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# Navy News

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No. 40 SEPTEMBER, 1957

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## ROYAL NAVY AT FARNBOROUGH

### First Display by F.A.A. Pilots at Annual Flying Display and Exhibition

THE ROYAL NAVY is providing one of the high-lights of this year's Farnborough air display—and stealing some of the glory usually reserved for the Royal Air Force and civil test pilots. One of the thrills of the show, which goes on until September 8, comes when five red-painted Sea Hawks of the Fleet Air Arm fly in from the west, over the famous Laffan's Plain, scene of so much early flying history in England, and give an aerobatic display each afternoon.

Over the grass where Samuel Cody made his first powered flights half a century ago, the five Sea Hawks, from 735 Squadron, fly towards the enclosures at high speed and suddenly zoom high, trailing thick white smoke lines. Keeping close formation with all the calmness of destroyers steaming in line abreast yet at speeds of something like 600 miles an hour, the five little planes sweep through their manoeuvres as if held on strings by a master hand. They loop above the airfield, with

solid ground instead of water beneath them, making colourful patterns with their smoke trails, and their display ends with a steep climb in formation, a turn at the top and then a "bomb burst" as the five planes sweep down in different directions and then flatten out, leaving a trail of smoke like the ribbons of a maypole.

Interspersed with the aerobatics, individual demonstrations are given by a single Sea Hawk of 801 Squadron, piloted by Lieut. Burke, who shows the capabilities of these carrier-based aircraft in the air.

Twelve Fleet Air Arm Gannets, flying in groups of four, open the Navy's display, the first ever given at a Farnborough air show, with a fly-past. Leading the formation are four Gannets of 796 Squadron under Lieut.-Cdr. Hughes, which pass with their



Fleet Air Arm pilots who are taking part in the display organised by the Society of British Aircraft Constructors

bomb doors open. They come four more, from 825 Squadron, led by Lieut.-Cdr. Ashworth, with one of their two propellers feathered, followed by four more, from 737 Squadron, under Lieut.-Cdr. Hawksworth, which start up their second propellers as they pass over the crowds.

Finally, the Navy marks its departure with the 12 Gannets, all anti-submarine planes, flying over in anchor formation and out of sight.

Apart from the Navy's part in the display, many other Royal Navy planes take part in the show. Prominent is the new Vickers Armstrongs Scimitar, a multi-purpose strike fighter now in full production for the Royal Navy and capable of carrying an atomic weapon at transonic—just under the speed of

sound—speeds. This is the machine which completed very successful deck-landing trials on H.M.S. Ark Royal in July and will enter service later this year.

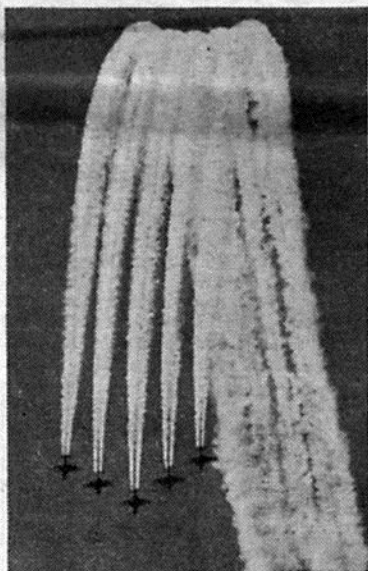
Flown alternately by Mike Lithgow and Dave Morgan, both ex-Royal Navy pilots, the Scimitar shows itself capable of swift manoeuvres and is equipped with two Rolls-Royce Avon jet engines.

Another new plane showing its paces is the Sea Vixen, a twin-engined, transonic all-weather day and night fighter for operation from carriers or shore bases. The Sea Vixen, which first flew last March, is fitted with the Firestreak infra-red guided weapon which "homes" on its target.

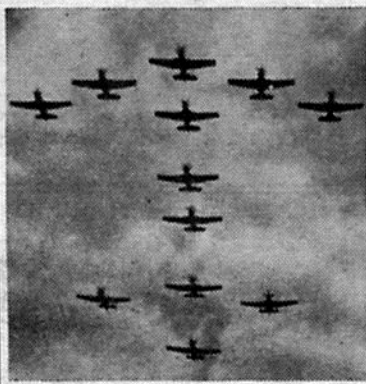
Three Royal Navy helicopters figure

in the display too. They are the new Westland Wessex powered by a free turbine engine, and a Whirlwind, both of which are fitted with anti-submarine homing weapons and are on order or in production for the navy, and the Westland Widgeon, a five-seater passenger transport helicopter which can also be converted to carry stretchers.

And in addition to the planes, the Navy's own guided weapon, Sea Slug, is on display in the guided missile enclosure, where a total of nine types of missile are on show to the public, most for the first time. Visitors noticed that Sea Slug is a big, heavy-looking weapon boosted into the air by ramjet engines after booster rockets, used for initial acceleration, fall away as the missile reaches supersonic speeds.



Vapour trails

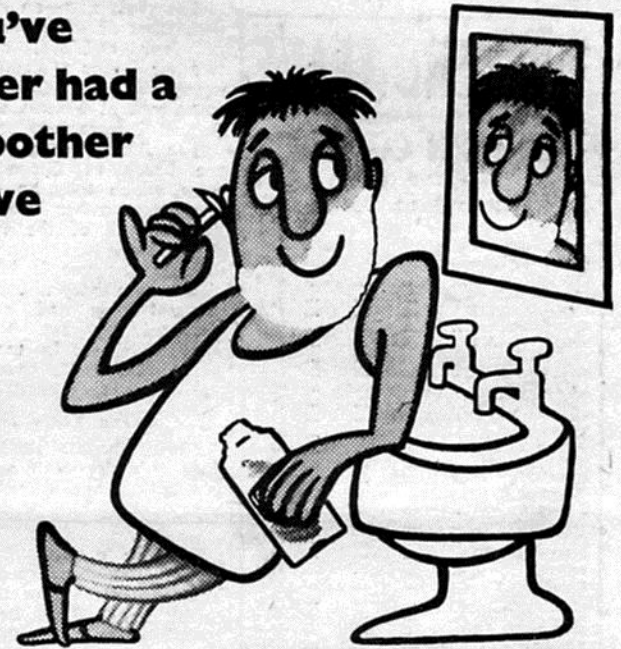


Gannets fly past in anchor formation

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### Drafting Forecast

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

#### SUBMARINE COMMAND

- H.M.S. Sea Scout, September 6, at Portsmouth, for 5th Submarine Squadron, Portsmouth.
- H.M.S. Turpin, September 9, at Portsmouth, for 2nd Submarine Squadron, Home Fleet.
- H.M.S. Telemachus, September 14, at Singapore, for Australian Squadron.
- H.M.S. Tiptoe, September 15, at Devonport, for 3rd Submarine Squadron, Rothessy.
- 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. Bigbury Bay, September, at Rosyth, General Service Commission, Home/South Atlantic and South America.
- H.M.S. Bermuda will commission in October, for General Service Commission, Home/Mediterranean. Her U.K. Base Port will be Devonport.
- H.M.S. Loch Killisport will commission in October, for General Service Commission, Home/East Indies. Her U.K. Base Port will be Portsmouth.
- H.M.S. Concord, November, for Foreign Service, Far East Station.
- H.M.S. Puma, November, at Devonport, for General Service Commission, Home/South Atlantic and South America.
- H.M.S. 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.

## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)  
Royal Naval Barracks, Portsmouth,  
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### MESSAGE FROM COMMODORE

**J. Y. THOMPSON**

(Chairman of Navy News Committee)

INSTEAD OF an Editorial in this issue of NAVY NEWS, it is my sad duty to mark the departure of the Reverend Tregenna-Piggott, who is relinquishing the editorship after retirement in order that he can continue his ministry in a parish at Plymouth.

T-P was the founder and architect of NAVY NEWS and in the three years of its existence he has been instrumental in raising it from the status of a Command periodical with a circulation around the 7,000 mark to a Navy-wide newspaper with a circulation more than twice that figure.

Before coming to Portsmouth in 1951, T-P was the Editor of the Chatham Port Division magazine "Chats" and found on his arrival here that its opposite number "Pompey" was on the point of folding up. At the end of 1953, he was asked what he could do to take its place, and had the idea of a newspaper instead of a glossy magazine. The first issue appeared appropriately enough on the glorious 1st June, 1954. In the words of the then Commander-in-Chief, Portsmouth, NAVY NEWS set out "with the avowed object not to make record sales, nor to make capital nor to put over propaganda, but with the simple approach which recognises that we all in the Navy depend upon each other and in that spirit to give the best value and benefit to the largest number of readers."

#### Remarkable Expansion

The paper's remarkable expansion under T-P shows how well that approach has been appreciated by all ranks and ratings. The Royal Naval Association adopted it as its official organ, the Home Air Command joined in and so did the Submarine Command. Others were quick to follow, and the paper now serves the whole Navy wherever ships and men may be. It depends entirely upon its subscribers for its material and is run very happily, on a shoe string, by a small band of devotees, with the professional backing and support of Messrs. Gale and Polden.

All credit for this goes to T-P, to whom we say good-bye this month—not really good-bye because we have

(Continued bottom column 2)

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# News from the Admiralty

MANY PEOPLE probably think that those who are invalided should receive the same benefits as those who are axed—and on the fact of it, it does seem a fair argument.

The answer, difficult though it may be to accept, is to be found in the conditions of service which we all accept when we join the Navy. Medical standards are laid down and are known to apply—and we all, by inference, accept that if our health or fitness fall below the necessary standard then our employment must, of necessity, be terminated. When joining the Navy we accept not only the risk of Enemy Action, but the normal risks of shipboard life and foreign climatic conditions. As the lawyers would say our contract of service implies acceptance of the risk of invaliding upon the ordinary terms of compensation. Axing is a very different matter. Our conditions of service are geared to an expectation that we should have the opportunity to complete a normal career, and premature termination of employment by an act of Government policy can be regarded as entitling the individual to special compensation.

#### Free Air Lift Scheme Flops

It looks as though the scheme of free leave travel from Malta to Sicily in lieu of U.K. railway warrants may come to an end after a very short life. Despite a good deal of scepticism at the Admiralty about the demand, the scheme was started early this summer, but so few Service men took advantage of the free flights that the plans have been travelling half empty. Such an uneconomical arrangement cannot continue indefinitely; when the present contract ends this month, the scheme will be reviewed, and may be abandoned.

#### Automation in the Office

Various attempts in the past decade to provide the Navy with enough efficient shorthand-typists have failed in some degree and the Admiralty have now decided to adopt the modern methods of automation. Tape recording machines will take dictation or

record the proceedings at Courts Martial and Inquiries and Writers will be trained to type from the play back. The first machines, called Stenorettes, will go to H.M.S. Ceres for training new entry Writers and Wren Writers (G). In due course, the category of Wren Writers (S) will die out.

#### Q.A.R.N.N.S. "Ratings"

Queen Alexandra's Royal Naval Nursing Service comprises fully qualified State Registered Nurses who have officer status. If proposals now being examined in Admiralty are approved, there will soon be a rating category in this Service and the Wren S.B.A. will become a dying category.

Other changes affecting the W.R.N.S. are in the wind. More women are likely to be required as Dental Surgery Attendants, and some will be selected for qualifying as Dental Hygienists capable of carrying out some of the elementary routine examination work on the Dental Officers' behalf. Details of qualifications, advancement rules, conditions of service and complements are now being worked out by Admiralty Departments prior to approval being sought from the Board.

#### English Justice for Families Abroad

Details are about to be announced in an Admiralty Fleet Order of arrangements for making families subject to Service Discipline in certain circumstances abroad other than in the Colonies. The aim is to give an offender the advantage of trial in accordance with English law rather than under some foreign code using strange procedure and an unfamiliar tongue. The new powers could only be used for certain offences where local civilians or their property are not involved, where the local authorities consent and then only with the agreement of the accused person.

## Anniversary of British Ocean Weather Ships

### "THE WEATHER WATCHDOGS"

LAST MONTH marked the tenth anniversary of the introduction of British Ocean Weather Ships.

Ten years ago—on August 5, 1947—the first of the present British fleet of four ex-Naval corvette ocean weather ships (Weather Observer) began observations at station "J," 300 miles west of Ireland, after sailing on August 1 from London Dock.

The Air Ministry's weather ships are based at Greenock, Scotland, from which they go out to act as floating weather stations and as "watchdogs" of the North Atlantic air routes.

Increasing use is being made by civil and military aircraft of the navigational aids and communications provided by the North Atlantic weather ships. In the year ending March 31, 1957, over 7,000 trans-Atlantic aircraft used these facilities.

#### Ten Years' Service

During the past ten years, while on duty at their ocean weather stations in rotation with French and Nether-

lands vessels, the ships have carried out twice daily radio sonde balloon observations of the upper air and six-hourly radar wind observations of upper winds, as well as maintaining a full programme of surface observations every three hours and broadcasting them by radio. They have also, in recent years, made special observations of sea water temperature, by bathy-thermographs, to a depth of about 75 fathoms (450 feet), and Weather Explorer has been making special wave observations by an electric wave recorder.

All four ships have co-operated in search and rescue exercises with R.A.F. Coastal Command aircraft, wherever possible. Last October, Weather Watcher vacated its station to search for a missing U.S. Clipper aircraft, while in December Weather Recorder was also called away in heavy weather to stand-by a damaged ship.

#### Our New Editor

The Assistant Editor, Lieut.(S) H. R. Berridge, R.N. (Retd.), is being advanced to the editorial chair. He has been associated with the paper since its early beginnings. He has our best wishes and support and knows that there are many to whom he can turn for help.

## The Sea Slug

SEA SLUG, THE medium-range weapon which the Parliamentary Secretary to the Admiralty, Mr. Christopher Soames, informed the House of Commons, during the debate on the Navy Estimates, is designed to engage any enemy bomber which evades the fighter defences of the Fleet. It will do so at any height which modern aircraft are capable of operating.

#### Four Guided Weapon Destroyers Ordered

The first four ships in which Sea Slug will be fitted are the four guided weapon destroyers which have been ordered by the Admiralty. These ships are to be based on the design of the present Daring Class ships but will be larger.

Sea Slug has a system of propulsion which consists of a sustainer motor and four boosters. These latter are jettisoned after propelling the missile to supersonic speed. The weapon is operated and fired from positions within a ship without any personnel being required to be on duty in exposed places.

#### Maintenance of missiles

Although a large number of officers and men are engaged in the maintenance of the missile equipment and in preparation for firing, the number engaged for the actual operation of firing is far smaller than the crew of a conventional gun turret in a modern warship.

#### Long Range Detection

Targets are detected at long range by radar, and subsequently plotted accurately for range, height and bearing. From this information a particular aircraft may be selected as the target for the missile. The details of the target's range, speed and course are obtained by the missile's guide and control system and used to position the weapon launcher, and enable the operator to determine when to fire the missile. This he does without ever seeing the target. Missiles are fired from a triple ramp launcher which is automatically fed from a magazine below decks. The weapon has been developed by the Ministry of Supply and has been tested at the proving grounds at Aberporth, West Wales, and at the Woomera range in Australia. It has also been fired from the Navy's first guided weapon ship Girdleness.

## H.M. CRUISER HANDED OVER TO INDIAN NAVY

### H.M.S. Nigeria follows H.M.S. Achilles

H.M.S. NIGERIA, the 6-in. colony class cruiser, was officially handed over to the Government of India at a ceremony on August 29, at the yard of Messrs. Cammell Laird & Company Limited, Birkenhead, where the ship has been refitted and modernised.

H.M.S. Nigeria was handed over on behalf of H.M. Government by the First Lord of the Admiralty (the Earl of Selkirk), who was accompanied by the Permanent Secretary of the Admiralty, Sir John Lang, G.C.B. and the Deputy Controller (Rear-Admiral P. Dawnay, M.V.O., D.S.C.), also representing the Board of Admiralty. Her Excellency Mrs. Vijaya Lakshmi Pandit (High Commissioner for India in the United Kingdom) accepted the ship on behalf of her Government and renamed it I.N.S. Mysore.

Also attending the ceremony was the C-in-C. Plymouth, Admiral Sir Mark Pizey, G.B.E., C.B., D.S.O.\* who was C-in-C., Indian Navy, from 1951 to 1955, and in whose command the ship has been modernised.

#### Additional Training Facilities Necessary

The transfer of the Nigeria will meet a need of the Indian Navy for a second cruiser for training purposes. At present, the cruiser Delhi, formerly H.M.S. Achilles, is in commission. Agreement for the transfer was reached in 1954, when provision was made for the Nigeria to be refitted in the United Kingdom before she was handed over.

H.M.S. Nigeria, 8,000 tons displacement, was completed in 1940. During the Second World War she served in northern waters and in 1941 helped to fight convoys through to North Russia. In the following year, she was engaged on convoy work in the Mediterranean, during which she was damaged and had to be sent to the United States for repairs. From March, 1944, and until the end of hostilities against Japan, she operated in the Far East.

After the war, H.M.S. Nigeria was part of the escort for H.M.S. Vanguard when His Majesty King George VI and Queen Elizabeth visited South Africa. Subsequently, she served for 24 years in the South Atlantic, returning to the United Kingdom in 1950.

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# MOTORING NOTES

## THE LEARNER DRIVER AND HIS MOTOR-CYCLE

WHEN THE young enthusiast buys his first motor-cycle and sets out on the road as a "learner rider" he can come a cropper in more ways than one. On a wet road it's quite easy to fall off—on a dry road if he goes a bit too fast he can hit something solid—and then, of course, on all roads, there's the Law! In these few lines I shall try to help him to keep clear of this latter menace by explaining just what he should, and should not do as a "learner."

To start off with, he must exhibit "L" plates on the front and rear of his motor-cycle whenever he is riding it on a road (right up to the happy day when he passes his test). These plates should be affixed in such a way that they are clearly visible to other road users.

Our learner may well think it is a good scheme to get a pal who knows something about motor-bikes to go out with him. Right! Well, to start off with, when riding a solo motor-cycle the "learner rider" is not obliged to be accompanied by anyone. However, if he does carry a pillion passenger, then that person must hold a driving licence to drive motor-cycles. The licence must be a full one, not a Provisional licence, and it must be current at the time. A licence to drive cars is not good enough—it must be for the same type of vehicle the learner is driving.

## Insurance Policy

He should also carefully read his insurance policy in this respect. When learning to drive it is often a temptation for his experienced pal on the pillion to say "Let me show you." But if the learner's insurance is for owner-driver only he must not let anyone else drive his motor-cycle unless that person also has insurance covering him to drive a motor-cycle *not his own property*. (This is a clause often found in a policy. If the friend owns a motor-cycle himself and it is properly insured, then his policy may cover him to drive another motor-cycle.) However, offences against the insurance law are very serious and may result in loss of driving licence for twelve months, so policies must be carefully studied.

Now supposing this young fellow is a family man and buys a combination. Well, he must not ride a combination on the road without a "competent person" accompanying him. This "competent person" is the chap, previously described, who holds a current full licence to ride motor-cycles. This person can be carried on the pillion or in the sidecar. The removing of the seat from the sidecar does not relieve the learner driver from the responsibility of carrying this competent person because the sidecar is *constructed* to carry a passenger.

However, for the present (until October 1, 1957) this restriction on driving a combination is temporarily suspended (due to driving tests having been stopped when petrol was rationed), and a learner, providing he has held his Provisional driving licence for not less than one month, can drive his combination without a "supervisor." He can, in fact, carry a passenger who does not hold a licence, but ONLY UNTIL October 1, 1957. It should be noted that this relaxation does not affect the solo motor-cycle. On a solo, the learner must not carry a passenger other than a licence holder.

In a further short article I will explain the same laws as they affect the driving of a car or a three-wheeler.

## Second-Hand Cars

I have recently been trying to assist one or two young Naval motorists who wanted advice on disposing of their pet cars. Most of them were what their owners fondly described as "cars of character." The "character" of such cars, old Alvises, Daimlers, Lagondas and the like, is unfortunately usually bad and these vehicles are almost unsaleable.

May I ask potential buyers to think twice before landing themselves with this type of vehicle unless they have a deep pocket and endless patience. If you have such a vehicle for sale, please do not ask me to help. The market is so limited that even a magician would soon be in trouble and a magic wand is not part of my equipment.

## ALBUMS

Albums for "Navy News" Ships Postcards are available from the Editor, Price 5s. each.

# Letter to the Editor

DEAR SIR,

I was very interested to read the article from Edgar S. Marsh in your May issue re H.M.S. Asbury.

I happened to be in the first draft from U.K. to arrive at H.M.S. Asbury in 1942 and we moved into the Berkeley which had only just been evacuated by civilians. There was no wooden fence then, no barbed wire, we moved in just as it was. I remember I had a room to myself with its own private bathroom and I never knew such luxury existed in the Royal Navy. The only alterations at that time were that the doors of all rooms were taken off their hinges. We lived in luxury for about a fortnight until we moved on to our next destination. I wonder if any of my old shipmates will read this. I was then in the draft that had sailed from U.K. as "L.S.T.1" and later joined H.M.S. L.S.T.361 as leading telegraphist. After the landings at N. Africa, Sicily, Salerno and Anzio we returned to U.K. and I left the ship just before the D-Day landings only to meet it again off the coast of Normandy.

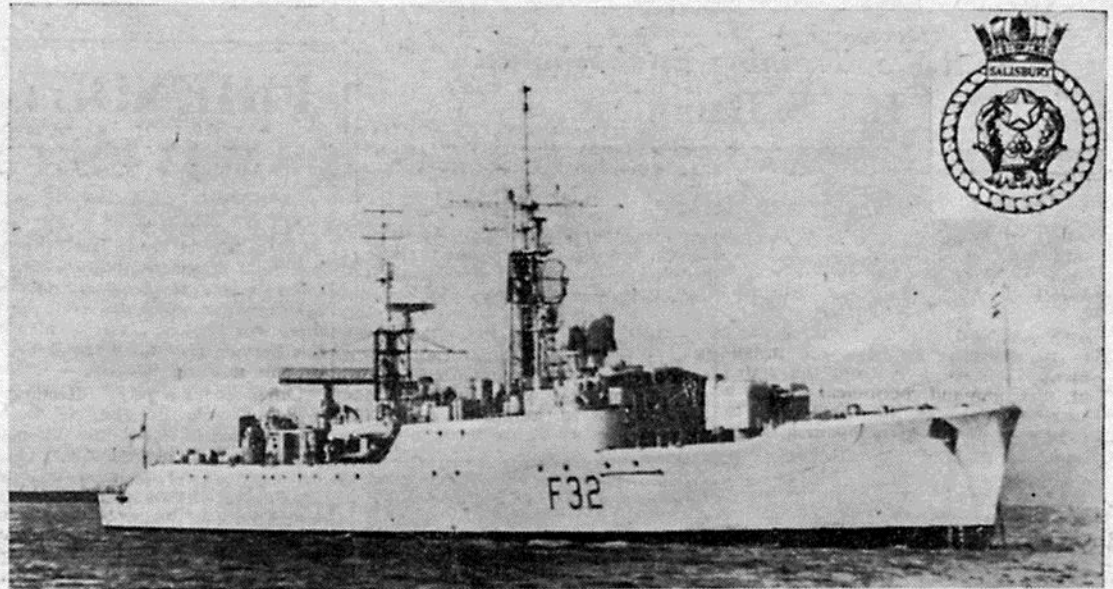
If any of my old shipmates of L.S.T.361 read this I should be very pleased to hear from them.

Yes, Asbury Park brings back many memories but I sure could not afford that 50 dollars per day.

Yours sincerely,  
H. T. HOOKER.

# SHIPS OF THE ROYAL NAVY

## No. 24. H.M.S. SALISBURY



THE NEW Salisbury is the first of a new class of ship in the Navy, the Aircraft Direction Frigate. All ships of the class are named after cathedral cities.

The role of these ships will be that of a picket stationed ahead of the fleet or convoy to provide early warning of the air threat.

Like the A/A frigates the tonnage is about 2,300 with a length overall of 340 ft. and a beam of 40 ft. Propulsion is by eight Admiralty Standard Range Diesels and Salisbury was the first of ships so fitted to commission for service with a complement of about 200 officers and men.

The ship was laid down by Lady Mansergh in 1951, and launched by her on June 25, 1951, the first to be

laid down in Devonport Dockyard since the war.

There have been six previous Salisburys. The first was built at Bucklers Hard in the New Forest in 1698, surrendering to seven French men of war in 1703, later to be recaptured in 1708 to be called Salisbury Prise, until finally renamed Preston in 1715.

### Predecessor

The immediate predecessor was the ex-U.S.S. Claxton one of 50 American First World War destroyers acquired in 1940, which gave sterling service in the Battle of the Atlantic until being sold for scrap in 1944.

Commissioning date for the present Salisbury was October 22, 1956, in Devonport Dockyard. The service was conducted by the Bishop of Salisbury,

Dr. W. L. Anderson, D.S.C., a former Naval chaplain.

Presentations made to the ship after the ceremony included a photograph of Salisbury Cathedral by the Mayor and Corporation of Salisbury.

A silver rose bowl by Lady Mansergh, and by Mr. Frank Salisbury a portrait of Her Majesty The Queen, especially painted for the occasion by himself.

The White Ensign and Union Jack hoisted on Commissioning Day have been presented to the Dean and Chapters of England and Southern Rhodesia Salisbury Cathedral respectively.

Badge: Two lions gambes enfiled by a ducal coronet blue grasping a hurt, thereon a mullet white on a white field.

Coupon for ordering, and details of photo postcards of H.M. ships available, will be found on page 7.

# Pooling of Naval Servicing Craft

THE BOARD of Admiralty has approved a scheme of pooling servicing craft, including tugs, launches, pinnacles, barges and lighters, in order to achieve economy in the number of craft required, and in their operation, maintenance and repair. The control of these craft is at present divided at each major port among the various authorities who use them.

At each port all servicing craft will be brought under one control, and will be centrally repaired and maintained. Within the dockyard organisation, the Captain of the Dockyard will control this unified service. Where there is no dockyard, the service will be operated by an officer nominated by the C-in-C.

The craft will be known in future as port auxiliaries.

The dredging fleet (i.e. dredgers, hoppers and ancillary plant on floating stages) will, mainly because of the distinctive conditions of service of their crews, be left out of the pooling scheme.

### Specialised Crafts

Specialised craft, such as ammunition lighters, water boats and fuel

lighters, will continue to be operated by the respective user departments (e.g. ammunition lighters by the Director of Armament Supply) but will use the centralised repair and maintenance facilities referred to above.

It is the aim to amalgamate the personnel who now man servicing craft into a port auxiliary service to enable members of the service to be interchanged as required. The board has not yet decided whether the crews of specialised craft should be included in the new service.

The Admiralty Administrative Whitely Council and Admiralty Industrial Council have been informed of these decisions and have been promised that any changes affecting the conditions of service of members of their various associations and unions will be a subject for negotiation.

It is expected that this scheme will lead to considerable savings in both manpower and money. It will, however, take some time to implement and this should enable the changes to be made with a minimum of hardship to the personnel concerned.



"Junior Seaman Sprog joining ship, sir. Says he would appreciate a cabin where the motion of the ship isn't too noticeable!"

## Minewatching Service Efficiency Competition

THE ROYAL Naval Minewatching Service, which was started in 1952, to provide an organisation which would be used in war for spotting mines laid by aircraft, is holding a United Kingdom efficiency competition to test the progress of training in the four Home Naval Commands (the Nore, Portsmouth, Plymouth and Scotland).

Nearly 100 Units of the R.N. Minewatching Service have competed in preliminary stages. As a result, representative teams of 12 men from the winning Unit of each Command—Portland (Portsmouth), Hastings (the Nore), Milford Haven (Plymouth) and Dunfermline (Scotland)—will com-

(Continued on page 9, col. 3)

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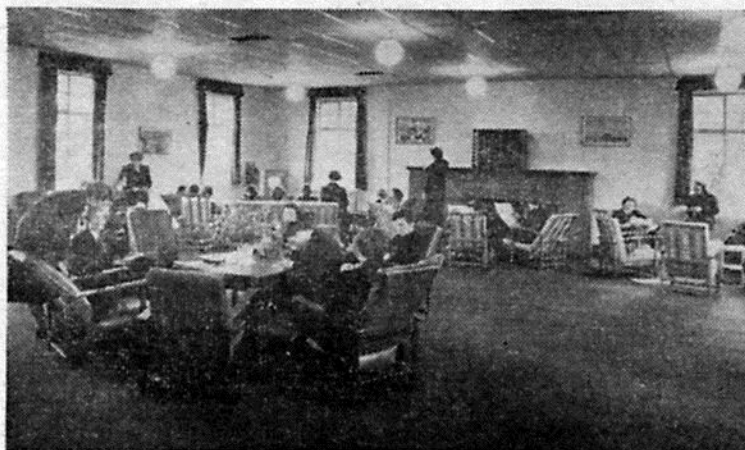
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# WOMEN'S PAGE

## W.R.N.S. NOTES

### W.R.N.S. Training Establishment H.M.S. Dauntless



Recreational room at Burghfield, near Reading

### Portsmouth

#### Portsmouth Navy Days, August, 1957 W.R.N.S. Exhibition

THE WEATHER for Navy Days this year could not have been kinder, and W.R.N.S. personnel from all units in the Command enjoyed their usual extraneous duties of selling programmes and tickets for trips round the harbour in landing craft to a happy holiday crowd in the welcome sunshine.

The W.R.N.S. exhibition itself, although rather overshadowed by the attractions offered by H.M.S. Albion in the near vicinity, nevertheless received its quota of visitors. Interest was especially aroused by a display of W.R.N.S. radar plot ratings at work presented by H.M.S. Vernon and

H.M.S. Dryad, and by another of W.R.N.S. communications ratings sending and receiving signals and messages staged by H.M.S. Mercury.

The handicrafts exhibition which included contributions of a high standard of workmanship from all units in the Command, brought forth admiring comments from the visitors, and even attempts to purchase some of the exhibits.

Part of the canvas paint store, where the W.R.N.S. exhibition was held, was converted into a cinema where films on W.R.N.S. activities were shown by cinema operators from H.M.S. Excellent. There the weary could also rest their tired feet in peace, while still enjoying the entertainment offered by Navy Days.

## A career in film

Recently we were able to offer technical positions in our laboratory to two ex-R.A.F. N.C.Os. who had received training in photography for the Royal Air Force, and these two men have turned out to be good film technicians.

Resulting from this, it occurs to us that readers of 'Navy News' might be interested to know that from time to time we can offer young men coming out of the Forces the chance of an interesting and progressive career in film processing. The pay compares very favourably with other industries, and it is an excellent opportunity for ex-service men who are keen and of the right calibre to get themselves at an early age into a career where progress can be made. It is not entirely essential that they should have had photographic training of any sort: we are glad to interview any suitable applicant.

We feel that this information is worth bringing to the notice of Naval staff whose duty it is to give guidance and help to men leaving the service, and we should be grateful if they would use it.

Should any reader require further details, we should be pleased to talk the matter over at an interview which can be arranged by telephoning the Personnel Manager at

**George Humphries & Co. Ltd.**

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LONDON, W. 1

Telephone: Museum 3636

## FRIENDLY WIVES

### CHATHAM BRANCH

A MOST successful "Summer Fayre" was held at the Medway Barracks (the old Royal Marines Barracks) on July 10. Mrs. Dent organised the Fayre and Rear Admiral Dent kindly lent his house to be used as headquarters. Members worked very hard making articles for sale and manning the stalls, etc.

Our president, Lady Parham, made a short speech welcoming Lady Oliver (who opened the proceedings), and Lady Poland, chairman of the Central Council, both of whom are past presidents of the branch. Besides stalls of every kind there were side-shows, a children's fun fair, and an ankle competition. The last mentioned was judged by a Naval officer dressed as a sheikh, with two Naval ratings dressed as members of his harem. When expenses are paid, our pet charities, including our adopted family of "displaced persons" will benefit from this venture.

### Garden Party

The Commander-in-Chief and Lady Parham gave us a garden party at Admiralty House on June 20, where we spent a very happy afternoon. There were competitions for the adults and amusements for the children. Lady Parham kindly presented prizes to the winners. We were pleased to see Lady Moore, a past president, among the guests.

On Friday, August 2, Commodore and Mrs. Bush held a garden party for us in the Commodore's garden, after which seats were booked for us at the dress rehearsal of the arena display for Navy Days. This was also a very happy and enjoyable occasion and the weather was wonderful.

A very full programme is planned for the autumn, including a visit from Lady Hailsham.

All wives of Royal Naval and Royal Marines personnel are welcome at our weekly meetings held on Tuesday afternoons at 2.30 p.m. at the Y.M.C.A. Mountbatten Club, Dock Road, Chatham. (Meetings were previously held at Navy House, Chatham, on Thursdays.)

### HAVANT BRANCH

THE MEETING at St. Faith's Hall, on July 18 was well attended, and opened by Mrs. Chavasse.

After the singing of the Naval hymn and the prayer, a new committee for the coming three years was formed. Mrs. Wickens and Mrs. Hutchins were welcomed as the new additional members and also Mrs. Jones, as the tea organiser, for six months.

Lady Stirling Hamilton—a former chairman and vice chairman of local branches—was introduced by Mrs. Chavasse, and after a short speech of encouragement and felicitations on the forming of the branch, she proceeded to explain, with the help of a large map, the main features, towns, distances and wonders, of the Dominion of Canada.

### Wonderful Country

Although having lived in this wonderful country for under three years, her talk soon proved that she had travelled widely, and observed keenly the seasonal changes, customs and habits in the different states, and absorbed to the full, the wide, rich life, and countless opportunities to be found there. Members were very sorry when the lecture ended, and asked several questions. A vote of thanks was given by Mrs. Baldwin and tea was served.

To wind up the afternoon which was the last of the club year, the next being in September, an impromptu millinery competition was held. This was won by Mrs. Childs, who proved very deft at arranging the newspaper and two coloured streamers into a smart hat, with only three pins.

Raffle prizes, given by Mrs. Hawkins, Mrs. Chavasse and Mrs. Powell, were won by Mrs. Burns, Mrs. Jones and Mrs. Oakford.

## Out of Uniform

### MAKE IT YOURSELF

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

The following conditions should be observed.

1. Prints should be whole plate (8 in. by 6 in.), preferably glossy.

2. Prints should be accompanied by all relevant details of materials, cost, and novel features, name and rank/rating of maker and/or model and establishment.

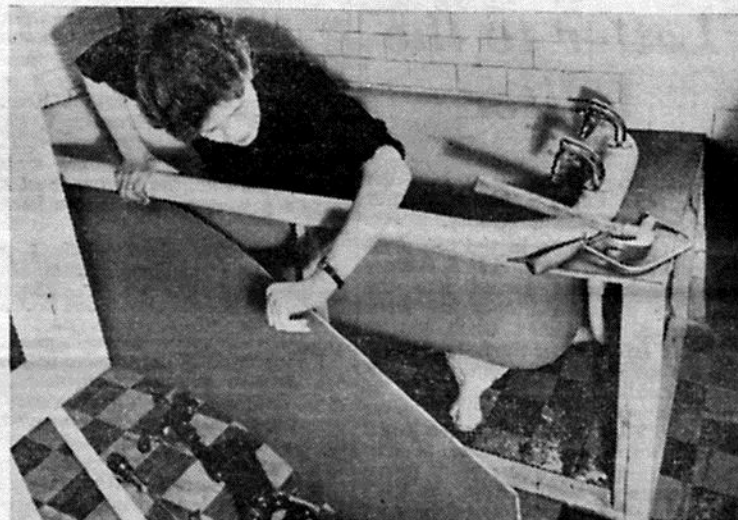
3. All photographs, notes and enquiries should be sent to the appropriate Command W.R.N.S. Education Officer.



Third Officer Shelagh Harris, W.R.N.S., H.M.S. Victory. Chinese green/gold brocade cocktail dress. Original design

## A Luxury Bathroom for YOU

By Maree Collett



It is so easy to do

WHILE I was out shopping the other day, I bought a new bathroom!

This isn't quite so crazy as it sounds, although I must admit, that when I started my shopping spree, a bathroom was not on my shopping list!

### "Congowall"

Here's how it all began... The bathroom badly needed decorating—so badly—that the only thing I felt I could do, was to ignore it! Then I spotted "Congowall" which is a kind of lino material specially designed for transforming dowdy, depressing bathrooms into luxurious realities—and it is so easy to do.

### How to do it

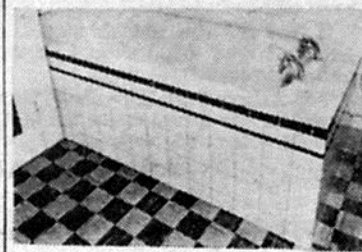
First, the old-fashioned open bath must be streamlined. Make a wooden frame round the parts of the bath that need boxing in, using strips of wood about 1 inch x 1½ inch wide. It is important to make quite sure the frame fits tightly under the rim of the bath, then nail on pieces of hardboard, forming a "box" as you see in the picture. The hardboard should be fitted with the rough side facing outwards.

Next—the glamour. Cut sheets of "Congowall" to the dimensions of all the pieces of hardboard—spread on Congowall adhesive over the hardboard. Press the sheets of "Congowall" into position, going over each sheet with a cloth to eliminate air bubbles and ensure a firm fix. Wipe surplus adhesive away with a damp cloth, and leave to harden. That's all!

"Congowall" is absolutely wonderful for decorating the bathroom walls. There is a colour range of ten different shades, and the price is in the range of 10s. 6d. per yard, 54 inches wide. The special adhesive costs 3s. 6d. a pint, and is obtainable from most of the leading hardware stores—if you have any difficulties, do let me know.

As an "extra," you could make a ledge either side of the wash basin or along a wall in the bathroom. Cover

with hardboard and "Congowall," fix a mirror to the wall and get your electrician to place a strip light over the mirror (they are not very expensive)...and you have a tiny dressing table, specially for making up and keeping your bottles handy.



The finished job

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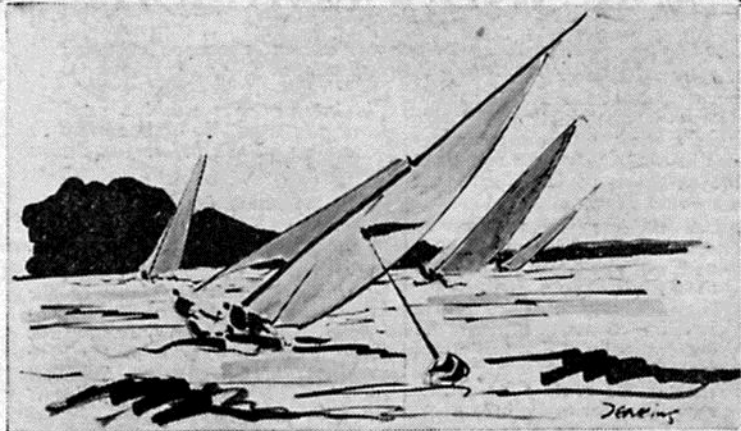
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**OPEN WEEKENDS**



# TRAMPS ABROAD

By George R. Deakins



I FEEL that I am going to have difficulty producing this article, for, as I write, the vibration of pneumatic hammers sets my desk trembling and the noise makes me deafen than I am normally. Thank goodness I sent the goldfish on draft before all this racket started.

That needs explaining.

Tramps Abroad this month comes from H.M.S. Vigo. Not so many days ago visitors swarmed the ship at Cowes, mirroring their faces in the polished brass and paintwork and marvelling at the clean efficiency of the Guardship... and now, alas! The retard leave party struggles manfully 'gainst the gradual encroachment of tool boxes, rubber piping, coke fires and a paraphernalia of gadgets which is the "pill" of an alongside berth in Her Majesty's Dockyard.

### Guardship

But back to goldfish! As all NAVY NEWS readers know, H.M.S. Vigo (pronounce "Veego," please) has been Guardship to Britannia during Cowes Regatta Week (indeed, the whole reading public of the *Daily Mail* should know for Paul Tanfield took Vigo "for a ride" several times in his daily diaries from Cowes, and indeed I should have wished for nothing better than to have had him

as Q.M. during some of the Middle Watches when tide combated wind and boats swung in every direction from the booms; I would have had him rigging double boatropes, fendering off, baling out, and nipping up and down boom ladders the whole watch).

Guardship at Cowes! One of our many commitments was a cocktail party aboard, and a cocktail party is never complete without a goldfish pond complete with waterfall, fairy-lights, greens and ferns. We rigged ours in the F.X. washdeck locker with a dozen fish loaned very kindly from Whale Island (the obliging officer responsible please note that I have not bothered him for the bucket in which the fish were returned). "A piece of bread for the goldfish please," I would humbly ask through the wardroom pantry scuttle, and until we could obtain the proper food I would feed them on just a few crumbs daily.

"I've fed the goldfish, Sir," smiled the steward one morning. I nipped to the F.X. and found two huge loaves in the tank, gradually losing buoyancy!

The last time I saw Cowes (the centre of the island's industrial and shipbuilding activity, with engineering predominant) (the pneumatic hammers have stopped and my nice long words

PRESENTING THE Admiralty's Efficiency Burgee to Ramsgate Sea Cadet unit, the Admiral Commanding Reserves, Rear-Admiral G. Thistleton-Smith, paid them an uncommon tribute. He described them as the "Royal Navy of Ramsgate." No Naval chief could say more than that! "You look proud of yourselves," the Admiral said. "You look smart, and I am glad to see it. We know from experience that we get some of our best men—and officers—from the Sea Cadet organisations. Now the Services are approaching a milestone in their history, with the ending of National Service, numbers will give way to quality and the future of the Navy will depend on the quality of our youth."

### Salvage

A motor cruiser drifting in the Thames with a failed engine was spotted just in time by Southwark and Walworth Sea Cadets sailing in their converted lifeboat. "Another couple of minutes and the cruiser would have come crashing down on a buoy and would probably have sunk," said the

are coming to the surface) was in 1944, just previous to the Normandy invasion, when the masts of the invading fleet were as thick as the sails in last week's regatta, the Solent was packed with shipping and Cowes packed with liberty men wearing countless cap ribbons (or did we not wear them during the war?) and regimental flashes. Tangiers had nothing on the now dignified, Royal Cowes!

### Secrecy

And the most wonderful thing about the Allied invasion was the secrecy of the landing place. I was O.O.W. on the headquarters ship leading the way in the darkness through a lane of dim "clear channel" lights. Astern followed hundreds of ships and craft of all descriptions. One moment I could hardly see the compass for staff officers, and the next moment I was alone. . . . Alone. . . . Alone on the wide, wide sea. . . . I just wanted to laugh. . . .

I thought of the brains behind it all; the years of preparation; the millions of men and the armada of shipping; of everything which went to make such an enterprise possible, and there was I, a mouldy old gunner, leading 'em all out with not the faintest idea of where we were going; and then suddenly we all knew, the Normandy beaches from St. Voast to the estuary of the Orne, the Allied bridgehead, and the decisive battles on Norman soil of Caen, St. Lo and Falaise. How long ago it all seems!

The ship is quiet: the dockies have all gone. Just the hum of my cabin fan. The smoke from my cigarette (duty free) rises in a smooth grey column, and an enterprising cockroach peeps above the signal pad on which I scribble. I make a stab with my pen but she is away 'mongst the forest of papers, and experience tells me never to chase a female roach playing hide-and-seek among papers and inkpots.

"Cooks to the galley" has just been piped, rather unnecessarily, for if I know sailors (and I should do after thirty years . . . swing the lamps . . . sorry) then they have had their supper an hour ago, which is just as well, for if I understand Naval chefs (which I shall never do) the supper was cooked and ready for serving just after lunch!

A most disjointed article this, not much "Tramping Abroad" about it, and our new Editor (Good luck to him—he will need it!) will probably put these rambling sheets straight into the wastepaper basket, and you will all be thinking, as you linger awhile before my chalk drawings on the paving outside the dockyard gates ("Praps a copper or two, Guv!"). "What a fall! From page 6 of the NAVY NEWS to a Portsea pavement," but let me tell you that many noble feet have trodden those same paving stones during the past 300 years.

(Editor—"Oh, shut up!") May I wish you all a very good September? (cept the Editor). P.S.—It was well worth all the hard work in the guardship just to see a hundred colourful sails, still and lifeless, pinned to a grey background of mist with a delicate, slightly deeper tinted coastline patterning the canvas fleet, the whole picture balanced by the reflections in the still water, reflections in which even the seams of the sails could be clearly seen. . . . Life is sweet, brother. . . .

# Ramsgate's "Royal Navy"

## News of the Sea Cadets

Cadet's chaplain, the Rev. Alan Weaver. The Cadets quickly took the craft in tow and saw her safely made fast to a wharf.

### Admiral Sir Louis Hamilton

The Sea Cadet Corps has suffered a grievous loss by the death at the age of sixty-six of Admiral Sir Louis Hamilton, K.C.B., D.S.O.,\* chairman of the Navy League and of the Sea Cadet Council. A distinguished sailor and brilliant administrator, he was universally popular with Navy men and Cadets alike.

The salt was in his blood. His paternal grandfather was a Naval captain, his father a full admiral and his maternal grandfather an Admiral of the Fleet.

### A Lifetime of Service

One of the finest officers in the long history of the Sea Cadet Corps, Lieut.-Cdr. W. J. Muddock, has died in hospital at Kingston-on-Thames, aged seventy-two. He was the man chiefly responsible for building the Kingston Steadfast unit into the largest and most efficient in the country.

Lieut.-Cdr. Muddock gave twenty years of his life to the Royal Navy, retiring with the warrant rank of director-gunner, and then thirty-seven years to the Sea Cadet Corps. After commanding the Tooting and the

Wimbledon units, he transferred to Kingston in 1924. At that time Steadfast had fourteen Cadets. When he retired in 1947 the strength was 224.

### Cadets save drowning child

A five-year-old boy, David Clarke, who fell into a reservoir while fishing for tadpoles, was saved from drowning by two Hastings Sea Cadets on their way home from parade.

One Cadet, Christopher Grout, aged fifteen, dived in to grasp the child and the other, Terence Randell, fourteen, assisted from the bank. The child recovered after hospital treatment.

### The Americans like our Sea Cadets

The United States has no youth movement comparable to the Sea Cadet Corps. That, in the view of numerous U.S. officers serving over here, is America's loss.

Their attitude was summed up by Colonel Rufus Ward, commanding the U.S. Air Force base at Prestwick, when he inspected the Ayr (Mountbatten) unit. Complimenting the ship's company on their smart turn-out, their discipline and *esprit de corps*, he said that they were the sailors of the future and he felt sure they would maintain the great traditions and service of the British Navy. He was proud to have met them.

# The Forces Motoring Club

## Portsmouth Group

TWO EVENTS, sponsored by the above club, took place recently in the Portsmouth area. Skilled driving tests were scheduled to take place at Bordon on July 21, but as these could not take place the Portsmouth Group were asked to arrange something in lieu. Accordingly, on that day, some 30 competitors, both members and friends, gathered at the Heath Pond, Petersfield. Each competitor was provided with a route card and a sealed clue giving the final destination and a warning not to exceed the speed limit and points were awarded for answers to a questionnaire. Tea was taken at Rowlands Castle where the run ended.

Later in the evening, most of the members and their friends met at a hotel in Purbrook where the prizes were presented. The secretary of the association, Mr. Eric Thornton-Bryar attended and was made most welcome. Sub-Lieut. S. A. B. Winch of H.M.S. Daedalus and Major R. C. McCoy from the London Group were the joint first prize winners and F./Lieut. Alderton, R.A.F. from Thorney Island was second with Capt. C. S. Allfree-Reid from the London Group, third.

### Evening Run

Another event, an evening run, which was a timed and measured route took place on July 30, and was organised by the Portsmouth Group. The route took the competitors through some of the loveliest countryside over a distance of some 36 miles and all voted the occasion a most enjoyable one. The winner was Capt. J. Young, R.A.O.C., Hilsa, second Cpl. Thorpe, Hilsa and the third Lieut. Seeley, H.M.S. Vanguard.

The Victory Car Club, which arranges events for the benefit of all officers and ratings of the Royal Naval and Duchess of Kent Barracks, staged

two events during July. The first event took the form of a skilled driving test on the parade ground of the Naval Barracks, preceded by a demonstration by the City of Portsmouth police of how to drive and how not to drive. The condition of the police cars and the immaculate driving were of the highest quality and the Victory Car Club are grateful to the Chief Constable of Portsmouth, Inspector Harding and his car crews who gave such a realistic and fine display. The driving tests themselves consisted of the well tried and popular Le Mans start, a complicated serpentine and the Monte Carlo wiggle wobble. Commodore J. Y. Thompson, the Commodore of the Royal Naval Barracks, presented prizes to O.A. Reedman, Cdr. Clark and Second Officer Meeham.

### Information

The second event was an afternoon run on July 31. All competitors were handed a route card, the identity of their various points en route being concealed in rhyming verses. The course was from R.N. Barracks, to Rowlands Castle via Bedhampton, Harting, etc. Tea was taken at Rowlands Castle and prizes awarded to Cdr. Clark, the Rev. Fr. Hemus and Mr. Purkiss. Only nine cars were entered for this event and as considerable work and organisation are necessary to plot these routes, it has been suggested that should another run be arranged, other establishments should be invited to enter.

Information about the Victory Car Club can be obtained from Supt.-Lieut.-Cdr. F. E. A. White, R.N., Barrackmaster's Office, R.N. Barracks, Portsmouth, who will also be pleased to give details of the Forces Motoring Association which exists for all who have worn uniform in the Armed Forces, including the Women's Services.



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# NEPTUNE'S SCRAPBOOK



**ADMIRAL SIR William W. Davis, K.C.B., D.S.O.**, is to be Commander-in-Chief, Home Fleet, in succession to Admiral Sir John A. S. Eccles, K.C.B., K.C.V.O., C.B.E., to take effect in January, 1958.

**Rear-Admiral B. W. Taylor, D.S.C.**, is to be Flag Officer, Submarines, in succession to Rear-Admiral W. J. W. Woods, C.B., D.S.O. and Bar, to take effect in November, 1957.

**Rear-Admiral W. Evershed, D.S.O.**, is to be Admiral Superintendent, H.M. Dockyard, Rosyth, in succession to Rear-Admiral P. D. H. R. Pelly, D.S.O., to take effect in November, 1957.

**Ship Recognition Corps.** Officers and ratings with a particular interest in ship recognition may be interested to hear of the recent formation of a non-Service organisation known as the Ship Recognition Corps, whose object is to encourage an interest in ships and the country's dependence on them. Further information can be obtained from the Hon. Secretary, Lieut.-Cdr. E. C. Talbot-Booth, R.D., R.N.R., "White Lodge," Nackington, Canterbury.

Meetings of the City of Birmingham and District Royal Navy Association are held at the Crown Hotel, Hill Street, on the last Friday in every month. Royal Navy personnel welcomed. Tombola played when business is concluded. A concert will be held on Saturday, September 7 at 7.30 p.m. Visitors invited. A dance is being held at the Vittoria Restaurant, Frederick Street, on Friday, September 20. Tickets, 5s. each (limited), from Secretary, L. A. Reynolds, 86 Scribers Lane, Hall Green, Birmingham, 28, who will be pleased to forward particulars of membership to past and present serving men of the Royal Navy. The annual Trafalgar Day dinner will be held on Saturday, October 19, at Headquarters.

We understand that a dance is being held in the Victoria Hall, Campbelltown, on September 7 in aid of the King George's Fund for Sailors and the Sea Cadets, and one of the prime movers is Mr. Dugald Blair. We hope that the dance will be well supported and that the funds of the organisation will benefit considerably.

In his N.A.T.O. appointment as Commander-in-Chief, Eastern Atlantic, the Commander-in-Chief, Home Fleet (Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E.), inspected the newly formed Eastlant Naval Headquarters, List H, R.N.V.R., unit at his Headquarters at Coastal Command H.Q., R.A.F., Northwood, on July 30. Some 40 officers and 50 ratings, including 25 members of the Women's Royal Naval Volunteer Reserve, were on parade under Cdr. I. L. MacGregor, V.R.D., R.N.V.R.

It was the first formal inspection of one of the new R.N.V.R. List H units, reserves of trained men and women living near to Naval Headquarters and immediately available in war and also ready to assist in peace-time naval exercises. In the case of the Eastlant unit, most of the officers and ratings live between Harrow and Watford, and in the Edgeware, Stanmore and Wembley areas.

During the first week of September 25 R.A.F. cadets from Cranwell are visiting naval establishments of Portsmouth Command.

The United States destroyer **Pillbury** berthed alongside H.M.S. Troubridge, her host ship, on August 24 at Portsmouth. She sailed from the port on Wednesday, August 28.

**Cdr. Gerald Forsberg, R.N.**, set up an England to France swimming record on Wednesday, August 21. He is an Assistant Director of Boom Defence and Marine Salvage at the Admiralty.

**H.M.S. Duchess**, a Daring Class ship, and the fifth ship to bear that name in the Royal Navy, recommissioned on August 27, under the command of Capt. J. P. Scatchard, D.S.C. and two bars, R.N., and will leave for the Mediterranean on September 7.

The ship was one of those which took part in the International Naval Review at Norfolk, Virginia. Returning via Bermuda, she was present at the Liverpool 500th celebrations, and many of the people in this country will have seen her in the B.B.C. Television programme, "The Royal Navy—Now."

Small ships came to the fore at Folkestone on August 13 when the Band of the Coldstream Guards played "Cockleshell Heroes" by Lieut.-Colonel F. Vivian Dunn, C.V.O., F.R.A.M., R.M. Before this was played the regiment's Director of Music, Major D. A. Pope, explained to his audience that the composition depicted the work of Coastal Forces vessels during the Second World War. The performance received great applause.

**H.M.S. Blackwood** (Lieut.-Cdr. D. G. Kay, D.S.C., R.N.) has become the eighth of the Blackwood Class anti-submarine frigates now in service.

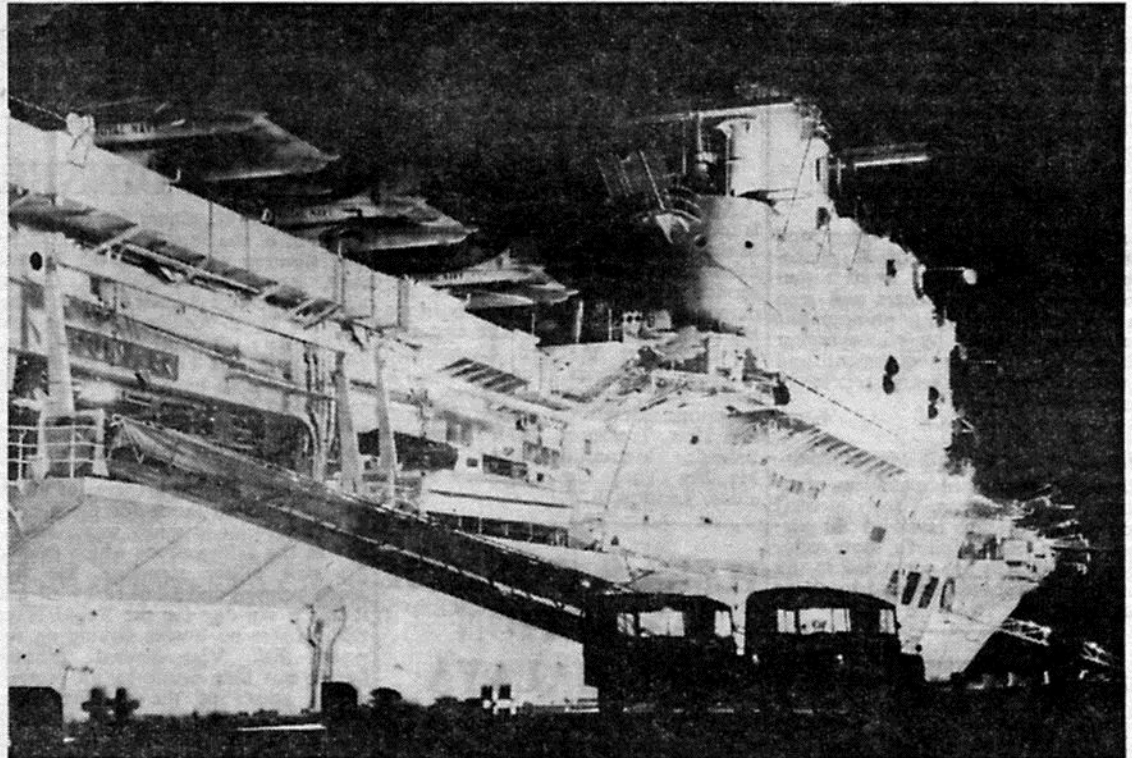
The Hardy was completed in December, 1955, and followed by Dundas, Murray, Keppel and Pellew in 1956. The Grafton and Russell were accepted into service earlier this year. Built by Messrs. J. I. Thornycroft & Co. Ltd., Southampton, H.M.S. Blackwood was launched in October, 1955, by Lady MacLaren, wife of Sir Hamish MacLaren, K.B.E., C.B., D.F.C., D.Sc., Director of Electrical Engineering, Admiralty.

The 14th annual reunion dinner of the Harwich Naval Force Association will be held on Saturday, October 5, at the Crown Hotel, Brewer Street, Piccadilly, London, W.1. The guest of honour will be Rear-Admiral Sir John Tyrwhitt. Tickets, 10s. per head, may be obtained from the Hon. Secretary of the association, F. C. Thompson, 14 Sunnymede Drive, Ilford, Essex.

**COMPENSATION.**—Our attention has been directed to an article in the daily Press concerning an alleged mistake regarding compensation payable to lieutenants who were to be "axed."

We are informed that although there was a mistake in an example in the White Paper, the compensation rates as promulgated to the Fleet are correct. . . . . We are pleased to make this announcement, which may set at ease the minds of some who may have read the newspaper article in question, and who may have been affected.

## H.M.S. Bulwark at Cherbourg



An unusual aerial photograph of H.M.S. Bulwark

### Union Jack Club

#### Rising Expenses

DESPITE ALL the efforts that have been, and are still being, made to keep the Union Jack Club running as economically as possible and maintain the income and expenditure account of the club on an even keel, the club was faced at the end of 1956 with the certainty of two major increases in cost in 1957—although beyond our control—of wages, £3,000, and fuel, gas and electricity over £1,000.

Under normal circumstances, in order to balance the income and expenditure for the year, there would have been no alternative but to seek additional income by increasing the charges for accommodation with effect from January 1, 1957. After careful consideration, however, by the Council of the recommendations put forward by the General Committee, it was decided to make no increase in the charges at the commencement of the year but to wait and hope that the numbers using the club and the business transacted would at least produce the same results as for 1956.

#### Increase in Charges

Unfortunately this hope has not been fulfilled and for the first six months of business to June 30, 1957, the numbers using the club have declined by 8,113 and cash receipts are down by £2,106. As expenditure has increased by £2,209 in the same period it will be seen that there is a sum of £4,315 on the wrong side of the account as compared with 1956.

The position having been reviewed by the Council and General Committee, it was unanimously agreed that some increase in charges was necessary. After careful consideration of all the factors involved it was decided to increase the charges for accommodation by 1s. per head per night with effect from September 1, 1957, but allowing the same reductions after three nights and for weekly bookings as before. The revised charges will therefore be as follows:

Bedroom only (first, second and third nights): 6s. per night. (Thereafter 5s. 6d. per night or 37s. per week if booked at the same time.)

Bedroom and Breakfast: 7s. 6d. per night. (6d. per night less after three nights and a reduction of 5s. for weekly bookings to: 47s. 6d.)

Overflow Dormitory Beds: 5s. per night; or

Bed and Breakfast (meal voucher to the value of 2s. 6d.): 6s. 6d. per night.

The Council state that the necessity of having to make this increase in charges is greatly to be regretted. It feels sure it will be appreciated that the reasons for so doing are entirely beyond the Club's control and, despite a natural reaction to increased charges of any kind, members will understand there was no alternative.



Chief Engine Room Artificer Joseph E. Whitenstal, D.S.M., being presented with the British Empire Medal by the Commander-in-Chief, Home Fleet, Admiral Sir John Eccles, on the quarterdeck of H.M.S. Bulwark on August 27. The citation, read to C.P.Os, P.Os and visitors, stated the award was for outstanding zeal and devotion to duty during the Suez campaign

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# Post Office Savings Bank

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

## SHIPS OF THE ROYAL NAVY No. 24—H.M.S. Salisbury

The Editor, "Navy News," R.N. Barracks, Portsmouth:  
Please forward one postcard of H.M.S. Salisbury as reproduced at the top of page 3, for which I attach stamp value 2d. (Use block letters, please.)

Name .....

Address .....

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

# A.F.Os. of Interest

## Higher Educational Test

A.F.O. 1829/57 states that, starting in November, 1957, the Higher Educational Test will be held in mid-March and mid-November each year, instead of once a year in October.

## Photography in H.M. Ships and Establishments

A.F.O. 1835/57 gives sizes and prices of unmounted official photographs of general Fleet interest that may be supplied to officers and men on repayment. Official photographs are those produced by photographer ratings with Service equipment and materials in the ordinary course of their duty.

## Selection for Aircraft Mechanician

A.F.O. 1838/57 re-introduces regulations for selection for aircraft mechanic as the result of the disappearance of the pilot's mate category. Full details are contained in the A.F.O. which should be read by those interested.

## Advancement—Seaman Branch Ratings without a Specialist Qualification

A.F.O. 1887/57 refers to the decision announced in A.F.O. 472/56 that all seamen serving in the Fleet without having taken a basic or third class S.Q. course would be expected to qualify in an S.Q. and for this purpose would be drafted to a course as soon as an opportunity arose. It has now been decided to limit the drafting of such men to a basic S.Q. course to:

- (a) those who request a basic S.Q. course,
- (b) all those who have been or are in future advanced to Acting L./Sea. or acting P.O. without an S.Q., and
- (c) non-volunteers who may be drafted if it is necessary to make up the numbers in classes.

All Regular Seamen ratings at present serving who do not hold an S.Q. and who wish to be placed on a basic S.Q. course as soon as an opportunity arises would therefore make

their requests to this effect. This applies to men who have already volunteered to undergo basic S.Q. training as well as to those who have not.

## 3rd Commando Brigade R.M.—Memorial Fund Appeal

A.F.O. 1897/57 states a memorial is to be erected in St. Paul's Cathedral, Malta, in memory of the officers and other ranks who have died on active service whilst serving in the 3rd Commando Brigade, Royal Marines, since the end of the last war. The cost will be borne by the 3rd Commando Brigade Memorial Fund which is being built up from voluntary subscriptions. Donations should be sent to: Hon. Treasurer, 3rd Commando Brigade Memorial Fund, Royal Marines Office, Queen Anne's Mansions, London, S.W.1.

## H.M.A.S. TOBRUK IN ACTION OFF MALAYA

H.M.A.S. TOBRUK today carried out naval gunfire support with a bombardment of suspected terrorist emplacements on the south-east coast of Johore State, Malaya.

Spotting was carried out by an Army observer in an Auster aircraft of 1911 Flight, Air Observation Battery, Royal Artillery.

Tobruk steamed up and down off the heavily timbered coastline and between 8.30 and 9.30 a.m. fired a total of 60 rounds of high explosive with her 4.5 inch main armament.

Six separate targets were engaged with good results, the observation aircraft reporting "very good shooting" at the end of the shoot.

In the prevailing conditions of no wind the target area was left covered with a pall of thick white smoke.

The Commanding Officer of the Tobruk is Capt. R. I. Peck, O.B.E., D.S.C., R.A.N.

## R.N. SUPPLY AND SECRETARIAT OFFICERS' ANNUAL DINNER

THE ANNUAL dinner for officers of all ranks of the Supply and Secretariat specialisation was held in the Painted Hall, Royal Naval College, Greenwich, on Friday August 9, 1957. Vice-Admiral H. P. Koelle, C.B., the new Director General presided, and although it has been the custom in the past not to have any speeches at the end of the dinner, he said he was sure we would like him to say a few words about his predecessor, Vice-Admiral Sir Maurice Elliott, K.C.B., C.B.E., Rtd. During his term of office, he had done so much for the Supply and Secretariat in many ways, especially in the deliberations which shaped the new officer structure. He was much beloved and admired by all and it was a sad day for the Royal Navy that he was no longer serving on the active list. Vice-Admiral Elliott's health was then drunk by all present.

The guests of the evening were: Vice-Admiral Sir Geoffrey Barnard, K.C.B., C.B.E., D.S.O.; Capt. E. G. Roper, D.S.O., D.S.C.; Capt. J. G. Greig, R.D., R.N.R.; Capt. W. E. Violet, D.S.C., R.D., R.N.R.; Capt. W. B. Burnett, V.R.D., R.N.V.R.; Capt. E. W. Fletcher, R.N.V.R.; Cdr. T. C. Meyrick, D.S.C.; Lieut.-Cdr. (S) L. D. Hall, M.B.E., C.D., R.C.N.; Lieut.-Cdr. L. F. Winch, R.A.N.; Lieut.-Cdr. E. R. Ellison, R.N.Z.N.; Lieut.-Cdr. H. H. Panjabi, and Lieut.-Cdr. M. M. Maumood, P.N.

Attending the dinner were eleven admirals, 44 captains, 26 commanders, 26 lieutenants-commanders, 14 lieutenants and seven sub-lieutenants. Royal Naval College chefs had prepared a very excellent dinner and the whole organization was very well done by Lieut.-Cdr. E. F. Jennings, Hon. Secretary. This was a truly memorable occasion.

## R.N.A.S. BRAMCOTE

THE FIRST major event of the summer term was the visit of H.R.H. Princess Margaret to the City of Coventry on June 6. Some 140 trainees from Bramcote lined the streets in the centre of the city, together with units of the Army and Royal Air Force. In addition to the honour and pleasure of seeing Her Royal Highness, this event was a prelude and good practice for the high-light of the term, the Queen's Birthday Parade.

The Queen's Birthday Parade is always considered to be something of an event for the people of the Midlands and this year the Station was particularly honoured in being privileged to parade the Queen's Colour of the Fleet Air Arm. This was the first time that the Colour had been paraded since Her Majesty was graciously pleased to make the presentation at Lee-on-Solent in 1956. The parade, which was attended by civic and ecclesiastical dignitaries and many friends of the Navy in the Midlands, was inspected by Flag Officer Air (Home), Vice-Admiral W. T. Couchman, C.B., C.V.O., D.S.O., O.B.E. After the parade the guests were entertained in the wardroom and the surrounding gardens which were looking their best in the sunny June weather.

Sunday, June 23, saw another stream of V.I.P.s. passing into Bramcote; this time for Parents' Day. Parents, relations and friends came from as far afield as Exeter, Northumberland and Ireland to spend the whole day on the Station. (One mother brought along all the members of her local branch of the Mothers' Union in a charabanc). In the morning some 500 guests saw Divisions, attended church if they wished and were entertained by the Royal Marine Band before lunch was served in the Trainees' dining halls. After lunch parents were able to see flying, gliding, P.T. and fire-fighting displays and walked round static displays demonstrating the many aspects of Service life. The Second Sea Lord, Admiral Sir Chester Lambe, K.C.B., C.V.O., attended and took the salute at Divisions. In the afternoon, in company with the Commanding Officer, Captain F. R. Twiss, D.S.C., R.N., he mingled with the crowds in the hangars and on the airfield. The Admiral left by air just before the end of the day which was marked by the beating of the "Retreat" by the Royal Marine Band and a guard of very proud young men.

# A Holiday in Weymouth

## BRITISH SAILORS' SOCIETY HOTEL

WEYMOUTH, FIRST popularised by King George III, has a splendid beach and also has its full share of warm and comforting sunshine. A seaport and seaside resort, combined with the Royal Navy close at hand in Portland Harbour, it is yet dependent upon visitors and the individual holiday-maker will not feel that he is being left out of anything, for every attraction is there for his pleasure.

Even so, with outside pleasures plentiful and diversified, the first consideration of the holiday-maker is "where to live"! For upon this turns the whole question of a successful holiday. Whether provision is made for civilian visitors to Weymouth, one thing is certain, the Navy has no worries for both officers and ranks have been specially provided for.

The handsome stone built, detached hotel at Greenhill, known as the Hotel for the Royal Navy, is a well appointed first class hotel with television and a club licence offering to Naval people and their families luxury standards at most reasonable prices. This is possible because the hotel is managed by the British Sailors' Society and financed to a great extent by the King George's Fund for Sailors.

### Every Facility

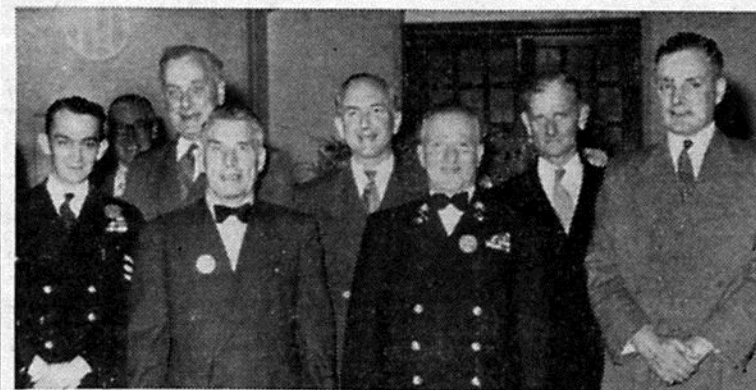
The hotel is placed at the northern end of the promenade, opposite the public gardens, and is close enough to the beach to permit bathing from the hotel premises.

Many people naturally enquire as to car parking and while the hotel has no garage, parking in the drive is permitted and convenient.

What of the children, say many anxious parents and for them special reduced payments are available with a roomy and well-fitted playroom which settles many problems on dull days or dreary evenings.

No service is forgotten and Naval friends desiring a perfect holiday should write or phone the Manager, Hotel for the Royal Navy, Greenhill, Weymouth. Telephone: 108.

## Royal Naval Electricians' Association



[Photo—R. Keirby, W. Kensington]

Some of the officials and guests at the first reunion of the Royal Naval Electricians' Association, held at the Chenil Galleries, Chelsea, on Saturday, July 27. They are, left to right: P.O. Elect. D. Brooks-Cooch, Hon. Secretary; Capt. K. R. Buckley, Commanding Officer, H.M.S. Collingwood; Mr. H. V. Newman, Hon. Treasurer; Vice-Admiral J. Hughes-Mallett, M.P.; Chief Elect. L. A. Hanson, Chairman; Admiral of the Fleet Sir Algernon Willis; Cdr. H. F. Short

FROM THE three Naval ports of Chatham, Devonport and Portsmouth, from as far north as Dundee, from Yorkshire and from Wales, serving and ex-Service Naval officers and chief and petty officers and their wives gathered in the Chenil Galleries, Chelsea on Saturday night.

The occasion was the first reunion of the Royal Naval Electricians' Association and celebrated the 21st year of the formation of the association under its original name of Torpedo Gunners Mates Association, in 1936.

### Guest of Honour

Guest of honour was a former president of the association, Admiral of the Fleet Sir Algernon Willis.

Other active and retired officers present included Vice Admiral J. Hughes-Mallett, M.P., Rear Admiral K. H. T. Peard, Capt. K. R. Buckley (Commanding Officer H.M.S. Collingwood, R.N. Electrical School) and Cdr. H. F. Short.

As befitted the Naval occasion the main hall was decorated with the union flag and the white ensign, while the crests of the T.G.M.A. and the R.N.E.A. were both prominently displayed.

The guests were welcomed by the chairman of the association, Chief Electrician L. A. Hanson who recalled that the Torpedo Gunners' Mates Association was founded in H.M.S. Vernon, the Naval torpedo school, in 1936, and listed some of the "ups and downs" they had endured during, and after, the war, and since their name had been changed after the disbanding of the torpedo branch of the R.N. in 1946.

Admiral Willis recalled that it was seven years since he came to the stage of "services no longer required." It seemed a very long time. And because it was a long time it was nice to be remembered and to be invited to the reunion.

He got a kick out of meeting the chief and petty officers again, and regretted that his wife could not be with him.

She was suffering from "this grannie business," looking after the grandchildren.

He recalled the formation of the T.G.M.A. while he was captain of H.M.S. Vernon—he was its first president—and said this had been a pioneer effort.

Briefly tracing the history of the torpedo branch of the Royal Navy, he said they first took over the electrical equipment of the Navy after they had been called upon to fire a string of electrically operated mines in the 1870's. They had later been the founders of the wireless branch.

### Presentation

Admiral Willis presented a plaque to the retiring president, Capt. Buckley, who in turn presented a table lighter to the association's treasurer, Mr. H. V. Newman.

"Absent friends" were remembered by Mr. S. R. Lukins, a former Chief T.G.M., and now an Inspector with the Metropolitan Water Board.

He said he was pleased to see so many founder members present.

The evening concluded with dancing, the renewal of old friendships, the making of new friends, the re-living of old adventures and the inevitable swapping of sailors' stories.

Arrangements for the reunion were made by the secretary P.O. Elect. D. Brooks-Cooch.

## TELEVISION

A LARGE contingent of Royal Marines supported the Army in the B.B.C. television programme "This is Your Army—Now" on August 21. Marines from the School of Amphibious Warfare at Poole, Dorset, demonstrated cliff climbing and beach-landing.

On August 30, Chief Petty Officer William Dermoid, of H.M.S. Vigo, appeared in the Eddie Calvert B.B.C. Television Show. He sang folk-songs, accompanying himself on the guitar.

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# Sixth Frigate Squadron



Officers and ratings of the 6th Frigate Squadron with His Holiness Pope Pius XII during a visit to the Vatican

[Photo: G. Felici, Rome]

THE SIXTH Frigate Squadron, consisting of H.M.S. Undine (Capt. R. Hart, D.S.O., D.S.C.), Ulysses (Cdr. K. S. Main) and Ursa (Cdr. A. V. M. Diamond, M.B.E.), sailed from Portland on May 11 for the start of the Mediterranean leg of their General Service Commission. On the way to Malta, where we arrived on May 21, a stop of four days was enjoyed by all at Gibraltar after a roughish passage across the Bay of Biscay.

Once in Malta all ships commenced working up for three weeks. The gunnery side of the work up was badly curtailed by bad weather and visibility. After taking part in a small N.A.T.O. exercise all ships visited Naples for five days from June 15-20, and were lucky enough to berth stern to the Molo Angonico almost in the middle of the town. Whilst there trips were arranged by the Italian Navy to Capri, Pompeii and the Vatican. A soccer match was played against an Italian Navy team, which won 5-1, superior fitness telling in the last ten minutes of what was otherwise a very even game.

### Refits

All ships arrived back in Malta on June 22 after carrying out exercises with the Mediterranean Fleet south of Sicily. Once back in Sliema Ulysses prepared to leave for her Cyprus patrol on July 5, where she still is at the time of writing, Ursa for her refit in Gibraltar, where she arrived on July 22 and Undine for refit in Malta which started on July 1.

### Athletics

Before all ships departed the Squadron athletic team went into training for the Fleet athletics—as Ulysses was to be away for the sports only Undine and Ursa entered competitors. A full team was produced for the finals, which took place on July 9 at the Marsa. The results achieved were good, the squadron coming third in the placings for all sea-going units and seventh overall. Individual performances were achieved by E.A.5 Scutt (H.M.S. Ursa), who won the hop, step and jump, and the Squadron P.T.I. P.O. D. Leach who won the half mile. To the latter also must go the credit for the performance put up by the Squadron team. A considerable amount of cricket and water polo including interpart, intership, and station competitions have been played.

In the Medfoba field activities have been limited to Malta and to date only one major trip for a weekend's camping and numerous minor outings have been made to Ghain Tuffieha.

At present H.M.S. Undine is in the throes of refitting, the whole ship's company living at R.N.A.S. Hal Far in conditions of unaccustomed comfort. H.M.S. Ulysses returns on August 5 to start refitting, her ship's company also going to Hal Far, and H.M.S. Ursa is at Gibraltar. During the refits home leave is being given to those that wish it and station leave to the remainder.

It is hoped that all ships will be together again by the middle of October.

## Annual R.N.V.R. Exercise at Invergordon

THE 101st Minesweeping Squadron, which is made up of the 12 coastal minesweepers manned and maintained by the R.N.V.R. divisions, carried out its annual exercise—Exercise "Wavex V"—at Invergordon between July 20 and 27.

H.M.S. Teazer, herself partly manned by volunteer reservists, was also present and wore the flag of the Admiral Commanding Reserves (Rear-Admiral G. Thistleton-Smith, C.B., G.M.), who conducted some of the exercises and manoeuvres.

Capt. R. S. Wylie, D.S.C., R.N.V.R., carried out the duties of Senior Officer, 101st Minesweeping Squadron, and his division (the Solent Division) also provided the squadron staff.

A V/S and W/T station was set up ashore and was manned by members of the Royal Naval Volunteer (Wireless) Reserve and the Women's Royal Naval Volunteer Reserve. The R.N.V.R. also provided a base maintenance party, which was accommodated in H.M.S. Blackburn, a tender of the Clyde Division.

"Wavex V" consisted of a period of drills, exercises and manoeuvres and included a realistic mine clearance task for which a number of exercise mines were laid.

### Competitive Exercises

Most of the exercise serials were competitive and formed part of the competition for the Thornycroft Trophy—a beautiful model of a coastal minesweeper presented by John Thornycroft & Co. Ltd.—which is awarded each year to the R.N.V.R. Division whose coastal minesweeping attains the highest standard of operational efficiency during the exercise. It was won this year by H.M.S. Curzon (Sussex Division), with H.M.S. Venturer (Severn Division) a very close second.

Altogether some six hundred reservists took part in a week of vigorous and realistic training. It was encouraging to see the immense progress made during the week, and how in each sweeper the individual volunteer reservists of all departments worked up during the week into an efficient ship's company. Amongst the crews were a number of officers and men of the R.N.R. Patrol Service whose knowledge of the sea was an asset and who benefited much by working so closely with the R.N.V.R.

The R.N.V.R. coastal minesweepers are expected to take part in the September NATO exercise.

### Minewatching Service

(Continued from page 3, col. 3)

pete in a final test at Chatham on Saturday next, September 7.

This test will be an exacting practice, simulating as near as possible war conditions by day and night during which Minewatchers will have to observe, report and plot a "minedrop." Their performance will be judged by independent umpires, one of whom will be a N.A.T.O. Officer (Commander S. J. W. Elfferich, Royal Netherlands Navy), now serving on the staff of the Allied Commander-in-Chief, Channel, Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O.

The presentation of the Championship Cup to the winning team by the Commander-in-Chief, The Nore, Admiral Sir Frederick Parham, K.C.B., C.B.E., D.S.O.

## Re-Dedication of Fort Blockhouse Chapel

AS THE ships come in and go out of Portsmouth harbour, one of the most noticeable buildings on the Gosport side is a little chapel high on the battlements of the old fort round which the headquarters of the submarine service H.M.S. Dolphin are built.

This is the Submarine Memorial Chapel and it was first dedicated in 1917 in memory of those submariners who had lost their lives in the services of their country.

Since those days many gifts have been made to the Chapel in memory of individual officers and men, as well as of the whole crews of submarines that have been lost.

It is a place close to the heart of many submariners, who link it with the memory of friends now "on a better shore," and every year many widows and children and many parents of the men who are commemorated there come to the Chapel to pray for those they love but see no longer.

But time more quickly wears out fittings and paintwork than memories and it was felt necessary by the end of last year, as was reported in an earlier number of NAVY NEWS, to restore the Chapel.

### The Restoration

The restoration was planned by Major Richard Hammond, of the firm of Charles Hammond & Sons, to produce an atmosphere of pride and trust and something of the cheerfulness of the brave young men who are remembered there.

The design of the interior, therefore, is in the Naval colours of white, blue and gold, and the outside is white, with two gold crosses on the gables, so that it can be seen and recognised from the sea or landward approach.

The Chapel is now a place even more worthy of the great company it commemorates.

The virtual completion of this task (a new stained glass window depicting the Resurrection of our Lord has been commissioned but will not be ready until the shorter days of winter) was the occasion for a Service of Thanksgiving and Rededication held

on Tuesday, August 20, in H.M.S. Dolphin.

This was attended by many present and former members of the submarine service, including the Commander-in-Chief Portsmouth, Admiral Sir Guy Grantham, Vice-Admiral C. Talbot, a former Flag Officer Submarines, Rear Admiral Boyle, V.C., Rear Admirals Stocker, Brodie, Potland, Darke, Worthington, and many others.

Good contingents came from many of the Submarine Old Comrades Associations Branches and a number of present submariners were there with the Flag Officer Submarines, Rear Admiral W. G. W. Woods and the Captain of H.M.S. Dolphin, Captain P. J. Cowell.

The service took the form of a Thanksgiving for the completion of the restoration of the Chapel and a Re-dedication not only of the work that had been done and the gifts that had been made, but also of the congregation themselves.

It was conducted by the Rev. D. A. R. Keen, R.N., Chaplain of H.M.S. Dolphin, and the dedication of the restored Chapel was by the Chaplain of The Fleet, the Venerable F. A. Bunt, Q.H.Ch., R.N., who also preached the sermon.

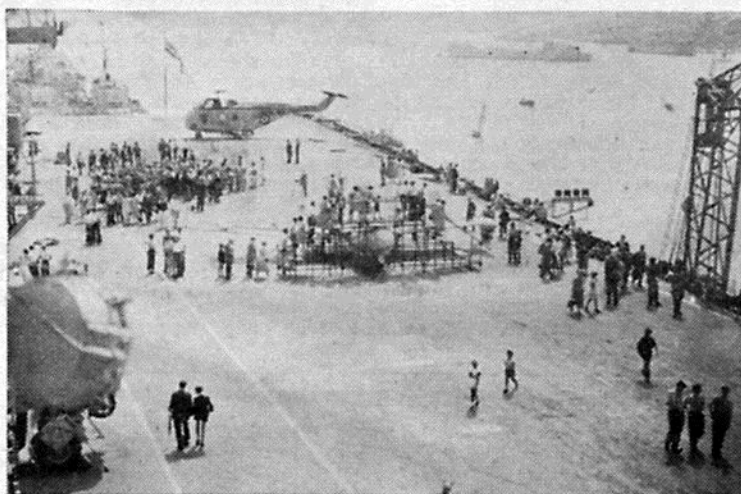
The restoration was accomplished with the gifts of many present and former submariners and their relations who feel that by this means they are not only providing a very lovely Chapel in which submariners of today may say their prayers, but also helping to keep the memory of their comrades and dear ones who are gone ahead for ever green.

### AWARD OF M.B.E.

The award is announced in the "London Gazette" of the M.B.E. (Military Division) to Lieut.-Commander George Meades, R.N., Staff Electrical Officer in H.M.S. Aphrodite, the Royal Navy base at Nicosia, Cyprus.

He has been responsible for maintaining V.H.F. radio equipment installed on various sites in isolated and terrorist-frequented parts of the island.

## Post-War Record at Devonport Navy Days



Visitors on the flight deck of H.M.S. Albion at Portsmouth during Navy Days

THERE WERE no Navy Days at Easter this year, but the very large number of visitors at Devonport, Portsmouth, Chatham and Portland showed that the Royal Navy still possesses a wide appeal.

We are informed that the number of visitors at the various ports were as follows:

Devonport .. ..	59,607
Portsmouth .. ..	51,460
Chatham .. ..	46,301
Portland .. ..	20,629

Devonport is congratulated on achieving a post-war record of visitors on August Monday.

The Royal Navy is known for its hospitality to visitors, and we are sure that although a number of the 178,000 who visited the various ships and displays may have become very tired and footsore, they really enjoyed themselves.

It is gratifying to learn of so many visitors, who must indeed be pleased to think how they have contributed to Naval Charities, whilst at the same time seeing much of interest.

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# Fishery Protection Squadron Summer Patrol

THE SUMMER patrol period is the one time of the year when we can expect—or, anyway, hope—to be free of the gales and snow and ice of the Arctic North. But that does not mean that it is inactive—far from it; in some ways it's the busiest time of the year.

## Fishery Patrols

FIRST AWAY was Lennox, following an active patrol in Iceland. In early April there came reports of disputes between our own trawlers and the Faeroese line fishermen. Lennox was instructed to investigate these reports and comment on their authenticity. After detailed and friendly discussions with the fishery authorities in Thorshavn, Lieut.-Cdr. Jenks was able to report that all was quiet and that the majority of the complaints were of a minor nature but had been fanned by propaganda. While off the Faeroes, Lennox was able to carry out a useful salvage job and tow one of our damaged trawlers into harbour.

The next ship out was H.M.S. Bramble, which was ordered out in the middle of her leave period at Chatham to wrestle with the Russian drifter fleet which had been causing a lot of trouble to our drifters on the Viking Bank off the west coast of Norway. She cleared harbour within about twelve hours of being ordered to sea with all hands on board—a notable achievement—and hit the headlines in a big way as she sped north to negotiate with the Russian factory ships. Cdr. Brander found all the Russians with whom he had dealings most co-operative and anxious to prevent further incidents, all of which were attributable to ignorance rather than malice. The success of this patrol can be gauged by the fact that we had no further incidents with the Russians for about four months after Bramble left the area; however, as we go to press yet another ship—the Welcome—is being hustled out of Portsmouth during her summer leave period to wrestle with similar troubles; it's

certainly an active life that we lead in the 5th F.M.S.!

Both Lennox and Bramble were personally complimented by the Minister of Agriculture, Fisheries and Food, The Right Hon. D. Heathcoat Amory, M.P., for these two outstanding patrols, both of which called for "off the cuff" diplomacy on the spot.

Hound and Orestes also had an active summer on the west coast of the British Isles dealing with trespassers in Magilligan Bay and fishermen with net meshes under the regulation size. After an active patrol off Iceland, in which she rendered assistance to many of our trawlers with injured men and broken-down equipment, Orestes caught a Frenchman poaching off the west coast of Scotland.

The two "tiddlers" of the squadron—the M.S.M.L.s Watchful and Squirrel—also carried out two timely arrests of poachers during the summer.

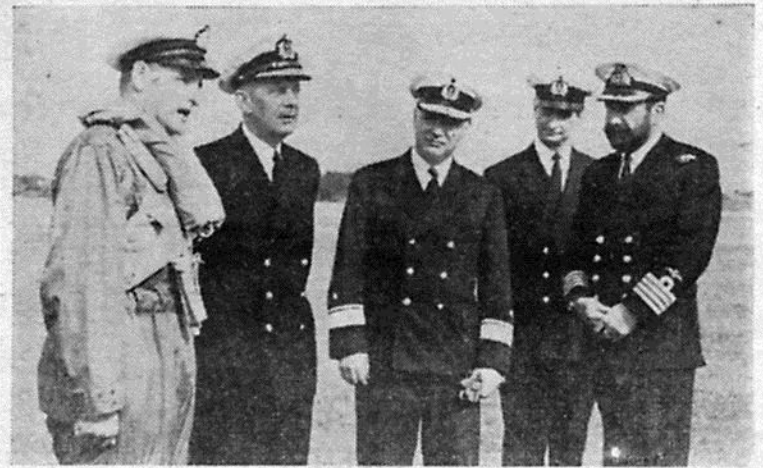
On July 1, off the harbour of St. Ives, Squirrel accosted and arrested the French crabber Petite Marcel, hauling pots inside British territorial waters; the skipper was subsequently fined and his catch—albeit a mediocre one—was confiscated. Sixteen days later Watchful gave chase to the O Divin Crucific at night off Margate. Again the charge was one of fishing within the exclusive fishery limits of the British Isles and this luckless skipper was given the same treatment as his two compatriots. We were all especially pleased about Watchful's catch as there had been many complaints about poaching in the Thames estuary in the last year or two but this had been the first we had caught. The Heathcoat Amory Trophy

(presented by the Minister for the most successful fishery patrol) was awarded jointly to the two Algerine Class minesweepers Bramble and Orestes. This trophy is always keenly contested for, but never has the competition been so keen as this summer.

## Foreign Visitors

One of the less onerous commitments for the squadron is to visit the various capitals of Northern Europe to pay official respects to the fishery authorities of other countries—particularly the signatories of the North Sea Convention of 1882. The first of these visits was by the Captain F.M.S.5 with the two M.S.M.L.s to Paris in May—believed to be the first such visit afloat—though we suspect it will not be the last! The two little ships with their masts housed so that they could get under the bridges, took two or three days to sail up the meandering Seine; it was a glorious trip in wonderful weather with waving crowds on the banks all the way up encouraging us as we buffed ourselves up for our debut of the British Fishery Flag into the most attractive of all the European capitals. The official talks were most profitable and the ships' companies—as you may imagine—made the most of their five days

## VISIT OF GERMAN CHIEF OF NAVAL STAFF TO LEE-ON-SOLENT



Lieut.-Cdr. E. C. Spreadbury, Senior Pilot, 705 Squadron, Vice-Admiral Ruge, Flot. Admiral Zenker, Lieut.-Cdr. A. Zimmerman, Captain H. H. Bracken

VICE-ADMIRAL RUGE, Chief of German Naval Staff, accompanied by Flotillen Admiral Zenker and Lieut.-Cdr. A. Zimmerman, visited the

R.N.A.S. Lee-on-Solent on July 25, 1957.

He was received by F.O.A.H. and Capt. Bracken in front of the control tower and inspected a guard of honour mounted under the command of Lieut. C. J. Crossley, R.N.

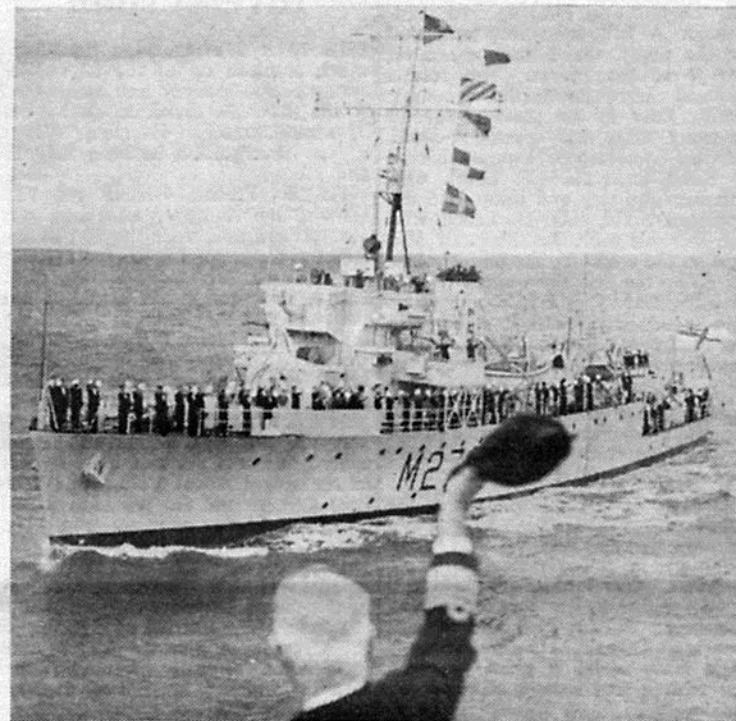
He subsequently made a tour of inspection of the Station activities, including 705 Helicopter Squadron, the Accident Investigation Unit, the Junior Officers Air Course, and the School of Aircraft Handling. He later went on to Seaford Park to visit the Air Medical School and the School of Safety Equipment and Survival, departing thence at mid-day by helicopter for H.M.S. Vernon.

An ambitious squadron concert was produced in the canteen by Lieut.-Cdr. Sheehan, who is to be congratulated on so ably tying together in one show the itinerant talent at his disposal. Although it was conceived many months beforehand, the show could not be rehearsed until some seven days before the opening night. If the polish expected of the professional artist was absent, there was plenty of enthusiasm and spontaneous humour—especially that of the squadron electrical officer, the inimitable John Wilkinson. The concert was for him a "swan song"; he has kept us all laughing for eighteen months, and we wish him the best of luck in his new post.

The training period included four to five days at sea, which were devoted to minesweeping—with our own private dummy minefield—manoeuvres, screening, gunnery firings and competitive sea exercises such as sea boats and laying and recovery of danbuoys (the competition here was even fiercer than on the playing fields!).

The highlight—and undoubtedly the most moving moment—of the sea exercises was when the pipers on Orestes's (tail-end Charlie) sweepdeck were heard playing the Skye Boat Song (the Admiral's favourite) immediately after the squadron had cheered ship while steaming past the Admiral at the end of his visit—probably his last at sea—to the squadron. Many of us on Wave's bridge were unable to speak for several minutes after that!

Except for Watchful, who is holding the fort, and Welcome, who is recalling her liberty men, we are all snugged down for leave now and enjoying a well-earned spell. During the forthcoming autumn months the face of the squadron will have changed. Many of the staff, officers and men will have moved to other appointments and in November we lose our Captain, himself. To those who remain we say: "Up the 5th F.M.S.!" and "Keep the Fish Flag flying!"



Vice-Admiral Cuthbert being cheered by ship's company of H.M.S. Lennox

alongside the Quai D'Orsay. There were some wonderful memories carried down the Seine on May 5!

Other visits were paid by F.M.S.5 to Oslo and Copenhagen—again in beautiful weather; we had a most friendly reception in Oslo—partly attributable to the assistance that Wave had been able to give during an avalanche in Northern Norway earlier in the year—and there is no member of the ship's company unqualified to conduct a tour round the famous Tivoli Gardens at Copenhagen. Many of us can tell you a thing or two about brewing lager, too—having "experienced" conducted tours of the Carlsberg and Tuborg breweries!

Calls on national fishery authorities also took Welcome to Gothenburg, Bramble to Ostend and Lennox to Wilhelmshaven; it's wonderful to have a ready-made excuse for visits to such places!

## Squadron Annual Training Period

In July—the beginning of the "close season" for priority fishery patrols—the opportunity was taken to congregate all six Algerines at Invergordon for the annual training period, which includes sporting events of all kinds and, for the first time, a performance by the squadron concert party. This period is the high spot in the squadron's year and all our activities in the summer are influenced by the need for intensive preparations for the many battles to be fought at Invergordon. Besides regatta practice and feverish training of all the teams which will be competing on the sports field, there is also the need to brush up on communications and A.A. gunnery and other forms of fighting efficiency for which Herbert Lott awards would be made, besides tiddling up the ship so that she looks one better than the next one!

The spirit of rivalry was most marked this year with all ships doing their utmost to rob the leader of a trophy case-full collected in 1956—the first year in which silverware came into the squadron scheme of things. After some stirring matches supported

by prodigious cheering parties the trophies were evenly spread around the squadron with Hound winning the regatta handsomely and tying for the rifle shooting with Orestes, who also won the hockey, Welcome winning the football and tennis. Bramble the cricket and Wave the sailing. By her consistent performance in being "placed" in all events, Wave was able to retain the Grand Aggregate Cup—the most coveted of the lot—by a fair margin, and the First Division (Wave and Welcome) won the Divisional Aggregate Trophy.

Fortunately the weather—unlike in some parts of the British Isles this July—held for a whole week and the standard achieved in most of the games was remarkably high and the competition close. The weather let us down badly, however, on the last Sunday and the rain pelted down throughout divisions, the march past our Admiral—Vice-Admiral Sir John Cuthbert, K.B.E., C.B.—and the presentation of the prizes; but it was not heavy enough to muffle the lusty cheering and counter-cheering which greeted each winning team!



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## Farnborough of the West CULDROSE AIR DISPLAY

MISS BARBARA Murray and her husband John Justin, both well-known film, stage, and television stars of the J. Arthur Rank Organisation, formally opened the Culdrose Air Display on Friday, July 26, by releasing over 200 pigeons.

John Justin is not new to aviation, for at one time he was test pilot for the Miles Aircraft Company.

This year Culdrose had full S.B.A.C. support, and as a result the display undoubtedly became the aviation showpiece of the year in the South West.

Despite the 'bus strike, the public appeared undeterred by the transport difficulties and a large attendance resulted.

The main feature of the afternoon was the showing of the latest Naval jet, still on the secret list, the Scimitar, flown by Lieut.-Cdr. Mike Lithgow, who thrilled the crowd with a display of high speed runs and aerobatics.

### Old and New

The old and the new were to be seen in the form of the Swordfish and the Seamew, and as usual the Swordfish has lost none of its popularity and captured the admiration of everyone, as also did the Spitfire flown by Jeffrey Quill.

Luxury travel was demonstrated by a Comet of R.A.F. Transport Command.

A most unusual item in the programme was the arrival of 824 Squadron, returning home from H.M.S. Albion after having spent seven months away from their parent station.

The capability of modern aircraft for transport purposes could not have been more vividly demonstrated than by the Beverley; this huge aircraft, which, when fully loaded, weighs 63½ tons, landed and deposited a Naval 30-seater 'bus on the runway. At this point the bus promptly became un-serviceable and the salvage lorry which went to the rescue also broke down. However the situation was soon brought back to normal when a mine-sweeping Whirlwind Helicopter was scrambled and towed both the bus and lorry simultaneously off the runway.

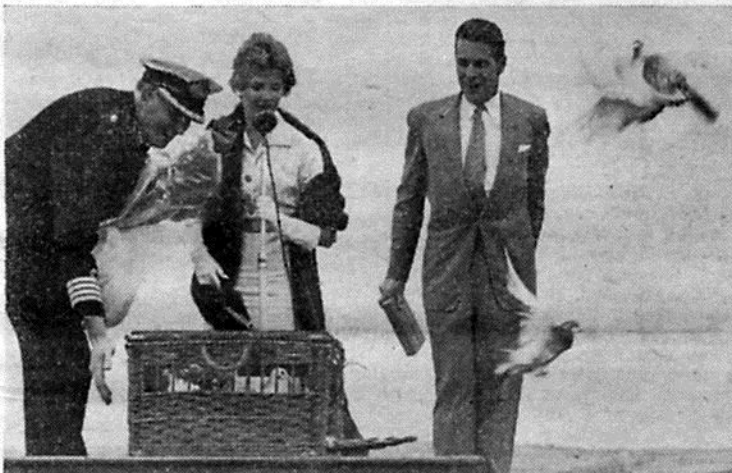
### Jet Aircraft

Naturally jet aircraft took a most prominent part in the display. Aircraft which showed their paces, included an aerobatic demonstration from the Seahawks of 800 Squadron, Sea Venom, Javelin, Swift, Meteor and Canberra.

Other aircraft which took part were Gannet, Balliol, Wyvern, Firefly, Sky-raider, Sea Fury and Sea Prince.

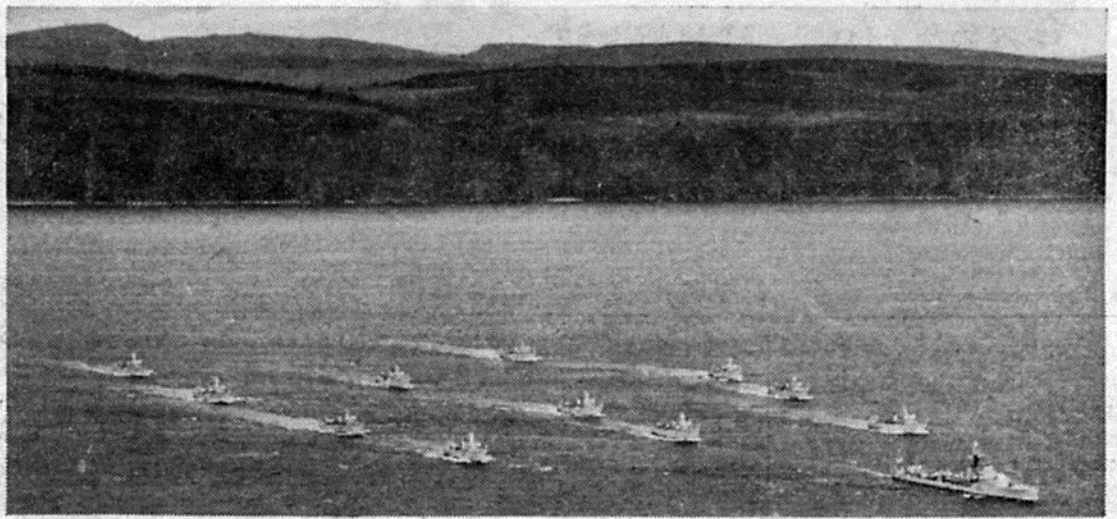
The finale of the display was an assimilated nuclear attack on a dummy village by a Valiant, similar to the type which dropped the H-Bomb at Christmas Island. On completion, the Cornwall Civil Defence Force showed the crowd how they, the public, could overcome the effects of such an attack.

This last item brought to a close, a most entertaining afternoon, and left no imagination in the minds of anyone of the capabilities of modern airpower today.



Miss Murray and Mr. Justin open the Culdrose Air Day

## VOLUNTEER RESERVE FLEET AT SEA



H.M.S. Teazer, wearing the flag of the Admiral Commanding Reserves, exercising with R.N.V.R. coastal mine-sweepers in the Cromarty Firth during Exercise "Wavex V"

## H.M.S. Cook in the South West Pacific

SINCE SAILING from Devonport for Foreign Service on March 19, 1957, H.M.S. Cook (Cdr. H. R. Hatfield) has performed a wide variety of duties, visiting Kingston, Jamaica; Balboa, Panama Canal Zone; Christmas Island to take part in the first British megaton trials; Suva, Fiji; and Auckland, New Zealand. We are now carrying out a survey of Natewa Bay, which lies on the N.E. side of Vanua Levu, the second largest island of the Fiji group.

On Thursday, July 25, the chiefs in the locality of Natewa Bay presented the ship with two Tambuas, or whales' teeth. This presentation was unique, since by Fijian custom the giving of a Tambua is the highest mark of respect which can be made to a visitor to Fiji.

A deputation from the numerous villages came on board for the ceremony headed by the Buli Dangun of Sanggani and the Buli Caudremalua of Vaturova together with several minor chiefs.

### Token of Welcome

Firstly a Kava plant was presented as a token of welcome. This was followed by the presentation of the two Tambuas, one from each Buli, accompanied by long speeches in Fijian which were replied to by an official

"speaker" who had been specially appointed for the occasion. The mixing of the Fijian drink called Yangona or Kava then followed. It is made from the powdered roots of the Kava plant and a taste for it certainly has to be acquired. Water was specially brought from shore in two long bamboo stems for mixing this drink. To the accompaniment of chants from the warriors the Yangona was offered first to the captain and officers, then to members of the ship's company who had until now been spellbound by this unusual spectacle.

This concluded the solemn part of the ceremony and a speech of thanks was made by the captain and translated into Fijian by Apenisa Lovodua, the acting Roko Tui (provincial chief) of Caukadrove province, who had spent several days on board.

### Entertainment

For the next 45 minutes the ship's company were entertained to a three-part Meke. First came the local marmas (ladies) to perform their sitting dance which told, in song and mime, how a new school had recently been opened in their village. Next came the warriors to perform a vigorous war dance followed by several young men who let themselves go in a comic mime of a Naval gun's crew in action. The rhythm was provided by the beating of a small wooden Lele, or Fijian drum, and additional accompaniment to all dances was sung by the natives.

Tea was provided on the foc'sle, followed by a conducted tour of the ship and the Fijians then returned to shore by the ship's boats, when it was noticed that their number had multiplied threefold by gradual infiltration during the ceremony.

This ceremony was typical of the warm and generous welcome extended to the ship by the people of Fiji, and has been repaid in part by extending an invitation for parties to spend a day at sea in the ship and to visit us for cinema shows whenever possible.

## H.M.S. DOLPHIN and Submarines

THE FLAG Officer, Submarines (Rear-Admiral W. J. W. Woods), has returned from his visit to the 4th Submarine Squadron, Sydney, N.S.W., and the United States. Whilst at the New London Submarine Base, Admiral Woods inspected U.S.S. Nautilus.

The 1st Submarine Squadron is now cruising in the Western Mediterranean, visiting Aranci Bay, Palma and Gibraltar. The Squadron was narrowly beaten into second place in the Fleet regatta by H.M.S. Birmingham, who scored a two points victory.

H.M.S. Alcide who sailed for Canada to join the 6th Submarine Squadron in July will be paying a brief visit to the U.K. after the forthcoming N.A.T.O. exercise.

All at Fort Blockhouse are sorry to say goodbye to Capt. J. F. Enright, U.S.N., recently Deputy C.O.S.(P) to Flag Officer, Submarines. Capt. Enright became so much a part of his surroundings that he was a regular player in F.O. Submarine's cricket XI. In his place we give a warm welcome to Capt. J. D. Mason, U.S.N.

H.M.S. Taurus and H.M.S. Selene have dived for the last time. Both these submarines are at Fort Blockhouse awaiting final disposal. H.M.S. Taurus in particular, had a wonderful war record serving in all theatres between 1942 and 1945, sinking 54 ships. From 1948 to 1953 she was loaned to the Royal Netherlands Navy and served as H.Neth.M.S. Dolfijn.

All U.K. based submarines have been in harbour throughout August, after taking part in Navy Days, having a well earned rest. Next week they start their very full programme which continues until Christmas.

The annual Submarine Old Comrades reunion at Fort Blockhouse will be held on Saturday, September 14.

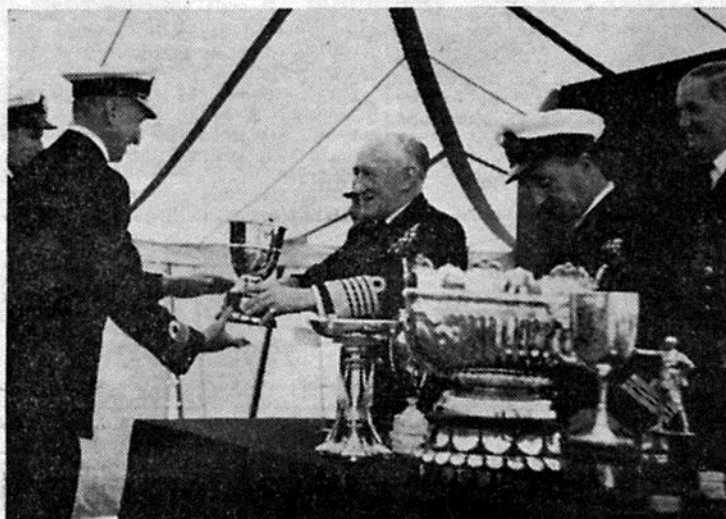
## THE ROYAL NAVY AT BISLEY

THE ROYAL Naval Rifle Association meeting was held at Bisley from Saturday June 29 to Saturday July 6 in weather which was consistently hot, although there were one or two heavy rainstorms.

As usual a total of 100 competitors—25 from each of the four Commands at home—took part. Included in this 100 were 37 tyros.

The general standard of shooting was high, the tyros too acquitting themselves creditably and being represented in almost all the team events. In these team events Air Command took the lion's share of the trophies—seven out of 11.

The 100 Naval competitors all remained at Bisley for the next fortnight, until Saturday July 20, to compete in the National Rifle Association meeting. The weather during this fortnight was cooler, with some rain, but not unduly unpleasant. The Royal Navy started well in this meeting when a tyro, A.B. Ford, of Portsmouth Command, won the first event of the meeting, the Southern Railway. We had four other outright wins. Nore Command won the Hamilton Leigh (Beat the Butts), Portsmouth Command won the Revolver Tyros Team,



Lieut.-Cdr. Mumford, team captain of Nore Command, receiving the Chatham Cup

Chief E.R.A. Clark of Air Command won the Revolver Gold Badge, and finally the Royal Navy won the Inter-Services XX.

### Many Visitors

We were honoured by visits from a number of Flag Officers. Admiral of the Fleet Sir Rhoderick McGrigor, who is President of the Royal Naval Rifle Association came down on Friday July 12 to present our prizes. The Flag Officer Air Home, Vice-Admiral Couchman came on Saturday, 20th, to present the Navy Jewels and to watch the final of the Queen's. The Second Sea Lord, Admiral Sir Charles Lambe also came to watch the final of the Queen's, and he then presented the N.R.A. prizes. Vice-Admiral Sir Maurice Elliott, Surgeon Vice-Admiral May, Rear-Admiral Dawnay, Rear-Admiral Norfolk, Instructor Rear-Admiral Fleming and Commodore Thompson came at various times to watch the more important events.

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# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## CALENDAR

- Kidderminster**  
September 6.—Games night.  
September 20.—Competition night.  
September 28.—Concert.  
October 11.—Annual Dinner, "The Dog," Harvington.
- Havant**  
October 1.—Branch meeting at "Old House at Home," Havant.
- Newcastle and Gateshead**  
October 21.—Trafalgar Day dance, Gateshead Town Hall. 8 p.m. until midnight. Tickets, 5s. 6d.
- Dorking**  
September 14.—Visit to Croydon Branch.  
September 22.—Supporting Kingston "Dedication."  
October 19.—Trafalgar Ball. Dorking Halls.
- Kingston**  
September 22.—Dedication Ceremony.
- Hounslow**  
October 26.—Annual Dance.
- Horley**  
November 23.—Dance, Constitutional Hall.  
December 21.—Dance, Constitutional Hall.

## VENUES

- Havant**  
"Old House at Home," Havant.
- Newcastle and Gateshead**  
The Central Hotel, Half Moon Lane, Gateshead. Fridays, 7.30 p.m.
- Hounslow**  
Railway Hotel, Whitton Road. Fridays, 8 p.m.

## The Editor's Chair

IT IS fitting that my last Editorial should be an introduction and a tribute to my successor, Lieut. H. R. Berridge. For nearly three years, he has served not only as our Accountant, but as my personal assistant and advisor. A member of the Royal Naval Association, he has been keenly interested in its progress, and has done much to further its aims among serving men.

A likeable personality, he is known to many in the Association, and as he takes the editorial chair, many more will get to know him through correspondence and personal contact.

Harry Berridge shares my views, that the future of the Association lies in the serving Navy, and in NAVY NEWS there is a vehicle for publicity so necessary for an ex-Naval organisation.

In the past year, support from the branches has increased, both in circulation and in contribution, but more could be done to make the Royal Naval Association pages a live feature of NAVY NEWS.

I am grateful to the Association for the great honour it has conferred upon me in electing me as a Life Member, and for the continued support I have received from all quarters. I am sure



that the same support will be extended to Lieut. Berridge. He will, I know, serve you well.

## We Remember Them

Shipmate Engineer Rear-Admiral James Mountfield, C.B.E., President, Worthing Branch. August 15, 1957.

Shipmate J. McL. West, Twickenham Branch.

Shipmate Lieut. A. Taylor, R.N.V.R., August 22, 1957. President, Manchester Branch and one of its first members.

Shipmate R. Deeley, Leamington Branch.

## MANCHESTER

IT IS a long time since Manchester appeared in print but we are still very much in commission with Shipmate E. Woolfe at the helm and with Shipmate Weelding ever ready to step into the breach. Shipmates Walcock and Bell have become vice-presidents—a well deserved honour. Shipmate Rogers is still in charge of the "lolly" as well as looking after the North West on the National Council. Shipmate Judson and his "oppo" Shipmate Dunn have put in a lot of hard work on the social side. We were a little disappointed at the attendance on the occasion of the visit of the Lord Mayor of Manchester (Alderman L. Lever, M.P.), for a social evening.

In conjunction with the Middleton Branch we had a very successful trip to H.M.S. Diamond at Birkenhead followed by a visit to the Crosby Branch. Sincere thanks, Diamond and Crosby, for your hospitality. Thanks too to the Deeside Branch. You did everything to make our members feel at home.

The Branch Standard, ably carried by Shipmate Dunn, has attended every Dedication from whence an invitation has been received.

### Hot Pot

We joined the Royal Marines Association and the White Ensign Association for a very successful hot pot on St. George's Day. A grand mixed social has been arranged by the three associations for December 13.

On the benevolent side we must again thank the Royal Naval Benevolent Trust for the splendid help they have given to shipmates in the Manchester district—a very special case being when one of our members was sent away for six months' treatment in Switzerland and who is now nearly fully recovered.

The use of the R.N.A. Club in Sloane Square, London, is confidently recommended to all members. It really is a first-class club.

## RYE

INSTEAD OF the usual meeting at the Crown Hotel, Rye, the members of this branch were entertained by the chairman and his wife at Barons Grange, Iden, on August 12. After walking around our host's farm and seeing his fruit packing shed and hop-picking machine we were refreshed in his beautiful home. The members thoroughly enjoyed the visit and, together with our president, whom we were so pleased was able to attend, they wish me to thank their host and his wife for their kindness.

## PORTSMOUTH

THE HIGHLIGHT of the month has been the Annual Conference at Cardiff and as surely as night follows day so must the inquest follow the conference.

According to our delegate and observers, "inquest" seems to be the appropriate word so far as Portsmouth is concerned for in the space of a few hours we saw the work of several months quietly smothered without a chance to defend itself.

Looking back through the records we find much the same report from the London conference last year and Durham in 1955. The verdict then was, "Is the journey necessary?" At a time when economy is the battle cry of the National Council it is not surprising to find members pointing to the excessive cost of the Annual Conference against the apparent meagre results achieved.

### Representative Parade

On a more cheerful note, No. 3 Area Rally in the Victory Arena was a huge success. The weather was glorious and the thirty-two Standards on parade were supported by a large representative contingent from almost all Branches in the Area and some of our faithful neighbours.

Portsmouth staged a special variety show at Pitt Street during the evening which proved so popular it was almost necessary to take turns to breathe out, so tightly were we packed. Several coach loads of intending visitors could not find room and had to journey further afield—we apologise to them if they were disappointed but in spite of modern education we still cannot put a quart into a pint pot.

The holiday season is in full swing at Southsea consequently there are many callers at Pitt Street, all of whom are very welcome. Our club is always open so if you are here for a few hours or a few days and want a quiet drink and a yarn in comfort, look us up, we will be glad to see you.

## HAVANT

AT THEIR meeting on August 6, Havant Branch delegate reported on the Association's annual conference. Following this, all agreed that a letter of gratitude should be sent to the general secretary for the organisation.

It was decided that the branch should return to their original meeting place in "The Old House At Home" as from the October branch meeting. The proprietor, who is a member of the branch, has stated that they may have the use of a notice board there and that he will be prepared to sell NAVY NEWS on their behalf.

## DORKING

THE BRANCH has appeared to have settled again after the summer and have various outings and dances arranged right up to Christmas. Once again the branch are helping the King George Fund for Sailors with the Trafalgar Ball on October 19 at the Dorking Halls.

On September 14 the branch go "alongside" Croydon R.N.A. for the evening. September 22 will see the branch supporting the Kingston Dedication.

By the time this article appears the children's outing to Bognor will have taken place.

I would like to end with a vote of thanks to the retiring Editor of NAVY NEWS, and "good luck" to him in the future.

## HOUNSLOW

SO ANOTHER Conference has come and gone, and once again one asks what publicity has arisen; but now we are assured that we have a publicity officer perhaps something may arise. Time will tell.

The branch spent a very enjoyable day at Lancing and was sorry when it was time to leave. Thank you, Lancing!

We have attended several functions at various associations and now that the holiday season is over we are holding several socials and darts matches.

Our annual dance takes place on Saturday, October 26.

The branch has been invited to attend the social at the Royal Artillery Association, September 7.

We shall be at Camberwell's Dedication on September 22 but regret we cannot attend Kingston's Dedication on the same date.

A warm welcome awaits any serving member. We meet every Friday at eight o'clock—Railway Hotel, Whitton Road—and always welcome any visitor to this area. We had the pleasure of entertaining some visitors from Scunthorpe and are looking forward to seeing them again. Good luck to all branches!

## CHELTENHAM

DURING THE month of August the branch are having what might be termed a "Make and Mend." A great majority of shipmates are on holiday, some no doubt re-visiting ports which hold great memories for them during the war-time period. Others on holiday at home are hoping for a fine spell. Our only event this month is an evening trip to the "Black Horse" at Naunton, where we know we shall spend a pleasant social evening and meet our host, Shipmate Victor J. Stanley. This is one of those outings where we are not concerned with what the "glass" reads but more concerned with what is in our glass; it should be fun. By all accounts we have a full winter programme ahead, but more of that at a later date.

## TWICKENHAM

ANOTHER TWO very active months, socially and otherwise. We regret not being able to visit all branches that have sent us an invitation, but will do so at the earliest convenience.

The trip to Brighton with shipmates of the Dorking Branch was most enjoyable, and "Many thanks, Brighton Branch, for your hospitality!"

Three of our members visited Cardiff for the Annual Conference and returned full of praise for all members concerned in the wonderful organisation, comradeship and friendliness shown to all that attended. The evening concert was more than appreciated, especially the choir, but then, shipmates, we expect the best of singing from our Welsh brothers. As for the Conference, mightier pens than mine have probably detailed this. Personally, I was disappointed. It seems to me that everything is "cut and dried" months previous to the meeting and some important matters taken for granted.

### Impressive Ceremony

The Sunday morning Dedication and parade at Cardiff Castle was very impressive but did not attract the local attention that was intended, and I am sorry to say did not get the publicity that it deserved.

Well, Blackpool, it is up to you now. I hear that it is your honours next year.

No, shipmates, my "drip can" is not overflowing. I believe in speaking my mind, the same as our good Editor and friend did at his address in the Victory Arena.

In company with Barnes and Mortlake and Regent's Park branches we attended the Dedication and service at Portsmouth of the Area Standard.

### Rally and Reunion

The annual Rally and Reunion will be our next big meeting and we are looking forward to seeing all "old ships" and friends again.

From various members of this branch I have had reports of hospitality and warm greetings from shipmates they have encountered and visited during the summer holidays. It is a great comfort and pleasure to meet people who, as we say, "speak the same language," and I do sincerely thank them for making the Twickenham people welcome.

In spite of the summer recess we have been progressing favourably these last two months and membership increasing. Perhaps the New Year will give us even greater comfort.

## NEWCASTLE AND GATESHEAD

OUR TRIP to Seahouses was a huge success, Shipmate Devine surprising us all by his cricketing ability!

The big news of the month is that we have decided to hold a Trafalgar Day dance and we have booked Gateshead Town Hall for the occasion. Clem Millard and his orchestra will provide the music and with an eleven o'clock buffet, late transport and plenty of enthusiasm, we are looking forward to a splendid evening. Dancing is from 8 p.m. to midnight and the tickets are 5s. 6d.

Our darts and dominoes competitions were won by the chairman and treasurer respectively—did I hear "Swiz"?

Shipmate Hardy has bullied our bell and is making a wrought iron support for it. Our president is having it inscribed. The bell was bought by our shipmates, the McCartens. A real example of co-operation.

We say "welcome" to Shipmates Jeffrey and Smith from Sunderland and Reilly from Newcastle and I am glad to say our membership is increasing. A welcome visitor from Nottingham was Shipmate Millbank. We are sure he enjoyed himself.

There must be some "Geordies" in H.M.S. Newcastle—how about hearing from some of you? Your letters would be most welcome.

## 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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# ASHFORD (Kent)



Sash of Honour being presented by Vice-Admiral Sir A. Poland to our Standard Bearer (S./M. L. F. Marsh)

ASHFORD (KENT) is sorry that we've missed the boat a couple of times, but it's been due to holidays and the many activities of the Mess.

Thank you, Halling Branch, for looking us up on your return from your day's outing. Our vice-president was sorry to have missed you by being adrift but hopes to see you on parade in Ashford on September 8.

On July 20 our worthy secretary attended the annual G.C. in Cardiff and proudly carried our Standard during the dedication of No. 7 Area Standard.

August 25 saw our Standard again fluttering in the breeze at Shorncliffe for the Mons Parade of the Old Contemptibles Association.

On Sunday, September 8, shipmates of No. 2 Area will be coming to Ashford in force for a double dedication, and they can be assured that this parade will be one of the biggest this town has seen for a long time, and will be led by two well-known bands, the Band of the Royal Engineers from Aldershot and the Band of the "Buffs."

### Matelots and Pongos

"Why such a big parade?" you ask, shipmates. Well, I think we, in Ashford Branch, have a unique position

in branches of the R.N.A. Our chairman (Shipmate Owen) and our assistant secretary (Shipmate Gammon), both survivors of the Lancaster off Dunkirk, are also the chairman and hon. secretary of the 156 Coy. R.E.O.C.A. (matelots and pongos). What a mixture? The dedication, therefore, is their new Standard, plus the "Buffs" Past and Present Association new Standard. It is also the anniversary of our own dedication.

Finally, I would like to thank our vice-president (Shipmate Murray), who, with Shipmate Gammon and Shipmate Holloway, did a grand job at Chatham Navy Days on August Sunday, on the stand in the drill-shed, when they met many shipmates from London and the North. Many thanks again! And, in conclusion, herewith photograph of our vice-president with his car, the insignia of the R.N.A. on its port and starboard sides showing that Ashford is always there when required, to say nothing of bringing in new members to the branch. Thank you, Don!

P.S.—I almost forgot, shipmates. A big hand to Area 2 chairman and his able hon. secretary for all the work they put in to build the stand for Chatham Navy Days. We felt proud to man it.



S./M. L. G. Murray with the car he has so often put at the disposal of the branch

## "Here Lies Their Grave"

(Royal Naval Patrol Service Memorial, Lowestoft)

HERE LIES their grave! How spaci-  
ously they sleep!  
The wind touches the wave with small  
fingers  
And all eternity is in its touch!  
Shining with immensity of light  
Great clouds move in endless odyssey  
Across the watching windows of the  
deep!  
Space itself sits by their sepulchre,  
Sunset spans immensity with flame,  
A night of dying leaves kneels down  
to share  
Dark blessings with the forests of the  
waters;  
The stars rip heaven apart, the sky to  
shreds,  
The moon weeps hungry milk upon  
oblivion;  
Black gleams the blade that razors off  
their lives,  
Death shines like satin, their grave  
like silk  
And heaven like a sailors' cenotaph.  
Sky that is born of God begets the  
sea,  
As sky has power to kill, so sea to  
slay!  
To enter their oblivion they bled,  
And came to their eternity through  
grief,

Though grief no sharper than the  
angel's sword  
That guards the starlit cities of the  
sea  
And all the gusty Edens of the  
drowned!  
The sea that was their calling is their  
grave  
And every fatal acre glitters death!  
Headstoned by the storm, they rest  
like men  
Upon the flat unrippled heaving of its  
hate!  
No scorn burns in dead eyes, no  
bitterness,  
They died while smiles were young on  
humble lips  
Who climbed as common clay to  
great occasions!  
Behold! Before the mountains were  
brought forth  
There was this sea, this sea their only  
grave;  
And on the sea, and foliaged in foam,  
The intercepting havoc of their lives!  
Starsick for the open sky, they lived,  
Homesick for adventure, sped abroad,  
And in the evening of adventure died,  
Heartsick for the peace their children  
have!

A. E. TOMLINSON.

# WELLINGTON N.Z.

The following letter to Admiral of the Fleet Earl Mountbatten, the First Sea Lord, from New Zealand Ex-Naval Officers on the occasion of their 1957 reunion, and the First Sea Lord's reply will, we are sure, bring back memories of shipmates now in the antipodes.

"THE COMMITTEE of the Ex-Naval Officers' Reunion, 1957, deeply appreciate your message of good wishes transmitted through the United Kingdom Service Liaison Officer, Capt. Barry J. Anderson, R.N." This message was read at the reunion ball, which was the major function of the reunion, and was received with acclaim by those present.

Of a total strength of approximately 1,350 New Zealanders who served in the Royal Navy and Royal New Zealand Navy during the war in all branches, including the Fleet Air Arm, over 280 were present at the reunion ball. Some of them had travelled long distances to be with us.

If possible, we would like to transmit our greetings to all serving and ex-officers of the R.N., R.N.R. and R.N.V.R. with whom our members were associated during the difficult years, and to assure them that the spirit of comradeship which existed in those times remains with us yet.

### Message from First Sea Lord

I was very pleased to hear that all ex-Naval officers and their wives had decided to get together in Wellington in June and I send you all best wishes for a happy and successful reunion.

We in the Royal Navy remember with gratitude and pride the great contribution which your great little country made to our work during the war years, not forgetting the large numbers of you who served with the Fleet Air Arm.

I am sure this reunion will be an occasion for reviving many of those memories which are gradually becoming dimmed by time.

All good luck to you all, now and in the future.

TO ENSURE PUBLICATION COPY SHOULD REACH THE EDITOR TEN DAYS BEFORE PUBLICATION DATE

# Admiral Lord Mountevans

TO MANY of us it must have come as a surprise to read that Admiral Lord Mountevans was no older than seventy-five when he died last week.

Lord Mountevans has, however, been a household name for nearly fifty years, for in 1909 he became second in command to Capt. Robert Falcon Scott, on his last tragic journey to the Antarctic, and after the death of Scott and his companions, and very nearly suffering the same fate as his captain, Lord Mountevans took command, and brought Scott's ship, Terra Nova, back to London.

In 1917, when in command of the destroyer, Broke, and accompanied by the Swift, he engaged six German destroyers, one of which he rammed. This exploit earned him the appellation of "Evans of the Broke."

When in command of the cruiser Carlisle in 1921-22, in the China seas, he dived overboard with a line, and helped to save 350 people on board a Chinese steamer, wrecked on the rocks.

Among his other subsequent appointments, he commanded the battle cruiser Repulse; was Rear-Admiral, The Royal Australian Navy; the Commander-in-Chief Africa; and Commander-in-Chief, the Nore.



(Photo: "Topical" Press Agency Ltd., Fleet St.)

During the last war he was London's Regional Commissioner for Defence.

Of the many brave and distinguished Naval officers, "Evans of the Broke" will go down in history as one of the greatest.

## LANCING BRANCH FLOAT AT THE WORTHING ROTARY CARNIVAL



OUR BRANCH took part in the Worthing Rotary Carnival on August Bank Holiday and as the photograph shows our shipmates' hands and minds have not lost their cunning. We took first prize as the most comical entry.



## 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.

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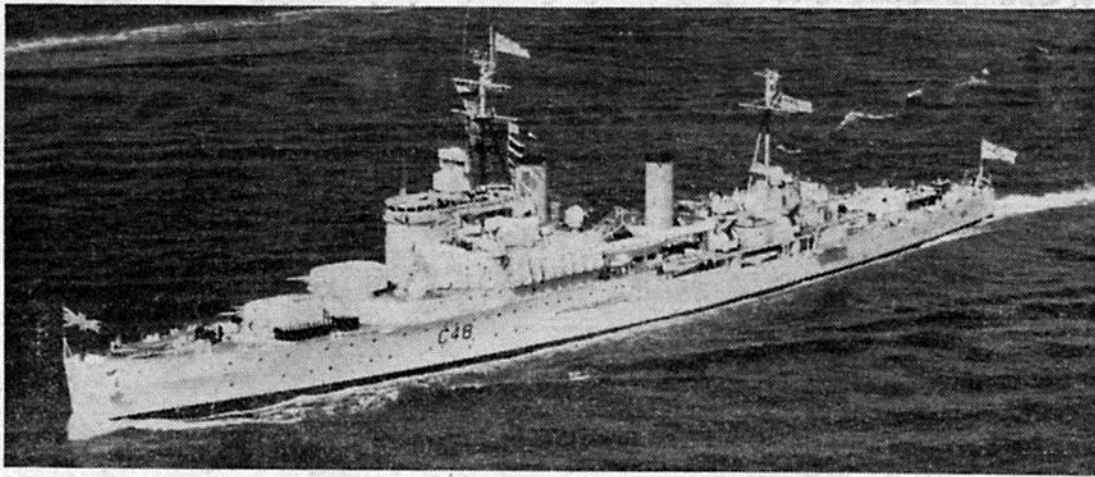
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# H.M.S. Gambia



Gambia's graceful lines are shown to perfection in this new photograph

AFTER A PROLONGED absence from active service, Gambia is once more commissioned to sail the Eastern Seas. An impressive commissioning ceremony on May 1 was watched by a large crowd of families and dockyard mates. We then began the rigours of our initial work-up. Not only had we to clean up after an eighteen month refit but also to accustom ourselves to our newly-modernised mess-decks. This was not too difficult as we now have a reduced complement of 580.

May 20 saw us commence our rehearsals for the visit of Her Majesty The Queen to the Home Fleet. These were hectic days but the result was well worth the effort, culminating in the inspection of the ship's company on board H.M.S. Ocean. We consider ourselves lucky that we had fine weather throughout this period. We had good reason to be proud of our skiffle group as they turned out a top-class performance at the concert on board H.M.S. Albion, before Her Majesty The Queen and the Duke of Edinburgh.

### New Record

On return to Rosyth, our Home Port, we ammunitioned ship from scratch prior to our gunnery trials, and in doing so in one day set up a new record for the event.

Chatham proved to be our next port of call, where the large majority of the ship's company managed to enjoy Whitsun at home—the first leave since the beginning of the commission. During the course of our stay we embarked 300 of our families and sweethearts for a Families Day at Sea. Again we were blessed with good weather.

Having visited Weymouth we returned to Rosyth for the onslaught of Navy Days, Gambia, the "home" ship, being the star attraction.

We sailed for Cape Wrath, the Scottish geographical equivalent of Lands End, to scare the sea-gulls with some well-directed gunnery. Bad weather provided a chance for the lads to go ashore in Pirates' Rig. Full advantage was taken of this.

On July 22, we sailed for Bergen. From the ship we saw a town clinging to the base of the mountains which had for so long cut her off from the rest of Norway. Those of us on our first visit to the country were impressed by its freshness, and the vividly coloured chalets scattered over the sides of the fjords.

Bergen proved to be a very pleasant place to visit; the beer was potent and rather hard to get after the third pint (or fourth or fifth, depending on the effects).

### Souvenirs

Souvenirs were plentiful, but oh, the prices! The local population were rather distant to begin with, although they did unbend towards the end of our stay. Coach tours of the city and historical places of interest were plentiful and always well attended. The Norwegian Navy provided guides who spoke surprisingly good English, in common with a lot of Norwegians.

Our soccer teams were very successful, managing to force a draw (1-1) with Trane, a third division side, and beating H.N.M.S. Ellida 15-1 and the Norwegian Base 5-3.

A swimming gala was held with a local Bergen team and, of the five races, we achieved 2 wins, 2 seconds, 2 thirds places and one fifth place, and won the water polo by the odd goal in five.

The ship was open to visitors during four afternoons, but the number of visitors was not very great as a good many had taken their annual holiday as usual at that time of the year.

Gambia was challenged to a boat pulling race by the Norwegian Navy who, using one of our whalers, beat us by seven lengths.

The children's party held on board was a riotous success, the M.A.A. making a very good Aunt Sally.

Opinion is divided as to whether Jack or the children enjoyed it most. Many of the local people were touched when a group of the ship's company still in fancy dress, visited the local hospital with sweets and chocolates for the children who were unable to attend.

The Royal Marine Band gave two attractive displays in the city centre, and were watched by large crowds who were very impressed with their smart bearing.

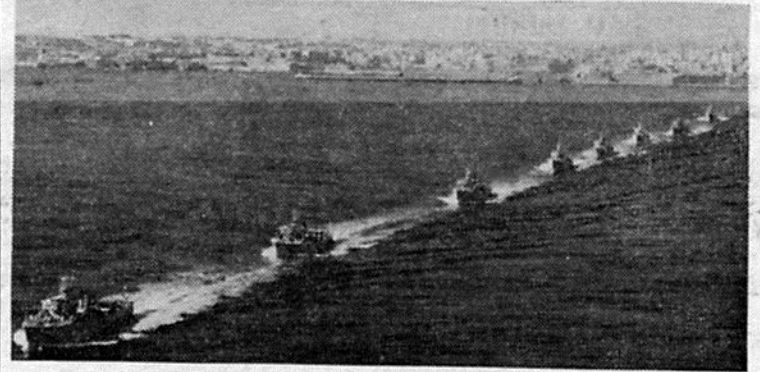
We sailed for Rosyth on Sunday, July 28, and a large crowd saw us off. Back at Rosyth the first summer leave party left in exceeding high spirits. At the moment our future remains rather hazy, but we are certain that we are bound for the East Indies. Before we sail in October, we hope to arrange another Families Day at Sea for the benefit of the Scotsmen and North Countrymen onboard and we are also due to take part in combined N.A.T.O. exercises with the U.S. Navy. We are looking forward to becoming the Flag Ship of the East Indies Station and the commission appears to be full of promise, especially for our National Servicemen, as here they have a chance of seeing places of great interest which under normal circumstances they would never visit.

J. P. T.

## The 104th Minesweeping Squadron

THE 104th Minesweeping Squadron forms part of the Mediterranean Fleet, where there are two squadrons each of eight Coastal Minesweepers. These, together with their support ship H.M.S. Woodbridge Haven (Capt. J. H. Walwyn, O.B.E., R.N.), constitute the Inshore Flotilla. The Coastal Minesweepers are based at Malta, but apart from refits and maintenance periods spend little time there as they are fully employed on minesweeping exercises, anti-smuggling patrols off Cyprus and flag-showing visits to Mediterranean ports. The photograph shows the 104th Minesweeping Squadron (Senior Officer—Cdr. R. D. Macdonald, R.N.), sailing from Malta

for a N.A.T.O. amphibious exercise off Sardinia, subsequently visiting the Riviera ports of Menton, Cannes and San Remo. During their visit to Menton, a success was scored by H.M.S. Essington's skiffle group of four sailors which visited a large children's hospital and entertained the children in their wards. The 104th Minesweeping Squadron consists of H.M.S. Essington (M.S. 104), Kildarton, Rodington, Lullington, Shavington, Carhampton, Dufton and Penston. In the photograph, the last two are replaced by H.M.S. Fenton and H.M.S. Leverton of the 108th Minesweeping Squadron.



The squadron, in line ahead, leaves Malta

## Farewell to Invergordon

H.M. SHIPS Maidstone, Ocean and Wizard sailed for a farewell visit to Invergordon on July 9. Although the visit was scheduled for one day only, a full programme of sporting and social events was enjoyed by the ships' companies and local inhabitants.

During the afternoon there was a cricket match between the Fleet and the Resident Naval Officer's XI, which the Fleet won by five wickets, thanks to an attractive innings by Ord. Sea. Rossiter of H.M.S. Ocean.

Simultaneously there was a gymkhana and sideshows with numerous races for old and young alike. H.M.S. Maidstone held their divisional cross-country race as an additional attraction. This was won by the Electrical Division who had continued their training throughout the enjoyable and distracting visits to Stockholm and Oslo.

The N.A.A.F.I. provided over 1,500 people with tea during the afternoon, and the Royal Marine Band played throughout, bringing the successful

programme to a fitting end with Beat Retreat.

It is indeed a sad thought that these magnificent playing fields and facilities at Invergordon are to be given up, but it is hoped that the Town Council will take them over and that they will be available to H.M. ships when visiting the port in the future.

An official reception was held on board H.M.S. Maidstone in the evening to mark the occasion and to say "au revoir" to our many friends in the area.

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## SITUATIONS VACANT

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**THE JOHN THOMPSON ORDNANCE CO., WOLVERHAMPTON, STAFFS.** Prototype Fitters required for an expanding programme of work in both ordnance and nuclear engineering. Capable of leading a team of fitters in the building of prototype units, working direct from drawings with a minimum of detail planning and supervision. Applications invited from engine room and ordnance artificers due to be released in the near future. Permanent posts, excellent pay and working conditions, good prospects.—For detailed information apply to the Personnel Manager, John Thompson Ltd., Ettingshall, Wolverhampton, Staffs.

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**KING & BARNES LTD.** (Horsham Brewery) will have a vacancy for a time-expired Naval Stoker for brewery work at the end of September. Permanent position to right man.—Applications in writing to the Secretary, 15 Carfax, Horsham.

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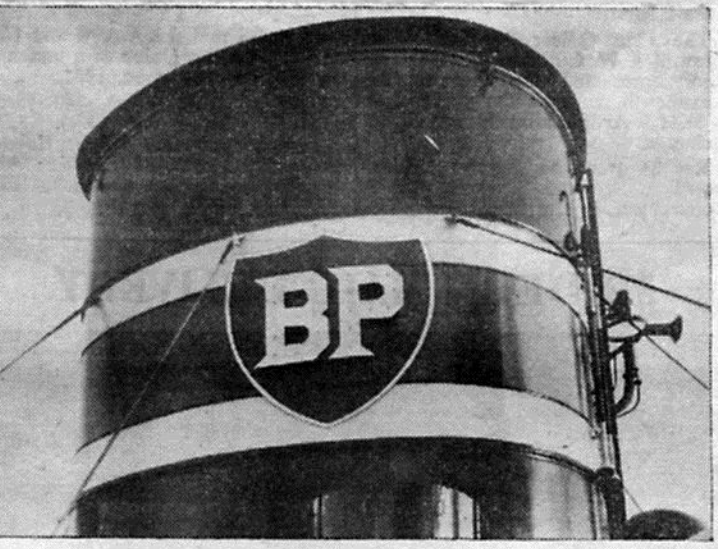
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# Sports Page

## CLAUDE BERRY CUP

### INTER-COMMAND DINGHY TEAM RACING CHAMPIONSHIP, 1957

#### Claude Barry Cup

THIS YEAR, it was the turn of the Home Air Command to organise the racing for the Claude Barry Cup. It was decided to break new ground and to hold the meeting in the Firth of Forth. This venue not only had the advantage of originality but also enabled the Home Fleet to participate as its ships were concentrated at Rosyth on July 8 and 9.

Portsmouth (the holders), the Home Fleet, The Nore, Scotland and Home Air Commands participated. The Plymouth Command found it impossible to raise a representative team owing to the length of the journey; rather than enter a below-par team, they therefore decided not to enter this year.

#### Competition Starts

The competition consisted of a series of team races so arranged that each team raced against every other team. The course was a triangular one between H.M. Dockyard and Abercorn Point.

The weather was very kind and provided a variety of conditions. The fresh W.S.W. winds of the Monday morning soon backed S.W. and moderated. On Tuesday morning, racing started in a calm and strong flood, limiting the first races to one round but the moderate easterly breeze that developed enabled the final races in the afternoon to be of three rounds.

Portsmouth were in a class by themselves and won all their four races. Their team captain, Lieut.-Cdr. Fairbank, finished first in each of these races. Scotland, Home Air Command and Home Fleet each had two wins, so that second, third and fourth places were decided by the aggregate of points. There were less than six points between second and fourth places, which is an indication of the closeness of the racing between these three teams.

The Flag Officer Scotland, Vice-Admiral J. W. Cuthbert, C.B., C.B.E., kindly presented the Cup to the Portsmouth team on the quarterdeck of H.M.S. Artifax after the end of the racing.

Results were as follows: Portsmouth 1, Scotland 2, Home Air 3, Home Fleet 4, The Nore 5.

## HOME FLEET SAILING CHAMPIONSHIPS

THE 1957 Home Fleet Sailing Championships took place once again at Rosyth and weather conditions were, on the whole, much better than last year.

The races were well supported and on Saturday, July 6, a fleet of twenty-two dinghies and fifteen whalers had good sailing round two circuits of the course—a distance of approximately six and three-quarter miles. A fresh easterly wind reduced the effect of the strong ebb tide and in the dinghy class the racing was close. In the whaler class Agincourt's and Ocean's boats established an early commanding lead. The results were:

**Bradford Cup for officers' dinghies:**  
1st, Alamein—Lieut.-Cdr. Hewitt.  
2nd, Superb—Lieut. de Chair.  
3rd, Albion—Sub-Lieut. Ellis.

**Ewart Cup for ratings' whalers:**  
1st, Agincourt—P.O. Jones.  
2nd, Ocean—N.S.U.Y. Wooderson.  
3rd, Superb—Ch.O.A. Openshaw.

On Sunday, July 7, the wind was much lighter, though still from the east, and the tide made itself felt—several boats underestimating the strength. Twenty-two dinghies and seventeen whalers started but one or two retired early in the race. Once again the racing was quite close, the results being:

**Rawson Bowl for ratings' dinghies:**  
1st, Superb—Ch.O.A. Openshaw.  
2nd, Maidstone—Ck.(O.) Hooker.  
3rd, Agincourt—P.O. Jones.

**Hornby Cup for officers' whalers:**  
1st, Alamein—Lieut. Sykes.  
2nd, Barrosa—Lieut.-Cdr. Windridge.  
3rd, Ocean—Lieut.-Cdr. Usher.

On completion of racing the prizes were presented by the Commander-in-Chief on board the flagship.

## ATHLETICS

THE UNDER-NAMED were selected as members of a Combined Services team which met the A.A.A. and Universities Athletic Union in a match at Watford on August 10, 1957:

L.R.E.M. Boyes (Air), 440 yards; P.O.R.El. Morehead (Air), 3,000 metres steeplechase; R.P.O. Hobden (Po), pole vault; A.A.4 Valentine (Air), throwing the hammer and A.A.4 Ellis (Air), hop, step and jump.

## HOME AIR COMMAND SAILING ASSOCIATION

THE FIRST event in a fairly active month was the Royal Ocean Racing Club's Channel Race in which the Home Air Command Sailing Association's 50 sq. metre yacht Seehexe was entered. She was unable to repeat her success of 1956 in this race but managed to finish sixth out of fifteen starters in Class II—no mean feat seeing that the almost perfect weather conditions for ocean racing were heavily in favour of the more modern yachts.

#### Cowes Week

Sea Swallow raced in Cowes Week between Saturday and Wednesday inclusive. She was then withdrawn to prepare for the Plymouth race. Seehexe arrived back from the Channel Race in time to start racing in Royal London Yacht Club's regatta on the Monday and subsequently raced in every regatta until the Royal Yacht Squadron's programme was completed on the Thursday when she also was sent away to prepare for ocean racing.

Neither yacht scored any successes during Cowes Week but a good cross-section of officers, ratings and Wrens from all over the Home Air Command were enabled to enjoy some high class racing in almost perfect conditions.

#### Ocean Racing

Seehexe started in the Royal Ocean Racing Club's classic 600 miles race round the Fastnet Rock on August 10 and Sea Swallow, with a crew provided entirely from the Royal Naval Air Station, Culdrose, started in the Cowes-Cherbourg-Plymouth race on the same day. Conditions were most severe; a westerly gale whipped up high seas in the Solent and in the neighbouring Channel and conditions were not at all suitable for 50 sq. metre yachts. Both skippers (Chief Air Fitter Davies of Lee-on-Solent and Lieut. Martins respectively) showed good judgment in deciding to abandon their races at an early stage, particularly as one of the Dartmouth 50 sq. metres became a total loss on that day, and showed seamanship of a high order in bringing their boats safely back to Gosport. Shortly after the start of the Plymouth race, incidentally, Sea Swallow came across a small dismasted yacht and safely towed her back to the shelter of Ryde before resuming the race.

#### "WAL"

As Wal was not ready to leave the Clyde before the beginning of the leave period, her passage to the Solent has now been deferred until after the closed flying period.

## INTER-COMMAND SWIMMING CHAMPIONSHIPS—RESULTS

THE FOLLOWING were the winners in the above championships, which took place in H.M.S. Ganges on July 24 and 25.

**Men's Events**  
440 yards Free Style.—1st, P.O. White (Portsmouth), 5/23.2.  
100 yards Butterfly.—1st, A.B. Stace (Portsmouth), 67.7.  
100 yards Free Style.—1st, M.E.1 Ramshaw (Portsmouth), 58.2.  
100 yards Back Stroke.—1st, Mid. Horler (Plymouth), 68.4.  
100 yards Breast Stroke.—1st, Mid. Dykes (Plymouth), 74.0.  
880 yards Free Style.—1st, P.O. White (Portsmouth), 11/14.6 (new R.N. record).  
Springboard Diving.—1st, Cpl. Croxon (Nore), 30.46.  
Firmboard Diving.—1st, L./Sea. Owers (Nore), 28.43.  
66½ yards Free Style.—1st, M.E. Ramshaw (Portsmouth), 36.4.  
220 yards Free Style.—1st, P.O. White (Portsmouth), 2/28.6.  
Relay (6 x 2 lengthst.—1st, Portsmouth, 3/39.8.  
Water-Polo.—Portsmouth, 9—7 (after extra time).  
Total Points: 1st, Portsmouth, 51½; 2nd, Nore, 32; 3rd, Plymouth, 28½.

## MODERN MAIL DELIVERY



H.M.S. Loch Alvie awaits a mail drop from a Pembroke from R.A.F. Station, Murraq, Bahrain. The photograph was taken from the ship's whaler which picked up the mail half a minute later

THE PRACTICE of dropping mail from aircraft for frigates of the Persian Gulf Squadron has been successfully employed for several months, both when the ships are at sea or in remote anchorages.

The normal aircraft is a Pembroke based at the R.A.F. Station, Muharraq, Bahrain, though on occasions a Shackleton has undertaken the task

after completing an exercise with one of H.M. ships.

The technique is as follows: a ship heaves to and lowers a boat; the aircraft then flies alongside and drops the mail between the ship and its boat. The mail is contained in a waterproof bag attached to a float. It is picked up by the ship's boat, sorted and distributed days, sometimes weeks, before it would otherwise have been received.

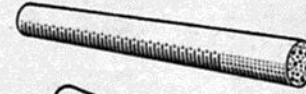
## Abel . . .



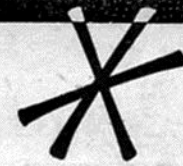
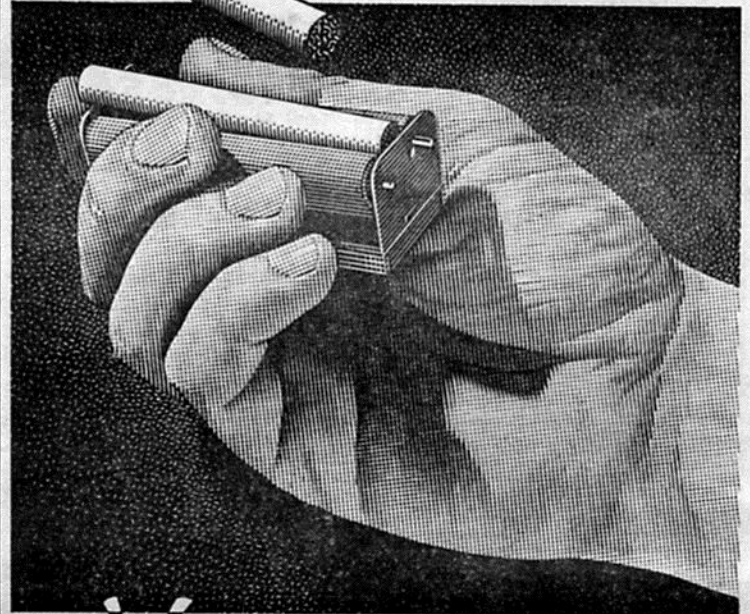
by D. B. Knight

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- Cook (S)
- Nava Airman (A.H.)/(S.E.)
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