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# Navy News

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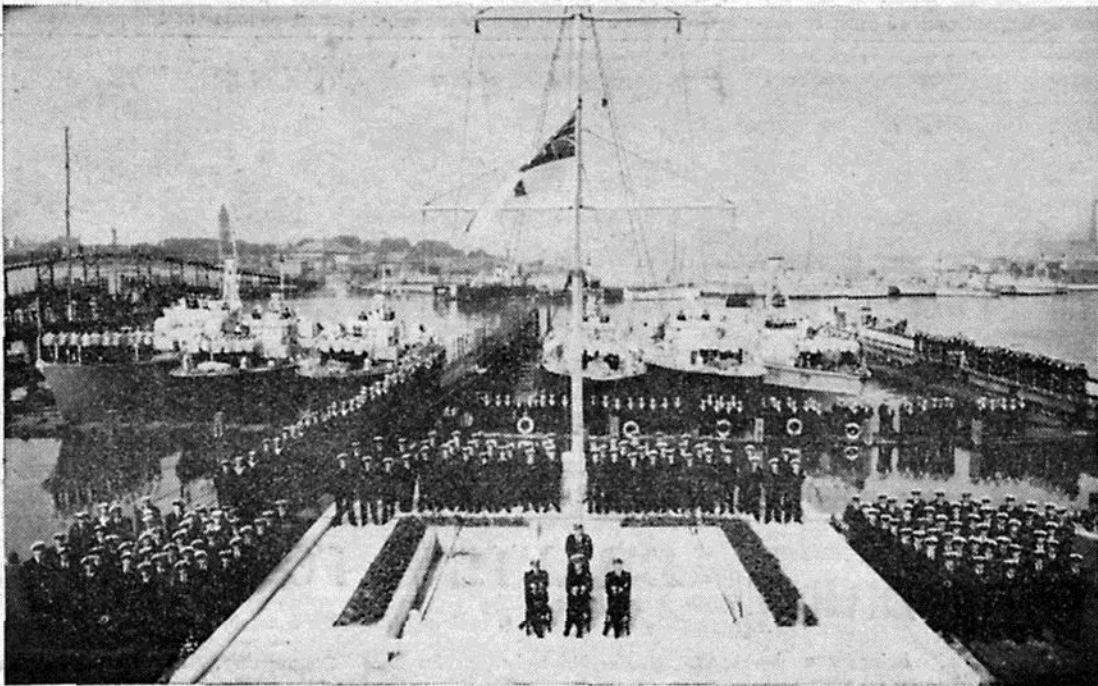
No. 41 OCTOBER, 1957

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## FAREWELL TO THE 'LITTLE SHIPS'

### H.M.S. Hornet closes down



Coastal Forces, 1957

(Photo: J. C. Lawrence & Sons, Gosport)

"'LITTLE SHIPS' going out of service in silence, Coastal Forces disbanded in economy drive."—These were a couple of the sentences used in the popular Press less than three months ago.

Can this really be the end of Coastal Forces or is it just another chapter?

The name H.M.S. Hornet and the words Coastal Forces have become synonymous—looking back into the history of both we may find some clues to help answer our question.

H.M.S. Lightning, length 84 ft. 6 in., speed 18½ knots. This was the first torpedo boat in the British Navy. It was built in 1876 and its speed was a world record at the time of trial. Few in the modern Navy would place the beginnings of Coastal Forces so early. In January, 1916, Admiralty placed an order with Messrs. John I. Thornycroft and Co. Ltd. to build a number of fast coastal motor-boats, the occasion marked the revival of an old type of Naval weapon in a greatly improved form.

In 1883 the 63 ft. steam torpedo boat carried two 14-inch torpedoes but the speed was only 15 knots and the limitations of steam machinery for small, fast craft were soon recognised.

With the introduction of the internal combustion engine the possibilities of the small torpedo boat were re-studied and in 1904 Thornycroft built a 40 ft. motor-boat carrying one torpedo.

The Admiralty order in 1916 was for twelve 40 ft. C.M.B.s. Intended to

be carried in the existing davits of light cruisers their weight was limited to 4½ tons—speed to be not less than 30 knots and one 18-inch torpedo should be carried. Later the boats were made 55 ft. long, the beam being about 11 ft.

The establishment of the C.M.B. service meant that officers and ratings had to be specially trained to handle the boats and look after the machinery and equipment. Over 100 C.M.B.s were built during the Great War. The last C.M.B.s to be built were completed in 1939. Improvement was such that by 1939 the C.M.B.'s speed was 46½ knots.

H.M.S. Hornet commissioned at C.M.B. base in 1925. By the end of the year all development work on the coastal motor-boats, which had played an important role in the First World War, ceased owing to financial stringency. H.M.S. Hornet was paid off and the establishment taken over by H.M.S. Dolphin for a short period.

Between 1927 and 1938 it was used by the R.A.F. as a marine craft base.

In 1935 Coastal Force development was restarted. In that year Mr. Hubert

(Continued on page 6, col. 3.)

## Drafting Forecast

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

### SUBMARINE COMMAND

H.M.S. Sea Scout, October 21, at Portsmouth, for Portland Squadron.  
H.M.S. Porpoise (for Builders' Sea Trials), October, at Barrow, for Clyde Squadron.

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

H.M.S. Acheron, December 5, at Birkenhead, for Portsmouth Squadron.

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

### GENERAL

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

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

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

(Continued on page 2, col. 4)

## HONOUR FOR SUBMARINE COMMAND

HER MAJESTY The Queen has graciously approved that a Queen's Colour should be kept in H.M.S. Dolphin for the use of the Submarine Service on suitable occasions. It is expected that the presentation will be made at Fort Blockhouse in the summer of 1958.

This splendid news, although known within the Submarine Service since August, was made known by the Flag Officer Submarines at the annual Submarine Old Comrades' Association Reunion held at Fort Blockhouse on Saturday, September 14. Many of those present saw service in the first submarines of the Royal Navy, and it is largely due to their efforts that such high standards of efficiency, comradeship and readiness have become traditional in the Submarine Service. This signal honour has given immense pleasure to all serving submariners, but these veterans also can justly feel a sense of pride and no small credit.

(For further Submarine Command News see pages 3 and 10)

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## PORTSMOUTH WELCOMES VISITORS

### Thousands relax after N.A.T.O. Exercises

Portsmouth Harbour and Spithead were crowded with warships on Monday as the last of the United Kingdom, Canadian, United States, French, Belgium and German ships arrived from the various positions they were at when the recently held exercises finished.

In addition to the Royal Navy's numbers there are about 10,000 officers and men of other N.A.T.O. forces in the port. The U.S.S. Forrestal, flagship of Rear Admiral M. E. Arnold, together with six American destroyers, have gone to Southampton.

At Portland there will also be scenes of great activity as over two dozen submarines, including the Nautilus, will be in port.

The largest vessels are the giant U.S. carriers *Saratoga* and *Forrestal*.

The Supreme Allied Commander Atlantic (Admiral Jerauld Wright) is in U.S.S. Northampton, which flies the flag of Vice-Admiral R. B. Pirie.

### Host Ships

Most of the ships will remain at Portsmouth, Portland and Southampton for seven days or so and, in addition to the work of analysing and assessing the results of the exercises, officers and men will have full engagement books. Both the Royal Navy and the civic authorities will be hosts to the visitors. R.N. ships and establishments have been allocated ships and groups of ships from the other navies to look after, and to help and to entertain the personnel on board.

H.M.S. Albion is host ship to the U.S.S. *Saratoga*; H.M. Ships *Ark Royal* and *Barrosa* will look after the U.S.S. *Forrestal* and other U.S. vessels at Southampton. At Portland H.M. Ships

*Adamant* and *Chaser* and the submarines of the 3rd and 5th Submarine Squadrons will be hosts to the vessels congregated there. The Canadian vessels—eight of them—will be the guests of H.M. Ships *Torquay*, *Dainty*, *Scarborough* and *Agincourt*. The Portsmouth Squadron has under its wing French, Belgium and Federal German ships. The various establishments both at Portsmouth and Portland are assisting the sea-going vessels. H.M.S. *Collingwood* is Host Establishment and assists H.M.S. *Maidstone*, the host ship to the U.S.S. *Northampton*. H.M.S. *Excellent* and H.M. Ships *Girdleness* and *Sheffield* are Hosts to U.S.S. *Boston*, whilst the R.N. Barracks and H.M.S. *Vanguard* are hosts to the U.S.S. *Mt. McKinlay*.

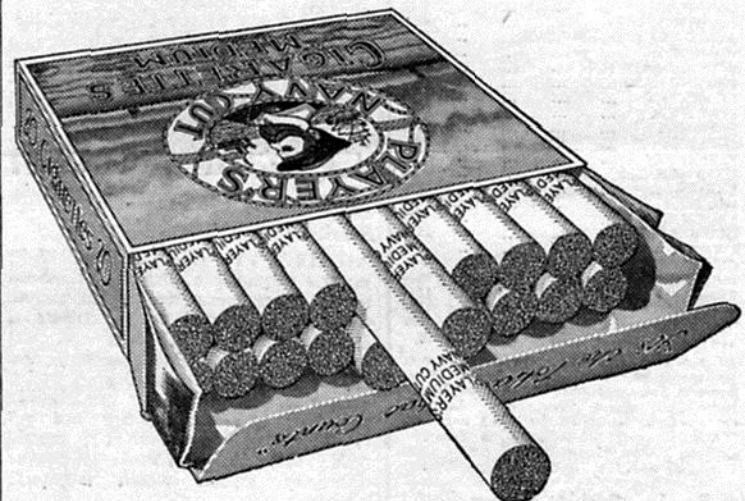
### Entertainments

Free deckchairs, free admission to South Parade Pier, a certain number of tickets for the various theatres and dances, etc., are being provided by the Portsmouth Corporation. A baseball match between the U.S. Navy and U.S. Army has been planned. The Gosport Corporation has arranged dances, and the First Sea Lord, Commander in Chiefs, Portsmouth and Home Fleet, and the visiting Senior Officers have arranged lunch parties, cocktail parties and dinners. The Corporation of both Portsmouth and Gosport have arranged official functions for the guests.

There is, however, a more serious side to the visit. The various Commanders and their staffs have to analyse the results of the exercises and, judging by the headlines in the National Press, there will be plenty to discuss.

Photographs of some of the visiting ships are shown on page 8.

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(NCC 154K)

Navy News

EDITOR Licut. (S) H. R. Berridge, R.N.(Retd.) Royal Naval Barracks, Portsmouth. Tel.: Portsmouth 74004 (Ext. 2194)

EDITORIAL

ON THE twenty-first of this month, the Royal Navy, the Royal Naval Association and the various organisations connected with the Senior Service, will be celebrating the anniversary of the battle of Trafalgar and the death of Admiral Lord Nelson. Trafalgar Day presents an opportunity to remember not only a great victory, but also to pay homage to the memory of one whose capabilities and sense of duty were supreme.

Nelson has been blamed by the unthinking for many things in the Royal Navy—"We do so and so in such a way because Nelson did it"—but how wrong! Nelson was in the forefront of change (not change for change's sake, but change for sake of perfection). He had great regard for the welfare of men under his command, his tactics were outstanding, his seamanship superb, the risks he took calculated ones. If he had lived in this era he would have been at one with those (if not ahead of them) who visualise and strive for an efficient Navy and with men, trained and ready, second to none.

Even in a changing world and changing conditions of ships and men there is one attribute of Lord Nelson which would have remained constant, and that was his sense of duty—duty to his God, his Sovereign and to the Navy he loved so well.

The bicentenary of the birth of Nelson will occur in 1958 for it was on September 29, 1758, that Nelson was born at Burnham, Norfolk.

Britain, and the Royal Navy in particular, will always remember Nelson will pride and affection.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

"They that go down to the sea in ships and occupy their business in great waters—these men see the works of the Lord and his wonders in the deep."

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SEA POWER—THE KEY TO THE FUTURE

THE ANNIVERSARY of Trafalgar on October 21 reminds us of a great victory. For the rest of the 19th century the British Fleet reigned over the oceans, making possible the accumulation of vast power and riches. Napoleon's losses at sea spun a web round his empire from which he never escaped.

Victory still lies in the 1658 dock at Portsmouth—the oldest surviving dry-dock in the world—but there was nothing old-fashioned about the Admiral whose flag she wore at Trafalgar. He was far-sighted and unorthodox. It would be interesting if Nelson could return to the quarterdeck of his flagship and take stock of the situation at sea today. He would find totalitarianism again on the march

and a new tyranny reaching out to dominate the world.

In the sailing era command of the sea was vital to ensure the safe passage of troops to any disputed area. Nelson's power was based on secure bases, well-found ships and first-rate seamen. Now stationary bases are vulnerable and greater emphasis is placed on moving forces. Two-thirds of the world's surface is covered with water and our survival today, as in Nelson's time, depends on using the sea to support any threatened area.

The sea gives opportunity and space for attack. The enemy must be searched for, found, and destroyed. This takes time, and time may be decisive. To control the sea, the lessons of the past must be learned and we must be pre-

pared to defend our trade routes and fight to prevent guided missiles being launched against targets in all parts of the world.

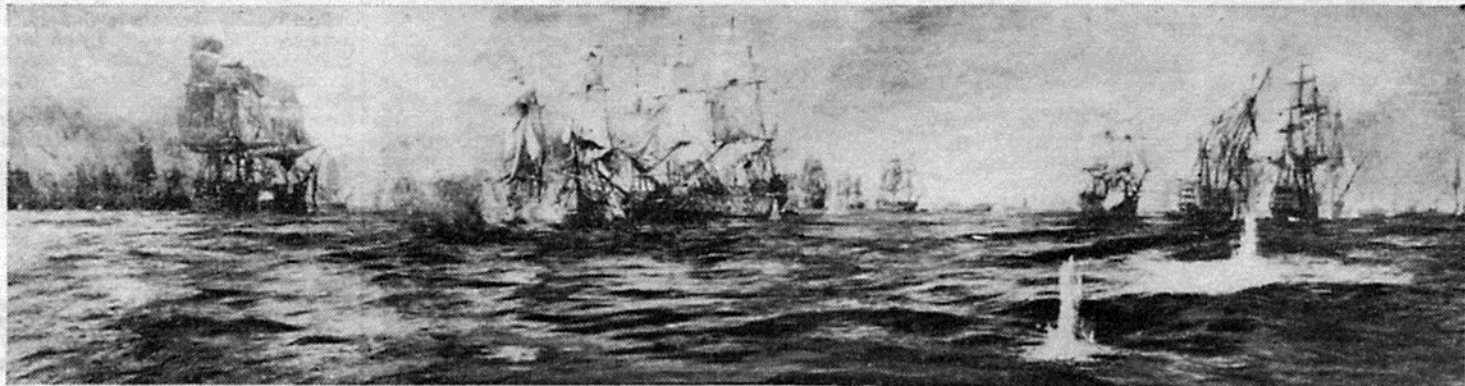
Nelson would find the world haunted by the thought of a nuclear exchange between rival powers. The effective range of the guns at Trafalgar was a few hundred yards, but now men have more fire-power at their fingertips than ever before. Nuclear weapons may make the convoy system obsolete. Very large fast ships sailing singly or in small groups may be an answer.

Modern methods of propulsion are being rapidly developed. The United States Navy launch its fifth atomic submarine Sargo on October 10. They plan to build 19 and an atomic-powered aircraft-carrier at a cost of \$314 millions.

Nautilus cruised on her first core the equivalent of 24 times round the world.

Britain is following the American example as far as the steeply rising costs of defence will allow. Small self-supporting task forces ready for immediate action if the free world is attacked are being developed.

During the initial stages of a future war lines of communication will be uncertain and main bases under attack. There may be a return to the conditions of Trafalgar—commanders in remote parts of the globe making bold decisions and fending for themselves. We will not survive for more than a few weeks if the command of the sea is wrested from us. Liberty is related to the sea—its control is as important today as 150 years ago.



This picture was painted by the late Mr. Wyllie, R.A., assisted by his daughter. It gives a panoramic view of the Battle of Trafalgar when it was at its height at 2 p.m. on 21st October, 1805. It was presented to the nation in memory of Lord Nelson and the old Sailing Navy

OVER THIRTY-SIX YEARS' SERVICE

WHEN C.P.O./Tel. James Jervois said goodbye on September 10, 1957, he took with him memories of over 36 years' Service in the Royal Navy. Joining the old Powerful as a Boy 2nd class on June 2, 1914, he subsequently transferred to a Boy Telegraphist in February, 1915, and for the next 24 years he served in that branch until, as a Chief Petty Officer Telegraphist, he took his pension in December, 1938. He had served throughout the world, had been lent to the Canadian Navy for two years and had been awarded the 1914-15 Star, the British War and Victory Medals and the L.S. & G.C. Medal.

Within a year he was in the Service again and from September, 1939, until September, 1945, he served through his second and the world's second great war. Then for five years he was a civilian, but in September, 1950, he was once again serving in the Royal Navy on a three years' engagement, and it was during this period that he gained a clasp to his L.S. & G.C. Medal. At the end of 1953 he completed his engagement and once more became a civilian but not for long, for in August, 1954, he once more re-entered for yet another three years, and it was during this period that he was honoured by the award of the British Empire Medal. Jervois was in the Cornwallis during the First World War with the late King George VI, and one of his memories is of meeting his old shipmate when the King visited a Naval

Telegraphy exhibit being run by Jervois at the Glasgow Exhibition in 1938.

Thus after 36 years and six months Service in the Royal Navy, the award of the British Empire Medal, nine campaign and war medals, a host of memories of Service in all parts of the world and the satisfaction of a job well done, C.P.O. Jervois has retired. We wish him a happy retirement and feel sure that having been born in Eire and having retired to that country, it is inevitable that he will have some pretty good yarns to spin in the years to come.

LETTER TO THE EDITOR

DEAR SIR,

The item in your last issue attempting to explain the wide disparity between Axcing and Invaliding benefits advances some very dusty arguments indeed.

How can one seriously distinguish between the case of a man axed owing to past over-recruitment (or policy reductions) and a man kicked out because he has lost a leg in an "attributable" accident? Or if you do draw a distinction surely it must be in favour of the man who has to face physical disability as well as the loss of employment. He has lost not only his job, but a leg as well, and any argument that he should receive less favourable treatment must founder in face of common sense.

The correct deduction is this. That if the axcing benefits are fair for those fit men who are to be discharged, then benefits at least as good (and perhaps slightly better) would be only equitable in the case of the "attributable" invaliding.

Perhaps good can come out of evil. The necessity for the Axe has at any rate forced a fair calculation of the financial disability which unexpected termination of the career involves. There can be no justifiable grounds not to use this basis, in future, where the career is terminated by invaliding attributable to the Service. Let us hope that invaliding benefits on a par with the Axcing Terms will, therefore, become a permanent feature of our Pay Code.

Someone will probably produce the legal doctrine of "common employment," but even lawyers will admit that that is a pretty dusty argument too!

THE GAFFER.

(name and address supplied)

DRAFTING FORECAST

(Continued from page 1, col. 2)

- H.M.S. Puma, November, at Devonport, for General Service Commission, Home/South Atlantic and South America. H.M.S. Corunna, November, at Chatham, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham. H.M.S. Agincourt, November, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth. H.M.S. Barrosa, November, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth. H.M.S. Alamein, November, at Chatham, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham. H.M.S. Tenby, December, at Birkenhead, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham. H.M.S. Loch Insh, January, at Devonport, for General Service

- Commission, Home/East Indies. U.K. Base Port, Devonport. H.M.S. Victorious, January, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth. H.M.S. Newfoundland, January, for Foreign Service, Far East Station. H.M.S. Cockade, January, for Foreign Service, Far East Station. H.M.S. Torquay, February, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth. H.M.S. Salisbury, February, at Devonport, for General Service Commission, Home/Mediterranean. U.K. Base Port, Devonport. H.M.S. Scarborough, February, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth. H.M.S. Wizard, February, at Chatham, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

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# MOTERING NOTES

## MORE ABOUT THE LEARNER DRIVER

IN LAST month's issue of "Navy News," I went into the law regarding learner-drivers and motor-cycles. This month we will go into the same laws as they affect cars and three-wheelers.

But first of all, let's get right up-to-date with an amendment that has become law since last month's issue. You will remember that I explained how the learner-driver of a vehicle who normally requires to be accompanied by a "competent person" (the holder of a current FULL licence—not a Provisional—to drive a vehicle of the same class) could, UNTIL OCTOBER 1, 1957, drive unaccompanied, but after October 1 would once again need to be accompanied when driving. This proviso has now been modified so that a learner-driver who holds a Provisional licence issued BEFORE OCTOBER 1, 1957 (and has held that licence for at least one month) can continue to drive unaccompanied until the expiration of that licence. In the case of all Provisional licences issued ON OR AFTER OCTOBER 1, 1957, the requirement to be accompanied is back in force.

Now, the law regarding the learner-driver and an ordinary private motor-car is quite simple. It is that he must be accompanied at all times by a competent person—in this case, the holder of a current full licence to drive a

CAR. He must also, of course, exhibit his "L" plates, but that is common to all vehicles driven by learners.

The three-wheeler sometimes causes a little confusion. Basically, it is fairly simple. If the vehicle is constructed to carry more than one person (and all the popular makes, Bond Minicar, Reliant, the old Morgan, etc. are constructed to do so) then the learner-driver must be accompanied by a competent person. But the complication is what kind of licence must the "competent person" hold? Is the three-wheeler a car or a motor-cycle for this purpose? The governing factor is whether the vehicle is equipped with means of reversing. If it is equipped with such means of reversing, then the supervisor must hold a full licence to drive a car (Group A licence), but if it is not so equipped, then he must hold a motor-cycle licence (Group G). Similarly, when our learner passes his test, the type of licence issued to him will be either a car licence or a motor-cycle licence depending on whether or not the vehicle on which he took his test was equipped with means of reversing.

I am afraid this all sounds rather complicated, but all laws are like that and I can only hope that these few words have done something to clear the fog a little and will help Naval "learners" to keep on the starboard side of the law.

# SHIPS OF THE ROYAL NAVY

## No. 25. H.M.S. SHEFFIELD

H.M.S. SHEFFIELD, a cruiser of the Southampton Class, was built and engined by Messrs. Vickers-Armstrong Ltd. on the River Tyne.

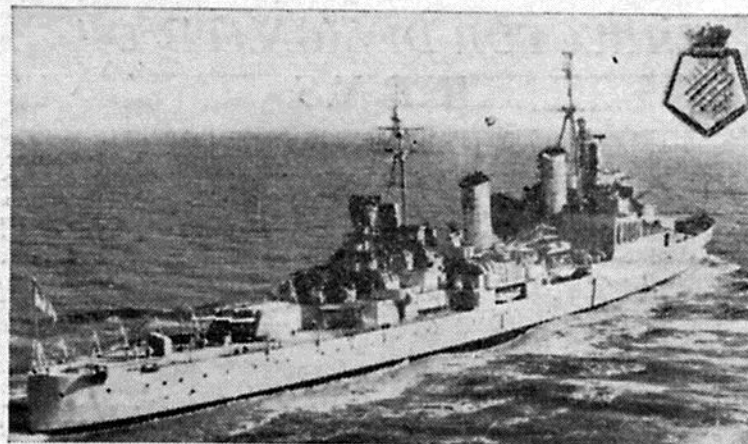
Launched by Her Royal Highness The Duchess of Kent on July 23, 1936, Sheffield was first commissioned for service in the Home Fleet in 1937.

H.M.S. Sheffield is the first ship to be so named.

Among the ship's treasured possessions, are many fine articles presented to the ship by the City of Sheffield, and the Company of Cutlers in Hallamshire, and many of the ship's fittings were of stainless steel, or Staybrite, specially made and presented by firms who helped in fitting her out. These gifts, no doubt, gave rise to the nickname, "The Shiny Sheff." The ship's overall length is 591½ feet, her beam 64 feet, and displacement 9,100 tons.

H.M.S. Sheffield has more battle honours than other ships of her class, from Norway in 1940, to Salerno and North Cape in 1943. She took part in the long pursuit and final destruction of the German ship Bismarck.

H.M.S. Sheffield became Flag Ship on the America and West Indies Station late in 1946, travelling 60,000 miles during the commission. After modernisation and an extensive refit



in 1949 and 1950, Sheffield recommissioned on December 29, 1950, and during that commission spent some time in the West Indies.

In 1953, Sheffield recommissioned for further service on the America and West Indies Station.

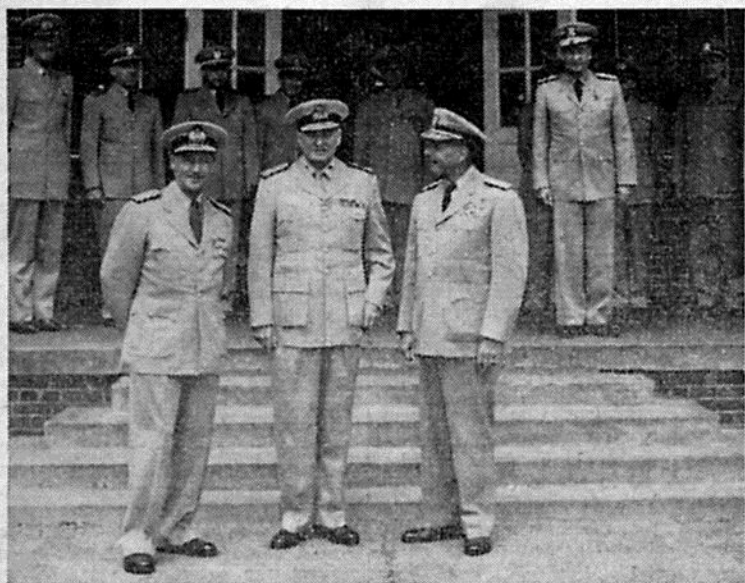
H.M.S. Sheffield recommissioned last August at Chatham for a General Service Commission in the Home and Mediterranean Fleets.

Description of badge:  
Field: blue.

Badge: eight arrows interlaced, silver feathered and pointed gold.  
Motto: "Deo Adjuvante Proficior," which may be translated "With God's guidance, we shall do our best."

The ship march is the traditional old Yorkshire song "On Ilkla Moor Baht 'at," which was arranged by one of the ship's band masters.

## Overseas Tour of Flag Officer Submarines



(Official SACLANT Photo)

Rear-Admiral Woods (centre) with Vice-Admiral Sir John Eaton (left) and Rear-Admiral R. D. Hogle, U.S.N.

BETWEEN JULY 15 and August 19 the Flag Officer Submarines (Rear-Admiral W. J. W. Woods, C.B., D.S.O.) carried out a tour round the world, accompanied by his Chief Staff Officer (Capt. H. S. Mackenzie, D.S.O., D.S.C.). His main object was to visit the Fourth Submarine Squadron at Sydney, Australia, and the Sixth Submarine Squadron at Halifax, Nova Scotia, but he also took the opportunity to hold discussions with the Australian, New Zealand and Canadian Navy Boards and with various United States Naval

authorities. In addition to being Flag Officer Submarines, Admiral Woods is Commander Submarine Force Eastern Atlantic in the N.A.T.O. organisation.

On arrival at Sydney from Singapore, Admiral Woods held a press and television conference lasting for one and a half hours, and while there attended a smoking concert given in his honour by the Sydney S.O.C.A.

At Norfolk, Virginia, Admiral Woods was privileged to attend the

(Continued in col. 3)

## THE TRAFALGAR SERVICE CLUB

DURING OCTOBER, two interesting events will be taking place at this Club.

At 5 p.m. on Monday, October 21, Trafalgar Day, a small Lectern, carved from oak from H.M.S. Victory (Ship), in memory of the late Canon Arthur Sutton Valpy, one of the club's original founders and also a generous benefactor, will be dedicated by the Club's President, The Right Reverend, The Lord Bishop of Portsmouth, in the Chapel of St. Nicholas which forms part of The Trafalgar.

Owing to the small space available, it is regretted that only a few officers and ratings will be able to attend, but those who come will be welcome. Anyone wishing to see the Lectern will be able to do so immediately after the service ends, at approximately 5.30 p.m. or on any following day, when the chapel is always open.

Some of our readers will probably remember that following the major reconstruction and modernisation of the club, this attractive little chapel, which forms an integral part of the life of the club, was dedicated by the Bishop of Portsmouth on May 31, 1951.

### Tea and Entertainment

Then on Tuesday, October 29, for the ninth year running, the committee of the club has invited to tea and a short entertainment in the lounge, about 50 members of the Royal Naval Friendly Union of Sailors' Wives. For 10 years, these ladies have been collecting "ship" halfpennies for the funds of The Trafalgar. In this way, they had, up to October last year, benefited the club to the extent of over £236 (113,280 "ship" halfpennies)—a truly wonderful effort for which the committee is most grateful.

At the end of last year, The Trafalgar Services Club celebrated its golden jubilee. Its doors were first opened on December 18, 1906, and since then

(Continued from col. 2)

commissioning ceremony of U.S.S. Ranger, the United States Navy's latest carrier and the third ship of the Forrestal Class.

Whilst at New London Submarine Base Admiral Woods visited the U.S.S. Nautilus. This visit was of particular interest in relation to the progress being made with H.M.S. Dreadnought. He was the first officer from a foreign navy to be allowed on board this revolutionary ship.

The tour ended at Halifax, N.S., and happily all three submarines of this squadron were in harbour at the time. This is unusual, as their commitments take them over vast distances.

The value of this tour was immense, and it must have given great satisfaction to the two remote squadrons to have their Admiral with them for a few days.

have never been closed, and its bed-sitting rooms and single cabins have been slept in to date by a total of just under 3,500,000 men. A Jubilee Fund for the purpose of carrying on capital improvements to the club was started in November, 1956, and the total subscriptions from all sources now stands at £1,030 9s. 1d. This fund is remaining open until the end of October. The committee hopes that any Service establishments, ships or individuals, who have not already done so, will consider sending a subscription to show their appreciation of the excellent work which The Trafalgar has been doing in Portsmouth for nearly 51 years and so enable a number of further improvements to cabins, kitchens, washing arrangements, lockers, etc., to be carried out. These cannot all be put in hand unless the money is available.

## R.N. Shipwright Artificer Assn.

THE PORTSMOUTH and Chatham Branch of the above association, played a friendly cricket match at Chatham on July 28. In ideal weather Portsmouth batted first, but could only produce 45 runs, Thompson contributing 29. Chatham made a confident start and were 36 with five wickets to fall, but at the result of some fine bowling by Brushwood, who, in two overs took six wickets, they were all out for 39.

Brushwood's 7 for 13, included six bowled and one caught and bowled. This was an extremely fine effort judged by any standard.

Dance and darts were enjoyed by a large company at the U.S. Club after the game.

The Portsmouth Branch held their summer ball at the Rock Garden Pavilion, Southsea, on July 19, when about 150 dancers thoroughly enjoyed the evening.

The next social event will be the annual dinner and dance which will be held at the Rock Garden Pavilion in November.

## SERVICE

### for Service people

When you bank with the Westminster, you get service all along the line. First, the Westminster has a special Navy Branch at 26 Haymarket, London. This has been open since 1772 and is, in consequence, well acquainted with the kind of financial problems you meet with in the Navy. Next, the Bank has branches at Chatham, Portsmouth and Plymouth which are always at your service (as also are nearly 1,200 branches in other towns throughout England and Wales). Finally, the Westminster Bank operates abroad through a world-wide system of agents and correspondents. If you would like to know more about our service to the Senior Service, write for the booklet 'Westminster Bank to Her Majesty's Ships'



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## SHIPS OF THE ROYAL NAVY

### No. 25—H.M.S. Sheffield

The Editor, "Navy News," R.N. Barracks, Portsmouth:

Please forward one postcard of H.M.S. Sheffield as reproduced at the top of page 3, for which I attach stamp value 2½d. (Use block letters, please.)

Name .....

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# WOMEN'S PAGE A MISCELLANY FOR THE LADIES

## DIRECTOR-DESIGNATE OF W.R.N.S



SINCE DECEMBER, 1954, Superintendent Elizabeth Hoyer-Millar, O.B.E., W.R.N.S., who succeeds Commandant Dame Nancy M. Robertson, D.B.E., Hon. A.D.C., W.R.N.S., as Director of the Women's Royal Naval Service in April of next year, has been Superintendent of H.M.S. Dauntless, the W.R.N.S. training and drafting establishment at Burghfield, near Reading.

The only daughter of the late Capt. and Mrs. R. C. Hoyer-Millar, of Craig, Montrose (Angus), she entered the W.R.N.S. as a rating in January, 1942, and served as such at the R.N. Air Station, Donibristle, until October of that year, when she started the officers' training course at the R.N. College, Greenwich.

## PRINCE PHILIP TO SPEAK AT ASSOCIATION OF W.R.N.S. W.R.N.S. Royal Guard of Honour

HIS ROYAL Highness Prince Philip, Duke of Edinburgh, will be the guest of honour, and principal speaker, at the triennial reunion of the Association of W.R.N.S. to be held in the Royal Festival Hall on Friday, November 1.

The reunion, which is being held at the Festival Hall for the first time, is being attended by some 3,000 former and serving members of the W.R.N.S. from branches of the Association in Britain and overseas, and links the part played by the Service, formed 40 years ago, in the two world wars.

A Royal guard of honour, formed by 100 Wrens from H.M.S. Dauntless, the training and drafting establishment at Burghfield, near Reading, will be paraded for the arrival of Prince Philip, who, when he carries out an inspection, will be accompanied by the Superintendent of H.M.S. Dauntless, Miss Elizabeth Hoyer-Millar, O.B.E., the Director designate of the Service.

The First Lord of the Admiralty, the

Earl of Selkirk, O.B.E., A.F.C., will also attend the reunion, at which the President of the Association, Dame Vera Laughton Matthews, D.B.E., the present Director of the W.R.N.S., Commandant Dame Nancy M. Robertson, D.B.E., Hon. A.D.C., W.R.N.S., and the Chairman of the Council of the Association, Miss M. M. Mocatta, are also to be present.

Command "Corners" are being arranged in the Festival Hall and signposted Chatham, Portsmouth, Plymouth, Western Approaches, Rosyth and Overseas to help the reunion of old friends during the evening. With this object in view also, members are being asked to wear name tags on their lapels—maiden as well as married names in the case of those married since leaving the Service.

The Association of W.R.N.S., founded after the First World War to help all those who served in the W.R.N.S. to keep in touch with one another, now has a membership of some 6,000, with 56 branches in towns in this country.

## Out of Uniform

WARM AS toast you will be all winter in this Bickler coat in rugged tweed lined throughout with a snowy fur fabric pile. The sleeves are gathered into neat cuffs, shoulders are smooth and the coat is roomy but without bulk. The retail price is about 16 guineas.



## FRIENDLY WIVES

### HAVANT

THE SEPTEMBER meeting at St. Faiths Hall, opened with a Naval hymn and prayer; led by Mrs. D. Horton (Vice-Chairman).

Mrs. Chavasse (Chairman), then made several announcements, chief of which was her coming retirement from the Chairmanship of Havant Branch, to that of Sheerness, where her new home is to be, in October. Mrs. Horton expressed a genuine regret on behalf of all the members at losing such an energetic, and enthusiastic leader, and wished her well with her new Branch of Sheerness "Friendly Wives."

This was seconded on behalf of the Committee, by Mrs. Oakford who stressed the fact that Mrs. Chavasse had always been ready to give help and advice at any time.

A specially invited team to answer "Any Questions," was then introduced. They were: Mrs. Carter (Guide Commissioner for Leigh Park Area, and one of the Managers of the Trospann School, Leigh Park), Mrs. Weekes, from Emsworth, well known for her public services as a Magistrate, etc., Capt. Willett (R.N. ret.) also well known in local circles, and Capt. Gilbert Malden (R.N. ret.), from Le-on-Solent.

### Many Questions

Laughter was the keynote of the session which followed, and lively answers were given to controversial questions on "Reducing the cost of Living," "Early Marriage," "Cycling for younger children" and "Fashions for Women"—the last one being aptly described by one of the male members of the team as "nothing but a 'sack' race."

All too soon the afternoon ended, and tea was served by Mrs. Jones and helpers. All voted it one of the most pleasant afternoons we have had, and it was good to have in our audience Mrs. Blundell, Mrs. Winter, and Mrs. Malden.

Raffle prizes, given by Mrs. Chavasse and Mrs. Whitenstall, were won by Mrs. Childs and Mrs. Longley.

A cordial welcome is always waiting for any wives of Naval personnel (serving or retired) also Royal Marines wives, and it is not necessary to become a member at the first attendance. Meetings, monthly, every third Tuesday.

A birthday bring and buy sale is the high-light of our October meeting. Being our first anniversary, it is hoped all members of all branches will find time to visit us, and bring their friends. The items for sale will be many and various and of good quality, much work having been put into garments, etc. Vouchers will be available and teas served at reasonable cost.

### H.M.S. VERNON

THE H.M.S. Vernon Branch held their first general meeting since the "leave period" in the cinema, H.M.S. Vernon, on Wednesday, September 4. Mrs. E. A. Blundell presided and prayers to open the meeting were said by the Rev. C. Prior.

Mrs. Blundell introduced Police-woman Sgt. Howard who was the guest speaker for the afternoon and whose most interesting talk on the training and experiences of a police-woman held the audience spellbound. Her easy style and numerous anecdotes made the very comprehensive talk seem all too short. There was insufficient time for her to answer all the members' questions and many of them expressed the hope that it will be possible for her to come and talk to us again. Mrs. Bartlett proposed a vote of thanks after which tea was served by the tea committee.

Mrs. Ainsley very kindly gave a tea-cosy which, with another prize, was raffled and these were won by Mrs. Parnham and Mrs. Saunders.

Our thanks are due to Wrens Cooke and Angus who so ably looked after members' children during the meeting.

### Future Events

Sewing meetings will be held in the wardroom annexe on Wednesdays, October 16 and 30, at 2.30 p.m. The annual sale of work will be held in the cinema on Wednesday, November

6, at 2.30 p.m. Lady Grantham has very kindly consented to open this and it is hoped to have a very successful sale. Tickets, price 1s., including admission and tea, are available and any articles for the stalls will be very welcome.

### SOUTHSEA

AFTER PADRE Grant had opened our meeting on September 9, Mrs. Thompson introduced Lady Poland, Chairman of the Central Council of the R.N.F.U.S.W., who very briefly addressed the meeting.

It was most encouraging to have such a large attendance at this meeting, which was the first of the new season, especially as the only attraction billed on the programme card was "subscriptions." However, those attending were rewarded with a very amusing and unusual talk on Russia by Mrs. Thistleton Smith.

We were all very sorry to have to say goodbye to our vice-chairman, Mrs. Tregenna-Piggott who is leaving to join her husband in Plymouth.

Our next meeting will be held in the Commodore's Conference Room, R.N. Barracks, on Monday, October 14, at 2.15 p.m. when we will have a film show by the Southdown Motor Company. At this meeting tickets (price 2s.) will be on sale for our whist drive which is being held in the Commodore's Conference Room, R.N. Barracks, on October 16, at 7.30 p.m.

The bus for the general meeting in London on October 9, will leave St. Mary's Church at 9.30 a.m.

### GOSPORT

WE HELD our opening meeting of the new year on September 5, and there was a good attendance, with a number of children still on their school holidays.

We played tombola, and the children joined in, thoroughly enjoying this exciting game. A brisk pace was maintained throughout by P.O. Robinson and P.O. Carter, who very kindly came along from H.M.S. Collingwood to act as "callers."

This year programme cards will be sold at the meetings and not distributed by post as heretofore.

A social afternoon has been arranged for our next meeting on October 3, and the wives of men who

have served, or are still serving in the Royal Navy, will be very welcome. The meetings are held in the Sloane-Stanley Hall, Crossway, Gosport, and members are invited to bring their children.

### NORTH END

OUR MEETING took place at the Fisher Hall, Whale Island, on Tuesday, September 3, at 2 p.m. Mrs. Casement was in the chair. The first meeting after the summer break is usually the annual general meeting, and after the business had been transacted the meeting broke up into small informal groups to discuss future programmes, and details of running the meetings.

The raffle was for some honey, a vase, and some flowers, and was won by Mrs. Roper, second Mrs. Powell and third Mrs. McBride.

The next meeting is on Tuesday, October 1, at the Fisher Hall, Whale Island, and a talk will be given on handicrafts, with an exhibition by Second Officer Scott, W.R.N.S.

New members are always welcome and to those with children we would say that the meetings end about 4 p.m. and you can bring your small children with you. Anyone interested should come to the next meeting or contact the secretary, Mrs. Hussey, 45a Festing Road, Southsea. Telephone Portsmouth 33312.

# sailors DO care

A girl in every port can, at best, prove little more than a diminishing asset—even to the most resourceful sailor. The time comes when those who care for their future wish to husband their resources, and a Pearl Endowment Assurance is ideal for doing this since it not only provides you with a definite cash sum at a definite time, but also affords immediate protection for your wife and family.

In co-operation with the Admiralty, who commend this prudent form of saving, it has been arranged that serving ratings and Royal Marine other ranks can pay their premiums monthly under the naval allotment scheme.

For full details fill in and forward the attached coupon without delay.

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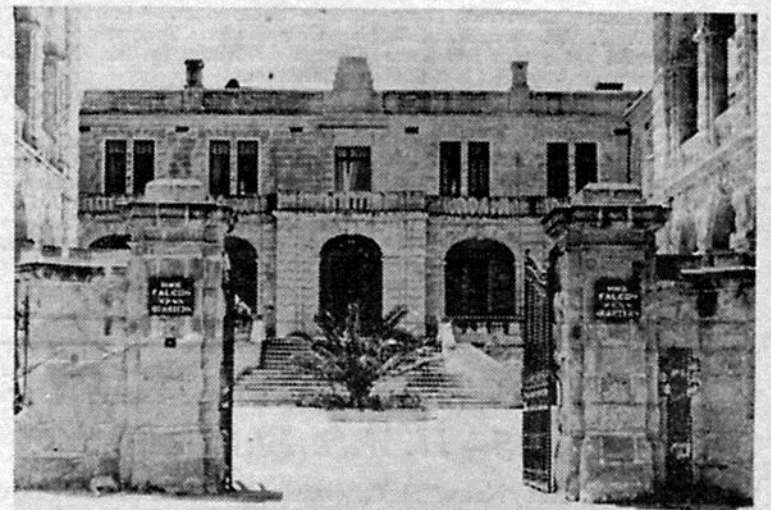
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## W.R.N.S. QUARTERS—H.M.S. FALCON



This photograph will undoubtedly bring back nostalgic memories

## W.R.N.S. "AT SEA"

### A working trip

OPPORTUNITIES FOR Wrens to go to sea aboard aircraft carriers are few and far between, but some of us at Portsmouth were lucky enough to have a trip in H.M.S. Bulwark, looking after the families' children.

Eight of us boarded the carrier at 1400 and were shown to the "nursery." We split up into two watches so that each in turn could see the aircraft display and have a look at the various

places of interest to be seen on the ship. Tea was later served in the hangar and amidst the many visitors was the noted singer David Whitfield.

On reaching Spithead we disembarked from H.M.S. Bulwark and boarded an M.F.V. for Portsmouth harbour. We would like to express our thanks to the officers and men of H.M.S. Bulwark for a very enjoyable trip.

# YOUR NEW FURNITURE

By MAREE COLLETT



TAKE A good look at this picture. Do you have the problem of trying to keep your children from ruining your furniture? If you do . . . this should interest you. And if you don't remember . . . you might!

At last furniture manufacturers have brought out a type of material that will stand up to reasonable—and unreasonable—wear!

The mother of the two "darlings" in the photograph didn't turn a hair when she saw this scene. Generally speaking, she is no different from you . . . but she has invested in one of the easy-to-wash three-piece suites.

A little soap on a slightly moistened sponge deals efficiently with the crisis of chocolatey finger marks and muddy shoes . . . also, of course, the everyday accidents like spilt tea or milk stains.

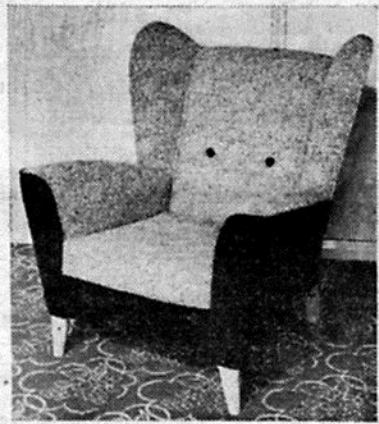
The rayon fabric is made up of a natural and man-made fibres. The colours are spun within the yarn and this gives the highest degree of resistance to fading. Colour range includes a dramatic scarlet, a translucent emerald green, and a rich kingfisher blue.

The model shown here is called the "Waterloo" and is a brand-new arrival in traditional design.

The second picture—the Chelsea—is grey and white interior with black outside—serviceable and smart.

Many other models have silicone-treated materials which makes spill liquids bounce off them. The dream of any houseproud woman!

These models are among the "reasonably priced" and are obtainable from your nearest leading furniture store or any branch of Court Bros.



## SPORT & RECREATION IN THE ROYAL NAVY

THE 1957-58 Edition of *Sports and Recreation in the Royal Navy* is now available costing 7s. 6d. It provides up-to-date information on the Royal Navy and Royal Marines Sports Control Board, the Nuffield Trust for the Forces of the Crown, the Rules of the Inter-Services and R.N. Inter-Command Championships, and of the games more generally played in the Navy. It also includes information on many other items which should prove valuable to sports officers. It is on sale from all branches of N.A.A.F.I. and from the R.N. School of P.T., Portsmouth.

## Married Quarters

ACTIVITY OVER the last few months has been brisk, particularly since the limit was removed on the number of Admiralty furnished hirings. The introduction of the no-limit has proved so popular that the number of hirings in the Portsmouth Command now totals 192 for officers and 603 for ratings and is increasing rapidly. In fact the increase is such that the Lands Department is getting overloaded and it may soon be necessary to discourage enthusiasm, unless further staff is provided to deal with the additional work involved.

The number of permanent married quarters that have been occupied has also been increasing as fast as the new buildings can be furnished, that is, at the rate of some 16 to 20 per week, except for periods when the warehouse must be restocked. Over 1,000 quarters have now been occupied, 200 of them by officers and more than 800 by ratings.

In addition to the newly hired accommodation and new construction, there is a combined total of over 50 changes in tenancy every month.

In spite of all that is being done to accelerate the accommodation of ratings and their families, however, the list of those on the waiting list shows little sign of growing any shorter.

The latest state of the rosters is as follows:

Rating	Application date	Numbers of men at the top of the roster
C.P.O.s . . .	21 July 30, 1957	
P.O.s . . .	151 May 17, 1957	
Junior rates	345 March 18, 1957	

### Move of Officer

One other item of interest is that the Staff Married Quarters Officer will shortly be moving his offices from Semaphore Tower in the dockyard to the Royal Naval Barracks. It is hoped that this decision will be favourably received by those seeking accommodation, who at present have to climb 77 steps to the existing offices.

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

### RESETTLEMENT

I SHALL be leaving the service at the end of this year and am very anxious to get back into the printing trade. I was in it for a year before joining up. I would welcome any advice you can give me on this matter.

I suggest you take the following action:

(a) Examine trade periodicals which advertise offers of employment, and apply for any vacancies which may occur in the area where you wish to work.

(b) Consult with friends and acquaintances in the trade.

(c) Approach your former employer who may possibly be in a position to take you back.

(d) Write to the Vacancies Officer of your local Ministry of Labour Employment Exchange.

(e) Fill in two copies of Form E.D. 828 (attached), one copy being forwarded to your local Employment Exchange and one to the nearest office of the Regular Forces Employment Association. Do this as soon as possible.

(f) After allowing a few days for these forms to reach their destinations, write to the Vacancies Officer and to the Regular Forces Employment Association.

I enclose a card which you might like to fill in and return to the Port Resettlement Information Officer, R.N. Barracks, Portsmouth, so that he can inform you if he hears of a suitable opening.

### RE-ENGAGEMENT BOUNTY

I have been advised to write to you concerning my application for the £100 re-engagement bounty which has been refused by my Ship's Office. I joined the Royal Navy as an Engine Room Artificer (H.O.) in May, 1941, and was released in 1946, and subsequently re-joined for a 12-year engagement on October 10, 1950.

In March this year I re-engaged to complete time for pension. I have been granted the month re-engaging leave

but the Paymaster contends that because of my broken engagement I am not entitled to the bounty.

The Regulations state that this Bounty has been discontinued except for certain reserved rights created on the introduction of the 1956 Pay Code. It is now only payable to the following:

(1) Men who were serving on September 1, 1950, and have served continuously since that date, or

(2) Men who have entered the Royal Navy since September 1, 1950, as new entries with no former service.

As you do not come within either of these categories, therefore, you are not eligible for the Bounty.

## The Man Who Came to Dinner

Victory and Portsmouth Command Drama Group name next production

THE LIGHT comedy "The Man Who Came to Dinner," by Moss Hart and George S. Kaufman, hailed by American critics as one of the funniest plays ever to hit Broadway, will be produced by the Victory and Portsmouth Command Drama Group in the Victory Theatre, R.N. Barracks, on October 29 and 30.

The amateur drama enthusiast and naval public will enjoy this show, American in its comic tone, Broadway in craftsmanship, and a roaring evening of literate hilarity at popular prices.

A most entertaining performance by a competent cast which includes several well-known and popular naval dramatic personalities.

The producer is Lt.-Cdr. Lionel Taylor and the business and publicity are in the hands of the Rev. David Stewart, both of whom belong to the Royal Naval Barracks, Portsmouth.

## COMMONWEALTH EXERCISE

SHIPS AND aircraft of Commonwealth countries have concluded a period of nearly five weeks maritime exercises in the Indian Ocean, operating from Trincomalee at the invitation of the Government of Ceylon.

The forces taking part have included the cruiser Ceylon, three frigates and two submarines of the Royal Navy, the cruiser Delhi with three destroyers and three frigates of the Indian Navy, three destroyers and a frigate of the Pakistan Navy, and minor warships of the Royal Ceylon Navy. Aircraft of R.A.F. Coastal Command and other nations concerned have also taken part.

The emphasis in this, the seventh annual exercise in the area, was on anti-submarine warfare, and the presence of two British submarines made the anti-submarine training more advanced and extensive than hitherto.

The exercises were directed by the Commander-in-Chief East Indies, Vice-Admiral H. W. Biggs, C.B., D.S.O., in consultation with the Air Officer Commanding Ceylon, and the senior officers of the other participating Navies.

## ★ Book Reviews ★

**The Pick of Punch.** Edited by Nicholas Bentley. (Andre Deutsch Ltd. Price 18s.)

LET US admit it—Punch is not everyone's "cup of tea"—the subtlety and satire may escape some—but everyone can appreciate the cartoons and the straightforward humour. In this annual selection Nicholas Bentley has picked wisely and well, and the volume, so readable and well produced, can be enjoyed by all.

Read it at the breakfast table. Never mind about the headlines in the morning paper for they are bound to be depressing. Never mind about the wife and her shopping—that's bound to be expensive. Read it at lunch time—there is bound to be a cartoon or a short article which will titillate your fancy. Study it over a cup of tea, and you will find something to chuckle over to yourself or to tell your friends in the carriage on the way home.

Do not read it at dinner; after all the eyes must be rested and it is still considered bad manners to read at the dinner table! But a look through its pages while dressing, or waiting for your guests, is bound to provide you with a topic for that after dinner speech, or to fill that gap in the conversation.

Take it to bed with you, but I would not recommend reading it in bed, for your chortles will keep both you and your wife awake.

Seriously, if one can be serious about a book which contains so many amusing illustrations and stories, it does not matter when you read it, so long as you do read it.

It is a book for all occasions. H.R.B.

**We Captured a U-Boat.** Rear-Admiral Daniel V. Gallery, U.S.N. (Sidgwick and Jackson; 18s.)

THE TITLE "We Captured a U-Boat" is intriguing and immediately promises a tale of heroism and excitement on the high seas. Such a feat is almost unique in the exploits of all navies. Admiral Gallery has written a splendid tale that will appeal to all schoolboys.

As a professional sailor, albeit a submariner, I found the preamble most irksome and irritating. The author credits his reader with no intelligence, repeats himself to the point of exasperation, and at times is inaccurate in his technical descriptions.

By the time the part of the story, as forewarned by the title, is reached, I had lost a great deal of interest in

the book. The actual story I was hoping to read came suddenly as a short and rather uninspiring anti-climax.

The heroism displayed by the boarding party was undeniable. The possibility of capturing a U-boat was, however, not unexpected. The author says he thought about it many years before. It had become an obsession with him some time before the opportunity arrived. The fact that no responsible person in his organisation knew anything about submarines and the author's own admission that in nearly 30 years of service in the United States Navy he had never been inside a submarine until he entered U.505 off West Africa shows an almost incredible naivety to the problem.

The most interesting part of the book is the description of acquiring and installing the submarine in its present position. P.H.J.S.

**Extraordinary Seaman.** J. P. W. Mallalieu. (MacGibbon and Kee; 15s.)

DEVOTEES OF Mr. C. S. Forester's Capt. Hornblower will have no difficulty in recognising in this book the historical sources of several of the redoubtable Captain's exploits. The Extraordinary Seaman in question is Capt. Lord Cochrane, one of the most daring and resourceful of the Royal Navy's captains during the latter half of the Napoleonic Wars and, after a long and bitterly contested struggle with the Admiralty had resulted in his leaving the Navy, a leading figure in the series of wars by which the South American republics won their independence from Spain and Portugal.

Mr. Mallalieu has made a very readable account, in the modern historical-popular manner, of this Naval side of Lord Cochrane's career. If the reader of more detailed, more highly analytical biography may criticise the slightness of several passages, there is much to be said for adopting a style which is very likely to achieve the author's implied object, to make Cochrane, as he deserves to be, a more widely known figure. One might take some exception to the short list of four books, headed "Bibliography," which the author considers quite enough for the undeveloped faculties of his readers; but this may be forgiven because of the promise of a second book on Cochrane, to which, after reading "Extraordinary Seaman," the present reviewer looks forward with relish. R.I.C.

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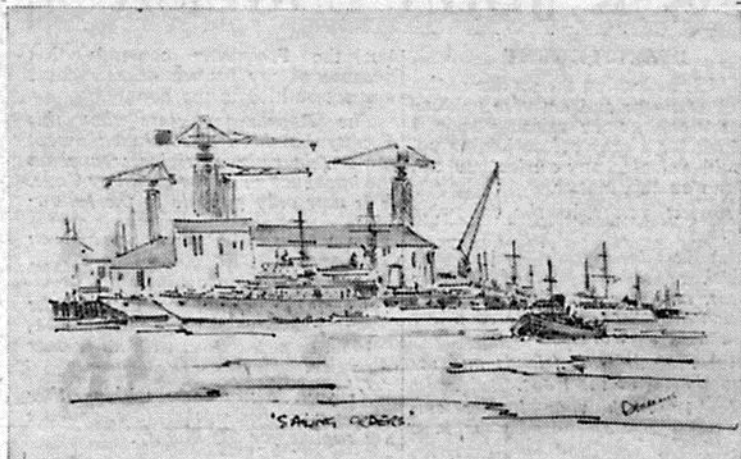
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# TRAMPS ABROAD

George R. Deakins



BY THE time that the NAVY NEWS goes to press for the October issue, the biggest N.A.T.O. exercises ever will be completed. Telephones will be humming, brains will be ticking and a million pens will be scratching in an effort to produce sufficient "buff" consistent with so widespread an exercise. More than 500 Naval units will be taking part including Ark Royal, Eagle, Bulwark and the 60,000 ton carrier James V Forrestal. The countries represented will be Britain, U.S., France, Germany, Belgium, Holland, Portugal, Denmark, Norway and Canada.

There is to be a mock submarine attack on Britain, and in the Mediterranean land, sea, and air forces will attack the Turkish coastline with the Turkish army defending against 10,000 U.S. Marines to see what would happen if enemy ships broke down the Dardanelles defences.

### What of the little Ships

Newspapers and the B.B.C. will hum, and cameras will televise the glamour boys of the big ships, but what of the little 'uns? Glancing through the scuttle of the Vigo I can see berthed alongside the dockyard, destroyers, frigates, minesweepers and the "Mickie Mouses" (who would

take it green over the forecastle even in the calm of a paddling pool).

In a few days they will be sliding quietly away from the hospitable dockyard walls, away from the comfortable counterpane of cranes, and almost unobserved pass through the harbour entrance to the, what has been recently, most unfriendly Solent and Channel.

Where are the Paul Tanfields, the William Hickeys and the Richard Dimblebys? Surely not on these little ships to charm the great British public with the magic of their smooth flowing eloquence! Silently the little ships will go and silently they will return. Visitors to Portsmouth will wave them in from Southsea beach, and from the Point and Ferry Pontoons, but only a few of the on-lookers (probably old sailors) will notice the "squared-off" smashed whalers, the rust worn beaten sides, the salt crusted paintwork, and only the old sailor will appreciate the feelings of those onboard "attentioning and facing starboard" returning to the haven where they would be.

This is a peaceful Sabbath as I write. Portsdown Hill is bathed with sunshine after a week of sullen scowling. A ferry boat, colourful with holiday-makers, moves slowly through the smooth harbour water, a com-

(Continued from Page 1)

# COASTAL FORCES, 1957

## Is This the End?

Scott-Paine, of the British Power Boat Company, Hythe, Southampton, approached the Admiralty with a new design of fast motor-boat. It was based on his famous racing craft, Miss Britain III, with which he won the speed record for boats on salt water (100 m.p.h.).

Early in 1936 the name "motor torpedo boat" (short title M.T.B.) was officially adopted for these craft.

In June, 1936, M.T.B. 01 was temporarily commissioned as H.M. M.T.B. 01 under the command of Lieut.-Cdr. G. B. Sayer (now Rear-Admiral G. B. Sayer, C.B., D.S.C.), who was a torpedo specialist. With one other boat she took part in a special demonstration for His Majesty King Edward VIII. It is of interest to

note that H.M. M.T.B. 01 was the first of H.M. ships in which King Edward VIII embarked after his accession to the throne.

The first M.T.B. flotilla was completed in the spring of 1937 and operated from H.M.S. Vernon. Experimental and developmental work transferred from Hythe to H.M.S. Vernon under Cdr. H. D. Nichol, R.N.

### Base Requirements

In September, 1939, there were no Coastal Forces bases equipped with the necessary staff and facilities for operating and maintaining Coastal Forces craft.

The craft were broadly sub-divided into:

- Motor torpedo boats.
- Miscellaneous craft, including anti-submarine craft, motor minesweepers and wireless control target vessels.

Prior to the commencement of hostilities a considerable amount of ground work was covered in working out the base requirements for operating these flotillas of specialised craft. Although it was only three years since the first craft had been ordered it was realised that these special craft required more "nursing" than is given to other Naval vessels, and, in order to improve their reliability, constant care and attention, collectively known as maintenance, would be essential.

Consequently, in September, 1939, it was decided that special maintenance bases were required for Coastal Forces craft where they could be accommodated and maintained by specialist personnel and accordingly work was commenced on the rehabilitation of H.M.S. Hornet at Gosport.

H.M.S. Hornet was recommissioned in December, 1939, by Cdr F. H. P. Maurice, R.N., who had transferred his experimental and developmental section from H.M.S. Vernon. Within the first 12 months two workshops had been equipped and by the summer of 1940 a small flow of repaired engines had commenced. This was of great assistance at this time, since it was almost an impossibility to obtain major engine repairs.

With the Packard engine, which was built to aircraft standards, it was realised that line production methods in its overhaul would be essential. Workshops to carry out this work were laid out in Gunboat Yard, which formed an extension of H.M.S. Hornet.

Other bases quickly opened as the war got under way and around the coast of the British Isles alone there were over twenty. Coastal Forces operated in the Mediterranean and Far East.

### Decorations

British decorations awarded to Coastal Forces between September, 1939, and April, 1945, numbered 2,003, including two V.C.s., 19 D.S.O.s. and 350 D.S.C.s.

Not only was H.M.S. Hornet the Coastal Forces headquarters but also its laboratory. The birth of the Trials and Development organisation in Hornet was at the end of April, 1946, when a lieutenant-commander was appointed as Naval Experimental officer and an experimental section set up.

By the end of 1947 the number of projects in hand had almost doubled and the experimental section was replaced by the Admiralty Craft Experimental Establishment, with the Captain, H.M.S. Hornet, as superintendent and his engineer officer as deputy.

At the end of 1950 the trials organisation was again altered, although no change was made in function or personnel, but the Admiralty Craft Experimental Establishment was merged with Hornet and given the new title of Sea Trials and Development Section.

In 1952 the Napier Deltic diesel engine, installed in ex-E-boat 5212, ran for the first time.

### H.M.S. Bold Pioneer

In January, 1953, H.M.S. Bold Pioneer, the first of two new long-boats with gas turbines, commissioned in the trials squadron, Her engines, like those of H.M.S. Bold Pathfinder, commissioned seven months later, consisted of two old Mercedes-Benz diesels, 2,500 h.p. each, used as cruising and manoeuvring engines, and two 4,500 h.p. Metro-Vicker's G.2 gas turbines.

During 1953, the first of the "Gay" class F.P.B.s was commissioned in the Second Operational Squadron. These were an emergency class, 70 ft. wooden boats powered by three Packard petrol engines.

By 1954 the Trials Section had completed 135 projects, ranging from hull trials to trials of ear defenders for engine-room ratings.

1955 saw the arrival of three new boats in the Trials Squadron, two new short-boats of the "Dark" class (Antagonist and Aggressor) and H.M.S. Grey Goose, a wartime steam gunboat, refitted and re-engined with Rolls-Royce R.M.60 experimental gas turbines.

By 1956 we saw the First Operational Squadron equipped entirely with "Dark" class boats. These boats were the first warships in the Navy to have black hulls. They were painted this colour because of the effect of the fumes of the Deltic engines on paint of any other colour.

Throughout this tremendously busy and exciting post-war period, full of hard work and progress, there has still been time to play hard and enjoy life.

### H.M.S. Hornet

For a small establishment, H.M.S. Hornet has had a wonderful football record.

Cross-country and athletic teams have been to the fore in Command competition.

In January, 1951, the Marabou [sic] Yacht Club became the Hornet Sailing Club. In March of that year a meeting was held and the club again renamed the Coastal Forces Sailing Club. The objects of the club were to maintain Marabou as an efficient racing yacht and to encourage the sport of sailing in Coastal Forces. Both these objects were well and truly achieved and Hornet made a name for itself as a sailing centre.

These, then, are the cold facts behind H.M.S. Hornet and Coastal Forces in general. Can this really be the end?

## Ex. R.N. personnel for the Royal Australian Navy

The Royal Australian Navy is seeking the services of ex Royal Navy ratings who left the service not more than five years ago and those serving personnel whose engagements are shortly due to expire. Serving R.N. ratings cannot be accepted for entry into the R.A.N. until they have been released from the R.N.

The following categories are required:

- Seaman
- Signalman
- Telegraphist
- E.R.A.
- Mechanician
- Engineering Mechanic
- Electrical or Radio Electrical
- Electrical or Ordnance Artificer
- Sick Berth
- Writer
- Stores (S) or (V)
- Steward
- Cook (S)
- Nava! Airman (A.H.)/(S.E.)
- Naval Airman Mechanic (A), (E) or (O)
- Aircraft Artificer or Mechanic
- Electrical or Radio Electrical (Air)
- Electrical Artificer (Air)

The Royal Australian Navy offers you a 6-year engagement with good pay and conditions of service. Prospects in the R.A.N. are excellent and in many branches immediate or early advancement to former R.N. rate is possible.

Accepted applicants and their families will be given FREE passages to Australia in the same ship under the Migration Scheme. Families will be accommodated in migrant hostels until they can find permanent homes for themselves.

If you are interested, please write for details enclosing your R.N. Service Certificate to ROYAL AUSTRALIAN NAVAL LIAISON OFFICER, Australia House, Strand, London, W.C.2

mentator stands on the engine room hatch, gesticulates and delivers a skilful patter. The ship's company have had their rum issue and all is still, as still as it always has been in Portsmouth dockyard on the Sabbath after the grog ration! A group of U.S. Navy libertymen pass along the jetty (no haircuts needed there, no hateful combs peeping out of jumper pockets. How degrading it is to see some of our own sailors combing their hair in public, it should be made a 90 day detention offence with the option of wearing skirts for six months!). Their eyes are critical of all they see, shoulders are hunched and hands thrust deep into short reefer coats, caps Beatty style balanced on one eyebrow. It is a long and hazardous journey to the Main Gate, cobbles, water filled pot holes, ropes and wires and cassoons under repair, brows and planks and iron sheets (some weighing a million tons and marked "Not to be removed"). I recall the Navy yard at Norfolk, Virginia, with its pattern of neat wide roads (which would most certainly put Gosport's High Street to shame) and with a very efficient dockyard bus service thrown in for good measure. We could never reach such a standard in our dockyard, for the temptation of erecting another tin hut just to expend the few pounds surplus in the Yearly Estimates is too great... surely it would be more desirable to spend such a surplus on labour for tearing down some of the many hovels which deface this ancient yard of ours.

## ARGYLL & SUTHERLAND HIGHLANDERS IN H.M.S. MAIDSTONE

FOR SOME weeks we had known that the Pipe and Military Bands of The Argyll and Sutherland Highlanders were to embark in H.M.S. Maidstone on August 29 for passage to Helsinki. During the course of the day 100 submariners had been moved out, the mess cleaned out, hammocks made up and mess traps drawn for the Army. Submarine spare crew ratings had been detailed as sea fathers, and were waiting to shepherd their charges on arrival. In due course the bands arrived complete with pipes, instruments and that impressive array of ceremonial gear which only a Highlander is capable of producing. The soldiers spent two hours on board, having supper, learning the rudiments of shipboard life, and having the mysteries of their hammocks explained to them by their sea fathers before they went ashore to sample the bright lights of Portsmouth.

On the following forenoon Maidstone sailed for Helsinki with the stirring notes of the pipes alternating with the music of our own Royal Marine Band. While on the five-day passage, the soldiers soon learnt how to live onboard with the greatest degree of comfort possible. By the time we reached Helsinki, the soldiers and sailors were on the best of terms.

When the time came for Maidstone to sail sorrowfully away at the end of our stay, the Argylls remained behind to complete their engagements. We regretted seeing our friends leave as they had brought an unusual and welcome touch of colour aboard, and we were proud to have our own full-size Scottish band with us.

As we slipped, the Pipe and Military Bands of "The Argyll and Submarine Highlanders," as they were now known, staged an inspiring display of marching and counter-marching on the jetty before playing us out of harbour from the flight deck of H.M.S. Ocean.

As from October 1 home and foreign postage rates are being increased. It is with regret that we are compelled to pass on the increase to our subscribers. The new subscription rate will be 8/-. Existing subscriptions will be honoured at the old rates until they become due for renewal.

## 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 8/-, being a subscription for 12 issues, including postage.

Commence.....(Month)

If member of R.N. Association, please state Branch.

# NEPTUNE'S SCRAPBOOK



## No. 45 Royal Marine Commando at Suez

### SURVIVOR FROM 'SUICIDE SQUAD'

WE HAD the pleasure, during the month, of a visit from Mr. J. Bickerdike, an old submariner, whose looks belie his 75 years. Mr. Bickerdike joined the Service in 1899, and entered the submarine service in 1903. He had his training in the Holland Class submarine, and, on completion, joined the A5, a vessel for which he still has an affection, despite an enforced stay below of some 12 hours.

Mr. Bickerdike came down to Portsmouth to attend the Submarine Annual Reunion, and, as he jovially put it, "for a bit of sport." We asked him what his rate of pay was in those days and he told us that a stoker, first-class, got 11s. 8d. per week. When we suggested that this was his submarine pay, he quickly informed us that it was his full pay. (Think of it, it wouldn't buy three packets of 20 cigarettes today!) In his day, submariners were known as members of the Suicide Squad.

From his appearance, and he is, if not the oldest, one of the very oldest submariners, his service in submarines did him no harm. He is already making arrangements to attend the next annual reunion.



A PAINTING in oils is being sent to Malta to commemorate the landing of No. 45 Royal Marine Commando at Suez on November 6 last. It has been painted for 45 Commando, now serving at Malta, by Mr. William Herbert Lane, a technical artist in the Central Illustrations Office with the Admiralty.

The incident depicted is the first occasion on which helicopters had been used by any nation in an assault capacity. A force of helicopters from H.M.S. Ocean and H.M.S. Theseus landed some 500 men of 45 Commando within 91 minutes.

The Commando was put down at about 6 a.m. by Naval Whirlwind helicopters and some Sycamore helicopters, the latter type forming part of an experimental Army unit. The Marines, after disembarking from the aircraft, are seen in the foreground

forming up before going into action with other Royal Marine Commandos of the 3rd Commando Brigade who had been landed from L.S.T.s. and L.C.T.s.

In the background of the picture is the de Lesseps statue which was later destroyed by the Egyptians. Before its destruction, a party of cliff climbers from No. 42 Royal Marines Commando climbed the statue and wired a Commando's green beret on the head of de Lesseps. This remained in position until the statue was blown up.

The artist, who lives at Cowley, Middlesex, was formerly employed as a film artist by 20th Century Fox, J. Arthur Rank, and Warner Bros. companies. While with the latter company, he was concerned in preparing background drawings for the film of "Charlie's Aunt."

On medical advice the Commander-in-Chief Mediterranean (Admiral Sir Ralph Edwards, K.C.B., C.B.E.) has returned to the United Kingdom today from Malta for medical consultation in London and a short period of sick leave.

In his absence, Vice-Admiral Sir Robin Durnford-Slater, K.C.B., (Flag Officer Second-in-Command Mediterranean) has assumed command of the Mediterranean Station, and Vice-Admiral B. I. Robertshaw, C.B., C.B.E. (Chief of Allied Staff), has assumed the duties of Commander-in-Chief Allied Forces Mediterranean.

The Ministry of Defence announce the appointment of Rear-Admiral W. J. W. Woods, C.B., D.S.O. and Bar, to be Deputy Supreme Allied Commander Atlantic, in succession to Vice-Admiral Sir John Eaton, K.B.E., C.B., D.S.O., D.S.C., to take effect in January, 1958.

The First Lord of the Admiralty, Lord Selkirk, accompanied by the Permanent Secretary of the Admiralty, Sir John Lang, will be visiting Canada and the United States during the latter part of September and early October.

Rear-Admiral L. A. B. Peile, C.B., D.S.O., M.V.O., is to be Admiral Superintendent, H.M. Dockyard, Devonport, in succession to Vice-Admiral I. N. Brownfield, C.B., C.B.E., to take effect in November, 1957.

Rear-Admiral N. E. H. Clarke, A.M.I.Mech.E., is to be Deputy Director of Dockyards (Administration) in succession to Rear-Admiral L. A. B. Peile, C.B., D.S.O., M.V.O., to take effect in October, 1957.

Superintendent E. L. E. Hoyer-Millar, O.B.E., W.R.N.S., is to be Director of the Women's Royal Naval Service, in succession to Commandant Dame Nancy M. Robertson, D.B.E., Hon. A.D.C., W.R.N.S., to take effect in April, 1958.

On October 20 a one-and-a-half-hour programme of recorded greetings from families in the Portsmouth area will be sent out by the Mediterranean Fleet Broadcast to officers, ratings and other ranks of the R.N. and R.M., including men of the Fleet Air Arm serving in the Mediterranean. Relatives recorded their messages in H.M.S. Collingwood.

It is hoped that further opportunities will occur to send greetings, notice of which will be given when arrangements have been made.

Long-range Shackleton aircraft of R.A.F. Coastal Command played an outstanding part in the large N.A.T.O. naval exercises "SEA-WATCH," "STRIKEBACK" and "STANDFIRM."

From bases in Cornwall, Northern Ireland, Scotland, Portugal and Gibraltar, they maintained constant patrols. In the first 72 hours over 200,000 square miles of ocean search were covered.

Full co-operation was maintained not only with the naval fleets but with the air forces of U.S.A., Canada, France, Portugal and Holland, with interchange of patrols and the use of aircraft whenever necessary.

H.M.S. Ocean, which has been used since 1953 as a training ship primarily for National Service men, is to pay off into Reserve at the end of the year.

The requirement for the training of National Service men has been dwindling, and the decision to withdraw the Ocean has been taken now as she would be due for a refit at the beginning of 1958.

Forthcoming social activities of the Royal Naval Association for the remainder of the year are as follows:

Friday, October 11.

Social evening, wives and friends invited, with the Gunnery Instructors' Association, at the Staff G.I.s' Mess, Whale Island.

Coach leaves Gosport at 7.30 and transport to Portsmouth and Gosport afterwards is provided.

Friday, November 1.

Social evening with the T.A.S.I.s' Association, as guests, in H.M.S. Collingwood.

Coaches from Portsmouth at 7.30 and transport to Portsmouth and Gosport afterwards provided.

Thursday, December 12.

The Royal Naval Electricians Association Annual Dinner and Dance at the Co-op Hall, Albert Road, Portsmouth. Transport from Gosport and return to Portsmouth and Gosport.

For further information please contact the Hon. Secretary, H.M.S. Collingwood, telephone ext. 146.

At the invitation of the French Government, H.M.S. Bold Pathfinder represented the Royal Navy at the Salon Nautique, Paris Boat Show, as she did last year.

H.M.S. Bold Pathfinder is a 123-foot fast patrol boat of the "Bold" class, driven by two Napier Deltic diesel engines of 2,500 h.p. each, and two Metropolitan Vickers gas turbines of 4,500 h.p. each. She has a ship's company of three officers and 15 men. Her Commanding Officer is Lieutenant-Commander D. Lambert, D.S.C. and Bar, R.N.

City of Birmingham and District, Royal Naval Association. The Annual Dinner in commemoration of Trafalgar will be held at the Crown Hotel, Hill Street, on Saturday, October 19, and tickets, 10s. 6d. each, may be obtained from the secretary. The Commanding Officer (Captain F. R. Twiss, R.N.) and the Chaplain of H.M.S. Gamecock, R.N.A.S. Bramcote, have promised to attend. There will be a service in St. Martin's in the Bull Ring on Sunday, October 20, and arrangements are in hand to have a parade and a march past. A further service will be held on Trafalgar Day, Monday, October 21, at Nelson's Memorial in the Bull Ring, and those who are able are asked to attend.

The next monthly meeting will be on Friday, October 25. Wives and friends are invited at 8.30 p.m. A concert will be held on Saturday, November 9 at H.Q. and a cordial invitation is extended to all past and present personnel. Full particulars from Hon. Secretary, L. A. Reynolds, 86 Scribers Lane, Hall Green, Birmingham, 28.

Modern Pentathlon. For the first time there were no Royal Marines in the Royal Navy team in the inter-Services Modern Pentathlon Championships held at the R.A.F. College, Cranwell.

In the individual competition Lieut. J. Dougan, of H.M.S. Sultan, was fourth, being placed behind such stalwarts as Corporal-of-Horse Hudson of the Army and Sgt. Cobley of the R.A.F., who have represented Great Britain in the Olympic Games.

He has been selected to train with the Great Britain team which is competing at Stockholm later in the year.

Fifty young Navy officers and cadets have completed five weeks in central Iceland as part of a Naval expedition. They were volunteers from Dartmouth and Greenwich Royal Naval Colleges and the Royal Naval Engineering College at Manadon, near Plymouth.

The expedition was designed to develop self-reliance, to give the volunteers a sense of adventure and encourage exploration, and to find leaders for future expeditions into undeveloped areas. The party trekked across ice-caps, established a weather station, studied wild life, and made a survey of a large tract of the country.

The leader, Captain J. A. Taplin, Royal Marines, said it was a great success. Services of the party's two doctors were not required. "I suppose you could say that this is a sort of nursery for future explorers," he said.

The Navy has a new drug for the frogman which makes him a still more powerful weapon in warfare beneath the sea. The news was given at the annual meeting of the British Association for the Advancement of Science. It is understood that the drug will more than double the time a man can stay underwater without detrimental effects.

The First Lord of the Admiralty, the Earl of Selkirk, announced recently that the first destroyer with guided missiles as part of her armament is to be built at Birkenhead.

### Ark Royal's Families' Day

ON WEDNESDAY, August 28, the families and near relatives of the officers and ratings in H.M.S. Ark Royal were invited on board the ship, and took passage while the ship moved down the Hamoaze and made a short trip round the Eddystone Lighthouse and back to Cawsand Bay. There the visitors disembarked by tug.

During the day the visitors witnessed a fly-past by aircraft normally based in Ark Royal, and were able to watch the ship manoeuvring at sea.

About 400 wives and children took advantage of this opportunity to see a little of what life at sea was like in a Naval ship.

After the visitors disembarked, H.M.S. Ark Royal proceeded into the Channel, embarked her Air Squadrons and began a period of intensive flying in preparation for exercises in which she participated in the North Atlantic in September.

Ark Royal will be returning to Devonport in December to give leave over Christmas.

## SUBMARINE IN COLLISION

### Only superficial damage

WHILE ENGAGED on local exercises in the English Channel off Portsmouth, H.M. Submarine Tactician (Lieut. J. W. A. Greig, R.N.), was in collision with an unknown merchant ship.

The collision occurred as the submarine was surfacing after a dive. After the impact the submarine dived again and re-surfaced. By that time

the merchant vessel was beyond identification range.

The Tactician sustained only superficial damage to the forward casing and suffered no casualties. She returned to Portsmouth and was able to continue her exercises the following day.

The Tactician has a complement of approximately 60 officers and men.



## 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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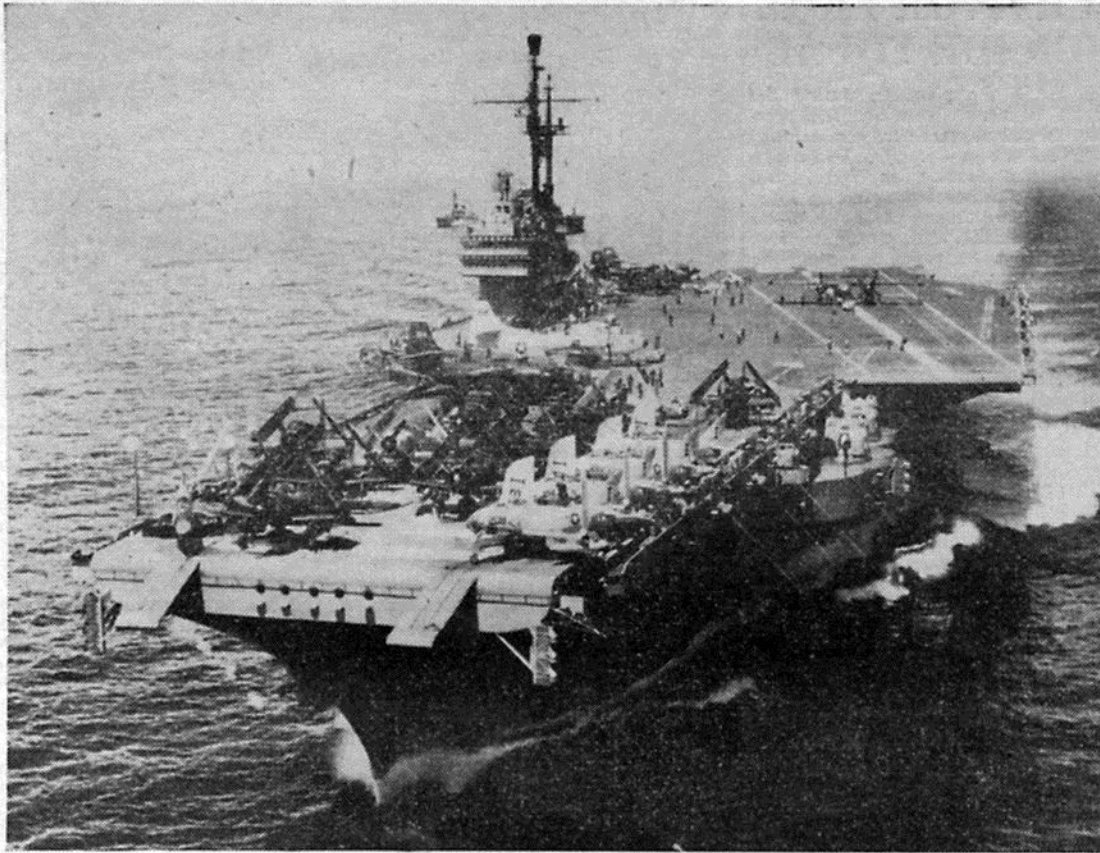
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# EXERCISE 'STAND FIRM'—SHIPS VISIT U.K. PORTS



The United States Ship Forrestal (Captain R. L. Kibbe, U.S.N.) flies the flag of COMCARDIV 4, (Rear Admiral M. F. Arnold, U.S.N.). Forrestal is at Southampton and the host ship is H.M.S. Ark Royal

## The objects of the Exercise

EXERCISE "STAND Firm," which began on September 18, and continued for a further nine days, was the biggest N.A.T.O. Exercise for several years. At the same time as "Stand Firm," further exercises were also undertaken, independent but at the same time related to "Stand Firm." The Allied Commander-in-Chief, Admiral Sir Guy Grantham, emphasised that the job of Channel Command was the protection of our merchant shipping. It is the Command's job to ensure the safe and timely arrival of the shipping, and its rapid turn-round. It is obvious that if the flow of shipping through the English Channel is hindered, the Channel Command Countries, and indeed Western Europe, cannot survive for long, no matter how successful we may be in conducting other operations.

In the wide ocean areas of the Atlantic, the protection of shipping is the concern of the Allied Commander-in-Chief, Atlantic, but in the narrow waters of the Channel it is the concern of the Channel Command under its two N.A.T.O. Commanders—Allied Commander-in-Chief, Channel, Sir Guy Grantham; and the Allied Maritime Air Commander-in-Chief, Channel, Sir Brian Reynolds. These two Commanders work on strategy evolved by the Channel Committee, which is composed of officers from Belgium, France, the Netherlands, and the U.K.

shore fishermen assisted in the Exercise, and so did the Royal Naval Mine-Sweeping Service.

Air Vice-Marshal Pearce, in the absence of the Allied Maritime Air Commander-in-Chief Channel, Sir Brian Reynolds, said that although his Commander-in-Chief had only one force at his disposal, namely Bomber Command, this force composed of Shackletons, Lancasters, American P2Vs based at Lossiemouth and Iceland, and French Neptunes, was flexible, and was disposed as requisite from the Channel's South West approaches, through the Channel to the German Bight.

A Post-Exercise Conference was held on October 1 in order that Commanders could discuss the position as they saw it at the time. It will be some time before all the records from both warships and merchant ships can be evaluated. On October 2, Admiral Jerauld Wright, U.S.N., gave details of the Atlantic side of the Exercise to some 500 Officers.

### Reservists

The Exercise necessitated the calling up of a limited number of Reservists. Although the majority of the Reservists were employed in headquarters ashore, a number were at sea and, in fact, two Squadrons of U.K. mine-sweepers were manned entirely by the R.N.V.R.

Practice mine-fields, 25 of them, were laid, and the dummy mines had to be swept by the minesweeping force. Air and submarine forces acted in an enemy role, against which our escort vessels and maritime vessels had to pit their strength.

The problems of fall-out through nuclear attacks had to be considered. In order to keep port defences and mine watchers on the alert, commando raids and midget submarine attacks were simulated.

The Exercise having finished, the officers and men of the forces engaged are being entertained in Portsmouth, Southampton and Portland. Undoubtedly, the officers and men will have earned a rest from their strenuous activities at sea, but from the scale of entertainments laid on, it is obvious that the old adage "a change is as good as a rest," will come into its own. We extend our sympathies to those officers and men who cannot participate in the entertainments arranged, because of the necessary analysis of the Exercise, which must be done. Some details of the arrangements that have been made to entertain our guests will be found on another page of this issue.

### War Footing

Admiral Grantham said that in Exercise "Stand Firm," the plans already made were tested. They are considered sound, and at the same time the aim of the exercise was to find the answer to what would be the result of a sudden assault on N.A.T.O. countries.

For the period of the Exercise, Channel Command was put on a war footing; war-time communications were used, underground headquarters were manned, and ships and aircraft were deployed as in wartime.

Merchant ships and Port Authorities co-operated, in fact some 300 Merchant ships from the Channel countries agreed to take part. These merchant ships kept records of sightings and of their own movements, and will when analysed, prove of great value. Some 100 warships of the N.A.T.O. countries took part, and incidentally ships of the newly formed West German Navy participated to a limited extent. Although the German Navy does not form part of the Channel Command, shipping passing through the Channel to North German Ports, were handed over to the German Navy. Coastguards and in-

## AWARDS FOR OUTSTANDING ZEAL

SEVERAL PRESENTATIONS of awards on behalf of Her Majesty have been made to Chief Petty Officers now at R.N. Air Stations. The awards were published in the 1957 Birthday Honours.

Vice-Admiral W. T. Couchman, Flag Officer Air (Home) presented two British Empire Medals at the R.N. Air Station, Bramcote, on Thursday, September 12, 1957:

**Chief Aircraft Artificer Basil Henry Blakeman, B.E.M.**

"Awarded the British Empire Medal (Military Division) in the Birthday Honours List, 1957, for outstanding

zeal and devotion to duty while serving in H.M.S. Bulwark.

### Chief Air Fitter (O)

**William Archibald Venning, B.E.M.**

"Awarded the British Empire Medal (Military Division) in the Birthday Honours List, 1957, for outstanding zeal and devotion to duty while serving at the Royal Naval Air Station, Bramcote.

Rear-Admiral C. L. G. Evans presented a British Empire Medal at R.N. Air Station, Brawdy, on Thursday, September 19, 1957:

### Master-at-Arms

**J. J. O'Callaghan, B.E.M.**

"Master-at-Arms O'Callaghan was awarded the British Empire Medal (Military Division) in the Birthday Honours List, 1957, for outstanding zeal and devotion to duty at R.N. Air Station, Brawdy.

The Flag Officer Air (Home) presented two more awards at R.N. Air Station, Lec-on-Solent, on Saturday, September 21, 1957:

**Chief Airman H. R. Showell, B.E.M.**

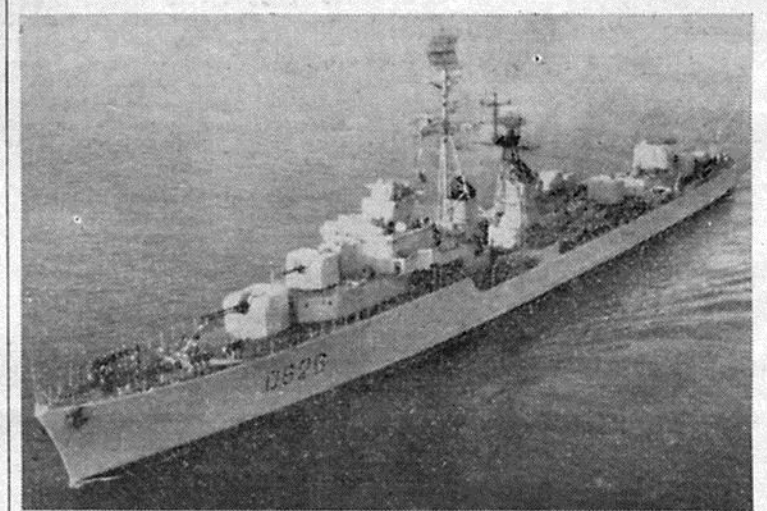
"Awarded the British Empire Medal (Military Division) in the Birthday Honours, 1957, for outstanding zeal and devotion to duty while serving in H.M.S. Albion."

**Aircraft Artificer, 2nd Class D. R. Austin**

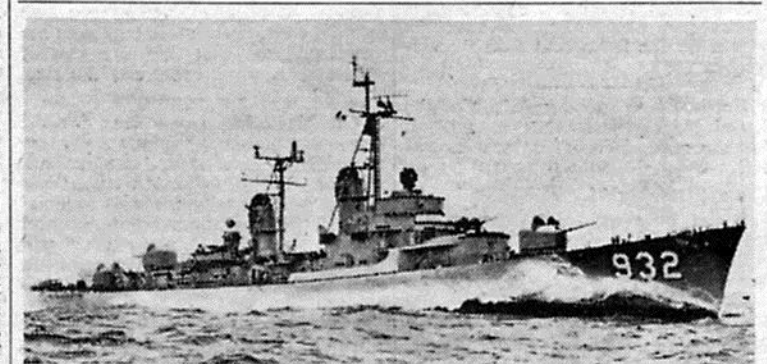
"Mentioned in Despatches in the London Gazette on June 11, 1957, for distinguished service."

## HAMMOCKS AND BUNKS

Now that well over half the men of the Royal Navy sleep in beds or bunks, and the number is rising all the time, it does not seem logical that every man should still have to hump a hammock round with him wherever he goes. It is likely, therefore, that the hammock and its etceteras will soon disappear from the sailor's personal baggage and he will carry round only his sheets and pillow cases, being issued with a hammock or bunk bedding when he joins a ship or establishment. Admiralty departments are wrestling with a draft Admiralty Fleet Order dealing with the details of the new arrangements, and when the Order is issued another link with history will be parted in the course of making a modern Navy for modern times.



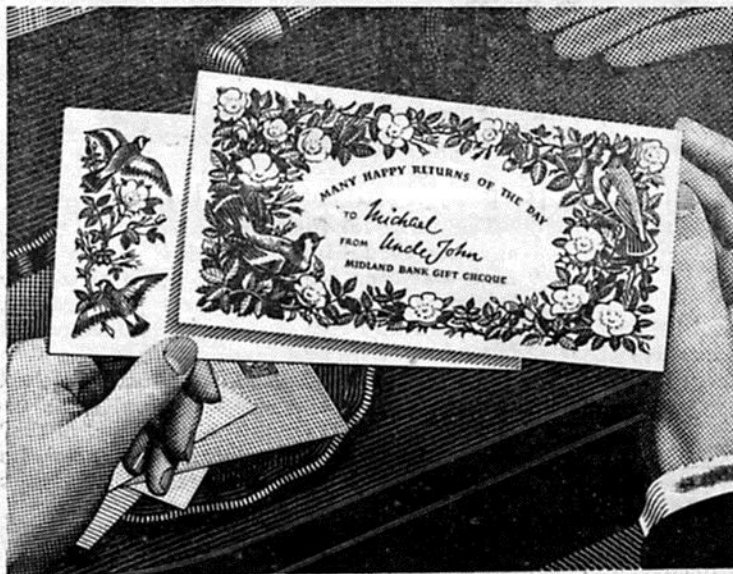
The French Ship Chevalier Paul (Capt. Frig. E. L. M. Mousset) at Portsmouth. Hosts, Portsmouth Squadron



The United States Ship John Paul Jones at Portsmouth. Hosts, Portsmouth Squadron

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# British Trade Fair at Helsinki

## VISIT OF HOME FLEET SHIPS

### Pirates on board Maidstone



#### CHILDREN'S PARTY

H.M.S. MAIDSTONE was seized by pirates and a loud noise was heard from the ship. Pirates in red scarves were running about in all directions and making enormous noise. Quite obviously war had broken out. But, fortunately, no diplomatic steps were taken in connection with the attack. At 4 p.m. all pirates were having tea quite peacefully with 200 young citizens of Helsinki.

The hosts included Neptune, a clown, players and a guitar-playing cowboy. A pirate with moustache and striped blue pyjama trousers, green shirt, etc., guided those who took part in the fishing of ducks; another, wearing eyeglass and red scarf, assisted them in throwing balls at goblins. Yet a third horror from the seas gave a hand on the swings and a fourth helped them into an aeroplane. The air display creditably competed with that of the Hawker Hunters, at least as regards noise. There is every reason to believe that the sound barrier was broken in our country despite the prohibition.

#### Skiffle

Everybody shouted and made merry and, as happiness makes people generous, one young man of 10 years of age gave a ha'penny to a reporter. Ha'pennies were being distributed to those who ventured through a tunnel. This future businessman had done so 14 times! Another young lady gave to the photographer an apple she had fished and then everybody was happy.

There were all kinds of instruments in the band but the most unusual was a composition of washing boards, car signal and alarm clock. The sweet melodies made this way were beaten only by the noise created in the fight between the children and the pirates. Wooden swords clattered and one of the pirates lost his scarf in the heat of battle.

#### Tea

Five o'clock tea saw the whole bunch gather downstairs—there was no shortage of squash, buns and currant cake. There was even English pudding and the hosts certainly could not complain that their guests did not eat.

The guests waved goodbye to the Royal Pirates. This time the Mannerheim League had prepared the list of those invited, which included English children living in Helsinki. But there was not enough room for everybody and it was a meagre consolation which one father gave in desperation: "There will be other Naval visits."

Extract from *Helsinginsanomat* of Sept. 10, 1957.

### FUNERAL OF KING HAAKON

OFFICERS AND ratings of the Royal Navy, in which the late King Haakon VII of Norway held the rank of Honoray Admiral for more than half a century, formed a Royal Guard outside the Royal Chapel at Akerhus at his funeral in Oslo.

Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E., represented the Board of Admiralty and flew his flag in the aircraft-carrier Ocean.

The Portsmouth Group Band of the Royal Marines, augmented by the band of H.M.S. Ocean, played solemn music as the funeral cortege passed and Ocean, berthed in the harbour, took part in the funeral salutes.

King Haakon's association with the Royal Navy dated from November, 1905, when he was granted Honorary Flag Rank and at the time of his death he was, by forty-three years, the most senior of the Service's four Honorary Admirals.

### Miss Great Britain, 1957

THE ATTACHED photograph, taken on the quarter deck of H.M.S. Maidstone at Helsinki shows Miss Great Britain 1957—Miss Leila Williams of Walsall with L./Sea. D. J. Berkley of Yeovil, Somerset, and Ord. Sea. H. R. Smith of Brentford, Middlesex.

Miss Williams was visiting Helsinki, showing British fashions in connection with the Trade Fair and paid a popular visit to H.M.S. Maidstone.



### H.M.S. OSPREY

AUGUST BANK holiday weekend is, by tradition, Portland Navy Days. The three-day opening, which proved to be a successful experiment last year, was again tried and the results exceeded all expectations. Attendances and receipts were an all-time record for the port. The entire stock of programmes was sold out.

Although Osprey is the base establishment, hence the events are recorded in these notes, the exhibitions and entertainments are by no means provided by Osprey alone. Apart from the usual selection of ships open to visitors, helicopter demonstrations and the ever popular submarines, mention cannot fail to be made of the excellent P.T. display given by R.N. and W.R.N.S. personnel from Yeovilton, the thrilling demonstration by the R.M. Commandos and the heavily patronised "free trips round the harbour" given by the boats of the 1st S.D.B. Squadron.

#### Successful Season

A pleasant cricket season has now ended, during which the Osprey team has played 15 friendly matches against local towns and villages. For the record, we won seven and lost eight of the matches, but the accent was on "friendly." Our outstanding players were Wtrs. Farguason and Carruthers and A.B. Chown. Chown, who captained the team, has now left the Service and we wish him luck and many years of successful batting in civilian life.

For the third year running, the inter-port cricket league competition has been won by the T.A.S. officers' long course. They won every game, thereby scoring maximum points.

The soccer team has started its season successfully, having so far, won two friendly matches and passed into the second round of the Navy Cup competition by beating Reserve Fleet, Portsmouth 6-1. The inter-port league competition has begun and the favourites at the moment are T.T.B., Binleaves.

### H.M.S. Newfoundland

#### END OF COMMISSION IN SIGHT

H.M.S. NEWFOUNDLAND is now two-thirds way through her commission in the Far East and everyone is looking forward to the return home in January. Unfortunately, we cannot sail the ship home, and so the "air-lift" that brought out the ship's company will be operated once more. The general distaste for flying will be tempered by the fact that the aircraft will be pointing in the right direction!

We find ourselves thinking of the end of the commission with many of the usual activities of the Far East as yet undone—we have not so far managed to achieve a proper cruise, and the blame for this can be laid at the door of Colonel Nasser. After only a month on the station the ship was detached for duty in the East Indies area, and we spent four months away from the Far East in connection with the Suez Canal crisis.

#### Busy Period

On return from the East Indies there was a short work-up and weapon-training period in the Hong Kong area during which the ingenuity of sailors was tested to the full. At Plover Cove in the New Territories (the Communist Chinese border is just over the hill) two days were given over to testing the resources of each part of ship. A jackstay was rigged between two islands, the Royal Marines established a defence position, junior seamen built a camp with most of the "mod. cons.," and the engine room and seamen combined to construct a stone jetty which was long enough and strong enough to enable the motorboat to come alongside later. (Visitors to Plover Cove four months later have reported that the jetty still stands firm and is now sprouting grass, so this bit of Empire building, at any rate, seems to have been well started!)

In addition to these tasks, meteorological, signal, wireless telegraphy and searchlight stations were set up on the hill ashore, and all functioned satisfactorily. Water was pumped from sea level to the top of a 250-foot hill, and a good "head" soon filled a canvas bath. The crowning achievement of all was, however, the dismantling, transport and setting up of a single Bofors mounting on the top of this same hill. Once the ship's crane had laid the gun mounting on the thwarts of the pinnae, the power used in the operation thereafter was "hand-draulic." The local fisherfolk were interested bystanders, but showed no surprise at the strange behaviour of the Navy. (No doubt Confucius had said something which threw light on it years ago.) It was a satisfying moment for all concerned when the gun was fired without mishap.

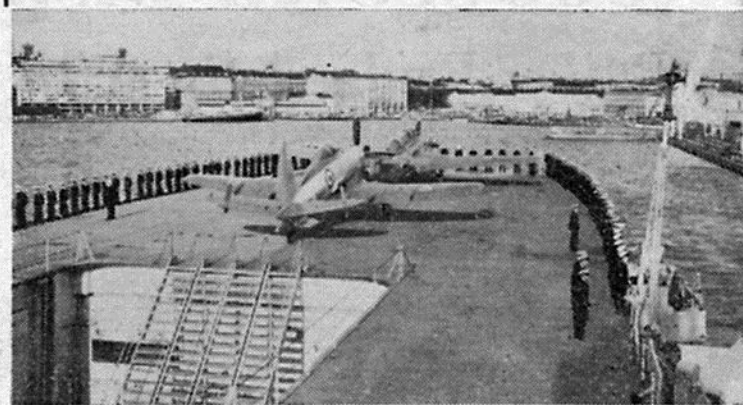
After the demonstration of versatility (not least of which was the feeding of nearly all the ship's company ashore for a day) we sailed south for the annual Fleet exercises based on Pulau Tioman, a tropical island on the east coast of Malaya.

#### Restored to Life

Afterwards we were all accommodated ashore in Hong Kong for 12 weeks while the ship was pulled to bits and (so slowly, it seemed) restored again to life. Hong Kong is a paradise for swimmers, photographers, "rabbit" hunters, and even those who drink beer. After a while all of us claimed to be expert in advising the best "buys" and the parcel mail to U.K. grew larger and larger. Without a doubt the chief amenity on the island for us was the China Fleet Club, and it has never been more widely used by a ship's company.

Leaving Hong Kong at the end of the refit in August, and after a very quick "shake-down," we called at Singapore on August 23 to take the flag of Rear-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C., who has relieved Rear-Admiral W. K. Edden, C.B., O.B.E., as Flag Officer, Second in Command, Far East. Now, at long last, we have hopes that our stay on the station will follow a normal pattern. Plans have been announced for a cruise to Japan and Korea, a return to Hong Kong for the Fleet Regatta, and then a final fling in Australia at the end of the year. The question that will concern us all during the next few months of "showing the flag" is—"Will the pay last out?"

## H.M.S. OCEAN



H.M.S. Ocean entering Helsinki

FOLLOWING A successful summer cruise, starting with the visit of Her Majesty at Invergordon, then visits to Reykjavik, Trondheim and Hamburg, H.M.S. Ocean (Capt. John Smallwood, Royal Navy), started her autumn cruise, in company with H.M.S. Maidstone (Capt. S. A. Porter, D.S.C., Royal Navy), with a visit to Helsinki.

This visit had been planned some time ago to coincide with the British Trade Fair at Helsinki. An enthusiastic crowd of Finns braved the rain to watch the trade fair procession on the opening day when the Lord Mayor of London passed through the streets together with contingents from the Royal Navy and Royal Marines.

On this occasion, two British Admirals were in the port—Admiral Sir John Eccles, Commander-in-Chief, Home Fleet, in H.M.S. Maidstone, and Vice-Admiral G. B. Sayer, Flag Officer Home Fleet Training Squadron, in H.M.S. Ocean.

#### Many Visitors

Many thousands of the local populace visited the two ships and they were particularly impressed with the helicopter displays from H.M.S. Ocean. This was the first time an aircraft carrier had visited Helsinki and for the occasion, H.M.S. Ocean had landed most of her trainees to make way for aircraft which were exhibited

during the visit.

During her stay there, H.M.S. Ocean received the Corps Diplomatique, consisting of some 20 foreign ambassadors, ranging from Russian and Chinese to Brazilian and Turkish. All were received on board by the Commander-in-Chief and then showed the aircraft displayed on the flight deck. A special helicopter display was also laid on for these gentlemen.

Miss Great Britain and 10 British models who had been displaying British fashions at the trade fair paid visits to the two ships while they were in port.

The visit was immensely popular, on both sides. For many visiting sailors, Helsinki's surplus female population was put to some advantage, and many sailors tasted their first delight of the Finnish Sauna bath. The Sauna, consisting of a steam bath (temperature up to 120°C.) with flagellation by birch twigs, followed by soaping and then a quick immersion in the chill sea, proved to be a popular attraction.

Both on passage to and from Helsinki, Russian warships, and, on one occasion a jet reconnaissance aircraft, came close to acting as an escort. One Riga class destroyer passed very close to H.M.S. Ocean, but apart from a flashed acknowledgment to Ocean's signalled "Good Morning," there was a shortage of pleasantries.

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Members of I.N.T.A.

# 17,000 see Air Display at Lee

## Bailey Bridge built with Helicopters



THE STATIC EXHIBITION

From left to right: Seahawk, Wyvern, Sea Balliol, Devon, Sea Venom and Sea Prince. In foreground: two Hiller Helicopters

ON SATURDAY, August 31, the highlight of the air display staged at H.M.S. Dædalus, R.N. Air Station, Lee-on-Solent, which it is understood, raised well over £1,000 for the Navy Day Trust, was undoubtedly the demonstration of Bailey Bridge building with the aid of Naval helicopters.

As the grand finale, a large crowd estimated at 17,000, the largest yet, witnessed a thrilling display as, the air seemingly filled with whirling rotors, Whirlwind helicopters of 705 and 700 H Squadrons landed an airborne detachment of Royal Marines from Eastney on the far side of an imaginary river. They promptly went into action against a band of colourfully dressed

"rebels" and fought for a position from which to cover the work of bridge building.

A moment later the component parts of a Bailey Bridge, together with its "owners," a platoon of the 9th Independent Parachute Field Squadron, Royal Engineers, arrived in more Whirlwinds. The Sappers, jumping out, began to erect the bridge on the nearside of the "river" and to slide it across. Spectators' interest was closely held by the sight of urgent activity as the airlift, marshalled by naval lieutenants, brought up the heavy steel components, slung swaying under the ponderous aircraft, and saw them gently slipped at the feet of the soldiers

waiting to manhandle them into position.

While this was going on the "enemy" were strafed with "rocket" fire by waves of Vampire jets flown by the Junior Officers' Air Course Flight. The noise of battle was simulated with awe-inspiring realism.

In barely 15 minutes (there had only been two rehearsals) amid the smoke and din, the 40-foot wide "river" had been spanned by the metal structure weighing 10 tons, all brought by air, in addition to the Royal Marine spearhead and the Sappers.

The "wounded" were taken back in two helicopter ambulances which landed where the men had "fallen," and a Sapper who had fallen off the bridge and was being carried away on the "stream" was rescued by a third with its air-sea rescue equipment.

Finally, a mobile column of scout cars, field guns and lorry-borne infantry rolled over the bridge to complete the rout of the now discomforted "enemy."

This was the first time that such an operation had been performed in this country and served, with other items, in the programme, to demonstrate the extraordinary versatility which our helicopters bring to the modern Navy. We had seen how a carrier force lying off-shore could quickly transform a situation wherein the Army was held up by an unbridged defended obstacle to which access could be much delayed by difficult country without the aid of the airlift; how "ditched" aircrew could be quickly rescued; wounded quickly extricated from the battle zone; and how airborne troops could be brought up to capture or reinforce situations in inaccessible positions.

Earlier, the ability of a Whirlwind to tow a damaged ship had been demonstrated by coming to the rescue of a brewers' lorry "broken down" in the middle of the airfield, and dragging it by a long tow-rope out of the way. While this was happening an inter-ceptor in the form of a Sea-Air Rescue Dragonfly helicopter lowered an aircrewman by winch onto the moving lorry, hooked on a barrel of beer, and made off with his prize.

As light relief four Whirlwinds gave a preview of their now celebrated Helicopter Square Dance, later to be shown at the S.B.A.C. Show at Farnborough.

To ring the changes on helicopters, a Scimitar, flown by Cdr. P. C. C. Chilton, and a Sea Vixen, flown by Mr. Jock Elliott, thrilled the crowd with a thunderous portent of things to come in the way of strike and all-weather fighter aircraft, and for contrast with the future, Mr. J. K. Quill manoeuvred a Spitfire, and Lieut.-Cdr. J. S. Barnes a Swordfish, to bring nostalgia to many in the crowd who remembered these famous aircraft in the last war. Capt. J. E. D. Scott, of Martin Baker Aircraft, demonstrated a dummy ejector from a Meteor flying at very low level.

Lieut. J. Burke gave an exhibition of aerobatics in a Seahawk, taking the place of the late Lieut.-Cdr. D. P. W. Kelly who had given his polished display so often before at Lee, but had suffered a fatal accident only the week before.

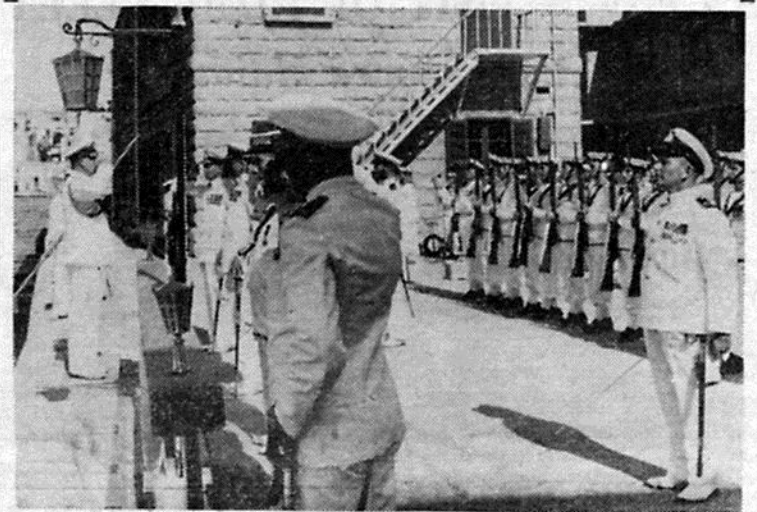
Cdr. C. B. Lamb gave an excellent commentary throughout the display.

The ground exhibition consisted of several new features this year, including the "flying eye," that is a B.B.C. television camera carried in a helicopter and taking shots of the crowd who were able to see themselves on TV receivers mounted on the ground. There was also a fascinating toy by which a child, by manipulating a joystick, was able to cause a model aircraft to fly off a model carrier, bomb a cruiser, which emitted smoke and bangs, and return to land on the carrier's deck. Another popular item was an old Firefly fuselage in the children's playground over which the children were invited to climb, which they did—in swarms. A happy contrast to the accustomed injunction to "keep off."

**Postage:** As will be known, and regretted, new postage charges come into force on October 1. As "Navy News," when wrapped for post, weighs more than 2 oz., the charge for postage per copy will be 4d.

It is regretted, therefore, that as from October 1, the annual subscription rate will have to be increased by 2s. per copy, making the rate 8s. per annum.

## FIRST SEA LORD AT MALTA



During his recent visit to Malta, the First Sea Lord, who was accompanied by Lady Mountbatten, made many official calls. In the photograph above he is seen being received on H.M.S. St. Angelo jetty. In the photograph below Lady Mountbatten is in the centre of a group of nurses from the R.N. Hospital, Bighi



## Submariners All

### S.O.C.A. Reunion at Fort Blockhouse

ABOUT 350 members of the Submarine Old Comrades' Association from all over the United Kingdom assembled at Fort Blockhouse for the reunion which followed the usual pattern of previous years. The "Whispering Gallery" between Thames Block and Forth Block had its usual permanent exhibition of photographs augmented by some temporary additions, consisting mainly of pictures of submarine crews and personalities. Many of these photographs had been given by members of S.O.C.A. as the result of an appeal last year.

Supper was held in the new Chief Petty Officers' and Petty Officers' accommodation. The luxury of these buildings caused much interest, pleasant criticism and considerable comparison with the past—the early submariners lived in the stables of the old Fort! It gave very great pleasure to all that the Commander-in-Chief Portsmouth, Admiral Sir Guy Grant-ham, managed to find time to attend the supper.

Rear-Admiral Woods (F.O.S/M.) reviewed the events of the last year. In his speech he referred to the tremendous solidarity and esprit-de-corps of our ex-submariners, and the very great interest and support they continue to give to the Submarine Branch and those still serving in it. Admiral Woods mentioned a plain clothes Submarine Tie which may be worn by all officers and men who have passed a Submarine Training Class. It is hoped that supplies of the tie will be available by early November.

## TRAFALGAR DAY PLANS

As they have done for more than half a century, the Navy League are arranging the annual Trafalgar Day commemoration in Trafalgar Square on Monday, October 21.

The square will be lined by Sea Cadets from the London Area and Ramsgate unit will provide a guard of honour which will be inspected by the First Sea Lord, Admiral of the Fleet Earl Mountbatten.

Lord Mountbatten will give the address in honour of Nelson. Prayers will be read by the Rev. Austen Williams, vicar of St. Martin-in-the-Fields and the singing will be led by choristers from his church. The music will be provided by a Royal Marines band. A broadcast of the ceremony will be given on the B.B.C. Home Service from 12.30 to 12.55 p.m.

## In Memoriam

Charles William Bainbridge, Cook (S), P/M. 939265, H.M.S. Bulwark. Died July 28, 1957.

William James Charles James, Colour Sergeant Recruiter, R.M., PO. 217004, Bristol R.N./R.M. Recruiting Office. Died August 14, 1957.

Alexander George O'Connor, Leading Cook (S), A/MX. 857900, H.M.S. Afrikaner. Died August 25, 1957.

Roy Franks Jennison, Engineering Mechanic 1st Class, P/KX. 907703, H.M.S. Amphion. Died August 31, 1957.

Francis Gerald Maguire, Sub-Lieut., Royal Navy, R.N. Air Station, Lee-on-Solent. Died September 4, 1957.

Francis Richard Mason, Able Seaman, P/J. 930757, H.M.S. Dainty. Died September 9, 1957.

John Philip Eynon, Lieutenant, Royal Navy, R.N. Air Station, Lee-on-Solent. Died September 10, 1957.

Cyril Waine, Mr. (Alvis Ltd.), R.N. Air Station, Lee-on-Solent. Died September 10, 1957.

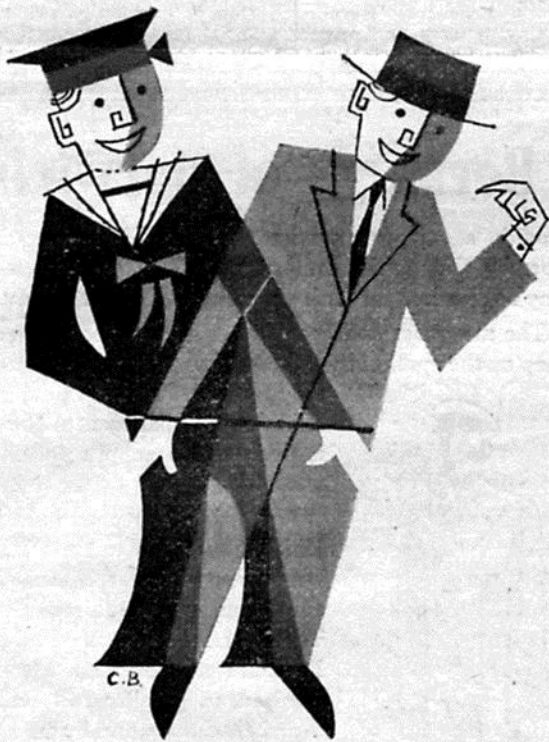
## Victory Archery Club

THE CLUB, since its foundation in September, 1956, has progressed in leaps and bounds, and is already well known and recognised by the Southern Counties.

On October 1 the club moves indoors again to Victoria Barracks to enable the members to practise throughout the winter months and to enable new members to join the club and shoot despite the dark winter evenings.

Competition will still be as strong as ever indoors, as there is a Postal League which is shot on a small centimetric target from a range of 20 yards. Also we shall be shooting against other local clubs "shoulder to shoulder."

We believe ourselves to be the only fully operational club in the Service and extend a cordial welcome to all archers in the Command. We would also like to offer our assistance to any other establishment which would like to form a club of its own. All enquiries should be addressed to the Press Relations Officer, Victory Archery Club, Royal Naval Barracks, Portsmouth, Hants.



## Ship-shape for shore-going!

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the **WILLERBY** way!

LONDON, W.1, AND AT 82 ROYAL PARADE, PLYMOUTH. 225 HIGH STREET, CHATHAM.  
111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH  
END, PORTSMOUTH. 60 ABOVE BAR, SOUTHAMPTON.

# Sportsman of the Month

Lieutenant-Commander D. T. Wilkins, R.N.

THE NAME of Lieut.-Cdr. D. T. Wilkins is known throughout the rugby world and his nickname of "Squire" Wilkins is an apt summing up of the man himself.

Born in Leeds, he first took up rugger whilst at school.

He joined the Royal Navy in 1943 as an observer but later on transferred and became a pilot.

In the rugger world his first honour was the award of his Navy colours for season 1949-50 whilst playing for the United Services, Portsmouth. During that season the Services were playing a Saturday morning match and then decided to try to get in to watch the England v. Wales game in the afternoon. Needless to say the gates were closed but this did not deter the "Squire," who immediately scaled the gates and so got in. However his efforts were of no avail and he was shown the exit in no uncertain manner. Little did the "chucker out" on that occasion know that the following season the same person would be picked to play for his country as a second row forward.

For the next two seasons 1952/53, 1953/54, the "Squire" led the English forwards, this in itself shows the personal qualities of the man who was looked on as one of the finest leaders of an England scrum.

1954 saw him leave the country for duties in Australia and New Zealand, where he played his rugby as and when he could find it. On returning to England he decided, at the age of 33, to retire from first-class rugby. His friends, however, persuaded him to have one more season, and on reflection he decided to stay and take an active part in the game.



[Graphic Photo Union]

Captaining the United Services this season he hopes as he says in his own words "to give the game back something for the fun and enjoyment he has had from it."

Other honours are selection for the Combined Services, Yorkshire, and the Baba's (the most famous of all touring teams). He captained the Yorkshire County team in 1953 and led them to victory in the County Championship Final.

All who have played against or met him will agree that a more likeable personality one could not wish to meet and will echo the sentiment of good luck to him in the present and coming seasons.

# PASSING OUT PARADE AT R.N.A.S. ARBROATH

## End-of-Term Prize-Giving

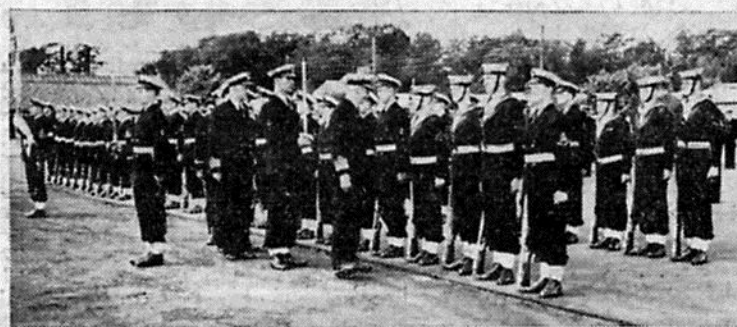
THE PARADE took place on Tuesday, August 13, the classes passing out being the 12th Term Apprentices and Aircraft Mechanics No. 22 (A/E) and (O) 5 Classes. These classes formed the guard and the colour guard. Vice-Admiral Sir John Cuthbert, K.B.E., C.B., Flag Officer Scotland, inspected the parade and took the salute at the march past. He later presented the prizes in the cinema.

Admiral Cuthbert has been 40 years in the Royal Navy. Previous appointments have included those of captain of the cruisers Glasgow and Ajax, and of the aircraft carrier Vengeance. He was Flag Officer Reserves prior to taking up his appointment as Flag Officer Scotland. Vice-Admiral Cuthbert presented the following awards:

### Aircraft Artificer Apprentices

Local Examination: 6th Term, Special Merit Prize, App. Borchard.

Admiralty Examinations: 8th Term, Basic Aircraft Engineering, 1 App. Glenn, 2 App. Seeley; 10th Term, Craftmanship, Fitting and Turning, App. Winn; Sheetmetal, App. Dudley; 12th Term, Technical, Airframes and Engines, 1 P.O./App. Tonks, 2 L./App. Stancombe; St. George's Prizes for Best All Round Apprentices, 1 P.O./App. Tonks, 2 C.P.O./App. Day; 12th Term Passing Out Certificates, P.O./App. Friend, L./App.



[Photo: Iain Wight, Arbroath]

### Flag Officer, Scotland, inspecting guard

Baker, L./App. Newton, L./App. Starr, L./App. Triggs, App. Angel, App. Bolam, App. Buxton, App. Deacon, App. James, App. Perkins, App. Powell, App. Scothern, App. Spragg.

The Captain Sebastian Cup for All Round Proficiency—12th Term:

**Aircraft Mechanics**—Aggregate of School, Technical and Craftmanship, No. 22 Course (A/E): 1st Prize, P.O. Valentiate; 2nd Prize, P.O. Woods; 3rd Prize, P.O. Stannard. No. 5 Course (O): 1st Prize, P.O. Cunnell; Joint 2nd Prize, P.O. Harris, P.O. Parker. Herbert Lott Trust Fund Award: P.O. Woods. No. 26 Course (A/E)—Special Award: P.O. Harris. No. 27 Course (A/E)—Special Award: P.O. Fisher.

**Petty Officer Air Fitters (A) and (E)**—No. 19 Course—Herbert Lott Trust Fund Award: P.O. Merrin. Engines: P.O. Thomas.

### Sports Prizes and Awards

"Cock Shield": Blake Division; Athletics Cup: Blake; Swimming Cup: Exmouth; Basketball Cup: Blake; Assault Course Trophy: Blake; Gymnastics Cup: Exmouth.

Individual Prizewinners—Gordon Wright Athletics Trophy: P.O./App. Gibson; 6th Term Physical Training Prizes: App. Frampton, App. Williams. Gymnastics Competition Prize Winners—Senior Apprentices: 1, App.

Buxton; 2, L./App. Marpole. Junior Apprentices: 1, App. Glen; 2, App. Frampton.

Inter-Divisional Cricket Knock-out Competition—Winners: Wardroom.

### Petty Officer J. F. Hayes

In July Hayes swam for Condor in the Scottish Command Championships. He won the 100 yds., 220 yds. and 440 yds. free style, he was second in the 100 yds. backstroke, and in the 66½ yds. free style.

In the same month he swam in the Home Air Command Trials winning the 220 yds., 440 yds. and 880 yds. free style, and later represented the Home Air Command at Ganges in the Inter Command Championships. He was third in the 440 yds. and 880 yds. free style and fourth in the 220 yds. free style. In the same championships he played water polo for the Home Air Command. The Air Command was beaten 9-7 after extra time in the final.

At the end of August he was selected to represent the Navy in the 440 yds. and 880 yds. free style in the Inter-Services Swimming at Eltham, and was fifth in the 440 yds. free style.

While at Condor he swims for the local St. Thomas Swimming Club at Arbroath. Recently he swam the Tay both ways, a distance of over two miles, in 48 mins. 47 secs. beating the previous record by 15 mins.



"Is old Lofty dim! Hanging out his dhobies and forgot to rig his flippin' clothes line!"

## R.N.A.S. STRETTON

### Distinguished Visitors

THE FIRST Lord of the Admiralty, The Right Honorable Earl of Selkirk, O.B.E., A.F.C., toured the Air Station on the morning of Friday, August 30 and after visiting most of the accommodation and departments left by air for Hurn in the afternoon.

On the previous evening, the Commander-in-Chief of Plymouth, Admiral Sir C. T. Mark Pizey, G.B.E., C.B., D.S.O., stayed overnight with the Commanding Officer, Capt. J. C. Stopford, O.B.E., R.N., and then departed by air for Roborough the following morning.

### Handing over of H.M.S. Nigeria

Blackcap was privileged on August 29 (see September issue) to play a small part in the ceremonies that accompanied the handing over of H.M.S. Nigeria to the Indian Navy and her renaming Mysore.

Capt. J. C. Stopford, O.B.E., R.N., was a guest and the Station Guard under the command of Lieut. D. Jones, R.N., and Sub-Lieut. K. M. F. Jagger, R.N., formed the Royal Naval Guard and paraded alongside the guard provided by the Indian Navy.

The High Commissioner for India in the United Kingdom, Mrs. V. L. Pandit, inspected the Royal Naval Guard and then the First Lord of the Admiralty inspected the Indian Naval Guard.

After the ceremonies the guard officers were entertained by Mysore's officers in the wardroom whilst the guard was given lunch at the Gordon Smith Institute at Liverpool.

Altogether this was a most interesting and memorable occasion which

was enhanced by smooth organisation, good drill and a lovely summer's day.

### Swimming Team

The No. 1 swimming team of Stretton this month won the Warrington and District Works League Shield. They won all but one of their fixtures and that at the end of their competition were drawing for first place with the Eagle Sports Club. A "swim off" was arranged and although Stretton was given a handicap by the Baths Committee they came in a good yard ahead of their rival team.

Those to be congratulated on their success are:

**Team members:** P.O. Stephens, from Liverpool; L./Sea. Morgan, from Stoke-on-Trent; N.A. Sanderson, from Blackpool; E.M.A. Wigglesworth, from Hull.

**Manager and secretary:** P.O. Brown. **Trainer:** L./Sea. Morgan (P.T. 2). Shield and prizes were presented by the Mayor of Warrington at the End of Season Gala held in the Warrington Baths on September 23.

### Sportsman

We are indeed sorry to lose P.O. Adsheed, known to most of this Air Station as "Albert."

During his long and valuable stay here he has played an active part in the winning of the Bambara Trophy for boxing in 1954, rugby 1955, hockey semi-finals 1955, Home Air Command football 1956 and the Warrington and District League Swimming Shield in 1957, as well as being associated with the Home Air Command boxing team for over three years.

The best of luck!

## R.N.A.S. CULDROSE

IT'S a case of back to normal again at Culdrose after the summer leave period, although the weather over the past few weeks has made readjustment difficult, being virtually rain and drizzle at all times.

Since the leave period the station has lost most of its front-line squadrons. 814 Squadron and 849 "A" Flight having embarked in H.M.S. Eagle, 815 Squadron and 849 "B" Flight in H.M.S. Ark Royal, 824 Squadron and 849 "C" Flight in H.M.S. Albion, and 849 "D" Flight in H.M.S. Bulwark.

Also, for the first week or so of September 825 Squadron and five Gannets of 796 Squadron left to take part in the S.B.A.C. Show at Farnborough. As a result of these movements the station has tended to take on a somewhat deserted atmosphere.

In the field of sport our sides, despite

the drop in the station's complement, are more than holding their own.

This year Culdrose ran the Advanced Aviation Course for the Combined Cadet Forces. These cadets represented all three Services. If, by their behaviour and discipline they represented the younger generation, then this country can rest assured for the future.

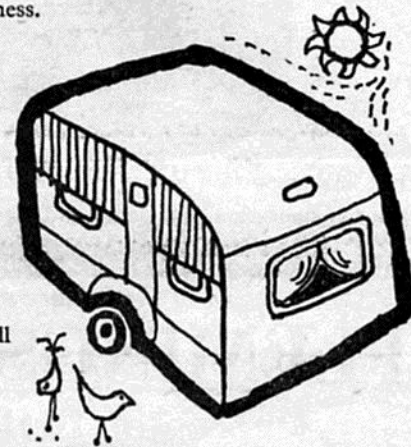
Rehearsals are now being held for the play, "The White Sheep of the Family," which Culdrose has entered in the Cornish Drama Festival. Being the holder of the Bambara Trophy and having held it for two years, high hopes are held of completing a hat-trick.

On Wednesday, 18th September, the Second Sea Lord, Admiral Sir Charles E. Lambe, K.C.B., C.V.O., visited the station to present wings to No. 3 Long "O" Course.

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## N.A.A.F.I. Naval Canteen Committee

**Committee Meeting**  
THE 87th meeting of the Headquarters Naval Canteen Committee was held on July 26, 1957, and a summary of the proceedings is given in Admiralty Fleet Order 2255/57. Discussions on the following subjects were included:

- (a) Shore Canteens—Review of Organisation and Functions.
- (b) Automatic Vending Machines.
- (c) Prices of Cheese rolls, Guinness, Goffa and Haircuts.

The manager, Naval Canteen Service, made a comprehensive statement on N.A.A.F.I. pricing policy which has been separately printed for distribution throughout the Fleet.

Copies of the Minutes have been circulated to all ships and establishments.

## Saved Boy from Drowning

Within a few hours of arriving at Eastbourne for a week's camp with his unit, Sea Cadet Martin Richardson, aged 15, of Croydon, had saved a boy from drowning in the sea.

From a beach where a "no bathing" flag was flying Richardson saw a boy clinging to a breakwater and crying for help. Richardson plunged into the sea, dragged the boy into smoother water and eventually got him safely to the beach.



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## CALENDAR

October 19.—Reunion, Festival Hall.  
**Hayling Island**  
 November 21.—Annual Dinner and Social.  
**Cheltenham**  
 November 8.—Annual Dinner, Star Hotel.  
**Portsmouth**  
 December 6.—Annual Dinner and Dance.  
**Hounslow**  
 October 26.—Annual Dance.  
**Havant**  
 November 2.—Annual Dinner in H.M. V.C.W.E.  
 November 5.—Branch Meeting at Old House at Home, South Street, Havant.  
 November 10.—Remembrance Sunday Parade.  
**Cheam and Worcester Park**  
 October 26.—Monthly Dance.  
**Leicester**  
 October 20.—Trafalgar Day service at Leicester Cathedral and Leicester Branch new Standard Dedication.  
**Dorking**  
 October 19.—Trafalgar Ball, Dorking Halls (In Aid of King George Fund for Sailors). Tickets 7s. 6d. at door.  
 November 2.—Dance, 8—11.30 p.m., Oddfellows Hall, Dorking.  
**Newcastle and Gateshead**  
 October 21.—Trafalgar Day Dance, Gateshead Town Hall, 8 p.m. till midnight, Tickets 5s. 6d.

## GREENWICH

THIS IS our first appearance in NAVY NEWS, therefore I would like to wish all readers of this grand paper the very best of luck from Greenwich. We are still getting a fair sprinkling of new members which we hope to build into old stalwarts of the branch, but there is plenty of room for more. So "matloes" everyone here, ashore or afloat, when it's your turn to give up the sea and you happen to reside in or about the borough of Greenwich, come and look us up at the North Pole, Greenwich High Road, every first and third Saturday at 7.30 p.m., or on the fourth Sunday in the month at 12 noon. We will be glad to welcome you to a life of bliss ashore, Greenwich sends her regards to shipmates everywhere.

**Wimbledon**  
 Dinner-dance, 15s., October 26th, 6.30 p.m. to 11.30 p.m., Fountain Hotel, S.W.17.

**Greenwich**  
 North Pole, Greenwich High Road, First and third Saturdays, 7.30 p.m.

**Malta G.C.**  
 Vernon Club, Valletta. Blank weeks as advertised in Times of Malta and over the Re-diffusion.

**Newcastle and Gateshead**  
 The Central Hotel, Half Moon Lane, Gateshead, 8 p.m. Fridays.

**Borough of Crosby**  
 Sea Air Club, Friday, 8 p.m.

**Welwyn Garden City**  
 Ludwick Arms, Welwyn Garden City, second and fourth Mondays.

## Headquarters News

### ANNUAL CONFERENCE, 1957

**Accident Benefit Scheme**  
 IN ACCORDANCE with a resolution of the 1957 annual conference of this association, the Accident Benefit Scheme has been discontinued.

Conference decided to discontinue the scheme in view of the proposed heavy increase in premiums.

It is worthy of note, however, that during the two years period in which the scheme was in force no fewer than six death claims were paid in full.

### Rules of the Association, its Areas, Branches and Clubs

The proposed rules of the association, its areas, branches and clubs, as forwarded to branches in July, 1956, were with one or two slight modifications, adopted by the 1957 annual conference.

These rules now become the rules governing this association and branches will receive copies immediately the approval of Her Majesty's Privy Council has been obtained.

### Annual Conferences 1958, 1959 and 1960

It was decided, at the 1957 annual conference in Cardiff, to hold annual conference, 1958, in Blackpool, annual conference, 1959, in London and annual conference, 1960 in Plymouth.

### R.N.A. Christmas Cards

A Christmas card bearing, in gold, the embossed crest of the association and having a small bow in association colours has been produced this year.

These cards are extremely expensive to produce and in order to get down to the low price of 9d. per card the association has had to order many thousands. Therefore, it is hoped that branches and members will buy at least a few of these cards.

The association is also reproducing the card bearing a picture of H.M.S. Kelly. This particular card is a reprint of one used during the past two years.

### R.N.A. Diaries, 1958

Association diaries will, as usual, be available from headquarters towards the end of November.

### Annual Subscriptions

The increase in annual subscriptions, about which information was promulgated recently, will become operative on January 1, 1958. The annual subscription thereafter will be 7s. per member. Of this sum 2s. 6d. will be retained by the branch and 4s. 6d. remitted to headquarters. From the 4s. 6d. remitted to headquarters, 6d. will be returned to areas in the form of an area capitation fee.

### Headquarters Club

The headquarters club has now been reopened. The name of the new Steward is Malcolm Macmillan.

"Mac" is looking forward to meeting all members of this association and you can be assured that his main interest will be for your comfort.

There have been no changes in the licensed hours of the club but, it should be noted that, other than for the letting of bedrooms, the club will not be open on the evening of Friday, November 15.

## Annual Parade and Cenotaph Service

AS USUAL there will be a march from Horse Guards Parade, a service at the Cenotaph in Whitehall, a march past and an inspection of the Association by the Second Sea Lord and other high-ranking officers.

The parade will march off from Horse Guards Parade at 2.45 p.m. on October 19th, arriving at the Cenotaph in Whitehall for a Service of Remembrance at 3 p.m.

The Service of Remembrance at the Cenotaph will be conducted by Chaplain of the Fleet, the Very Rev. Thomas Crick, Dean of Rochester, Chaplain to the Royal Naval Association.

## JOHANNESBURG—NEWS FROM THE GOLDEN CITY

WITH THE first six months of our commission behind us, we are really under way now. Our meeting nights are also social nights, with beetle drives, tombola, cinema shows, etc., to round off the evening.

Our first big social event was our night out with the Cockney Club, at the Victoria Hotel. Hearing the accent took us back to London. It was a wonderful evening of dancing and entertainment.

Friday, August 9, was our first social night at our branch headquarters (Johannesburg Club). There was a good turn out of shipmates, shipmates and their guests. The evening's entertainment was excellent. Plenty of dancing, a magician to keep everyone puzzled, and an exhibition of old time dancing.

Our special guests that night were Mr. and Mrs. Parker, and members of the F.B.I. (Federation of British Industries). They are busy organising a parade for September 14, which apart from floats will include guardsmen, beefeaters, a London policeman, all in uniform, and of course plenty of volunteers from the R.N. Association. The parade is to be covered by TV cameramen, Press and Newsreel. A representative of Her Majesty's Government will take the salute at the march past; he will be accompanied by the administrator, Mayor of Johannesburg and Mayors of all the reef towns, and a high Government official of the South African Government. So once again the R.N.A. will get some good publicity.

In conjunction with this campaign, a British film is to be shown on September 16 and I am sure we shall have a full turn out of shipmates to see it (the "Yangtze Incident"). More about the parade and film show in my next letter.

## HULL

THE HULL Branch continues on a steady course, maintaining its civic contacts and meeting with other branches and associations whenever possible.

Of the two shipmates whose obituaries appear in this issue it can truly be said that we are proud to have known them. Shipmate George Robson, who sailed as a trawler engineer until last November, was a loyal supporter of all our efforts and derived much pleasure from our journeys to attend dedications elsewhere, the most recent he undertook being to Scunthorpe. He suffered a long, and what must have been a painful illness with exemplary cheerfulness and fortitude. His parting words when we saw him in hospital shortly before he entered harbour were, "remember me to the branch." Shipmate "Ted" Rilatt was a rugged and forthright character, typical of his calling and generation, for he could look back to the days of sail and recount with vivid detail his first adventurous trip in one of the old fishing smacks. He subsequently held many commands and was highly respected throughout the fishing industry in Hull. The Royal Navy was represented by a party from H.M.S. Galatea when Ted was laid to rest in his uniform—his last request. These shipmates served—each with distinction—in both world wars. May they now find the peace they have so well earned.

Festival Tickets. Owing to unforeseen circumstances we have for disposal 12 seats in the Grand Pier at 9s. Enquiries to the branch secretary would be appreciated.

## HOUNSLOW

AT OUR branch meeting on September 13, it was decided to invite the Mayor and Mayoress along to the local cinema to witness the film "Yangtze Incident." It is proposed to decorate the foyer and provide a display worthy of the film, complete with Sea Cadets doing their job.

Two main events for October of course, as far as this branch is concerned, is the reunion on October 19 and our annual dance on October 26; we shall be pleased to welcome any serving man on leave that weekend, but apart from these functions we have our usual socials which are proving very popular and of course darts matches, home and away.

Some of the members had the pleasure of being invited as guests of the Royal Fusiliers to join them in a visit to the Molesey Branch of the R.N.A. and a really good time was had by all. Thank you Molesey. By the time this appears we shall have attended Camberwell's Dedication. Reading some of the letters from other branches in NAVY NEWS brings me back to my point I have raised in the *Area Bulletin*—are the conferences really necessary? Far too much money and time appear to be wasted if matters are decided by the National Council beforehand.

## HAYLING ISLAND

ALTHOUGH IT is some time since we appeared in print, we have not been idle and we are glad to report a steady progress in membership. We entered a float in the local carnival. The weather was against us, but did not dampen our spirits. The local press reported that we obtained third prize but this was a mistake. We enjoyed ourselves though and what was equally important gave enjoyment to others.

It is with deep regret that we announce the passing of one of our founder members, Shipmate Frederick H. Plumstead. He was 69. Our Hon. Chaplain, the Rev. A. E. Bennett, conducted the funeral which was with Naval Honours. Shipmate Plumstead took a very active part in branch affairs and functions from the inauguration of the branch in September 1949, until ill health curtailed his activities about two years ago. We shall miss him.

Best wishes and prosperity to all branches.

## CASTLEFORD

ON SUNDAY, September 8, 1957, the standard of the Castleford and District Royal Naval Association was dedicated at the Parish Church. The service was conducted by the Rev. H. I. Clutterbuck, M.A., Royal Navy, H.M.S. Ceres, and the salute was taken by Capt. J. S. S. Smith, O.B.E., Royal Navy, H.M.S. Ceres. Also attending were His Worship The Mayor, Alderman A. Pickersgill, J.P., who is one of our members, and members of the Council. The parade was headed by the bluejacket band of H.M.S. Black Cap, Stretton, near Warrington. Other branches attending were: Leeds, Doncaster, Hull, South Kirby, Mexborough, Selby, Pontefract, Wakefield, Scunthorpe, Tadcaster, Federation of Yorkshire Naval Associations and West Riding Submarine Association and British Legion Branches. The T.A. band and regiment also gave their support along with local Sea Cadets and Sea Rangers. Everyone stayed for tea and a social evening which was most enjoyable.

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**WIMBLEDON VISIT TO GOSPORT**



[Photo: J. Cook, Wimbledon]

Nearly 50 members of Wimbledon R.N.A. Branch paid a visit to the Submarine Base at Gosport last month. We received a grand welcome. After visiting the church and chapel, conducted by the Padre, we boarded H.M. Submarine Thule where we spent a most interesting hour

**CHEAM AND WORCESTER PARK**

ALTHOUGH WE all like—and can do with—a “spot of leave,” things do get a little disorganised during the leave period don't they? We tender our apologies for non-attendance at branch dedications during July and August. Apart from the difficulties of getting coaches, so many shipmates were on leave that it would have been difficult to fill them.

Cheam has produced a mess photograph album in which are recorded most of the events during the past 10 years. I commend the idea to those branches which have no club of their own where photographs can be displayed.

Our thanks to the social secretary for the successful kiddies' outing to Bognor. Twenty-eight children, accompanied by two shipmates and two ladies spent a glorious 12 hours.

**Social Evening**

August 24 was another high-light. London (S.W.), Croydon, Kingston, Wimbledon and Tunbridge Wells joined us for our social evening. The Deputy Mayor, Alderman Hasted, who is a shipmate, and Mrs. Hasted came along and our president, Richard Sharples, O.B.E., M.C., M.P., and Mrs. Sharples attended. The president presented the Sharples Cup for darts to Shipmate Bill Stay for the second year running. He also received the Sportsman of the Year cup. The Carton Cue Trophy and the Heaton-Harris Cup for snooker went to Shipmate Burden.

Mrs. Hasted and Mrs. Sharples were presented with bouquets by Mrs. Purkiss, lady chairman of the ladies' section.

**Shipmates Welcome**

We have started our dance season. They are held on the last Saturday in the month from now until May, excluding December. If any shipmate or branch wishes to visit us, please let us know and they'll be made most welcome. These affairs are “happy-get-togethers,” nothing stuffy and the charge is only 2s. 6d. We hold rock 'n' roll sessions for the younger folk.

We shall be out in strength at the reunion, having booked 30 seats for the evening show. If any branch has spare tickets, we would welcome them.

Cheam and Worcester Park is getting along well now, with healthy musters each Friday night and new members each month. Our publicity, coupled with the enthusiasm of shipmates, is having the desired effect.

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



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**WORTHING**

AS NOTIFIED in the last issue of NAVY NEWS our president for many years, Engineer Rear-Admiral James Mountfield, C.B.E., passed away in August. His funeral was attended by vice-presidents and branch members with draped standard. May he be granted safe anchorage. Although unable to participate in branch activities during the last two years or so owing to illness his interest never failed at any time.

On Wednesday, September 18, our new president Lieut.-Cdr. D. L. Yates-Christie, J.P., R.N., (Rtd.), was installed and the main brace was well and truly spliced. Our new president is one of the original members of the branch (S.B. No. 8), and was also our senior vice-president, he has in fact been acting as deputy president for some period and was always ready to undertake any duty asked of him.

He did express a wish that we should endeavour to get someone of senior rank to take over as president and although this was done it was the unanimous wish of the branch that he should be our president, and we know we could not ask for a better one.

**NEWCASTLE AND GATESHEAD**

HELLO, SHIPMATES. August has gone and with it a very successful and enjoyable ladies' night, a visit to our president's “ship,” Trinity House, a get together and our monthly darts and dominoes competition. Notwithstanding the non-appearance of the singer for ladies' night we had good support from the floor, why people prefer Sinatra when we have Danny Hendry I don't know!

Shipmate Jeffries has presented us with a set of port and starboard

**In Memoriam**

- Shipmate George Robson, Hull Branch (formerly of Grimsby Branch), September 4th, 1957.
- Shipmate Edward Spencer Rilatt, Hon. Lieutenant - Commander, R.N.R., M.B.E., R.D., Croix de Guerre, Hull Branch, September 13, 1957.
- Shipmate Frederick H. Plumstead, Hayling Island Branch.
- Shipmate F. Ballard, Portsmouth Branch.
- Shipmate G. Stapleton, Portsmouth Branch.

lights and a binnacle so our room at the Central Hotel is starting to look real tiddly.

Our preparations for the Trafalgar Day dance are going ahead and we are looking forward to a good evening's enjoyment. Shipmate Thirlwell, our popular and efficient secretary is, of course, bearing the brunt of all the arrangements necessary, but, never mind, Alec, all the girls like a few grey hairs!

I would like to end with a hearty vote of thanks to the Rev. Tregenna-Piggott and good health and good fortune in Plymouth from all at Newcastle and Gateshead branch.

**PURLEY**

WE WERE fortunate in having a delegate present at the Annual Conference and so we got at first hand what went on at Cardiff instead of having to assess it from Press reports and correspondence. A unanimous vote of thanks goes to Shipmate Good-enough for representing us so well and for his very detailed survey of events. It was a pity more members were not present to hear all about it.

At our last meeting we too discussed publicity, and it was suggested that we approach the local press. We have made a small start and even if some of the things said in our local Times are not quite true we are “on the map.”

**Silver Jubilee**

Our standard has been at quite a few dedications lately. One function was the British Legion Tattoo at the Guards Depot, Caterham, with the Caterham Sea Cadets. We really put the Senior Service out in front at this cradle of Army ceremonials.

Next year is the silver jubilee year of our branch and we are making plans to celebrate it accordingly.

Serving personnel who come from the Purley, Coulsdon, Caterham, Kenley and South Croydon areas can be assured of a very warm welcome if they join us. We meet on the third Friday of the month at 8.30 p.m. at the Jolly Farmers, Purley.

**MALTA, G.C.—NEW VENUE**

OWING TO difficulties in providing transport to and from meetings in Corradino canteen we have had to change our headquarters to the Vernon Club, Valletta. Meetings will still be held during the “blank week,” exact dates being given in the “Times of Malta” and over the rediffusion.

Our last social evening was held in the Vernon and was enjoyed by all despite the fact that it fell on Friday, 13th! The recently re-formed Hal Far Skiffites put on their usual excellent show and ensured the success of the evening. Having spotted some ratings off the Indian ship Jumna elsewhere in the club, our chairman invited them in as our guests for the evening. They seemed well pleased and certainly entered into the games, etc., with great enthusiasm.

**PORTSMOUTH**

ASSOCIATION AFFAIRS at Pitt Street seem to be in the doldrums now that the conference is over and we have only routine business to deal with. This is reflected by a fall off in attendance at the general meetings when nothing of a controversial nature is on the agenda. Perhaps this could be interpreted as an indication of a happy crew, satisfied with the way things are being done for them—or could it be just plain apathy as the Rev. Tregenna-Piggott reminded us recently?

Our resources were stretched to the utmost last week to cope with a combined raid by Plymouth, Godalming and Fareham branches and once again the “House Full” boards were out. We could do with a lot more raiding parties like these for not only were they jolly good company but Plymouth brought their own concert party and took over the evening's entertainment. This was a refreshing change and thoroughly enjoyed as much by Portsmouth as by our visitors. Other branches needing a free stage and a large appreciative audience please note.

**Annual Dinner and Dance**

Arrangements are now beginning to take shape for the annual dinner and dance on December 6, and the children's party a few weeks later. These are two events in our calendar which we expect all members to make a special effort to support. Bring your wives, sweethearts and friends and show them how the Navy entertains.

For the last few weeks our hon. secretary has been sitting in a corner tearing out his hair (or what little remains of it). Someone started a buzz we have some spare tickets for the reunion and now he finds he has old ships all over the country he'd never heard of before. Well the truth is we haven't any spares and could do with some ourselves.

It is with deep regret we have to record the passing of Shipmate F. Ballard after a long and painful illness. Fred has given yeoman service to the association and, until his health failed, served as our almoner when he made many friends.

On Sunday, September 15, the R.A.F. held a Battle of Britain commemorative service in St. Paul's Anglican Cathedral, Valletta and several of our shipmates attended as representatives of this branch and on behalf of the association.

We have been both fortunate and honoured in having Capt. J. A. Levers, O.B.E., R.N., become our president recently. Although a very busy man, Capt. Levers attends our meetings as often as possible.

The deputy president of the R.N.A., Admiral The Earl Mountbatten of Burma, has been staying on the Island recently and many of the serving shipmates here had the chance of seeing him and hearing him speak. Owing to an extremely heavy list of engagements we were not able to see him at our last social though.

Don't forget... all visiting shipmates... a very warm welcome awaits you at the Malta G.C. branch, R.N.A.

**CHELTENHAM**

WITH WINTER approaching, the Cheltenham Branch had a good attendance at the September monthly meeting. For the annual dinner on November 8, at the Star Hotel, we are now in a position to state our guest of honour, namely Rear-Admiral Phillips, D.S.O. Also we hope to welcome at this important function Capt. Atwill of the Navy Office, South Wales. Last Sunday being September 15, we celebrated the great Battle of Britain with a service at St. Matthews Church, the R.N.A. being well represented on this occasion. Our welfare officer, Shipmate A. E. Attwood, is doing a good job, and has succeeded in getting a Navy disabled man employment when the official channels completely failed; all credit is due for this effort. On Friday, September 20, we have a skittles match arranged with the Victory Club; this should be, win or lose, a pleasant get together. It is very pleasing to report that Shipmate Frank Cooper, D.S.M., is out of hospital and on the mend, not perhaps fully A.I but certainly more like his old self.



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### R.N.A. DARLINGTON

FROM THE North East the Darlington Branch take this opportunity to say "hello" once again to all branches of the R.N.A. and sincerely hope that all branches are being successful in their efforts to increase membership.

Our numbers are still steadily increasing, and during the holiday period our attendances have been splendid. If the enthusiasm and energy of the social committee is to be a yardstick of things to come, we are to be assured during the dark winter evenings of some good entertainment. This committee have during the last few months really "sweated on the job" and we have already had some grand evenings.

#### Visit of Wingate Branch

We were very fortunate on August 24, to have the honour of a visit of a coach load of members from the Wingate Branch. A concert party had been arranged for the evening and "Big Eats" were also provided. It was the opinion of all who attended that the evening passed all too quickly. Darlington Branch hope to reciprocate the Wingate Branch's action and turn up in force, complete with skiffle group. Shipmate M. Gallagher is hoping that Wingate will provide a tea chest for the Bass (now don't get me wrong—it's for the Bass instrument!), as he doesn't relish the idea of carrying his all the way from Darlington.

#### Darts Trophy

A very pleasant ceremony took place in the club on September 8, when the members were presented with a darts trophy which is to be called the Founders' Trophy, and is to be played for by all members of the club, and is to be held for one year by the winner. This most pleasant occasion was the culmination of an untiring effort on behalf of Shipmate "Freddie" Archer, who being a founder member himself, thought that it would be a good idea if the founders presented a trophy to the club. The outcome was that founder members' vice-presidents S. N. Walton and R. Milne joined with Shipmate F. Archer in purchasing and presenting the trophy. Shipmate J. Wilson (Branch Chairman) in accepting the Cup on behalf of the members, assured the three founder members that the branch members did really appreciate their action and hoped that it would stimulate a greater interest in the games section.

The games secretary, Shipmate T. Gallagher, who is already arranging the competition for the Mudford Trophy (dominoes), is hoping that he can also start the competition for the Founders' Trophy at the same time.

### Portsmouth Writers' Circle Programme

MEETINGS TAKE place at the Carnegie Library Lecture Room (first floor), Fratton Road (near St. Mary's Church), Portsmouth, on the first Thursday of each month, at 7 p.m.

Writers and would-be writers for profit or pleasure are warmly welcomed into membership and are assured of practical help by successful writers.

The subscription rates are very small, being: 1s. 3d. per meeting, 7s. 6d. per half year or 15s. per annum.

1957

- Thursday, September 5: "How to Make your Work Sell," Mrs. Ida Cole.
- Thursday, October 3: "This Writing Life," Mr. Peter Green.
- Thursday, November 7: "Psychological Difficulties of being a Writer," Mr. K. Williamson.
- Thursday, December 5: "Duties of a Press Liaison Officer," Mr. Luttrell.

### ROYAL HOSPITAL SCHOOL OLD BOYS' ASSOCIATION

THE OUTING to Aldershot on Saturday, September 14, proved to be a great success.

Although our coach was not filled for the occasion those of us who were present had a grand evening.

By invitation from the W.O.s, and Sergeants' Mess of the Royal Army Dental Corps, we arrived there, one happy party, and were welcomed by W.O.II Hathaway, and ceremoniously "piped aboard" by Mr. Harry Woolford.

A grand tea followed, and, after, we reboarded the coach and paid a short visit to the local flower show, where several of our party bought prize blooms.

On return to the Mess we competed in some interesting games of snooker and darts, against some members of the Mess. Tombola followed. A fine "run and dive" buffet was placed at our disposal and with the convenience of the bar, all enjoyed themselves.

In conclusion, many thanks to Messrs. Blackie and Woolford, the instigators of this outing and to the Mess for their hospitality.

## What is 'Tear Rag Day'?

THE LANGUAGE of the sea is naturally a closed book to those who are not of that persuasion. At the same time, however, the British, being a seafaring nation, have taken into use many words and expressions which now have an everyday use, although the users may not know of their derivation.

In an endeavour to preserve this language, we intend, each month, to take a few Naval words and expressions, and in this connection we would appreciate the help of our readers who may have come across obscure words and expressions which we may not have heard.

For example: Can any reader tell us the origin of the expression "Tear Rag Day." We feel that it was used for a "Make and Mend," or "Half Day," but what is the actual origin? Another origin may be that it was the "end of the commission day" when rags and bunting were torn up to make a paying-off pennant.

We shall be very grateful for words and expressions.

*a'*—An Anglo-Saxonism for "on" or "in." As in aback, astern, abeam, etc.

*Ahoy*—Preceded by a ship's name, the customary way to hail a ship. Possibly derived from the Norsemen and used by Vikings as a war cry. Another derivation is possibly from the French "en-haut."

*Admiral*—From the Arabic Amir-al-Bahr, meaning "Commander of the Seas."

*Bumboat*—A boat selling provisions, etc., to ships. Derivation is uncertain, but possibly the origin was a "boomboat"—a boat that tied up to a ship's boom.

*A fresh hand at the bellows*—An expression of the sailing days to indicate that the wind has become fresher.

*Out your painter*—A slang expression for "Be off," the painter being a rope attached usually to the stem post of a boat, by which it may be made fast to a ladder, etc.

## NAVAL RESEARCH AND DEVELOPMENT ESTABLISHMENTS PORTLAND, HAVANT AND BOURNEMOUTH MOVES

TO ACHIEVE greater efficiency, the Board of Admiralty has decided to implement a scheme of concentration of Naval Research and Development Establishments. This concentration will

### Sea Cadet Corps News

DARTMOUTH SEA Cadet unit have a smart headquarters near the Royal Naval College. They can use the College boats, rifle range and swimming bath. There is no shortage of finance, thanks to an energetic civilian committee. They have done well in sport and they have a crew in the final of the corps boat-handling competition.

Yet, they face a crisis which, if not resolved, could ultimately lead to disbandment. In Dartmouth where every other man you meet has been in the Navy, the unit just cannot get enough instructors.

For more than two years the Commanding Officer, Lieut. G. Foulkes, has had the help of only one officer, a Naval pensioner. If they had their full quota of four officers and two C.P.O.s the strength of the unit could be raised from 30 to 45. There are plenty of boys waiting to enter.

Lieut. Foulkes is now desperately appealing for a few men who will give a few hours a week to help the lads out. "During the past two terms," he said, "midshipmen from the Naval College have been helping to train them. I don't know what I should have done without them."

#### Western Area Boat-Pulling Competition

The Western Area boat-pulling competition, staged at Raven's Ait on the Thames, was won by Fishguard for the third year in succession. Chippenham won the junior event. In the North-Western Area regatta at Liverpool, Wallasey won both the senior and junior boat-pulling. Fleetwood, second in the senior race, later triumphed in the boat-handling competition.

#### Promotion

Brighton's Commanding Officer, Lieut. Barnes, has gone the whole way from the lowest rating to the highest rank in the Corps. He began as a cadet in the unit and has now been promoted to lieutenant-commander.

#### Prompt Action

Once again there is news of a Sea Cadet by his prompt action, saving a life. It happened in Carrickfurgus harbour where 18-year-old Sea Cadet George M'Ferran was aboard a motor launch, in the early hours of the morning, when he heard a loud splash. Seeing a man struggling in the water, he jumped in fully clothed and brought him ashore. The owner of the launch and a member of his crew applied artificial respiration while George ran for a doctor.

After medical attention the man, who looks after one of the boats in the harbour, was removed to the local hospital and detained.

be carried out in the two spheres of above-water weapons and underwater weapons; establishments dealing with basic and other forms of research are not affected by this announcement. In addition to the greatly increased efficiency gained by studying modern weapons and their complicated control systems together, running costs will be reduced by the amalgamation of establishments and the use of common services.

The Admiralty Gunnery Establishment, Portland, which employs some 500 personnel, is to be moved to Portsmouth, Hampshire. Its work on Naval gunnery will be amalgamated there with the radar work done by the Admiralty Signal and Radar Establishment which will enable weapons and their control systems to be developed together. It is, however, intended to continue using the facilities of the Portland Firing Range.

Underwater Weapons Research and Development Establishments are to be concentrated at Portland in the existing Underwater Detection Establishment and in the buildings to be vacated by the Admiralty Gunnery Establishment. The Establishments to be moved there are the Underwater Countermeasures and Weapons Establishment at Havant, Hampshire (which employs some 400 personnel) and the Underwater Launching Establishment at West Howe, Bournemouth (employing about 150 personnel).

#### Moves on the Board

It is not the intention to ask all the staffs to move with these various establishments. It is expected that it will be possible to arrange the interdependent moves without disturbing all personnel. Savings will partly be achieved by an overall reduction in staff numbers and, as is usual, every effort will be made to mitigate hardship to the individuals concerned by taking advantage of normal wastage and by transfers to vacancies in other establishments as they occur.

The moves will involve a certain amount of modification of existing buildings and some new construction. For these reasons no accurate timetable can be given and the information in the following paragraph must be regarded as the best estimate of timing at present available.

It is expected that the Admiralty Gunnery Establishment will be able to move to Portsmouth in about two years, i.e., towards the end of 1959. It should be possible to move most of the Underwater Countermeasures and Weapons Establishment into existing space at Portland within six to nine months. The move of Underwater Launching Establishment to Portland is not expected to take place before 1960.

The Torpedo Experimental Establishment at Greenock is an integral part of the Underwater Weapons Research and Development organisation but, as has already been announced, the Board are giving further careful consideration to the future of this establishment. It is not expected that a final decision on this question will be made for two or three months.

## CLASSIFIED . . .

### ACCOMMODATION

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- MAISONNETTE** comprising lounge, breakfast-room, kitchen, 3 bedrooms, fitted hot and cold. Available mid-October. No objection to children. £5 5s., including constant hot water and electric light.—Bridger, Hope Lodge, Yarborough Road, Southsea, Phone 71826.
- GOSPORT**, Two furnished rooms, 38s. 6d., including light and gas. Recommended. Unsuitable children.—43 Richmond Road, Gosport.
- COMFORTABLE BOARD RESIDENCE**, Bed, breakfast, evening meal, £3 3s. per week.—31 Balliol Road, Portsmouth.
- ANSTEY PRIVATE HOTEL** and Restaurant. Fully licensed, 116 Clarendon Road, Southsea (near South Parade Pier). Tel.: Portsmouth 31068. Full board residence for officers and families at reasonable rates.
- UNFURNISHED FLATS** to let, close sea-front. £2-£4 per week.—Box 53 "Navy News."
- COMFORTABLE** furnished accommodation from September 30. Highly recommended.—3 Devonshire Avenue, Southsea.
- FURNISHED FLAT**, modern, nicely furnished, everything provided except linen. Own cooker, etc.—24 St. Edwards Road, Southsea. Phone 5070.

### HOLIDAY

#### ACCOMMODATION

**JERSEY'S** superb Town Hotel extends a warm welcome to you. A.A. appointed. Open all year. Luxury private baths. Famous candlelight grill. Zither player.—"REVERE," Kensington Place, St. Helier, Tel. Cen. 728.

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**HOUSE PURCHASE** on deferred plan method available to serving members of the Royal Navy and Royal Marines. Family protection throughout.—Write in confidence, W. E. Russell, "Kingsholme," 47 Glenthorne Road, Copnor, Portsmouth.

**DO YOU DESIRE** house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future; 90 per cent. to 100 per cent. loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

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**EXCHANGE**, three-bedroomed Council house for similar, Middlesex or surrounding districts.—Smith, 3 Holybourne Road, Havant.

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- MAKE LOVELY RUGS** for your home! Many prizes and certificates have been awarded for rugs made with our rug wools and canvas.—Write for post free price lists and samples, William Jones & Co. (Bridgnorth) Ltd., Dept. N, Bridgnorth, Shropshire. Old established and famous for best quality.
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Applications with full details of qualifications and experience should be sent to ADMINISTRATIVE OFFICER (L), I.E.M.E., MINISTRY OF SUPPLY, GOLF ROAD, BROMLEY, KENT.

## SITUATIONS VACANT

**ELECTRICAL MECHANICS** required for mechanical and electrical operation and maintenance of H.F. heating equipment. Must have maintenance experience in heavy industry of automatic control gear and be prepared to work shifts and usual maintenance hours. Good rates of pay, canteen, social and travelling amenities. Non-contributory works pension scheme.—Apply Personnel Manager, Garringtons Ltd., Newton Works, Bromsgrove, Worcestershire.

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SALARY: £755 (at age 28 or over)—£875 p.a. Contributory Superannuation Scheme. A house or assistance towards legal expenses on house purchase will be available for married officers living beyond daily travelling distance.  
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# Sports Page

## ROYAL NAVY LAWN TENNIS CHAMPIONSHIPS

THE THIRTY-SECOND Annual Championships were held at Wimbledon, by kind permission of the All England Lawn Tennis and Croquet Club, from Monday, August 5, to Saturday, August 10, under the presidency of Capt. H. G. D. Stoker, D.S.O., R.N.(Retd.).

Brilliant weather enabled the preliminary rounds to be played off on grass without a hitch, but intermittent rain on Friday, August 9, slowed down the progress of the semi-finals, which had to be played on hard courts, a few matches being transferred to the Royal Naval College, Greenwich.

As soon as the weather permitted on Saturday, August 10, the finals were played on hard courts, with the following results:

**Open Singles: Earl Beatty's Challenge Cup.**—Lieut.-Cdr. W. W. Threlfall beat Inst.-Lieut. R. T. White, 6/2, 6/2.

**Open Doubles: "The Admirals' Trophies" Challenge Cups.**—Lieut.-Cdr. W. W. Threlfall and Inst.-Lieut. R. T. White beat Cdr. D. L. Repard and Cadet G. S. Clarke, 8/6, 6/3.

**Women's Singles: Challenge Cup.**—Third Officer E. M. McKee beat Wren E. Saunders, 6/3, 6/4.

**Women's Doubles: Challenge Cups.**—First Officer N. A. Swainson and Third Officer E. M. McKee beat Second Officer D. L. Orton and Wren E. Saunders, 6/4, 6/4.

**Junior Singles: Mitford-Ramsay Challenge Cup.**—Cadet G. S. Clark beat Mid. A. H. Quraishi, 6/4, 6/1.

**Junior Doubles.**—Mid. A. H. Quraishi and Cadet G. S. Clarke beat Mid. M. R. Conway and Mid. R. K. Dibble.

**Veterans' Singles: Colonel Butt Challenge Cup.**—Capt. P. F. M. Dawson (Retd.) beat Capt. J. R. Gower, 6/1, 6/0.

**Veterans' Doubles: Colonel Butt Challenge Cups.**—Capt. P. F. M. Dawson

(Retd.) and Capt. R. H. Rump (Retd.) beat Cdr. F. E. Chevalier (Retd.) and Surg.-Cdr. W. A. S. Grant, 6/2, 6/3.

**Plate Singles.**—Lieut.-Cdr. C. A. C. Hodgson beat Surg.-Lieut. R. B. De Saram, 6/1, 6/2.

**Mixed Doubles.**—Inst.-Lieut. R. T. White and Third Officer E. M. McKee beat Sub-Lieut. M. N. Barker and L./Wren J. Medwell, 3/6, 6/1, 6/4.

After Capt. E. G. Roper, D.S.O., D.S.C., R.N., the chairman of the Association, had thanked her for her sustained interest in Navy tennis, Commandant Dame Nancy Robertson, D.B.E., Hon. A.D.C., Director of W.R.N.S., presented the trophies. Capt. Roper also thanked Admiral Sir Charles Lambe, G.C.B., C.V.O., the Second Sea Lord, and Sir John Lang, G.C.B., the Permanent Secretary to the Board of Admiralty, for their support; and expressed the gratitude of the Association to the All England Club for the use of its facilities and to Colonel Macaulay and Major Mills for their invaluable help.

The smooth running of the tournament was largely due to the work of Capt. R. H. Rump, R.N.(Retd.), who acted as referee, assisted by Lieut.-Cdr. J. M. Cowling, the hon. secretary of the Association, and Lieut.-Cdr. R. Meredith, who is a member of the Lawn Tennis Umpires Association of Great Britain. Second Officer D. L. Orton, W.R.N.S., organised the women's events.

It is hoped that an even larger entry can be attained next year, when the Association aims at finding the talent to defeat the R.A.F. in the Inter-Services Championship.

Further information about the R.N. Lawn Tennis Association will appear in December, after the annual general meeting and next year in good time before the championships.

### HOCKEY

THE HOME Air Command is fortunate in the fact that both the chairman, Capt. A. F. Black, D.S.C., and the hon. secretary, Lieut.-Cdr. N. Fitzgerald, have both been reappointed within the Command and are kindly continuing their services to Home Air Command hockey.

The hockey festivals have been reduced to three this year in order to give all teams more games; also, a final festival will be played instead of semi-finals and finals. All details are given in H.A.C.S.I. 111.

### ASSOCIATION FOOTBALL

THE AIR Command held its first trial match (North v. South) at R.N.A.S. Bramcote on Wednesday, September 11.

The outcome was indeed satisfying and the selectors were agreeably impressed with the style and class of play shown. Many new faces have come to light, which is an encouraging feature at this early stage. Both teams played sound constructive football and it follows that, with a much wider choice of players, the Air Command selectors are now faced with the happier problem of who to leave out!

The annual match, Royal Navy (Home Air Command) versus Hampshire F.A., has been arranged for Wednesday, September 25, at Privett Park, Gosport—and will be reported in the next issue, together with details of further fixtures.

### SAILING

THE 100-SQ.-METRE Wal finally left the Clyde for the Solent on August 26 manned by a crew of officers and ratings from R.N. Air Stations Abbotsinch and Lossiemouth. She called at Holyhead to change skippers and arrived at Milford Haven on the 30th.

After being delayed there by heavy weather she left Milford Haven for Falmouth with a crew from R.N. Air Station Culdrose on September 5 and was next heard of on the 9th sheltering in the lee of Lundy Island with a badly sprung mast. T.R.S.B. 4422, from Milford Haven, eventually towed her to Appledore, arriving there on the 14th. It is intended now to repair her mast there to enable her to reach the Solent for her winter refit.

Sea Swallow arrived at Falmouth at the beginning of September and, in spite of the weather, has managed to carry out a good deal of training. Her next move is to the Clyde for laying up at R.N. Air Station Abbotsinch. Seehexe, after an adventurous return from St. Malo at the end of August, has been sailed locally by R.N. Air Station Lee-on-Solent.

### R.N. Air Station, Culdrose

Considerable increase in sailing activity has taken place during this season. Five 14-foot R.N. dinghies and four whalers are now actively racing and training. Three additional boats have also been acquired: a racing catamaran, a 20-foot dinghy, Christine, and the "Star" class boat, Canopus. These three were refitted, painted and rigged by private enterprise and many happy hours have been spent by officers, ratings and Wrens in preparing these boats for the water. The station shipwrights built the catamaran from a kit, the meteorological staff worked on Christine while the observer school has been responsible for Canopus. Unfortunately, the recent high winds have taken their toll. The catamaran capsized, puncturing one hull; Christine has been dismantled. However, all boats will be sailing again by the beginning of next season.

In spite of the non-arrival of Sea Swallow to take part in Falmouth Regatta Week, much useful racing took place in the R.N. dinghies of which as many as 11 entered. Culdrose helmsmen gained two firsts, two seconds and a third.

### PORTSMOUTH COMMAND

#### BOXING

##### NOVICES

THE PORTSMOUTH Command Novices Boxing Championships will take place in the Gymnasium, R.N. Barracks, Portsmouth, on Wednesday and Thursday, October 16 and 17, commencing at 7.30 p.m. The prices of admission for the Finals are 5s., 3s., 2s., and standing at 1s.

These championships will be a preview of the boxing talent available to Portsmouth Command this season. In addition to the Naval boxers, competitors from local clubs will be taking part.

as runner-up. The foursomes in the afternoon was won by Lieut.-Cdr. W. Andon (Lee) and Lieut.-Cdr. David (Culdrose). A formidable partnership finishing all square with Old Man Par. The rest of the field was spreadeagled by the strong wind and C./Supt. Duncan (Arbroath) and L.R.E.M. Lawrence (Lossiemouth) came in second, being four down to bogey.

Home Air Command are fortunate in being able to hold this meeting at such an admirable club as Little Aston and owe a great deal of thanks to the captain and members for their generosity and all the facilities made available by them.

### BOXING

THE HOME Air Command Novices Championships and Trials are being resumed this year, thanks to the recent recreational travel concessions. The boxing is to be held at H.M.S. Ariel from October 28 to 30, so come along all you young novices and "have a go!" at the noble art. Arrangements are also being made to hold trials for all intermediate and open class boxers in order to select the best in the Command to enter the Royal Navy boxing trials at Portsmouth, November 13 and 14. H.A.C.S.I. 121 and 123 give all details.

### RUGBY

THE HOME Air Command rugby is under new management this season and its headquarters are now transferred to R.N.A.S. Brawdy—what better place than in the heart of Wales?

Capt. F. Stovin-Bradford, D.S.C., is the chairman, with Lieut.-Cdr. P. Carmichael as secretary. It is hoped that 40 or more players will be available for the Command Trial at Brawdy on October 14, followed by a Welsh tour; in the games arranged versus Carmarthenshire and Pembroke-shire it is expected that each side will include about seven internationals.

All rugby players in the Command must get fit in time for the trials and ensure that their names are forwarded through physical training and sports officers to the hon. secretary. All details are given in H.A.C.S.I. 109.

## HOME AIR COMMAND SPORTS NEWS

### GOLF

THE ANNUAL Home Air Command Golf Meeting was held at Little Aston golf course on September 5 and 6. The 53 competitors were accommodated in R.N.A.S. Bramcote and a well-attended dinner was held in the wardroom on the Tuesday evening, at which Capt. A. F. Black deputised for the Chairman, Home Air Command Golf Association, who was unable to be present.

The weather was kind and after a practice round on Wednesday, September 4, the competitors were ready to do battle in bright sunshine on the Thursday morning.

C./Art. E. B. Robinson, R.N.A.S. Stretton, who leaves the Service in December, had a memorable meeting. He won the Open Scratch Competition, the Heliotrope Cup, with two very fine rounds of 75 and 80, and was also runner-up in the handicap competition, the Wylie Cup. Lieut.-Cdr. A. L. Brown, having won the Heliotrope Cup in 1956 and in the three consecutive years 1948, 1949 and 1950, had to be content with the runners-up prize this year.

### Inter-Station Trophy

R.N.A.S. Lee entered a very strong team for the Jackdaw Cup, which is the inter-station trophy, and had no difficulty in carrying this lovely bowl back to Daedalus. The three leading returns for the Lee team were made by Capt. A. F. Black, Surg.-Capt. (D) J. C. Benson and Lieut.-Cdr. G. H. Forrest. Surg.-Capt. (D) Benson enjoyed himself further by winning the Wylie Cup, which is the handicap trophy, and won't be content until he gets a bogey at the first hole. With this aim in view we can expect him back to defend his title next year.

These three main contests were held on the Thursday, and as relaxation on Friday a Stapleford bogey competition was held in the forenoon; despite dull, overcast weather, with gloomy forecast of rain, a good entry was made for the foursomes bogey in the afternoon. The morning event was won by E.R.A.I. H. J. Tait, R.N.A.S. Arbroath, and C.A.A. Robinson comes, once again, into the prize list

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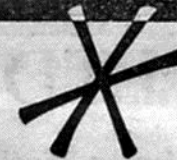
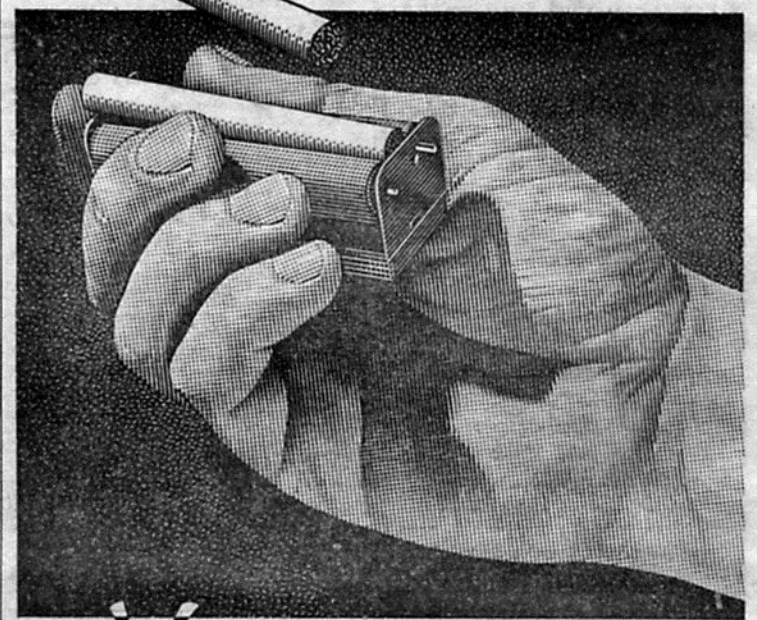
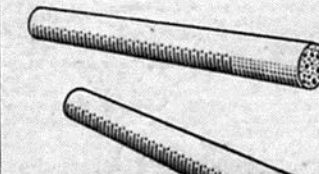
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