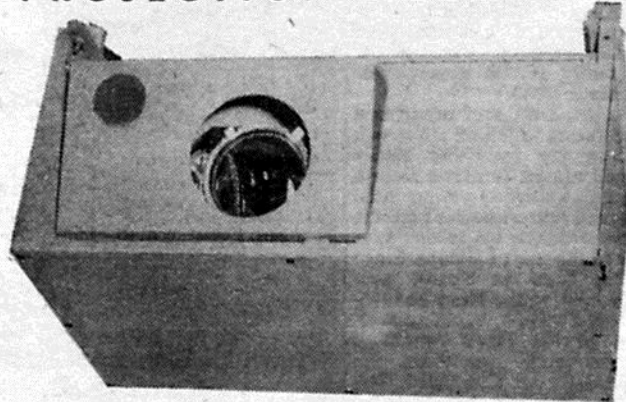
Royal Fleet Reserve,  
R.N. Barracks,  
Portsmouth.

## DRAFTING FORECAST

(Continued from page 1)

- 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.

# NERA FILM QUALITY PROJECTION TELEVISION



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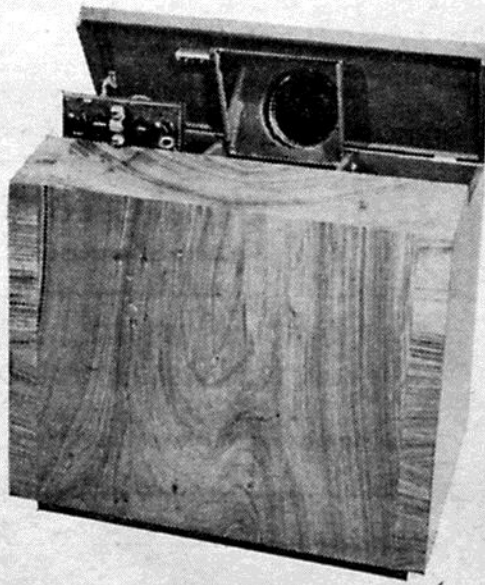
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# Importance of Advancement Course

## Advice to Naval Air Mechanics

THERE IS a lack of appreciation by some Naval air mechanics of the importance of the advancement course for leading air mechanics, and of the regulations concerning advancement. Recently a considerable number of ratings have failed the course. Of those who have passed, some feel they have had a raw deal when Forms B13 have been issued authorising advancement of ratings who have been junior to them.

No doubt the prospect of another spell of training does not appeal to you at all. The more junior Naval air mechanics may think the course is a long way off. In fact the whole process towards your advancement starts only too soon, and it is up to you to know the current regulations.

### Qualifications

Briefly, you require the following qualifications before you go on the roster for advancement to acting leading air mechanic:—

- (1) Passed E.T.1 or E.T.F.A.A.R.
- (2) Passed airmanship.
- (3) Recommended by your Commanding Officer as being considered capable in all respects of passing the Trade Course for L.A.M. You are eligible to be considered for this after 18 months N.A.M.1.
- (4) Have two years seniority as N.A.M.1.

As soon as possible after you are on the roster for acting leading air mechanic you will be sent here to take the trade course for L.A.M.(A) or L.A.M.(E). Those who have failed this course have found it to be an expensive business. In the case of an A./L.A.M., failure entails reversion to N.A.M., for at least a year from date of failure; for a N.A.M., it means being taken off the advancement roster for the same period. The net result is about the same in each case and is a loss of at least one year's seniority as A./L.A.M., with the subsequent delay in becoming qualified for P.O. air fitter.

The course here is not a difficult one—it is not easy either. Provided you listen attentively, and ask about anything you don't understand, you will almost certainly pass. You wouldn't have been recommended at all if the odds were against you passing.

### The Course

The course lasts 13 weeks and is split up as follows:—

- 1st week: Parade training, weapon firing, and P. & R.T.
- 2nd and 3rd weeks: Basic instruction in stores procedure, forms, aircraft documents, inspection cycles, etc.
- 4th, 5th and 6th weeks: Sea Hawk airframe or Nene engine dependent on trade.
- 7th, 8th and 9th weeks: Gannet airframe or Double Mamba engine.
- 10th, 11th and 12th weeks: Practical work on aircraft.
- 13th week: Final N.A.M.E.B. examination.

Instruction is carried out in heated hangars which are sub-divided into classrooms; sectioned engines and airframes, films, film strips and diagrams are extensively employed.

### Special Emphasis

From our experience the following points require emphasis:—

- (a) Pass your E.T.1 and airmanship examinations as early as possible.
- (b) In the qualifications for leading rate, mention was made of the recommendation for trade course. Air mechanics become eligible for consideration for this after 18 months as N.A.M.1. This does not mean that with over 18 months seniority you are entitled to be recommended, but it is important that you are considered at that time. You should request, in the normal way, for the recommendation as soon as you feel you are up to the standard required. This is not when you feel you might as well have a "bash" at it. You will not, or should not, be recommended until you have a reasonable chance of passing—the Navy cannot afford

(Continued in column 3)

## Naval Divers on German Sailing Ship

THE GERMAN training ship Pami, 2,500 tons net, a four-masted barque, sailed from Hamburg on Wednesday, May 29, bound for Dartmouth.

Embarked as passengers were one officer and three ratings, of the party of ten from H.M.D.T. Clearwater, the Naval diving tender which, between February 15 and 19, 1955, cleared an obstruction from the propeller of the Pami's auxiliary engine whilst she was lying off Spithead. Lieutenant A. Checksfield, R.N., who serves in H.M.S. Vernon, the parent establishment of the Clearwater, was also included in the party.

The five-day operation involved the use of underwater oxy-hydrogen torches and was carried out in icy waters under very difficult conditions.

The appreciation of Pami's commander, Capt. Hermann Eggers, led to an invitation being extended to the party from H.M.S. Vernon.

Sub-Lieut. (SD) F. Walker, R.N., then Commissioned Bosun in command of H.M.D.T. Clearwater, with the other three members of his crew still serving accepted the invitation of the Pami/Passat Association and the German Ministry of Transport to fly to Hamburg on May 28, and to sail on the following day for England in the Pami, where they arrived on the 30th.

Sub-Lieut. Walker is now serving in H.M.S. Kingfisher, the submarine target ship at Sheerness. Others in the party are A.B. D. P. Lockwood, L./Sea. D. L. Thomas of H.M.S. Vernon, and L./Eng. Mech. A. F. Gough of H.M.S. Vigo, the gunnery training ship at Portsmouth.

### Read . . .

#### NEPTUNE'S COLUMN on page 7

(Continued from column 2)

to take a man away from his job for about four months if it is unlikely to benefit by it, and it would be no fun for you either. If your request is not granted at first, you at least know that you have been considered. This date of recommendation is important as it largely decides your position on the roster when you are otherwise qualified. When you are recommended you should see a copy of the form of recommendation (S.442) when it has been completed. If you are not recommended at the proper time because of an oversight, the recommendation cannot be antedated later, so make sure it really has gone in.

### A Report

(c) Quite a lot of ratings who are on the advancement roster assume that all they have to do is to soldier on and eventually they will come to the top. In fact, twice a year in May and November, a report is made on every man on every advancement roster. Form S.507 is used for this and the following entries can be made, showing their effects:—

- (1) *Not recommended.* Entails your name being removed from the roster until again recommended.
- (2) *Recommended (in Black).* Means that your relative place on the roster is endorsed.
- (3) *Recommended (in Red).* Means that you advance by a total of two, three or four months on the roster depending on whether it is your first, second, third or subsequent such recommendation.
- (d) The rules for getting on to the P.O. Fitters roster are similar to those for the L.A.M., except that the trade course recommendation may be made after 12 months as Acting L.A.M. Again it is most important that you sight the S.442, and note the actual date of recommendation.

(e) It is most essential that all of you concern yourselves with your own prospects. Your Divisional Officer will help, but if you know when your badge and other qualifications are due, you can assist him as well as yourselves by requesting at the right time.

# TRAMPS ABROAD

George R. Deakins



\*MS. QUEEN CHARLOTTE. MODEL. WHALE ISLAND.

HOW many of our readers have stood by the Main Notice Boards at Whale Island awaiting the "Fall-in" bugle and the resultant stampede to the quarter-deck, studded boots sliding and thundering on the well-worn paving stones.

And how many of us have realised that towering above during the waiting is the figurehead of Earl Howe's famous flagship H.M.S. Queen Charlotte, set in the brickwork of Anson Block. That same figurehead broke the line in one of the first actions of the "Glorious First of June" 1794 and 22 years later shook to the heavy broadsides during the bombardment of Algiers as Lord Exmouth's flagship.

Earl Howe, the C. in C. of the British Fleet during the "Glorious First of June" actions, was beloved by the sailors and known because of his swarthy complexion as "Black Dick." Although Howe was nearly 70 and had been trained in the old school he displayed an originality not usual with veterans and not excelled by any of his successors in the war, not even by Nelson, since they had his example to follow and were served by more highly trained squadrons than his.

It was Howe as Captain of the Magnanimi of 64 guns, who led Hawke's fleet at Quiberon in November, 1759, and it was Howe, after a lifetime of service in Naval and Governmental

affairs, who was called up to pacify the Spithead mutineers in 1797.

The Battle of the Glorious First of June arose out of an attempt by the British to intercept, and by the French to protect, a large consignment of corn, which the latter, faced by famine as a result of the bad harvest of 1793, had purchased in America, the convoy consisted of 100 ships.

The action commenced on May 28, 1794 with the making unfit for action of the rear French ship, the enormous *Revolutionnaire*. Several actions followed culminating on the June 1 when Admiral Villaret-Joyeuse, the French C. in C., succeeded in withdrawing. Six French ships of the Line were captured and one was destroyed, but the convoy escaped.

The great British public, however, depressed at the lack of success attending the war on land, were disposed to forgive the oversight in the jubilation at obtaining a first-class victory at sea.

One hundred and sixty years ago, half a century before Whale Island attracted the attention of the gunnery experts, the battle of "The Glorious First of June" was fought and it is fitting that a model of Earl Howe's Flagship, H.M.S. Charlotte, should stand at the Island end of the footbridge as a reminder to all of the glory of that epic age.

## Sportsman of the Month

JOHN ("FLAPPER") HUGHES joined the Navy in 1945, but prior to this had represented his school at soccer and swimming, winning the Cheshire County Junior Breaststroke Championship in 1943.

That he carried on and progressed in these two sports to telling effect will be seen from the following highly creditable and almost fantastic record.

Probably best known as a water polo player he gained representative honours as a goalkeeper during his second year in the Navy at the age of sixteen. Since then he has been an almost ever present, representing the Navy in 1946-47-49-50-52-53-54-55-56, being appointed captain of the Navy swimming team for the latter two years. He also represented the Combined Services and the Scottish and Midland Counties in 1950.

Starting his soccer career at full back, he deputised for an injured goalkeeper during a station match and has remained there ever since, and such was his progress that he was first called to represent the Navy in 1949. Further honours followed in 1950-51-52-53-54. He received a "cap" for representing Cumberland in 1954 and a badge,



silver and bronze medals for Hampshire. Played for Leytonstone and Bromley 1951-52, and Portsmouth Reserves during the 1953-54 season. Although out of representative matches in recent years he still turns in a first-class performance between the posts, and there appears to be no reason why he should not be able to continue to be a great asset to the Navy in both sports for a long time to come.

## Order or Renewal Form

(Delete as appropriate)

'NAVY NEWS' OFFICE, ROYAL NAVAL BARRACKS, PORTSMOUTH

Please post a copy of each issue of "Navy News" to

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I enclose herewith money order/postal order/cheque value 6/- being a subscription for 12 issues, including postage.

Commence.....(Month)  
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### HOW DO YOU DO IT?

Quite simple—all you have to do to save a bit from your pay is to open a POST OFFICE SAVINGS BANK ACCOUNT by signing an Allotment to savings from your pay (Admiralty Allotment Series).

Then you will have money to call upon

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Your pay office will advise you or you may write direct to

The Secretary, H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7

# NEPTUNE'S SCRAPBOOK



**ACCORDING TO the First Sea Lord**, Admiral of the Fleet Earl Mountbatten, the future composition of the Fleet east of Suez was likely to be a task force based on an aircraft carrier and combining the present Far East and East Indies Stations. It is expected that the force will work from Singapore.

The Admiralty has ordered that work on certain houses and flats being built at Gillingham and Chatham for officers' and ratings' married quarters is to cease. The Commander-in-Chief, The Nore said that the reason for the order was a measure of prudence and that as far as he knew no conclusions should be drawn from it.

Sir Christopher Hinton, managing director of the Atomic Energy Authority's industrial group has stated that Britain's first atomic submarine engine is to be built at Dounreay. Construction workers have already made a start on preparing the necessary ground for plant foundations and buildings for the Admiralty.

A transatlantic yacht race from Newport, Rhode Island to Santander will start on June 16. There are eight entries but none from Great Britain.

The America's Cup rules have been altered and it is expected that races for the cup, held by America since the first race in 1851, will take place in 1958.

A bottle, thrown into the sea off Massachusetts on April 25, 1956, was found on a beach in Skye.

The Standard of No. 3 Area of the Royal Naval Association is to be dedicated by the Chaplain of the Fleet in the Victory Arena on Sunday, August 4. It is possible that Blue-jacket and Royal Marine Bands will be in attendance.

Members of school Combined Cadet Forces—over 300 of them—recently attended a camp at H.M.S. St. Vincent. It was agreed that everyone had had a first-class experience.

H.M.S. Echo, an Inshore Survey craft was launched from J. Samuel White's shipyard, Cowes, during May. Carrying a crew of nineteen the vessel is of 160 tons.

Admiral Sir Guy Grantham succeeded Admiral of the Fleet Sir George Creasy as Commander-in-Chief, Portsmouth, on Tuesday, May 7. He also becomes Commander-in-Chief, Channel.

The Duke of Windsor presided at a reunion dinner with his term mates of the Exmouth Term on May 8. Admirals Sir Philip Vian, Sir Reginald Portal and Sir Charles Daniel are among the surviving thirty-eight of the Exmouth Term.

The Nuffield Trust has presented 36 Firefly dinghies to the Royal Navy. These dinghies are 12 ft. long and there are nearly 2,000 in use in all parts of the world.

Surgeon Capt. (D) C. J. Finnigan, Director of Dental Studies at the Royal Naval Medical School, Alverstoke, is to be promoted to Surgeon Rear Admiral (D) in September next, and on October 1 he will take up an appointment in the Medical Director General's Department as Deputy Director for Dental Services in succession to Surgeon Rear Admiral (D) L. B. Osborne.

The Prime Minister has stated that there is to be no inquiry into the case of Admiral Sir Dudley North. The Prime Minister had made a careful study of all the papers, questions and debates on the affair and he had come to the conclusion that no charge reflecting on the officer's honour could be sustained and he was satisfied that Admiral North was not the victim of Service or political prejudice.

It has been reported that the U.S. Navy is expected to announce the construction of a submarine which can reach up to 60 knots under water. Nuclear propelled and carrying a crew of less than a dozen officers and ratings the craft would be armed with atomic under-water missiles.

Her Majesty The Queen will, on June 25, open to the public the Cutty Sark, now in a permanent berth and restored to her original state. The dry dock in which this famous ship rests is near to Greenwich Pier.

The cruiser Kenya and the destroyer Dainty are to make the first post-war Royal Naval visit to the Black Sea in June. The Kenya will visit Samsun and Dainty will visit Zonguldak.

Navy Days and Air Days. Navy Days will be held at the Home Ports on August 3, 4 and 5. Rosyth Navy Days will be July 6 and 7. Air Days will take place at Lee-on-Solent, Culdrose and Abbotsinch. Lee-on-Solent's Air Day will be August 31.

Major Sir Jocelyn Lucas (Bart) M.P. (Portsmouth South), feels that as the results of nuclear warfare would be so devastating, it was practically impossible for a major war to take place.

During the debate on the Navy Estimates, Brigadier T. H. Clarke, M.P. (Portsmouth West), referred to the Admiralty Signal and Radar Establishment buildings on Portsmouth Hill as enormous glass gin palaces.

Colonel I. H. Riches, Royal Marines, has been appointed Major-General Royal Marines, Portsmouth, and will take up his duties in September next.

The Savings Group membership of the three Services was 50.9 per cent. of the serving personnel—an all time record. The Royal Air Force has 75.5 per cent. savers, the Army 41.3 per cent. and the Royal Navy 35.3 per cent. In giving these details the Chairman of H. M. Forces Savings Committee stated that arrangements had been made for the sale of Premium Bonds wherever British forces serve—even Christmas Island.

Agreement has been reached between the Admiralty and Unions in the Shipbuilding Trades Joint Council for increases in pay of up to 11s. per week for about 90,000 industrial workers in Naval dockyards.

Admiral Sir Caspar John has taken over his duties as Vice-Chief of the Naval Staff from Admiral Sir William Davis.

Admiral Sir John Eccles, Commander-in-Chief, Home Fleet, flying his flag in H.M.S. Maidstone and accompanied by two destroyers and three submarines will visit Stockholm between June 10 and 18.

In the House of Lords, the First Lord, Lord Selkirk, said the Russian Navy consists of four fleets—one in the north stationed at Kola, one in the Baltic, one in the Black Sea and one in the Far East. Each fleet consists roughly of six cruisers, 40 to 50 escorts, over 100 submarines and 700 aircraft. This gives a total of about 500 operational submarines.

Recommended.—The 21st birthday book of H.M.S. Newcastle is a production worthy of the occasion. Printed on the finest art paper, and profusely illustrated, it is bound in a most attractive cover. Priced at 10s., plus postage of 1s. 3d., copies may be obtained from the Chaplain, H.M.S. Newcastle, c/o G.P.O., London. Applications should be sent by airmail together with an uncrossed Postal Order made payable to H.M.S. Newcastle Welfare Fund.

THE City of Birmingham and District of Royal Naval Association held a very enjoyable "Stag Supper" of faggots and peas at their Headquarters recently. After the meal, when the ladies who had volunteered their services had left the room, the hundred members and their friends enjoyed an excellent entertainment.

Meetings are held on the last Friday of each month at the Crown Hotel (Cutlers), Hill Street.

Members who are interested in travelling to Portsmouth on August Monday, a Navy Day, by coach should contact L. A. Reynolds, 86 Scribers Lane, Hall Green, Birmingham, 28.

# H.M.S. MODESTE

## December, 1955—April, 1957

WHO SAYS that in this prosaic modern world of steam-driven ships, radar, W/T and all the rest, there is not still adventure to be found in the naval service? Here is the story, necessarily rather condensed, of the recently ended Foreign Service Commission of H.M.S. Modeste.

First there was the air-trooping out to Singapore—in itself an adventure for many if not most. Then the first visit to fabulous Hong Kong and Japan, where we were introduced to some of the more interesting Japanese customs such as baths, saki, sukiyaki, and, of course, the tankabushi.

### H.M.S. Scarborough Accepted

H.M.S. SCARBOROUGH, the third of the Whitby Class frigates to complete, was provisionally accepted into H.M. Service on May 10, 1957.

The naming ceremony of the Scarborough was performed by Lady Scarborough on April 4, 1955, at the shipyard of Messrs. Vickers-Armstrongs Ltd., Walker, Newcastle-on-Tyne.

The Whitby Class frigates contain the latest equipment for locating and destroying submarines and have facilities for directing anti-submarine aircraft.

H.M.S. Scarborough corresponds in dimensions and equipment with her sister ships, the Torquay and the Whitby, whilst the accommodation for the ship's company is substantially the same.

### R.N.V.R. Coastal Minesweepers

OFFICERS AND ratings of the R.N.V.R. are taking part in an extensive programme of summer training cruises, including visits to continental ports.

Many of the craft concerned in these cruises are coastal minesweepers. As a new departure in the interests of economy the R.N.V.R. ships' companies themselves refitted these ships during the past winter months, except for defects beyond their capacity. In consequence a substantial financial saving has already been effected.

The R.N.V.R. accepted the task with enthusiasm and have taken a great personal interest in the work.

There are twelve R.N.V.R. divisions and each has a coastal minesweeper.

### TRINCOMALEE

After that, all the way to Trincomalee to join with the Indian, Pakistan and Ceylon Navies in the big annual joint exercises. Short stops at Hong Kong, Singapore and Penang and some of the roughest weather we had yet experienced, brought us to the beautiful natural harbour of Trinco and the splendid sight of 14 warships swinging round their buoys. It took some of the older ones nostalgically back to the days when such a sight was more the rule than the exception and stirred the hearts of the younger ones who had not yet experienced a real naval occasion.

Nearly five weeks of sub-chasing, convoying, replenishment at sea, escorting, general drills, sailing races and all games, got us to the pitch where we really knew our ship and ourselves inside out and could go anywhere and do anything, which is a good feeling. Little did we realise at the time how soon such competence might be required.

### AT SUEZ

But it wasn't long. As the Middle East situation got worse we were warned for service in the Red Sea and topped up to war establishments. Soon we were steaming towards the Gulf of Suez "with despatch," fusing shell, drilling—and drilling again, issuing tin hats and lifebelts, listening with rather more care than usual to Doc's first-aid lectures and generally getting ourselves into a rather pleasurable state of excitement.

As it turned out we never fired our guns in anger, though we had our alarms and excursions and did various useful jobs which space unfortunately doesn't permit enlarging on. In all, with a break of four days back in Aden, we did no less than 45 days at sea—quite rugged for "peace time," but we had a real job on our hands and knew we were on top of it which was another good feeling.

Back in Aden, with that job done, we experienced perhaps the most fantastic incident of all—a tragic occurrence in which a native tugmaster, going berserk, rammed the ship during Sunday divisions, with his large and powerful tug (fortunately, and thanks to the quick actions of the helmsman, striking us in a not very dangerous place nor with full way on or we might have been badly flooded), and then stabbed the British harbour pilot

who boarded her to see what was going on. Our boarding party manned the motor-boat at the rush, swarmed on board the tug, arrested the tug-master and took charge until the arrival of the police. It is very sad to relate that the pilot died before they got him to hospital and our last melancholy task before leaving for Singapore was to give him what honour we could for his devotion to duty by attending his funeral.

We were not yet, however, finished with the unexpected. The R.A.F., setting up their new staging post at Gan in the Maldiv Islands, asked the Navy if they could help with a first lift of stores, personnel, Avgas and a couple of Sunderland moorings, and there was Modeste handily steaming across the Indian Ocean, so we got the job.

Gan being just south of the Equator we had, of course, to ask King Neptune's permission to cross the line which, after "certain grave formalities" had been "gotten through," he duly gave.

Dumping the R.A.F. on their tropical island we sailed away at last for our proper station from which we had now been away for six months.

After Singapore, Hong Kong again, and here once more, plans were disrupted by the untimely death of President Magsaysay of the Philippines and we proceeded to Manila at nearly full speed in order to provide a British contingent in the State Procession. Thus another new place and a totally different type of work—the ceremonial—was added to our varied total.

### TRANSFER TO COMUS

So eventually back to Singapore again, to the paying off of Modeste into the keeping of a new crew (to whom we wish the very best of luck) and to the taking over of Comus in order to steam her home.

Six weeks the trip round the Cape took us and included various excitements, from a baby cyclone, a couple of material failures and five solid days of gale, all of which looked like delaying us, but despite them we finally anchored in Spithead precisely two minutes late on the time originally planned several months before.

So we look back on many memories, and can say "Home is the sailor, home from the sea, and the hunter home from the hill," and that is the best feeling of all.



## 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, it's the kind of security we all want..**

How do you set about all this?

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

246 BISHOPSGATE LONDON, E.C.2



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Send this coupon to: The Provident Association of London Limited, 246 Bishopsgate, London, E.C.2

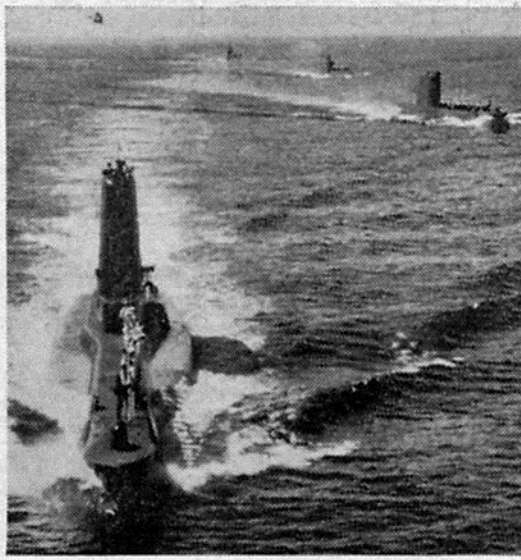
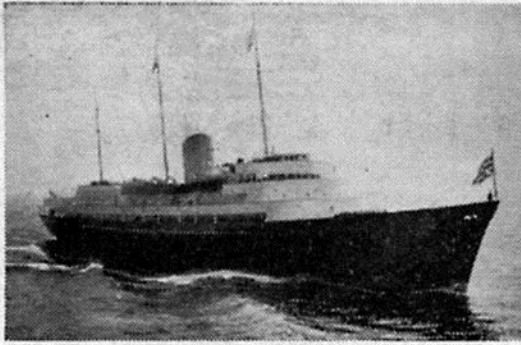
Please forward details of the Progressive Savings Scheme

Name .....

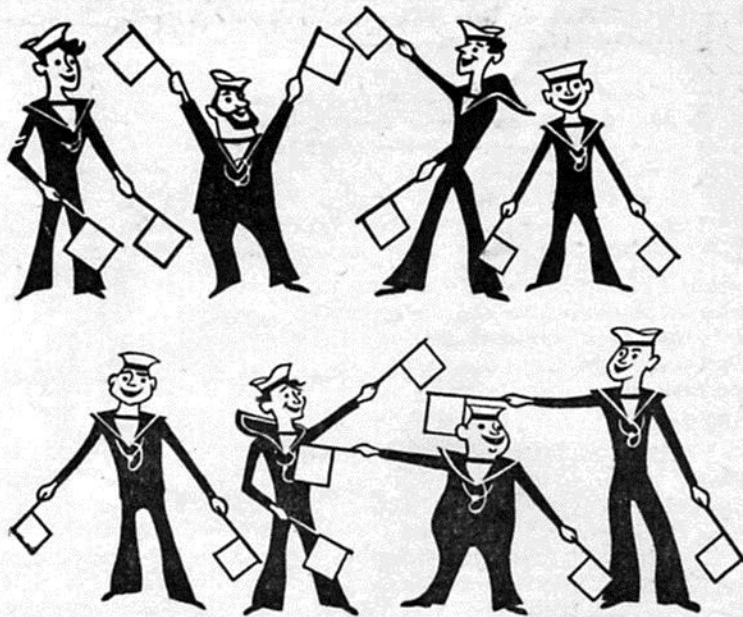
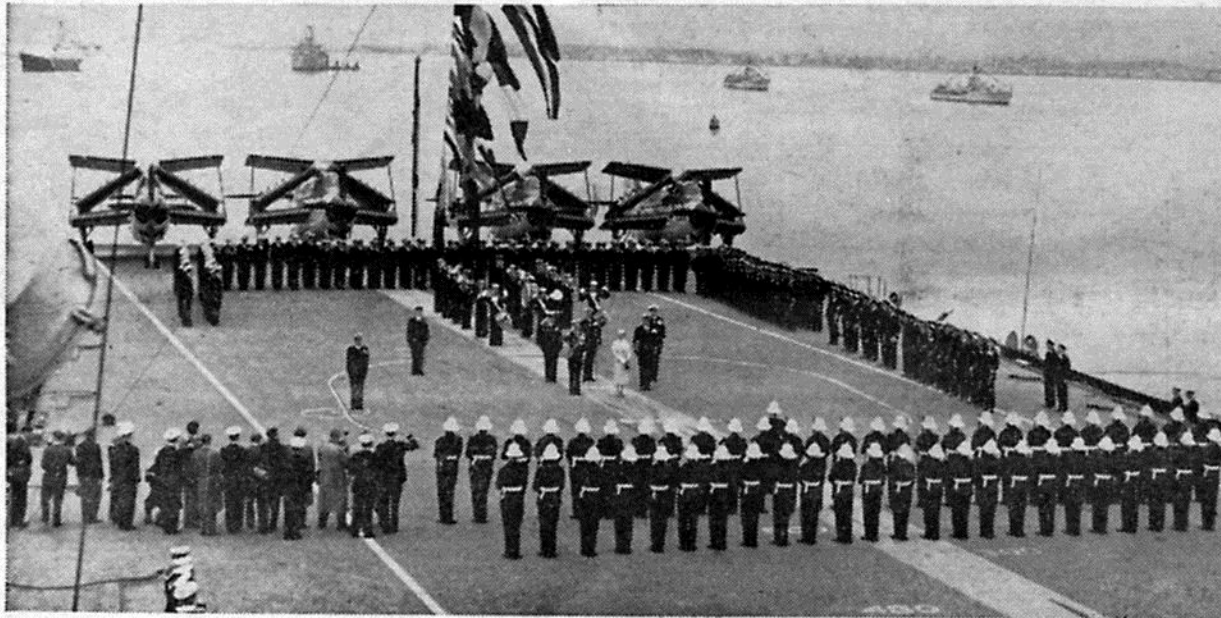
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# THE QUEEN VISITS



# THE HOME FLEET

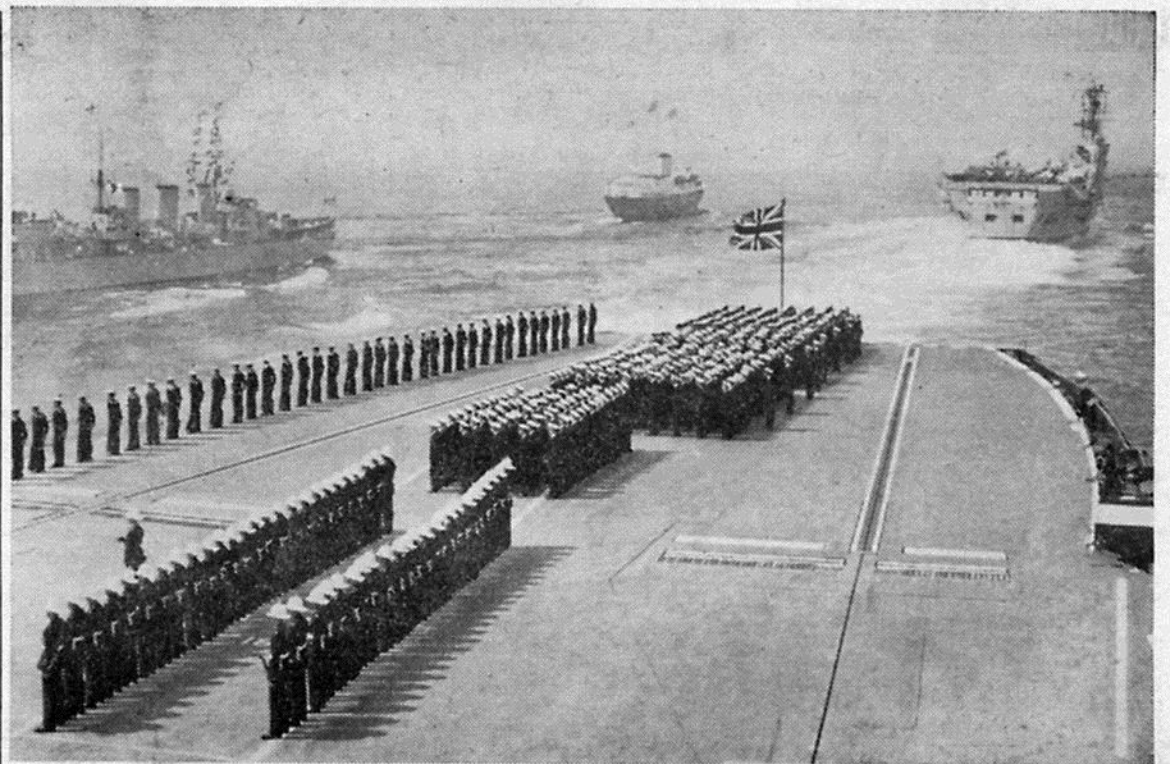


*The word has come by semaphore  
That officers and crew  
Await replacements from the shore  
Of what is good for you.*

**GUINNESS  
FOR STRENGTH**



G.E.2714.A



## The Queen's Message to the Fleet

At the conclusion of Her Majesty's three-day visit to the Fleet at Cromarty, the following messages were exchanged between the Flag Officer, Royal Yachts, and the Commander-in-Chief, Home Fleet.

From Flag Officer, Royal Yachts, to the Commander-in-Chief, Home Fleet: "I have been greatly impressed by

the fine bearing of the Officers and men and the smart appearance of the ships. I was particularly interested to witness the air operations from H.M.S. Ark Royal this morning which were carried out with so much skill and dash. Please convey my congratulations to all Officers and men and assure them that I and my husband have much enjoyed

our visit. Splice the Mainbrace. Elizabeth R."

From Commander-in-Chief, Home Fleet, to Flag Officer, Royal Yachts:

"Please convey the following message to Her Majesty. Officers and men with humble duty, thank Her Majesty for her gracious message. It has been an honour and a pleasure."



**COMMAND NEWS**

**H.M.S. Warrior in the Pacific**

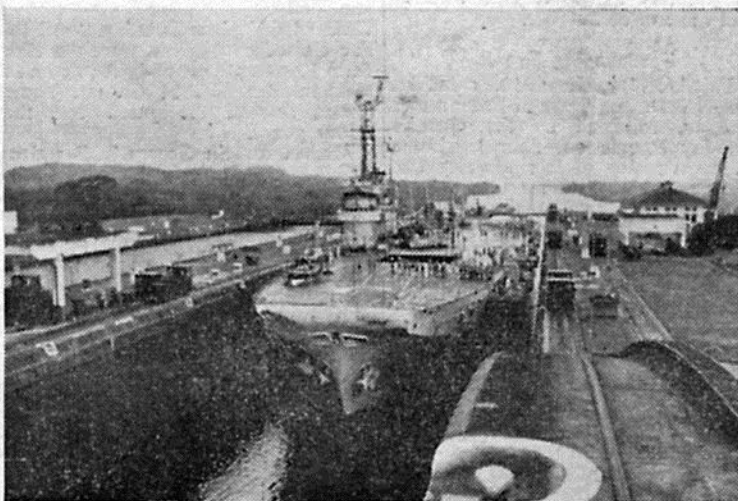
WE LEFT Portsmouth on February 2, during a typical Pompey drizzle, and headed towards the Nab Tower, our aircraft landing in an orderly fashion. The drizzle did not stop, however, but rather increased in force until, by the time we had reached the open sea, a gale of considerable force was blowing. During the next few days there were times when we were almost blown to a standstill, the needle of the wind-speed indicator being "right off the clock." Many were the victims of mal-de-mer; even the ship's boats suffered damage and some of our inflatable life rafts were washed away. The messdecks lost all dignity as mess-traps and other, what we thought, permanent fittings went flying through the air.

**Break in the Clouds**

Once past the Azores, which we saw during a break in clouds, we hoped for better weather, and as we headed for tropical climes the weather eased up and we were able to square off the messdecks and flats before arriving at Kingston, Jamaica, where we stayed for two days before making for the Panama Canal.

The passage through the canal was quite an accomplishment and a pleasant experience for all on board; it was a tight squeeze in the locks, as the photograph shows.

Once we cleared the canal, Christmas Island was our destination, most of us being lulled into a state of eager anticipation due to the influence of the



H.M.S. Warrior in Gatun Locks, Panama Canal

making the short stay a memorable one.

**Entertainment**

Back at Christmas Island we got down to the job in hand but we have found time to have an open boxing tournament among ourselves, while the ship's concert party, as well as giving two shows on board, "toured the provinces" and gave two shows for the troops on the island.

Deck hockey, volley ball, bad-

**CHATHAM**

**Royal Guard for H.M. The Queen Paraded at Hull on May 18, 1957**

THE ROYAL Guard from the Nore Command left Chatham on Thursday, May 16, and entrained for London. After a meal at the Union Jack Club, the Guard crossed London to King's Cross and entrained for Hull, arriving at Paragon Station at 5.30 p.m.

During their time at Hull the Guard were accommodated at the R.A.F. Air Gunnery School, Leonfield—14 miles from Hull—to whom the Guard are indebted for the hospitality extended.

**"Great Day"**

On Friday a brief rehearsal was held in Nelson Street—the place of embarkation—and on Saturday the "Great Day" arrived.

Several "prayer mats" had been worn out in a plea for good weather. It turned out to be a fine day with a blustery wind and this made the Parading of the Queen's Colour a trifle hazardous.

However, all was conquered and, after a march through the streets, the Guard paraded for Her Majesty the Queen and performed with the high standard of drill and precision which one hopes for from a Royal Guard.

On Saturday evening, a dance was given by the ship's company of H.M.S. Galatea, the Humber Division R.N.V.R. Headquarters Ship to which the Guard were invited, and a most enjoyable evening ensued.

An early start on Sunday brought the Guard back to Chatham again, and to the end of yet another "Royal Occasion."

On May 27, Commodore J. F. D. Bush, D.S.C., relieved Commodore H. C. B. Coleridge, D.S.O., D.S.C., as Commodore of R.N. Barracks, Chatham.

Commodore Bush was awarded the D.S.C. in 1941 while serving in H.M.S. Nubian, and a bar in 1942 while serving in the same ship. In H.M.S. Belvoir he won a second bar to his D.S.C. in 1944.

**Visit of Vice-Admiral S. H. Carlill, C.B., D.S.C., Chief of Naval Staff, Indian Navy, to Chatham**

VICE-ADMIRAL CARLILL, accompanied by Capt. S. N. Kohli, Naval Adviser to the High Commissioner for India, and Cdr. K. Dev. I.N., visited Chatham on Tuesday, May 14. After walking round the Gunnery School, he addressed all Indian officers and ratings who are, at present, in R.N.B. Chatham, the majority of whom will commission I.N.S. Mysore.

**Visit of Lieut-General K. Hayashi, Chairman of the Japanese Joint Staff (Defence Forces) to Chatham**

LIEUT-GENERAL HAYASHI visited Chatham on Wednesday, May 15, where he was received with service honours. His tour included a visit to the Dockyard and various sections of the R.N. Barracks. He was entertained to lunch by the Commander-in-Chief, The Nore, and was accompanied during his visit by Cdr. A. E. N. Merry (Duncansby Head), who is a Japanese interpreter.

NEWS IN BRIEF  
See  
Neptune's Column  
Page 7.



HONOLULU. The Commander has his hula dancing lesson

popular song of spending Christmas on Christmas Island. How misleading can poetic licence be!!!

**Air Boys' Turtle**

During the trip across the Pacific the air boys spread their wings and one of the choppers succeeded in bringing on board a turtle which had been caught in the scoop-net.

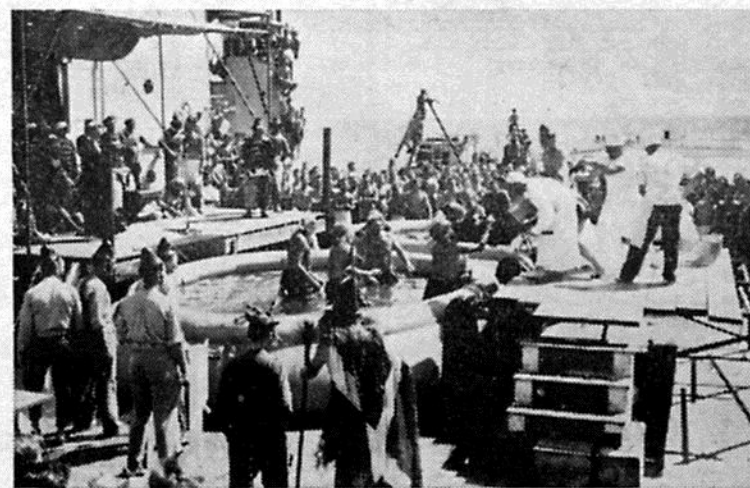
Shortly after our arrival at the island we embarked a company of soldiers and airmen for a quick jolly to Honolulu, where we were met by the local troupe of Hula Girls, who gave a dance

minton, table tennis, tug-of-war, and the usual exciting but sedentary games such as ukkers are indulged in when time allows, and many and varied are the denizens of the deep that have been landed by our fishermen.

**King Neptune**

Needless to say, we paid our respects to King Neptune and his charming Consort during a most colourful ceremony.

A very successful link with home has been forged, thanks to the efforts of some friends at H.M.S. Colling-



Crossing-the-line ceremony, April 2

of welcome on the jetty. Willing hands assisted the girls on board, where the dance was continued with the assistance of the ship's company, enthusiasm making up for any lack of technical skill.

While visiting this island paradise of the Pacific, hospitality was received and returned in the best traditions,

wood, who record messages from our families in the Portsmouth area. These messages are recorded on tape at the Royal Sailors' Home, Portsmouth, and are flown out to us. The ship's company are very appreciative of these "Family Favourites."

So the journeyings of Warrior are brought up to date.

**EARTHQUAKE DEVASTATION**

**H.M.S. DAINTY BRINGS RELIEF**

AT 9 A.M. on Saturday, April 27, H.M.S. Dainty left Famagusta for the earthquake-stricken town of Fethiye Limani on the south-west corner of Turkey. She had embarked 5,000 blankets, 300 tents, a large quantity of medical stores and a small team of Naval and Military doctors.

H.M.S. Dainty reached Fethiye Limani at half-past ten on Sunday. The weather was perfect and the town, set against a background of mountains, looked calm and peaceful. It is a small town numbering approximately 5,000 inhabitants whose principal occupation is the export of ore. The red-tiled roofs and the white walls of the houses lent colour and distinction to a scene which was predominantly green and mountainous. As H.M.S. Dainty approached the anchorage her ship's company could see that the earthquake had severely damaged many homes and buildings.

**Heavy Damage**

From her anchorage some 500 yards from the shore it was apparent that those buildings and structures situated near the water front had received the heaviest damage; the buildings on the high slopes were comparatively untouched. Many of the houses were completely wrecked and others could be seen with their walls torn apart and roofs collapsed.

In the town itself very few people could be seen but on the foothills behind the town two large groups of people who had obviously evacuated their homes for the safety of the higher ground were seen clustered together. Even this did not seem a particularly safe area, for in places the face of the high slopes was strewn with loose rocks which could cause damage if another earth movement took place.

The local Governor stated that 16 people had been killed, 25 seriously injured, many more suffering from shock, and more than 1,000 people were homeless. He also informed the Commanding Officer (Capt. D. C. E. F.

Gibson, D.S.C., R.N.) that the local power station had been damaged and requested assistance in order to re-service it. In the meantime the stores were off-loaded into a large caïque and a lighter provided by the local harbour authorities. The disembarkation was completed within 45 minutes. About 40 sailors were landed to assist in the unloading at the jetty. From the jetty the stores were reloaded into a large number of trucks which conveyed them to the far end of the town, where a camp had been established in an orchard. Here the tents were rapidly erected in order to give shelter to the many homeless people and the stores were distributed by the Turkish Red Cross organisation.

**Threat of Rain**

Even as the tents were being erected, the people were threatened with yet another hardship, rain. In the north-east heavy rain clouds were seen gathering over the mountains and ominous peals of thunder sounded across the harbour. The people, however, were too badly shocked to pay much heed to the threats of rain. Their facial expression showed only too clearly the fear and bewilderment which they felt. For the stores they displayed their profound gratitude and were eager to shake hands with sailors. A view of the town revealed the full consequences of the disastrous earthquake. There was not a single house at sea level which had escaped unscathed. The destruction in many instances was complete.

Many of the roads were cracked in some places, the size of the crack being as large as six inches. The debris from the wrecked buildings was strewn across the roads and resembled the aftermath of a blitzkrieg. However, the townspeople, assisted by the Turkish Army, had cleared two routes to allow the passage of vehicles into and from the town.

Although the scene was one of complete desolation, it was apparent that the situation was well in hand.

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**Doeskin.** Tailored to measure £8, £8 17s. 6d., £12 15s. 0d. and £14 12s. 6d.

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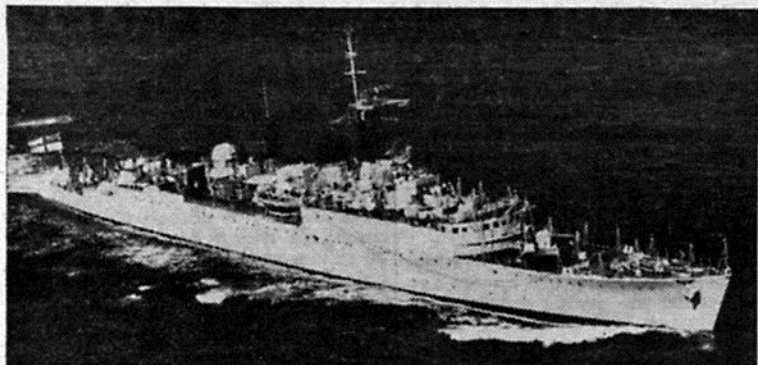
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# H.M.S. Undine Recommissions



H.M.S. UNDINE recommissioned at Portsmouth for her third General Service Commission on Tuesday, April 30, 1957, under the command of Capt. R. Hart, D.S.O., D.S.C., who is also Captain (F), Sixth Frigate Squadron. The ship's company, led by the Portsmouth Command Royal Marine Band, marched from the Royal Naval Barracks to South Slip Jetty, where they joined the ship—the majority of the old ship's company leaving the same morning. After settling in, the ship's side was painted and the ship prepared for the Commissioning Ceremony, which was to take place on Saturday, May 4, at 11 a.m.

friends wishing to stay were given lunch on the messdecks. It was generally agreed that the day had been a great success, and now after this excellent start the ship left Portsmouth on May 8 for Portland and thence to Malta for the first leg of the General Service Commission with the Mediterranean Fleet.

**Cordial Invitation**  
A cordial invitation was issued to all relatives and friends to come on board and attend the service and see the ship for themselves. The first visitors arrived shortly after 10 a.m. and were entertained on the messdecks until the start of the service at 11 a.m. This ceremony was held quite informally on the quarterdeck and conducted by the Rev. W. H. S. Chapman, B.A., R.N., and the Rev. P. J. Moffett, R.N., music, once again, being provided by the Command Royal Marine Band, positioned on the quarterdeck of H.M.S. Zest.  
After the service those families and

# R.N.B. PORTSMOUTH

IT IS with great pleasure we learn that Commodore J. Y. Thompson and his secretary are to remain with us until the end of October.

### Forthcoming Events

Whit-Monday, June 10, coincides with H.R.H. The Duke of Edinburgh's birthday, followed by the Queen's Birthday Parade on Thursday, June 13, the occasion of Her Majesty The Queen's Official Birthday.

On Friday, June 14, the salute at Divisions will be taken by the Flag Officer, Admiralty Interview Boards, Rear-Admiral M. S. Townsend, D.S.O., O.B.E., D.S.C.\*

Saturday, June 15, sees the Jervis Divisional Sports Meeting at Pitt Street, followed on Wednesday, June 19, by R.N.B. Inter-Divisional Athletics.

The Wardroom Summer Ball is scheduled for Friday, June 21.

### Sailing

After a considerable lapse, enthusiasm in off-shore racing is again being fostered in the Royal Naval Barracks, Portsmouth. Having no Windfall of their own, they chartered H.M.S. Vernon's Sea Otter for the Lyme Bay Race on Friday, May 17. Very few officers and ratings had had experience in this type of sailing, but after several trial trips the new Sailing Officer chose a crew of three officers and two ratings.

The race, which was organised by the Royal Ocean Racing Club, consisted of a triangular course—Southsea, Cherbourg, Lyme Bay and back to Southsea. On the day, the various weather forecasts conflicted in minor degrees, but all predicted plenty of wind. Leaving the shelter of Vernon, with reefed mainsail and a smallish jib, they found, on reaching the Solent that some more reefs were the order of the day. The first leg, of about 80 miles, proved to be a beat to windward, and although conditions allowed the reefs in the mainsail to be shaken out, and the jib to be replaced by a genoa, the going was pretty wet all night.

### No Hot Drinks

At 5 a.m. the wind suddenly veered and increased in strength, necessitating reefing the main again, and changing headsails on a foredeck that was almost constantly submerged. After this the crew not unnaturally felt entitled to hot drinks, but the Primus refused to co-operate and would produce nothing but a nauseous odour of paraffin; tinned pears, although refreshing at most times, are hardly a substitute for a good hot meal.

It was obvious at this stage that not only was a beat of about 20 miles still necessary to reach Cherbourg, but, with the wind veering, the second leg to Lyme Bay would also be to windward. The violent motion of the boat, the change of wind, the lack of cooking facilities, and finally the pervading smell of the paraffin, combined to persuade them that a return to Portsmouth was prudent.

Although regrettable, this should not be taken too hard by the crew, or by the Barracks. It was, after all, a beginning.

### Inter-Part Soccer Cup 1956/57 Season

THE PRESENTATION by the Commodore of the Inter-part Soccer Cup at Divisions of Friday, May 18, was unfortunately not possible as Divisions were cancelled due to inclement weather.

The presentation took place in the Commodore's Room, the cup being received by L./Eng. Mech. F. Day, the Frobisher sports representative, with due praise for the team, long since disbanded or dispersed, and for Day, who was tireless in his efforts to keep the team going in the face of changing conditions in Royal Naval Barracks.

Final Inter-part League position was:

P	W	D	L	F	A	Pts.
Frobisher	10	9	0	1	46	19 18

**Engineering Mechanics Sports Badge**  
A BADGE—see design—has now been produced for engineering mechanics to wear on sports vests, tracksuits and such-like sports wear.

It is intended to present them to those engineering mechanics taking part in competitive sports.

The first presentation will therefore be made to those engineering mechanics who took part so well and with such success in the recent Swimming Gala when Frobisher tied with Jervis for second place with 46 points.

(See col. 2 for illustration of badge.)

# Air Marshal Beamish at Condor

## PASSING-OUT PARADE AND PRIZE GIVING

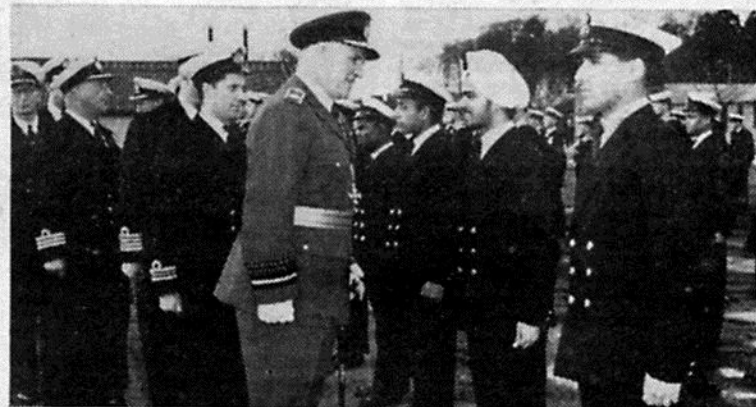
THIS TOOK place Tuesday, April 16. The classes passing out were the 12th Term Apprentices and Aircraft Mechanics No. 21 Course. These classes formed the guard and the colour guard.

Air Marshal Sir George R. Beamish, K.C.B., C.B.E., Air Officer Commanding in Chief, Technical Training Command, inspected the parade and took the salute at the march past. He later presented the prizes in the cinema.

Captain's Cup for Football—Training and Maintenance Division: N.A.M. Jones (Captain); L.A.M. Hawkins; N.A.M. Martin; L.A.M. Morris; N.A.M. Edgar; N.A.M. Jones; N.A.M. Urech; N.A.M. Bridges; N.A.M. O'Doyle; N.A.M. Morris; N.A.M. Wallace.

### Safe Driving Awards

On Wednesday May 8, Capt. W. L. G. Porter presented safe driving awards of the Royal Society for the



Air Marshal Beamish is a native of Castleock, Northern Ireland, and was commissioned in 1924 at the Royal Air Force College, Cranwell. He was Senior Air Force Officer in Crete during the war before the evacuation of the British forces from the island, and later was Senior Air Staff Officer in the Western Desert. From 1949-50 he was Commandant of the Royal Air Force College, Cranwell, then he was appointed Air Officer Commanding Iraq, and later Director-General of Personnel at the Air Ministry. His next post was Air Officer Commanding Transport Command, and in June, 1955, he was knighted following his promotion to the rank of Air Marshal and appointment as Air Officer, C-in-C., Technical Training Command.

Well known in the sporting world, he played as a rugby forward for Ireland 25 times between 1925-33 and captained his country on many occasions. His two brothers have also played rugby for Ireland and another brother, Cecil Beamish, is the well-known Irish golfer.

Air Marshal Beamish presented the following awards:

### Aircraft Artificer Apprentices

8th Term—Basic Aircraft Engineering: 1, App. Brooks; 2, App. Bennett.  
10th Term—Craftmanship—Fitting and Turning: App. Byrne. Sheet-metal: App. Marpole.  
12th Term—Technical—Airframes and Engines: 1, L./App. Carr; 2, L./App. Bowler.

St. George's Prizes: 1, L./App. Carr; 2, L./App. Bowler.

12th Term—Passing Out Certificates: L./App. Butler; App. Doggett; App. Holmes; App. Lawrence; App. Leaf; App. Pitt; App. Robson; App. Waghorn; App. Wilson.

The Captain Sebastian Cup for All-Round Proficiency—11th Term.

### Aircraft Mechanics (A/E)

No. 21 Course—Aggregate of School, Technical and Craftmanship: 1, P.O. Mason; 2, P.O. Dreeske.

Herbert Lott Trust Fund Award: P.O. Mason.

No. 22 Course—Craftmanship: P.O. Valentiate.

### Petty Officer Air Fitters (A), (E) and (O)

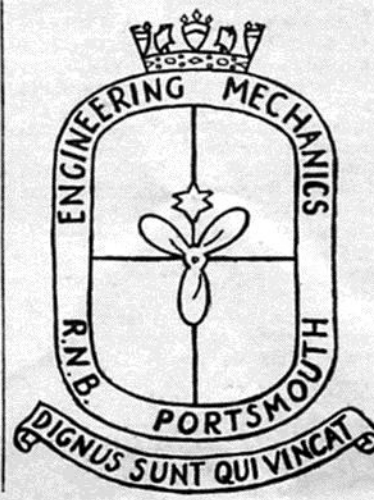
No. 18 Course—Herbert Lott Trust Fund Award: P.O. Froud, Airframes. P.O. Smith Ordnance: P.O. Mears.

### Physical Training

"Cock" Shield—Blake Division; Rugby Cup—Collingwood; Football Cup—Blake; Hockey Cup—Blake; Basketball Cup—Exmouth; Cross-Country Cup—Blake; Swimming Cup—Exmouth; Deck Hockey—Collingwood; 22 Shooting—Exmouth.  
6th Term—Physical Training Prizes: App. Clegg; App. Conyard.

### Description of Engineering Mechanics Badge

A screen printed badge on white cotton background. Overall size 5 in. by 3½ in. wide. Five-colour design as under:  
Title and Motto in Maroon and Sky quarters.  
Gold Propeller and Star.  
Naval Crown in Gold, Picked out in Sky, Maroon and Green.  
(Continued on page 11, col. 4)



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# RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £2,375,390 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £504,920 to kindred organizations and Children's Homes; and £281,590 for training and finding employment.

RNBT maintains its own Children's Home in Edinburgh; a Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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# Second Antarctic Commission H.M.S. PROTECTOR, 1956-57

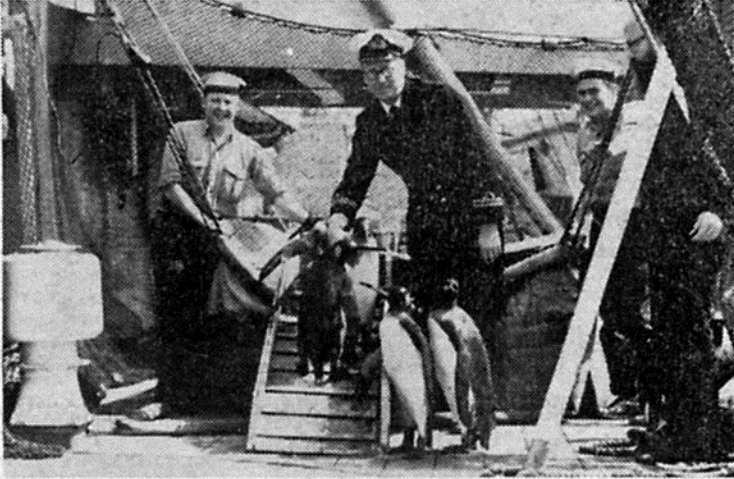
ON OUR last trip southwards into the ice we visited some of the bases again, and in the middle of a Force 13 gale met the John Biscoe to embark the remainder of our survey party. Already the Antarctic winter was in evidence, the sea itself was freezing over, and the sun perpetually low on the horizon. On our way back to Port Stanley we called in at Signy Island, which was hedged in by the northern limit of the Weddell Sea ice-pack, and evidence of this ice shelf we found again after we left Stanley for the last time on March 25, on our way to South Georgia.

### Island Surprise

At the Bay of Isles, a party went ashore and caught six king penguins, which we had been asked to bring home for the Regent's Park Zoo. A

walked round. In his speech afterwards, he thanked us for the good work done in the Falkland Islands Dependencies, and suggested that we all enjoyed ourselves while in South Africa. Each watch was granted 48 hours' general leave, and most of the ship's company spent a wonderful time in Capetown, very well looked after by the Union Jack Club, and being met on all sides by the hospitality and generosity of the South Africans. The weather held good, swimming was excellent, brandy was cheap, we received our long-awaited mail, and a very pleasant week was had by all.

We left on April 16, in company with H.M.S. Mounts Bay, with whom we exercised for two days, and spent the next 12 days sweltering at sea on our way to Freetown. We celebrated



A.B. Fisher, Lieut. Smith, A.B. High and the Chaplain with the King Penguins

tank, a supply of fish and plenty of attention accompanied our guests from Leith and Grytviken to Tristan da Cunha, where the villagers had a field day in seeing their first king penguins, their first helicopter, and the second only recorded flight over the island. This famous little island, traditionally lonely, now receives quite a few visits from passing ships, but its people are still unchanged in their own way of life, and recent innovations, such as money and public buildings, have only just come their way. However, there was plenty of bartering on board, and entertainment on shore.

### Admiral's Thanks

With our programme for complete re-decoration of the ship, inside and outside, almost finished, we approached Simonstown for our inspection by the Commander-in-Chief, South Africa and South America, Vice-Admiral Sir Guy Robson. We arrived on April 9 and next morning the Admiral came on board, inspected Divisions, and

Easter weekend quietly, and otherwise showed an interest in Deck Uckers and flights in the helicopters over the nearby shipping lanes. We reached Freetown on April 28, where the passengers on the net deck received their usual share of adulation from the watchers on the jetty, and we were very thankful for the opportunity to swim on the beaches. We left again on April 30 and arrived in Las Palmas, in the Canary Isles, on May 5.

### Football

Here the ship attracted more visitors than at any other place it had visited. The penguins seemed the main focus of attraction, but it also appears that the population wanted to see how the Navy lives, for frequently one would look up to find some grinning face peering from the jetty in through the porthole. In a very fast football match with the Spanish Naval team, who have an international reputation, we were unlucky to be beaten 5-2, as we were leading 2-0 at the end of the first half. By the time we left, on May 9, at least half the population of Grand Canary seemed to have turned up on the jetty.

At last we were really on our way home, and during our last six days' journey encountered the usual rough weather off the coast of Portugal and in the Bay of Biscay. But it was with great relief and pleasure that we saw the coast of England again, and we arrived in Portsmouth on the afternoon of May 15.

### Overseas Allowance

It is understood that it is unlikely that the payment of Local Overseas Allowance (Seagoing) at the American and West Indies rates to the officers and men of H.M.S. Protector while in the Antarctic will continue for the new commission. Overseas Allowance will still be paid, but on a lower scale.

## Launch of H.M.S. Duncan

The anti-submarine frigate H.M.S. Duncan, the twelfth of the Blackwood Class, was launched at the Woolston Works of Messrs. J. I. Thornycroft & Co. Ltd. on Thursday, May 30.

The naming ceremony was performed by the Viscountess Hailsham, wife of the Right Hon. Viscount Hailsham, P.C., Q.C., Minister of Education, and the religious service was conducted by the Rev. Canon G. T. Waldegrave, M.B.E., M.A., Vicar of Sholing, Southampton.

H.M.S. Duncan has the same dimensions and armament as her sister ships. She is powered by geared steam turbines built by Messrs. J. I. Thornycroft & Co. Ltd.

## R.N.A.S. ABBOTSINCH

### Admiral's Inspection

FLAG OFFICER Reserve Aircraft, Rear-Admiral J. D. N. Ham, C.B., carried out his inspection of the Station on May 14 and 15.

We were not blessed with the sort of weather we had for last year's fixture but the rain appeared to have no adverse effects on anybody's efforts, as they were being put through their paces. In fact, the showers gave one Met. officer the opportunity of producing a very effective piece of short-range forecasting on the afternoon of May 15 as Divisions were being inspected under cover to the depressing accompaniment of a downpour on the hangar roof. He was stationed in the G.C.A. and was able to state that the offending cloud was the last of a series for at least 30 miles, according to the screen. This made possible the decision to carry out the march-past in the open, bang against the evidence of the human senses. In fact, Rear-Admiral Ham took the salute in the pleasantest of climatic lulls.

### Cocktail Party

The Wardroom entertained the inspecting staff at a cocktail party in the evening of Tuesday, May 14, and the opportunity was taken for Cdr. J. Murrice, M.B.E., D.S.C., R.N.V.R., former C.O. of the now disbanded Scottish Air Division, to present the Wardroom with a framed copy of the Annigoni portrait of Her Majesty The Queen, a gift which was sincerely appreciated.

By the evening of Wednesday, May 15, the Wardroom had so far unwound as to be capable of enjoying a "run-down" party in various forms of hobnobbing. The effects achieved by some officers suggested that they had been "run-down"—several times—on their way to the Wardroom. How they all managed to sneak home without being picked up and taken in for questioning as probable cat-fur collectors is a mystery.

H.M.S. Ark Royal, lying in the Forth, had a casualty on May 17; a Commander, R.N.R., with head injuries. He was transferred from Ark Royal to Abbotsinch by helicopter and thence by road the short distance to Cowglen Military Hospital, where he is recovering.

### Sailing

We got away to an early start with participation in R.N.S.A. events in the Gareloch on May 12. A busy season is envisaged.

## R.N.A.S. CULDROSE

ON MAY 6, No. 825 Squadron was commissioned at the Royal Naval Air Station, Culdrose, with anti-submarine Gannet aircraft.

The new Commanding Officer is Lieut.-Cdr. R. C. Ashworth, R.N.

Under the new Admiralty policy the Squadron will remain a permanent force, and not disband after 18 months and then re-commission at a later date.

In his address, Capt. D. Vincent-Jones, R.N., the Commanding Officer of R.N.A.S. Culdrose, told the Squadron: "This will be the last occasion that I or you, or anyone else, will ever go to a commissioning ceremony of 825 Squadron, as from now onwards you will be in continuous commission and will be relieved on the job."

The Captain added: "There was a tendency after the last war to say that the submarine had had its day, but nothing could be farther from the truth, they are likely to be a greater menace in any future conflict than ever before."

825 Squadron has a very distinguished war record. During the Second World War, Lieut.-Cdr. Esmonde, the Squadron Commanding Officer, was posthumously awarded the first Victoria Cross in the Fleet Air Arm, following an attack by Swordfish aircraft on the Scharnhorst and Gneiseau.

In May, 1941, the Squadron successfully attacked and secured a hit on the Bismarck.

Admiral Sir Caspar John, now Vice-Chief of the Naval Staff, was once the Commanding Officer of the Squadron.

The commissioning service was jointly carried out by the Revs. W. T. Williams, Church of England, and N. Burns, Church of Scotland.

### Squadron Embarked

Since returning from leave, Culdrose has lost some of her squadrons.

815 and 849 "B" Flight have embarked in H.M.S. Ark Royal, and are fortunate enough to be going as our representatives to America, at the Jamestown Festival.

849 "C" Flight are now embarked in H.M.S. Albion.

## Coastal Forces—H.M.S. HORNET

THE END of the winter has seen Hornet a hive of activity. The boats have been hard at it both day and night. February and March saw them engaged in various exercises ranging from Plymouth to Lowestoft, in the course of which they exercised with the Home Fleet, the Dartmouth Squadron and the Royal Danish Navy "E" boats. For most of this time the weather was kind and the exercises are reported as successful. At the time of writing the Operational Squadrons are working hard (we think!) somewhere around Norway.

There has been considerable speculation concerning the future of Coastal Forces. What has Mr. Sandys in store for us? Well, your guess is as good as ours. Time will tell!

### Proud Winners

Easter leave found us the proud winners of the United Services Junior Soccer Challenge Cup. We beat Sultan in an exciting final after extra time by 5-4. Sultan had their revenge in winning the U.S. League Division II, beating us by one point. Manchester United was not the only team whose dream of "the double" was shattered this season!

The rugby team had a slightly disastrous end of season. Up to Christmas they had a good record, having played 12 and won 10. After Christmas out of eight matches played they managed to win only one. Collingwood put them out of the Command Knockout Cup in a game marred by penalty kicks. They partly retrieved their reputation by getting as far as

the semi-final of the United Services seven-a-side competition, beating two Collingwood sevens on the way!

### Good Beer

On two occasions a small party of very tough fit men (some not so young) from Hornet spent weekends in the Ogwen Valley of North Wales. For most of them this was their first venture into the hills. At the end of a long first day they had climbed a total of 6,000 feet, which included Snowdon via the Glyders. They all agreed that the beer in the Peny Crid Hotel that evening was the best they had ever tasted. On the first occasion mist and a gale prevented the party from getting to the top of Tryfan. On the second weekend a little more serious climbing took place and they went half-way up the Gashed Crag route on Tryfan before they had to return to get the bus back to Portsmouth. All agreed that this was a splendid way to spend a weekend and want more takers.

The cricket and tennis season is under way with the usual speculations (we won't do as well as last year!!). Too often the prophets are proved wrong! With the boats away it is difficult to assess the strength of the cricket eleven, but they are determined to put up a bold fight to retain the Command Knock-out Cup for the second year. Last year's tennis was not brilliant, and so far this year's talent appear similar.

Sports' Day is June 6, and next month we hope to be able to write about the wonderful performance of many Hornets.

## R.N.B. Portsmouth

(Continued from page 10)

### Archery Club

The Club has now been in active operation for nine months, and although archery is normally an outdoor sport, we were fortunate in being able to continue in action during the winter months in an indoor range in Victoria Barracks. Several matches against local clubs were arranged and these proved very popular. Despite our inexperience we gave a good account of ourselves and won all but two of the matches.

The Archery season has now started in earnest and the Club meets on three days a week at the United Services men's ground. All members are now endeavouring to qualify for classification as 3rd, 2nd or 1st Class Archers; four members, of whom two are P.O. W.R.N.S., have already become 3rd Class Archers. The Club hopes to

arrange matches with some of the local clubs during the summer and to date we shall be shooting against the Portsmouth Archers on Sunday, May 26.

Four of the Club members, P.O. Cook, P.O. Pope, P.O./Wren Raven and P.O./Wren Johnson, were able to take part in the Southern Counties Archery Association meeting at Winchester between May 16 and 18. Some of the best archers in the country were shooting and although our representatives did not win any prizes they gave a good account of themselves and gained plenty of experience. We hope to enter all members of the Club for the Hampshire Championships, which are being held in Portsmouth later in the summer.

The Club has about 20 members at present but more would be most welcome and other establishments may consider forming a club and "Victory" archers. Lieut. Sleep (telephone: Vernon, extension 2120) would be very pleased to give any assistance in this matter.

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# FOR THE LOWER DECK

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## CALENDAR

**West Bromwich**  
June 15.—Visit to Royal Tournament.

**Hull**  
June 9.—Annual Memorial Service off Spurn Port.

**Havant**  
July 2.—Branch Meeting, Black Dog, West Street.

**Scunthorpe**  
July 7.—Dedication of Standard.

**Horley**  
June 9.—Jutland rally—Chatham.  
June 22.—Visit to Royal Tournament.

**Twickenham**  
June 16.—Dedication of New Standard.  
July 14.—Visit to Brighton with Dorking Branch.

**London (S.W.)**  
June 30.—Annual General Meeting.

## VENUES

**Fareham**  
Red Lion Hotel, West Street, Fareham.

**Newcastle and Gateshead**  
Central Hotel, Gateshead, Fridays, 8 p.m.

## We Will Remember Them

Shipmate A. R. May. Twickenham Branch. (Chairman 1950-52).  
Shipmate G. H. Diaper. Gosport Branch.  
Shipmate Bob Blake. A former Chairman, Fareham Branch.

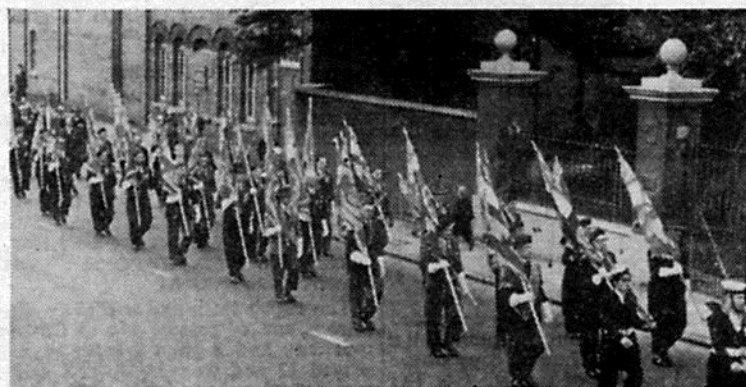
## BIRMINGHAM CENTRAL

WITH THE coming of the summer season, we are endeavouring to create even greater interest among club members. Now that we have our standard which, with the co-operation of several other Associations, was dedicated on April 28, we are now in a position to present ourselves at the Annual General Meeting to be held at the Royal Festival Hall on October 19, and other functions in the manner we like.

We have fostered healthy relations with other branches and associations, and several outings have been arranged in the near future, details of which will be published in the Birmingham Mail and Evening Dispatch.

Membership is still open to Birmingham naval and ex-naval men, and we would like to see a greater effort on the part of paid-up members to attend all meetings and open nights. New suggestions and ideas are welcome. We meet every other Friday at the Crown Hotel, Snow Hill, so come along and help your committee and branch.

## BARNES and MORTLAKE



THE BRANCH goes from strength to strength and all the hard work put in by the social committee throughout the winter has helped us to make many friends and to finance the dedication of the branch's first standard on Sunday, May 5. On that day we were supported by representatives of thirty-three branches of the R.N.A. with their standards, and those of the local ex-Service men's organisations.

### Splendid Sight

The parade was headed by the band of H.M. Royal Marines, Lee-on-Solent, the new standard being escorted by a guard of twenty-four sea cadets of the Putney, Barnes and Fulham Corps, and the two oldest standards on parade, those of Twickenham and Dagenham branches, followed by the massed standards and some 300 members of the R.N.A. At the 600-year-old parish church, St. Mary's, Barnes, the guard, band and standards formed up to receive the Mayor and Mayoress of Barnes, Councillor F. A. W. Counter, J.P., and Mrs. Counter, and members of the Council, all in their full robes of office, for whom the guard presented arms. This salute was immediately followed by the "Still," heralding the arrival of Admiral Sir Caspar John, K.C.B., Vice-Chief of Staff, who received the customary Admiral's Salute from the guard and band. The Admiral was accompanied by the vice-president of the branch, Lieut.-Cdr. G. Vigus. Before entering the church, the Admiral and the Mayor laid a wreath on the war memorial in the churchyard.

Among the large congregation were Cmdre. Sir Roy Gill and Lady Gill, Capt. G. G. Wilson, director of welfare and service conditions, Shipmate C. Wheeler, N.A.T. Council representative, and Shipmate W. Bates, chairman, No. 1 area.

The service was conducted by the branch chaplain, the Rev. A. C. Heath, the address being delivered by the Rev. W. H. Browne, R.N. staff chaplain. The "Last Post" was sounded by the Royal Marine buglers accompanied by the band. This made a great impression on those hearing it played so for the first time.

### Standard Trooped

After the service, the Admiral, Mayor and Council, led by the mace-bearer, walked in slow procession to Barnes Green, followed by the parade which had re-formed.

On arrival at the Green, the parade formed a hollow square facing the dais. The new standard, escorted by those of Twickenham and Dagenham was then trooped, the standards around the square dipping in salute in succession as the new standard passed. The trooping was followed by the march past, to the R.N.A.'s own march, "Under the White Ensign," the Admiral and the Mayor taking the salute.

Then came the moment that the crowds of spectators had been waiting for, the ceremony for "Sunset." This was carried out in accordance with Naval tradition, by the guard, band and buglers, and as the melodious strains of "Sunset" rang out over the hushed crowd, the White Ensign (which was one of H.M.S. Amethyst's) was slowly lowered. Once more the Navy had impressed the "natives," for most of them were seeing and hearing the ceremony for the first time. The guard, band and buglers are to be congratulated on a faultless performance.

The branch wishes to thank, through the medium of NAVY NEWS, those branches outside No. 1 area who gave their support, namely, Portsmouth, Battle, Portslade and Southwick, Dorking, Farnham, Reading, Worthing, Cheam and Worcester Park, Dagenham, and Kingston.

## NEWCASTLE and GATESHEAD

THE HIGH-LIGHTS of the Newcastle and Gateshead Branch since our last letter to NAVY NEWS has been the visit of Shipmate F. G. Wade, of Durham Branch, who is our No. 11 Area representative, as well as being Chairman of the National Council of the R.N.A. Some of the points he made were most interesting: 18 new branches have been started in the last year, and there has been an increase of seven per cent in membership. He did point out, however, that our London club needs more visitors to cover the overheads, so it is hoped all shipmates will visit the club when in London. The address is 2 Lower Sloane Street, S.W.1, and all reports from members have been complimentary.

The destination of our summer trip has been finally decided. It is Seahouses, high up on the Northumbrian coast, but the date has still to be decided.

We have had replies from H.M. ships Bermuda, Scarborough and Welcome, accepting our invitation to the branch when they are in port, and we are still awaiting replies from other ships. We sincerely hope to see some of these ships' companies in the very near future.

Darts this month was won by Shipmate Clasper, and dominoes by Shipmate Denton. These competitions are becoming increasingly popular, and we are sure any newcomers will have a thoroughly enjoyable evening.

## SALISBURY

THE SALISBURY Branch, under the chairman, Lieut.-Cdr. R. C. Letchford, now have their headquarters at the Toll Gate Inn, where our host, Shipmate Tom Ford, has made us welcome and cosy. We meet on the first Tuesday of each month and are now proposing to have the third Tuesday of the month as a social evening, mainly to visit the clubs (and pubs) of our shipmates who live in outlying villages. Our membership is now increasing steadily and our finances have improved to the extent that we now propose to purchase our long-sought standard. We had a pleasant afternoon on May 5, when we went by coach with the Salisbury Sea Cadets band to the Devizes Branch standard dedication. Those boys played well and their bearing was good. Thanks, Devizes, for your hospitality. Our next trip is to the Blandford Branch annual dinner on May 31. Anyone visiting our cathedral city are always assured of a welcome at our headquarters.

## HULL

THIS BEING our first contribution to NAVY NEWS, we take the opportunity of greeting shipmates of the numerous branches with which we have had pleasant contacts in the past.

It is our policy to make public appearances on all suitable occasions, and it was with considerable pride that our branch standard was paraded through the Old Town to the waterfront when Her Majesty The Queen and H.R.H. The Prince Philip embarked in Britannia on May 18, bound for Denmark.

We marched in company with the R.N.V.R. and W.R.N.V.R., Humber Division, and the Royal Marines Association, to Nelson Street, where a Royal Marine band and a Royal Guard from The Nore, provided a spectacle rarely seen in our city.

### Good Relations

Although scheduled to parade as separate units, the R.N.A. and R.M.A. spontaneously fell in together, and it is hoped that this unrehearsed incident augurs well for our future relations.

During the Royal visit to St. Andrew's Dock earlier in the day, Prince Philip, accompanied by Shipmate Ian Class, and cheered by the dock workers, clambered aboard the trawler Princess Elizabeth, just back from a Bear Island trip. This vessel is commanded by another shipmate, Skipper T. Whitley.

Before this appears in print, a dance now being organised by Shipmate D. Glass will have taken place and many old friendships will have been renewed.

Special efforts to recover lapsed members are meeting with success, and further progress is anticipated.

## HAVANT

ONE OF the members of Havant Branch announced at their meeting on May 7 that he had received great hospitality when he visited the R.N.A. Social Club in which the Brighton and Hove Branch meets.

Although final details of the No. 3 Area Standard Dedication have not yet been made known, their branch delegate told them some of the proposed plans. His announcements were received with great enthusiasm.

Four days after their meeting some of them attended the opening of the main hall of the Gosport Branch. Those who went thoroughly enjoyed themselves and were only sorry that their Branch Standard could not be present.

The reason for this absence was the fact that the wife of their standard bearer was taken ill shortly before he was due to start. He was unable to leave her or get the Standard to anyone else to take on his behalf.

## ALDERMASTON

THE ANNUAL Dinner was held at the Butt Inn on Saturday, May 11, with a large attendance of shipmates and their wives, the guest of honour being Capt. Skinner, the Captain of the Nautical College, Pangbourne.

Amongst the shipmates was Capt. Selby, R.N.(Rtd.), the late President of Cardiff Branch, who has recently moved into this district and has now become a member of this branch.

It was regretted that Mr. J. S. Clark was unable to join us this year owing to an indisposition, and the branch wishes him a speedy recovery.

## GOSPORT

IT WAS a great honour that, apart from exchange of calls, the first official function the new Commander-in-Chief (Admiral Sir Guy Grantham) attended after taking over his command was the opening ceremony of the large and attractive main hall of the Gosport Association's headquarters.

The ceremony took place on Saturday, May 11, 1957, almost exactly four years after the first work was started by volunteers on the site. It was indeed a proud moment for the Gosport Branch, and especially for the President, Admiral Sir William Agnew. Through his counsel, inspiration, and ready example, he had transformed what could have been a weary, tedious and heavy task into a pleasant job of work. For this the members are truly grateful, as they are, too, for the tremendous amount of really hard practical work done by the Chairman, Shipmate Tom Bates, the Vice-President, Shipmate Leslie Hill, and the willing gangs of shipmates and shipmaids who gave their services in the common cause. They will, no doubt, find their reward in the enjoyment of the "House that Jack and Jill Built."

### Representative Gathering

Before the ceremony, Admiral Sir Guy Grantham inspected the standard bearers and representatives from Portsmouth, Chichester, Fareham, Winchester, Southampton, Eastleigh, Havant, Hayling Island, Slough, Littlehampton and Bembridge. This all added colour and dignity to the occasion, and their presence was appreciated.

After Sir Guy had unlocked the main doors and the members had assembled, he congratulated the members who had worked so hard in their spare time. "I hope these headquarters will give a great deal of pleasure, not only to those who are now members of the branch but to those men now serving who will join you in years to come."

Introducing the Commander-in-Chief, Admiral Sir William Agnew spoke of the way the members had tackled all the jobs in the erection and fitting out of the committee rooms and other parts of the headquarters.

At first they had planned to build the main hall themselves, but it was decided that the job was too big and it had been put out to contract. "We are extremely pleased with the result," he said.

### Guests Welcomed

Sir William welcomed Lady Grantham, the Mayor and Mayoress of Gosport (Alderman and Mrs. H. T. Rogers), the Mayor-elect (Alderman Blanch) and Mrs. Blanch, Alderman and Mrs. Osborn, the Area Vice-President, Cdr. Lambie, and the commanding officers of the local Naval establishments.

The dedication ceremony was conducted by the Honorary Chaplain to the branch, the Rev. Vanston.

The evening's entertainment was prefaced with a modified performance by the branch concert party and compered by Shipmate W. Thomson.

Much credit is due to the shipmaids, who at short notice took over the catering for the very large number present. Many of the ladies took part in the concert and then carried on serving refreshments immediately after their act.

It is to be hoped that other branches in the No. 3 area will take an opportunity to visit these new headquarters. The Social Section of the Gosport Branch is very much on its toes under the capable leadership of Shipmate Rogers, and no effort will be spared to make these visits well worth while, provided prior notice is given to the Social Secretary at Gosport R.N.A. Headquarters, 66 Fareham Road, Gosport.

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



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