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# Navy News

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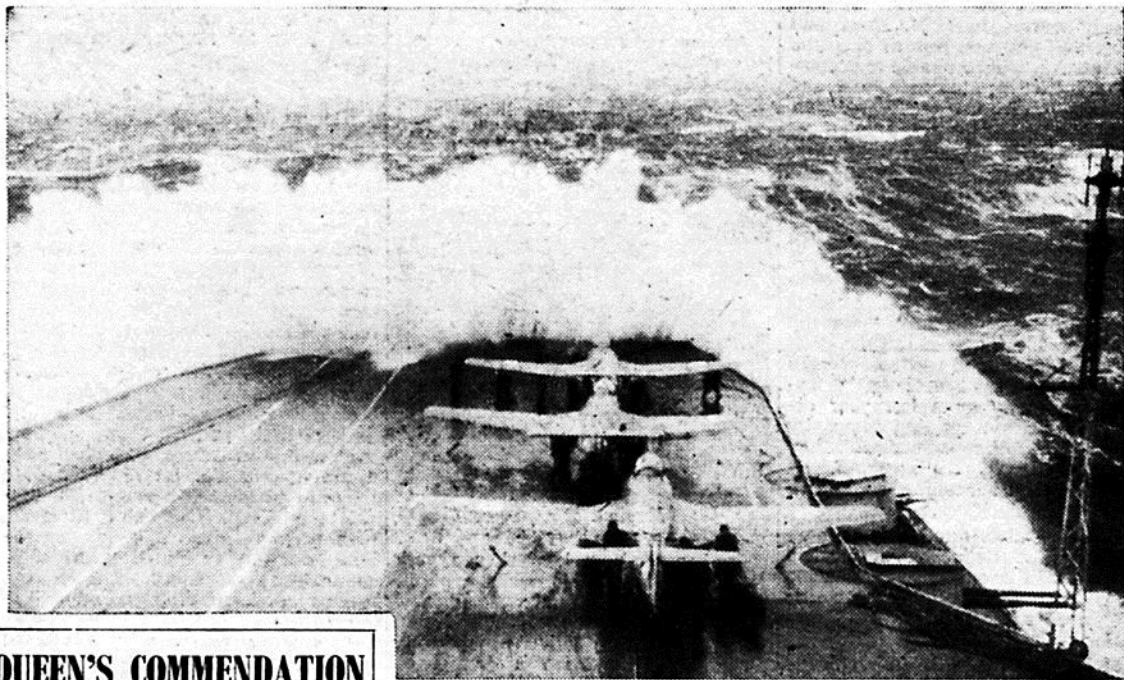
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## NAVY AIRMEN IGNORE WEATHER



### QUEEN'S COMMENDATION

#### Petty Officer's Bravery in U.S. Destroyer

FOR BRAVERY in extinguishing an oil fire in the boiler room of the United States ship Benham in Chatham Dockyard on October 7, 1957, Petty Officer Engineering Mechanic Reginald Dennis New has been awarded the Queen's Commendation. The award was announced in the *London Gazette*.

Petty Officer New, whose home is at East Cowes (Isle of Wight) was serving in H.M.S. Neptune, the Chatham Division of the Reserve Fleet, at the time. He was walking to work when he saw smoke coming from the Benham and learned from a dockyard workman that there was a large fire on board the ship.

Going on board the American destroyer, he at once volunteered to work below, and returned on three occasions to refill his oxygen breathing apparatus despite receiving second-degree burns to his hands. Not until the fire was brought under control with foam apparatus did he abandon his task.

The official citation stated: "In carrying out his duties, Petty Officer New displayed a high degree of skill and disregard of his own safety."

He is at present serving in the Hartlepool Sub-Division of the Reserve Fleet.

#### Cyprus Awards

Awards to naval personnel for distinguished service in operations in Cyprus have also been announced. Lieut.-Commander Lawrence A. d'E. Lloyd, R.N., serving on the staff of Flag Officer, Middle East, received the M.B.E. His home is at Gerrards Cross. Mentioned in Despatches are Lieut. John M. H. Cox, R.N., Commanding Officer of H.M.S. Dilston, and Leading Stores Assistant Charles A. Cox, of Bristol, who served with 847 Naval Air Squadron at R.A.F. Station, Nicosia.

While operating her aircraft in an exercise in Scottish waters, H.M.S. Ark Royal ran into heavy weather. The sea illustrated above broke over the flight deck after three Sea Hawk jet fighters had been recovered. There were five more in the air. They were all brought in safely in these conditions. Two other aircraft carriers operating with the Ark Royal also had several of their aircraft in the air at the time. An under-carriage or two was damaged, but no one was hurt. Decks were rising and falling 40-50ft. at their extremities

### THE FOUR JACKS



(Photo: Barrett's Photo Press Ltd., E.C.A.)

MAKING ITS B.B.C. television debut in Cyril Stapleton's "Show Band Parade" on Friday, January 23, was a rhythmic group of four young sailors from H.M.S. Albion. These four youngsters are hoping that they can break into the entertainment profession and turn their undoubted talents into cash.

All four are serving on regular engagements, are married and each has one child. The leader, Leading Airman Victor Hill, comes from London. Two of them, Leading Steward F. B. Illingworth and Naval Airman G. Smith, come from Leeds, whilst the fourth member, Leading Airman J. Coulter, comes from Birmingham.

Although the spot in the Cyril Stapleton Show was the group's first

B.B.C. booking, they appeared in "Top Numbers" on ITV on December 28. Leading Steward Illingworth was a member of a group calling themselves the Albinos which played at the concert given in H.M.S. Albion, attended by the Queen when she visited the Home Fleet at Invergordon last autumn. The photograph shows the group rehearsing with Cyril Stapleton.

#### ON OTHER PAGES

	PAGE
A.F.Os. of Interest ..	2
Sea Cadet Corps News ..	2
Ships of the Royal Navy ..	3
Motoring Notes ..	3
Women's Page ..	4
John English ..	5
Film Notes ..	5
N.A.A.F.I. Price Policy Quiz ..	6
Neptune's Scrapbook ..	7
Letters to the Editor ..	7
H.M.S. Victorious—Pictures ..	8
Book Review ..	9
Command and Ship News ..	9
Sportsman of the Month ..	11
Royal Naval Association ..	12
Classified Advertisements ..	15
Sports ..	16
Order or Renewal Form ..	6

### ROYAL NAVAL GUNNERY SCHOOL CLOSES

AS PART of the Naval economy programme, the Royal Naval Gunnery School, Chatham (Capt. D. F. Chilton, D.S.C., R.N.), will close on January 31, 1958. The main body of ratings under training has already been absorbed into the Central Gunnery Training School, H.M.S. Excellent at Plymouth, and H.M.S. Cambridge at Plymouth. After the end of January only a small instructional staff of officers and gunnery instructors will remain at the Nore Command Gunnery Training Centre to fulfil minor gunnery training commitments at Chatham.

The anti-aircraft range at Barton's Point, Sheerness, an adjunct of Chatham Gunnery School, closed in November, 1956, and the Sheerness rifle range, although still in use, is now run by a skeleton instructional staff.

The gunnery school was first opened at Sheerness in 1892, and was moved to the Royal Naval Barracks, Chatham, on July 1, 1908. It, therefore, just fails to complete its half century in its present site.

By tradition, the gunnery school has long been responsible for providing and training the Naval personnel for all major ceremonial occasions in London and the Nore Command. Among these have been the funerals of King George V, King George VI and Queen Mary, the Coronation of the present Queen, and the annual remembrance ceremony at the Cenotaph. In future, such tasks will be shared with other Naval Commands.

#### H.M.S. Ceres

Part of the gunnery school buildings are in the process of conversion to accommodate H.M.S. Ceres, the Supply and Secretariat School which is responsible for the training of all writers, cooks, stewards, and supply ratings. This school, which is at present situated near Wetherby, Yorkshire, will move to the Royal Naval Barracks, Chatham, in April, 1958, as another planned Naval economy.

### Advancement to the Chief Petty Officer and Chief Artificer Rate

CONFIRMATION HAS been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer.—JX.148499 H. J. Froud; JX.184596 P. R. Gubbins; JX.154988 F. Holt; JX.150925 W. McKay; JX.137796 E. K. Molland.

To Chief Mechanician.—KX.92336 G. Johnston; KX.105378 C. Taylor.

To Chief Engine Room Artificer.—MX.70153 T. Collins.

To Chief Engineering Mechanic.—KX.100597 M. Cooper; KX.93228 F. Fearnley; KX.90357 L. Oliver.

To Chief Painter.—MX.63535 A. Hockedy.

To Chief Electrical Artificer.—MX.803775 J. Watts.

To Chief Radio Electrical Artificer.—MX.778174 R. Marden.

To Chief Electrician.—MX.745908 A. Baker; MX.844927 J. Baker; MX.759458 V. Barrett; MX.759292 J. Clements; MX.844030 J. Donnan; MX.842282 R. Mead; MX.759157 E. Osborne; MX.888138 V. Perriment; MX.759315 A. Sanders; MX.865415 N. Walters; MX.844800 F. Whitlock.

To Sick Berth Chief Petty Officer.—MX.50773 V. Gilbert.

To Chief Petty Officer Writer.—MX.847774 R. Drury; MX.771740 A. Smyth.

To Chief Petty Officer Telegraphist.—JX.844280 R. Kennedy; JX.188555 A. Locke; JX.152107 B. Wells.

## Drafting Forecast

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

#### SUBMARINE COMMAND

H.M.S. Alderney, February, at Portsmouth for 6th S/m. Squadron, Halifax, N.S.

H.M.S. Astute, March, at Devonport, for 3rd S/m. Squadron, Clyde.

H.M.S. Tapir, May, at Chatham, for

1st S/m. Squadron, Malta.

H.M.S. Scotsman, May, at Devonport, for 3rd S/m. Squadron, Clyde.

H.M.S. Aeneas, at Portsmouth, for 5th S/m. Squadron, Portsmouth.

(Continued on page 2, col. 4)

The Outstanding  
Cigarette of  
the Day



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**Navy News**

EDITOR

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

**EDITORIAL**

**RECRUITING, NATIONAL Service.** Increases in Pay and Service Conditions generally are once again very much in the news. It is well understood that a permanent answer cannot be reached in a moment, but it must also be understood that until a permanent answer is forthcoming then stability cannot be achieved. We mentioned to a young man the report of possible increases in the service man's pay. His retort—"The clots; they'll never get the recruits that way"—led us to ask what was the answer. He said "Improvements in conditions." We asked "What conditions?" Although we ought not to have been surprised perhaps, his first suggested improvement was for the service man to have a five-day week. "The idea that a service man is on duty 24 hours a day for seven days a week should be scrapped," he said. The youngster we spoke to is a first-class worker, keen to get on, but he contended that in the twentieth century something has gone wrong if the wherewithal to feed and clothe the world cannot be obtained in a five-day week. Would a five-day week be possible in the Navy? It is obvious that it is virtually impossible in a ship, but is it impossible in a barracks? We are doubtful, however, whether a five-day week in shore establishments would assist in recruiting.

**Toughen the Conditions**

We are going to stick our necks right out by suggesting a possible stimulus to recruiting. Toughen the conditions! The majority of young men are adventurous. They are no different to those men of 1939. Give them adventure and the conditions will be accepted. Why not have a "Corps d'Elite"—a "Crack Squadron," for entry into which all the men would have to measure up to a standard far

(Continued in next column)

**"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"**

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All these services will take the following route for convenience of Service Personnel: R.M. Barracks, Eastney; H.M.S. Vernon; Royal Sailors Home Club, Queen Street; R.N. Barracks, Unicorn Gate; Stanley Rd. for H.M.S. Excellent; H.M.S. Phoenix; R.A.O.C., Hilsa Barracks; Cosham, Hornes; Town Quay, Fareham. Also picking up at H.M.S. 'Ariel' at cheaper rates.

**N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.**

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**A.F.Os. of Interest**

**Bedding**

Admiralty Fleet Order 3196/57 gives details of the new arrangements for the issue of bedding. The Admiralty have decided that due to the increasing proportion of men who sleep in beds or bunks and to the consequent problem of providing storage space for unwanted hammock bedding, it is neither reasonable nor economic to continue to issue hammock bedding to all ratings as kit which they are required to transport with them.

Sheets and pillow slips will continue to be issued as personal kit, but all other bedding appropriate to the type of sleeping accommodation concerned will be provided in ships and establishments and will be issued on loan. It will be withdrawn from ratings when they are drafted, and a fresh set will be issued in the new ship or establishment.

**Discharge by Purchase**

Admiralty Fleet Order 65/58 refers to 2939/57 which was summarized in the January issue of NAVY NEWS, and states that it has been decided not to make any change in the general conditions for ordinary discharge by purchase as set out in Admiralty Fleet Order 1655/57.

Under present conditions, it is unlikely that applications can be approved for:

Men on C.S.I engagement with more than four years to serve.

Men on L.S.I engagement with more than three years to serve.

Men on S.S. engagement with more than two years to serve.

**Naval Air Mechanic Branch**

Admiralty Fleet Order 82/58 states that the servicing and maintenance requirements for current and future types of naval aircraft show that the difference between airframes and engines has initially disappeared from the servicing and maintenance point of view. The need to train Naval Air Mechanics in two separate categories therefore no longer exists, and it has been decided to train them in both airframe and engine subjects from the beginning of their naval careers. Full details of the new scheme are shown in the Admiralty Fleet Order.

**Artificer Apprenticeships**

Admiralty Fleet Order 232/58 explains that any rating who wishes to become a candidate for Artificer Apprentice may be allowed to take the educational examination and, if successful, the subsequent aptitude tests, etc., provided he is within the prescribed age limits and is considered by his Commanding Officer to stand a reasonable chance of qualifying.

Accepted candidates will be transferred from the date of joining H.M.S. Figgard, the Artificer Training Establishment.

Further detailed information is given in the Admiralty Fleet Order.

(Continued from column 1)

above the average. The squadron would have to be a fighting unit capable of instant action in any part of the world. The squadron, manned by intelligent, keen and fit men, would "show the flag" north, south, east and west. Their sporting teams would take on the cream of the countries they visited—their armaments would be tested in friendly rivalry with friendly countries—they would compete with other navies and forces (and civilian bodies) in every possible way. The squadron would endeavour to be the cleanest, toughest and best against all opposition. It would be a young force trained to the nth degree. It would be a privilege to belong to the unit. Every man in it would be a volunteer and all officers and men belonging to it could wear a distinguishing "flash" (perhaps a small gold badge superscribed "A.1"). This badge could also be worn by men who had ever served with the unit, provided of course they had not been thrown out of the unit for inefficiency or misconduct.

An expensive pipe dream perhaps? It is a fact, however, that here would be a first-class fighting machine with men and ships in tip-top condition ready, at a moment's notice, to sail to any part of the world ready for action, whatever that action may be. And it would, we feel, provide for that adventurous spirit which we feel is really only dormant in every real man.

**SEA CADET CORPS NEWS**

**Training with Royal Navy**

THE ROYAL Navy, despite the current streamlining operations, are again to accept senior Sea Cadets for summer training courses in H.M. ships and shore establishments. But, as occurred last year, they will be unable to accommodate cadet ordinary seamen and boy cadets under the age of 14.

The reduction in the number of training courses is due to the continued need for national economy and also to the fact that funds have to be found to provide the new fibre-glass dinghies which are now being issued to selected units for pulling and sailing.

However disappointed junior cadets may be that they cannot "join the Navy" for a week or more, the decision is inevitable and will be accepted with good grace. To ease that disappointment, many units last year organised their own training camps by sea or river—and most successful they were. This year an even larger number of units will be running their own camps.

For Sea Cadets rated able seaman and above, about a score of R.N. ships and bases will be available for courses in a wide range of subjects from seamanship to mechanical training and aviation.

Special emphasis is also being placed on the week-end examinations for cadets trying for petty officer. These tests are held, both winter and summer, at six R.N. establishments—H.M.S. St. Vincent, Sea Eagle, Ganges, Lochinvar, Gamecock and Drake (R.N.B. Devonport).

**Careers of promise**

The sea training given by the Sea Cadet Corps is throwing up many promising young men for the Royal and Merchant Navies.

At the recent passing-out ceremony at the Royal Naval College, Dartmouth, Sub-Lieut. Keith S. Pitt, an ex-Sea Cadet of Stoke-on-Trent, was presented with the Queen's Telescope as the best divisional captain. Another to pass out at Dartmouth was Sub-Lieut. Kenneth R. Page, formerly of Lincoln unit.

The Captain's Prize for Academic Studies at the boys' training establishment, H.M.S. Ganges, was awarded to an ex-Bournemouth cadet, John Power. He is now serving in H.M. Carrier Bulwark.

Cadet P.O. Kenneth Edwards, of Avonmouth unit, who gained the Cornwell Medal for passing his petty officer's examination with the highest number of marks of any cadet in the United Kingdom, was officially presented with the award by Capt. G. A. French, R.N.

**Wembley Unit**

Monday, December 2nd, 1957, will be a day to be remembered by ex-Cadet Donald T. Lamb.

Ex-Cadet Lamb joined Wembley Unit in May, 1950, and left in September, 1952, to join his present company, the B.P. Tanker Company, as navigating apprentice. During his four years at sea he studied through the company's training scheme: seamanship, general ship knowledge and navigation. In September, 1956, he went to the King Edward VII's Nautical College for 10 weeks to study for his second mate's certificate of competency. This period was generally a revision in theory. He then sat for his examination and passed his second mate's ticket, his age at this time being 21 years.

In January, 1957, he went back to sea as third officer.

All the foregoing entitles ex-Cadet Lamb to the presentation binoculars presented by the Navy League. On Monday, December 2, 1957, Lieut.-Comdr. Rowe, of the Navy League, was present at the Wembley Unit's H.Q. to pass the presentation binoculars to his Worship The Mayor of Wembley, who kindly attended to make the presentation.

It is of interest to note that D. T. Lamb is one of the youngest to achieve the distinction of attaining his second mate's certificate in the Home Counties.

**Forty-one Years in the Royal Navy**

**A RECORD OF SERVICE**

LEAVING THE Navy on February 20 after nearly 41 years' service is P.O.Tel. Reuben Rodgers. Joining H.M.S. Powerful at Devonport in June, 1917, he says he has thoroughly enjoyed his long service and, judging from his records, letters from officers and others with whom he has served, press cuttings of his activities, and so on, he has conveyed his enjoyment in a most tangible form to many people and organisations.



Reuben Rodgers

Reuben Rodgers has taken a very active part in Service Welfare of all kinds, but his main interest for over 33 years has been the Royal Naval Benevolent Trust. He has worked (and although it has been a source of pleasure to him, the operative word is "work") as corresponding representative, local or central committee member and he is at present the chairman of the Portsmouth local committee of the Trust.

**Dances for Charities**

Among other associations with which he has been connected are N.A.A.F.I. (Lower Deck representative for two years), Union Jack Club, Royal Sailors' Home and Trafalgar Clubs, in Portsmouth. The British Red Cross and the Trafalgar Day Orphan Fund. Varied and many have been the occasions when he has assisted

or organised dances for charities, and he has enjoyed raising many hundreds of pounds in this way. Most of the dances were to raise money for the Trafalgar Day Orphan Fund, but the Bentley Colliery Disaster Fund, the dependants of a rating of H.M.S. Boreas who lost his life in 1938 and the families of those lost in the submarines M.1 and M.2 also received handsome contributions as a result of dances at which Rodgers was a guiding light, and are just examples of many more too numerous to mention here.

**Pension at 50**

P.O.Tel. Rodgers says that the sailor and his family have a far better standard of living than when he joined the Service and that the pay and the conditions generally have progressed immensely. He feels, however, that until a superannuation scheme can be adopted and that physically fit and recommended men are allowed to serve until they are 50, the Royal Navy, although a wonderful life, cannot be regarded as the ideal career. In his opinion the reason so many men leave the Navy on the expiry of their first period of service is that during that period they shoulder responsibilities which they feel they cannot maintain if they leave it until they are 40 to start a new career outside the Navy. The extra 10 years, with perhaps diminishing responsibilities and an increased pension or superannuation would, he feels sure, make a wonderful difference to recruiting figures.

This petty officer who has lived such a full life—a life full of service to others—has one small regret. He believes he was the first man to receive a bar to his Long Service and Good Conduct Medal and he would have loved to have served a little longer and to have obtained a second bar.

On behalf of very many people we wish P.O.Tel. Rodgers good health and good fortune in the years to come.

H.M.S. Burghead Bay (Commander S. L. McArdle, M.V.O., G.M., R.N.) has been visiting Tristan da Cunha and the adjoining uninhabited Gough and Nightingale Islands.

**Drafting Forecast**

(Continued from page 1 column 2)

**GENERAL**

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

H.M.S. Salisbury, February, at Devonport, for General Service Commission, Home/Mediterranean. U.K. Base Port, Devonport.

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

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

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

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

H.M.S. Cavendish, March, at Devonport, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Puma, March, at Devonport, for General Service Commission, South Africa and South Atlantic/Home. U.K. Base Port, Devonport.

H.M.S. Ceylon, April, at Portsmouth, for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, April, at Chatham, for General Service Commission, Home/East Indies. U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, April, at Singapore, for Foreign Service on Far East Station.

H.M.S. Chichester, April, at Glasgow, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Cheviot, May, at Singapore, for Foreign Service on Far East Station.

H.M.S. Dunkirk, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Jutland, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

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

H.M.S. Albion, May, at Portsmouth, for General Service Commission, Mediterranean/East Indies/Far East. U.K. Base Port, Portsmouth.

H.M.S. Cossack, June, at Singapore, for Foreign Service on Far East Station.

H.M.S. Loch Fada, June 17, at Portsmouth, for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

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



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# MOTORING NOTES

ALTHOUGH FEBRUARY may seem rather early to think about buying a car, if any of you seriously intend buying a secondhand car in the next month or so I strongly advise you to do something about it now.

## Holiday Sea Training Scheme For the Ladies

THIS UNIQUE practical sea cruising scheme for girls and young women was launched at Poole in April, 1947, by the commissioning of the 122-ton Auxiliary Ketch English Rose, which became the first sea-going training vessel for women in the maritime history of this country.

Since its inauguration over 2,500 young women have undergone weekly or fortnightly courses of training and many return each year for refresher courses. Letters of appreciation from the girls and their parents testify to the popularity and the benefit derived from this form of training, which is now officially recognised by the Board of Education for the purpose of individual grants to trainees of school age.

All nautically minded girls from 14 to 30 years of age are accepted. If under 21 years of age they must have their parents' consent before enrolling and also enjoy good health. In special cases, applicants may be taken from 12½ up to the age of 40.

The fees are inclusive and cover the cost of food, accommodation on board, training, etc. This varies according to the cost of living, the scheme being run as a non-profit undertaking.

The first cruise of the season usually starts at Easter or early in May, and the last one finishes at the end of September. Cadettes may elect to embark for either a week's or a fortnight's course, or two courses of a week each, or longer still if desired. *Weather and other circumstances permitting*, visits are made from Poole to outlying coastal harbours, and the Channel is occasionally crossed.

The originator and pioneer of the training scheme is Commander Claude L. A. Woollard, Royal Navy, who has been trained and served in square rigged vessels and in command of several of H.M. ships. He is the founder of the British section of the International Association of Cape Horners and is assisted by Mrs. Woollard, both of whom give up their time gratuitously to this work. Two capable women officers assist Comdr. Woollard on board.

All girls and young women enrolled for a cruise form part of the crew and assist to navigate the ship. Those showing capabilities of leadership and sound judgment, etc., are promoted to Boatswain or Mate of the Upper Deck.

The English Rose was replaced by the 33-ton ketch English Rose II in May, 1954, a smaller but an easier vessel for girls to handle and a more comfortable sea boat. She is fitted with two 1956 Coventry Victor diesel engines, has been surveyed and inspected by the Ministry of Transport and passed as a training ship.

All applications for training should be addressed to Mrs. Woollard, "Even Keel," Dorset Lake Avenue, Parkstone, Poole, Dorset (Tel.: Canford Cliffs 78710), and two or more dates given when the applicant would be able to join for a cruise.

### Supply and Demand

The motor trade is well used to the habits of the motoring public of waiting for the spring and then succumbing to the better weather and the blandishments of one's wife or girlfriend, and rushing off to buy a car or motor-cycle. Prices are always at their peak between April and July, purely because of the law of supply and demand, and a car which may now cost £300 can be as high as £350 in a few months' time. So, if you do really intend to buy a vehicle soon, don't waste time but get out bargain-hunting now before the best ones have been snapped up.

### Buyers' Guide

The following are a few examples of current prices:

- £240—1947 Austin 8 saloon—mileage 90,000.
- £400—1954 Austin A30 saloon—mileage 35,000.
- £250—1947 Austin 10 saloon—mileage 90,000.
- £440—1953 Austin A40 saloon—mileage 44,000.
- £275—1952 Ford Anglia saloon—mileage 50,000.
- £300—1955 Ford Popular saloon—mileage 25,000.
- £520—1955 Ford Consul saloon—mileage 26,000.
- £350—1950 Hillman Minx saloon—mileage 70,000.
- £270—1948 Morris 8 Series E four-door saloon—mileage 85,000.
- £345—1950 Morris Minor two-door saloon—mileage 71,000.
- £275—1947 Rover 12 saloon—mileage 90,000.
- £185—1947 Standard Flying Eight saloon—mileage 90,000.
- £415—1955 Standard Eight S.C. saloon—mileage 26,000.

Don't forget that bodywork is important and be very suspicious of the car which has been resprayed. A coat of paint can cover a multitude of sins, particularly rust, which can break out again in a matter of months. The lower edges of doors, inside and out, rear wheel arches and the inside of the boot should all be carefully examined. The amount of wear on pedal rubbers, upholstery, tyres, etc., if intelligently assessed, will show whether the speedometer mileage is correct or not.

It is worth knowing that the actual date of registration as shown in the vehicle registration book is the only assessment for the age of a vehicle. For example, a car registered in November, 1954, is a 1954 car and not a 1955 car, as some people would have you think.

### Repair Charges

An important daily newspaper has recently been making a feature of what they choose to call a "repair racket" by garages.

It is always easy to pick out isolated examples and try to quote them as a general rule. In this case it is a great pity the paper concerned did not enquire a little more carefully into its facts. To my knowledge there are very few garages which are not extremely fair in their charges and who will not deal conscientiously with any cause for complaint. Like all other skilled industries, wages and overheads are high and one must expect to pay an average of 12s. 6d. per hour for labour. As for rackets, well you can safely assume that any well-established garage which is moderately busy is fairly free from them, otherwise it could not retain its customers.

A. E. MARSH.

# SHIPS OF THE ROYAL NAVY

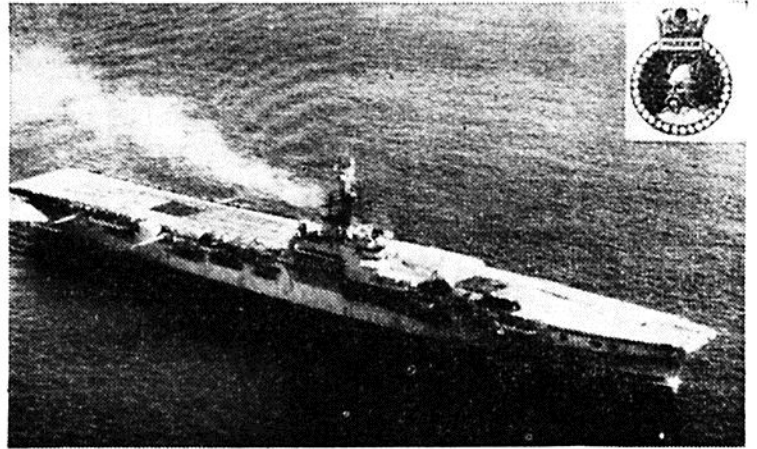
## No. 29. H.M.S. WARRIOR

FOURTH SHIP of her name. Built by Messrs. Harland & Wolfe Ltd., Belfast. Laid down December 12, 1942; launched May 12, 1944; completed January, 1946. Displacement 18,200 tons full load, length 695 feet overall, beam 112½ feet overall, draught 23½ feet (max.).

The first Warrior was in service 1781 to 1857. The second Warrior served with the Royal Navy from 1860 and it is interesting to note that she is still afloat, being used at the present moment as an oiling jetty at Pembroke Dock.

The third Warrior (1903-16) saw service in the First World War. She was severely damaged at Jutland, and on June 1 her crew was taken off and she was abandoned and sunk.

The badge is a warrior head proper mustachioed crined, and with armour gold helmet white, winged also gold.



The first commission of the present H.M.S. Warrior was with the Royal Canadian Navy.

She was commissioned with the Royal Navy in 1948, and was used for special deck landing trials, during which she was temporarily equipped with a flexible landing deck for operating jet fighters with skids instead of an undercarriage with wheels. The flexible deck consisted of a rubber sheet supported by air-bags.

After the second commission, she was placed in Reserve but was brought forward again for trooping purposes, during which period she made four

journeys to Korea. The ship paid off in 1952 at Plymouth and was modernised in 1952-53.

After completion of refit she embarked her Squadrons—numbers 825 and 811—and proceeded to the Far East, returning via South Africa early in 1955. During this period Warrior evacuated some 3,221 refugees from Viet-Nam and received a Presidential Citation for the work she had done.

After returning to England, Warrior was modernised at Plymouth, being equipped with an angled flight deck and mirror sight landing aids.

She was recommissioned on August 21, 1956, for Operation "Grapple" and played a leading role in the thermo-

nuclear tests at Christmas Island. This task completed, Warrior returned to Portsmouth on October 11, 1957.

The return voyage was made around South America, passing through the Straits of Magellan and including a short visit to the Falkland Islands.

Other places visited included Rarotonga, reputed to be the most beautiful island in the Pacific; Pitcairn, inhabited by the descendants of the crew of the Bounty; Callao, where the Commander-in-Chief South Atlantic and South America joined the ship; Valparaiso, Buenos Aires, Monte Video and Rio de Janeiro, where the Commander-in-Chief left the ship.

## NUCLEAR-POWERED LINER FOR JAPAN

### To carry 2,200 passengers

THE PLANS for a 20,100 G.R.T. passenger-cargo liner powered by nuclear energy have recently been completed in Japan.

The new vessel is to be built at the Kobe yard of Mitsubishi Heavy Industries. No completion date has been announced so far, but it is planned to operate the vessel on some of the Japanese-American west coast routes. She will be capable of steaming over 100,000 miles without refuelling and will dock for refuelling only every one and a half years. Her range will be sufficient for a dozen round trips between Japan and the U.S.A.

### Details of New Vessels

Some details of the new vessel were announced in August last at a press conference given during the visit of Mr. Emil Jansen, the Norwegian atomic-propulsion expert, to Mitsubishi Heavy Industries. The Norwegian Kjeller Laboratory at Oslo are interested in the new vessel, and it is hoped to exchange information and technicians working on atomic propulsion projects in both countries.

Details given so far show that the vessel will be able to carry 10,000 tons

of cargo and 2,200 passengers. The reactor will be installed just aft of the ship's centre and the two 22,000 s.h.p. Mitsubishi Kobe-Westinghouse turbines will be installed immediately aft of the reactor compartment. There will be two cargo spaces fore and aft and another in the area normally occupied by the engine and boiler rooms in a conventionally powered freighter. Principal dimensions are 205 m. in length and beam 25.6 m.

### No Funnel

The superstructure will, according to a diagram published in a Japanese newspaper on November 17, be heavily streamlined and there will be no funnel included in the design. The reactor will be of a similar type to that fitted in the U.S. submarine Nautilus.

Passengers will be accommodated over the cargo spaces fore and aft, and crew's quarters will be in the fore and after ends of the shelter deck.

It is reported that the Mitsubishi Atomic Research Group decided that a start should be made on a surface nuclear-powered ship, but work in relation to plans for medium-sized atomic-powered merchant ships and submarine tankers is proceeding.

## In Memoriam

David Hannington, Radio Electrical Artificer (Air), L/FX. 855886, R.N. Air Station, Culdrose. Died December 19, 1957.

Lieut. P. H. P. Laing, Royal Navy, H.M.S. Excellent. Died December 22, 1957.

Sub-Lieut. I. Clift, Royal New Zealand Navy. Died December 22, 1957.

Geoffrey Levitt, Naval Air Mechanic (E), L/F. 963793, R.N. Air Station, Stretton. Died December 23, 1957.

Lieut. M. L. Ellis, Royal Navy, H.M.S. Albion. Died December 26, 1957.

Ho Kan, Able Seaman, Tamar O.505, H.M.S. Tamar. Died December 28, 1957.

Instr. Lieut. R. P. Brassington, Royal Navy, H.M.S. Ganges. Died January 3, 1958.

Alfred Zammitt, Assistant Steward, Malta/L. 964389, H.M.S. St. Angelo. Died January 3, 1958.

Surgeon Rear-Admiral S. G. Weldon, Royal Naval Hospital, Malta. Died January 7, 1958.

Lancelot Wesley Edwards, Chief Air Fitter, L/FX. 77062, R.N. Air Station, Lee-on-Solent. Died January 9, 1958.

Capt. E. Hollins, Royal Marines. Died January 10, 1958.

Reginald William Smith, Signaller, C/J. 926009, H.M.S. Rooke. Died January 10, 1958.

Lieut. T. N. Storey, Royal Navy, H.M.S. Bulwark. Died January 17, 1958.

Instr. Lieut. J. A. Barnes, Royal Navy, H.M.S. Ariel. Died January 24, 1958.

A Kandyan silver tray made in the shape of the island has been presented to the Royal Navy in recognition of the relief measures it undertook during the recent serious flooding in Ceylon. It is inscribed "Presented to the Royal Navy by the Honourable the Prime Minister on behalf of the Government and people of Ceylon in grateful appreciation of the services rendered during the floods of December, 1957, by the Royal Navy." The tray, which has an edge beaten to include a number of elephants, was received on behalf of the Service by the Senior British Naval Officer, Ceylon (Captain C. C. Suther, R.N.) at a recent reception in Colombo.

## SHIPS OF THE ROYAL NAVY

### No. 29—H.M.S. WARRIOR

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

Name .....

Address .....

PIN-ONE  
STAMP  
VALUE  
2d.

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

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# WOMEN'S PAGE

# A MISCELLANY FOR THE LADIES

## FRIENDLY WIVES

### SEVENTY CHILDREN ATTEND NORTH END BRANCH PARTY

OUR ANNUAL children's party was held in Fisher Hall, Whale Island, on Tuesday, January 7. Seventy children attended, including 12 guests from Nazareth House. C.P.O. Bartlett acted as M.C. and ably kept the children amused with games and singing until

### NEW MEMBERS AT HAVANT

DECEMBER'S MEETING, held as usual at St. Faith's Hall, took the form of a carol singing session. Led by Mrs. C. I. Horton (vice-chairman) carols were chosen both for members and for some young children who were present. An iced cake given by Mrs. Hardie (chairman) was won by Mrs. Battison.

In spite of the chilly weather, St. Faith's small hall was well filled for the meeting on January 21, 1958. Mrs. Hardie (chairman) greeted Mrs. S. Winter and members and wished them a happy new year. After announcements an entertainment was provided by some local artistes. Mr. William Baisbrown (baritone) rendered several well-known songs. He was followed by Miss Edith Dixon, who sang numbers with a ranch flavour, to her own accompaniment on the guitar. She also induced the audience to join her in some choruses. Miss Jean Hankin (soprano) completed the programme with some charming ballads, old and new. Mrs. Oakford assisted at the piano.

Mrs. Jones and her committee served tea, and a gay tea-cloth, given by Mrs. Oliver Jones, was won by Mrs. Hackney.

Mrs. Hardie thanked the guests for their enjoyable entertainment and expressed a wish that they would come again.

Several new members were enrolled.

### ALWAYS A WARM WELCOME AT GOSPORT

AT THE December meeting of the Gosport and Fareham Branch of R.N.F.U.S.W. a presentation was made as a token of thanks to our vice-president, Mrs. Boxer, and to our secretary, Mrs. Thomas, both of whom have worked so hard for us, often under difficult circumstances.

Our January meeting was opened by Mrs. Boxer, who introduced our new president, Mrs. Taylor, to us. We give her a very warm welcome and trust she will enjoy her stay among us. We were then entertained by Miss Dorothy Stevens Dancing Troupe. The tiny dancers delighted both young and old alike. We held our annual dance on January 31.

A warm welcome is extended to any young Naval wife who might be finding life rather lonely in the Gosport area. Our monthly meeting is held on the first Thursday of every month at the Sloane Stanley Hall at 2.30 p.m.

### WOMEN'S INTER-SERVICE SMALLBORE CHAMPIONSHIP

IN THE hope of retaining the Women's Inter-Service Small-bore Rifle Championship, which they wrested from the Women's Royal Naval Service in 1957, after victory had become something of a W.R.N.S. monopoly, 16 Women's Royal Air Force markswomen began training at R.A.F., Middle Wallop, Hants, on February 3. The 1958 Championship was fired at Portsmouth on February 10. The Women's Royal Army Corps make up the triangular contest.

In 1957 the W.R.A.F. won the championship at R.A.F. Uxbridge, Middlesex, by four points, the possible total score being 1,600 points, after the W.R.N.S. had been successful for the five years from 1952 to 1956. In the 1956 event the W.R.A.F. lost by only one point; previously the W.R.A.F. won in 1949 and 1951, and the W.R.N.S. in 1950.

tea-time. A delicious tea was served by the tea committee in the gym, which had been gaily decorated by the staff of Whale Island under the direction of C.P.O. Slade, and looked very festive. After tea there was a conjuring show — then the children went back into the gym and gathered expectantly round the chimney-piece to await the arrival of Father Christmas (C.P.O. Carter) who, when he arrived with his sacks of presents, also brought one for our retiring chairman, Mrs. Casement, who we are all so sorry to lose. She has done so much for the Branch and has won the undying affection of all our members. We do hope, in wishing her all good wishes for the future, that she will often come to our meetings and keep up the friendship.

When the children had all received their presents and an orange and a balloon each, there was community singing until the party ended at 5.30 p.m. with the singing of "God Save the Queen."

We owe a vote of thanks to Mrs. Simpkins for playing the piano throughout the afternoon.

Our next meeting will be on Tuesday, February 4, 2.30 p.m. to 4 p.m., when we shall be welcoming our new chairman, Mrs. Martell, and there will be a beetle drive.

New members are always welcome. Particulars from Mrs. Hussey, 45a Festing Road, Southsea. Telephone 33312.

### PARTY AT SHEERNESS

FIFTY CHILDREN attended the annual Christmas party for the children of members of the Royal Naval Friendly Union of Sailors' Wives, Sheerness, which was held on January 9. After tea the children joined in games, dancing and singing. The President, Mrs. Chavasse, then gave each child a present from the heavily laden and beautifully decorated Christmas tree. Mr. Chavasse thanked the Committee for all the hard work they had put into the preparation of the party. On leaving, each child received a bag of sweets and a balloon.

### SOUTHSEA PREPARE FOR SALE OF WORK

THE SOUTHSEA Branch held their first meeting for 1958 on January 13 in the Victory Hut. The Rev. C. A. Grant kindly opened the meeting with a hymn and prayer.

We were fortunate to have once again as our speaker Mr. J. R. Sturges, the Tutor Organiser of the Workers' Educational Association, who gave us a most interesting and amusing account about the life of Admiral Sir Charles Napier (1786-1860), who had a very colourful career, and lived at Horn-dean.

There were three prizes for the raffle. The eggs were won by Mrs. Rendell, tea by Mrs. Hedditch, and the groceries were won by Mrs. Merrick.

The Sewing Party started their monthly meetings at Anchor Gate House on Monday, January 20, at 2.15 p.m. Mrs. Talbot welcomed all members who are willing to sew or knit in readiness for the annual sale of work in the autumn.

Our next meeting takes place on Monday, February 10, at 2.15 p.m. in the Commodore's conference room, when there will be a cake making competition. Miss Paulin, the Senior

THE ANNUAL general meeting of the Portsmouth Command Committee of the W.R.N.S. Benevolent Trust will be held in the Duchess of Kent Barracks at 5 p.m. on Wednesday, February 19, 1958. The speaker will be Dame Jocelyn Woolcombe, D.B.E., Director, W.R.N.S. (retd.). Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., Commander-in-Chief, Portsmouth, will be in the chair. All W.R.N.S. personnel, past and present, will be welcome.

Home Service Adviser to the Southern Gas Board, will judge the competition and is giving a short talk afterwards. Any member who wishes to enter the competition, and has not got the cake recipe, please apply to Mrs. Brigham (hon. secretary), 6, Pembroke Chambers, Penny Street, Old Portsmouth. Telephone Portsmouth 4777.

### BEETLE DRIVE AT VERNON BRANCH

THE H.M.S. Vernon Branch held their first meeting of 1958 in the cinema, H.M.S. Vernon, on Wednesday, January 15. The meeting was presided over by Mrs. E. A. Blundell, and the opening prayers were said by the Rev. C. Prior.

The beetle drive which provided the afternoon's entertainment was most ably run by Mrs. F. Coxwell. This is always a popular event, and by mixing up members during the course of play enables them to get to know one another. The prizewinners were Mrs. Brown, Mrs. Price and Mrs. Brewer.

Mrs. Vass very kindly gave the prize for the raffle. Tickets were sold by Mrs. Brewer, and Mrs. Bray held the winning ticket.

### Future Events

It is regretted that the Theatre Royal company has disappointed us and will not now be sending someone to talk at our February meeting. We have, however, an interesting programme of games arranged which should make the social a success.

The "Any Questions" programme will take place in the cinema on March 5 and we hope to have a good audience for this.

A sewing meeting will be held on the last Wednesday of each month and Mrs. Walmsley will be delighted to welcome any members who care to come.

### H.M.S. VERNON W.R.N.S.

THE W.R.N.S. Unit, H.M.S. Vernon, were sorry to say farewell to their Unit Officer, Second Officer D. L. Orton, at the beginning of January. They wish her luck in her new appointment and also congratulate her on her promotion to First Officer, W.R.N.S. She has been relieved in H.M.S. Vernon by Second Officer O. E. Archer, W.R.N.S.

The W.R.N.S. ratings have once again assisted in all the children's Christmas parties held in H.M.S. Vernon.

### NAVY ASSISTS WITH OLD FOLK'S PARTY

THE TWELFTH annual party held on South Parade Pier, and organized by the Portsmouth Social Service Welfare Committee, began at three o'clock with the arrival of the buses bringing nearly 500 old folk from their homes. They were shown to their tables, which were numbered and looked after by voluntary helpers. The hall soon filled up and the Royal Naval Barracks' Royal Marine Band, conducted by Bandmaster Kimpton Butler, was playing while all the people were filing in, and during most of the tea at intervals during tea a group of stewards from the Royal Yacht Britannia (Leading Stewards T. Gilles and P. Dawes and Stewards T. Gilles and D. Wren) did some sketches and sang some of the popular songs, which were very well received, and helped to keep the party going and everyone entertained.

The large cake, which had been given to the party by Mr. Dike, of Dikes Bakeries (Portsmouth) Ltd., was cut by the oldest lady and gentleman present, Mrs. Emma Minett and Mr. Cleal. Whilst the cake was being cut and served, many of the official guests, led by the Lord Mayor and the Commander-in-Chief, mingled with the old folk and chatted to them. The presents were then distributed. Many of these had been given by the Portsmouth Command Wrens, and it was a real pleasure to see the joy derived from these gifts. Ice-cream was then served and followed by community singing.

## Out of Uniform

P.O. WREN LILY DRUMMOND, officers' steward. Style pattern. Dress and coat lining, 8½ yds. Coat, 5½ yds. Deep pink, floral designed glazed cotton for dress and lining. Natural drip-dry cotton for coat. R.N. Air Station, Arbroath.



### CHILDREN'S PARTIES IN R.N.B. PORTSMOUTH

DURING THE week ended January 11, 1958, over 1,000 children were entertained at children's parties held in the Royal Naval Barracks, Portsmouth. These parties were held in the gymnasium and drill shed as follows: Monday, January 6: Wardroom staff; Wednesday, 8th, and Thursday, 9th: C.P.Os., P.Os. and Junior Ratings; Friday, 10th: Officers; Saturday, 11th: N.A.A.F.I.

It was originally intended that the children of Junior Ratings should have their party on Tuesday, those of Petty Officers on Wednesday and those of Chief Petty Officers on Thursday. In the event there were so few children of Junior Ratings that a separate day was unjustified, especially with the shortage of "hands" for running the amusements. Therefore these few were added to the parties of the C.P.Os. and P.Os., some each day.

It is a constant source of amazement each year that all the paraphernalia so necessary to the enjoyment of these functions is found to be ready in time. The Barrackmaster's Staff, the Chief Sailmaker and the Chief Boatswain's Mate really take the strain for some weeks beforehand. As these parties are invariably held during the leave period, there are never any working parties, but nevertheless slides, swings, roundabouts, see-saws, pedal toys, side-shows, the jet plane, etc., all seem to come to life just in time.

### Popular Amusement

There were three slides or chutes, and the largest, believed to have been built specially for the Vanguard some years ago, proved easily the most popular of the amusements. There was a constant stream of bodies hurtling

After full justice had been done to the refreshments provided by those friends of the Forces—the N.A.A.F.I.—there was a cinema show. A programme of special coloured cartoons gave a welcome sit down after the hurly-burly of the afternoon, and it was most noticeable that the ratings helping out enjoyed the films just as much as the youngsters; after all, they were still youngsters themselves anyway.

Finally, Father Christmas appeared in his reindeer sleigh, electrically



Photo: G. K. Roberts, Southsea

down, some feet first, some head first, and some even broadside on. In fact, only the "buzz" that jelly, ice-cream, sandwiches, fancy cakes and lemonade were ready temporarily stopped the flow down the chute. The jet plane (a barrack special) was very popular too, but this only permitted about one flight every two minutes, and the kiddies in this modern age are rather impatient!

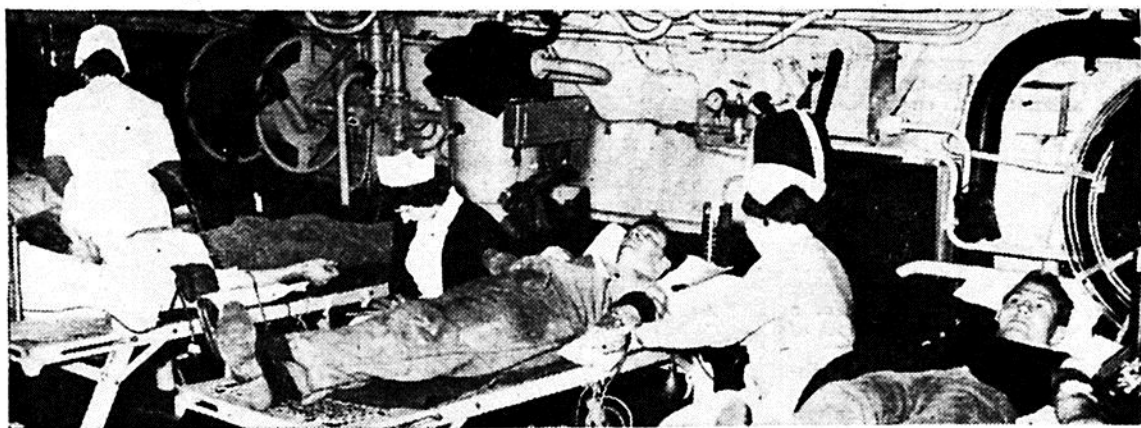
driven, and a handsome present was joyfully received by each child.

It is of interest to note that all the young girls from Nazareth House, Southsea, as well as the boys and girls from Services House, Southsea, attended these parties as the guests of the Welfare Committee. Unfortunately the children of the R.N. and R.M. Children's Homes, Waterlooville, were back at school during that week and could not come along.

As in previous years, the cakes and sandwiches which were "left over" (and even a thousand children could not eat all that had been provided) were taken by Mr. Harrison, the Tavern manager of the R.N. Barracks, to Nazareth House for the use of the children, and Mr. Harrison has received the following letter from the Superior of the Home:

"Dear Mr. Harrison.—Thank you very much for the boxes of cake and sandwiches that you so kindly sent in for the children a couple of days ago. It was thoughtful of you to remember our charges, and you may be sure that all your good gifts have been done full justice to ere now. With best wishes for this year and asking God to bless you and your work. Yours very sincerely in J.C., Sister Edmund Joseph (Superior)."

# Transfusion Unit Visits Ark Royal



ON TUESDAY, January 14, 1958, the South Western Regional Unit of the National Blood Transfusion Service visited H.M.S. Ark Royal. The lorry containing all their equipment arrived alongside at 0830 and by 0930 had been hoisted on to the flight deck and struck down into the upper hangar which was laid out like a hospital ward.

The response for blood donors from the ship was so great that the unit stayed an extra day, and in all 287 men gave their blood out of a total of approximately 800 onboard at the time.

Ark Royal is leaving the wintry weather at Devonport for the Mediterranean at the end of the month. Unfortunately circumstances do not

allow the ship's company to bring their families to sea for the day as was done last September when the ship sailed, so a families' day is being arranged onboard on Saturday, January 25. Films of the ship's life will be shown and the younger members will be entertained in the traditional manner.

## FILM NOTES

### Current Releases to the Fleet

- Designing Woman** (Col.) (CinemaScope), comedy melodrama with music, featuring Gregory Peck, Lauren Bacall and Dolores Gray.
- Ten Thousand Bedrooms** (Col.) (CinemaScope), romantic musical, featuring Dean Martin, Eva Bartok and Anna Marie Alberghetti.
- Silk Stockings** (Col.) (CinemaScope), satirical comedy with songs, featuring Fred Astaire, Cyd Charisse and Janis Paige.
- 3-10 to Yuma**, outdoor melodrama, featuring Glenn Ford, Van Heflin and Felicia Farr.
- Heaven Knows, Mr. Allison** (Col.) (CinemaScope), melodrama, featuring Deborah Kerr and Robert Mitchum.
- The Pride and the Passion** (Col.), adventure melodrama, featuring

- Cary Grant, Frank Sinatra and Sophia Loren.
- These Dangerous Years**, low life-cum-Army comedy melodrama, featuring Frankie Vaughan, George Baker and Carole Lesley.
- Woman in a Dressing Gown**, domestic melodrama, featuring Yvonne Mitchell, Sylvia Sims and Anthony Quayle.
- Robbery Under Arms**, adventure melodrama, featuring Peter Finch, Ronald Lewis and Maureen Swanson.
- Man on Fire**, marital melodrama, featuring Bing Crosby, Inger Stevens and Mary Fickett.
- Campbell's Kingdom**, action melodrama, featuring Dirk Bogarde, Stanley Baker and Barbara Murray.
- Lucky Jim**, comedy, featuring Ian Carmichael, Terry-Thomas and Sharon Acker.

## 'Don't Go Near the Water'



HIS ROYAL Highness The Duke of Edinburgh, K.G., has consented to be present at the Gala Charity Premiere of M.-G.-M.'s "Don't Go Near the Water," which is to be organised by the Lord's Taverners in aid of the National Playing Fields Association. The premiere will be held at the Empire Theatre, Leicester Square, on the evening of February 12.

"Don't Go Near the Water," an Avon Production in CinemaScope and Metrocolor with Perspecta Stereophonic Sound, is the riotously funny story of officers and men of the U.S. Navy's Public Relations Division, who wage their own private battles at a South Pacific base during the Second

World War. The picture stars Glenn Ford, Gia Scala, Earl Holliman, Anne Francis, Keenan Wynn, Fred Clark, Eva Gabor, Russ Tamblyn, Jeff Richards, Mickey Shaughnessy and Romney Brent.

The screenplay is based on a novel by William Brinkley, which shot rapidly to the top of the "best-seller" list. Several months before its American publication date, "Don't Go Near the Water" was purchased by M.-G.-M. after highly competitive bidding, to be produced by Lawrence Weingarten and directed by Charles Walters. Dorothy Kingsley and George Wells wrote the screenplay.

## 'GENEROUS POMPEY'

THE APPEALS Officer for the Portsmouth Spastics Society which, in under three years has collected locally nearly £4,000, always refers to Portsmouth as "Generous Pompey."

Naval Shore Establishments such as Vernon and Collingwood and particularly the Royal Naval Barracks are a few of the naval sources from which money has been and is being collected for local spastics and who, through NAVY NEWS, wish to express their everlasting gratitude and appreciation to those who organise and subscribe to these collections.

### Own Day Unit

It may not be generally known that the Portsmouth Spastics Society, thanks to the Royal Naval Benevolent Trust, Nuffield Trust and local collections, raised the whole of the capital cost (£10,000) to build its own Day Unit, where spastic children of school age, from an area covering Titchfield, Petersfield and Havant, receive special training and treatment.

Not resting on its laurels the Society now wants to provide a sheltered workshop fitted with special equipment, where these children, on leaving the unit, and all other local adolescent and adult spastics can, after instruction, be trained to use their hands and feet to make things for themselves, and some, eventually, to take a job of work. What a marvellous achievement for those who had given up all hope of ever leading anything approaching a normal or useful life.

### Appeals Officer

The Appeals Officer mentions that often he has heard too late that a ship would have liked to have taken to sea one of the special spastic collection boxes but did not know how to get one. These boxes and any other information concerning collections for the Portsmouth and district spastics can be obtained from The Appeals Officer, J. H. Williams, 10d St. Helen's Parade, Southsea. Telephone Portsmouth 33350.

Incidentally, the chairman of the Society is Chief Electrician Hanson of H.M.S. Collingwood, and the secretary is Mr. Keeping, an inspector in the Engineering Department of H.M. Dockyard, Portsmouth.

## Have YOU a personal problem . . ?

### ASK JOHN ENGLISH

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

#### Education Allowance

MY HUSBAND has been told that now ratings as well as officers are allowed to claim for school fees. As our eldest child is attending an independent school we would be grateful if

you could let us know details of the scheme.

The scheme of allowances for Service children at boarding school has always applied both to officers and ratings.

Your husband, who I presume is a serving rating, can see the detailed regulations on application to his Divisional Officer. They are given in Admiralty Fleet Order 2795/57.

Briefly the Education Allowance is payable to Service parents up to a maximum of £25 a term for each child aged between 11 and 19 years who is at a secondary boarding school in the United Kingdom.

The allowance is payable three times a year on January 15, May 1 and September 15, and is claimed on the appropriate form which should be filled in by your husband. The form must be certified by his Commanding Officer in the case of the first application.

The allowance is subject to income tax when the parent is serving in the United Kingdom, but not when he is serving abroad.

#### Recruiting Service

In the past, suitably recommended men have been permitted to volunteer for admission to the R.N. Recruiting Service after discharge to pension.

As certain men are now leaving the Service under the reduction scheme I am wondering whether, due to their accepting compensation, they will be considered for the Recruiting Service, or have they severed themselves completely from naval service?

The conditions of entry as Recruiter are laid down in Admiralty Fleet Order 1901/54, and there does not appear to be any later Admiralty Fleet Order on the subject. I understand that there is likely to be a considerable waiting list for this employment.

There is certainly no objection to an ex-Service man taking a job connected with the Service, but it may be necessary to forfeit a proportion of the compensation money in the case of ratings prematurely discharged under the recent scheme. (See Admiralty Fleet Order 2975/57.)

#### Payment on Discharge

I am a Chief Petty Officer due to leave the Service under the new permanent discharge scheme. I will have 15 months' service left when I leave the Navy and I consider I shall have a lump sum of about £810. Do I also receive the £275 gratuity, or is it included in the £810?

I can confirm that the terminal grant of £275, in your case, is payable in addition to the special capital payment, which amounts to just over £810.

Admiralty Fleet Order 1955/57, Part III, paragraph 1(b) states quite clearly that the Special Capital payment is made in addition to the payment of pension and terminal grant.



(Photo: Craske Vaus & Crampton, Ltd.)

As a token of appreciation the ship has presented the B.I.A. with a silver Boatswain's Call dated 1796 in playing order, comparable with any in the collection at the National Maritime Museum at Greenwich. This call is used on special occasions at the B.I.A. headquarters.

Following the Suez operation, where Bulwark played an important part with the other carriers in the destruction of the Egyptian air force and in support of the troops, the B.I.A. felt that they wished to make a more lasting and permanent contribution, and in their characteristically generous way commissioned a Standing Salt, which they have named the Suez Trophy, and which was presented to the ship by Mr. Charles F. Trustam, M.A., F.I.A., chairman of the British Insurance Association.

Traditionally made of silver, Standing Salts have for long been presented as gifts to symbolise the friendship of the giver.

The Bulwark Suez Trophy Standing Salt weighs 28½ ounces and stands 10½ inches high. The designer is Reginald H. Hill, M.S.I.A., N.R.D.

Standing Salts date from early medieval times, and because salt was an expensive condiment in those days, Standing Salts were very often made with covers to stop dirt or cobwebs dropping into the salt from the rafters above. They either fitted like a lid or were raised above the container on three or more brackets. This traditional facet of design is seen in the Bulwark Suez Trophy Salt, the cover of which is supported by three heraldic seahawks.

The Welfare Committee of R.N. Barracks, Portsmouth, own and operate two luxury 38 seater coaches.

These vehicles are available for the use of all officers, ratings and wrens and their guests, for:


- ★ SOCIAL OUTINGS
- ★ THEATRE & ICE SHOWS—LONDON, BRIGHTON, ETC.
- ★ SPORTS FIXTURES
- ★ EVENING TRIPS ETC., ETC.

For further information please telephone Dockyard 2616 or write to the Welfare Secretary, Canteen Block, R.N. Barracks, Portsmouth.

Just say what you want and the rest will be arranged for you.



**REMEMBER ME ?**



Both Officers and men will be compensated during the next two or three years for loss of employment in the Royal Navy.

HAVE YOU CONSIDERED THAT THIS COMPENSATION WOULD BE LOST TO YOUR DEPENDANTS IN THE EVENT OF YOUR DEATH PRIOR TO YOUR LEAVING THE SERVICE?

YOU MAY INSURE AGAINST THIS LOSS FOR A VERY SMALL PREMIUM.

Supposing you are 38 next birthday and are due to leave the Service in one year's time with a compensation of £1,000. The premium would be about £5.

Rates vary slightly for different ages and periods but will be supplied on request.

For further advice write, phone or call at

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# N.A.A.F.I. ANSWERS THE "DRIPS"

## PRICE POLICY QUIZ

PROVIDING A world-wide catering and canteen service for the Royal Navy is a task that the N.A.A.F.I.'s Naval Canteen Service has been carrying out with conspicuous success for nearly 40 years. It is an undertaking that no outside catering organisation, limited to the same prices and conditions of service, would dare to attempt. Yet few sailors realise what a good bargain they are getting, judging by the mess deck moans about prices that from time to time reach the attentive ears of Mr. C. A. Layard, manager, Naval Canteen Service.

In an attempt to clear up the misunderstanding that seems to exist over N.A.A.F.I.'s price policy, Mr. Layard gave a detailed explanation of the overall policy to members of the Headquarters' Naval canteen committee and the text of his statement has been widely distributed. But as queries are still cropping up, NAVY NEWS sought a special interview with Mr. Layard, the results of which are given below in question and answer form.

**Q.** Under the Companies Act, N.A.A.F.I. is described as "An Association not for profit." What does this mean?

**A.** This certainly does not mean that we must not make a profit. It indicates that the corporation is run on co-operative lines and that all trading profits must be handed back to the customers in one form or another. To do this, there must be a pricing policy which is both practical and fair and which makes sure that no overall loss is made.

**Q.** And how do you do that?

**A.** By selling goods and services ashore, both at home and overseas, at prices not exceeding the average price charged by reputable civilian establishments of a type normally used by Service men. It is true that we are favoured by not having to pay rent and rates on canteen premises, but set against that is the fact that whereas a civilian trader is free to open, extend or close his business according to its profitability, the cor-



Mr. C. A. Layard

poration must provide a service in all parts of the world, regardless of these considerations.

**Q.** When fixing prices do you add a percentage to cover the rebate or discount commitment?

**A.** Certainly not. The N.A.A.F.I. pricing policy does not take into consideration rebate or discount. Rebate is paid monthly on the gross takings of canteens irrespective of whether a loss or a profit has been made.

### Test Purchases

**Q.** Presumably in the United Kingdom prices for articles sold across the counter in canteens and family shops are in accordance with normal trade prices, but what happens at overseas stations?

**A.** Yes, trade practice dictates home prices, and overseas an average of local prices is worked out by a system of test purchases. This "average" price is reduced to allow for any duty or tax concessions granted by the local governments concerned. Where there are no local shops and a fair comparison cannot be made, N.A.A.F.I. prices are based on actual cost plus freight, insurance, special packing and other expenses. An im-

portant point to remember is that local overseas allowances are based, among other things, on N.A.A.F.I. prices and not vice versa.

**Q.** How do you decide upon wholesale prices quoted for bulk sales to messes and Service-conducted canteens and bars?

**A.** These prices are based on competitive wholesale quotations by other wholesalers.

**Q.** What about canteen or restaurant tariff prices? Why is the price of a meal so much more than the cost of the actual ingredients?

**A.** This is where the greatest misunderstanding exists. In the catering trade, the cost of the ingredients is only one of many factors influencing the restaurant price of a particular article or dish. What also matters and costs so much more today, and has to be recovered through the price of each dish, is the overall expense of providing a catering service. In other words, the customer has to pay for the cost of producing the article or dish that we don't sell as well as the one that we do. He has to pay for the cost of the kitchen and counter staff who, due to the exigencies of the Services, might be temporarily under-employed as well as for those who are employed to full capacity. As prices have to be uniform throughout each country in which we are operating they cannot vary from establishment to establishment depending upon the turnover and subsequent operating costs of each. The only fair basis for fixing the price of beverages and cooked food is the average price charged for a similar quality and size of article or dish in the kind of catering establishments used by Service men. The corporation keeps the "value for money" offered by such civilian restaurants constantly under review and prices are adjusted from time to time in the light of frequent widespread test purchases. This is the only way in which we can provide a catering service throughout the world without incurring an overall loss.

### Important Exception

**Q.** Are there any exceptions to this "average price" policy?

**A.** Yes, and a most important one. Certain basic commodities like a cup of tea or coffee are sold at a uniform price throughout the world, a price that is well under the average ruling price in each locality. Milk, too, is sold by the glass in clubs and canteens at prices well below those charged in outside catering establishments. Even so, there are still complaints that milk is not sold at the current retail price per bottle. I should like to point out that N.A.A.F.I. is content with a nominal addition to the retail price to cover the inevitable losses on this highly perishable commodity. The milk roundsman is only too glad to retail as much as he can during his round, but ask him to hang around and make chance sales throughout the day and until 9.30 at night and he would not be interested.

**Q.** Although the prices charged in Naval canteen service hairdressing establishments are in the main below those charged outside, many sailors feel that there should be no need to make a profit on a service of this kind and that prices could be reduced even more. Is this possible?

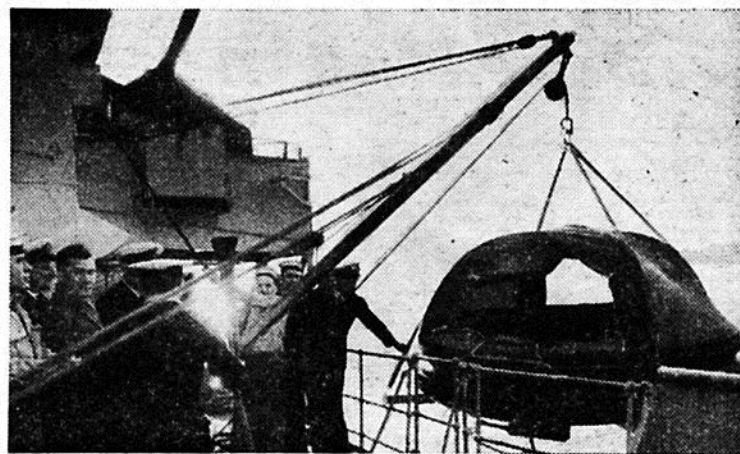
**A.** I am afraid not. Our policy here is simply to make sure that hairdressing—and cobbling—facilities as a whole do not make a loss. Our customers do not always realise that we have to take the rough with the smooth. At the present time, for instance, because of the sea-going and separation allowance we have to pay to our barbers in H.M. ships, the trade ashore is subsidising the service in ships and by the same token one or two of our busier hairdressing establishments ashore are subsidising some of those which are less well patronised.

### Aboard H.M. Ships

**Q.** Do you have a special policy for retail prices in H.M. ships?

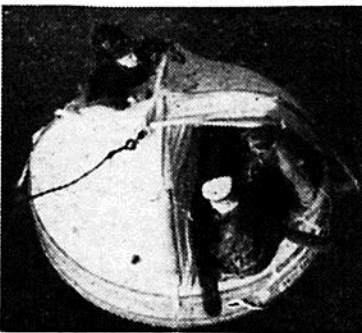
**A.** We have, and it is a policy that protects the sailor from the higher and varying prices experienced ashore overseas, although it leaves the Naval Canteen Service to meet the cost of shipping the goods and handling them in N.A.A.F.I.'s overseas warehouses. For ships on overseas stations, and for home-based ships when they are on a foreign cruise lasting 30 days or more, all principal messing and canteen goods are charged at white list, or "flat rate" prices, based on those ruling in the United Kingdom, reduced where U.K. purchase tax or customs duty is escaped. This means that the prices remain the same

## INFLATABLE RAFTS FOR THE FISHERY PROTECTION SQUADRON



The raft being launched

A FURTHER advance in the practice of live-saving at sea has been achieved by the successful launching from one of H.M. Ships, and recovery on board, of an inflated raft with a full load.



The successful trial has been carried out at H.M. Dockyard, Chatham, where an inflated raft of 9 ft. 2 in. diameter with nine men on board was launched from H.M.S. Lennox, the fishery protection vessel, and subsequently hoisted back by the ship's derrick.

The raft, although nine were carried, is designed to carry a stretcher, a doctor, or sick-berth rating, and a crew of four. This method of transfer of casualties from ship to ship is a safer and quicker method than use of ship's boats. Trials are shortly to be carried out in rough seas in northern waters.

whether a ship is in the Mediterranean or the Far East or in any other overseas stations and the majority of the prices are either the same as, or less than, those charged at home. The exception is beer. The Admiralty have accepted that with the inclusion of beer in canteen sales of H.M. ships the cost of treating it as a white list item would be too great and the price is fixed, therefore, in various stations overseas on the basis of delivered cost.

**Q.** Finally, do you find that there is any real dissatisfaction in the Navy with N.A.A.F.I. prices?

**A.** Not when we have the opportunity of explaining the facts of the case. Ignorance of the policy and how it is applied causes the words "exorbitant" and "excessive" to be used by our customers in cases where we have good reason to consider the price to be most reasonable. We only ask to be given the opportunity to study criticisms, anomalies and grievances in order that we may rectify any possible error or provide an explanation if none has been made.

Inflatable rafts are a standard equipment to H.M. Ships, a 20-man and 8-man type being in use. This is the first time, however, that a raft adapted for use of casualties has been transferred from ship to sea and back containing patient, attendants and crew.

Inflatable rafts should be a valuable aid in rendering assistance to casualties in the fishing fleet and all vessels of the fishery protection squadron will be issued with them.

## H.M.S. Royal Oak Not to be Lifted

THE ADMIRALTY has decided that, after all, the Royal Oak is not to be raised for scrap. It must be very gratifying to those relatives who objected to the raising to find that the Admiralty has had second thoughts. What was the reason for the suggested lifting of the ship? Does the country need scrap to that extent? Millions of tons of shipping is on the sea bed—some of it in waters shallow enough for recovery to be effected. Many of these ships are the tombs of the brave men who went down with their ships.

### Homes and Scholarships

Unquestionably the families of the men lost in the ships, survivors and the men who are serving or have served in the Navy would prefer that the sunken ships should not be touched, but if some good can result from the raising, then possibly those most concerned would feel very differently. Even after such a lapse of time of 20 years or so it is harrowing to think of one's loved ones—or one's shipmates—being disturbed in their watery grave, but it is felt that the majority of those most nearly affected would agree to the disturbance if the sellers and the buyers of the ships made reverential arrangements for the re-entombment of the bodies and erected a chapel of remembrance for them. At the same time a proportion of the selling price—say 10 per cent.—should be devoted to Service charities, providing perhaps homes for widows or aged ex-Service men or scholarships for the children of Service men. Would not this be the wish of the men who died?

It is for the Government to prove to the full that economic necessity requires ships to be raised for scrap, but if it can do that, it is felt only right and proper that the feelings of those left behind should be considered in a manner somewhat similar to that mentioned above.

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

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

The following categories are required:

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

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

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

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

## Order or Renewal Form

(Delete as appropriate)

'NAVY NEWS' OFFICE, ROYAL NAVAL BARRACKS, PORTSMOUTH

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

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I enclose herewith money order/postal order/cheque value 8/-, being a subscription for 12 issues, including postage.

Commence.....(Month)

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

# NEPTUNE'S SCRAPBOOK



THE FOLLOWING promotions to date January 7, 1958, have been announced:

**To Admiral**  
Vice-Admiral Sir J. Peter L. Reid, K.C.B., C.V.O., Controller of the Navy.  
**To Vice-Admiral**  
Rear-Admiral J. G. T. Inglis, C.B., O.B.E., Director of Naval Intelligence.  
**To Rear-Admiral**  
Capt. (Commodore Second Class) J. Y. Thompson.  
Capt. (Acting Rear-Admiral) H. C. D. MacLean, D.S.C.  
Capt. (Acting Rear-Admiral) D. R. F. Cambell, D.S.C.  
Capt. D. P. Dreyer, C.B.E., D.S.C.  
Capt. G. C. de Jersey.

**Surgeon Captain D. F. Walsh, O.B.E., M.B., B.Ch., F.R.C.S., R.N.**, has been promoted Surgeon Rear-Admiral with effect from January 20, 1958, and appointed Medical Officer-in-Charge, R.N. Hospital, Malta, Fleet Medical Officer, on staff of the Commander-in-Chief, Mediterranean, and as Medical Adviser to the Commander-in-Chief Allied Forces, Mediterranean, in succession to Surgeon Rear-Admiral S. G. Weldon, C.B.E., M.B., B.Ch., D.P.H., Q.H.P.

The following promotions to date January 31, 1958, have been announced:

**To be promoted to Admiral:** Vice-Admiral Sir Gerald V. Gladstone, K.C.B. **To be promoted to Vice-Admiral:** Rear-Admiral J. D. Luce, C.B., D.S.O., O.B.E., Acting Vice-Admiral W. J. W. Woods, C.B., D.S.O.\*

**Admiral of the Fleet, Earl Mountbatten of Burma, First Sea Lord**, will visit the Plymouth Command on Wednesday, February 12.

**Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O.**, has been appointed as Her Majesty's First and Principal Naval Aide-de-Camp, in succession to Admiral The Honourable Sir Guy H. E. Russell, G.B.E., K.C.B., D.S.O.

**Rear-Admiral Peter Dawnay, C.B., M.V.O., D.S.C.**, has relieved Vice-Admiral Sir Conolly Abel Smith, G.C.V.O., C.B., as Flag Officer Royal

Yachts. Admiral Dawnay's flag was hoisted in H.M.S. Vigo—a ship of the Destroyer Squadron which he commanded in the Mediterranean in 1950-2—on January 30, and transferred to H.M.Y. Britannia on the 31st.

**Rear-Admiral P. D. H. R. Pelly, D.S.O.**, has been appointed Director General of the Department of Dockyards and Fleet Maintenance in January, 1958.

**Rear-Admiral J. P. W. Furse, O.B.E.**, has been appointed Director General of the Department of Air Materiel in February, 1958.

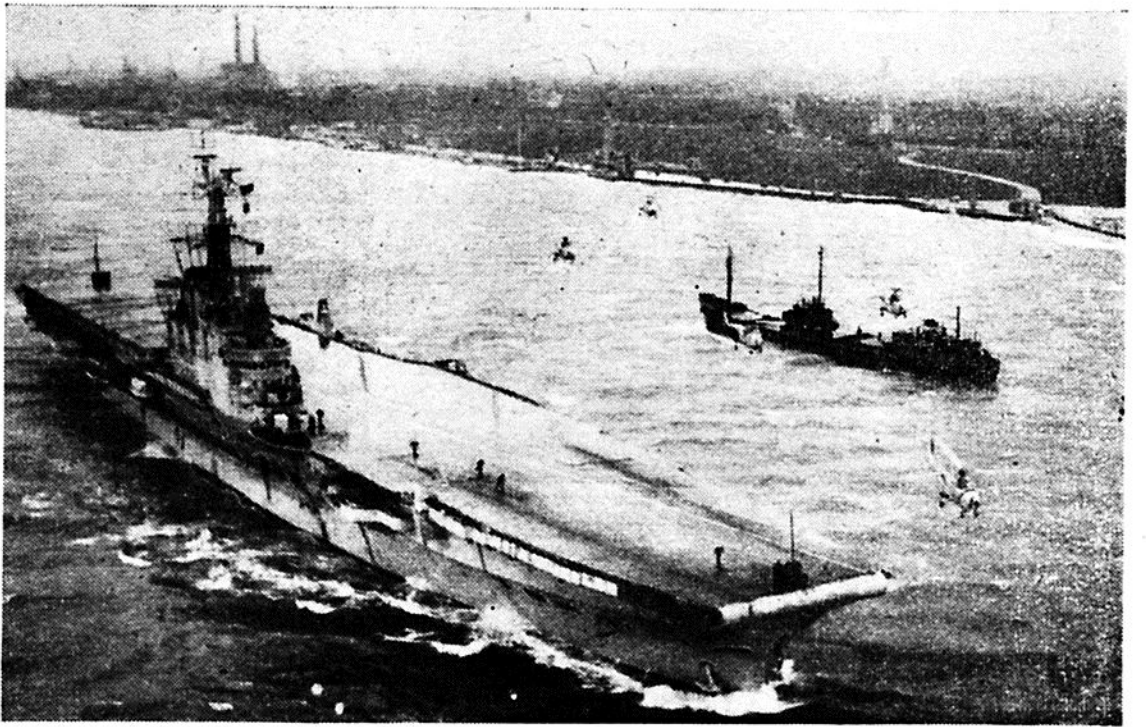
**Rear-Admiral J. Y. Thompson** has been appointed Flag Officer Admiralty Interview Boards and President First Admiralty Interview Board, in succession to Rear-Admiral M. S. Townsend, D.S.O., O.B.E., D.S.C.\*, the appointment to take effect in February, 1958.

**Rear-Admiral D. P. Dreyer, C.B.E., D.S.C.**, has been appointed Assistant Chief of Naval Staff, in succession to Rear-Admiral R. H. Wright D.S.C.\*, the appointment to take effect in February, 1958.

**H.M.S. Opossum (Commander E. G. N. Mansfield, R.N.)** returned to Plymouth on Wednesday, January 22. She left Portland in May, 1952, and has served on the Far East and East Indies Stations ever since. The Opossum was commissioned in June last in Singapore, and on her return to the United Kingdom will be transferred to the Reserve Fleet.

**H.M.S. Eastbourne, the fifth of the Whitby Class, anti-submarine frigates**, was provisionally accepted into service on January 9, 1958. The Eastbourne was launched in December, 1955, by Lady Edwards, the wife of Admiral Sir Ralph Edwards, K.C.B., C.B.E. The hull builders and main machinery contractors are Messrs. Vickers-Armstrongs (Shipbuilders) Ltd., Newcastle-on-Tyne. H.M.S. Eastbourne is prefabricated and all-welded: the dimensions are—length (extreme) 370 ft. (between perpendiculars), 360 ft. beam (i.e. breadth extreme) 41 ft. The normal peace-time complement is nine officers and 180 men.

## H.M.S. BULWARK LEAVES HARBOUR



H.M.S. Bulwark, with 845 Squadron of helicopters, leaves Portsmouth to rendezvous with Home Fleet before proceeding to West Indies

### H.M.S. Cockade returns to Plymouth after 10 years

H.M. DESTROYER Cockade (Commander D. L. Cobb, R.N.), first warship to take relief supplies to flood victims in Ceylon, arrived back in her home port of Plymouth on January 27 after 10 years' service on the Far East Station.

The Cockade made a 24-knot passage from Colombo to Trincomalee in January with a special cargo of sugar as part of the Royal Navy's help to those areas in Ceylon devastated by the cyclone at the end of last year.

During the 14 years since she was launched, the Cockade has steamed over 350,000 miles, of which 57,000 have been during her last commission during which she has escorted the Royal Yacht to Australia, called at Melbourne for the Olympic Games, visited Japan, Cambodia, Malaya and Hong Kong, took part in the Korean War and carried out offensive bombardments against the terrorists in Malaya.

## Letters to the Editor

DEAR SIR,

With reference to your diary covering the history of the present H.M.S. Maidstone, the statement that she was the first British ship to enter Hong Kong on its recapture is not correct.

H.M.S. Swiftsure, wearing the flag of Rear Admiral Harcourt, now Admiral Sir Cecil Harcourt, K.C.B., C.B., led the cruiser squadron and destroyers into Hong Kong harbour and landed armed naval parties to take possession of the Dockyard at about 1130 hrs. on August 30, 1945. H.M.S. Maidstone anchored outside the approaches to the Lyemum Pass, the channel leading into the harbour. After the dockyard had been occupied, H.M.S. Maidstone proceeded into harbour about 1330 hrs. and secured alongside the dockyard mole. I took passage on board H.M.S. Maidstone and landed a few minutes after berthing, to make a survey of the dockyard, together with my staff of specialists.

CAPTAIN H. F. WAIGHT,  
O.B.E., R.N. (ret.)

PHOTOGRAPHS WANTED

DEAR SIR,

As a hobby I collect pictures of ships (glossy and newspaper photos) and also news cuttings of maritime interest.

I would like to ask any readers, through the medium of NAVY NEWS, for any such photos and cuttings that they may desire to sell or give away.

It's very difficult to find news of Britain's pre-war Navy and indeed of ships that took part in the Second World War, due mostly to the fact that they are soon, unfortunately, forgotten about.

If any of your readers can help me, I will be most grateful and promise faithfully to answer all letters.

J. PATTERSON.

100 Basingstoke Road,  
Peterlee,  
Co. Durham.

## NAVY COOKS AT OLYMPIA

WEDNESDAY, JANUARY 29, was Armed Forces Day at the International Hotel and Catering Exhibition at Olympia. Senior and Junior Cooks from the Navy, Army and Royal Air Force, and the W.R.A.C., W.R.N.S. and W.R.A.F. were competing in competitions organised by the Salon Culinaire International de Londres.

It is interesting to note that just under 50 per cent. of the marks are awarded for culinary skill and flavour, and, of course, quantity, for each dish has to be prepared for six covers.

In the Senior Salon teams of Cooks from the R.N. Cookery Schools at Chatham, Devonport and Portsmouth up to and including the rating of Chief Petty Officer competed for a challenge cup presented by the Royal Navy, as well as for individual awards presented by the Salon and outside firms. The cup was won by the Chatham team, with Portsmouth second and Devonport third. Names of those composing the teams, together with individual awards, are shown below:

**Chatham.**—C.P.O. Cook (O) L. T. Loveard, Silver Medal for entry of three dishes; P.O. Cook (O) Brian Newton, Gold Medal for entry of three dishes, Malga Challenge Cup and Dunhill Lighter for best dish; P.O. Cook (O) L. H. Stapleford.

**Devonport.**—C.P.O. Cook (O) H. L. Hambly, C.P.O. Cook (O) C. E. Pickering, C.P.O. Cook (O) F. G. Tapper.

**Portsmouth.**—C.P.O. Cook (S) M. W. Hordle, C.P.O. Cook (O) P. H. Robbins, Bronze Medal; C.P.O. Cook (S) V. D. Stamp, Certificate of Merit.

The dishes entered by Petty Officer Cook Newton were: Filets de Tubotin Careme, Perdreaux a la Venbangeuse, Chatereuse Contessa Loetitia, Perdreaux a la Venbangeuse was judged to be the best individual dish in the competition.

Teams of three Junior Cooks (with less than two years men's time) from Chatham, Devonport and Portsmouth competed for a challenge cup presented by the Royal Navy. Chatham won the cup. Portsmouth, who were second,

were awarded a silver plaque. Devonport received a bronze plaque. Members of the teams will each receive a certificate showing that they took part in the competition. Teams:

**Chatham.**—Leading Cook (S) K. Frappell, Cook (S) J. Bridge, Cook (O) N. G. Saunders.

**Devonport.**—Assistant Cook (S) J. O'Brien, Cook (S) D. C. Hicks, Assistant Cook (O) E. D. Jones.

**Portsmouth.**—Assistant Cook (O) S. Richards, Cook (O) T. A. Owens, Cook (S) I. Marshall.

Four senior W.R.N.S. Cooks competed in the Women's Services Competition—the only competition in the Salon where the Services compete against each other. Petty Officer Wren M. Jackson, of R.N.A.S. Eglington, was awarded a certificate of merit. Others competing were Chief Wren M. McSparran, Duchess of Kent Barracks, Portsmouth, Chief Wren J. McClean, R.N. Barracks, Devonport, and Chief Wren M. Neil, of H.M.S. Raleigh. The dishes in this competition, in which the most successful entries were made by the W.R.A.F., were of a very high standard and would have held their own in civilian competitions.

To inspect the entries and congratulate the winners were Vice-Admiral H. P. Koelle, C.B., Deputy Chief of Supplies and Transport, Admiralty, the Director of W.R.N.S., Commandant Dame Nancy Robertson, D.B.E., Hon. A.D.C., Commodore A. A. F. Talbot, D.S.O., and Commodore J. F. D. Bush, D.S.C., Commanding R.N. Barracks, Portsmouth and Chatham respectively, and high ranking officers of the Supply and Secretariat Branch.

Also exhibited at Hotelympia was a newly constructed mobile galley that can be used for large numbers of ratings when ships are refitting, etc. It burns solid fuel of any kind. This was in the hands of Supply Lieutenant (C) Tribe and Chief Petty Officer (C) Hubbard. It was particularly interesting to note the number of visitors to the mobile galley, including some from Bertram Mills Circus.



## How can I save?

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

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

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

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

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

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

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

Which will you take?

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

How do you set about all this?

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

246 BISHOPSGATE  
LONDON, E.C.2



WRITE TO

— Send this coupon —

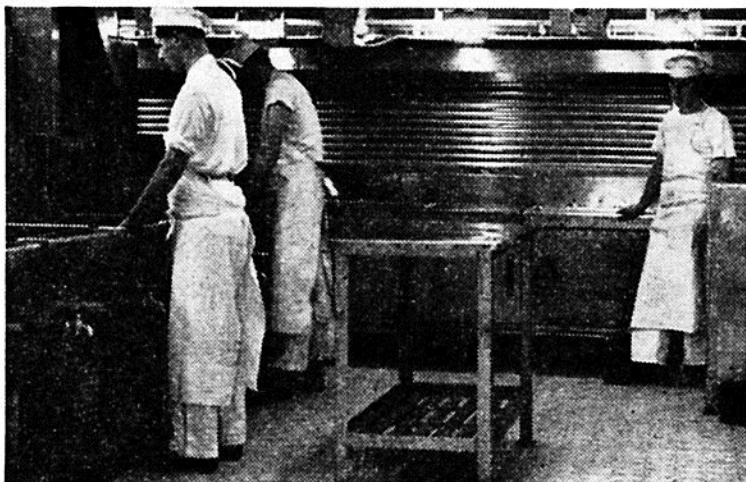
Please send full details of the Progressive Savings Scheme

Name .....

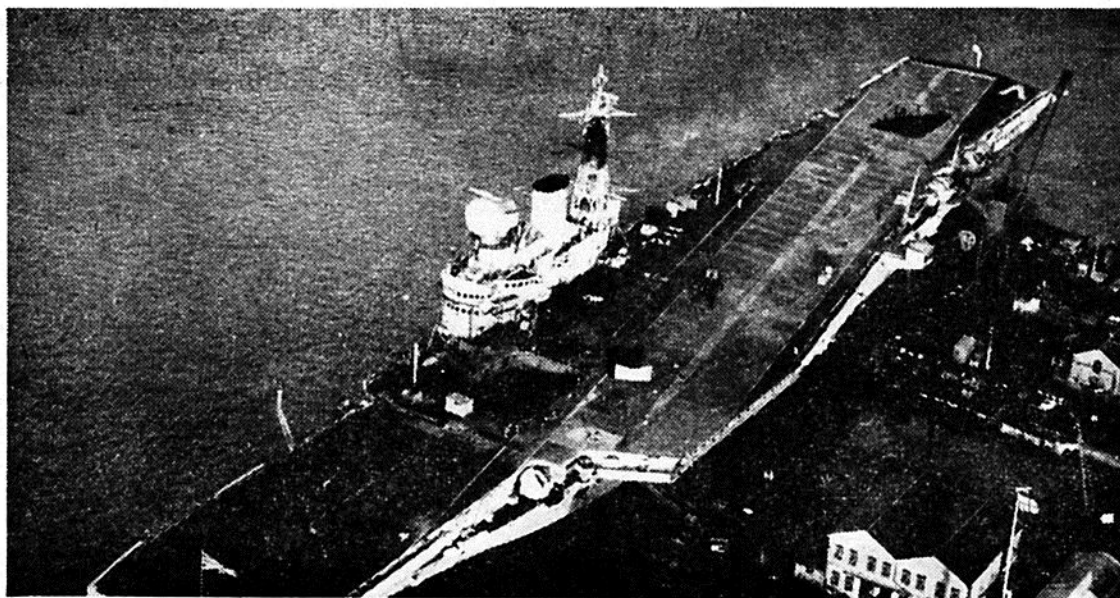
Address .....

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

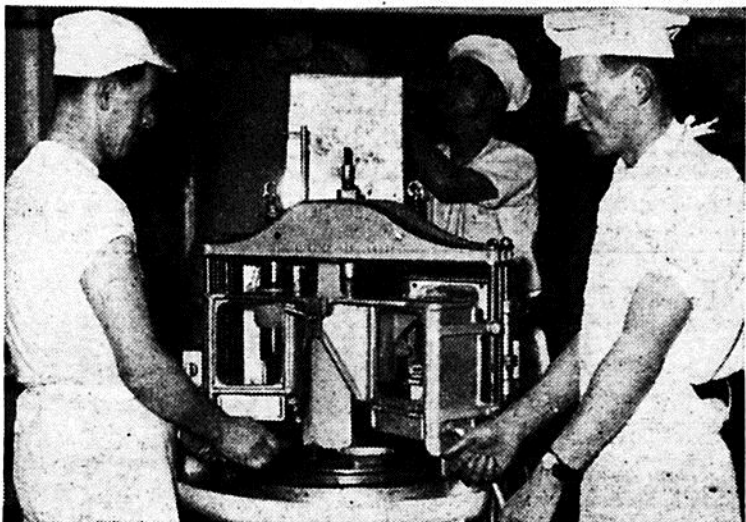
# H.M.S. VICTORIOUS



Cook Russell (Worcester), Cook Roberts (Port Talbot) and Leading Cook Armstrong (Southall) in the well-equipped galley



This photograph clearly demonstrates the fully angled flight deck and the ample parking space forward



Cook Rennie (Gourock), Leading Cook Brown (Gosport) and Cook Jenkin (Hull) at the pie-making machine in the modern bakery

## Britain's most up-to-date Aircraft Carrier

AS I left H.M.S. Victorious today, the masts and yards of H.M.S. Victory stood stark against the afternoon sky, and I fell to pondering upon the difference between Admiral Nelson's flagship and this modern vessel behind me, with all her new paint and up-to-date aids to navigation and fighting efficiency. The initial differences were so great that they do not need really to be enumerated—on the one hand a wooden-walled ship dependent upon wind and tide and so small in comparison with the mighty giant I had just left—an Engineer's dream, steel from stem to stern, capable of steaming thousands of miles no matter what the weather conditions.

And then I thought of the fundamental similarities. The function of both ships, in the last analysis, is to seek out and destroy the enemy, to safeguard our merchant shipping and to deny to the enemy every access to the ocean. A second fundamental similarity is the men who man the ships. The officers and men who manned Victory were real men, capable of sailing the ship and fighting the enemy wherever he might be found. Those of Victorious are exactly of the same calibre, prepared and trained for the same responsibility.

### Conditions Today

The conditions under which the men serve, however, are so vastly different. The poor accommodation, food and the severe discipline of the 18th and 19th centuries have gone (thank goodness), and today we have a modern ship, modern facilities, and the food comparable with the best on land or sea.

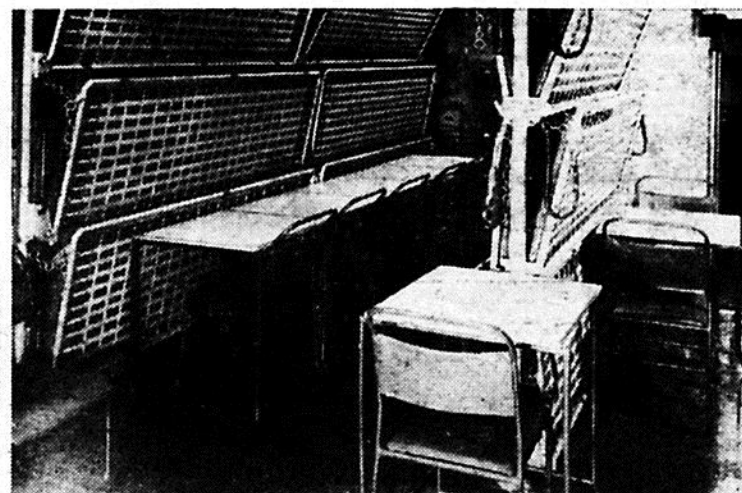
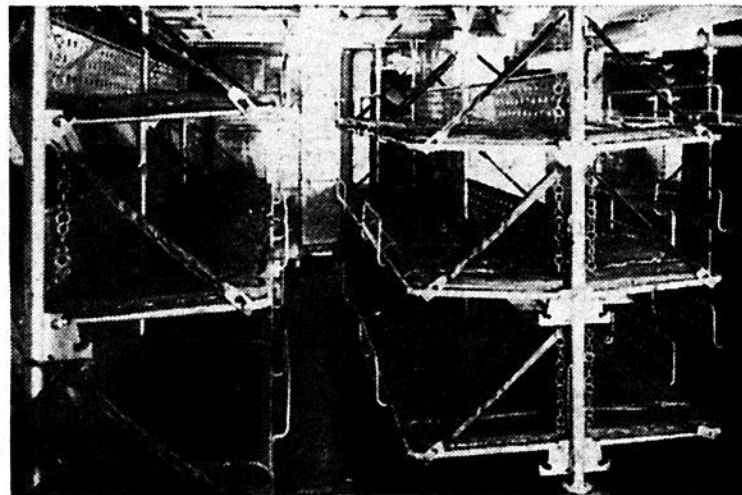
The 20th century complexities of warfare mean that every inch of the modern ship must be used to the full, and in Victorious every passage and compartment is full of the latest machinery, but it is obvious that considerable thought has been given by those responsible for the redesign of H.M.S. Victorious to the comfort and welfare of the officers and men who have to serve in the ship. The passages are most spacious (although they appear to be narrow and cluttered up with machinery of all kind), are clean and bright, and use has been made of materials which will enable that cleanliness and brightness to be maintained with the least possible effort.

### Good Food

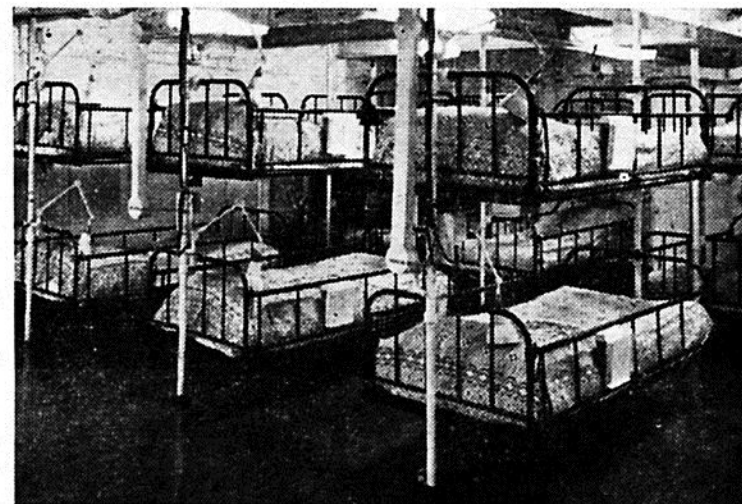
The main galley, which can produce a four-course meal with varieties, for 1,500 men, and can serve this meal to these men within the specified dinner-time, is a marvel of ingenuity. There seems to be plenty of space here, and also in the dining hall, which is next to the galley. The Chief Cook informed me that although he could do with a slightly larger complement of cooks, the set-up was 100 per cent. The men themselves consider the food provided plentiful and good.

The Bakery which can provide 3,000 loaves a day is, according to the man who should know, the Chief Baker, first class in every respect. Here again labour has been reduced to the minimum, and everything possible is automatic. When once a 50 lb. bag of flour has been put into the mixer everything is done by machine until the dough is placed into tins and then put into the ovens.

(Continued on page 9, column 1)



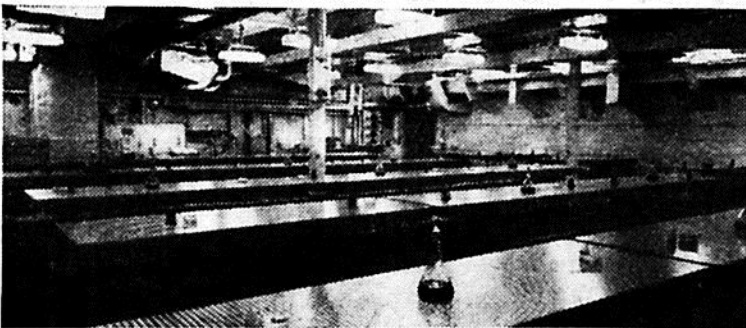
These two photographs show bunks in the sleeping position and folded up as in day time



A corner of the comfortable sick bay



R. Palmer (Northolt), P. Funnel (Alfriston) and W. Kyle (Garrow Hill) in the canteen



One of the light, airy and cheerful dining halls



Have a **GUINNESS** in every port

Guinness is good for you the world over



# SUBMARINE COMMAND

## Submarines are Safer than Houses

DAY IN, day out, year after year, Her Majesty's submarines proceed to sea and carry out their submerged manoeuvres. This is such a common occurrence that people not connected with this business are quite unaware of it happening. The sight of a submarine at the approaches of a harbour does not merit more than a cursory glance.

By its very nature a submarine is inconspicuous. It is not meant to be seen nor heard. The Submarine Branch is the most silent part of the Silent Service, and it goes about its business quietly and efficiently. The Press, finding insufficient material, usually keeps equally silent. But—

SUBMISS—a submarine has failed to surface after a routine dive... What blazing headlines; what a story; what a tragedy. The whole nation anxiously awaits each news bulletin. No other accident has quite the same far-reaching effect. The people are shocked. What terrible and dangerous things submarines are!

### Statistics

But let us now study the history of sunken submarines in the cold light and calculated argument of statistics. The Royal Navy has had a Submarine Branch since 1902; that is to say for

56 years. From this we subtract 10 years to cover war losses in World Wars I and II. In the remaining 46 years of peace-time submarining, 14 submarines have been lost. The majority of these losses occurred in the very early days before the advent of efficient periscopes and other scientific aids.

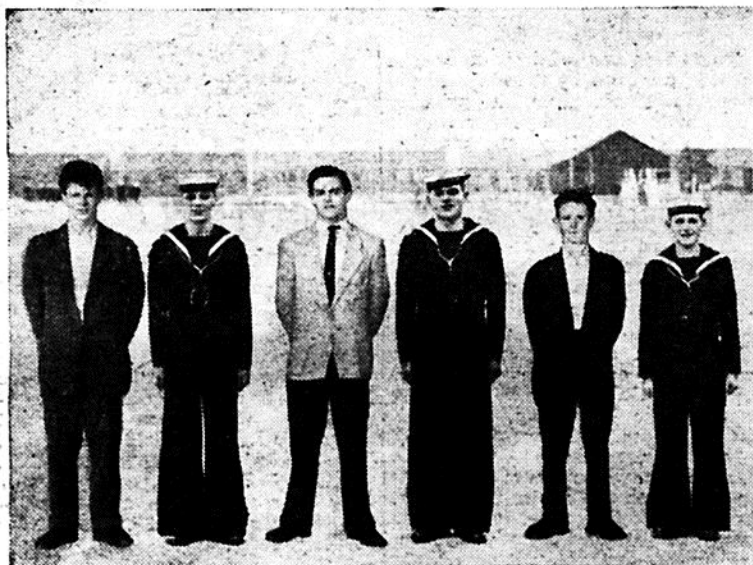
In the last quarter of a century only three submarines have been lost in peace time, and one of these was a result of a collision whilst on the surface. So in 25 years only two submarines have failed to surface on peace-time exercises.

All the submarines of the Royal Navy together return an average of 6,000 days in each year on which submerged operations have been carried out. For the period under consideration this totals 114,000 days. Therefore the theoretical odds against surfacing are 57,000 to 1.

Where else could such security be found? It is mainly because submarines do not get publicity except when in distress or difficulties that the ordinary man and woman think of submarines as dangerous. By its very ability to navigate in three dimensions a submarine can be safer than a surface ship.

# H.M.S. COLLINGWOOD

## Are They Twins?



J. A. Smith (Hull), R. D. Brown (Alfretton) and L. Pearson (Audenshaw)

THIS COMPOSITE photograph of three ratings shows the men on joining and six weeks later during which time they have had training at H.M.S. Collingwood. Adults to Electrical Branch—General Service Air Electrical and Radio Electrical—undergo

this training at Collingwood. The training covers Basic Seamanship, Discipline, and Education, and enables the youths to adjust themselves to naval life. In charge of the training is Lieut.-Cdr. F. L. Stickland, and about 800 new entries pass through each year.

# H.M.S. VICTORIOUS

(Continued from page 8, column 3)

### Largest Canteen ?

Surely the canteen must be the biggest ever put into a British warship? It is well laid out and there is plenty of room in the flat outside where "goffers" and ice cream can be taken in comfort.

There is always bound to be some sickness among 2,000 people and it seems almost worth-while to go sick in Victorious, and to be turned in in the sick bay. Personally I was rather taken aback to find that the sick bay had no ports. There is air-conditioning of course, but somehow or another it doesn't seem the same. The reason for its present position is perhaps that it is less vulnerable in action.

The offices I saw were well laid out and had plenty of storage space. (I have never understood, however, why the pay office—where men have to work at figures throughout the day—should always be sited amidships, whereas some other offices—in particular victualling offices—should nearly always be sited on the ship's side with a scuttle.)

### Wardroom

It is surprising to find the wardroom without scuttles, but the absence of these facilities does not detract from

the appearance of the mess. Tastefully decorated with easily cleaned bulkheads and so on, and with curtains and chair covers so bright and cheerful, it is indeed a difficulty to drag oneself away.

### Bunks v. Hammocks

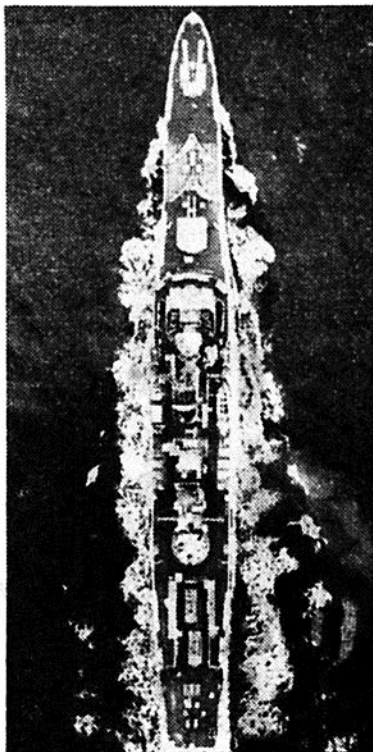
The ship's company sleep in bunks, which during the day are folded up, the resultant space being used as the mess space. The old broadside messes are a thing of the past now that the men eat in large airy dining halls. Although, by and large, it appears that the bunk is regarded as superior to the old hammock, a number in the ship (and not only among the older and more senior ratings) consider the hammock superior to the bunk. I must say that the bunks felt exceedingly comfortable.

### The Chapel

The ship's chapel, with its light wood panelling, is so designed that one can slip so easily from the hurry and bustle of this most modern warship, into the peace and quiet of one's own church. It is understood that the chapel will be dedicated towards the end of March, when we hope we will be able to describe it fully, and to publish a picture of it.

# An Unusual Picture

## H.M.S. WHITBY



H.M.S. Whitby is an anti-submarine frigate of the Whitby class. These frigates are equipped with the latest underwater detection equipment and anti-submarine weapons. Whitby was built by Cammell Laird & Co. Ltd., Birkenhead

# COLD WEATHER TRAINING IN SCOTLAND FOR ROYAL MARINES

## Warfare courses in Cairngorms

TO LEARN to live, move and fight in the snow at sub-zero temperatures, Royal Marines will be undertaking cold-weather warfare courses in the Cairngorms, Inverness-shire, this winter.

In charge of their training is Captain M. J. Baizley, R.M., who has recently undertaken service for a year in the Antarctic, where several of the N.C.O. instructors have also undertaken duty.

For the first time, they will be using the new Norwegian Army skis, the Royal Marines having discontinued the downhill type of ski-ing familiar to British winter sports enthusiasts in Switzerland in favour of the Norwegian cross-country technique.

# Book Review

Last in Convoy. James Pattison. (Harrap; 12s. 6d.)

FOR THOSE who like suspense stories here is one which ought not to be missed. It is not a story of creaking doors and banging windows or stealthy footsteps in the dark, but a realistic story of heaving seas, fog and danger in war time. "Last in Convoy" tells the tale of those D.E.M.S. ratings (those who manned the guns in defensively equipped merchant ships). This fine body of men, in receipt of their service pay only, apart from the 1s. per month which, technically, made them deckhands and which they swore they never received, serving with men receiving "danger money," made a most valuable contribution to the war effort.

It is a story of the Regal Gesture, a merchant ship sailing in an Atlantic convoy whose speed of only 10 knots was still too much for the poor old vessel's engines, nursed and cosseted though they may be by a devoted engineer. The captain, a sick man whose body is not equal to the conflicting strains put upon it adds to the agonising suspense. The engines of the ship after attacks by U-boats and aircraft break down completely and the author has caught, admirably, the suspense and fear as the vessel reels in the Atlantic swell, a sitting duck for the enemy. One also feels the hope that comes as the hours pass by without attack. The hope that, after all, the ship will make port.

A first-class story, well told, and one which can be thoroughly recommended.

# FIELD GUN CREWS

## Four Months' Arduous Training



Some of the successful 1957 crew from Portsmouth under training

### PORTSMOUTH A Vacancy or Two

THE PORTSMOUTH Command Field Gun's Crew for 1958 is just beginning its four months' arduous training before going up to Earls Court for the Royal Tournament in June. Lieut. P. R. Winter, the Field Gun Officer, is confident that his crew will repeat last year's success and retain all three trophies which the Portsmouth Command won last year, and he believes he can even beat the record which they set up last year of 3 min. 11 3/5 sec. Due to various factors such as the Home Fleet cruise to the West Indies there has been a shortage of volunteers this year and there are still one or two vacancies left in the crew, so if any rating from a ship or shore establishment in the Portsmouth Command is keen to join the crew he still has a chance of running for his Command before the Queen at Earls Court. Requests through normal service channels as soon as possible. Any enquiries to Dockyard Ext. 5244.

The photograph shows some of the successful 1957 crew from Portsmouth under training.

### FLEET AIR ARM

#### Difficult Selection Problem

INITIAL SELECTION of the 1958

Fleet Air Arm Field Gun Crew has now been made. The Fleet Air Arm Field Gun Crew Officer states that about 150 volunteers came forward, many of whom had been training hard, to get themselves fit for the stiff eliminations, many weeks in advance.

Almost to a man the volunteers have had strength, stamina and the determination to prove themselves worthy of selection, presenting this year's first trainer, Chief Air Fitter T. Proctor, no mean task in choosing his merry men.

The final eliminating run was held in drizzling overcast conditions, making the going very hard, but assisting in the selection of the teams. To the unsuccessful candidates the Field Gun Officer says thank you for volunteering and remember that a crew will be needed next year.

In the crew is a nucleus of experienced Field Gunners from 1954 to 1955 who will no doubt fight very hard to find places in the year's "A" team.

Members of the crew have already represented Lee-on-Solent in cross-country, rugby and soccer matches, and it is hoped to raise a reasonable team for the Station Soccer Knock-out Competition, as well as providing at least one team to compete in the Inter-Divisional Cross-Country Team Race to be held shortly.

# February — Fill Dyke

Not always true but nevertheless in this variable climate of ours a jolly good month in which to buy a raincoat.

And Bernards have some splendidly tailored raincoats ready for your selection in both Uniform and Civilian styles. These are available for Cash or on Credit Account for settlement by Admiralty Allotment or Banker's Order and full details of this facility will gladly be given on request at a Bernard branch or through Head Office.

### Service Pattern Raincoats

In double breasted, half belted style £7.7s.0d. and £7.0s.0d. Warm linings (supplied separately) 16s. 6d.

### Civilian Style Raincoats

By Dri-way, Harris and other well-known houses, Popular cloths, shades and styles £9. 9s. 0d., £10. 5s. 0d.



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Also at LOSSIEMOUTH, ARBROATH, ABBOTSINCH, KETE, BRAWDY, CULDROSE, FORD, WORTHY DOWN and H.M.S. DOLPHIN.

Members of the I.N.T.A.

## H.M.S. VERNON

H.M.S. VERNON is now back to normal after the six Christmas childrens' parties which took place during the first two weeks of January. These were run in the traditional Vernon way, the junior rates again inviting about 80 orphans as well as their own children. We congratulate Lieut.-Cdr. G. H. R. Morrish and his committee who so ably arranged the entertainments and extend our thanks to the Vernon Friendly Wives and the W.R.N.S. for their valuable assistance. The help of the civilian technical illustrators in setting up a wonderful model railway was much appreciated.

We have been honoured lately by a visit from the First Lord of the Admiralty. After inspecting his guard and visiting various parts of the establishment he left by helicopter.

Another important visitor has been the Minister of Defence, the Rt. Hon. Duncan Sandys, M.P. The instructional sections have also been visited by Rear-Admiral D. P. Dreyer, C.B.E., D.S.C., the Assistant Chief of Naval Staff, Rear-Admiral W. E. Ferral, U.S.N., has visited the Mine Warfare Section and H.M.S. Gavinton with Cdr. D. V. Schermerhorn of the staff of the U.S. Eastlant and Mediterranean command.

The Command Works Study team has lately examined our joining routine and shown that a saving of 13½ hours for each rating who joins can be effected without loss of efficiency. It is not altogether clear how this newly-won time will be spent but one hopes it will not be allotted to the drafting routine.

### Building Scheme

Progress has been made, although in a less dramatic manner, with the new building scheme. The A/S section has now moved into the south wing and part of Walker wing of the new block, and it is hoped that

work will start on the east wing in September.

In April the petty officers move into their new accommodation building—Mohawk—and the chief petty officers take possession of Defiance building which is now being renovated.

Eventually a fringe of young trees, a most generous gift from Lieut.-Cdr. Marquis, R.N.V.R., will be planted round the new buildings. Fifty fir and 50 larch trees are expected from his estate near Inverness.

Throughout last year sportsmen from all divisions competed keenly for the honour of holding the 1957 Divisional Challenge Trophy. Altogether 42 matches were played including all the recognised sports except water polo. The electrical and shipwrights division eventually won after an excitingly close soccer match against Deepwater.

The basket-ball team continues to do well and is now second in the Portsmouth and District League. After defeating the Royal Marines, Eastney, in the semi-final of the Command Cup, the team will now meet Collingwood in the deciding match. The captain of the team, E. A. Butt, was chosen lately for the command team. Another command representative is A.B. Deith, who won the command light welterweight championship.

### Vernon Cadets

Both seniors and juniors have been placing Vernon firmly on the map in cross-country events. L./Sea. Paxton was first to break the tape in the command race whilst P.O. Cadet Sampson led the field home in the equivalent cadet event.

Congratulations to L./Cdt. Young who has been awarded the trophy for the best all round cadet which was

(Continued in column 3)

## SECOND TRAINING SQUADRON

### Veterans and Latest Ships Assist in Training

THE SECOND Training Squadron can claim to be the largest squadron in the Navy and is based at Portland. It consists of some of the latest Type 13 frigates, such as H.M. Ships Pellew, Murray, Dundas, Malcolm and Grafton. There are also some veterans who have seen service in most parts of the world. One of these is H.M.S. Grenville, a Type 15 frigate, commanded by Captain (D)—Capt. H. R. B. Janvrin, D.S.C., R.N.

The Squadron has a close association with H.M.S. Osprey, the anti-submarine training school at Portland and each day classes from Osprey are taken to sea for exercises. In addition, large numbers of Sea Cadets, soldiers and airmen visit the Squadron for sea experience and Borstal boys are among the regular customers. From the large number of letters received, it appears that our visitors find their short time at sea quite an adventure; especially some of the younger ones whose first experience of "rough" sea is passing through Portland "Race" clutching a bag of biscuits thoughtfully provided by Mum in case the Navy did not produce any victuals.

### Foreign Visits

Last year the ships of the Squadron made a record number of foreign visits ranging from Denmark to Bayonne on the Franco-Spanish border.

At the end of October, H.M.S. Grenville with H.M. Ships Russell, Grafton and Dundas visited Le Havre for four days. A large number of officers and ratings were able to visit Paris staying two nights in accommodation provided by the French Navy. The stay in Le Havre was very popular and, for a large number of Juniors and National Service men, it was their first foreign visit. The Squadron played Le Havre Athletic Club at rugby and the French Railways at soccer, and won both games.



"Number One seems a little unsettled lately, Sir"

(Continued from column 2)

presented by the staff of the Vernon cadets. The trophy will be awarded annually.

### Social Events

Talking of new events, the T.A.S.I.'s first annual dinner and ball was held in December. Rear-Admiral N. A. Copeman, D.S.C., after inspecting divisions earlier in the day was the guest of honour. The Association has been in existence for two years and as the attendance was nearly 300 its future success seems assured.

The petty officers' Christmas ball and the chief petty officers' New Year's ball were a great success. In the former among the excellent prizes given during the evening were a washing machine and a television set, perhaps next year they will aspire to a suite of furniture or even a furnished house. Commercial TV would find this difficult to rival.

At Christmas time the Vernon choir conducted by Lieut.-Cdr. G. Y. Temple, took part in a very impressive service held in Portsmouth Cathedral on December 19. Many traditional favourites were included in the Festival of Nine Lessons and Carols but it was perhaps the quality of the solo singing of Gustav Holst's "Lullay my Liking" and the choir's outstanding interpretation of Healey Williams' "The Three Kings" which were most enjoyed by the congregation.

## H.M.S. BROCKLESBY

LEAVING PORTLAND on the afternoon of Sunday, October 13, we were at last on our way to take part in exercises which took place in the Atlantic just off the West of Ireland. After being at sea for 24 hours it was found that we had an oriental stow-away aboard. Yes, our unwelcome guest was none other than Asian 'Flu! To add to our discomfort there were high winds and a large swell running.

On Wednesday, October 16, we arrived at Lishally for fuel. For many of us this was the first glimpse of the Emerald Isle. A few of the fittest went ashore in the afternoon to the sports field for a kick around. In the evening

we sailed into a storm for the exercise area.

Friday, October 18, we were again at Lishally. After fuelling we went up-river to Londonderry. By this time our oriental stowaway had deserted us, due mainly to the very good nursing carried out by our coxswain day and night. Those who were not on duty took this opportunity to stretch their legs. The following day a football match was played against H.M.S. Whitby. Brocklesby were victorious.

### Brixham Visit

Our very pleasant short visit was drawing to a close. On Sunday we bade farewell to Londonderry and sailed for Liverpool. Arriving there on Monday at 0930, we had a very quiet day; a few went ashore in the evening. The following day a visit was paid to Barton's Engineering Works, St. Helens, who supplied a very good cold supper. Afterwards we met some of the employees socially in a room at their local. Quite a few friendships were made and many tales were swapped.

We sailed from Liverpool Wednesday, arriving Portland on the Thursday. The following day we sailed for Brixham, where we stayed for the week-end. This visit was not so successful as the previous one. This, I think, was due partly to the change of season. On our return journey to Portland full-power trials were successfully carried out.

A brief stay at Portland then on again. This time to Portsmouth, to take part in squadron divisions. The divisions were inspected by the Commander-in-Chief, Portsmouth. Then back to Portland.

Christmas leave is now over. We look to the future. What's it to be? Your guess is as good as mine!

## R.N. AIR STATION ARBROATH

### Flag Officer Air (Home) Presents Prizes

#### End of Term Passing Out Parade and Prizegiving

This took place on Tuesday, December 16, and A.M.'s 23 course and 12 class apprentices formed the guard and colour guard. Unfortunately the weather broke down and the parade had to be held in a hangar. Vice-Admiral W. T. Couchman, C.B., C.V.O., D.S.O., Flag Officer Air (Home), presented the prizes and in his speech commented on the future of the "new" Navy.

#### Spring Term

The first term of 1958 commenced on January 6, and it is hoped that all personnel returned refreshed from their Christmas leave. The weather has been springlike since then and members of the mountain rescue unit and ski club have been champing at the bit, ready to swing into action, but so far the mild days with sunshine have prevailed.

#### Wardroom Children's Party

January 11 saw a mass of neatly dressed children descend on the wardroom at 1430. By 1800 tired but happy, they were collected by parents, having been entertained by films and a conjurer and having had a colossal tea of ice cream and cakes, jellies and sandwiches.

#### Retirement

Cdr. C. Clarke, the Supply Officer, has left to take up an appointment in the business world and Lieut.-Cdr. J. C. O. Hofman from the Staff of F.O.R.A. has taken up an appointment with a Staffordshire engineering firm. Their reliefs are Cdr. A. H. West-Byng and Lieut.-Cdr. A. W. Sabey, D.S.M.

#### ROYAL HOSPITAL SCHOOL (Greenwich and Holbrook) OLD BOYS' ASSOCIATION

#### Portsmouth Branch ANNUAL DINNER AND DANCE

Kimbell's Corner House Commercial Road, Southsea Saturday, February 22, 1958 7 p.m. to midnight

Tickets one guinea obtainable from Mr. Shell, 5 Beechwood Road, Hilsa, Portsmouth

major refit?

After some time at sea, stationed abroad, or just 'every so often', it's natural that you should feel like some new clothes. At times like this the Willerby service really comes into its own. A new suit—there's a splendid range of styles and cloths to choose from, made to measure and ready-to-wear. New number ones—you can be sure, at Willerbys, of personal service combined with real Naval smartness.

You'll find the prices very reasonable too, and if you prefer to wear as you pay, there is our allotment scheme. Write, or call in when you're next on shore, for the leaflet describing Willerbys special service for men and women in the Navy.

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# R.N. Air Station, Abbotsinch

MUCH WATER has flowed under the bridge—and lashed across the airfield—since the last report from this station.

There have been many changes in personnel, notably in the appointments of Commanding Officer (now Capt. E. N. Poland) and Commander (now Commander G. E. M. Naylor). A large number of other officer changes have taken place in the ordinary way and upwards of a dozen are due in the next few months as a result of premature retirement, so that one gets the impression almost of a return

from "foreign" and a swift recommissioning—most odd in a stone frigate.

### Air Department

Gannets and American aircraft are leaving us for Culdrose; their place is being taken by Venoms.

The closure of Anthorn and the planned closure of Stretton will make us the only Aircraft Holding Station whose energies are entirely devoted to the problem of supplying aircraft to the Fleet. It is hoped that this policy will be pursued to its logical conclusion and that the Station will be rapidly rebuilt, so that all of this important task can be concentrated here, in an establishment which knows where it is going and has singleness of purpose as its motto.

Facetiously, on the subject of rebuilding, a start had to be made in a small way a few days ago, when a phenomenally violent series of gusts during the dark hours removed a large area of the plate glass on which Air Traffic Control normally depends to prevent getting entangled with the aircraft. Officially A.T.C.O. circles are quoted as saying, "Say! It was hell up there!"

### New Accommodation for Senior Ratings

The chief and petty officers are now well established in new living-blocks accommodating about 100 and 150 respectively. These represent, of course, a vast improvement in the way of life of our senior ratings, who have gone straight from shack to sheik in fell swoop. However, no conscientious reporter could state that all is as the better class of sheik would like it. There is still a bit of teething-trouble to get over, in the shape of widespread cracking appearing in the plaster, the odd tap so placed that the fingers cannot encircle it, a comparatively small number of squares of material dropping out of the dining-hall deckhead, some warped swing-doors, paintwork which is taking an unconscionable time a-drying and so on. No doubt these things will be cleared up, one way or another, in due course.

### Agricultural Scheme

Inst.-Cdr. Morgan, in charge of the Agricultural Scheme, was reasonably pleased, at the last audit, to be able to show an actual profit of about £200 on the production yielded by 20 acres. Early potatoes, put in despite gloomy prognostications by the local farmers, brassicas and swedes were the main crops, the swedes proving the least profitable.

The station has acquired its first batch of pigs (courtesy of R.N.A.S. Anthorn) and also survived its first pig crisis in the form of the removal of a sty-roof on the same night as the control tower was damaged. Lieut.-Cdr. (Farmer) Butt managed to battened-down before it became necessary to speculate once more whether pigs could fly.

### Dramatic Activities

As a "warmer-upper" prior to the R.N. Drama Festival, the Sanderling Players recently put on three one-act plays, rather different from the sort of domestic comedy of which the station has had a fair amount during the last year or two. The audiences—or perhaps a section of them—were possibly just a little taken aback to find themselves enjoying pieces adapted from Tchekov and Chaucer. Some were pleased to see something a little out of the ordinary and hope to see a continuation of the trend—not necessarily exclusively, but sufficiently to keep on their toes those with modestly high-flown ambitions. For the Drama Festival itself, the play will be Jean Anouilh's "Antigone."

### New Magazine

A new station magazine is about to be launched—we hope on a permanent cruise. Paying due regard to the nature of this establishment, more regard to the characteristics of the Sanderling (feathered) and no regard whatever to the propensities of the inmates, we have decided that the title will be "Beachcomber." It is expected that the going will be rather tough at first (e.g., initial finding of covering advertisements, etc.), but what others can do, we can (the Editor keeps assuring himself). Is. 6d. a time.—Advt.

# Fishery Protection Squadron to be Strengthened

THE NAVY'S Fishery Protection Squadron is to be strengthened and modernised by the substitution of larger and faster ships with better sea-keeping qualities for older vessels.

Among the changes will be the replacement of six Algerine class minesweepers by four recently completed type 14 anti-submarine frigates of the Blackwood class and four coastal minesweepers.

The first major change took place in mid-January, when H.M.S. Russell, a Blackwood class frigate, joined the Squadron. Other ships are scheduled to join as follows:

H.M.S. Soberton and H.M.S. Belton, coastal minesweepers (late February); H.M.S. Wasperton and H.M.S. Wootton, coastal minesweepers (April); H.M.S. Palliser, frigate (April); H.M.S. Duncan, frigate, on completion as Squadron Leader towards the end of the year; H.M.S. Malcolm, frigate (in 1959).

The Squadron will continue to be manned for Home Sea Service. Fishery protection duties do not, however, limit the ships to home waters; programmes are arranged in conjunction with the Ministry of Agriculture, Fisheries and Food to ensure that the interests of British fishermen are safeguarded. This involves cruises throughout the winter to the Arctic waters north of Norway and Russia, to Iceland and the Faroes, and sometimes to Greenland.



"... but you said we were allowed to bring back tropical birds ..."

# H.M.S. SHEFFIELD

SHEFFIELD SPENT December and the early part of January refitting at Chatham. It was nice to be home again and everyone enjoyed their Christmas leave.

At the end of January the ship sailed for the Mediterranean to start the second leg of her General Service Commission. Naturally everyone was sorry to be saying good-bye to his wife or sweetheart, and to soften the parting a farewell dance was organised by the Welfare Committee. This proved a great success, and was thoroughly enjoyed by all.

After the dance it was a case of back to work again and the last few days in Chatham can be summed up by the following lines:

The Commander said, "This ship's not smart, she has a rusty frame, All hands must work from dawn to dusk to cover up her shame."

For five long days they painted ship, the butcher and the chef,

And now it can be truly said, we are the "Shiny Sheff!"

# Learn Gliding

UNDER THE guidance of the Royal Naval Gliding and Soaring Association some selected R.N. ratings can be taught how to operate gliders as an additional activity under the heading of "Expedition Training." Training will probably be carried out at week-ends and evenings later in the year at R.N.A.S., Lee-on-Solent, and at another air station. It is possible that most of the expenses will be met by expedition training funds.

Names of volunteers who are likely to be in the Command for a year should be sent to Capt. R. Williamson Jones, R.N., Senior Supply Officer, Royal Naval Barracks, Portsmouth (tel. Po. 74004, ext. 2133), as soon as possible.

# Sportsman of the Month

(Lieut.-Cdr. R. T. V. KYRKE)

RICHARD THURSTON VENABLE KYRKE ("Toby" to his many friends in Naval and sporting circles) was born in 1914.

In 1928 he entered the Royal Naval College at Dartmouth and remained there until 1932. Although playing rugby, cricket, hockey and soccer for the college he achieved a "cap" for rugby only. By way of relaxation he won the 100 and 220 yard events in the college sports.



In 1935 he played rugby for the Royal Naval College at Greenwich and in 1936-37 was a member of the Taunton XV against United Services (Portsmouth). He has never played rugby for the Navy although being selected as a reserve on several occasions.

In 1936 he made two or three appearances for the Navy cricket XI but was not able to catch the selector's eye for the matches against the Army and Royal Air Force—thus again missing the chance of a cap by a narrow margin.

In the same year he won the 100, 220 and 440 yard events in the Navy championships on the same afternoon—a feat still to be equalled. He was

joint holder of the Navy 220 yards record for 15 years. He gave up athletics for, as he says, "Training interfered too much with enjoying life."

In 1937-39, whilst on the China station, he played cricket and rugby for the Navy and also won the "Medway Divot" (golf).

In 1946, after the war, he recommenced playing cricket and had several games for the Navy. Probably through "not taking the game seriously enough" he again failed to obtain representative Navy honours.

In 1946-47 he played rugby for U.S. Portsmouth, Bath and Dorset and Wilts, then retired from that activity and devoted himself to hockey. In this sport he played for Devon County in 1948, Home and Mediterranean Fleets 1949-52, U.S. Portsmouth in 1954 and Havant 1955-56.

He defines himself as a "Jack of all trades, master of none" in his sporting capacity but his achievements in five differing types of sports rather belies that label.

His exertions have not, in the past four years, been confined solely to the purely physical aspect of sport and the playing of games. In his appointment as Royal Navy Sports Officer, which he has held for that period, he has been concerned not only with the organisation and administration of the five major sports of which he is secretary but, in the wider sense, his shrewd appraisal of a situation has been a bit of a shock to some of the (may I say it?) "die-hards" on the national governing bodies of amateur sport.

This is not the end of his achievements—for the past three years he has been studying law, mainly by correspondence courses and had the distinction last year of passing his Bar finals and thus becoming qualified to practice as a barrister-at-law—no mean feat for a person of his age.

To sum up—his philosophy is that the greatest value of games is in the pleasure obtained in playing them plus the camaraderie of amateur sport both during the games and afterwards—and all who know him will agree that he has lived and acted according to this precept.

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# THE ROYAL NAVAL ASSOCIATION

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## CALENDAR

- Darlington**  
February 22.—Area Dinner.
- West Bromwich**  
February 11.—Dance at the Spon Croft Hotel.
- West Ham**  
April 27.—Dedication of new Standard.
- Gosport**  
February 14.—Grand St. Valentine's Night Dance and Social.
- Twickenham**  
February 28.—Annual Dinner and Dance, King's Head Hotel, Twickenham.  
March 7.—"Lest we forget" Ball.  
March 28.—Social and Dance.

## We Will Remember Them

- Shipmate William Price, a Founder Member and Treasurer of the Isle of Man Branch.
- Shipmate Sam Butler, a Founder Member of West Bromwich Branch.
- Shipmate Patrick Donovan, ex-C.P.O. 231975, of Bangor (N.I.) Branch.

## VENUES

- Wear Branch**  
Londonderry Hotel, High Street, Sunderland. Friday evenings except for second week in each month, when the meeting takes place on Wednesday.
- Warwick Branch**  
Warwick Tavern, Crompton Street, Warwick. Saturday evenings. General meetings third Saturday.

## Annual General Meeting at LEAMINGTON SPA

THE BRANCH annual general meeting was held at its headquarters, the Woodland Tavern, on Saturday, January 18, 1958, and was attended by some 40 shipmates. The meeting was presided over by its President, Capt. C. A. N. Chatwin, D.S.O., R.N.

Most of the highlights of 1957 were mentioned by the Secretary, Shipmate George Hoare (who continues in office) in his annual report. A sad blow was felt when Shipmate Arthur Frost said he would be unable to continue as welfare representative but the shock was quickly overcome when Shipmate A. Spiers came forward with his services for 1958. The Treasurer, Shipmate A. Funge, also said he was unable to carry on owing to shift work, but Shipmate John Brownlow came in to fill the vacancy.

When closing the meeting, the Chairman, Shipmate G. Young, said the branch is still forging ahead and going from strength to strength. He also thanked all members for their help in the past and looked forward to their co-operation in the future.

## Navy News helps to reunite Sweethearts of Many Years Ago



IN THE October issue of NAVY NEWS we mentioned Mr. John Bickerdicke, who served in the first submarine built for the Royal Navy—the Holland I—and who must be one of the oldest submariners in Britain.

This article was read by a daughter of a lady by whom Mr. Bickerdicke had been brought up, and this lady—

Mrs. Pearson—was able to trace Mr. Bickerdicke.

Mr. Bickerdicke and Mrs. Pearson were married in December last.

We wish them good health and every happiness.

Mr. Bickerdicke is a Shipmate of Castleford Branch.

## MEMBERSHIP DOUBLED AT WEST HAM

ALTHOUGH A little late, a happy and prosperous New Year to all shipmates ashore and afloat from all shipmates of West Ham Branch. During 1957 we doubled our membership of 1956, and this year we are all out to treble our membership. As most of you already know by now, we are dedicating our new Standard on Sunday, April 27. The parade will move off from the "Cedars" at about 2.45. All branches in No. 1 Area and several branches in other Areas within 50-60 mile radius of West Ham should have had by now a letter of invitation from the secretary. Any shipmate from any branch will be made welcome, whether an invitation has been received or not. We do hope that many Standards will be in attendance. After tea has been served, a full programme will be laid on; also dancing to the White Ivories Dance Band in the Drill Hall. There's ample parking space for coaches and cars.

## WAR MEMORIES RECALLED AT BURY

THE BURY Branch held their first reunion dinner on January 11 and many a tale, not only of the Second World War but of the First World War, was told. The oldest branch member was Mr. Harry Osborne, who served throughout the 1914-18 War.

The Deputy Mayor of Bury (Alderman Elliott) was among the guests, and

(Continued foot of column 3)

## BOUQUETS AT ISLE OF WIGHT

OUR ANNUAL general meeting was held on January 17 at our Ryde premises in the presence of about 50 members. After the minutes of the previous annual general meeting were read and accepted, our chairman, Shipmate Rann, spoke of the events of the past year.

Ten full and five associate members had enrolled.

We had incurred a few additional expenses including a TV set and sundry articles of furniture, but our financial state was fairly healthy, although as he remarked, we could not throw it left, right and centre.

Next, our chairman handed out a few bouquets, and praised the efforts of our hon. secretary, whose books had received great approval from a chartered accountant.

Shipmate Chessell and his good lady also received congratulations for their admirable work on the social committee.

Lastly, the ladies in general received their mede of praise for their efforts their mede of praise for their efforts on the social side, and especially spick and span.

Shipmate Rowe, our vice-chairman, stated that he did not wish to stand for re-election as anno domini wasn't in his favour and he thought a change would be beneficial. Shipmate Deacons was duly elected in his place.

Shipmate Rowe was thanked for his past services.

Our new committee was then elected. We expressed our regret that three of our members have come to Safe Anchorage. The customary silence was observed.

We are pleased to announce that a fourth branch on the island was formed at Cowes during the latter part of 1957. A fifth branch in the southern area is being contemplated. We close with best wishes to all shipmates for the coming year.

(Continued from column 2)

he recalled his days as a Lancashire Fusilier aboard the Euryalus at Gallipoli. The Chairman of the Branch (Shipmate C. Barlow) welcomed two of the founder members—Shipmate J. Outram and Shipmate F. Kelly.

A social and concert followed the dinner.

## Twickenham Looking Forward to Blackpool

GREETINGS SHIPMATES everywhere. No doubt by now everyone is settling down to normal routine after the festive season. Our A.G.M. was held at "The Crown" on January 17 and, I am pleased to say, was very well attended. It was a great pleasure to welcome such a grand gathering of shipmates. Our President, S/M. W. Palmer, still retains office, and the branch are indeed indebted to him and his good lady for their generosity and hard work for the support of the branch. All other officers and committee members were re-elected to their various positions, except the area delegate. S/M. W. Palmer will be the delegate this year.

I would like to thank all shipmates and their ladies for the grand support and comradeship during the past year. Keep the good work going, but please try to be a little more helpful to the Social Secretary. It is very difficult to please everyone where entertainment is concerned, so if you have any suggestions or new ideas, let us have them. We will do our best to give you satisfaction.

We propose to hold a social and dance every month, and all branches are welcome to send along a boarding party to "The Crown." All information in this respect can be obtained from S/M. T. S. White, Social Secretary, 39 Royal Road, Teddington, Middlesex.

West Ham Branch have given us the first invitation of the season for their dedication on Sunday, April 27, our Standard and escorts with other shipmates have accepted. No doubt they believe in "the early bird catching the worm." I wish them every success and may they be blessed with good weather and generous support.

Our delegate and party who attended the conference at Cardiff are still talking of the grand time spent there and the hospitality of the Welsh people—so now it is up to you, Blackpool. I am sure of a great welcome from you, and look forward to meeting you on your home ground. Any information you can give us will be appreciated. Some of our members are thinking of spending a week with you, combining business with pleasure.

To all our coastal friends I would like to say: Thank you for your invitations last year. It would give us great pleasure to meet you again, so please contact our secretary early. Our motto is "First come, first served"; assuring you of our support if possible.

## Wonderful Party

Many thanks, Dorking Branch, for the wonderful Christmas party. We thoroughly enjoyed ourselves, especially the "hot-dogs" interlude; two of our members are still sucking sore fingers burned with the hot fat. Our social secretary will be inviting you to visit us again in the near future.

Recently we held a social and dance, and invited members of the Star and Garter and the Old Contemptibles Association, and thoroughly enjoyed their company and look forward to a closer relationship with these two organizations. Please remember them, shipmates, and send them an invitation to your social functions; they will be more than appreciated.

Our annual dinner and dance this year will be held on February 28 at the King's Head Hotel, Twickenham. Guests will include the Deputy Mayor of Twickenham and his good lady, Captain Wilson, R.N., and Mrs. Wilson, and the Branch Chaplain and his lady, and it is hoped that about 80 members and their friends will enjoy a pleasant meal and an enjoyable evening's entertainment.

## A HAPPY NEW YEAR from THE ISLE OF MAN

A HAPPY New Year to all branches from us here in the Isle of Man.

It is a long while since we contributed to the NAVY NEWS. Being a holiday resort there is not much to report in the way of club news. However on Trafalgar Day we took part in a little ceremony of laying a wreath on the grave of Capt. Quillian, who was Lord Nelson's quartermaster in H.M.S. Victory; our standard was also in attendance.

On Trafalgar night we held a very enjoyable social evening, which was in the capable hands of Shipmate Conway and his committee, who had put on a variety show which was enjoyed by all.

We have had several visitors visiting our club and they all have had an enjoyable time during the summer season. Our annual general meeting takes place on January 24, where we shall have a few changes on the rostrum. To those who are leaving their different offices, we say a special "Thank you" for a job well done, and to those who are elected to those offices we say welcome and good luck to them in 1958.

(Continued from column 4)

I'll just call upon my servant  
To put in the sweat and heat,  
And now there is no shooting,  
No shooting all the day,  
The hardest job I have to do  
Is draw my blooming pay.

## FESTIVITIES AT PORTSMOUTH

THE CHRISTMAS festivities commenced at Pitt Street on Saturday, December 21, when we had a house full for the big Christmas draw. Once again all records were broken both in the amount subscribed and the number of prizes, which took nearly two hours to distribute. The children's party benefited to the extent of a handsome donation from the proceeds.

For the rest of the holiday it seemed to be dancing or a social every night, finishing up with a grand splash to see the New Year in. Before we had time to relax there was the Children's Party on January 4. We had about 235 guests, including a small number from the orphanage at Hopwood House. The gymnasium R.N.B. was a kiddies' paradise that day, swings, roundabouts, giant slides, aerial rides, side-shows—the lot. In between times we filled them up with ice-cream, a bumper tea, Christmas presents and sweets, so by and large they had a very good day, but it must be said how very well behaved they were and it was easy work to look after them. Nevertheless we owe a lot to the willing band of workers who volunteered to assist, particularly in the buying, sorting and wrapping of Christmas presents and other essential preliminaries.

(See photograph on page 4)

Normally our A.G.M. would have been held last week with the new boys in the saddle, but owing to New Year's Day coinciding with a general meeting it was decided to defer January's meeting one week, and the A.G.M. was held on January 22.

## JOHANNESBURG THE GOLDEN CITY

ONCE MORE we send our contribution from the Johannesburg branch. At this time of the year most of our ship's company are on leave. I know our hon. secretary, and her husband, are enjoying themselves at Knysna, just now. After our monthly meeting in November, we had a quiz (What's my line?). Yours truly Jimmy the One was the quiz master. Twelve certificates were won by shipmates. Shipmate Schofield did a wonderful job in making the certificates. The branch was on parade for Remembrance Sunday; the wreath was laid on behalf of the branch by 1/Lieut. A. Parker. Next year we are hoping to see a bigger turnout by the branch, by then we should have a large ship's company.

On November 20 we were the guests of the Piccadilly Cinema, for the first night of the British comedy "Carry on Admiral"—it was enjoyed by all shipmates. After the show there was a cocktail party; I have it on good authority that several shipmates went to work the following day with a hangover.

For our Christmas dance we joined forces with the Cockney Club. Once again a wonderful evening was had by all.

We had a nice surprise a few days ago—we received a card and a letter from the S.W. London branch. They had decided to go ship visiting by mail. We were very pleased to hear from them. We are always pleased to hear from any branch at any time.

## GENTLEMAN'S NAVY

No hummock in my hammock,  
Now I am in the Southern Seas,  
But a bed for the poor ex-matloe,  
Just as comfy as you please.  
No scrounging in a sea chest  
For my kit to go ashore,  
It's all spotless on its hanger,  
Behind the wardrobe door.  
No scrubbing and perspiring,  
When it's washday in the fleet,

(Continued foot of column 5)

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## PARTY TIME AT LANCING



This happy photograph was taken during Lancing's children's Christmas party on December 21

### "UP SPIRITS" AT COVENTRY

ON FRIDAY, November 15, 1957, the Coventry branch of the Royal Naval Association headquarters in Lincoln Street echoed and re-echoed to the sounds of such familiar pipes as "Up, spirits," "Cooks to the galley" and "Men under punishment to muster." The occasion was one of the several "mess deck suppers" which the branch have run with added success since they moved into the premises some two years ago. The evening started with "Up spirits" being piped at 1945 hours, and every man was issued in a true Service manner. The 84 hands sat down to an expertly cooked supper of sausage, mash and onion sauce.

This over, "Men under punishment" proceeded to dish up and clear away for the S.O.D.S. opera. During the progress of this a glance inside the club would have revealed an atmosphere reminiscent of that to be found in "The Fleet Club" in Alex., the Union Jack Club in Shanghai, or the Dockyard Canteen in Rosyth, because the air was cigarette smoke laden and the branch chairman was to be found on a table performing "This old hat of mine" with due solemnity. Everyone was very reluctant to leave when "Pipe Down" came at 2300 hours.

#### Ladies' Section

Not to be outdone by this all-male effort, the newly formed ladies' section decided to organise a social, with the proceeds going to a fund to provide some old age pensioners with a party at Christmas. This was a roaring success, with the entertainment being provided by the Lincoln Girls' Choir and the Ladies Skiffle Group, with a calypso especially written for the occasion.

In conclusion, I would like to say this. Coventry being the industrial centre that it is, there may be quite a number of members of other branches who may find themselves in the city because of business or other reasons. If so, may I on behalf of the Coventry branch extend a very hearty welcome to them any evening. The address is R.N.A. Social Club, Lincoln Street.

### Invitation from Dorking

ONCE AGAIN the branch has entered into the New Year with the annual general meeting; this produced one or two changes, otherwise the same crew. During the past weeks we have had several new faces join the company. The old year ended with a grand party; for the future, several dances and socials, the main events the annual dinner and children's party—always a popular event. I might say, not always for the children.

Well, shipmates, any time any of you are Dorking way, drop in and see us, especially on Friday nights. Cheerio for now!

### Eighty-five new members at Malta

WITH ONLY eight months of 1957 to operate in we added 85 new members to the six founder members of this branch and also further increased our strength with several shipmates who transferred to us from U.K. branches.

Our routine has become quite settled now and, to whom it may concern I would like to make known that the following details in the R.N.A. diary are now incorrect; namely our meeting place and times of meetings. We now gather on the first Thursday of each month for a social evening in the Vernon Club, Valletta and again on the third Thursday of the month to attend to the business of the branch.

Our first big attempt at a social event was on Trafalgar Day last year when we held a dance. The success of this may be measured by the profit we made—fifteen pounds! Half of this sum was donated to the Trafalgar Day Orphans Fund.

A Christmas Party on December 20 provided entertainment, eats—and Santa Claus—for children of R.N.A. members here and also for 12 of the many orphans on this island. Many of the tradespeople here helped to make this possible by presenting goods which were used for raffles and as prizes at a beetle drive run to collect funds to entertain these orphans.

There will be many changes made among the officials of our branch this year. Our vice-chairman, Dave Warner, has had to resign and will be returning to U.K. soon.

Draft chits similar to Dave's will affect just about all of the other committee members this year so the "top table" at our meetings will soon be bearing a "new look."

Remember though—it does not matter who is the skipper of our ship—a welcome always awaits you at the Malta G.C. Branch.

### FIRE AT GATESHEAD

GREETINGS TO all shipmates. The news from Newcastle and Gateshead Branch, is, I'm afraid, not so good this month, and can be summed up in one word: "Fire!" Yes, shipmates, on Christmas Eve our club headquarters in the Central Hotel, Gateshead, were burnt out. The damage was not quite as bad as it could have been for us; we lost our whole library, patiently collected over the years by our members, the club room was entirely gutted, but our bell, port and starboard lights, ensigns, etc., were saved, so when the new premises are built, we can still show some regalia.

We are meeting in a room downstairs in the same premises and doing a lot of visiting to other clubs, but we have had to postpone our annual general meeting until we are back in commission; about four to five weeks we are told. What did all branches think of our "Miss Neptune"? What a smasher!!!

### Horley's successful year

THE ANNUAL meeting of the Horley branch of the Royal Naval Association took place at the White Swan and eight bells struck on the recently acquired ship's bell opened the proceedings at 8 p.m. The President, Engineer Commander J. W. Phillips, R.N., proposed the Loyal toast, and the company then stood in silence for one minute in memory of members who had "slipped their cable," absent friends, and "those in peril."

The Chairman, Mr. H. Drewery, said: "I think we must all agree that this last year has been a success, not quite the success of previous years but we are on the right side. There have been more members in the past year, and it is to be hoped there will be even more during 1958. During the 12 months I have been in the chair, my eyes have been opened quite a bit by the amount of work put in to make the branch a success. It is not just a matter of meeting here once a month. There is a lot of work which goes on during the month and I would like to thank the Secretary for the tremendous amount of clerical work he has to put in, and the long hours he has worked." The Chairman also thanked Mr. Davey, treasurer, and all members who had helped at branch dances.

The secretary, Mr. R. Giles, said they had to thank an associate member, Mr. J. Warren, for making the magnificent stand for the ship's bell and remarked that "For a chap who was not a matelot, he had made a jolly good job of it." There had been coach outings to Portsmouth, the Royal Tournament, the Jutland and Dunkirk Rally at Chatham, the London Reunion, and the standard had been carried at the local Battle of Britain thanksgiving service and the Remembrance Day parade. The branch had become a country member of the Royal Sailors' Club, Portsmouth, which gave members full club facilities with the exception of accommodation, but it was hoped in the near future that accommodation also would be available. Outings planned for 1958 were to Portsmouth Navy Days at Easter, the Royal Tournament, Jutland and Dunkirk Rally at Whitsun, the reunion in October and possibly an outing to Brighton during the summer.

### Economical speed at Greenwich

GREETINGS SHIPMATES of all branches. Well, we held our annual general meeting on Sunday, January 5 and most of the branch officers were returned to office. The branch is steaming at economical speed and progressing very well. We are looking forward to our dedication of the new

(Continued at foot of col. 4)

## Progress Despite Setbacks at Gosport

THIS ARTICLE from Gosport is longer than we usually publish, but we do so, almost as received, because it expresses, for an individual branch, what happens to other branches too. Gosport, inaugurated 20 years ago this year, built their own club which was opened last year. The enthusiasm which drove the branch until the new club was built is obviously still there, but unless the club is used, unless members attend their own business meetings, the builders, i.e., the club members themselves, may feel they have built in vain. Nearly all our members will "buckle to" with a will when there is something big to do, but it is equally important to "back up" your officials all the time. In opening the club, Admiral Sir Guy Grantham, Commander-in-Chief, Portsmouth, said, "I hope these headquarters will give a great deal of pleasure, not only to those who are now members of the branch, but to those men now serving who will join you in years to come." We of the Association hold the Association in trust for those who follow us. Let us therefore support our officials.—Editor.

THE PAST year has been one of steady progress despite the inevitable setbacks that have arisen from time to time. From the financial standpoint we have succeeded in keeping our heads above water. An approximate estimate of the expenditure entailed in running the club is somewhere in the region of £25 per week, in addition to which commitment, we have been able to repay to the Alex. Madden Fund almost £200 over the past year from the building loan. Essential improvements have cost approximately £100. The committee was somewhat optimistic in the hope that additional income would flow in by means of letting the main hall, thus placing us in a stronger position financially to reduce the amount of certain private loans. Unfortunately our hopes have been doomed to disappointment for, despite advertising, the hall, apart from an occasional function, has remained dormant with the exception of our own weekend branch social evenings.

#### Hard Working Committee

Great efforts have been made in many directions by a hard worked entertainments committee to stage a variety of functions during week-days, but due to lack of support, these ventures had to be abandoned. Further improvements which are necessary to our headquarters must, we are afraid, be shelved until our loans are repaid, unless our income becomes healthier. We must give great credit to the entertainments committee, whose number has been very small; for the strenuous efforts in keeping the social aspect alive, particularly at weekends when we are pleased to say, branch support has been quite good.

The members of the ladies' committee are also to be congratulated on their unflagging efforts throughout the year in organising such functions as jumble sales, bazaars, whist drives, old-time dances and instructional evenings, etc., all of which have contributed in no small measure to our income. Attendance at our fortnightly business meetings has steadily declined in spite of the fact that our membership has materially increased. This state of affairs is to be regretted, as it reveals a lack of interest in the manner in which the branch affairs are conducted, is disheartening to the members of the committee who serve solely in the interests of the branch and to the benefit of the members, and is not in keeping with the principles of our proud motto, "Unity, Loyalty, Comradeship and Patriotism." We are very proud of our headquarters club but its social facilities must not overshadow the real object of our being, to be members of the Royal Naval Association, and not just a nice club. The same lack of interest was very evident at the annual rally, also the No. 3 Area dedication of standard and rally in the Victory arena at Portsmouth Dockyard.

#### High-lights

The main high-lights of the year were: the children's party on Saturday, January 26, 1957, when approximately 160 children were entertained. The official opening of the

(Continued from col. 3)

standard this year and the laying up of the old one. We intend having a few "runs out" this year and my branch always enjoys them. In the past we have visited some branches several times, but we will have a change this year and call on branches we have not had pleasure of meeting. You will be warned in good time. A grand evening was spent at the headquarters club on New Year's Eve and our host and hostess did their stuff very well. Old Mac, dressed in full regalia, complete with bagpipes, gave us a very colourful 10 minutes or so. Well done, Mac.

main hall by the Commander-in-Chief, Portsmouth, Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., when 12 branches attended the dedication ceremony and 400 members, wives and friends, gathered in the hall for the social evening that followed. This was on Saturday, May 11, 1957. The tenth annual dinner and dance which was attended by 200 members, wives and friends. Great credit was due to the organising committees which made these functions a huge success. The area rally and the dedication of No. 3 Area standard on Sunday, July 28. The annual rally in London on Saturday, October 19 followed by a superb evening's entertainment at the Royal Festival Hall. It was gratifying to learn that our standard bearer, Shipmate Farley, had at last achieved his ambition by winning the Chester Cup in the standard bearers' competition, an honour of which he is very proud and we think, richly deserves, and his shipmates share this pride. On Saturday, April 27, the No. 3 Area quarterly meeting was held in our main hall.

The president No. 3 Area, Admiral Sir Chas. Little, G.C.B., C.B.E., officers of the committee and delegates were welcomed by our president Vice-Admiral Sir William Agnew, K.C.V.O., C.B., D.S.O.; support was given by the branch at the Gosport carnival at Brockhurst field on Monday, August 5, proceeds of which go to the Mayor of Gosport's charities fund. Thanks are due to our members who devoted their whole day in preparation of, and in running, the sideshows on behalf of this very worthy cause. The concert party has made valiant efforts to keep going during the past year, but unless new talent is forthcoming, there is little hope of survival as the backbone of the concert party consists of committee members who cannot afford to devote the time necessary in organising and producing the shows.

#### Rear-Admiral Grace

We regret that our life vice-president, Rear-Admiral W. K. C. Grace, C.B.E., has, on the advice of his doctor, been compelled to relinquish all activities for approximately three months. We wish him a speedy recovery and look forward to seeing him again at our general meetings. Vice-President Capt. J. W. Josselyn, D.S.C., R.N., though still affected by ill-health, attends the monthly trustee and executive committee meetings, and we are grateful to him for his constant interest in branch affairs. Finally, I would, on behalf of the executive committee, like to thank all members who have given of their time towards the smooth and efficient running of the branch, various sub-committees, members doing so much voluntary work and last, but not least, our steward, whose personal interest in the branch has extended way beyond his normal duties. May we, in 1958, grow not only in strength, but also in team-work for the progress of the branch and the Royal Naval Association in general.

#### Social Functions

To all members and their friends, I would like to take the opportunity of announcing the first function of special interest during February, a grand St Valentine's night dance and social on February 14. Dance to the music of our resident band with the additional attraction, the "Teenage Skiffers," ITV's Carroll Levis finalists, who will help in the making of a really enjoyable evening. This will be open to all members and their guests, also to members of any of the other branches of the Royal Naval Association who will be made very welcome. Light refreshments will be served in addition to fully licensed bar facilities. Late bar extension is being applied for. Spot prizes, etc., will be given, so come along and by enjoying yourselves, support our effort.

**SUCCESSFUL FUNCTIONS AT FINSBURY**



The new Standard and escort and principal officers of the branch for 1958

ON THE whole, 1957 has been a pretty good year. Attendances at the weekly meetings have been well up to average. The two principal branch functions, namely, the annual dinner and the ladies' night, were completely successful. The fortnightly socials were not up to standard, but the steps which have been taken should show a marked improvement on these. Our biggest bugbear in connection with these socials is that a good half

of our membership comes from well outside the district. Our social secretary's efforts to raise the necessary funds to provide a new standard have borne fruit, and we saw this for the first time at the annual dinner. We hope to dedicate it this year. Our present standard had many airings during the last summer, and we are looking forward to supporting the maximum number of dedications possible in 1958.

**Annual General Meeting at Havant**

THE BRANCH president, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., took the chair at the annual meeting on January 7, when the founder chairman, Shipmate H. P. Casey, was re-elected to that appointment. They were sorry to learn that their hon. treasurer, Shipmate C. J. Snow, would be unable to continue during 1958, but were fortunate in being able to elect Shipmate P. Rideout to take over these duties. Shipmate C. J. Snow will continue to act as the branch delegate.

Committee members re-elected were: vice-chairman, Shipmate A. W. Merrett; hon. secretary, Shipmate P. I. Edwards; welfare officer and standard bearer, Shipmate H. C. Croft; hon. social secretary, Mrs. V. Croft; committee members, Shipmates F. A. Osborne and F. W. Heath.

Their quarterly church service took place in St. Faith's the following

Sunday and their standard was taken to the altar by Shipmate Cdr. R. Frederick, in the absence of Shipmate Croft, who was unable to attend.

Shipmate the Rev. J. C. Venus, the branch padre, who is a full member of the branch, preached at the service. He started his talk by mentioning that possibly the first indication of the study of astronomical navigation was to be found in the Holy Bible, where guiding stars were referred to.

On January 18 a party from the branch went to Chichester and were guests of the Royal Naval Association branch there. This was a most happy event and much appreciation of the arrangements which had been made were voiced in the coach on the way back. The form of entertainment seemed to be perfect for such an occasion.

**New Branch WEAR AT SUNDERLAND**

A BRANCH has been inaugurated in Sunderland and named the Wear branch. We had a very successful inauguration night on December 4, 1957, and this new branch is progressing quite favourably. Our membership has now increased to 94, and we are hopeful of attracting many more, as we are getting a fair amount of publicity in the local press, largely due to the disappearance of our plaque, which was mentioned by the Newcastle and Gateshead branch. However, this plaque is now safely home in its rightful surroundings, but one wonders what happened to the branch certificate of the Newcastle and Gateshead branch.

Our meetings are held in the Londonderry Hotel, High Street, Sunderland, each Friday, except for the second week in each month, when the meeting takes place on the Wednesday.

The committee are at present at work making arrangements for our first ladies' night, which we hope to hold in the near future.

The officials of this branch are: Dr. R. S. Thubron, president; Shipmate A. Johnson, chairman; Shipmate G. Hitchin, treasurer; and Shipmate A. Edmundson, 188 St. Luke's Road, Pallion, Sunderland, secretary.

**CHELTENHAM THANKS THE LADIES**

WELL, WE welcome the dawn of 1958, and wonder what fortune has in store for us all this year. Foremost greetings to Shipmate (social secretary) Winterburn, whose wife presented him with a daughter Saaralee on December 23, 1957, just in time for Christmas. Our last social evening on December 13 at the Norwood was a success, with 80 members and friends from Bromsgrove and Kempford having a pleasant evening together. On January 4 we held our annual children's party, at St. Luke's Hall, where approximately 50 children sat down to tea, not forgetting a present to every child from Father Christmas. Our ladies, under the chairmanship of Mrs. Ken Edmunds, worked hard to make this event a great success. Thank you, ladies!!! We are organising at the latter end of January a skittles match with Gloucester; this will, I believe, be a good evening out. At our monthly meeting on January 2 we welcomed back Shipmate Piper, who has been in dock, but as time goes on should be A1. Speaking generally, 1957 was a good year for the branch, but a more keen eye must be kept on our financial commitments if we are to fully enjoy 1958 without "rocking the boat."

**ENTERTAINMENTS AT PEMBROKE DOCK**

ONCE AGAIN the White Hart was the venue for our social evening, which took place on December 28, and a most successful social it was, too. A buffet supper with drinks to suit all tastes, in a room warm and brightly lit, soon had tongues wagging. Everything went very smoothly indeed, thanks to the organising committee and Mr. and Mrs. Woolnough, licensees of the White Hart. Commander Terence Butler, the Resident Naval Officer of H.M. Dockyard and his wife came along to the party, but our president, Mr. Hayes, could not, unfortunately, be present. Lieut. Herbert, who so recently had a nasty accident which nearly cost him his leg, was there, and we were glad to see him once more.

The social was given its "send-off" by our chairman, Shipmate George Maidlaw.

**Entertainment**

The entertainment committee—Shipmates Jerry Driscoll, Jack Stephens, B. Best and Joe Blunt—are to be congratulated on their efforts. The Skiffle Group for whom we have not yet decided a name, but either the Windjammers or the Sun-downers, were "out of this world." We had two visiting artistes—Mr. Claude Tozer, the popular elocutionist (who, incidentally, won a bottle of whisky) and Mr. Glyn Jones, both of whom received great applause.

Joe Blunt, with a hilarious "strip-tease" act, and Jack Stephens with his "Blowing out the candle" sketch and funny stories brought the house down—figuratively, of course. Jerry

(Continued at foot of col. 4)

**ASHES OF FOUNDER MEMBER OF WEST BROMWICH TAKEN TO SEA**

ON JANUARY 15 nominations for officials for 1958 were taken. Voting on these took place at our annual general meeting on Wednesday, January 29.

At this meeting we enrolled two

new members to add to our ever-growing strength.

Our next dance has been arranged for Tuesday, February 11, at the Spur Croft Hotel. We paid a social visit to the Nags Head on Wednesday, January 22, where our Shipmate Hagan is mine host.

Looking further ahead, the branch visit to the Royal Tournament has been arranged for June 7.

During November the branch suffered a sad loss in the death of Shipmate Sam Butler, one of our founder-members. One of his last requests was that his ashes should be committed to the sea. With the co-operation of the chaplains of the Portsmouth Dockyard and H.M.S. Albion, this request was carried out. In a letter the branch received from his family they write:

"We were met by the chaplain of the Dockyard and the chaplain of H.M.S. Albion, who went with us by launch as far as the Nab, where a committal service was held. It was an extremely dignified and impressive ceremony, and included the lowering of the Purple Ensign and hoisting of the White Ensign at the moment of committal. We feel sure that Sam would have been pleased to know that his old shipmates helped to carry out his last request."

**CHANGES AT CHEAM AND WORCESTER PARK**

THE BRANCH have got away to a good start for 1958—at our first meeting we signed a new shipmate and took another on board on annual general meeting night.

On Wednesday, January 8, our social secretary finished his term of office with a really top-notch children's party—it is the best we've had for a number of years. Once again our good ladies did a grand job of work for us.

**Annual Meeting**

January 10 brought our annual general meeting, with a few changes of office. We were pleased to welcome Alderman W. L. Hasted to our mess—he is a full member of our branch; unfortunately our president could not be present.

Shipmate F. Clark has retained his office as branch chairman, Shipmate F. Lock has been elected as the new branch secretary, Shipmate Stanton has taken over office as social secretary, Shipmate Coe has taken office as welfare officer.

Shipmate Carter, our retiring social secretary, has been in office for two years and has done a sterling job of work, and given us a first-class social life throughout that time.

Shipmate Sargeant, our welfare officer, has been right to the fore in the welfare field during his term of office and has done a grand job of work visiting and getting assistance not only for branch members but for ex-Naval men not Association members.

For myself, shipmates, I have enjoyed doing secretary's office, but I feel that after approximately three-and-a-half years as assistant secretary to the late Shipmate Harris and secretary, I would like a break to get my second wind, but branch members were determined I should not drift into the background, hence my election as welfare officer.

**First Dinner**

Our first dinner of 1958 was held on January 11 at the Queen Victoria, Cheam. This was the ladies' section first dinner and dance, and a very magnificent effort it was; it was a great credit to them, and hearty congratulations go to their social secretary, Mrs. Oliver, for organising this event, which we all know takes a great deal of hard work and thought.

The ladies' dinner was attended by our hon. chaplain, Rev. E. C. Chandler, B.A., who said he thought it was a great thing and helped to bind the two sections together into one big team. Shipmate F. Clark, chairman, proposed a toast to the ladies, and said he thanked all our ladies for their great support and understanding during 1957, and hoped we would achieve greater things together during 1958. Mrs. Purkiss, chairman of ladies' section, responded by thanking Rev. Chandler for attending, and the wonderful effort by Mrs. Oliver for organising the dinner and dance.

Mrs. Purkiss was presented with a bouquet from the ladies' section, wishing her every success.

(Continued from col. 3)

Driscoll's sophisticated wit was much appreciated, as was also his organisation, in which he was ably assisted by Shipmate B. Best.

With Shipmate Ivy James at the piano and with our thanks to the ladies who are congratulated on preparing and giving us the "eats" it must be recorded that the evening was a most splendid success.

The children's party was held on January 4 and this too was another successful function. After a grand tea, with lots of "pop," Lieut. Herbert took charge of the programme and games. Shipmate and Mrs. Lloyd with other shipmates who were present, helped in many ways, and Mrs. Ivy James was at her usual place at the piano. The children enjoyed the young student who, although only 17, has been accepted by the Cardiff Magic Circle. Shipmate Lloyd was Father Christmas and he received a hearty cheer from his young audience. Each child received a gaily decorated parcel.

Best wishes to all branches from South Wales.

**DURHAM ASKS FOR SUGGESTIONS**

DESPITE THE absence of "Top Brass," our Christmas "stag" party in the Dun Cow headquarters went off with a grand swing. Our less fortunate shipmates were remembered, and appropriate gifts sent to those "confined to barracks" or in "dry dock."

Shipmates "Fishy" Heron and "Scurrs" Pearce attended the Edinburgh dedication with our standard, and reported having had such a slap-up time that all the other shipmates were really envious.

Thank you! Edinburgh, we must try a get-together some time.

Apart from our annual general meeting on February 5, our next date of note is the area "stag" dinner in Darlington on Saturday, February 22. Our small allocation of tickets was snapped up immediately, so we are looking forward to "pushing the boat out" that evening.

National Council member Shipmate Frank Wade of our branch is somewhat perturbed over erstwhile shipmates discontinuing their membership. An effort is going to be made to bring these "wandering sheep back into the fold" but some of us think that it is a nigh impossible task cajoling lapsed members back again. "Lukewarm" members are never an asset to any branch; after all, they leave of their own volition and we doubt that even if a free issue of "wallop" was offered, as cynically suggested by Shipmate Ray Mitchinson, it would be to any avail.

Any suggestions, shipmates?

**ENCOURAGING BALANCE SHEET AT WARWICK**

OUR ANNUAL general meeting was very well attended, some 37 members turning up which is the largest number to date. Unfortunately our president, Capt. C. F. R. Cowan, R.N., was unable to be with us due to ill health. In his absence Lieut.-Cdr. (S.) W. Simms, R.N.V.R., deputised and presented pen and pencil sets to Shipmates Marchant and Smart on behalf of the branch in recognition of their past services to the branch. Our chaplain opened the meeting with the customary ceremony of remembrance. After acceptance of the balance sheet, which was very encouraging, the annual election of officers took place but final results showed little change, proving the branch's satisfaction of last year's results. Forthcoming events are being prepared including another dance and branch cribbage tournament.

The branch headquarters are taking on a nautical look with the new additions of a ship's bell and suitably painted lifebuoy.

Finally the branch would like it known that any members of the Royal Naval Association or serving members of the Royal Navy who might be staying in Warwick are more than welcome to visit us at our headquarters at the Warwick Tavern in Warwick any Saturday evening, bearing in mind that the third Saturday of each month is reserved for the general meeting.

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Applications giving full details of qualifications, age, experience, together with two recent testimonials should be sent by Air Mail to reach the General Manager, Trinidad and Tobago Electricity Commission, P.O. Box 121, Port of Spain, Trinidad, B.W.I., by February 28, 1958.

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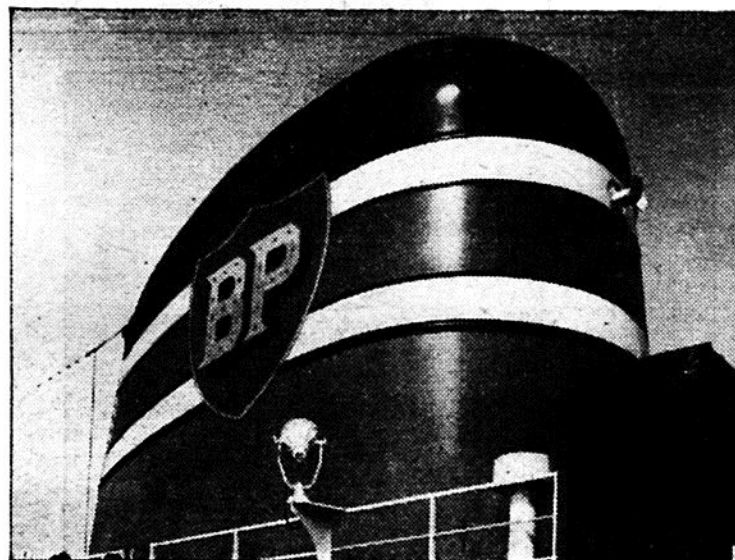
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# Sports Page

## NAVAL ATHLETES IN BRITISH BEST PERFORMANCES LIST—1957

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**440 Yards.**—R.E.L. M. Boyes, equal 13th in 49.2 sec. B.B.P., 47.4 sec.  
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**Pole Vault.**—R.P.O. A. Hobden, equal 16th with 11 ft. 3 in. B.B.P., 14 ft. 1½ in.  
**Hop, Step and Jump.**—A.A.4 J. Ellis, equal 20th with 45 ft. 7½ in. B.B.P., 49 ft. 9¼ in.  
**Shot.**—P.O. E. G. Weiland, 8th with 50 ft. 5 in. B.B.P., 55 ft. 7 in.  
**Hammer.**—A.A. A. Valentine, 3rd with 181 ft. 6 in.; P.O. A. Dutton, 26th with 149 ft. 5 in. B.B.P., 211 ft. 9¼ in.  
**Marathon.**—E.A. T. Joyce, 24th in 2 hr. 34 min. 2 sec. B.B.P., 2 hr. 22 min. 27.8 sec.

## HOME AIR COMMAND

REFRESHED AND perhaps over-nourished by the Christmas festivities, Home Air Command personnel will be anxious to get back into their stride for the Easter Term activities.

### Cross-Country

Training is well under way at most air stations and some inter-unit races have already been held. Abbotsinch are the favourites from the north and Ariel in the south; it will be quite a tussle for the honours in the Annual Championships to be held at H.M.S. Ariel on February 25. H.A.C.S.I. 4 gives details.

### Boxing

This season, many familiar faces have reappeared in the Home Air Command but, unfortunately, no fresh boxers. So, come along, all you youngsters, and have a go at the "noble art." Let's try and put the Home Air Command among the finalists in the forthcoming Inter-Command Championships.

The Home Air Command team will be selected after the Open Championships, to be held at R.N. Air Station, Bramcote, on March 18, 19 and 20. Details in H.A.C.S.I. 7.

### Fencing

Needs a shot in the arm; all fencers in the Home Air Command are urged to do all they can to encourage a few more entries into Phase I of the Royal Tournament, details of which are given in H.A.C.S.I. 5.

### Squash

Squash in the Home Air Command is under the able management of Inst.-Lieut. Walker at R.N.A.S. Ford. Details of Command Championships and Trials are given in H.A.C.S.I. 6.

### Basket-ball

Ariel, Ford and Brawdy all won their first-round games, whilst Bramcote received a bye into the semi-finals. It rests among these four stations as to which team will represent the Home Air Command in the Inter-Command Championships at the P.T. School on February 20 and 21.

### Association Football

In preparation for the first Inter-Command semi-final, the Air Command are holding a final trial on Monday, January 20.

A report of the Inter-Command match will be given in the next issue.

## Your Sporting Questions Answered

Send your queries to the B.B.C.  
General Overseas Service

SPORT, which provides some of the most exciting listening in the B.B.C.'s short-wave General Overseas Service broadcasts, is the topic of many a barrack-room or mess-deck argument in the far corners of the world, where there is seldom a reliable authority at hand to answer the "Who?", "When?" and "How?" of past records, present achievements, rules, regulations and history. A new programme called "Information Desk," which will be broadcast in the B.B.C. General Overseas Service every week, beginning on April 1, will give Service men overseas and members of the Merchant Navy an opportunity of having their sporting questions answered over the air by authorities on the sport concerned, whether it is cricket or football, boxing or athletics, tennis, squash, or any other form of sport. "Information Desk" will be on the air every Tuesday at 10.15 G.M.T. from April 1 and will be repeated every Thursday at 1915 hrs. Questions are cordially invited and should be addressed to: "Information Desk," B.B.C., London, W.1.

"Information Desk" will be a fifteen-minute programme in which a panel of experts will answer all sporting questions, problems or arguments that listeners care to submit, and, whenever possible, the sporting personality directly concerned in a question will be brought to the microphone. The programme will be introduced by Eamonn Andrews and produced by Angus Mackay, B.B.C. Sports News Editor, the experienced team responsible for the regular "Sports Review" programme which has been a highly popular feature in the B.B.C. General Overseas Service for more than eight years.

Sports enthusiasts in Britain have shown a keen interest in "Information Desk," which was first broadcast in the B.B.C.'s domestic service a few months ago, and soon brought in such a flood of questions that it had to be put on the air once a week instead of once a month as at first planned. How many times has Billy Wright played for England, and how many goals has he scored? What is the slowest and fastest mile run by Derek Ibbotson, when and where? What was the origin of sporting trophies and cups? When was the last time an English Test team did not include a player from Kent? These were some of the questions asked, and they were answered by the best possible authorities—Billy Wright, Derek Ibbotson, Sir Stanley Rous and Colin Cowdrey respectively. The vast number of people overseas who tune in regularly to the sports news, commentaries and interviews broadcast in the B.B.C.'s General Overseas Service will now have an opportunity to have their sporting questions answered over the air, and the B.B.C. hopes that "Information Desk" will be of particular interest to members of the Forces and the Merchant Navy and that they will make full use of it.

## ROYAL NAVY HOCKEY

THE FOLLOWING are the results of the third round of the Royal Navy Hockey Knock-Out Competition:

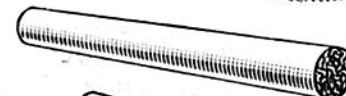
R.N.B. Chatham, 3; R.N.A.S. Ford, 1.  
 R.N.A.S. Yeovilton, 2; R.N.A.S. Culdrose, 3.  
 R.N.B. Portsmouth, 1; R.N.A.S. Ariel, 2.  
 R.M. Eastney, 3; H.M.S. Collingwood, 1.

The four semi-finalists have been drawn to play off on Wednesday, February 19, as follows:

R.N. Air Station Culdrose v. Royal Marines, Eastney, to be played at Culdrose.

H.M.S. Ariel v. Royal Naval Barracks, Chatham, to be played at Worthy Down.

The feature of this competition introduced three years ago has been the increasing participation of the lower deck personnel. So much so that this year there has been no necessity to limit each item to a given number of officers and men. This has been reflected in the Navy side, where there are two lower deck representatives, one of whom, Electrical Mechanic Wellington, is playing for the Combined Services.



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Susan Strasberg, one of the screen's brightest personalities scheduled for top stardom in 1958, has her first leading film role in R.K.O. Radio's Technicolor romance drama, "Stage Struck," in which she is in the exalted company of Henry Fonda, Joan Greenwood and Herbert Marshall. The picture, which looks like being one of the big hits of the year, also introduces a new male star, Christopher Plummer, leading young actor of the Canadian theatre. "Stage Struck" was produced entirely in New York by Stuart Millar, who made "The Young Stranger," and directed by Sidney Lumet, who won acclaim with "Twelve Angry Men."

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