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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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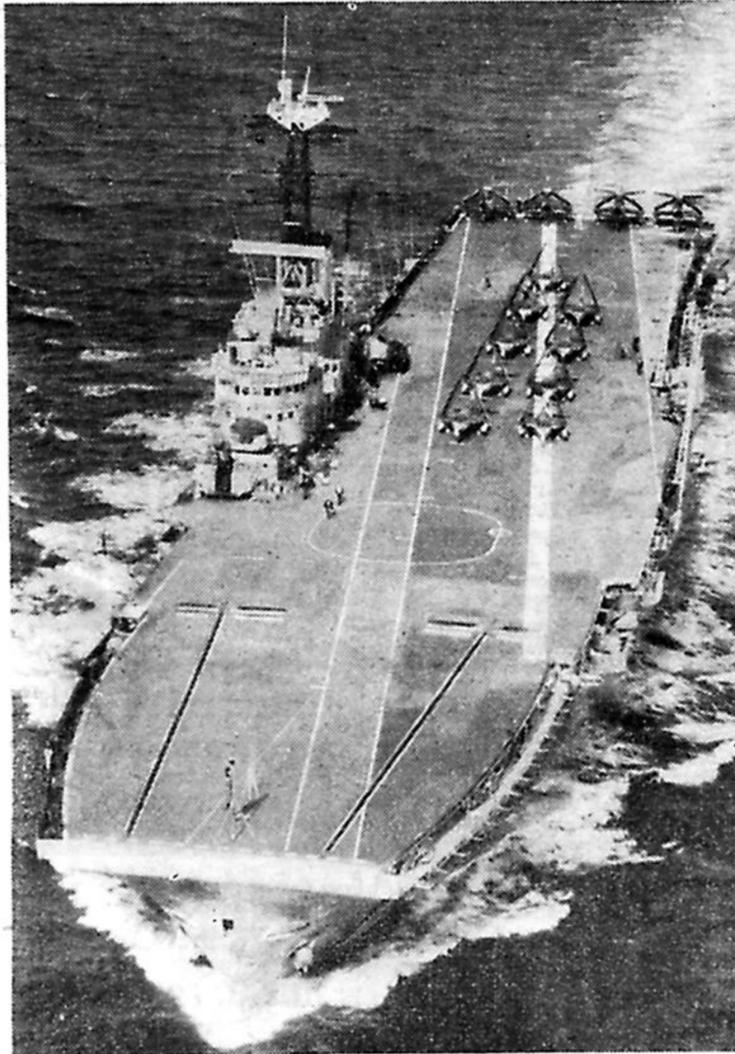
H.M.S. Albion recommissions

H.M.S. ALBION, CENTAUR-CLASS CARRIER, AND THE SIXTH OF HER NAME, RE-COMMISSIONED ON MAY 20 UNDER THE COMMAND OF CAPT. A. B. COLE, D.S.C., FOR GENERAL SERVICE, SOME OF WHICH WILL BE IN THE FAR EAST.

THE ALBION, BUILT AT WALLSEND-ON-TYNE BY SWAN HUNTER LTD., WAS LAUNCHED IN 1947 BY MRS. CLEMENT ATTLEE (NOW LADY ATTLEE), AND FIRST COMMISSIONED IN MAY, 1954.



The Chaplain of the Fleet, the Venerable Archdeacon F. D. Bunt, O.B.E., M.A., Q.H.C. (centre), who conducted the third commissioning service in H.M.S. Albion on May 21. Others (left to right) are the Rev. C. Grant, M.A., R.N., Capt. A. B. Cole, D.S.C., R.N., the Rev. C. R. S. Muspratt, M.A., R.N., and Cdr. R. C. C. Greenlees, R.N.

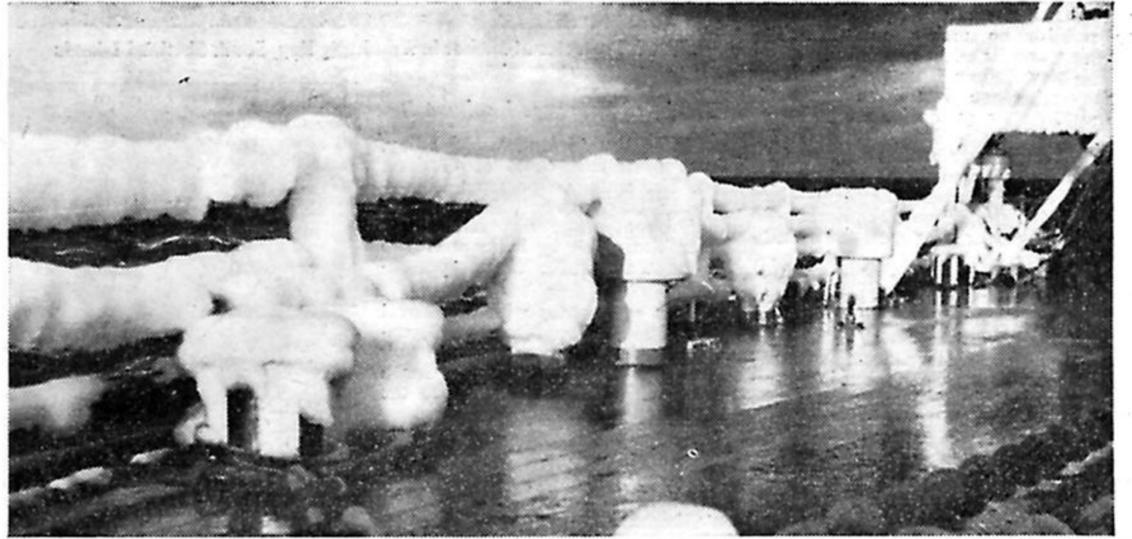


H.M.S. Albion (photographed during second commission, May 27, 1957; Seahawks and Gannets on deck)

The commissioning service, part of which dates back to 1589, and in which the Captain called on the ship's company to ask for God's blessing on the ship, was conducted by the Chaplain of the Fleet, the Venerable Archdeacon Darell Bunt, O.B.E., M.A., Q.H.C., assisted by the Ship's Chaplain—the Rev. C. R. S. Muspratt, M.A.—and the Rev. C. Grant, M.A. Well over 1,000 attended the service, which was held in the hangar. (Continued on Page 6, Column 1)

FROM THE ICY WATERS OF ANTARCTICA

H.M.S. Protector returns from the bottom of the world



Frozen spray on Protector in Bransfield Strait

H.M.S. Protector is a converted fast netlayer commissioner for work as the guardship to the Governor of the Falkland Island and Dependencies.

On her third commission she sailed from Portsmouth on October 10, 1957, and arrived in Port Stanley, Falkland Islands, on November 14, having visited Gibraltar, Freetown and Vitoria, Brazil.

Port Stanley is the capital of the Falkland Islands and Dependencies. It was to be Protector's base for most of the next few months. Hospitality ashore was considerable and much appreciated because there was little to do, apart from football matches and a visit to the canteen run by the ship.

To one person on board H.M.S. Protector, this tour of the ship meant going home, for Lieut. G. D. Howatt, the Electrical Officer of the ship, was born in the Falkland Islands. Electrical Lieut. Howatt joined the Royal Navy in October, 1929.

He states that he was treated as all "Old Boys" should be treated when returning for a visit to their schools—the red carpet was laid out, he spoke at fetes, parties and on the radio, and he thoroughly enjoyed his return "home."

In Stanley His Excellency The Governor, Mr. E. P. Arrowsmith, C.M.G., and Sir Eric Pridie, Colonial Office Medical Adviser, were embarked and the ship sailed for South Georgia on November 19.

While at South Georgia a naval survey team under Lieut. M. J. Stumbles, R.N., was disembarked to carry out a hydrographic survey of the approaches to the two main ports, Leith and Grytviken.

Damage to R.S.S. Shackleton

During this period the Royal Research Ship Shackleton was damaged in ice of the South Orkney Islands and Protector sailed at speed to meet her, help temporarily repair her and escort her back to South Georgia. Shipwright

Drafting Forecast

See page 2

Sub-Lieut. G. H. Avery, R.N., and L.S. R. Woodhouse spent three hours in water near freezing-point fixing a plate over the holes to make her seaworthy for the 600-mile trip back to Leith, South Georgia.

Returning to Stanley for fuel and mail, Protector sailed south for a short visit to Admiralty Bay, in the South Shetlands, and Deception Island before Christmas.

After Christmas, which was spent in Stanley, Protector sailed south to visit more of the Falkland Islands Dependencies survey bases and land the R.M. detachment on Livingstone Island, in the South Shetlands.

Protector sailed for Montevideo on January 23 to restore and relax for eight days in very welcome civilisation and sunshine.

The Governor re-embarked on Protector's return to Stanley and the ship sailed again for the Dependencies on February 15. During this trip all F.I.D.S. bases were visited except four, which were ice-bound. The Antarctic Circle was crossed on March 2 and the second naval survey party, under Lieut. C. J. Wynne-Edwards was visited at its temporary base in the Argentine Islands.

Photographic Survey

The two helicopters were kept busy ferrying stores and personnel to and from bases and moving surveying teams. An aerial photographic survey of the approaches to French Passage, on the west coast of Graham Land, was also carried out.

On her last tour of the bases Protector moved 16 husky dogs, 10 men and about seven and a half tons of stores (Continued on Page 2, Column 2)

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.145788 D. Bailey; JX.815532 A. Hack; JX.144118 A. Horsey; JX.151197 D. Langridge; JX.154524 P. Northcott; JX.138669 J. Watson; JX.157643 G. Webb.

To Chief Petty Officer Telegraphist.—JX.646171 J. Mundell.

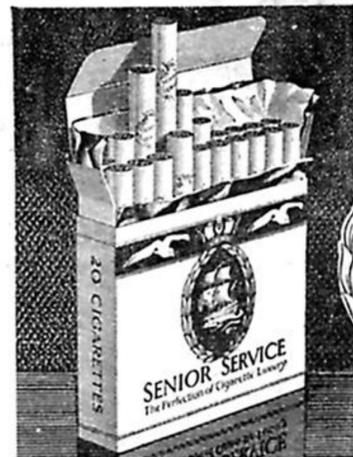
To Stores Chief Petty Officer (V).—MX.735464 R. Chetland..

To Chief Petty Officer Cook (O).—MX.55075 C. Lawrence.

To Chief Petty Officer Electrician.—MX.844734 A. Adams; MX.769286 F. Brewerton; MX.745956 C. Robertson; MX.802925 R. Robins.

(Continued on Page 2, Column 3)

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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

WITH THIS issue NAVY NEWS starts the fifth year of its life, and it seems an appropriate occasion to look back and view the changes which have taken place in the Royal Navy during those four years.

Centralised drafting—it is possibly a little too early to evaluate the effect of centralised drafting on the men of the Royal Navy. The feeling, voiced when it was introduced, that "machine-made" drafting would be soulless, has not been borne out. We hope shortly to publish an article on "Ernie's" working and its effect generally.

The New Officer Structure—this far-reaching change has been effected without, so far as can be ascertained, a ripple on Service life.

Increases in pay and pensions—the Navy's help with nuclear tests—modification of the Naval pay system—the abolition of the personal hammock—the handing over of Simonstown and Trincomalee.

The reductions in the size of the Navy, both in personnel and shore facilities, the end of Chatham Barracks, Portland and Sheerness Yards, the closing of H.M.S. Hornet, etc., cannot be viewed without a pang, but in these days of "stream-lining" and economy it is essential that the use of money allocated to the Navy must be solely to produce a "sting," and the savings made will, it is felt, produce an even more efficient fighting force.

The years of change have, however, shown one thing that has not changed and that is the spirit of the officers and men of the Royal Navy. This was shown at Suez. Called by some the "fiasco," the "stain" and so on "of Suez," it did reveal one thing and that was that the officers and men of today are, like the men of the first Elizabethan age, strong and courageous and worthy wearers of the Queen's uniform.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

And God called the dry land Earth; and the gathering together of the waters called he Seas and God saw that it was good.

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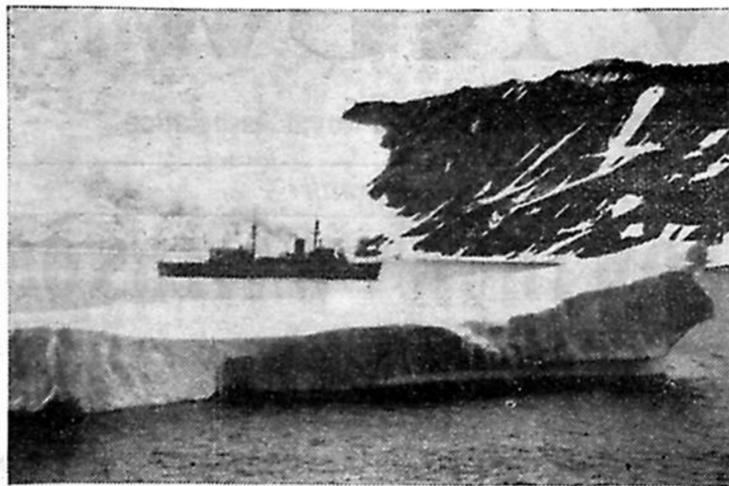
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H.M.S. PROTECTOR



H.M.S. Protector at anchor in Admiralty Bay, South Shetland Islands

(Continued from page 1, column 4)

from Livingstone Island to Hope Bay, on the north-east coast of Graham Land. The embarkation from Livingstone took two and a half hours and disembarking at Hope Bay one and a quarter hours—all by helicopter. The dogs made admirable aircraft passengers.

After a rendezvous with the Royal Research Ship John Biscoe at Deception Island, Protector sailed for Ushuaia, in Tierra del Fuego, for a two-day visit before returning to the Falkland Islands on March 26.

Protector left Stanley for England on April 1, having steamed 20,000 miles around the Dependencies in under four and a half months. Her route home included visits to South Georgia to embark the naval survey party, Tristan da Cunha to land stores, Simonstown, Freetown and Gibraltar. On May 19 she arrived at Portsmouth, having steamed over 38,500 miles in seven and a half months.



Chief Petty Officer Stanley with one of the husky dogs carried by Protector for the Falkland Islands Dependencies Survey

ROYAL VISIT TO DARTMOUTH

HER MAJESTY the Queen, accompanied by H.R.H. the Duke of Edinburgh, will visit Dartmouth on Monday, June 28, to present a Queen's Colour to the Britannia Royal Naval College.

She will arrive in the Britannia from the Scilly Isles and will enter Dartmouth harbour at 9.30 a.m. The Royal Yacht will be escorted by ships of the Dartmouth Training Squadron and by H.M.S. Orwell and secure to Numbers 3 and 3A buoys opposite the embankment.

The Queen will land with the Duke of Edinburgh at 10.30 a.m. at Dartmouth railway station where she will be received by the Lord Lieutenant of the County, the Earl Fortescue, His Worshipful the Mayor and Mayoress of Dartmouth and other dignitaries.

The royal party will then proceed by car via Spithead, the Quay, Mayor's Avenue and North Embankment to Coronation Park, where the aldermen, councillors and officials of the borough will be presented. On completion of the ceremony the Queen and the Duke will plant a tree each. The Mayor will present the Duke with a painting of the Royal Yacht on conclusion of the tree planting. Enclosures in the park will be allocated to local school children and organisations.

Visit to Royal Naval College

The Queen will then proceed to the Britannia Royal Naval College, arriving at 11 a.m. She will be received by the Captain of the College, Capt. W. J. Munn, D.S.O., O.B.E., Royal Navy, and the Director of Studies, J. W. Stork, Esq., C.B.A., M.A. The Queen will inspect the parade of midshipmen and cadets of the college and present a Royal Colour to the college. Following this ceremony, she will present the Queen's Sword, telescopes and gold medals to the prizewinners of the Passing-out Term of Midshipmen and lunch in the midshipmen's mess.

In the afternoon the Queen and the Duke will tour the college and grounds, planting trees to commemorate the occasion during the course of the tour. Subsequently, they will watch the annual cricket match between the College XI and the Incogniti Cricket Club, taking tea on the ground.

The royal party will return on board Britannia on completion of the match.

Advancements

(Continued from page 1, column 5)

To Chief Petty Officer Radio Electrician.—MX.84228 A. Bray; MX.770837 E. Mathewson.

To Chief Blacksmith.—MX.102987 H. Challinor; MX.766701 J. Curran; MX.90988 P. Garrett; MX.75727 H. Mundy.

To Chief Painter.—MX.98708 D. Barnes; MX.64133 H. Rowe.

To Chief Plumber.—MX.64244 S. Phillips; MX.583954 A. Trillo.

To Chief Shipwright Artificer.—MX.73687 J. Norris.

To Chief Ordnance Artificer.—MX.708131 D. Jones; MX.569385 A. Kennedy; MX.818792; J. Morley.

To Chief Mechanician.—KX.90041 H. Penzer; MX.745092 W. Pugh.

To Chief Engine Room Artificer.—MX.51466 J. Cropper; MX.73961 J. Longley; MX.637812 D. Taylor.

To Chief Engine Room Mechanic.—KX.96645 R. Alpin; KX.93820 A. Edmonds; KX.91318 H. Firth; KX.526974 I. Postgate.

To Acting Chief Aircraft Artificer.—L/FX.75003 R. F. Skipworth; L/FX.87886 G. W. Carling; L/FX.100181 C. Gowing.

To Chief Air Fitter (Airframes).—L/FX.817277 P. Raymond; L/FX.113906 R. E. Bugg.

To Chief Air Fitter (Engines).—L/FX.667819 D. Allen.

To Chief Radio Electrician (Air).—L/FX.849586 S. W. Ashford.

To Acting Chief Electrical Artificer (Air).—L/FX.669357 J. A. Boord; L/FX.669633 B. E. Chubb.

Director-General, Supply & Secretariat, lunches in R.N.B., Portsmouth

Vice-Admiral H. P. Koelle, C.B., Director-General, Supply and Secretariat, was entertained at a splendid buffet lunch in the Wardroom, R.N. Barracks, Portsmouth, on June 3. Some 50 officers of the Supply and Secretariat Branch attended and were able to talk to their Director-General, who was delighted to have had the opportunity. Admiral Koelle was accompanied by Rear-Admiral R. W. Paffard, C.B.E., Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, and Captain R. Williamson Jones, the Senior Supply Officer, R.N. Barracks, Portsmouth.

DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule. Exceptions may be unavoidable because of the operational requirements and the capacity of the dockyards.

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. Tabard, June, at Devonport, for the 1st S.m. Squadron, Malta.

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

H.M.S. Thermopylae, July, at Devonport, for the 2nd S.m. Squadron, Home Fleet.

H.M.S. Artemis, July, at Portsmouth, for the 5th S.m. Squadron, Portsmouth.

GENERAL

H.M.S. Sluys, June, at Devonport, for trials.

H.M.S. Fiskerton, June, at Hythe, for Foreign Service (Mediterranean).

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.

H.M.S. Ashton, June, at Hythe, for Foreign Service (Mediterranean).

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

H.M.S. Dampier, July, at Hong Kong, for Foreign Service on Far East Station.

H.M.S. Cook, July, at Singapore, for Foreign Service on Far East Station.

H.M.S. Maxton, July, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Blackpool, August, at Belfast, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Protector, August, at Portsmouth, for General Service Commission Home/South Atlantic and South American Station. U.K. Base Port, Portsmouth.

H.M.S. Ulster, August, at Devonport, for General Service Commission, Home/West Indies. U.K. Base Port, Devonport.

H.M.S. Ausonia, September, at Devonport, for Foreign Service (Mediterranean).

H.M.S. Dartington, September, at Hythe, near Southampton, for Foreign Service on Mediterranean Station.

H.M.S. Centaur, September, at Devonport, for General Service Commission. U.K. Base Port, Devonport.

H.M.S. Camperdown, September, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Saintes, September, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Armada, September, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Broadsword, September, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Leopard, September, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Devonport.

H.M.S. Lynx, September, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Portsmouth.

H.M.S. Houghton, September, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Carron, September, at Devonport, for Home Sea Service (Dartmouth Training Squadron). U.K. Base Port, Devonport.

H.M.S. Crofton, October, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Chawton, October, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Llandaff, October, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Ulysses, October, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Undine, October, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Undaunted, October, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Duncan, October, at Southampton, for Home Sea Service (5th Fishery Protection and M.S. Squadron). U.K. Base Port, Portsmouth.

H.M.S. Urania, October, at Devonport, for trials.

H.M.S. Loch Ruthven, October, at Devonport, for General Service Commission (Home/East Indies). U.K. Base Port, Devonport.

H.M.S. Gambia, November, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Rosyth.

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

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

H.M.S. Hogue, November, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Mounts Bay, November, at Singapore, for Foreign Service on Far East Station.

H.M.S. Chaplet, November, at Portsmouth, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Teazer, November, at Devonport, for Home Sea Service (2nd Training Squadron). U.K. Base Port, Devonport.

H.M.S. Tiger, November, at Clyde.

H.M.S. Woolston, December, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Cavalier, December, at Singapore, for Foreign Service on Far East Station.

H.M.S. Alert, December, at Singapore, for Foreign Service on Far East Station.

H.M.S. Caprice, December, at Glasgow, for Foreign Service on Far East Station.

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Motoring Notes . . .

ARE YOU KEEPING YOUR FINGERS CROSSED?

ALTHOUGH THE Road Traffic Bill of 1956 forecast compulsory tests for older cars, it is only in the last few months that the prospect has again reared its ugly head. On May 12, 1958, the Minister of Transport published a White Paper outlining the scheme for compulsory testing of vehicles over 10 years old, and it is fairly obvious that regulations will shortly be issued turning the scheme into fact.

The regulations will affect Naval motorists in two ways.

Second-hand Cars

The effect of the proposed regulations is already being felt in the secondhand car market by a falling off in sales, since many potential buyers are becoming uncertain about the effect of the tests on vehicles older than 1948. At the same time, dealers are also becoming more selective in taking in cars in part exchange, and in many cases have offered very much less than they were two months ago.

Buyers should remember that, despite any assurances given with a secondhand car, if it is more than 10 years old it has still got to undergo

test at the appointed testing station. No doubt the more reputable dealers will guarantee in writing that, in the event of a car failing the test within, say, three months of purchase, they will carry out necessary repairs free of charge. In the absence of such an assurance then one must be careful.

Present Owners

If you already possess a car more than 10 years old there are three choices open to you. One is to get rid of it in favour of a more modern car before the dealers really wake up. Secondly, you can sit tight and wait for the test with crossed fingers, hoping that everything will be all right—needless to say, it won't be. Thirdly, you can start putting the car in order now, so that when the test is due you will know perfectly well that all you have to do is to pay your 15s. and the certificate is bound to be issued.

The Tests

There are three main items which will be tested, namely, brakes, steering and lights. In addition, there are some items which could also fail the car, such as a broken or cracked chassis, insecure mudguards, dangerous wiring or badly worn tyres, although a car with many of these ailments should be on the scrap heap, anyway.

As for the three main items, the practical type of motorist can do a lot for himself. Headlamp reflectors, for example, are easily removed and can be re-silvered quite cheaply. Whilst doing this any defective wiring can be renewed as necessary. As the lights will be tested on standard beam-setting equipment, it would pay to have the lights set at any garage which already has the equipment.

In the case of steering gear, replacement of the steering box or king-pins is a garage job, but new track rod ball ends are fairly easy to fit provided that the tapered pins haven't seized in the steering arms. Incidentally, never use old split pins when locking up nuts but always use new pins of the correct size.

Brakes should always be attended to after the steering and hub bearings have been overhauled, otherwise false results are obtained and readjustment will be necessary if the steering is subsequently attended to. Brake drums are easy to remove to inspect brake linings, which should be changed if down to the rivets. Service exchange shoes are available for most cars these days. All linkages, cables and hydraulic connections should be checked over at the same time and clevis pins, fork ends, flexible pipes, etc., replaced as necessary. Incidentally, the cables of Bendix brakes are very prone to seizure and must be thoroughly checked for freedom—owners of older Standard and Hillman cars please note. In the case of hydraulic brakes, if there is any tendency for the pedal pressure to fall so that pumping of the pedal is necessary, the cause should be found and cured. A leaking master cylinder is often the cause.

Remember, a little patient attention now can save quite a lot of anxiety, and money, later on.

A. E. MARSH.

H.M.S. CHICHESTER

NEW TYPE FIRST RATE A.I.D. FRIGATE COMES INTO SERVICE

H.M.S. CHICHESTER, the third ship of the Salisbury-class frigates to be completed, was provisionally accepted into H.M. Service on Friday, May 16, 1958, from Messrs. Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow.

The Chichester was launched in April, 1955, by the Countess of Home, wife of the Right Honourable The Earl of Home, P.C.

All Welded Construction

The frigates of this class are designed primarily for the direction of carrier-borne or shore-based aircraft. They will also serve as a smaller type of destroyer in offensive operations. Of all-welded construction, they have been prefabricated in such a manner to allow for rapid building.

H.M.S. Chichester has twin screws and is powered by Admiralty Standard Range I heavy oil engines coupled to propelling shafts through hydraulic couplings and oil operated reverse and reduction gear boxes. These engines, of the latest Admiralty design, were manufactured by British Polar Engines, Ltd., Glasgow. The engines of similar design for driving the ship's electric generators were manufactured by Messrs. Vickers Armstrong, Ltd., Barrow, and the hull was built and machinery and other fittings were installed by Messrs. Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow.

The frigate, in addition to her aircraft direction equipment, is armed with a twin 4.5 in. gun mounting, two small additional guns and a "squid," anti-submarine three-barrel mortar.

The dimensions of the ship are: Length extreme, 340 ft.; length B.P., 330 ft.; beam, i.e., breadth extreme, 40 ft. Normal peace-time complement is nine officers and 198 men.

SHIPS OF THE ROYAL NAVY

No. 33. H.M.S. CORUNNA

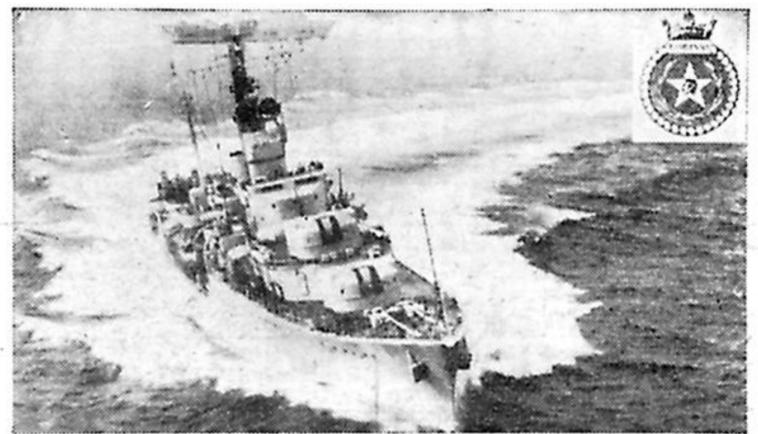
H.M.S. CORUNNA is one of the later "Battle" Class fleet destroyers and was built by Messrs. Swan, Hunter and Wigham Richardson on the Tyne. The ship was laid down in April, 1944, launched May, 1945, and completed June, 1947.

Displacement: 2,480 tons standard. Dimensions: 379 ft. overall x 40½ x 12½. Draught, 17½ (max.).

Complement: 268 (peace), 337 (war). Corunna was fitted as a Leader. Sixteen more destroyers of this type were cancelled at the end of the Second World War.

She takes her name from the Battle of Corunna, 1809, when General Sir John Moore was killed. The ship visited La Coruna in 1956 and a wreath was ceremonially laid on the General's grave.

Contingents of Army regiments who took part in the battle were embarked in Corunna for that visit. One officer and five other ranks of the Corunna Battery, Royal Artillery, and a similar number, representative of the Light



Infantry Brigade, including the King's Own Yorkshire Light Infantry, the Duke of Cornwall's Light Infantry and the Oxfordshire and Buckinghamshire Light Infantry were present.

The badge of the ship is derived from the arms of Sir John Moore, and is, "Within a wreath of palm gold on a mullet white a Moor's head proper." The field is red.

In Memoriam

Alan Frederic Hedges, Able Sergeant, RM/9607, H.M.S. Ruthven. Died April 16, 1958.

James Richardson, Engineering Mechanic 1st Class, P/SKX.914707, H.M.S. Terror. Died April 18, 1958.

John Gordon Jones, Able Seaman, DJX.918726, H.M.S. Rampus. Died April 28, 1958.

Lieut.-Cdr. (P) W. A. M. Ferguson, D.S.C., Royal Navy, R.N.A.S. Yeovilton. Died May 1, 1958.

Lieut. (O) M. A. Moore, Royal Navy, R.N.A.S. Yeovilton. Died May 1, 1958.

Kenneth Archie Field, Engine Room Artificer 1st Class, P/MX. 53753, H.M.S. Victory. Died May 4, 1958.

Lieut. (P) H. J. Regnart, Royal Navy, H.M.S. Bulwark. Died May 9, 1958.

Michael Joseph Lyden, Junior Engineering Mechanic 1st Class, K.973640, H.M.S. Ganges. Died May 10, 1958.

Rev. J. Curry, Chaplain, Royal Navy, H.M.S. Daedalus. Died May 14, 1958.

Raymond Edward Miles, Petty Officer, P/JX.171876, H.M.S. Forth. Died May 15, 1958.

Sub-Lieut. (O) M. H. Goodwin, Royal Navy, H.M.S. Ark Royal. Died May 19, 1958.

ROYAL MARINE BANDS TO BEAT RETREAT ON HORSE GUARDS PARADE

HIS ROYAL HIGHNESS the Duke of Edinburgh, Captain-General of the Royal Marines, is to take the salute on Tuesday, June 10, his birthday, when massed bands of the Corps, numbering more than 300 musicians, are to Beat Retreat on the Horse Guards Parade, starting at 6.30 p.m. Seating accommodation will be available for about 2,000 members of the public, while there will also be standing room for some 3,700 others. Tickets for seats at 5s. and standing at 2s. will be available from all leading ticket and travel agencies after May 20.

The 30-minute ceremony opens with a fanfare sounded by the Memorial Silver Trumpets of the Royal Marines School of Music, followed by a programme of marching and counter-marching in slow and quick time with "Beating Retreat" by 40 side drums of the Corps of Drums incorporated.

Royal Marine Bands taking part are those of the Portsmouth and Plymouth Groups; the R.M. School of Music; the Commanders-in-Chief, Portsmouth and The Nore; H.M.S. St. Vincent, the boys training establishment at Gosport and H.M.S. Raleigh, the new entry training establishment at Torpoint. They will be under the direction of Lieut.-Colonel Vivian Dunn, C.V.O., F.R.A.M., R.M., Principal Director of Music, Royal Marines.

Seats are being offered to London schools and youth organisations for the final dress rehearsal to be held on the Horse Guards at 6.30 p.m. on Monday, June 9.

THE MONTHLY general meeting it decided to have our annual trip on st 17. The destination will be Bournemouth Castle Hotel. If we will all be very satisfied.

A big event of the month was a ceremony. We were 10 strong thought the whole parade and tion to be very moving and most planned. The tea was excellent, of course, for Shipmate Turtle ing" everybody's jelly, Ship-

mate Coe "hogging" all the tea in a cup the size of a bucket and Shipmate Holloway "woofing" all the cakes! Thank you Darlington. One day you will get a return invitation to our Big Day.

We are slowly building up again after the fire but we could do with quite a few more on the books, so any of you "matloes" coming back into "civvy street," call in at our headquarters and join our happy throng. Our best wishes to Shipmate Devine who is sick. "Get well soon," Jack.

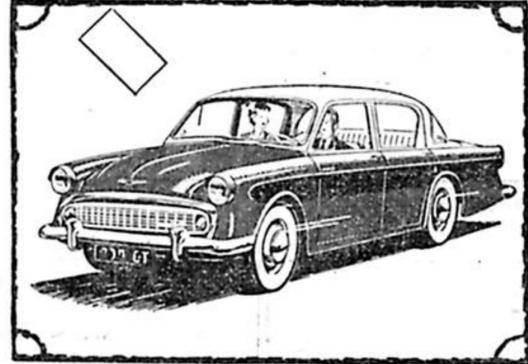
HAVANT MEMBER'S GENEROUS DONATION

MATE C. J. SNOW, who has a great deal for Havant branch, again thanked at their meeting on May 6 when it was announced that had made a generous donation: had enabled them to repaint the station's notice outside their

STEADY AND SAFE AT HULL

HULL BRANCH continues on a steady course—too steady perhaps at times, but safe!

We had a good muster when we visited Darlington on May 11 for the laying up of the R.N.O.C.A. Standard there, and the dedication of the R.N.A. Standard. This was in all respects aspects of the fine work done by the



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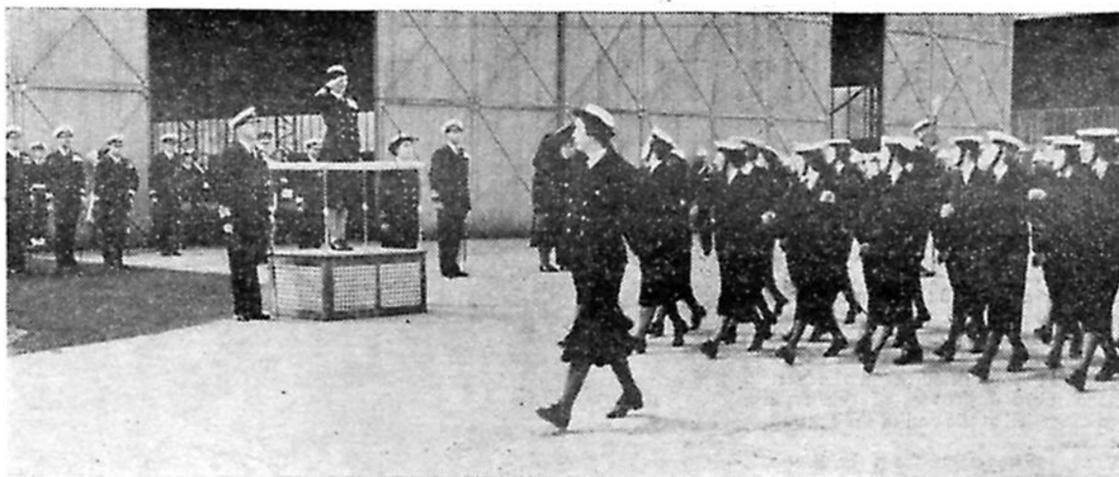
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Duchess of Kent at Arbroath



Her Royal Highness The Duchess of Kent arrived by air on Wednesday, May 21, in a Heron of the Queen's Flight. She was greeted by Lord Airlie, Rear-Admiral A. J. Tyndale-Biscoe and Capt. W. L. G. Porter, Commanding Officer, H.M.S. Condor. At the parade ground she inspected a naval guard of honour as well as two Condor divisions of W.R.N.S. and a detachment of W.R.N.V.R. from Tay Division, H.M.S. Cressy. The Duchess then left by car to inspect the W.R.N.S. living quarters. She lunched with Capt. and Mrs. Porter at H.M.S. Condor before driving into Arbroath

Southsea Branch of Friendly

members were also invited to the efforts of headquarters, Admiral R. MacGrigor, G.C.B., D.S.O., had agreed to officially open the club and unveil a plaque to commemorate this on July 12 at 4 p.m. The plaque was designed by the branch president.

Also present will be the Lord Mayor and Lady Mayoress of Manchester, and Capt. Stopford, R.N., of H.M.S. Blackcap.

There will be a parade of standards before the ceremony and this will be headed by the guard of H.M.S. Blackcap.

A cordial invitation is extended to all branches who may care to attend and all are assured of a hearty welcome.

Colchester Dart Players Too Good For Clacton?

SHIPMATE JOHN HOWE, oldest member of above branch, aged 89, died on May 7. It is with regret that we have to report the death of "old John". He was a regular attendee at all N.S.P.C.C., with which we had not 19 a.m. on Monday, June 9.

headquarters on St. George's April 23. Over 60 shipmates friends attended, among whom visitors from the Battle, Eastbe Lewes and Rye branches. The standing item in a very enjoyable evening was the presentation of a wristlet watch to our popular star bearer, Alf Hollis, for his undevoted duty as the branch R.N.A. ambassador at the many times he has attended. He has the standard for many years an tower of strength to the branch. We hope to make this dining annual event after having had 3 of many years, and judging by mates' remarks we think it will be a forerunner of many.

Our clubroom at the Cutlers has been enlarged and redecorated together with a first-class host shipmate chancing by this was assured of a hearty welcome. Saturday evening will find a few mates there, General meetings the Saturday in each month.

Now, on a sombre note, we

Houses of Parliament visit by Vernon Friendly Wives

THE H.M.S. Vernon Branch held a general meeting in the cinema, H.M.S. Vernon, on Wednesday, May 7. Mrs. E. A. Blundell presided and opening prayers were said by the Rev. B. A. Watson. We were very pleased to have Mrs. Winter, hon. secretary of the Portsmouth Area, R.N.F.U.S.W., with us as a guest.

Mrs. Greene, the Elizabeth Arden consultant from Messrs. Handleys Ltd., gave a talk and demonstration on beauty care. Mrs. Brown, from the audience, acted as a model for Mrs. Greene to demonstrate what can be done with skilful make-up. In addition, Mrs. Greene not only answered members' beauty queries but also prepared a number of individual make-up charts for them. The thanks of the branch were expressed by Mrs. Payne.

Raffle tickets were sold by Mrs. Walmsley and the prizes, one of which was very kindly given by Mrs. Piddington, were won by Mrs. Thorpe and Mrs. Vicary. Tea was served by the tea committee under Mrs. Bird.

King George's Fund Coffee Party

A bring-and-buy coffee party in aid of King George's Fund for Sailors was held in the cinema, H.M.S. Vernon, on Tuesday, May 13. It was a great pleasure to have Lady Grantham and the Lady Mayoress with us and the strong support of members and friends and the other branches was very much appreciated.

We are very grateful to Capt. E. A. Blundell, Messrs. Norreys, and the Wardroom mess committee for giving prizes. Raffle tickets were sold by Mrs. Brewer, Mrs. Vass, Mrs. Vicary and Mrs. Hunt. Lady Grantham very kindly drew the winning tickets and these were held by Mrs. Brailsford, Mrs. Brown, Mrs. Goldberg and Mrs. Bruce-Walker.

The bring-and-buy stall was ably conducted by Mrs. Walmsley, Mrs. Noakes, Mrs. Brown and Mrs. Parnham. Mrs. Bird presided over the coffee helpers who, with so many people to be served at once, did a splendid job.

This was a most successful occasion and the proceeds will substantially help this most deserving cause.

Visit to the House of Commons

On Wednesday, May 14, the chairman and 20 members went by train to London, where they were shown around the Houses of Parliament in the morning. At lunch time the party split up with various aims in view, but several members returned to the Strangers' Gallery to observe the House at work; a most interesting way of spending an afternoon.

Future Events

The annual garden party will be held on the Wardroom lawn on Wednesday, July 2; should it be wet it will be held in the cinema. As in previous years, members may invite two adult guests as well as their children.

A sewing meeting will be held on Wednesday, June 25.

Out of Uniform

Left: Wren Fay Weir, switchboard operator. Butterick pattern. 4½ yards. Lime green drip-dry cotton. White cotton flower motifs.

Right: Wren Pauline Hill, officer's steward. Butterick pattern. 7 yards. Kingfisher blue potter's poplin, Italian pink cummerbund.



Naval Officers Wives' Club, Drayton

MR. M. E. CLIFTON JAMES, who acted many times as Viscount Montgomery's double during the war years, has kindly consented to give a talk on "I was Monty's double," for the Drayton Naval Officers' Wives' Club. This will be in a private room at the Sunshine Inn, Havant Road, Farlington (31 and 48 buses pass the door), on Wednesday, June 18, at 7 p.m.

All Naval officers and their wives are invited to come along. Admission charge is 2s. 6d., which includes coffee and light refreshments. Tickets may be obtained from the chairman, Mrs. N. Dalton, 61 Seaview Road, Drayton, or the secretary, Mrs. G. Fayers, 35 Aberdare Avenue, East Cosham.

Birthday Party at North End

THE NORTH End Branch held its meeting on May 6. Members from the Gosport and Fareham Branch had been invited. They came in spite of unpleasantly cold and stormy weather and we were very glad to welcome them. Competitive games and dances took place in which every one joined and our guests shared at the butter and tea table for which Mrs. Martell had kindly provided a truly magnificent cake.

NEW STYLE SHOES AND SHEER NYLONS FOR W.R.N.S.

SHEER NYLON stockings and black shoes of a new fashionable design with medium height heels are now authorised wear for officers and ratings of the Women's Royal Naval Service on all except ceremonial occasions.



Approval has been given for 15-denier nylons, which have to be purchased privately from kit upkeep allowances, to be worn in place of the thicker 30-denier stockings issued on entry into the Service.

At the same time, lightweight shoes of a more feminine and appealing style are being introduced as an alternative to the present low-heeled shoes.

Flat-heeled shoes and 30-denier stockings, which will still be issued, are to continue to be "uniform" on ceremonial occasions.

CURRENT FILM RELEASES TO THE FLEET

Chase a Crooked Shadow. Thriller. Richard Todd, Anne Baxter, Herbert Lom.

A Tale of Two Cities. Period Melodrama. Dirk Bogarde, Dorothy Tutin, Cecil Parker.

Visit of Lady Grantham to Weymouth Hotel for the Royal Navy

LADY GRANTHAM, wife of Admiral Sir Guy Grantham, Commander-in-Chief, Portsmouth, accompanied by Mrs. Lewis, wife of Captain-in-Charge, Portland, paid a visit of inspection to the Hotel for the Royal Navy, Greenhill, Weymouth, on May 15. During the inspection Lady Grantham was presented with a bouquet of carnations and sweet peas by five-year-old Ann, daughter of C.P.O. and Mrs. Causon, who were among the many guests.

SEA CADETS AND T.S. NEPTUNE

THE UNIQUE nautical training and recreational facilities offered Sea Cadets in T.S. Neptune, the island establishment at Ravens Ait, near Surbiton, Surrey, are to be extended by the introduction of a cheap travel scheme for the more distant units.

Since it was founded by the Navy League about four years ago, a great detail has been achieved in developing the island, which is the only establishment of its kind in the country. It is now equipped to comfortably accommodate over 20 officers and 100 cadets, and it is hoped that the provision of cheaper fares will encourage more units from distant parts of the country to make a week's stay there and thereby secure full value from the many facilities—these include a fleet of over 40 boats—that are available.

The cadets could not have a healthier—or cheaper—holiday. Residence on the island costs only 7s. 6d. per day, which includes sleeping accommodation, all meals and use of the boats and other equipment. In bad weather film shows and other activities are organised.

Canoe work, in particular, is now a big feature of the training ship's outdoor activities on the Thames, and many island units will be able to participate in this sport for the first time.

New Appointments

T.S. Neptune will have a new Commanding Officer on June 1. He is Cdr. F. J. G. Hewitt, D.S.C., R.N., who is just ending his Service career as Southern Area Officer. He succeeds Lieut.-Cdr. (Sp.) F. Newell, R.N.V.R., who has been Commanding Officer for the past four years.

Lieut.-Cdr. J. G. Shilcock, R.N., is also leaving the staff at the end of the month, and his successor will be Lieut. (Sp.) C. James, R.N.V.R., Commanding Officer of the Chingford (Essex) unit.

Ambitious Plans

One of the most ambitious projects is that undertaken by Leicester Sea Cadets, who are losing their T.S. Tiger in a city demolition scheme. This unit, with an establishment of 140, is hoping to see a new £10,000 training ship sprung up on the banks of the River Soar, with its own boathouse and slipway.

Already there has been a grant from the local city council and generous contributions have been made by many individuals and industrial organisations; but some £2,000 or £3,000 still must be found and various efforts planned to raise this amount include a Sea Cadet flag day in August.

House purchase

A simple way to raise the initial deposit money required for buying your own house. Make out a monthly allotment for the purchase of TENTH ISSUE NATIONAL SAVINGS CERTIFICATES. Here are some examples of how your money grows by the purchase (by allotment) of

10th ISSUE NATIONAL SAVINGS CERTIFICATES PURCHASE PRICE 15/-

| If you allot per month | | £2 5s | £3 | £3 15s | £4 10s | £5 5s |
|------------------------|---|---------|----------|--------|----------|----------|
| IN 3 YEARS | You will have bought certificates which cost | £81 | £108 | £135 | £162 | £189 |
| | and will now be worth about | £82 16s | £110 8s | £138 | £165 12s | £193 4s |
| IN 5 YEARS | You will have bought certificates which cost | £135 | £180 | £225 | £270 | £315 |
| | and will now be worth about | £142 4s | £189 12s | £237 | £284 8s | £331 16s |
| IN 7 YEARS | You will have bought certificates which cost | £189 | £252 | £315 | £378 | £441 |
| | and will now be worth about | £207 | £276 | £345 | £414 | £483 |

The interest earned on your Savings Certificates is free of Income Tax and does not have to be declared for Income Tax purposes. Savings Certificates are State guaranteed.

IMPORTANT EVENTS AT ROYAL HOSPITAL SCHOOL

THIRTY-FIVE boys joined the School in May to bring the total to 650 for the current term and with the beginning of term came news of two successes bringing credit to the school. J. P. Jenner (Howe House) was placed third in the February, 1958, examination for R.N. Cadetships out of an entry of about 200. Supt. Art. App. W. J. Brimblecombe, who was in Hood House 1950-4, has been appointed Head of the School

at H.M.S. Caledonia for his final term.

During the spring term the school featured in a programme on the theme of "Adventure" in a B.B.C. Television "Sunday Special" and J. Rewell (Cornwallis House), D. Janku (Howe House) and P. Leach (Anson House) travelled to Birmingham for "live" studio interviews.

Two important events of the summer term will be the unveiling of the School War Memorial on June 15 and Speech Day on July 26.

A distinguished Old Boy of the School, Admiral Sir Philip Enright, K.B.E., C.B., will unveil the memorial at a service in the School Chapel, when the sermon will be preached by the Chaplain of the Fleet. It is hoped that many old boys will be present as the ceremony forms part of the Old Boys' Week-End and the school also welcomes to the service, all other well-wishers who may have subscribed to the War Memorial Fund.

Admiral of the Fleet Sir Philip Vian, G.C.B., K.B.E., D.S.O., LL.D., will present the prizes on speech day and the Lord Bishop of St. Edmundsbury and Ipswich will preach at the commemoration service on the following morning.

ADMIRALTY FLEET ORDERS OF INTEREST

DISCHARGE BY PURCHASE

A.F.O. 1075/58 gives the results of the review of ordinary applications for discharge by purchase covering the period February 1 to March 31, 1958. The names of the men whose applications have been approved are listed. The names of unsuccessful applicants have been communicated separately to Commanding Officers. The next review will take place in July and the closing date for receipt of applications will be June 30, 1958. Approval is unlikely for men on C.S.I. engagements with more than four years to serve, men on L.S.I. engagements with more than three years to serve, and men on S.S. engagements with more than two years to serve.

RHODESIAN IMMIGRATION SCHEME

A.F.O. 1292/58 gives details of the special Resettlement Immigration Scheme for officers and men whose services are being prematurely terminated in the Navy under the Reduction programme. There is a Land Settlement scheme which can absorb about 50 officers per year, and a Government Service Scheme offering employment to officers and ratings in



"Whale Island is famous for its bootiful renns"
-Shakespeare.

various branches of the Government Service. There will also be opportunities for appointments in the territorial service of both Southern and Northern Rhodesia.

These schemes have been agreed between the Services and the Federal Government of Rhodesia and Nyasaland, and offer good prospects.

HOLIDAY FARES BY INSTALMENTS

THE MALTA Air Lines informs us that, as in the majority of cases men find difficulty in paying the full fare from the Mediterranean to the United Kingdom and return, prior to departure, an Instalment Plan system has been instituted, whereby persons pay an initial deposit of 25 per cent. prior to departure with the balance payable over five months, either before or after leave.

The Service reduced fares from Malta to London and return to Malta are:

- (a) Night flight both ways, £32.
 - (b) One way day and one way night flight, £35.
 - (c) Day flight both ways, £38.
- The fares from Gibraltar are very slightly reduced.

QUEEN MOTHER AT PORTSMOUTH

After her visit to Northern Ireland H.M. Queen Elizabeth The Queen Mother arrived at Portsmouth flying her standard in H.M. Yacht Britannia on May 12.

She was met on landing by the Commander-in-Chief, Portsmouth (Admiral



Sir Guy Grantham, G.C.B., C.B.E., D.S.O., and the (then) Lord Mayor of Portsmouth (Councillor A. G. Asquith-Leeson, T.D., J.P.).

The photograph shows the Queen Mother chatting animatedly before leaving the dockyard for her train.

ADVANCEMENT ROSTERS

A.F.O. 1082/58 contains extracts from Advancement Rosters for information of men who have been recommended. This gives an indication of the present state of the rosters so that men can gauge their approximate positions. The situation, however, changes rapidly with numbers becoming due for release and the progressive reduction in numbers allowed.

R.N. STORES BRANCH BENEVOLENT SOCIETY

(Portsmouth)

THE GOLDEN Jubilee dinner, which was held last June under the previous chairman, Mr. Spence, was a great social success, and the society is now looking forward to its annual reunion dinner and dance (this time under the chairmanship of Mr. F. J. Moyce) either next December or January.

The above society has been in existence for over 50 years. Its main objects are to provide death and invaliding benefits for its members, and in addition a branch directory. All serving members of the stores branch under the age of 30 are eligible to join, and membership (with full benefits) can continue after leaving the Service. All this is provided at a cost of 2s. per month! Members may allot more than the monthly subscription of 2s.; any amount above this figure being placed in the member's own private account in the local savings bank. Membership of the society on March 31, 1958, was 695.

Meetings are held every second Tuesday of the month at the Royal Sailors' Home Club, Queens Street. The continued existence of this excellent society requires the full support of the branch.

A combined dance is to be held on July 11 at Kimbells Ballroom, Osborne Road, Southsea. This dance is being run jointly by the R.N. Writers Association, R.N. Stores Branch Society, and Sick Berth Staff Association, so will all members of the Stores Branch rally round and help the dance to be a bumper success. There are notices in ships and establishments stating where tickets may be obtained and the Editor will be pleased to inform non-serving members of the three associations of details.

INTRODUCTION OF JUNIOR ENTRY INTO THE ROYAL MARINES

YOUTHS BETWEEN the ages of 16 and 17 are now able to join the Royal Marines for General Service duties. They will be given 12 months' special training at the Royal Marines Depot, Deal, followed by courses at other Royal Marines establishments. During the training emphasis will be placed on the development of the powers of leadership in recruits and they will be encouraged to pass those examinations which are necessary to qualify for promotion to the senior non-commissioned ranks and for Corps commissions. No Royal Marine entered under this scheme will be drafted to one of H.M. ships or to an operational unit of the Corps before he reaches the age of 18½.

It is hoped that the first entry of juniors for General Service duties into the Royal Marines will take place in September of this year.

This new junior entry is additional to the existing entry as junior bugler, which is open to those between the ages of 15 and 16½. Adult entry into the Royal Marines remains open to those between the ages of 17 and 28.

Have YOU a personal problem . . . ?

ASK JOHN ENGLISH

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

WEARING OF EMBLEM ON BRITISH EMPIRE MEDAL

I WAS awarded the B.E.M. for rescue work in April, 1945, and I believe this entitles me to wear the oak leaf on the ribbon. There is an A.F.O., I think, on the subject. Could you please send me information on this?

The wearing of a silver oak leaf emblem on the riband of the British Empire Medal when awarded for gallantry took effect only from January 14, 1958. It would not, therefore, apply in your case. A.F.O. 613/58 refers.

HOUSE PURCHASE

I am considering buying a house but am experiencing unexpected difficulty in raising a loan, largely because the house is not modernised. Does the Royal Naval Benevolent Trust advance loans to ex-ratings? If so what interest is charged and in what manner is the loan repaid? I have no security to offer.

The Charter of the Royal Naval Benevolent Trust does not allow the granting of loans, but only grants in aid. I am afraid that this would not apply to house purchase, and suggest therefore that you apply to a reputable Building Society or Insurance Company for a loan, or possibly your local council may be able to help.

CHARGE MONEY

Is an Electrical Artificer who is drafted to a ship to relieve the Chief Electrical Artificer entitled to be rated local acting Chief Electrical Artificer, and is he entitled to Charge Money?

Artificers are not advanced on a local acting basis. They may, however, be paid difference of pay as Chief Artificer if necessarily employed in a vacancy for Chief Artificer.

The regulations are laid down in B.R. 1950. (Naval Pay Regulations), Article 514, paragraph (6), which you can see on application to your Divisional Officer or Ship's Office.



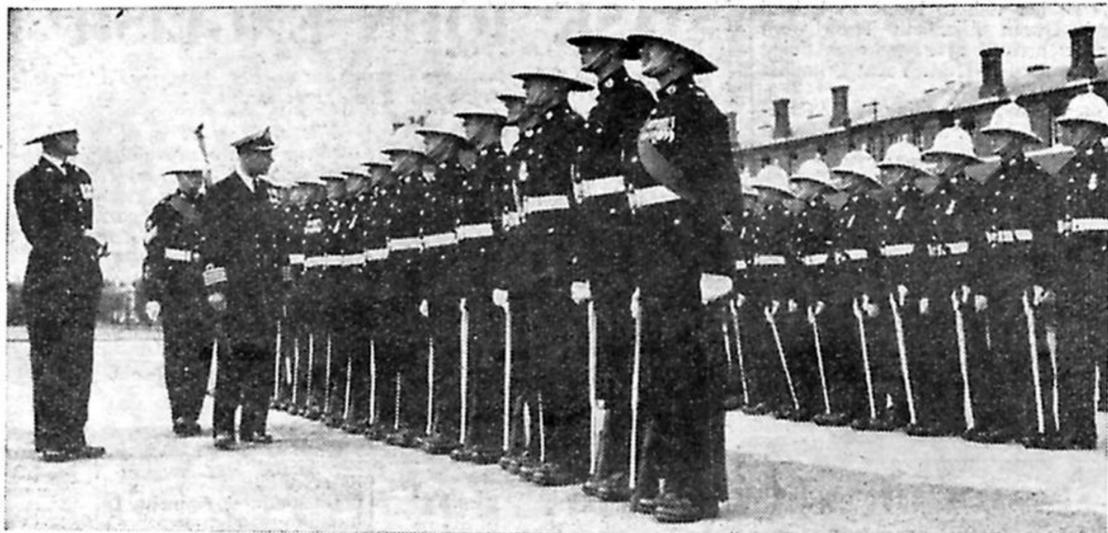
I always say please to Player's

PLAYER'S MEANS PLEASURE FOR ME

[NCC 206A]

RE-COMMISSIONING OF H.M.S. ALBION

(Continued from Page 1, Column 2)



Capt. A. B. Cole, D.S.C., R.N., Commanding Officer, H.M.S. Albion, inspects the new Royal Marine detachment for Albion's third commission at R.N. Barracks, Eastney. At left is Capt. J. C. Beadle, M.C., R.M., who commands the detachment, and C./Sgt. W. A. Clark

and all must have been impressed by its simple but effective style, and the relatives whose menfolk will shortly be thousands of miles away, must have felt heartened and helped. In his address, the Chaplain of the Fleet referred to Albion as a happy ship. It was his belief that ships—like homes—took on an atmosphere from the inhabitants. If happiness and concord exists, then a happy home or a happy ship ensues.

The Archdeacon went on to say that the bringing together, by the worship of God, of the men who served in the ship, helped tremendously in the happiness and the efficiency of the ship.

Service to God

It was essential to have service to God for if that was left out, men would forget their obligation to each other and self interest would take the place of service to the community. People are influenced, consciously or unconsciously, by whatever goes on around them, and in a ship, with men living in such close proximity to each other, that influence can be for good or ill. The old Naval custom of daily prayers was the one way the whole ship's company can be helped and strengthened, and brought together under God. If there is family unity within the ship, then that family unity leads to faithfulness, loyalty and kindness to one's own family and dependants.



Guests on board H.M.S. Albion for her third commissioning ceremony. L.S. Ward, of Norton, Stockton-on-Tees, with his aunt, Mrs. P. Ward, Miss Y. Ward and Miss C. Bury. All the ladies came from Morden, in Surrey

After the service, the ship's company and guests took tea together. The whole commissioning ceremony was a "family get-together," and augurs well for a happy and successful commission.

FLEET AIR ARM 21st ANNIVERSARY REUNION

On Monday, 1st December, 1958, in the Royal Albert Hall

Chairman of Committee—Admiral Sir Denis Boyd, K.C.B., C.B.E., D.L.C.

Price of Tickets (inclusive of Souvenir Programme but not refreshments) 10/- and 6/- (Balcony).

Plain Clothes will be worn.

The organising Committee will aim to allocate blocks of seats to Squadrons, Aircraft Carriers and Air Stations, so that old shipmates may be together. The bars and buffet will be open from 6.30 p.m. to 7 p.m. and from 9 p.m. to 11 p.m.

Applications for tickets should be forwarded to the following address not later than 15th September, 1958.

"Fleet Air Arm Reunion", Office of Flag Officer Air (Home), Wykeham Hall, Lee-on-Solent.

APPLICATION FORM

(Please delete words not applicable)

I wish to attend the Fleet Air Arm Reunion and enclose cheque/postal order for:

10/-

6/-

I am unable to attend the reunion, but would like a Souvenir Programme for which I enclose a remittance for 2/6.

(Cheques to be crossed and made payable to the Fleet Air Arm Anniversary Fund.)

Details of service with the Fleet Air Arm for purpose of seat allocation.

- (i) Service from..... to
- (ii) Category (Aircrew/Maintenance/Ship's Coy./W.R.N.S.).
- (iii) Seating Preference (Squadron, Ship or Air Station).

(iv) Name and rank or rating (please use block capitals).

(v) Address to which ticket (or Souvenir Programme) should be sent.....

Please note: Applicants are asked to accept some delay before the receipt of their tickets. This is to allow time for the Organising Committee to arrange the seating to the best advantage.

Unveiling of Model of H.M.S. Queen Charlotte

AN IMPORTANT event in the long history of H.M.S. Excellent took place at Whale Island, Portsmouth, on Friday, May 30, 1958, when Admiral of the Fleet Sir Arthur Power, G.C.B., G.B.E., C.V.O., unveiled a 30-foot model of H.M.S. Queen Charlotte, rigged as in 1794.

H.M.S. Queen Charlotte (the first ship of that name) was Admiral Lord Howe's flagship at the famous Battle of the Glorious First of June in 1794. Serving in her at the time of the battle in place of marines was a detachment of the Queen's 2nd Royal Regiment of Foot, later to become the Queen's Royal Regiment.

A first rate (H.M.S. Excellent) was commissioned in 1832 as the first Gunnery School at Portsmouth. This ship was subsequently replaced by another first rate, H.M.S. Queen Charlotte (the third ship of that name) in 1859. In the 1890s the Gunnery School moved ashore to new buildings on a reclaimed island in Portsmouth Harbour and the old first rate was broken up and her figurehead is all that remains to remind us of this bygone age.

The association between H.M.S. Excellent and the Queen's Royal Regiment has been fostered through the years, and the Glorious First of June is celebrated annually by both. Admiral Power is a former Captain of H.M.S. Excellent and took the salute at a march past of the ships company of H.M.S. Excellent during the ceremony. The Queen's Royal Regiment was represented at the ceremony by Major-General J. Y. Whitfield, C.B., D.S.O., O.B.E., the Colonel of the Regiment, and officers, N.C.O.s. and other ranks of the Regiment.

H.M.S. Excellent now commanded by Capt. H. C. Martell, C.B.E., Royal Navy, continues to be the Gunnery School at Portsmouth, but the term "Gunnery" now includes guided weapons as well as conventional guns and also the airborne weapons of the Fleet Air Arm. Also in H.M.S. Excellent since 1948 is the Regulating School which trains those concerned with provost duties in the Fleet.

Royal Navy Mission to Germany

THE ADMIRALTY has agreed to lend to the German Federal Navy a mission of officers and ratings of the Royal Navy to advise them on the problems of establishing the German Naval Air Arm.

Two officers—Cmdr. E. M. Brown, O.B.E., D.S.C., A.F.C., R.N., Head of the Mission, and Cmdr. R. C. R. Hallett, R.N.—are already at the German Naval Air Headquarters at Kiel-Holtenau, and will be joined by another two officers and five ratings when the German Naval air squadrons, now training in this country, leave the United Kingdom.

At the present time, a German squadron, equipped with Fairey Gannets for anti-submarine operations, are under training at the Royal Naval Air Station at Eglinton, in Northern Ireland, while a second squadron flying Sea Hawks, a day interceptor fighter, is at the R.N. Air Station at Lossiemouth (Morayshire). Observers and also rating telegraphists for flying duties with the German Naval Air Arm are receiving instruction at Culdrose (Cornwall).

German pilots have been given their conversion training to Gannet aircraft by Fairey Aviation at their White Waltham airfield.

As a Lieutenant-Commander in December, 1945, Cmdr. Eric Melrose Brown, then chief Naval test pilot, made flying history by landing a Vampire aircraft on board the aircraft carrier Ocean, the first scheduled deck landing of a jet aircraft. In 1944, he carried out the first deck-landings of Mosquito aircraft.

Chief Naval Test Pilot

A native of Edinburgh, he was awarded the Boyd Trophy, the Navy's highest aviation award, in March, 1949, for "outstanding skill during experimental work culminating in hazardous and successful experimental deck landing trials." On that occasion, he landed a modified Vampire fighter equipped with skids on a specially fitted flexible landing surface in the aircraft carrier Warrior.

Cmdr. Brown—known in the Service as "Winkle" Brown—won his D.S.C. in 1942 for bravery and skill in protecting a convoy during heavy and sustained air attacks during the war.

With him at Kiel-Holtenau is Cmdr. Richard Christopher Revans Hallett, R.N., a bachelor, six foot two inches tall, a specialist in aviation engineering and a most highly qualified test pilot, having passed both the Empire test pilots and U.S. Navy's test pilots courses. For the past two years, he has served as technical adviser to the Director of Air Warfare at Admiralty.

Other officers, still in Britain, who will eventually join the Mission in Germany, are Lieut. T. R. E. Beabey, R.N., an air engineer, and Lieut. F. T. Woosnam, R.N., an officer of the electrical branch.



PORTSMOUTH

PLYMOUTH

CHATHAM

IN THESE HOME PORTS — and in the towns and villages of England and Wales — Lloyds Bank maintains a network of over 1770 branches. Naval personnel who wish to open a banking account will be welcomed at any of these branches, where they will be advised as to the type of account they need and given full information regarding the many services the Bank can render to those both afloat and ashore. Those serving in the Portsmouth Command should apply to the main branch:

LLOYDS BANK



115 Commercial Road, Portsmouth

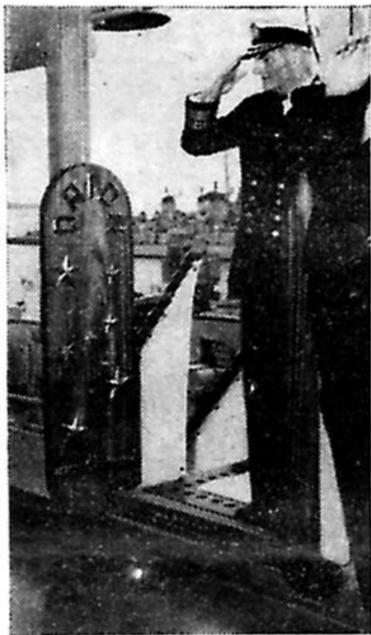
NEPTUNE'S SCRAPBOOK



Admiral Sir Ralph A. B. Edwards, K.C.B., C.B.E., to be placed on the Retired List at his own request to facilitate the promotion of junior officers to date May 15, 1958. It will be recalled that Admiral Edwards was obliged to relinquish his appointment as Commander-in-Chief, Mediterranean, last autumn for reasons of ill-health.

Capt. R. Williamson Jones, R.N., has been appointed a Naval Aide-de-Camp to the Queen from April 13, 1958, in succession to Capt. H. R. Harold, O.B.E., R.N.

H.M.S. Howe, one of the King George V class laid down in 1937, left Devonport on May 27 for a breaker's yard at Inverkeithing. H.M.S. Vanguard, flagship of the Reserve Fleet, is Britain's only remaining battleship.



Vice-Admiral W. J. J. Woods, C.B., D.S.O., Deputy Supreme Allied Commander Atlantic, being received on board U.S.S. Orion (depot ship of the United States Navy 6th S/M Squadron) at Norfolk, Virginia, on April 11, 1958. The occasion for his visit was a luncheon given by Comsurbron Six (Capt. D. B. Bell, U.S.N.) to celebrate the 58th birthday of the United States Submarine Service. Admiral Woods served as Flag Officer, Submarines at Fort Blockhouse, from December, 1955, to November, 1957.

The Argentine Naval Authorities state that a series of depth charge attacks were made by Argentine Naval vessels on an unidentified submarine in the Gulf of Nuevo, south of Buenos Aires. Although oil patches are said to have been seen, no further trace of the submarine has been found.

The Sovereign's Birthday Parade at Portsmouth will take place on June 12 on Southsea Common. Two thousand members of the Armed Forces will take part. Admiral of the Fleet Viscount Cunningham of Hyndhope will inspect the parade and take the salute as the Sovereign's representative.

It has been reported that the Americans claim to have launched the fastest submarine in the world. It's the 3,000-ton atom-powered Skipjack, which is said to have a range of 60,000 miles and a speed "in excess of 20 knots."

H.M.S. Aurochs, based on Sydney, which was returning from exercises in the South China Sea was attacked by a bomber and forced to dive. No damage was caused.

The Royal Tournament will be held this year at Earl's Court from June 4 to June 21. It is hoped this year to raise £15,000 for Service charities. An artificial cliff, 55 ft. high and for which 40 tons of cement were used, has been built. It will be used by Royal Marine Commandos to demonstrate their climbing abilities.

H.M.S. Loch Fada (Cdr. D. Loram) returned to Portsmouth on May 14 after a 12-month commission

on the East Indies Station, most of the time in the Persian Gulf. A party of 14 East African Naval ratings took passage in the ship from Mombasa. They are joining the coastal mine-sweeper Bassingham.

The Engineer-in-Chief of the Fleet, Vice-Admiral N. E. Dalton, attended a dinner to mark the closing of the Royal Naval Engineering College, Keyham, Devonport, on May 9.

H.M.S. Undaunted (Cdr. G. R. M. de la Pasture) has sailed from Portsmouth after refit to join the 6th Frigate Squadron. The ship will be proceeding abroad later in the year.

Although rain spoiled H.M.S. Excellent's annual sports on May 21, there was considerable interest and plenty of good sport—both serious athletics and other events. Prizes were presented by Mrs. Martell, wife of the Commanding Officer, Capt. H. C. Martell.

Sub-Lieut. Pape won the Kent open 20-mile race on May 17 in 1 hour 51 minutes 16 seconds. Sub-Lieut. Pape was a member of the Royal Naval Athletic Club (South) which won the third team prize.

A mine disposal team from H.M.S. Vernon extracted the detonators from a mine weighing half a ton picked up by a Whitstable fishing boat.

A short service took place in Boldre Church, in the New Forest, on May 25 in memory of Vice-Admiral Holland and the 1,416 officers and men who were lost in H.M.S. Hood on May 24, 1941.

H.M.S. Brave Swordsman, a Brave class patrol boat, was launched on May 20 at the Portchester yard of Vosper Ltd. by Mrs. C. P. G. Walker, wife of the Naval Assistant to the Controller of the Navy.

H.M.S. Bryony. Members of the war-time Flower class corvette Bryony have held reunions in London over the last three years and their next reunion is to be held at "The Punch House," Norris Street, Haymarket, London, S.W.1. on Saturday, October 18. Men who served in the ship should get in touch with Lieut. J. K. Porter, R.N.V.R., 11 The Drive, Chingford, London, E.4, and he will gladly supply full details.

Bryony (about 1,000 tons) was built by Harland & Wolff, Belfast, and commissioned in June, 1942. One of the ship's first jobs was escorting P.Q.18 convoy to Archangel when 13 out of 40 merchant ships were lost. The enemy lost three U-boats and 41 aircraft. Escort work in the Mediterranean seems to have been the Bryony's lot for the next couple of years.

The ship was eventually sold to the Norwegian Government and as far as is known is still serving as a weather ship—the Polarfront II.

The Secretary/Manager of the Royal Sailors' Home Club, Queen Street, Portsmouth, has informed me that ex-serving ratings, ranks and W.R.N.S. are cordially invited to become members of the Royal Sailors' Home Club.

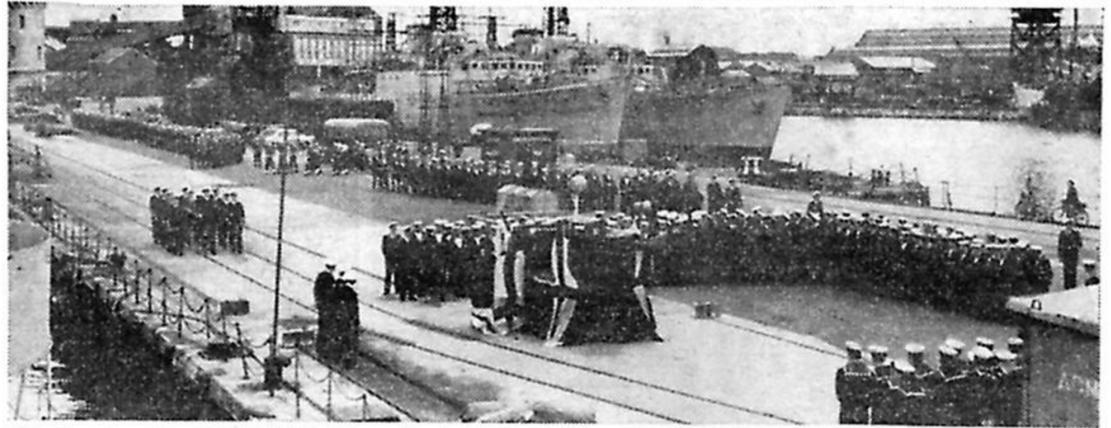
Rule 3 (c) reads as follows: "Ex-serving members: All Chief Petty Officers, Petty Officers, non-commissioned officers, ratings, and ranks who have served in the Royal Navy, Royal Marines or Women's Royal Naval Services, may at the discretion of the Committee become members of the Club on the payment of an annual subscription of 4s."

Applications cannot be considered by the Committee until after the service certificate has been sighted, and if ex-serving personnel wish to become members they should apply to the Secretary/Manager of the Club for an application for membership form.

The amenities of the Club include a men's lounge with billiard tables, guest lounge, television room, bars, cafeteria restaurant service from 6.15 a.m. to 11.15 p.m., barber's shop with cubicle for ladies' hairdressing, etc. Single cabins are available.

CLUBS, Etc., IN LONDON
A.F.O. 1279/58 gives a list of Service Clubs and Hostels in London, with details of membership and prices. This provides a useful reference for officers and ratings seeking accommodation in London. Some of these clubs also accommodate families.

THREE 'BATTLE' CLASS RECOMMISSION



Ships' companies of H.M.S. Trafalgar (Capt. C. D. Madden, M.V.O., D.S.O.), H.M.S. Dunkirk (Cdr. J. Nash, D.S.C.) and H.M.S. Jutland (Cdr. T. W. Stocker) arriving for the Commissioning Service which took place at Portsmouth on May 20

Re-naming Ceremony For New British Weather Ship

Former Oakham Castle's new duties

FOR 11 years four converted corvettes similar to that made famous in "The Cruel Sea" have been on duty all the year round as Britain's weather ships in the North Atlantic. The Air Ministry is now starting to replace them with larger, more modern vessels, the first of which, the Weather Reporter (formerly the Oakham Castle, a Castle-class frigate of the Royal Navy), was renamed by Lord Hurcomb, chairman of the Meteorological Committee, at Princess Pier, Greenock, on May 16.

The Meteorological Office has four weather ships in service—Weather Explorer, Weather Observer, Weather Recorder and Weather Watcher. When Oakham Castle is renamed she will replace Weather Explorer.

The four existing ships were formerly Flower-class corvettes launched early in the war for transatlantic escort duties. They were converted to weather ships in 1947/8. After their strenuous war service, followed by 11 years' duty in the North Atlantic, they are, not surprisingly, beginning to show signs of wear. A weather ship's normal spell of duty lasts 30 days, of which 24 are "on station." The ship then spends between two and three weeks in harbour; one weather ship is usually alongside the Weather Ship Base at Greenock.

The ship's primary task is to give three-hourly radio reports to the main meteorological office at Dunstable. Balloons carry radar wind equipment 60,000 feet into the upper air for

observations every six hours, and radio-sonde equipment for pressure, humidity and temperature observations every 12 hours. The ships also provide various electronic navigational facilities and meteorological information to aircraft in flight as well as air/sea rescue services when necessary. Oceanographical and other scientific observations are also made. The reports provide essential material for the public weather forecasts given over radio and television networks and for those used by pilots, shipping, road and rail transport and industry.

Weather Reporter's master will be Capt. A. W. Ford, of Cardiff, who has transferred from Weather Recorder. He commanded corvettes of the Royal Canadian Navy during the war, and has never missed one of the 82 voyages Weather Recorder has made since the service began.

Weather Reporter's statistics are: Overall length, 232 ft. (27 ft. longer than her predecessor); beam, 36 ft. 7 1/2 in.; mean draught, 16 ft.; displacement, 1,430 tons; length between perpendiculars, 225 ft.

FORCES MOTORING CLUB

THE PORTSMOUTH Group of the Forces Motoring Club held their first series of skilled driving tests on the airstrip of H.M.S. Sultan on the afternoon of Sunday, May 4, by kind permission of the Flag Officer Air (Home).

The weather was as near perfect as anyone could desire, with brilliant sunshine and just enough nip in the air to keep drivers, spectators and officials on their toes.

The president of the group, Air Vice-Marshal G. R. H. Spencer, C.B., C.B.E., and Mrs. Spencer, Cdr. P. T. Bryant, R.N., Executive Officer of H.M.S. Sultan, and Mr. E. Thornton-Bryar, B.Sc., general secretary of the Forces Motoring Club, were present, and many friends and relatives of members from as far away as Bristol and London, as well as the Home Group, provided the spectators so essential for an event of this kind.

The tests consisted of the Le Mans start, bending and width gauging tests and the Monte Carlo wiggle-wobble.

Between the tests a team of two cars from the Portsmouth City Police, under the supervision of Supt. Brown and Inspector Harding, both of the Traffic Division, and thanks to the ready co-operation and support of Mr. A. C. West, O.B.E., the Chief Constable of Portsmouth, gave a demonstration of car handling and illustrated some of the faults drivers are prone to make, finishing with an amusing but instructive example of what could be the result of traffic control by self-appointed road wardens.

Whilst the police team succeeded only too well in giving all a good laugh, the underlying lessons of road courtesy and safety were not forgotten, and whilst the competitive tests are designed to pit one driver's skill against another, the more skilful one becomes in handling one's vehicle the more chance there is that the present unhappy high rate of road casualties will be reduced.

The results of the tests were:

First: Mr. C. D. Lindley (Portsmouth), driving a T.R.2—74.6 points.

Second: Mr. D. Chambers (Bristol), driving an Aston Martin—81.6 points.

Third: Mr. W. R. T. Long (London), driving a Standard 10—81.8 points.

Special award: Mr. R. McClosky (Bovingdon), driving a Ford Prefect—85.6 points.

The arrangements were made by Supt.-Lieut.-Cdr. F. E. A. White, R.N., ably assisted by members of the Portsmouth Group.



In new number ones, or a smart pair of sports trousers, you can tell right away when Jack has been to Willerbys.

Why not call in yourself? There's a wonderful range of cloths and styles to choose from, in both made to measure and ready-to-wear clothes for men and women. You'll like the helpful service, and the reasonable prices, and you can pay by allotment if you wish.

If you'd like to know more about Willerbys, drop us a line, or call in when you're next on shore. We shall be pleased to let you have a copy of the leaflet describing the 'Willerby Way'.

BETTER TAILORING at WILLERBYS

(By allotment if you wish)

OXFORD STREET, LONDON, W.1. AND AT
52 ROYAL PARADE, PLYMOUTH. 111 COMMERCIAL ROAD, PORTSMOUTH.
2 LONDON ROAD, NORTH END, PORTSMOUTH.
125 HIGH STREET, CHATHAM. 29 ABOVE BAR, SOUTHAMPTON.
And branches throughout Britain.

COMMANDER-IN-CHIEF DANISH NAVY VISITS PORTSMOUTH



Vice-Admiral A. H. Vedel, the Commander-in-Chief of the Royal Danish Navy, recently paid a short visit to this country. On May 19 he visited Portsmouth and lunched with the Commander-in-Chief (Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O.) on board H.M.S. Victory. (Notice the frock-coats worn by the visitors.)

ROYAL MARINE HELICOPTER ASSAULT ON EASTNEY BEACH

THREE SERVICES IN AMPHIBIOUS WARFARE DEMONSTRATION

A HELICOPTER assault, such as might be mounted from a Commando carrier with a Royal Marine troop being landed behind the beach area, was enacted on Eastney beach, Southsea, in May.

It formed part of "Run Aground IX," a demonstration designed to show Staff College students some of the craft, methods and equipment used in amphibious operations.

At Eastney, the helicopters came from 701 Fleet Air Arm Squadron, based at the R.N. Air Station, Lee-on-Solent, and the Joint Experimental Helicopter Unit. The new Westland Wessex helicopter, now being developed for the Royal Navy as a replacement for the Whirlwind, was seen during the operation.

Another important phase of the demonstration was an assault by an infantry battalion with supporting arms against a lightly defended beach. This assault was carried out by the 1st Battalion, the Royal Scots Fusiliers, supported by a Centurion

tank troop of the Queen's Own Hussars, a Field Artillery troop of the 42nd Field Regiment, R.A., and also men of 80 Light Anti-Aircraft Regiment, Royal Artillery.

At Culver Cliff, Isle of Wight, methods used by Commandos when attacking a cliff-lined coast were demonstrated by 42 Commando, Royal Marines, landing from H.M.S. Vigo, which was close off shore.

In addition to ships of the Royal Navy, squadrons of the Fleet Air Arm and Royal Air Force, hundreds of Army officers and other ranks ranging from beach roadway and maintenance personnel of the Royal Engineers to a casualty evacuation unit of the Royal Army Medical Corps took part in "Run Aground IX." The Royal Marines were represented by cliff assault troops of 42 Commando, helicopter troops from Eastney Barracks, a Special Boat Section, and also landing craft from the Joint Services Amphibious Warfare Centre and other units.

ROYAL MARINE GUNNERY SCHOOL TO CLOSE

BECAUSE OF the increasing number of smaller ships which do not require Royal Marines to man their guns, the R.M. Gunnery School at Eastney Barracks, Portsmouth, is to be closed by the end of June of this year. The training of Royal Marine gunnery rates will be transferred to H.M.S. Excellent, the Royal Navy's gunnery establishment at Whale Island, although R.M. trainees will continue to be accommodated at Eastney Barracks.

The automatic guns used in ships of the Royal Navy at the present time, and the guided missiles that will eventually replace them, require smaller gun crews than in the past, while a larger proportion of Royal Marines are now required for Commando duties. These factors, in addition to the desire to achieve economies wherever possible, have been taken into consideration by the Admiralty in deciding to close the sea service battery and gunnery school at Eastney used by the Royal Marines since 1883.

Between the two wars, recruits and third-class rates learned their gunnery under R.M. instructors and young officers carried out preliminary Naval gunnery training at the establishment which, during the last war, was extended to include fire control tables, fire control mountings and close-range Bofors guns.

Used for the training of seamen and marines in 15-inch battery drill was a 12-inch battery mounted as long ago as 1911—and still standing. This is a unique piece of ordnance with the hydraulic mounting being driven by coal-fire boilers.



"Had a good leave, Bates?"

DEEP SEA SCOUTS

THE DEEP-SEA Scout organisation, which is a branch of the Boy Scouts' Association, is anxious to enrol former Scouters, Rovers and Scouts, serving in the Royal and Merchant Navies, and who are desirous of continuing to take an active interest in the work of the Association in the ports they visit. The scheme is also open to those who have not before been members of the Association but who now wish to join. It is hoped that the scheme will commend itself as a practical way of meeting the need for Scout workers in seaport towns, while affording to those taking part useful and interesting occupation in their time on shore.

Port and Fleet Commissioners are appointed by Imperial Headquarters, Boy Scouts' Association, 25 Buckingham Palace Road, London, S.W.1, and will give all possible assistance and advice to individuals wishing to enrol. Forms of enrolment can also be obtained from Scout local associations at Chatham, Portsmouth, Devonport or Gosport, or from Imperial Headquarters. After enrolment and registration, wristlet badges and membership cards are issued which ensure recognition and welcome by the Scout authorities who are to be found in most ports of call at home and abroad.

Permission may be granted by commanding officers for ratings who are Deep-Sea Scouts to land in Scout uniform and wear it on shore, provided that it is worn for scouting activities only.

Ski Training in Norway



Commandos climbing Svaanastinde, 7,000 feet, one of Norway's highest mountains

SKI-ING is an important part of Commando training and the problems of living for long periods in snowbound areas at low temperatures are frequently encountered. Men are taught to ski with heavy rucksacks and rifles over mountains and icy roads and through fir-studded forests. Such conditions were accepted recently during three weeks' Royal Marine Commando training in Norway.



It's not all work when ski training

First German Naval Air Squadrons to Commission in Britain

THE FIRST two squadrons for the new Air Arm of the German Federal Navy, both equipped with British aircraft, have been formed in this country.

A multi-purpose squadron at the Royal Naval Air Station at Lossiemouth (Morayshire) was formally commissioned on Monday, May 19, and an anti-submarine squadron at the R.N. Air Station at Eglinton, near Londonderry, the following day. They are to fly Sea Hawks, a day interceptor fighter, and Fairey Gannets, latest fixed-wing aircraft in service with the Fleet Air Arm for anti-submarine operations.

Commissioning ceremonies held at Lossiemouth and Eglinton on the above dates were attended by the German Ambassador in London, His Excellency Herr Hans von Herwarth Flying from Germany for the occasion was Dr. F. Rust, Permanent Secretary of the German Defence Ministry; Vize-Admiral S. Ruge, Inspector General of the Federal Navy and flag and senior officers of the Federal Navy.

The German party was accompanied by Vice-Admiral W. T. Couchman, C.B., C.V.O., D.S.O., O.B.E., Flag Officer (Home), who has been responsible for the training of the German pilots, observers, rating telegraphists and technicians in Britain.

The new squadrons—that at Lossiemouth is commanded by Korvetten-Kapitan P. Jung and the other at Eglinton by Korvetten-Kapitan H. Schoepke—are expected to leave this country for Germany during the summer on completion of their training.

Last month, the Admiralty announced that it had agreed to lend a mission of officers and ratings of the Royal Navy to advise the Federal Navy on the problems of establishing its Air Arm. The Royal Navy's assistance to the German Federal Navy is in line with its policy of co-operation with the Navies of its NATO allies.

H.M.S. Londonderry Launched at Cowes

THE WHITBY Class anti-submarine frigate H.M.S. Londonderry was launched on May 20, 1958, at the shipyard of Messrs. J. S. White & Co., Ltd., Cowes. The naming ceremony was performed by Viscountess Brookeborough, wife of the Viscount Brookeborough, P.C., C.B.E., M.C., M.P., Prime Minister of Northern Ireland, and the religious service was conducted by the Rev. C. E. Paterson, M.A., M.B.E., Chaplain to the Royal Yacht Squadron and Vicar of Holy Trinity Church, Cowes.

Frigates of this class are of 370 feet in extreme length, 360 feet between perpendiculars, and have a beam of 41 feet.

Having been primarily designed for the location and detection of the most modern type of submarines, they will be fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development. A novel design of geared steam turbine machinery of high power will give them the speed necessary for their important task. Good sea-keeping qualities will enable the vessels to maintain their high speed in rough seas.

In addition to the specialised equipment mentioned above, each ship will have a main armament of one twin 4.5-inch gun mounting and two small additional guns.

Man! You've really got it smooth



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Lazy Shave

PRESS-BUTTON LATHER



... the greatest-ever way to shave! No brush, no fuss... just press the Aerosol button and smooth on that rich, cool foam. Your razor just glides away those whiskers. Get Lazysave right away!

MONTHS & MONTHS OF SUPERB SHAVING FOR ONLY

6/3

HALF-WAY ROUND THE WORLD IN FORTY DAYS

THE FOUR days spent in Halifax, Nova Scotia passed all too quickly, for our host establishment H.M.C.S. Shearwater, the Royal Canadian Naval Air Station at Dartmouth, had been most hospitable to us.

In company with the Canadian ships and the Home Fleet, Bulwark sailed on March 18 for Exercise "Maple Royal 2" in the North Atlantic. When the Fleet was four days out from Halifax Bulwark parted company for Gibraltar and, we hoped, some warmer weather.

Gibraltar's No. 1 Dock was ready to receive us when we arrived on March 26. At 0800 Bulwark passed the breakwater, and, almost without assistance from the tugs, glided into the dock. By 0900 the lock gate was shut and by mid-afternoon the ship was high and dry with painting and self maintenance well under way.

The cafes, cinemas, restaurants and clubs of Gibraltar were well patronised each evening, but the ship's company were denied the pleasures and bullfights of the Spanish border towns as passports and visas are required to cross the frontier. Some of

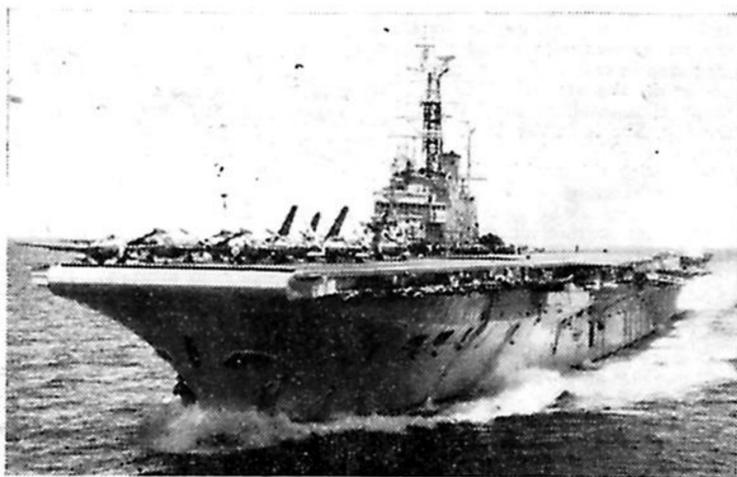
"hands to bathe" was not on. Flag Officer Aircraft Carriers joined us for a couple of days and off Malta we caught sight of Ark Royal.

Port Said was reached on the evening of April 12, the Gulli Gulli Man who entertained us proved to be a genius at producing unlimited supplies of fluffy little yellow chickens out of the most exciting places. His exit was most dramatic. The patter went "When I say 1, 2, 3, you say go. Now, 1-2-3." From us a thunderous "GO" and off he went.

Bulwark led the midnight south-bound convoy through the Canal, under the guidance of a Greek pilot. There was near tragedy during the morning watch—the driver of an Egyptian Army lorry leading a convoy along the road was so busy staring at Bulwark that his vehicle careered off the road and was almost in the Canal before he regained control.

Collision

In the early hours of April 14 Bulwark was in collision with the Egyptian ship Talodi carrying pilgrims returning to Suez from Mecca. Her



Bulwark near Singapore, April, 1958. Aircraft are Seahawks of 801 Squadron and Sea Venoms of 891 Squadron

the fitter ones climbed to the top of the Rock. A few travelled by M.F.V. to Tangiers, and returned with a tale of woe. An M.F.V. in the Straits of Gibraltar in rough weather could and did turn the hardest stomachs, and worse still Tangiers was not quite the town that old sailors make it out to be.

With her bottom clean a speedier Bulwark departed from the fortress Rock on her way to the mystic East. The Mediterranean was both colder and rougher than we expected and

bow sliced a hole in one of the cabins aft and, despite the ship almost nudging him in the back, the occupant did not awaken. He is reputed to have muttered some nautical expression like "Don't bother me" and then turned over to continue his sleep.

The Indian Ocean apart from being very hot, delighted us with a calm blue sea, some interesting cloud effects and some vivid sunrises and sunsets. By this stage deck sports were well under way; whenever flying was

(Continued in column 3)



A tug-of-war team of 801 Squadron. Note the canvas swimming pool at right background

H.M.S. Owen Returns to U.K.

THE SURVEY ship H.M.S. Owen returned to Chatham on Monday, June 2. Her Captain is Cdr. G. P. D. Hall, D.S.C., R.N.

Owen has been absent from the United Kingdom for eight months, during which time she has been employed on hydrographic survey work in the Indian Ocean. Her two main tasks, which have been completed, were a survey of the approaches to Mkoani, in the island of Pemba, off the east coast of Africa, and a survey of the shipping approach lane from the westward across the continental shelf area of the Seychelles.

The former task has been carried out by a party of 20 men, with four surveying boats, under the charge of Lieut. J. Cooper, R.N. This party was de-

tached from the ship for a period of three months without support, and have carried out their task admirably.

Their survey of the Seychelles was carried out by the ship herself, and embraced an area of 1,200 square miles, involving some 4,500 miles of steaming while echo-sounding on 54 working days. For the first time in hydrographic surveying history the control of all distances on the survey was achieved by electronic means. The Tellurometer was used to measure the distance of about 80 miles between the two "Two Range Decca" slave stations which were established on Bird and Mahe Islands respectively. The Two Range Decca system was then used to fix the ship throughout the whole of the sounding required to complete the survey.

The Last of the Wreck Dispersal Vessels



H.M.S. Steepholm

ONLY ONE of the 18 "Isles"-class trawlers that once formed the Wreck Dispersal Fleet now remains in commission. She was commissioned as a wreck dispersal vessel, together with 17 sister ships, at the end of the Second World War. They then had the task of clearing approximately 500 wrecks from around the shores of Great Britain. This work is now largely completed and this year may well be the last one in which the White Ensign will play any part, the job being taken over completely by the Lighthouse Authorities and Harbour Boards. A return to the situation that existed prior to 1939.

H.M.S. Steepholm was built in 1943 and commissioned as a wreck dispersal vessel in December, 1945, after being converted from an A./S. trawler. She is now based at Chatham and is mainly occupied on wrecks around the east and south coasts. She is coal-burning and carries a crew of four officers and 34 ratings.

Seasonal Work

The job tends to be a "seasonal" one as so much depends upon the weather. In conditions worse than Force 3 or 4 the two wrecking boats (two 32 ft. motor cutters fitted with echo-sounders) cannot be used, and, with sea temperatures below 37 deg. F. no diving may be carried out. For diving surveys and other underwater activities the ship carries three divers and two shallow-water divers.

Wrecks are dispersed, or preferably, buried, with the use of Mark VII depth charges, of which 180 are carried. Any number from 2 to 40 may be exploded in one "blow," depending on the size of the wreck and its

(Continued from column 2)

not taking place spirited games of deck hockey, tug-of-war and, in the lift wells, volleyball were taking place. Two canvas swimming pools on deck proved very popular while the remainder of the deck was usually well patronised by sailors "getting brown for leave." On one hot Sunday afternoon "hands to bathe over the ship's side" was piped; a seaboat, a hovering helicopter and several marksmen keeping a sharp look out for sharks. Just as the last swimmers cleared the water a lone shark arrived to be met with a volley of rifle bullets.

In the Bay of Bengal Bulwark joined up with H.M.S. Newfoundland (flying the flag of F.O.2 Far East Station), H.M.S. Cossack and the Dutch destroyer Groningen for exercises as we approached Singapore. A Sunderland of the R.A.F. brought us mail which was dropped into the sea in canisters for recovery by boat and helicopter.

The Naval Base at Singapore was crowded with the ships gathering for the SEATO Exercise "Oceanlink," major units being the carriers U.S.S. Philippine Sea, H.M.A.S. Melbourne, and H.M.S. Bulwark, and the cruisers H.M.S. Newfoundland and H.M.N.Z.S. Royalist. Our three days alongside were a welcome break after the long sea voyage from Gibraltar. Libertymen took advantage of both the sporting and canteen facilities of H.M.S. Terror and of the bright lights of Singapore. An afternoon of inter-ship sports went very well, Bulwark having a success by winning the athletics.

proximity to the coast. Before any explosives can be used the wreck has to be located and this is often a long and frustrating operation. Wreck buoys may be as much as a cable out of position, the wreck may have silted up and so gives no sharp peaks on the echo-sounder trace, and occasionally very little information is available about any aspect of a particular wreck. Surprisingly enough, local knowledge is usually quite unreliable and very misleading.

However, once the wreck is found it is marked and a series of echo-sounder traces obtained. These are used to determine the way the wreck is lying, the position of peaks and scours and the amount of silting-up that has taken place. A "blow" is then carried out, followed by another series of runs to obtain echo-sounder traces, and possibly a quick-diving survey to

mark individual peaks. This cycle of "blowing" and surveying is then continued until the wreck is blown down to the required depth. When completed, a bill, in the case of wrecks of merchantmen, is sent to Trinity House or the appropriate authority. Over the years since 1945 these bills have averaged 11s. 6d. per ton gross dispersed.

The 1958 "wrecking season" is due to begin on completion of the annual refit at the end of April. There are wrecks off Sheerness, Deal, Dover and in the Wash still to be cleared up, and a visit to Boulogne to be fitted in before the season ends in the autumn. What happens to the ship after that is not yet clear, but it seems highly probable that no further dispersal work will take place and the Royal Navy's 19-year-old link with this vital service finally be severed.

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THE CHANGING FACE OF SUBMARINES H.M.S. MESSINA'S

Reflections from a "Golden Bowler"

BEFORE COMING to grips with future life, a drowning man sees his life flash past, so they say. A school-boy on his last night at school will probably run through his brief span of life in the institution he is about to leave.

In a remotely similar way with a Golden Bowler hanging on a peg near at hand I indulge in a reflection of the last 10 years' submarining.

It has been a full 10 years in which terrific advances have been made. The impetus of war was absorbed on the scientist's test bench, with revolutionary results.

the plotting chart and wipes off a coffee stain which confuses with own ship's position—signalman resembles Houdini trussed in the gash ditching line—all are intent on their tasks, seemingly oblivious of the peculiar circumstances. Only the captain, in terms which are not so often heard now, objects to wearing a full gash bucket on each foot and using a periscope draped with orange peel and cotton waste like Christmas tree. The picture fades.

"Two submarines are lying on the surface. They wish to transfer a staff officer from one which is remaining

hatches are shut except the conning tower. The control room must be warned and ready to receive the ropes and stow them away. The first lieutenant goes to the voice pipe.

"Stand by for Phoebe's breasts in the control room and take them forward."

"For the first time in 12 years the coxswain was temporarily lost for words."

Changes

The pattern changes. Submarines returning to depot ships take a pride in looking as smart as possible. This often means rigging bells and name boards, crests and mottoes on the outside of the bridge.

"Prior to entering harbour a fever of activity exists. The officer of the watch passes down to the control room.

"Tell the first lieutenant I want the bell and I intend to bring the crest and motto on the bridge."

"The message was passed through the crowded control room from mouth to mouth until a frightened young seaman stood outside the wardroom and tapped on the bulkhead. He attracted the first lieutenant's attention and then in a hesitant voice announced:

"Please, sir, the officer of the watch says, 'To hell,' and he intends doing his best to get blotto on the bridge!"

The pattern changes again.

"Stand by, gun action!"—the cry runs through the boat. The chef's and steward's blood races through their veins, for along with the gunlayer this is their hour. The quiet of the submerged submarine is shattered by

chance and tactical considerations. It is hoped that mad dashes to close the targets and problems of penetrating the screen with frantic turns to point the weapons in the right direction are now all eliminated. The picture has expanded. Instead of the short inshore patrol with, by present-day Naval standards, almost hand-to-hand fighting, it is a long deep-sea patrol with long-drawn-out "deep field" actions, where contact with the enemy is not so physical. Success does not now depend so much on quickness of action and dash, and quick, correct assessment of physical conditions and risks. It now depends on the cool, precise and correct interpretation of information coming from advanced technical instruments. One might almost say that submarining has changed from amateur to professional status, or has reached maturity, in the last 10 years.

The arrival of the atomic submarine is almost the ultimate development of the boat itself. Improving the weapon used by the submarine remains the only method of enhancing her striking power now.

Today the submarine has reached a tactical and strategic place of honour, as an arm and weapon of great strength, through her own efforts and on her own merits. No longer is she an accessory to grand plans, or long-stop in case of failure, or a small corner in the strategical pattern. In many circumstances she has reached the top. She is in the lead. She is a star.

Achieving this position has brought about a slight psychological change. A great man said:

"It's not so difficult getting to the top as staying there. It's tough at the top."

Submarines are somewhat in the same position. One waves goodbye to

"GRAPPLE" TIME

AT 1030 on May 15, 1958, H.M.S. Messina arrived at Chatham, so ending a period of 22 months' service in the Grapple Area based in Christmas Island. During this time she has steamed more than 45,000 miles and carried out many operations in support of the nuclear tests which have taken place during the past year.

Messina was fortunate in being able to visit New Zealand in January, 1957, for a short refit, and Pearl Harbour, Hawaii, in August of the same year and again in January, 1958, for repairs. These three periods greatly assisted the ship's company giving them a complete rest and change from the exertions of Christmas Island.

Having expected to return to the United Kingdom in September, 1957, and finding that the need for her to remain still existed, it was decided to recommission Messina by air from home. All except five engine room volunteers were relieved. Her captain, Cdr. D. R. Williams, M.B.E., R.N., and four officers all remained to complete the ship's tour in Christmas Island.

What is the Grapple area really like? Messina will tell you that it has changed considerably as the months have gone by. She was the first Royal Naval ship of the Grapple squadron to arrive in the days when the Port of London, Christmas Island, was a collection of a few tents with no facilities and very few comforts. Her officers and ship's company, some of whom were supernumerary for this purpose, set up the original organisation. Others were flown out to form the young establishment which later blossomed into H.M.S. Resolution.

Contingents Installed

Liaison with other services and civilian organisations such as the Met, Decca and A.W.R.E. personnel occupied much of her time, but in particular friendship and co-operation with the Royal Engineers developed rapidly. Islands other than Christmas were visited and populated, air strips were made or repaired and, once a small contingent had been installed in each, it was supported by Messina with food, water and stores beside the equipment and paraphernalia of each service or department involved. Items carried ranged from road building instruments such as scrapers and graders to boxes of electronic spares, from sides of pork to hydrogen bottles and Met. balloons. The ship was occupied continuously repairing and maintaining landing craft and machinery of every sort and full scope was given to the ingenuity of every department in keeping the technical side ticking over.

No Tropical Paradise

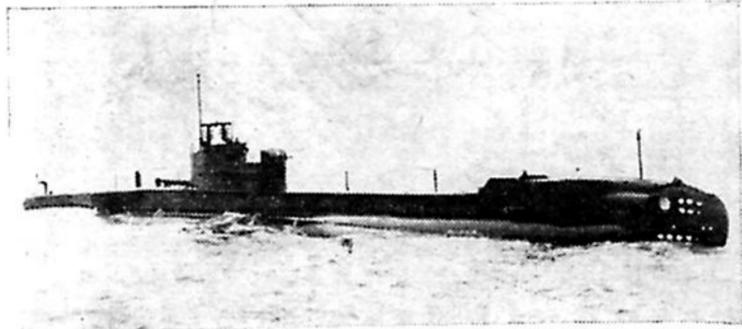
Christmas Island itself is no tropical paradise. However, a canteen in a tent, a coral sand and soccer pitch, a rifle range and bathing beach helped to make it tolerable despite the hot and humid climate. The ship's company worked hard but there was the great incentive of knowing they were in one of the few ships engaged in the development of nuclear weapons no matter how far their actual task appeared removed from the truly scientific world.

The other islands, Fanning with its Cable and Wireless Station, Penrhyn with its Polynesian inhabitants and pearl divers, Malden and Jarvis with nothing at all, not even a tree, each offered their difficulties and their interests. Each was a challenge—not only to Messina to land anything at all—but to the whole team of Service and civilian personnel who planned each operation, who landed, established themselves and worked there.

The distance from home was great yet mail took only five or six days by air. Although there were no natural food supplies, we rarely wanted for fresh provisions. Salad and vegetables were flown down many thousands of miles to appear fresh and attractive on our mess tables. For these facilities we were enormously indebted to the Royal Air Force.

Comradeship

Now it is over, and the Messina lies quietly at her berth, in Chatham. Few who served in either commission will forget their time in her. All will remember with just pride the comradeship which was forged on board and ashore, the work, the sweat and the achievement of one of the cogs in a machine designed to advance the power of the United Kingdom. No one liked it all the time, but few will regret their Pacific service in Messina.



H.M.S. Trespasser

In 1947 one was trained and immediately influenced, in all the arts of submarine warfare left over from the war, by men who had taken a great part in it. In an "S"-boat the accent was still the short patrol. One's life was discomfort and quick action. Quick diving, quick surfacing, fast gun actions, mad dashes at deep depths, undetected surfacing and charging batteries at night, and surface races to close the enemy before being put down. The attack was normally preceded by a brush with the screen at close quarters, followed by a quick attack—that was the general pattern. This inevitably gave the impression on occasions of a highly trained Fred Karno circus. Equally inevitable was the concomitant production of personalities and situations which could be described as bizarre. A reflection of the last 10 years is a sort of series of kaleidoscopic pictures, at first vivid and quick changing, and then slowing down.

Memories

"Midnight—darkened submarine, red-lit control room, lies charging on the surface and ditching gash—drone of an engine—a flare—a klaxon—10 seconds the control room is manned, the submarine is diving—coxswain at the after planes with a lap-full of turnips—second coxswain at the fore planes with a wig of spud peelings—the first lieutenant adjusts the trim with a gash bucket in one hand—pilot sweeps bacon rind from

at sea to one that is returning to harbour. The weather is too rough to go alongside. The staff officer looks apprehensive, the captain thoughtful

"The staff officer for a week at sea?—NO.

"Return to harbour and land him?—NO.

"The captain's face lights up.

"Send a biscuit tin and some adhesive tape on the bridge."

"These arrive, brought by the signalman, whose expression would be the same if he had been asked for the Eiffel Tower.

"The staff officer asks the inevitable question. The captain's smile is almost seraphic.

"I thought you might like to keep your clothes dry when you jump overboard and wait to be picked up by our friend."

"The transfer is done in frigid silence."

The kaleidoscope turns.

Communications from the bridge to below used to be by voice pipe only. Wind, weather and engine noise and necessity to be brief caused unusual exchanges.

"A submarine lies alongside cruiser Phoebe in Gibraltar. Sometimes sudden gales force ships to move quickly. This happens and the submarine lets go in a hurry. On the casing are extra ropes previously supplied by the cruiser to keep her alongside. There is danger of them being washed overboard and getting lost or fouling the screws. All the

orders being passed to a tin-hatted militant and very angry gun's crew. They are crowded in and around the gun tower, standing on each other's hands and heads, adding more fury to the fire of hatred that burns in their hearts. The submarine speeds up and blows all main ballast for a rapid surfacing procedure. A pressure of air is locked in the boat so that when the gun tower opens the gun's crew is assisted out by an uprush of air. A whistle blows and out they go, in a scramble, on to a deck almost awash and a gun with water still emptying from the barrel. Within 20 seconds of the whistle the first round is in the air. Shouted firing orders and a reek of cordite fill the air. Water from the gun tower fills the wardroom. "Down below!" As the order is given main vents open and the submarine starts to dive. The gun's crew have little time to spare. They go down the tower like firemen down the pole, except that there's no pole—there is a mass of humanity lying at the bottom. The submarine reaches periscope depth and peace reigns once more. It is at this time that there is a feeling of serenity and calm and an unerring impression, like the Chinaman banging his head on the wall, that it was all well worth while because it is so pleasant when it's over."

Rapid Development

As the years passed the kaleidoscope changes the make-up of the patterns. They were less colourful, less clear cut. They became more uniform, more logical and more understandable. This was because of the rapid development of material which so quickly brought submarines out of the hit-or-miss class into the tactical-weapon-to-be-used-with-precision class. Many colourful, and in some cases eccentric, personalities went their way, and with them went some of their techniques and ideas. Snorting, partially, and of course atom power, finally, does away with the mad scrambles to avoid detection while charging batteries. The gun has virtually gone for ever except in training. It has taken with it the chance of hot-blooded battle which the English always looks for. The attack itself, with the new weapons and computers, has become even more of a mathematical problem worked out quietly in terms of timing and

some of the lighter sides which so very few years ago formed a large or at least picturesque side of the picture.

Hard-headed, figure calculating, graph drawing, argumentative men must keep their grip on the chunk of the exchequer they already hold and, indeed, must get more if development is to keep pace.

Exercises

The kaleidoscope has slowed down and the patterns become less interesting and rather similar. They are of highly planned exercises, detailed and long analyses, columns of figures and intricate graphs, conferences and staff meetings, Admiralty papers and circulating dockets. The submarine is still there, probably working harder than ever. Apart from occasional flashes, such as a long underwater trip, or a high-speed performance, the submarine's part in the picture is not so brilliant. The majority are working hard training or experimenting. All the time straining to get more convincing evidence, more figures, more points on the curve, so that the piece of Exchequer cake may be increased or, like Oliver Twist, the submarine can ask for "more."

However, what the submarine does in the pros and cons of economical defence, or fares in the political arena, cannot affect her place in the heart of the Navy. This is indefinable but can be illustrated in the story of a submarine which came off patrol to make good an engine defect. She lay alongside H.M.S. Duke of York at Scapa, the flagship of the Commander-in-Chief Home Fleet, Admiral Sir Bruce Fraser. For the day they were afforded all the facilities of the massive flagship and by evening the repairs had been effectively completed. She sailed immediately to return to her patrol area. The following exchange of signals took place as she slipped out of the boom and vanished in the night:

"From: A S/m. To: Duke of York.

"Many thanks for your kind hospitality and valuable assistance. It was an honour to have such a depot ship."

"From: Duke of York. To: A S/m.

"Personal from C.-in-C.

"It was a pleasure to lie alongside you.

"Good-bye and good luck."



H.M.S. Porpoise

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WREN'S 'DIVE' IN H.M.S. VERNON 'Sharpshooters' of H.M.S. Excellent

THE DIVING Section of H.M.S. Vernon was visited recently by a determined Yorkshire diving aspirant, Wren J. Clarkson. After a successful "dip" in a standard suit, Joan emerged dripping wet but smiling happily. When asked if she had enjoyed the experience Joan replied, "It was wonderful. I will try some shallow



Wren J. Clarkson

water diving in the future, if possible." Joan's confidence certainly shook the resident divers, who had secretly expected a timorous performance.

Recruiting Work

During April, a diving display was given by H.M.S. Vernon for recruiting purposes in an open-air swimming pool in Holborn, one of London's central boroughs. The Mark I Chariot, used in the film "The Silent Enemy," was demonstrated. Laurence Harvey and Sidney James, the "stars" of the film, made a personal appearance. The week's work proved extremely successful although it is rumoured that a mahogany table used for recruiting "disappeared" during a quiet period.

Looking back over the winter season, it is noticed that our two football teams took eighth place in Division I and tenth place in Division III. Although this isn't a magnificent achievement, it is a considerable improvement on last season's efforts. The basketball team, runners up in the Command Championships and semi-finalists of the Portsmouth and District Knock-out Competition, can deservedly boast of their best season. Much of this success is due to the able coaching of Inst.-Lieut.-Cdr. A. Sharrow, R.C.N., who is returning to Canada this month. We wish him good fortune and enjoyable sport in the future.

H.M.S. Vernon produced a finalist in the Navy boxing championships. Cook Colley was narrowly beaten, however, by the experienced Naval boxer, N.A. Dryden.

Seven wicket victory

A promising start to the cricket season has been achieved by scoring two wins. In one match, A.B. Deas, by taking seven wickets for seven runs, helped us to a seven-wicket victory over the Portsmouth Squadron, while in the other, A.B. Arnell-Smith scored 85, 29 runs more than the R.N.B. total.

Water-polo suited R.N.B. no better, and they were well beaten 14-2. Although unsuccessful in the team events, several wins were recorded by Vernon personnel in the individual events of the Command Rifle and Revolver meeting. Among these were A.B. Bruce, A.B. Pidgeon, who has been selected to train for the Navy Bisley team, and L./Wren Wilson, usually to be found, at this time of

Cricket at Chatham

THE NEW season opened in a blaze of sunshine which has since given way to strong winds and showers.

To date a Nore Command team composed of Chatham and Sheerness players has won one match and lost two. The Royal Navy Barracks team has won one and drawn one.

The mainstay of both teams is E.R.A. D. Littleales, the Navy football and cricket player, who has already represented the Navy twice this season against Hampshire and Sussex.

The Command side is being organised by Lieut. M. Edmunds. In R.N.B. Inst.-Lieut. Clarkson is in the lead, ably assisted by Chief O.A. Jones, who has already scored a century, Shpt. Brown and O./Sea. Anderson.

year, scoring runs for the W.R.N.S. cricket team.

A disturbing announcement was received during May from British Railways. It was regretted that the 4 a.m. "milk train" from Waterloo to Portsmouth will no longer terminate a week-end in the smoke. It seems that "lifts at your own risk" will be in great demand in the future, irrespective of the outcome of the bus strike.

The Commander-in-Chief, Home Fleet, Admiral Sir William Davis, K.C.B., D.S.O., visited H.M.S. Vernon during late April. He formally opened Mohawk, the new accommodation building for petty officers, and Defiance building, which has been renovated for the chief petty officers.

The most recent erection, however, is a new security fence for South Area. It was first thought to be a foil to early securing, but the latest speculation is that it is intended to protect the telephone exchange, the gymnasium, and the occupants of the duck pond.

The sailing season has got off to a good start with the dinghies well placed, and the whalers leading, so far, in points, in the midweek races. The boats are in good condition this year, despite the Boat Petty Officer, P.O. N. H. West, who is apt in his excitement to capsize a whaler now and then, involuntarily putting his Wren crew in for a swimming test.

In the first race of the Monarch Bowl series for windfall yachts, Lieut.-Cdr. Richardson brought See Otter in second to Moonmaid after an exciting race in a stiff breeze.

COMMANDER-IN-CHIEF PORTSMOUTH VISITS H.M.S. OSPREY

WHEN OUR last contribution was made, the Osprey Players were in the throes of final rehearsals of "Black Chiffon" for the Drama Festival. The result of the competition has already been well-publicised and although we cannot help feeling disappointed at the fact that our entry was third, the margin between the first three teams was so small that we were in no way discouraged by the defeat. Four performances of the play were given in all—each of a consistently high standard. The audiences were enthralled and most impressed by the standard of performance. All those who had any part in this production can feel well-satisfied with the result of their fine efforts.

The C-in-C. Portsmouth visited Osprey on May 15. He inspected Divisions, took the salute at the march past and afterwards addressed the assembled ship's company. During his inspection he spoke to many officers and ratings and his address after the march past was a great inspiration to all in the T.A.S. Branch.

Deck Hockey

An innovation this term, is deck hockey. In most Dog Watches the parade ground resounds to the clash of sticks and shouts of encouragement (or otherwise) as various Inter-Part League matches are fought out. The Osprey brand of deck hockey has shown that experience rather than youth is the vital factor. It looks as though the final match of the competition will be fought out between the Chief Petty Officers and the Petty Officers. This state of affairs, of course, may be due to the rejuvenating effect of P.T. at 0810.

A further experiment has been the decision to keep a hockey pitch in being during the summer season. This has been popular and there has been no shortage of games.

The cricket season has started very successfully for us. The team has won each of the five matches played to date. Some part of the success is undoubtedly due to the able batting and captaincy of P.O. Coles. He, himself, has scored 180 runs so far, and has only been "out" once.

Of the 16 members of Portland's rifle team which competed in the Portsmouth Command Rifle Competition, nine were from Osprey. Portland finished third in the team championship. In the individual championship, Sub-Lieut. F. Trickey was "A" Class winner, first in sub-machine gun and gained the overall championship. Ldg. Cook Kerr was second in the Rifle Championship, "A" Class, and in the Willis Trophy, "A" Class. Eight members of the Portland team were selected for Bisley training.



Officers and ratings who represented H.M.S. Excellent in the Portsmouth Command Rifle Meeting with their trophies

Book Review... A Naval Officer's Autobiography

The Stick and the Stars, Cdr. William King. (Hutchinson & Co. (Publishers) Ltd.)

To read about one's own profession is always enjoyable because one is naturally acutely critical. This book is "a submarine book." There have been many books written about submarines which have made enjoyable reading for submariners but have not been really appreciated in the wider field; perhaps because they have been too technical. This book is different. I think it is because it is an autobiography of a Naval officer, who happened to be a submariner, and whose experiences were extremely interesting.

I knew Bill King only slightly, but his style of writing immediately brings back my recollection of him. It is a very pleasant style which suits the subject perfectly.

This is a book, written by a sailor, about his life, in the manner one would expect a sailor to tell it. Altogether a very satisfying recreation. P. H. J-S.

ROYAL INDIAN NAVY (1612-1947) CLUB REUNION

FIELD-MARSHAL Sir Claude Auchinleck, who was guest of honour at the Royal Indian Navy (1612-1947) Club Reunion in the R.N.V.R. Club, London, on May 24, paid tribute to the work of the Royal Indian Navy during the Second World War at the time when he was Commander-in-Chief, East Indies. He also served near them during the First World War.

Whilst visiting Indian and Pakistan Naval ships and establishments since the war he had been impressed by their smartness and the way they were keeping up traditions, which had grown during the 300 years when they had had European officers.

He mentioned that the R.I.N. plaque in the Indian Services Memorial Room at the Royal Military Academy was being well cared for and said that relics of the R.I.N. would be valued and well preserved if members would like to present them to the Academy.

The Field-Marshal was thanked by a vice-president, Capt. P. H. Learmont, C.I.E., R.I.N. (Rtd.), who mentioned that Combined Operations in the Burma campaign during the Second World War had done much to disprove the old saying, "You can lead a soldier to water, but you can't make him drink."

At their annual meeting, Capt. L. Sanderson, C.I.E., R.I.N. (Ret.), made it known that he could no longer act as a vice-president because he was expecting to go to Australia shortly. Capt. H. P. Hughes-Hallett, M.B.E., D.S.C., R.I.N. (Rtd.), was elected to take over from him.

A sub-committee was formed to write a History of the Royal Indian Navy and it was decided to invite the chiefs of staff of the Indian and Pakistan Navies to become honorary members of the club.

A considerable amount of welfare work had been undertaken during the past year and the committee had been successful in helping the widow of one who had been a member.

They were sorry to hear Lieut.-Cdr. (E.) J. W. Wright, M.I.Mar.E., A.M.I.N.A., R.I.N. (Rtd.), announce that he could no longer carry out the duties of hon. secretary and treasurer, but were fortunate in being able to elect Cdr. (S.) J. J. Carson, R.D., R.I.N.V.R. (Rtd.), to take over from him. The retiring officer was very much thanked for all he had done.

There were many personal reunions at the "At Home" after the annual meeting.



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, as I had paid premiums for 7 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.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

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THE ROYAL NAVAL ASSOCIATION

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CALENDAR

June 28.—Annual Conference at Blackpool.

Thame
June 22.—Dedication of Standard.
Newcastle & Gateshead
August 17.—Annual Outing to Sea-houses.

Havant
July 1.—Branch Meeting, Old House at Home, South Street.

Wythenshawe
July 12.—Official opening of Club.

VENUES

Newcastle and Gateshead.—Central Hotel, Half Moon Lane, Gateshead. Every Friday, 7.30 p.m.

Epsom.—Red Lion Hotel, East Street, Epsom. Alternate Fridays, 8 p.m.

We Will Remember Them

Shipmate Charlie Higgins, D.S.M., B.E.M., member of Mexborough Branch since inauguration.

Shipmate Jim Brown, founder member and chairman of Hounslow Branch and vice-chairman of No. 1 Area.

Shipmate T. Blakey, member of Newcastle and Gateshead Branch.

Shipmate John Howe, oldest member of Colchester Branch.

Shipmate Sid Duck, member of Hastings and St. Leonard's Branch.

From The Editor's Chair

Si Monumentum Circūspice

EACH MONTH the Editor receives information from secretaries and branch scribes of the death and funerals of eminent and well-loved shipmates. It is true to say that often the printing of the details sent to him would take up the best part of a page.

It is only natural that the death of any shipmate is a loss and where the shipmate has been an active member his loss is severely felt, and the desire to record in full the details of the member's life and service and the respect shown at his funeral by floral tributes and names of those present is a laudable one.

The loss of any shipmate is an Association loss as well as a loss to a particular branch, but it is felt that with an Association which has been built up—in the main—by men who have served for long periods in the Royal Navy, the average age of those who have rendered valuable service to the Association must be such that we must expect a number will reach their final anchorage month by month.

NAVY NEWS is proud to honour these men, but to do so at length in a paper which circulates among the men from whom the Association must obtain its new members, might give the impression to those potential members that the Royal Naval Association is a "dying" organisation. The Association is an "alive" association and we must see to it that it remains so.

It is our intention to continue our "We Will Remember Them" column, and the Editor will be pleased to include in that column brief details of the deceased's service to the Association, but he feels, for the reasons stated, that space for long obituaries in the Association pages should be devoted to news from branches, and

Darlington's Great Show



[Photo: "Northern Echo," Darlington]

"If it can't be done, it will take longer"

THE ABOVE words have motivated the members of the Darlington branch from its inception and especially so, during the preparation for the Dedication of the new standard. Now it's all over. We can honestly say that it was a real success—even beyond our greatest expectation.

The weather was ideal for the occasion on May 11. Representatives from branches from No. 11 Area and elsewhere, met at the branch headquarters which had been redecorated both inside and out for the occasion.

The Ladies' section of the branch had very kindly and efficiently decorated one room entirely on their own at their own expense. Darlington, Doncaster, Stockton, Middlesbrough, the Hartlepoons, Durham City, Hull and Castleford (Yorkshire Association) were represented, and also present were representatives from the Middlesbrough Sea Cadets, R.N. Mine-Watching Service, the local Burma Star Association, Submarine Old Comrades, R.A.F. Association, the British Legion, and the St. John Ambulance Association. In all there were 15 standards.

Led by the band of the Royal Marine School of Music, the parade marched from Navy House, Pensbury Street to St. Cuthbert's Church, through

from the July issue this will be done.

The shipmates with whom the Editor has discussed this matter agree with him, but have suggested that these few thoughts will help to clarify the position.

streets lined with cheering people. The standard of the Royal Naval Old Comrades flew proudly at the head of the parade, with Shipmate J. Newton as standard bearer and Shipmate F. Archer and Cdr. S. Cummings, R.N. (Rtd.), as escorts, and the new standard was borne, furlled, by Shipmate M. Gallagher, with Shipmate A. Jones and Shipmate J. Carr as escorts, at the rear of the parade.

Impressive Service

The church was full to capacity. Seats had been reserved for relatives of Naval men who had so gallantly carried out their duty in the fullest measure. The Royal Marines Band under their conductor Lieut.-Colonel F. Vivian Dunn, C.V.O., F.R.A.M., R.M., played "O God, our help in ages past" as the old standard was slowly and reverently placed in position on the wall. During the ceremony, the Rev. P. Wansey, Vicar of Darlington, who had compiled the service, said that those present bore witness to the noble ideals and great purposes inspired by Almighty God, which animated members of the Royal Naval Association; such purposes being the succour of those who fought in the two world wars and needed help—the care of widows, orphans and other dependants—the fostering of brotherly love and comradeship among members—the remembering of the ideals for which men defend country and homes—the preservation of loyalty and devotion to the Queen at all times and in all places. The lesson was read by Rear-Admiral R. M. S. Hutton, C.B., C.B.E., of Durham.

That most appropriate hymn, "Through all the changing scenes of life" followed, and the new standard was dedicated. The address was given by an ex-Naval chaplain, the Rev. J. N. Jory, Rector of Spennithorne, who said that persons could get nowhere if they were confined to the realm of self-interest. The service concluded with the Last Post, the Reveille and the National Anthem. It was a most solemn and impressive service, during which more than one had a lump in his throat. A collection was made for the Church Fabric Fund and the Royal Naval Benevolent Trust.

With the new standard unfurled, the parade marched through the town headed by the Royal Marines Band, to the High Row, where the civic authorities had kindly installed a saluting

base. There the salute was taken by Commander John S. Kerans, D.S.O., R.N. (Rtd.), of H.M.S. Amethyst fame.

Reception

The parade then proceeded to the Drill Hall, Lareefield Street, for a reception, by kind permission of Colonel G. R. Thompson, T.D. Shipmate J. B. Goldsworthy, branch president, welcomed Lord Lawson of Beamish (Lord-Lieutenant of County Durham), Commander Kerans, the Mayor of Darlington (Councillor L. G. Turner), the Mayor of Stockton (Alderman H. C. Atkinson), Sir Fergus Graham (M.P. for Darlington) and Lady Graham, Lady Starmer, Rear-Admiral A. W. Laybourne, Rear-Admiral and Mrs. R. S. M. Hutton, Capt. and Mrs. J. Curtis, Cdr. and Mrs.

Fogg-Elliott, Cdr. and Mrs. W. Chick, Cdr. and Mrs. S. Cummings, and the representatives and their wives. Altogether 582 sat down to a knife and fork tea.

In the evening, the band of the Royal Marines School of Music, by kind permission of Colonel M. Price, D.S.O., O.B.E., gave a concert in the New Hippodrome which stood empty for a while and was cleaned out and made shipshape by members of the Association. The proceeds of the concert were in aid of the branch welfare fund. Shipmate F. B. Goldsworthy introduced Cdr. Kerans, who expressed his appreciation of the wonderful organisation of the whole day's project. Cdr. Kerans then introduced Lieut.-Colonel Dunn and the band.

Full House

The stage backcloth depicted an aircraft carrier at sea, designed by Mr. Fairclough, Principal of the Darlington School of Art and painted by his pupils, assisted by members of the Association. Flanking each side was a magnificent floral display, by the generosity of Gay Flowers, Darlington. The band played to a full house and was a tremendous success. At the conclusion, Lieut.-Colonel Dunn thanked all those present for their attentiveness and also Shipmate Goldsworthy for the wonderful arrangements for the bandsmen's comfort.

Huge Success

The whole day's activities proved such a success, because of the care and precision with which everything was organised. This was due to the secretary and Committees of the Darlington branch—the support of all members, and above all, the joint endeavours of Shipmates Goldsworthy and J. Wilson (Chairman). Shipmate Wilson's van should surely be emblazoned on both sides with the badge of the R.N.A. Never have two persons worked so hard for a single purpose, that purpose being that the Dedication should be an outstanding success, and that everyone should have an enjoyable day.

There is another little band of helpers that have worked for months unseen and unheard. They are Shipmate R. Graham and his office colleagues who, although not members, have worked so assiduously on behalf of the branch. This has been the spirit that made it "A Good Show," and to all concerned, we of Darlington say "Thank you very much."

PRESENTATION AT UXBRIDGE

THIS BRANCH has not forwarded any news of itself for a very long time, but we hope, from now on, to remedy this state of affairs by making more use of this valued publication.

We celebrated our 21st birthday in April with a dinner and dance at the Golden Lion, at Hillingdon. This fes-

Skip Mundel, who is a bit of a "novice" in nautical affairs, being one of the very few left who trained in sail, and having seen 40 years' of combined service, R.N. and M.N.

This great occasion was overshadowed by the serious illness of our president, Admiral Foster. He has



tive occasion was very well attended, especially by many friends from the R.A.F. Association, several of whom have become associate members. An excellent meal was provided, after which our chairman, Ted Budgen, was presented with a silver tankard, suitably engraved, in appreciation of his being the founder-member of the branch. This presentation was made by

always been a live wire in the branch, and has taken part in the darts matches and other social functions, besides being a regular attender at our meetings. We all regretted his absence. Several of our members are going to the Jutland Rally at Chatham, and we hope to meet up with many of our old friends as well as making many new ones.

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No. 4 AREA RALLY AND DEDICATION OF NEWTON ABBOT STANDARD

NO. 4 AREA made the Newton Abbot standard dedication service the occasion of the annual area rally and about 200 members, representing 25 branches from the West Country attended. The Bishop of Plymouth said to the rally at St. Leonard's Church, Newton Abbot, "There is something about a standard that binds us together as one. It gives us a sense of unity as nothing else can. It gives us a sense of belonging. The standard does not belong to the individual, but to the branch as a whole."

Capt. W. J. Munn, commanding officer of Britannia Royal Naval College, Dartmouth, read the lesson and buglers of the Royal Marines, Plymouth, sounded the Last Post and Reveille.

The congregation included civic representatives of both the urban and rural councils.

Prior to the service, the parade, which was marshalled by Lieut. H. Elliot, R.N., assisted by Mr. A. J. Green, assembled at Courtenay Park and, headed by a band of the Royal

16 Associations Represented

The parade, which was watched by hundreds of people in sun-bathed streets, consisted of R.N. Association area standard, followed by contingents and standards from the following branches: Yeovil, Truro, Torrington, Torbay, Teignmouth, Sherborne, St. Austell, Redruth, Camborne, Portland, Plymouth, Frome, Falmouth, Brixham, Bristol, Bridport, Bridgwater, and Exmouth, Plymouth, and Torbay branches of the Royal Marines Association.

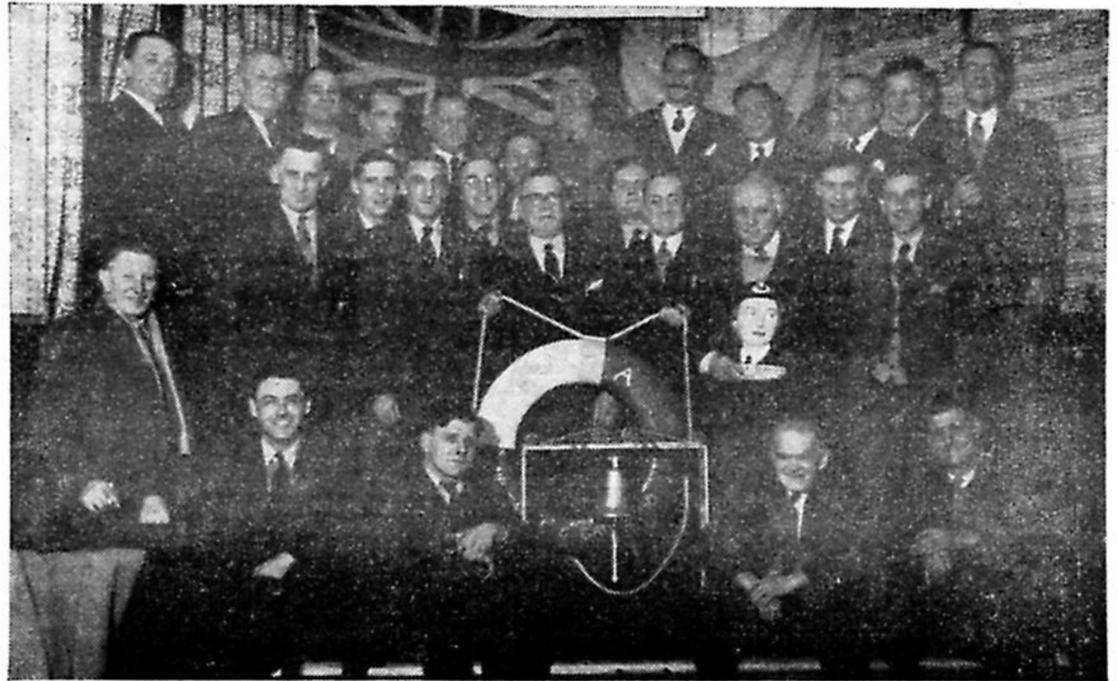
Other organisations taking part in the parade included Plymouth and Torbay Wrens' Association, White Ensign Club (Exmouth), Submarine Old Comrades' Association (Plymouth), Navy and Army Veterans' Association (Torbay), Brixham Seamen's Boys' Home, and Torbay W.R.A.C.S.

Members of Torbay Sea Cadets and of Newton Abbot Sea Scouts carried the title banner of each detachment.

Great Progress

The Newton Abbot Branch was formed in March, 1957, by a few en-

New Members Wanted by Newcastle and Gateshead



NEW PRESIDENT FOR WARWICK

FOLLOWING THE sad loss of our late president we have been most fortunate by the acceptance of Rear-Admiral S. A. Pears, M.B.E., to become our new president. We hope to entertain him socially at our headquarters on May 31 and formally at the June general meeting.

The withdrawal of Shipmate Copson from some of his varied posts in the branch will be greatly missed but we wish to thank him most heartily for all the hard work he has done for us.

The summer season brings its spate of fetes and we have been able to "let" our fete stalls to some of them. The first will be at Leamington on Whit Monday, followed by a free loan to the Warwick "League of Friends" on June 7, at Warwick Hospital; June 14 at Warwick Castle in aid of St. Nicholas Church; June 28 with Warwick Town F.C., our own branch fete and finally August Saturday and Monday at Leamington.

Warwick Town Court House has been booked for three dance "dates" in the coming season and an application for an "annual dance" in the Shire Hall has been requested.

The "ladies' section" continue their varied activities and have proved themselves a very capable section in organising social functions. We hope to have more combined events in the near future.

HOUNSLOW'S LOSS

HOUNSLOW HAS suffered a great loss in the passing of its great friend and chairman, Shipmate Jim Brown. He will be missed not only by the branch but also by shipmates of No. 1 Area, for he was elected vice-chairman of the Area last year for his outstanding work, not only for the branch and Area, but also for the Association in general. A true shipmate and gentleman.

Shipmate Jim was a founder-member of Hounslow branch and became chairman and retained that office until his death.

His funeral was attended by National Council, No. 1 Area and many London branches, and many floral tributes were received. Mrs. Brown has asked that her thanks may be conveyed to all.

Our tenth anniversary dinner was held on May 10 and it was a pleasure to meet shipmates from Barnes and Mortlake, Brentford, Chiswick and Twickenham at the social after the dinner. Another visitor was Mrs. Maude Holliday who came up from Margate.

The branch attended West Ham's dedication ceremony on April 27. What a march! The tea and social afterwards, however, compensated us.

On May 17, Hounslow joined up with about 18 other branches for the British Legion Allied Armed Forces' parade at the American Air Force Base at Bushy Park. A very spectacular affair—but the tea! The evening was concluded at Twickenham's social—how welcome those sandwiches were.

All the best from Hounslow. Remember—Friday night at the Railway Hotel, Whitton Road, is Hounslow's night. You are sure of a good evening—bring your wife as well.

AT THE monthly general meeting it was decided to have our annual trip on August 17. The destination will be Seahouses, and the meals will be had at the Bamborough Castle Hotel. If we have as good a time this year as last we will all be very satisfied.

Our big event of the month was a visit to Darlington's dedication of standard ceremony. We were 10 strong and thought the whole parade and dedication to be very moving and most well planned. The tea was excellent, except of course, for Shipmate Turtle "pinching" everybody's jelly, Ship-

mate Coe "hogging" all the tea in a cup the size of a bucket and Shipmate Holloway "woofing" all the cakes! Thank you Darlington. One day you will get a return invitation to our Big Day.

We are slowly building up again after the fire but we could do with quite a few more on the books, so any of you "matloes" coming back into "civvy street," call in at our headquarters and join our happy throng. Our best wishes to Shipmate Devine who is sick. "Get well soon," Jack.

HAVANT MEMBER'S GENEROUS DONATION

SHIPMATE C. J. SNOW, who has done a great deal for Havant branch, was again thanked at their meeting on May 6 when it was announced that he had made a generous donation: this had enabled them to repaint the Association's notice outside their meeting place.

They were sorry to hear that some, who had applied for tickets at the annual reunion, would not be able to attend as all had been sold. Various suggestions were put forward for alternative entertainment and these are being investigated.

There was considerable amusement when it was announced that the prize for the previous month's branch crossword puzzle was to be presented to the hon. treasurer, to whom competitors' entry fees had been paid.

They specially remembered Shipmate C. A. Sadler, who was in hospital at the time of the meeting. He is one of the earlier members of the branch and was their first welfare officer. Shipmate Sadler is now back in Havant and hoping to start work again shortly.

On May 10 they took their standard to Gosport and attended the dedication of the new standard of the branch there.

FULHAM'S INVITATION

THE FULHAM branch is very active, we now have over 63 members and are increasing every week. We have just moved to new headquarters at the King's Arms, Fulham High Street, S.W.6 (near Putney Bridge); we meet on Friday evenings at 2000 hours. If you are ever around this way, drop in and see us, we will be very pleased to see you. We also have a ladies' committee who have done some very fine work in helping us financially and assisting at the socials we hold once a month.

One member we are very proud to have, is Shipmate Bushell, who joined the R.N. in 1904 and served on H.M.S. Chester at the Battle of Jutland, he helped the mortally wounded Jack Cornwell, V.C., down to the messdeck.

May we take the opportunity of extending a very warm welcome to all Naval personnel who will be taking part in the Royal Tournament at Earls Court. We are only five minutes away from the Stadium; ask for Putney Bridge Station, on the District line of the Underground, or a 74 bus from outside the West Brompton entrance passes by the door. Who knows you may meet some "old ships." And may I say, the very best of luck to all the gun crews.

STEADY AND SAFE AT HULL

HULL BRANCH continues on a steady course—too steady perhaps at times, but safe!

We had a good muster when we visited Darlington on May 11 for the laying up of the R.N.O.C.A. Standard there, and the dedication of the R.N.A. Standard. This was in all respects a wonderful occasion, no doubt fully reported elsewhere in this issue, so we will spare shipmates a repetition of detail and confine ourselves to offering to the Darlington branch our very hearty congratulations on the successful accomplishment of a most ambitious programme, and to thanking them for their great hospitality on that day.

We have just received news that H.M.S. Birmingham is to visit Hull for four days from June 26, and look forward to laying on some entertainment, possibly a dance, for the ship's company.

We also look forward to the renewal of old friendships during the course of the annual "grouse" at Blackpool.

'BRITANNIA' PENDANT FOR BELFAST

THE RECENT happy visit of H.M. The Queen Mother to Northern Ireland in H.M. Yacht Britannia will be long remembered in Belfast.

At the civic luncheon, the R.N.A. was well represented by three honorary members, and the chairman and his wife. Whilst our Association is now well established in the forefront of ex-Service organisations in our city, we feel that an occasional "call" by one of the many flag officers who visit Northern Ireland would be good publicity for the Association and enhance its prestige.

Although only in the port for a few days we were very pleased to welcome so many of the ship's company of Britannia at our headquarters, 55a Great Victoria Street. As a result, pride of place in our lounge is now taken by a Britannia pendant. May we through the courtesy of your columns, again express our thanks to the Britannia for their highly-prized memento of a memorable occasion, and assure them that we hope it will not be long before they are back in Belfast. To re-echo the words of our Lord Mayor, "We hope in the not too distant future to be honoured with a visit from Her Majesty the Queen and H.R.H. the Duke of Edinburgh."

At the time of writing we are equally pleased that many from H.M.S. Orwell—now in the port—have found our headquarters a pleasant rendezvous.

(More R.N.A. news on page 14)



(Photo: H. R. Rivers, Chudleigh)

Marines (Plymouth Division) marched via Queen Street, Courtenay Street and Wolborough Street to St. Leonard's Church.

After the service the parade was inspected by Capt. Munn in St. Leonard's Road before marching via Courtenay Street—Capt. Munn taking the salute outside the Town Hall—Queen Street, Lemon Road, and Marsh Road to the Recreation Ground, where the band gave a display of marching and countermarching. The bandmaster was Lieut. R. G. Long, R.M.

thusiastic members of the Teignmouth Branch and its membership is now 90. Its activities have raised sufficient funds to purchase a new standard and it has a good Benevolent Fund. The branch has a very keen ladies' section. The meeting place is the R.A.O.B. Club, Haleyon Road, Newton Abbot, and it meets on the last Wednesday each month. New members are cordially invited and information can be obtained from Shipmate C. D. Lewis, 15 Broadlands Avenue, Newton Abbot.

'BUSY TIMES FOR ASHFORD (KENT)

WHEN OUR secretary returned from the Area 2 meeting held in "John Cunningham House," London, late in April, he told of the wonderful gesture of our vice-president, Shipmate Murray, in donating to the area a beautiful silver challenge trophy, to be won by the branch most progressive in 1958, and here I would like to add, it has acted like a tonic to us all in this Mess, because we are on the way, with one new member joining at each meeting. Shipmate Johnson is seeing to that.

Now for two important runs out this month, a full coach for the Jutland Rally at Chatham Barracks, on Sunday, May 25, we hope the weather

is kind to those attending, to say farewell to the C-in-C. The Nore, who is leaving shortly. We all wish him "God Speed." On Sunday, June 1 sees another full coach, speeding on its way to Dover, for the Dunkirk Rally, which is to be a march through the town, to a drum-head service, held in the grounds of Dover College. Quite a few of us remember Dover, and Hell-fire Corner during those years.

Our president (Capt. Donald Macintyre) gave us a very interesting talk on Atlantic convoys, during the presentation of certificates to the local Sea Cadets. I'm sure the spirit of Raleigh was with those boys.

Finally, calling New Romney, boarding party all set to come alongside you, on June 6, and as you're 21, hope you'll receive the key of the door.

FINSBURY STALWART'S SUDDEN DEATH

TO THOSE of his friends and acquaintances outside the No. 1 Area the news of the death of Shipmate Albert Brichard will be received with great sorrow. Whilst working in the garden, apparently in the best of health and with his grandchildren around him, he collapsed and died shortly afterwards. Mercifully, his passing was swift and painless.

Albert Brichard was one of our staunchest members and a pillar of strength in the branch. Always one to say what he meant and meant what he said it was not unusual for someone to be upset by his utterances, but it was impossible not to respect him. On the social side no function was ever complete without Albert being to the fore, in either rendering a turn himself or encouraging others to do so.

Some time ago this same household suffered when Shipmate George Earl

was carted off to hospital for a serious operation. On April 21 he returned from convalescence, still far from being in good health, to be greeted with the news that his wife's father, the "Chief," Albert, had passed away.

It is often said that troubles never come singly. My own feelings are that those of us who enjoy our health and strength and who "think" that we have troubles, should jolly well count our blessings.

To Kit and her sorrowing family we extend our heartfelt sympathy.

With the coming of the "season" we are looking forward to supporting many dedications. We hope to be at the Thame branch dedication on June 22. Doubtless we shall meet many old friends on these various occasions and we look forward to each and every one.

More Association News . . .

OWN CLUB PREMISES AT WYTHENSHAWE

THE ANNUAL general meeting of the branch took place on April 21, one year after the opening of our own club premises, and the report was most encouraging. A vote of thanks was accorded to the committee and this has certainly been deserved for the amount of work they must have put in, including an extension to the building and the drawing up of plans for a further extension.

Shipmate W. Lackie took over from Shipmate T. Walker as hon. treasurer some time ago as a temporary measure, was elected to the office, Shipmate Walker remaining on the main committee, and also elected to this committee was Shipmate E. Groves (who was also elected concert secretary), Shipmate Burgone and Shipmate C. Glinka.

It was announced that a coach will be going to Blackpool on June 29 for the dedication of the standard of No. 10 Area, and that, provided a sufficient number of members intended making the trip, a coach party will be made up to attend the annual reunion in London.

Members were also told that, thanks to the efforts of headquarters, Admiral R. MacGrigor, G.C.B., D.S.O., had agreed to officially open the club and unveil a plaque to commemorate this on July 12 at 4 p.m. The plaque was designed by the branch president.

Also present will be the Lord Mayor and Lady Mayoress of Manchester, and Capt. Stopford, R.N., of H.M.S. Blackcap.

There will be a parade of standards before the ceremony and this will be headed by the guard of H.M.S. Blackcap.

A cordial invitation is extended to all branches who may care to attend and all are assured of a hearty welcome.

Colchester Dart Players Too Good For Clacton?

SHIPMATE JOHN HOWE, oldest member of above branch, aged 89, died on May 7. It is with regret that we have to report the death of "old pop." He was a regular attender at all meeting nights. He joined the Royal Navy in the year 18-dot, before some of us were even sailing our boats around the park lake.

The summer(?) is now upon us and the ground is being turned, so who will be attending the branch? I may say, having finished my 30 rod, if there is any one-armed or wooden-legged shipmate on the books who cannot get through his, I will gladly come along so that he can attend.

I would like to thank our shipmates at Clacton for coming along and providing us with such an enjoyable evening. Pity they haven't any good dart players who can play for a gallon; but on the return visit we may be able to wet their board.

I should like also to thank the Havant treasurer for coming along to give us a look, even though it wasn't our meeting night. We got his message on the dart board, so now, shipmates, we are leaving a piece of chalk handy for visitors.

ACTIVITY IN HASTINGS AND ST. LEONARDS

IT IS quite a while since any notes from Hastings and St. Leonards appeared in NAVY NEWS, but that is not to say we are inactive. Far from it. Our general meetings are fairly well attended and many lively discussions take place. Added to which over the past 12 months we have enrolled several new shipmates. Naturally, in common with other branches we have shipmates who cannot regularly attend owing to age, health, or their work, but they do turn up when they can and we are very pleased to see them. All absent shipmates are kept informed of the main activities of the branch by our secretary and the sick are visited by our welfare officer and the branch padre. All hard workers.

Our standard has appeared at several local functions recently and will be attending with, we hope, a goodly muster of shipmates at the Empire Day service held by the local branch of the British Legion on May 25. Looking ahead, it will also be borne by our delegate at Blackpool.

Successful Dinner

A successful dinner was held at our headquarters on St. George's Day, April 23. Over 60 shipmates and friends attended, among whom were visitors from the Battle, Eastbourne, Lewes and Rye branches. The outstanding item in a very enjoyable evening was the presentation of a gold wristlet watch to our popular standard bearer, Alf Hollis, for his unflinching devotion to duty as the branch and R.N.A. ambassador at the many functions he has attended. He has carried the standard for many years and is a tower of strength to the branch.

We hope to make this dinner an annual event after having had a lapse of many years, and judging by shipmates' remarks we think it will be the forerunner of many.

Our clubroom at the Cutlers Hotel has been enlarged and redecorated, and together with a first-class host any shipmate chancing by this way is assured of a hearty welcome. Any Saturday evening will find a few shipmates there. General meetings the first Saturday in each month.

Now, on a sombre note, we regret to report the death of Shipmate Sid Duck, aged 60, after years of ill-health. Even as a sick man he managed to attend a branch meeting a while ago to present the branch with a framed picture of Admiral Lord Charles Boreford. He will not be forgotten.

JOHANNESBURG COMPLETES FIRST YEAR

HERE IN the land of sunshine we have celebrated our first year in commission. Our birthday party was held in the Hillbrow Club on February 14.

We had a very good turn-out for the occasion and our entertainments officer, Shipmate Hugh Rouse, really excelled himself with the cabaret he organised (Olive King, Jack Kruger, The Great Marco and Gordon Mulholland). Shipmate Rouse has the entertainments for the remainder of the year well in hand so we are hoping for plenty of fun on our meeting nights.

The Mayor and Mayoress of Johannesburg joined us during the evening. Another guest with us was Cdr. H. West, D.S.C., R.N. (president of the Bognor Regis Branch), and his wife. Also represented were the Cockney Club, B.E.S.L. and S.A.A.F.A. Bon voyage to Shipmate Betty Chisholm, already overseas for a while, and to Shipmate Gannon, who will be leaving us shortly.

Our thanks to the S.W. London Branch for their letter and Christmas card.

We are now looking ahead to another wonderful year in this branch.

GETTING THE BEST FOR YOUR MONEY

IT HAS been said that when a number of men are seen talking together in bars and places where men gossip the conversation is probably running on one of three subjects, of which two are money and food. Perhaps our men readers would like to give a few moments' thought to the first of these two subjects—money.

In April of this year, the Navy, in common with the other two Services, have had the good fortune to receive increases in basic daily pay. The Naval officer and rating is, however, confronted with the problem of his livelihood when he leaves the Navy at a comparatively early age. No one would suggest that a pension between the ages of 40 and 50 can be expected to dispense with the need for further earning. To those of us who had already arranged our domestic budgets on the basis of our existing rates of pay before April and who could, therefore, set aside some of the increase to make provision for the future, it may be a good idea to remind ourselves of the various opportunities for investment and saving that exist within the Navy.

Every man's tastes and needs will, of course, be his own concern and this article is written to offer disinterested help by describing some of the machinery for saving that exists, whether made use of through civilian agencies or by the more painless extraction from pay in the ship's ledger.

Post Office Savings Bank

First of all there is our old friend the P.O.S.B. with its 2½ per cent. interest, perhaps best illustrated as 6d. in the pound every year. Interest is compound, that is, the interest itself earns further interest. The advantages of using the P.O.S.B. are obvious and there is no complicated problem of weighing up the pros and cons of its merits as with investing in stocks and shares and life insurance.

A P.O.S.B. account can be opened in any Post Office. The bank book is retained by the paying officer for examination at Savings Bank headquarters when the depositor makes more than one withdrawal on demand over £3 in the same period of seven days. The bank book is returned to the depositor within a few days. Withdrawals over £10 at a time can also be made but may take a few days because the head office has to be referred to first.

What is perhaps not fully realised is that these same facilities given by a civilian Post Office can be offered similarly in the pay office of H.M. ships abroad carrying a supply officer, and can be provided through the base for ships without supply officers. Ships in home waters provide facilities for depositing money on board but withdrawals are not permitted in home waters because a shore Post Office can normally be easily reached.

Deposits can be made in an existing account or an account can be opened on board. They can be made as the occasion arises whenever a man finds himself with more ready cash than he needs, or they can be made by declaring a monthly allotment for a required sum to be paid into a P.O.S.B. account. P.O.S.B. accounts opened by allotment will be kept separate from any other accounts the depositor may already have and a separate deposit book will be used.

P.O.S.B. contributions will be made from the ledger regularly without any further action after the allotment has been signed. The depositor can keep a check of the entries made in his Post Office Savings Bank book.

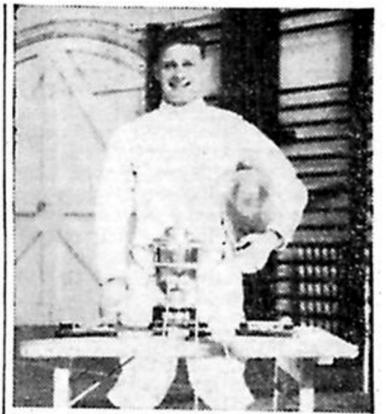
The convenience of saving through a P.O.S.B. account, whether by cash deposits or by a standing allotment to an account, can be a convenient and lucrative method of saving, either on a comparatively short term basis in order to buy a motor-cycle or for some other special object, or on a longer term to provide for the future. A P.O.S.B. account can also be extremely useful to withdraw money for a special purpose, as, for instance, when visiting a foreign port and a small amount of extra cash is needed for buying souvenirs and making excursions.

The only conditions attached to a P.O.S.B. account are that the maximum deposits in any one year ending December 31 must not exceed £500 and that the maximum holding by any one depositor must not exceed £3,000.

(Continued in next column)

Sportsman of the Month

PETTY OFFICER K. (Ken) Pearson was born in London in 1929 and joined the Service in 1947. He spent the first 2½ years in submarines. He first took up fencing in 1950, whilst at Malta, and in that year



SUCCESSFUL SILVER JUBILEE FOR PURLEY AND DISTRICT

THE MOST important news from Purley concerns the successful Silver Jubilee Drumhead and Re-dedication Parade held on Sunday, May 18, 1958. We were honoured by the presence of Admiral Sir Henry Moore, G.C.B., C.V.O., D.S.O. Headed by the Chatham Bluejacket Band, the parade, consisting of a very smart Guard from Terra Nova Croydon Sea Cadets, 14 branches from No. 1 and 2 Areas led by No. 2 Area Standard, our very good friends the Kenley British Legion, and the Croydon and Caterham Sea Cadets, marched to the Rotary Field.

At 1455 the shrill notes of the bosun's call told us that the Admiral was being piped aboard by the ceremonial piping party of Terra Nova Croydon Sea Cadets. Admiral Sir Henry Moore was received with a general salute, and after inspecting the guard he made his way to the dais and the drumhead service commenced. The service was conducted by the branch Chaplain, the Rev. L. E. Whitlock, A.K.C., assisted by an ex-Naval Chaplain, the Rev. D. C. W. Lane, B.D., A.K.C., the Rector of Woodmansterne. Our president (Cdr. J. Lees, O.B.E., R.N.V.R.) read the Lesson. The singing was led by the choir of St. James's Church, Riddlesdown, and very grateful we were to have them—they added more colour to an already colourful scene.

Congratulations

After the service the Admiral, with the other V.I.P.s.—Councillor J. Corsie (chairman of the Coulsdon and Purley Urban District Council) and Mr. W. H. Gower (member of the National Council) carried out an inspection of the parade. He commented, amongst other things, on the smartness of the cadets and congratulated Purley Branch on its Silver Jubilee and hoped that the next 25 years would be even more successful. The parade marched past and then came the age-old ceremony of Sunset. The parade then marched to the Congregational Church Hall where tea was provided.

A most successful day which would have been even better had it not been for the bus strike. We feel justly proud of our branch, which put on such a wonderful show, and we thank, most sincerely, the other branches that were present and contributed so much to the success of the parade.

Our main thanks go to our treasurer/standard bearer, and, for this event, catering officer and general run-about Nick Carter, and his good lady for their non-stop effort to make this "do" the success it was.

At the conclusion of a special meeting held on Sunday, May 11, to discuss the above parade, the branch presented the chairman (Shipmate Arthur Diprose) with an inscribed silver tankard as a mark of appreciation and thanks for his efforts over the last quarter of a century. It was duly filled with "Nelson's blood" and there were "sippers" all round. "See what you miss, Purley members, when you don't attend the branch meetings!"

NEW PRESIDENT FOR HERSHAM AND WALTON

ADMIRAL SIR Noel F. Laurence who has been the president of Hershams and Walton branch since it was formed nine years ago has had to resign owing to ill health. He is succeeded by Shipmate Wheeler, an ex-Gunner's Mate whom we are sure will prove a worthy successor.

(Continued from previous column)

An individual can receive, free of income tax, a total of £15 interest a year (including any interest on deposits in the ordinary department of a Trustee Savings Bank). A deposit of £600 invested for a full year yields £15 interest.

(To be continued in our next issue. Any questions can be answered in the ship's pay office, or, if detached from a pay office, through the financial correspondent of this paper.)

entered the Mediterranean Fleet championships, losing every bout.

In 1952, after having attended the First Fencing Proficiency course at R.M. Depot at Deal, he entered the Portsmouth Command championships, in all three weapons. He was runner-up in the foil and, on going forward to the Navy championships, obtained the same placing. Going to the Royal Tournament at Earls Court he lost every bout.

For the next year he trained hard and for further practice attended the local Portsmouth and Southsea Fencing Club.

Further opportunities for training came his way when he joined the P.T. School for the window ladder display party at the Tournament and so had the benefit of the tuition of the School Fencing Master, Sgt. R. A. C. Thompson, R.M., the present Royal Tournament Dismounted Champion-at-Arms.

In 1953 he entered the Portsmouth Command championships in sabre and épée and won in both weapons. He won the Navy Foil championships, was placed fifth in épée and sixth in sabre.

Going to Earls Court he won through to the final pool in foil and gained eighth place.

The same year he again went to Deal and qualified as a Services fencing instructor under Sgt. (now Professor) Anderson, the present national coach.

Two years in Bigbury Bay on the West Indies Station now followed, and during this period the R.N. Champion-at-Arms competition was introduced. Whilst in South American waters he organised fencing displays with junior seamen at official functions and fenced in prominent civilian clubs, where he had a successful season.

After a return to the U.K. he volunteered for the P.T. branch and qualified as P.T. instructor.

In 1955 he was placed second in the Hampshire Foil championships, second in the L.C.C. championships and sixth in the Junior Foil championships of England, but was too late to enter the Royal Tournament competition.

Champion-at-Arms

In 1956 he won the Navy Foil championships and was runner-up in both épée and sabre, and became Champion-at-Arms for the first time. At the Royal Tournament he gained seventh place in foil.

The next year he again won the Navy Foil championship, was fourth in épée and second in sabre. His efforts resulted in his again becoming the Champion-at-Arms. At the Royal Tournament he was second in the foil and fourth in sabre. He represented the Combined Services against the All-England Fencing Club. He was also a member of the St. Vincent team in the new Light Weapons team competition, which was won by R.N. Barracks, Portsmouth, his team being runners-up.

He next turned his attention to boxing, and whilst at St. Vincent was instrumental in training St. Vincent juniors in the R.N., I.S.B.A. and A.B.A. junior championships. Five of his pupils won their weight in the R.N. championships and six were runners-up, four won I.S.B.A. titles and one reached the semi-finals of the national competition.

This season, as a member of St. Vincent's team, he gained a medal when that establishment won the Command Light Weapons team competition, and a similar result in the Navy championships.

He won the title of R.N. champion at foil, épée and sabre, and with it the Champion-at-Arms award for the third consecutive year. His feat of winning the Navy championships in all three weapons was last accomplished in 1926.

He is at present training hard for the Royal Tournament this month and is due to join Centaur later in the year.

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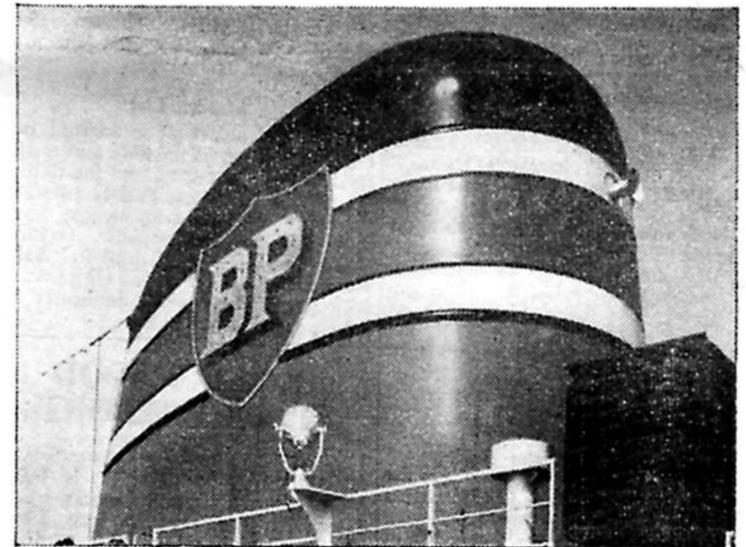
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Sports Page

FENCING R.N. CHAMPIONSHIPS

THE MAIN event in the fencing world has been the Navy championships (Phase III of the Royal Tournament competition) which were held at the R.N. School of P.T., on April 29 and 30 and May 1.

There were quite a few surprise results, including the elimination of Lieut.-Cdr. Sproul-Bolton, who had won the Epee consistently over the past six years.

The championships were notable for the achievement of P.O. K. Pearson, who became Navy champion, in all three weapons and in addition was a member of the winning Light Weapons Team competition team provided by H.M.S. St. Vincent. He crowned his performance by becoming Champion-at-Arms for the third successive year.

Results

Foil

Winner: P.O. K. Pearson.
Runner-up: P.O. R. N. Tedder (H.M.S. Solebay).

Epee

Winner: P.O. K. Pearson.
Runner-up: Lieut. J. Dougan (R.N.A.S. Halfar).

Sabre

Winner: P.O. K. Pearson.
Runner-up: Ord. Sea. W. J. Rayden (H.M.S. Raleigh).

Light Weapons Team competition

Winners: H.M.S. St. Vincent.

Cadets Foil

Winner: Mid. P. P. O. M. Belgeonne (B.R.N.C. Dartmouth).

Runner-up: Cadet N. M. Rae (Nautical College, Pangbourne).

Cadets Sabre

Winner: Cadet C. C. Walker (Nautical College, Pangbourne).

Runner-up: Cadet H. M. White (B.R.N.C. Dartmouth).

Ladies' Foil

Winner: L./Wren S. M. Brooks (H.M.S. President).

Runner-up: Third Officer R. V. Strong (R.N.A.S. Abbotsinch).

All individuals mentioned above and the winning team will now fence in the final phase of the Royal Tournament competition at Earls Court between June 9 and 14.

Inter-Services Triangular Match

In the annual triangular match with the Army and Royal Air Force, held this year in R.M. Barracks, Eastney, the Navy were unsuccessful in retaining the trophy but did manage to win the Foil. Results were as follows:

Foil.—Royal Navy, 11 victories; Army, 11 victories; R.A.F., 5 victories. The Royal Navy won on count of hits.

SWIMMING

R.N. v. Beckenham

In a match with the Beckenham S.C., at Beckenham, on May 19, the Navy team were defeated by 55 points to 26 in the swimming match.

However, we did obtain revenge in the water polo where the Royal Navy team fought magnificently to win by six goals to four.

Fixtures

The Inter-Command championships are being held in Ganges on July 23 and 24.

The Inter-Services championships are being held in the Eltham Baths on August 25 and 26 (two days instead of the usual three owing to the close proximity of the European championships).

Matches have been arranged with Clacton, at Clacton, on August 17, and with the Civil Service at Ganges, on August 21.

Next season it is hoped to arrange a wider fixture list to give our swimmers the greatest number of opportunities to engage in first class competition.

ATHLETICS

R.N. Long Distance Road Race

The Royal Navy Long Distance Road race, run in conjunction with the annual Chichester to Portsmouth, was held this year on May 10 and produced the greatest number of entrants to date. Both individuals and a team (R.N.A.C., South) entered and the results were gratifying.

Sub-Lieut. Pape, just home from the triumphs in the Far East, gained second place in the individual competition and R.N.A.C. (South) were runners-up in the team event (the first time the club has been placed in this competition).

Epee.—Army, 12 victories; R.A.F., 12 victories; Royal Navy, 3 victories. The Army won on count of hits.

Sabre.—Army, 11 victories; Royal Navy, 9 victories; R.A.F., 7 victories.

The championships were won by the Army with 34 victories, followed by the R.A.F. with 24 and the Royal Navy with 23 victories.

The W.R.N.S., however, somewhat retrieved the situation when they won the Ladies' Foil with 13 victories to the 11 of the W.R.A.C. and 3 of the W.R.A.F.

The following represented the Royal Navy in this match:

Foil.—P.O. Pearson, C./Sgt. Jolland, R.M., and C./Sgt. Martin, R.M.

Epee.—O.M.S. Dance, R.M., Lieut.-Cdr. Sproul-Bolton and Lieut. Dougan.

Sabre.—C./Sgt. Thomas, C./Sgt. Mackenzie, R.M., and Sgt. Maker, R.M.

(No fencer may fence in more than one weapon in these championships.)

Ladies' Foil.—L./Wren Brooks, Third Officer Strong and Second Officer Joll.

The next match of major importance is the Combined Services v. All-England fixture, which is taking place on June 28. The team has not yet been decided.

Magrini Cup

A team was entered in the Magrini Cup (Sable Amateur Team championship) which was fenced in London on May 17 and 18.

Unfortunately, in the first round it was drawn in a pool with the London Fencing Club and Salle Paul, the two strongest clubs in the country. By drawing with Salle Paul and only losing on count of hits, our sabreurs excelled themselves and managed to get into the next round. Here they again met London and found this obstacle too much for them.

The team consisted of C./Sgt. Mackenzie, C./Sgt. Thomas, Sgt. Maker and Ord. Sea. Rayden, with P.O. Pearson as reserve.

Fixture List

With the object of exercising our fencers as much as possible and giving them high-class opposition, the fixture list next year is being greatly enlarged to permit of matches against Salle Paul, London, Polytechnic, Oxford, Cambridge, Salle Bahmber, Salle Nicklen and the Combined Universities with many fixtures being duplicated on a home and away basis.

COLLINGWOOD SPORTS REPORT

Athletics

DIVISIONAL INTEREST is being whipped up for Collingwood's sports day, which takes place on June 18 and a determined effort is being made to break the monopoly which the Apprentices have commanded for so many seasons. Whether the Apps will be given a good run for their money, remains to be seen.

The R.N.A.C. (South) are using our track this summer because Pitt Street ground is out of action, and if we have to apologise for the absence of cinders, we hope the pleasant surroundings make up for this deficiency.

Basketball

The Portsmouth and District League knock-out final was held in Fisher gym between Collingwood "A" and "B".

Result: Collingwood "A" 33 points, Collingwood "B" 43.

This match was a fitting climax to a very successful season for H.M.S. Collingwood, whose honours include, Royal Navy and Command championships, Junior National quarter finalists, Portsmouth and District league winners and runners-up.

Cricket

Despite a very shaky start to the season we look forward to better things as the season progresses. We have yet to win a match, and if our performance hasn't been as good as we would have liked, we have by no means disgraced ourselves.

Water Polo

The one and only match we have figured in this season, saw us go down four goals to one against Dolphin, who were by far the better side, but in recording this win, they didn't have it all their own way.

ROYAL NAVY SAILING

IT IS probably not generally known that during 1957 an organisation came into being to look after the selection of crews to represent the Royal Navy in Inter-Service sailing competitions and in other sailing events of National importance. This measure was the result of a recommendation by the Royal Naval Sailing Association, who had become perturbed by the lack of success of Royal Navy sailing teams, that selection of crews should be put on the same basis as in other sports. Consequently a sailing selector was appointed by the Admiralty (Capt. O.H.M. St. J. Steiner, Royal Navy) and an immediate consequence was that the Navy won the Coningham Cup for the Inter-Services championship sailed in Mermaids at Seaview during July.

Early in 1958 Capt. Steiner left the Admiralty and the role of sailing selector was assumed by Instr.-Capt. W. H. Watts, R.N.

Firefly Sailing

In our effort to raise the standard of Firefly sailing in the Services with an eye towards the Inter-Services Firefly Championship (to be held in October at Portsmouth) an event in which the Navy has been conspicuous in the past for its lack of success, Royal Navy teams are being entered in a number of open events up and down the country. This is only made possible by the acquisition of a truck converted by Aero-Marine of Ensworth to carry four Firefly dinghies. The dinghies, originally presented by Lord Nuffield, are kindly loaned by the Command Sailing Associations for these occasions.

So far the Royal Navy has been represented in the 12-foot Open Meeting at Axbridge on May 3 and 4 under the burgee of the Bristol Corinthian Yacht Club. The helmsmen selected were Lieut.-Cdr. M. A. Fairbank (Portsmouth), Instr.-Lieut.-Cdr. G. P. Hedges (Plymouth) and Surgeon-Cdr. R. C. Mooney (Home Air Command). The only success scored during a week-end when conditions for dinghy racing could not have been improved was by Fairbank, who obtained third prize in the race for the Cheddar Cheese.

The following week-end a team was entered in the Firefly meeting at Rickmansworth (Cdr. J. Ellingham, Admiralty, A.B. D. Boyle, Chatham). A combination of boisterous conditions, restricted "sea" room and the vastly greater experience of the civilian inland helmsmen, led to the Navy team being quite out-classed.

Mermaids

During June, trials are to be held at Seaview in Mermaids for the Navy team for the 1958 Coningham Cup. These trials are taking the form of an Inter-Command Mermaid Championship and five teams have been entered. Racing for the Gold Cup takes place at Seaview on July 5.

The selector has also been responsible for the nomination of Navy yachtsmen for the America's Cup trial crews and, not including the brothers Brooks and Lieut.-Cdr. Graham Mann, 39 officers and ratings have been tried so far in Mr. Owen Aisher's Evaine. Of these only the following survived the preliminaries: Lieut.-Cdr. S. A. Potter and D. A. Woods; Lieuts. J. A. D. Ford, I. Lennox and G. N. Wheatley (R.M.); Sub-Lieuts. P. J. Cook and C. F. Seal; L./Sea. A. Brooker and A.B. T. S. Langford.

SUCCESSFUL SUPPLY & SECRETARIAT TEAM

THE SUPPLY and Secretariat football team of Royal Naval Barracks, Portsmouth, has had a most successful season 1957-58, having won the Group League championship and Barrack Soccer trophy, losing only one match in the process. In addition they retain the Inter-Port Supply and Secretariat Soccer cup, having resoundingly defeated Royal Naval Barracks, Devonport, on March 22, at Devonport, 4-1. They had previously won the cup on U.S. men's ground in November, 1957, when they defeated Devonport 2-0.

Being the only Service side competing in the Portsmouth F.A. local league competitions they acquitted themselves very well, in spite of having to field weakened sides during leave periods, and finished fourth in their respective league division.

Much of their success has been due to a splendid team spirit and enthusiasm from all concerned, whether playing or officiating.

HOME AIR COMMAND SPORTS NEWS

Association Football

HOME AIR Command completed its 1957/58 season with a splendid victory over Southall F.C. in the annual Hospital Cup Charity match on Saturday, April 26. Our team is to be congratulated on defeating a strong Southall eleven for the first time ever in our long association.

Both teams displayed excellent football before an average crowd although, in the opening minutes of the game, the Air Command goal withstood such terrific pressure that it looked as if we were in for a real trouncing. However, the Command

post to make the half-time score 1-1. The second half saw the Command even more dominating. Skilful defensive moves and sterling work from Honey and Willott in the forward line, ably supported by the half backs, gave the Southall defence little respite. Numerous shots hit the cross bar and uprights and it seemed that a goal must come from such persistent pressure. In the 75th minute a fine cross by Harrison on the left wing found the head of Page who swivelled the ball high into the net. Southall tried hard to maintain their unbeaten record against us but the final whistle blew with the Air Command winners by 2 goals to 1.

All in all, a very good end to a very successful season.

Lawn Tennis

The Home Air Command Tournament is again being held at Alverstoke, on June 12 and 13, and comprises singles competitions for the Peewit Trophy (Officers) and the Hummingbird Trophy (Ratings).

Lieut. D. G. Mather, the H.A.C. honorary secretary, is hoping to include a veterans' event, depending on the number of entries.

Cricket

The annual Home Air Command Cricket Week, at present under way, will not have been completed prior to this issue of NAVY NEWS going to press. Results, together with an overall account of the matches, will therefore, be given in the July issue.

Athletics

With only a few days left before the Home Air Command Inter-Departmental Athletic Competition for 1958 is concluded, this is indeed the time for all teams and individuals to go flat out to improve on their present scores.

Similarly, with the Home Air Command Athletic Championships—which are being held at the Sports Centre, Southampton, on Wednesday, July 2, creeping up on us, it is hoped that all athletes are preparing their training carefully so that they are reaching their peak of fitness by this date. It is from these championships that the Home Air Command team will be selected for the all important Royal Navy Championships which are once more being held at "Brickfield", Plymouth, on July 9.



"Romeo's at it again—just can't get that dame's vital statistics out of his mind!"

defence gave no quarter and in fact excelled themselves, with Manser and Long being outstanding. Gradually the Home Air Command team fought back and play was confined to mid-field for long periods; in the 25th minute, a break through by Southall resulted in a brilliant goal by their inside right who drove a long ball between the goalkeeper and the upright.

Air Command still fought back hard and their efforts were well rewarded for, in the 32nd minute, after a mêlée on their opponents goal line, Harrison steered the ball round the

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