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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 48 MAY, 1958

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COMMISSIONING OF H.M.S. CEYLON

H.M.S. CEYLON, which is at present undergoing a refit in H.M. Dockyard, Portsmouth, recommissioned on April 15 for further service in the Far East.

It is expected that the refit will be completed towards the end of July, and shortly afterwards the ship will sail for Malta for "working up," after which she will proceed to Singapore.

The Commanding Officer (Capt. F. R. Twiss, D.S.C., R.N.) took the salute when his new ship's company joined the ship in the Dockyard from the Royal Naval Barracks. The commissioning service was conducted by the ship's chaplain, the Rev. D. Pilkington, M.A., R.N.

The present Ceylon is the third ship of her name, and she is of 8,000 tons, built by Stephen & Co., of Govan on the Clyde, and was completed in 1943.

The first Ceylon was the East India-man Bombay of 672 tons, bought in India and made into a frigate, and in 1808 her name was changed to Ceylon. In 1817 she was converted into a troop ship, and in 1832 she was fitted as a

Further service in the Far East



Capt. F. R. Twiss, D.S.C., R.N., takes the salute as part of his new ship's company, led by Lieut. H. E. Mason, march past to join the ship

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.—R. Bridge, JX.802132; W. Stewart, JX.777801; G. Lecount, JX.140371; W. Kidd, JX.149493; K. Baxter, JX.159971; W. Jones, JX.177309; H. Hope, JX.152491; P. McCoy, JX.161405; F. Coombes, JX.144998; A. Bailey, JX.141347; A. King, JX.146424; R. Hoare, JX.154152; R. Paton, JX.154743.

To S.C.P.O. (V).—F. Cumbers, MX.81665; L. Kirchen, MX.789465.

To C.P.O. Ck. (S).—H. Mitchell, MX.500368; J. Earle, MX.753568.

To C.E.R.A.—A. Hucker, MX.70579; C. Russell, MX.61933; R. George, MX.708064; H. Rollason, MX.708083; L. Jones, MX.70530; D. Chappel, MX.102415.

To Ch. Bk.—J. Curran, MX.766701; C. Buglehole, MX.57817; E. Williams, MX.61750; C. Moon, MX.64607.

(Continued on page 2, column 3)



Commissioning service on the quarter-deck

receiving ship in Malta. She was sold at Malta in 1875 for £900.

The second Ceylon was a yacht of 311 tons, built in 1891. This vessel saw service in the Mediterranean and Dardanelles from June, 1915, to May, 1916.

During her last commission the Ceylon was at Trincomalee when that Base was transferred to Ceylon, and she was at Accra for the Ghana Independence Ceremony. Prior to entering the Dockyard the ship had been to the West Indies for the Home Fleet Spring Cruise. Ceylon sailed some 60,000 miles during the commission.

The Queen Mother's Visit to Northern Ireland

H.M. YACHT Britannia will have a Naval escort when Her Majesty Queen Elizabeth The Queen Mother is embarked for her visit to Northern Ireland next month.

Her Majesty will embark at Prince's Landing Stage, Liverpool, at 5 p.m. on May 7 and disembark the following day at Bangor at 11 a.m., the Royal Yacht subsequently proceeding to Belfast Harbour.

H.M.S. Mersey (Lieut.-Cdr. M. Hordern, R.N.) a coastal minesweeper of the Mersey Division, R.N.V.R., will act as a local escort when the Royal Yacht sails and the frigate

Drafting Forecast See page 2

H.M.S. Blackwood (Lieut.-Cdr. D. G. Kay, D.S.C., R.N.) will escort the Britannia across the Irish Sea.

For the return passage, Her Majesty The Queen Mother will embark in the Royal Yacht at Belfast on May 10 (10.45 a.m.). A local escort consisting of H.M.S. Kilmorey (Lieut.-Cdr. V. A. J. B. Marchesi, R.N.), a coastal minesweeper of the Ulster Division of the R.N.V.R., will lead the Britannia out of harbour. The Royal Yacht will then proceed to Portsmouth, escorted by H.M.S. Malcolm (Lieut.-Cdr. N. C. W. Tetley, R.N.), a frigate of the Second Training Squadron, where the Queen Mother will disembark on May 12 at 1 p.m.

The Royal Yacht will be wearing the standard of Queen Elizabeth The Queen Mother and the flag of Rear-Admiral P. Dawnay, M.V.O., D.S.C., the Flag Officer Royal Yachts.

Petty Officer Saves Ship from Major Fire

FIRST B.E.M. FOR GALLANTRY

THE FIRST award to an officer or rating of the Royal Navy of a British Empire Medal (Military Division) with the distinguishing silver oak leaf for gallantry on its rose pink and pearl grey ribbon, recently approved by the Queen, has been announced.

The recipient of the "B.E.M. For Gallantry"—as it is listed in the London Gazette—is P.O./Eng. Mech. Robert Barlow, who last autumn was serving in the frigate Loch Lomond, operating at the time under the Senior Naval Officer, Persian Gulf.

While the ship was under way on September 19, a hose to a sprayer burst in the engine-room in which P.O. Barlow was on duty. The fuel pressure was 220 lb. a square inch and

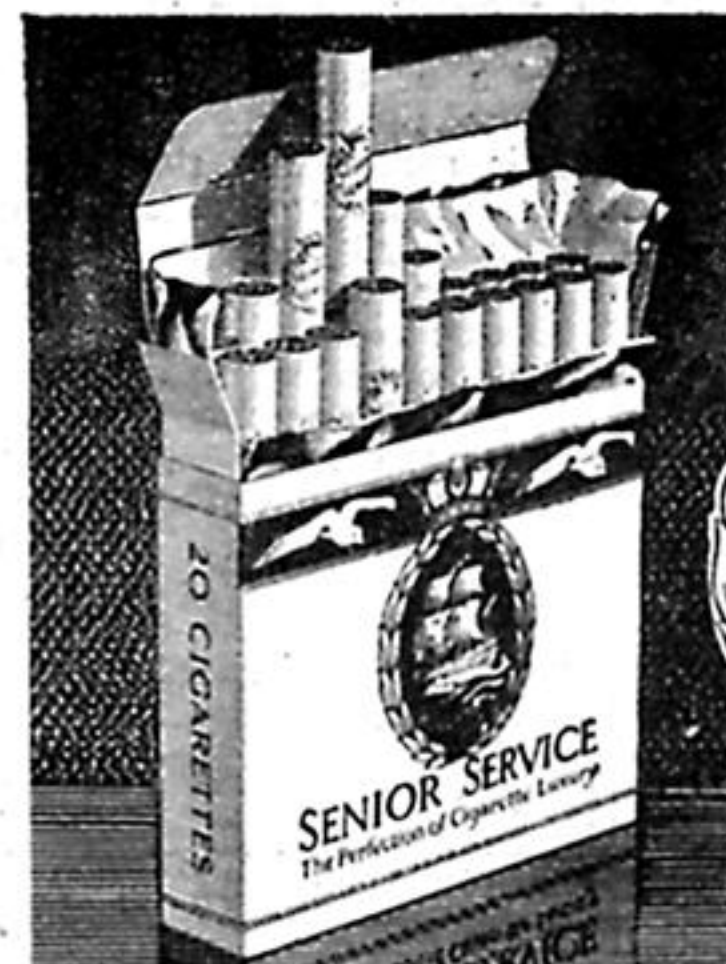
a large area was sprayed with oil fuel at a temperature of 200 deg. F.

The official citation states: "At grave risk to his own safety, P.O./Eng. Mech. Barlow, who was in charge of the boiler-room, backed his way through the spray and sheet of hot oil and, although extensively burned, succeeded in shutting off the sprayer valve."

"By his brave action, he undoubtedly saved the boiler-room personnel from serious injury and the ship from a major fire," the citation concludes.

P.O. Barlow, whose home is at York, is now serving in the aircraft carrier Hermes.

The Outstanding Cigarette of the Day



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Cdr. R. Stobie, D.S.C., R.N., inspects Royal Marine detachment at R.M. Barracks, Eastney, before embarkation

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74694 (Ext. 2194)

EDITORIAL

IN THIS issue we publish an article from a Chief Petty Officer who, as an experiment, has been given duties which enable him to discuss with the men of the Navy their conditions of service and so on, and to convey the feelings of the Lower Deck to the Commander-in-Chief and through him to the Admiralty. This experiment is a bold one, but it is interesting to read that the Chief Petty Officer found that at Admiralty, which he visited, "They not only know most if not all of our problems, but in many cases are way ahead of us in the field of thought and ideas."

What a fund of good will would accrue to the Admiralty were the reasons for implementing or not implementing such and such policies were communicated to the Fleet.

There is a lesson here and surely that is—publicity of the Navy within the Navy is required.

Isn't this Malta business a pity? Those of us who know Malta, those to whom the island has been "home from home"—we who have experienced the warmth of the sun, picnicked on the beaches, worked and served with the Maltese people, are saddened by the happenings there today. We hope that the commonsense of both peoples—all British—will soon make itself felt for the mutual benefit of all.

NAVY NEWS completes four years growth with this issue. Without being immodest it is felt that the paper is full of interest to all those who have the Senior Service at heart. We realise we can do better—but we need our readers' support. Let us have your stories, articles and pictures. Although we may not be able to use everything sent to us, all contributors can be assured that every article is carefully considered and used if at all possible.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

If I take the wings of the morning
and remain in the uttermost parts
of the sea, Even there also shall
Thy hand lead me, and Thy right
hand shall hold me.

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A Fleet Personnel Rating at the Admiralty

CHIEF YEOMAN OF SIGNALS ANDREWS, FROM THE MEDITERRANEAN, DISCUSSES HIS NEW DUTIES

A FLEET Personnel Rating is something quite new to the Royal Navy, and at present the duties involved are being carried out as an experiment only. I am privileged to be doing such a job, and am attached to the Commander-in-Chief, Mediterranean's, staff for duty as such.

Briefly, this empowers me to discuss with members of the Lower Deck such subjects as clothing, accommodation and service conditions, subject to certain limits. Any views or suggestions obtained on these matters are then submitted to the Commander-in-Chief.

My visits to ships and establishments have shown there are basic problems common to all, many of which have been passed on to the Second Sea Lord's department at the Admiralty.

Very recently it was arranged for me to visit the Second Sea Lord's Departments that I might discuss first hand some of the points raised by men of the Fleet. I know it will be appreciated that I cannot enter into a detailed account of these discussions, it would take far too long. However, I do feel it might be of interest to many, to record some of my main impressions gained during this visit.

How Wrong

I am bound to confess that like most men of the Lower Deck, I've always thought of the Admiralty as a vague, mysterious organisation, composed of civil servants and serving men, who had little knowledge of or contact with current conditions; how wrong we can be.

"They" not only know most if not all of our problems, but in many cases are way ahead of us in the field of thought and ideas. Of the sincerity of those conducting our affairs, I have not the slightest doubt, be they civil or Service personnel.

During my few days visit, I was able to talk freely and frankly at all levels, the result being that I learned much, something was learned from

A LINK WITH NELSON

BY THE generosity of the late Lieut. George Cockburn Yorke and his family, the National Maritime Museum has just acquired an extremely interesting link with Nelson, the bicentenary of whose birth falls this year. It is a sword given by Nelson to Capt. George Cockburn in commemoration of two actions which they shared on December 19 and 20, 1796.

Nelson, then a commodore, had been sent to evacuate the garrison of Elba and hoisted his broad pendant in La Minerve, frigate, commanded by Capt. George Cockburn. On their way from Gibraltar La Minerve fell in with and captured a Spanish frigate, the Santa Sabina, and took her after a hard fought action. Next morning, however, the arrival on the scene of two Spanish battleships and a frigate forced them to abandon their disabled prize and to escape. It was to commemorate these two days' fighting that Nelson gave Cockburn the sword which has now found an honoured resting place in the National Maritime Museum.

Left in Trust

When Admiral Sir George Cockburn, after a long and distinguished career, died in 1853, he left the sword and other treasures in trust for his widow and afterwards for their daughter, Augusta Harriet Mary "for their use and enjoyment." After the death of the daughter they were to go to the holder of the baronetcy. This meant that they came next to Sir Alexander James Edmund Cockburn, Lord Chief Justice of England, at whose death in 1880 the baronetcy became extinct.

The sword next passed to the Yorke family, into which had married Georgiana Augusta, daughter of Sir George Cockburn's only sister, and finally to Lieut. George Cockburn Yorke, R.N. This officer, after distinguishing himself in the Second World War, was accidentally drowned in a sailing accident in the Moray Firth in 1948.

The Museum already exhibits two portraits of Sir George Cockburn by W. Beechey and J. J. Halls, a barometer given to him by Nelson and his Naval General Service Medal with six bars, the largest number ever earned by one officer. The Beechey portrait shows the Admiral wearing this very sword, which has now come to rest in a case near by.

me, all of which I feel sure contributes to the general benefit of the Fleet.

One very important thing I have learned; issues which we in our ignorance (I use the term loosely) often consider to be a simple matter, become much more complex when viewed from other angles and cannot be resolved by waving the proverbial magic wand. I feel we all have a tendency to think "Their Lordships" are all-powerful, which is quite fallacious. The bare truth is that most of their problems—certainly most of those that we care about—relate directly or indirectly to finance. "Their Lordships" do not have money to spend until Parliament has said so; and the way in which it is spent has to be explained in detail, down to the pennies, so that Parliament can check it all afterwards. A lot of things come into this process that have nothing to do with what we should consider important.

Despite this, those responsible for our affairs really are on our side.

Then there is the rule that none of the three Services should get out of step with the other two—while regretted by many, this is not always to the Navy's detriment: I am not sure that we should have got the latest pay increases, which the Army needed, if it had not been for this rule.

These are just brief impressions given in the hope they may lift the veil a little and to assure you all that those at the Admiralty are very much aware of our problems, indeed, this is also the case at Command levels.

I came away secure in the knowledge that all Admiralty Staff at Queen Anne's Mansions are working extremely hard to gain approval for the constant stream of proposals coming in from the Fleet. Our problems are given every reasonable consideration and if our proposals are fair and constructive, I am convinced we shall see good results.

Advancements

(Continued from page 1, column 5)

- To Ch. Plbr.—H. Grunsell, MX.62502; F. Winsborough, MX.60502; J. Bruford, MX.63861.
- To Ch. M. (E).—M. Small, KX.94477; A. Carpenter, KX.96076; K. Hill, KX.96792; S. Tomkin, KX.86217; W. Harvey, KX.88143; R. Humby, KX.96873;
- To M.A.A.—G. Tinn, MX.754867; W. Shaw, MX.842295.
- To C.P.O. Tel.—J. Petchey, JX.292321; B. Warrington, JX.292995; R. O'Brien, JX.712458.
- To C.P.O. Wtr.—C. Davidson, MX.84775.
- To S.C.P.O. (S).—R. Grist, MX.712976; B. Beasley, MX.85679; D. Deighton, MX.831568.
- To C.P.O. Ck. (O).—B. Newton, MX.859220.
- To Ch. Jnr.—Cloake, MX.693351.
- To Ch. El.—P. Fleming, MX.581371; P. Gill, MX.844108.
- To C.R.E.—M. Barton, MX.770447.
- To Ch. Ptr.—D. Barnes, MX.98708; E. Jane, MX.62580; G. Highton, MX.60397.
- To C.E.A.—C. Harding, MX.57642.
- To C.O.A.—M. Waugh, MX.778190.
- To Ch. Shipt.—H. Nichols, MX.73570; S. Worth, MX.62771.
- To A./Ch. Aircraft Art.—D. Loving, L/FX.100188; D. Lane, L/FX.114633.
- To A./Ch. Aircraft Art. (O).—E. D. Jones L/FX.100273.
- To A./Ch. Aircraft Mech.—J. P. Farrell, L/FX.704581.
- To Ch. Air Ftr. (Airframes).—J. W. Rawlins, L/FX.827494.
- To Ch. Air Ftr. (Engines).—D. A. Defries, L/FX.817730; G. L. Howell, L/FX.814547.
- To Ch. Air Fitter (Ord.).—H. G. Bishop, L/FX.77449.
- To Ch. Airman (Aircraft Handler).—J. G. Hale, L/FX.670506.
- To Ch. El. (Air).—R. A. Forrest, L/FX.817607; P. J. L. Boxall, L/FX.706741; J. T. Driscoll, L/FX.922825.
- To Ch. Radio El. (Air).—M. D. Marshall, L/FX.670336.

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. Tireless, May, at Chatham, for the 2nd Submarine Squadron, Home Fleet.
- H.M.S. Thermopylae, June, at Devonport, for the 2nd Submarine Squadron, Home Fleet.
- H.M.S. Aeneas, June, at Portsmouth, for the 5th Submarine Squadron, Portsmouth.
- H.M.S. Tabard, July, at Devonport, for the 1st Submarine Squadron, Malta.

GENERAL

- H.M.S. Chameleon, May, at Portland, for trials.
- H.M.S. Chichester, May, at Glasgow, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.
- H.M.S. Cheviot, May, at Singapore, for Foreign Service on Far East Station.
- H.M.S. Dunkirk, May, at Portsmouth, for General Service Commission Mediterranean/Home. U.K. Base Port, Devonport.
- H.M.S. Jutland, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.
- H.M.S. Trafalgar, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Portsmouth.
- H.M.S. Albion, May, at Portsmouth, for General Service Commission, Mediterranean/East Indies/Far East. U.K. Base Port, Portsmouth.
- H.M.S. Echo, May, at Cowes, for Home Sea Service (East Coast Survey). Base Port, Chatham.
- 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. 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.

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



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Trafalgar Services Club

AT A quarterly meeting of the Trafalgar Services Club on March 25, Capt. D. Tibbits of H.M.S. Dryad was re-elected as chairman; Rear-Admiral J. R. Cundall, C.B.E., as honorary treasurer; the Reverend W. H. S. Chapman, B.A., Chaplain of the Dockyard as chairman of the house committee; Capt. C. W. Brockman as comptroller; and Capt. R. Williamson Jones as vice-chairman.

In his quarterly report, the chairman reported that the club continues to flourish and to be used by a large number of the ratings in the Fleet. The restaurant meal prices were in general below those obtainable elsewhere and the prices of night cabins, bed-sitting rooms, etc., remain, at present, at a remarkably low rate. Various improvements have made the club popular with Naval ratings on shore who want to get away from their ships and shore establishments.

Motoring Notes . . .

A Lady on the Road

LAST MONTH I was able to give a road-test report on the latest Hillman Minx. My appetite having been whetted, this month, by courtesy of the directors of E.M.A. Ltd., I was lucky enough to have the unlimited use for a week-end of the latest model Sunbeam Rapier.

Sunbeam Rapier Sports Saloon

Whilst the Minx and the Rapier obviously come from the same stable there are considerable differences between the two cars, although they have the same wheelbase, track, and general dimensions.

Technical comparisons are as follows:—

Hillman Minx	
c.c. ...	1,390
b.h.p. ...	51 @ 440 r.p.m.
Comp. ratio ...	8:1
Carburettors ...	Single Zenith
Clutch diam. ...	7½ inch
Axle ratio ...	4.778:1
Brakes ...	8 inch drums
Weight (unladen)	92 sq. inch
	19 cwt. 2 qr.

Rapier	
c.c. ...	1,494
b.h.p. ...	73 @ 5,200 r.p.m.
Comp. ratio ...	8.5:1
Carburettors ...	Twin Zenith
Clutch diam. ...	8 inch
Axle ratio ...	4.55:1
Brakes ...	10 inch front, 9 inch rear
Weight (unladen)	146½ sq. inch.
	21 cwt.

Standard equipment on the Rapier includes water thermometer, oil pressure gauge, fuel gauge and ammeter, two-speed screen wipers, cigarette lighter and warning lights for headlamps, trafficators and ignition.

Extras include: heater, overdrive (3rd and 4th gears) rev. counter and clock.

Separate front seats are standard and are fully adjustable.

On the Road

The Rapier is a car which looks good and feels good as soon as you sit in it. On the road it is even better and is a sheer joy to drive and handles well high perfectly. The main controls, particularly the central gear lever are correctly placed, even the foot dip switch being placed nicely alongside the clutch pedal with adequate space for the left foot.

Starting from cold was instantaneous and the choke could be dispensed with very quickly, although a slight flat spot remained for a short

while until the engine was properly warmed up.

From the road-test point of view I must confess some difficulty—albeit pleasant ones. Instead of observing and reporting, I found myself really motoring hard, using the gearbox more than really necessary and generally using a big stick with the sheer joy of motoring in a very smooth, rally-bred, good quality car. In quieter moments, when forced to potter in traffic queues, led as always by selfish individuals going nowhere at all at 18 m.p.h. on a main road, I was made to realise that the Rapier is not only a very potent sports car but is also a very docile family car.

Petrol consumption, driven hard but using overdrive fairly frequently, was better than 30 m.p.g. Its maximum speed I never did discover, but it is certainly in excess of 90 m.p.h.

General Opinion

A good looking, comfortable and potent car, which handles almost perfectly and which leaves no doubt as to why it won the R.A.C. Rally and came so near to winning the Monte Carlo. At the same time it is a comfortable, and very safe family car, which the most jaundiced and disagreeable individual could not seriously criticise.

As a passer-by remarked as I ate my picnic lunch—"A lovely car you have there chum." I couldn't agree more. From the sublime to the "gor blimey"—I could hardly tell him that my own car is a Ford Popular.

Prices are as follows:—
Rapier sports saloon ... £1,044
Rapier convertible ... £1,104
Not a cheap car agreed, but nice things always cost a little more.

Car Registrations

A reader in H.M.S. Ranpura has pulled me up for an erroneous statement in the March issue.

In trying to put readers on their guard against a car registered late in the year being described as the next year's model, I may have been too emphatic in stating that the year of registration is the actual year of the car. There are exceptions such as imported cars, e.g., from Ireland, which may well be two or three years old when first registered in this country. Fortunately, the registration book is usually endorsed to this effect, but if in doubt the chassis number should be referred to the local agent for identification.

A. E. MARSH.

SHIPS OF THE ROYAL NAVY

No. 32. H.M.S. VICTORIOUS

Badge: A winged female figure habited and supporting with the hands uplifted a wreath of laurel white.

Built at: Newcastle upon Tyne by Vickers-Armstrongs (Shipbuilders) Ltd.

Laid down: May 4, 1937.

Launched: September 14, 1939.

Completed: May 15, 1941.

Rebuilt: H.M. Dockyard, Portsmouth, 1950-1957.

Displacement: 37,000 tons full load.

Length: 740 ft. (p.p.), 781 ft. (o.a.)

Beam: (Hull) 103½ ft.

Width: (o.a.) 146½ ft.

Complement: 1,785 (peace), 2,200 (war).

THE SIXTH modern carrier to join the Fleet since the war, she is the first to be fitted with all of the British-developed aids to Naval flying—the fully angled flight deck, steam catapult and mirror landing aids.

The modernisation of the Victorious at Portsmouth Dockyard, which started in October, 1950, and prolonged to enable the latest devices and equipment to be incorporated, has been the largest task of its kind ever undertaken in one of the Royal Dockyards or by a commercial shipyard in the country.

During the past seven years the Victorious has been completely rebuilt above the hangar deck. The former gallery deck—immediately below the flight deck and above the hangar—is now unique in British carrier construction by extending continuously through the length and breadth of the ship. She has also been almost entirely redesigned internally.

The 775-ft.-long flight deck has been raised some 4 ft. and to achieve its fully angled deck for landing aircraft it has been extended outwards on the port side for 41 ft. for a length of 120 ft. The island has been kept small by present-day standards to give the maximum deck area for aircraft by siting the large operations room and associated compartments below the flight-deck level.

Outstanding feature of the Victorious's new outline is the immense radar aerial mounted above the island. The radar installation provides the best ship-borne air defence radar in the world and is stated to "combine early warning and high discrimination of an aircraft's position in plan and height simultaneously." A complex and semi-automatic electronic system collects and displays the information, enabling the Admiral or Captain to see at a glance the tactical situation in section of the sky for miles around him.

Two parallel track 145-ft. catapults are fitted forward. Deck-landing mirror sights are fitted port and starboard—the latter mounted outboard on its own large sponson because of the angled deck—while there are also two high-speed lifts to bring aircraft up from the hangar decks.

The present ship is the fourth of her name. The first was a third-rate of 1,659 tons launched at Blackwall in 1785. Taken to pieces in 1803.

SHIPWRECKED MARINER WHO FOUNDED A NAVY.

AN ANGLO-JAPANESE ceremony marking the 338th anniversary of the death of Will Adams, a native of Gillingham, Kent, who was shipwrecked in Japan some 350 years ago, coincided with the arrival at Yokosuka, this week, in H.M.S. Alert, of the Commander-in-Chief, Far East Station, Admiral Sir Gerald Gladstone, K.C.B.

Will Adams became a Japanese citizen, introduced the western sciences of mathematics and astronomy to Japan and, as the pioneer of Japanese shipbuilding and navigation, came to be regarded as the father of the Japanese Navy. He was so highly regarded by the Shogun of the day that he was made a Samurai, an honour never before, or since, bestowed upon a Westerner.

Admiral Gladstone, with Rear-Admiral F. S. Withington, Commander of the U.S. Naval Forces in Japan, and other international dignitaries, laid wreaths at the tomb of the British mariner, and the British Ambassador, Sir Daniel Lascelles, paid tribute to Adams' memory.

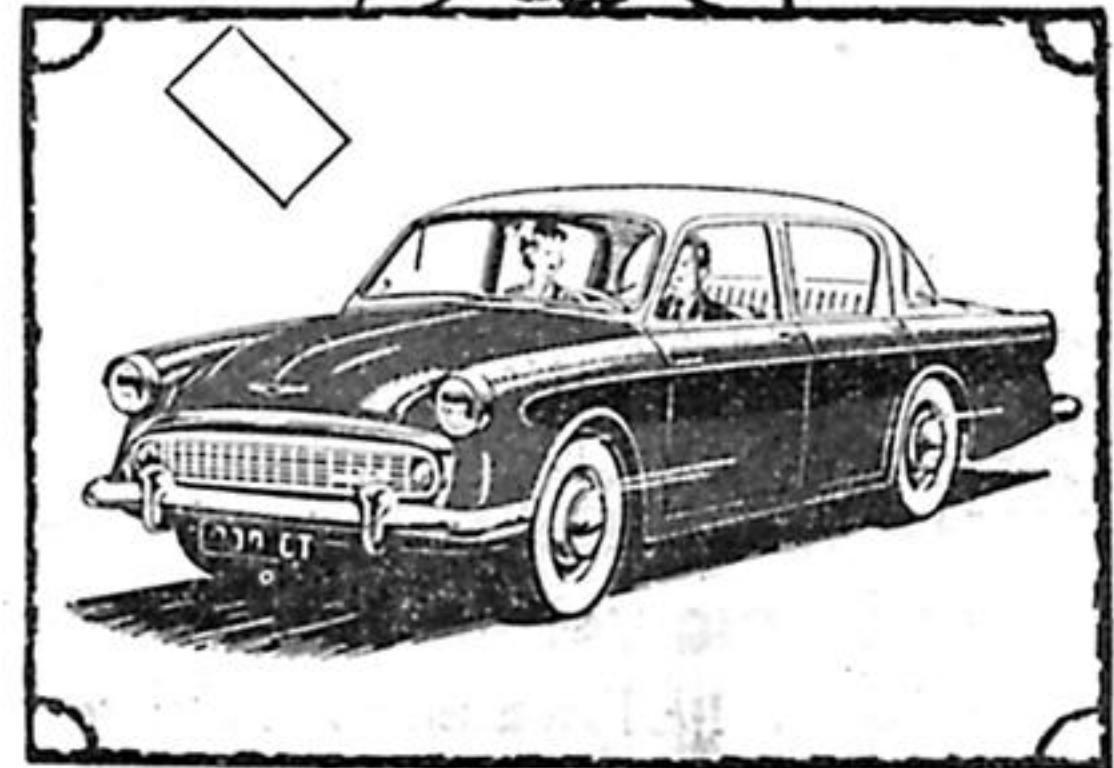
The Commander-in-Chief was accompanied by Cdr. P. B. Stuart, D.S.C., (Commanding H.M.S. Modeste) and Cdr. Sir Peter Anson, Bart. (Commanding H.M.S. Alert).



The next Victorious was launched at Buckler's Hard in 1808 and was a 74-gun ship of 1,724 tons. Broken up in 1868.

The third ship of this name was a first-class battleship of 14,900 tons launched at Chatham in 1895. Sold to a ship-breaking firm in 1923.

6751	Framed photograph of H.R.H. Duke of Edinburgh being piped over the side for the last time as captain of H.M.S. Magpie, July 18, 1951. Size: 11 in. x 11 in. Good.
	H.M.S. Mermaid
6279	Framed water colour cartoon of a Mermaid by Hynes. Size: 17 in. x 14 in. Fair.
6280	Framed water colour cartoon of a Mermaid by Hynes. Size: 17 in. x 14 in. Fair.
	H.M.S. Nereide
4816	Rectangular wooden shield with oval brass plate with crossed guns inscribed "Campo Militar De Boane, 23rd November, 1951." Size: 12 in. x 8 in. Fair.
	H.M.S. Queen Elizabeth
2306	Rectangular wooden shield with circular metal plate of footballer inscribed "To H.M.S. Queen Elizabeth." Size: 10 in. x 8 in. Poor.
	H.M.S. Argonaut
4385	Framed water colour of "Alley In Old Coventry" by Laura Haynes. Size: 17 in. x 19 in. Fair.
	H.M.S. Atherstone
3047	Framed painting of "The Atherstone Hunt." Size: 22 in. x 19 in. Fair.
	H.M.S. Brissenden
3675	Framed reproduction after the original painting by Frank McKelvey, "Near Falcarragh, Donegal." Size: 25 in. x 20 in. Fair.
	H.M.S. Danae
2415	Wood shield with metal shield inscribed, "City Centennial Trophy, Awarded to H.M.S. Danae, Second Prize Band Competition, 13th Annual Conven-



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INTER-SERVICE (WOMEN'S) NETBALL CHAMPIONSHIPS



Ark Royal's Support

The season started with the R.N. Trials held at Portsmouth in November. These proved invaluable, in fact the selections made during these trials, with the exception of the middle and welterweight, eventually comprised the final team which took part in the Imperial Service Boxing Association Championships. It was fortunate that at this time H.M.S. Ark Royal was in Home waters, and consequently was able to send a number of very talented boxers in the ship to the trials, and who subsequently gave magnificent support to Navy boxing.

The first fixture was with the Southern Counties, at Portsmouth on December 6. The Counties produced a very sound team with some boxers of national standard. The result, a 5-4 win for the Royal Navy, was a most satisfactory start to the season. It was, in fact, the first win for five years.

On January 24 the team visited

Target

ONE OF six Chatham Wrens competing against 60 Naval cadets and apprentices, 19-year-old Angela Mitchell, of the R.N. Barracks, Chatham, shot her way to conspicuous success at the annual Nore Command Rifle and Revolver meeting.

On the R.N. Ranges, Sheerness, Angela handled her rifle like a veteran, although it was the first time she has entered a competition. She finished best individual scorer in the 200 yards deliberate shooting events for juniors; then ended up second highest scorer in the whole junior entry.

And she said afterwards: "I was very lucky. My only previous experience of rifle shooting has been at fun fairs."

But those steady hands, and the straight eye were really no coincidence. Her father, Mr. Charles Mitchell, ex-Navy, was Chief Gunnery Instructor at Chatham Barracks.

Most of the other awards in the junior section were won by boys from H.M.S. Ganges, the R.N. training establishment at Shotley, Suffolk.

Angela received her medal from Commodore J. F. D. Bush, commanding the R.N. Barracks, Chatham.

(Rochester & Gillingham News)

tion for the R.N. Championships. These fixtures provided excellent competitive experience and did much to improve the fitness and boxing ability of the R.N. team.

The R.N. Championships were held at Devonport. There were 40 entries. The championships produced no surprises and confirmed the selections made in the R.N. Trials.

The individual results in the R.N. Championships were:

- Flyweight: A.B. Evans, Plymouth.
- Bantamweight: A.B. Minarde, Home Fleet.
- Featherweight: A.B. Silsby, Plymouth.
- Lightweight: E.A. Ronaldson, Portsmouth.
- Light-welterweight: A.B. Knowles, Plymouth.
- Welterweight: A.B. Young, Portsmouth.
- Light-middleweight: P.O. Thorne, Home Fleet.
- Middleweight: A.B. Gleason, Portsmouth.

goal for the W.R.N.S., which would have made the score 22-all, had left the shooter's hands, but had not entered the goal-ring when the whistle for the end of play sounded, and was therefore not counted in the final score. Team positions at the end of the 1958 Championships were therefore: 1st, W.R.A.F.; 2nd, W.R.A.C.; 3rd, W.R.N.S.

Lady Grantham Attends Vernon Branch of Friendly Wives

THE H.M.S. Vernon branch held a general meeting in the Cinema, H.M.S. Vernon, on Wednesday, April 16, at 2.15 p.m. Mrs. E. A. Blundell presided and welcomed the new chaplain, the Rev. B. A. Watson, who said the opening prayers.

We were very pleased to have Lady Grantham and Mrs. Begg, president and vice-president of the Portsmouth Area R.N.F.U.S.W., with us as guests.

The speaker for the afternoon was Mr. S. L. Whitcombe whose talk on cheese, illustrated with samples of

(Continued in column 3)

COUNT YOUR BLESSINGS

The Star and Garter Home for Disabled Sailors, Soldiers and Airmen, Richmond, Surrey

TO GRUMBLE, to grouse and to moan is undoubtedly one of the greater reliefs in this troublesome and trying world but there are of course those moments when one should count one's blessings and such an occasion will occur after a visit to the Star and Garter Home at Richmond.

There you will find 200 ex-Servicemen, some of whom are suffering from war wounds and the others whose health has broken down since they left the Services. They are, however, all so disabled that they cannot lead an ordinary life but who, notwithstanding their afflictions, radiate such a spirit of cheerfulness as one would only expect to find amongst those who are fortunate enough to be fit and well. The Home is always full and indeed at the moment there are about 40 men on the waiting list, which in effect means it must inevitably be some 12 to 18 months, if not longer, before some of them can be admitted.

Five of the patients took part in the Boer War, two-thirds served in the First World War and the remainder in the Second World War or later. It will, therefore be appreciated that these ex-Service men are of all ages; the youngest, who served in the Royal Navy, was under 21 when he was admitted in November, 1956, while the oldest is now over 87. In all, there are 21 ex-Royal Navy and five ex-Royal Marines.

Worth-while Visit

The Home, which well repays a visit, is situated at the top of Richmond Hill



Some of the inmates of the home in a happy mood

overlooking the Thames and enjoys one of the most beautiful views in England. It was first opened in 1916 under the auspices of the British Red Cross Society in the old Star and Garter Hotel, which, as a result of an

many different varieties, was most interesting. His very wide knowledge and easy delivery made his talk on this vast subject seem all too short. A vote of thanks to Mr. Whitcombe was proposed by Mrs. Bartlett.

Prizes were very kindly given by Mrs. Prior, were raffled by Mrs. Brewer and won by Lady Grantham and Mrs. Begg. Tea was served by the tea committee under Mrs. Bird.

Our thanks are due to Wrens Cooke and Munro for so kindly looking after members' children during the meeting.

Future Events

The general meeting on May 7 will be a beauty demonstration given by a representative from Handleys Ltd.

It has been found necessary to alter the June meeting back to its original date, June 4. We hope as many members as possible will attend to ensure the election of a truly representative committee and apologise for any inconvenience which may have been caused by alterations.

The sewing meeting will be held on May 21 instead of the last Wednesday.

There are still some seats available for the summer outing to Poole on June 11. Tickets 9s, including admission to the Potteries are available from the honorary secretary.

Coffee Party in Aid of King George's Fund for Sailors

A bring and buy coffee party will be held in the Cinema on Tuesday, May 13 at 11 a.m. in aid of King George's Fund for Sailors. We hope to raise a large sum of money for this most deserving cause and all members and friends will be welcome. Tickets price 1s. can be obtained from the honorary secretary or bought at the door.

Out of Uniform

Leading Wren Kerr, of Duchess of Kent Barracks, Portsmouth, who made this house-coat from six yards of material at a cost of £1 4s. 0d.



FRIENDLY WIVES (Southsea Branch)

TO VISIT LULWORTH COVE

THE SOUTHSEA branch had a most enjoyable afternoon on Monday April 14, when we welcomed Mrs. Winter to our monthly meeting.

Mr. Stewart, the Church of Scotland chaplain, opened our meeting with a hymn and a prayer.

Mrs. Acworth, our vice-chairman, then introduced Mr. Reginald Cooper, who showed us a most interesting and varied collection of spring hats, displayed by four very attractive mannequins. We were very grateful to "Dorothy Cooper," of Palmerston Road, for arranging this excellent parade, and Mrs. Pickering proposed the vote of thanks.

Mrs. Winter drew the lucky numbers for the raffles. The first prize, a piece of bacon given by Mrs. Bruce-Walker, was won by Mrs. Dore, and the second prize, half a pound of cheese, by Mrs. Watts.

The annual summer outing to Lulworth Cove, with tea in Bournemouth on the return journey, takes place on Monday, June 9. Members wishing to go, should send their names to Mrs. Dore, 28 Grant Road, Farlington, (Tel. Cosham 78081.)

free and happy home rather than that of a hospital. The best medical treatment is, however, always available and, when this is necessary, some of the most able doctors and surgeons of the day are ready to give freely of their advice and help.

The Home still continues as an independent charity and is not part of the National Health Service. At the beginning of each year it needs about £40,000 to close the gap between dependable income and essential expenditure. Pre-war endowments were on a most generous scale but they are nothing like sufficient to meet the rate at which present expenses run and it now costs more than three times as much as it did in 1939 to maintain the patients. Further financial help is, therefore, essential if it is to continue with its work as its founders would have wished.

Should anyone wish to see for himself how the patients in the Home are looked after the Commandant hopes you will write to him and suggest one or two alternative dates for the visit, preferably in the afternoon, so that he can make sure that arrangements can be made to show you round the building.

Hair Styles Demonstration at Havant

AFTER THE Rev. Patrick Walton had opened with prayers—for those at sea, and all in need—and the Naval Hymn had been sung, Mrs. Hardie (Chairman) welcomed all those present, who included Mrs. Winter (Area Secretary) and members of Drayton Officers' Wives' Club. Announcements were read, and thanks given to all Committee members who had made the Easter Children's Party such a success.

The Hairdressing Department of the Fratton Co-operative Stores were represented by a party of hair stylists, who then presented a demonstration of modern methods of cutting, waving and general care of hair of different colourings and textures, etc. Loud applause greeted each model as—her patience rewarded—she walked among the tables, and all agreed that the trend of today had much improved on the old-fashioned ideas of hair beauty.

The manager of the branch was warmly thanked for his kindness, and the excellent commentary.

Tea was served by Mrs. B. Jones and her Committee, and raffles—drawn by Mrs. Winter and presented by Mrs. Freer and Mrs. Hawkins—were won by Mrs. Jones and Mrs. Hardie.

A large gathering of small folk on Friday, April 11, thoroughly enjoyed the tricks of "Linello," a conjuror with a whimsical personality, games organized by Mrs. C. J. Horton (Vice-Chairman), and a tea provided by the Committee. Lollipops, to round off the afternoon, were received with great glee.

Honorary Aide-de-Camp

Commandant E. L. E. Hoyer-Millar, O.B.E., W.R.N.S., Director of the Women's Royal Naval Service, has been appointed an Honorary Aide-de-Camp to the Queen from April 7, 1958, in succession to Commandant Dame Nancy M. Robertson, D.B.E., Hon. A.D.C., W.R.N.S.

Objects

The objects of the Star and Garter are to provide the atmosphere of a

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CULDROSE WINS FOR THIRD TIME



The cast of "The Beau Stratagem"

[Photo: T. P. Roskrow, Hightstown, Truro]

THE HOME Air Command Region of the R.N. Drama Festival has been won for the third year running by Culdrose, with Lossiemouth again second and Stretton in third place.

The adjudicator, Mr. Donald Jonson, was surprised by the ambitious production at Culdrose of "The Beau Stratagem," by George Farquhar. This is a rollicking 18th-century comedy concerning the romantic adventures of two gentlemen of fortune; the play presents problems of consistent period-style acting by a large cast and slow-moving text in the heavily-plotted opening scenes.

Mr. Jonson remarked that these difficulties were surmounted with plenty of action, and the atmosphere intended by the author was effectively achieved. A high degree of team work by well-cast actors was backed by equally

good stage management, and this resulted in an accomplished production; individual performances were good, but none was outgrown to the detriment of the play as a whole.

Among other things, Mr. Jonson said that generally the Festival was well worth while, and every contribution had distinct merits. The standard compared favourably with that of civilian drama societies in Britain and overseas.

High Standard

The most notable aspects of the Festival were the quality of plays chosen; it was obvious that choice had been determined appropriately by the cost available, and the high standard throughout of stage management and settings.

Stages varied considerably. Though some were small and oddly-shaped they provided a challenge to imaginative companies. The adjudicator also commented on the evidence of reliable front-of-the-house management and praised the efforts to support productions by attractive theatre decoration. Acting ranged from the experienced to the "gallant effort." This was to be expected considering the variety within each cast.

Over-all endeavour was exceptionally high and attainment was proportionately good. The aim of the Festival has been achieved by making an opportunity for groups to give artistic scope to existing talent and enthusiasm. The purpose of amateur societies should be essentially to provide entertainment, and in this alone the Festival was entirely successful.

The Naval Store Dept. of the Navy

By the Director of Stores, R. Henderson, Esq., O.B.E.

IN MY room at the Admiralty there is a framed quotation from the preamble to an Act of Parliament passed in 1704 in the reign of Queen Anne which says:

"The Royal Navy and the Navigation of England wherein under God, the wealth, safety and strength of this Kingdom is so much concerned depend upon the supply of stores necessary for the same." The quotation is well known but none the less it is as true today as it was then.

At an even earlier date the need for providing stocks of stores was recognised. In 1684, £100,000, which was a very great deal of money at that time, was devoted to purchasing stocks of eight items essential to the Navy of these days—hemp, pitch, tar, resin, canvas, iron, oil and timber. The days are, however, long past when a ship stored with such a mere handful of items could depart for a cruise of a year or more, during which it could be independent of any supply organisation. Today, supplying the needs of the fighting forces and the delivery of these supplies to the users when and where required in peace and war raise many complex questions which are considered under the term Logistics.

Several Admiralty departments are

concerned with logistics for the Navy and the Naval Store Department is the largest. We are a civilian service with headquarters in London and our



R. Henderson, Esq., O.B.E.

work is carried out in dockyards at home and abroad, under the local administration of the superintendent of the yard, and in self-contained specialist inland depots in the United Kingdom which are responsible direct to the Director of Stores.

My department is responsible for the provision, distribution and supply of general and technical Naval stores, Air stores, fuel and lubricants, and motor transport and for the management of the Royal Fleet Auxiliary Service. Since October 1, 1957, it has also assumed responsibility for the Spare Parts Distribution Centres dealing with about 200,000 different descriptions of spares. This increased the total number of different descriptions of stores for which we are now responsible to over half a million! General and technical stores are needed to equip, operate, maintain and repair ships and shore establishments; Air Stores comprise the spare parts, ground equipment, special tools and raw and semi-fabricated materials for the maintenance and repair of aircraft; fuel and lubricants include all types of liquid fuel used by ships, craft, Naval aviation and motor transport, as well as coal and coke; motor transport embraces passenger and load-carrying vehicles and their spares.

As a comparison, in 1939 we dealt with a mere 50,000 items. This vast increase is in spite of a strict purge of stock items carried out in 1950-1954 by a committee specially set up to eliminate all descriptions of stores which changing methods and techniques had rendered unessential, or where the detailed range provided might be considered over-generous. The descriptions of stores held by individual classes of ship has at the same time increased by about 100 per cent, and the difference between this figure, and the increase in the total range supplied reflects the growing specialisation of function of equipments and of weapons in the various classes of modern ship.

Range of Equipment

The chief increase in the range of equipment provided has of course been in the field of Air Stores (which until just before the war were entirely the responsibility of the Royal Air Force) and in the electronic field. But this is by no means all. There are many other types of stores now carried in H.M. ships which the Royal Navy did not provide before the war. Some are labour-saving devices, such as paint-spraying equipment, electric drilling machines, portable pneumatic chipping equipment, polishing machines; some are to improve the amenities of shipboard life such as electric ovens, hot plates, urns, kettles, toasters, irons; some for the improvement of training facilities such as cinemas and gramophones. These are all in addition to the many new forms of equipment developed to increase the striking power or efficiency of the Navy such as radar, catapult gear, audio frequency gear, degaussing equipment, clearance diving equipment, bomb and mine disposal equipment and teletypewriters.

Have YOU a personal problem . . . ?

ASK JOHN ENGLISH

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

LEAVING THE SERVICE

I AM a Petty Officer Engineering Mechanic on a 12-years' engagement serving in a married accompanied draft in Malta. My time expires in June this year, but I shall return to the United Kingdom in November, having volunteered to complete a two-and-a-half-year commission. I would like to know whether:—

- (1) I am entitled to any terminal leave as well as foreign service leave. If so, how much, and is leave paid?
- (2) I receive a terminal grant?
- (3) I can do an E.V.T. course?
- (4) I am entitled to Disturbance Allowance for moving from Malta to the United Kingdom?

Replies to the questions in your letter of March 14 are as follows:—

- (1) You will be entitled to 28 days' terminal leave plus foreign service leave due. All this is paid leave.
- (2) You should receive a service gratuity of £100.
- (3) You could do an E.V.T. course during your terminal leave if a vacancy exists. You should apply to the E.V.T. officer of the R.N. Barracks on arrival in the U.K.
- (4) You will not be entitled to Disturbance Allowance as you will be discharged to shore immediately on return to the U.K. and will not therefore have the minimum requirement of three months' service in this country prior to discharge. You will, however, be able to claim the cost of storage of your furniture while you have been abroad if any was placed in store.

RE-ENGAGEMENT

I wonder if you could give me any information on the possibilities of my being able to sign on for a further five years having completed 22 years' service in July next year.

Although I haven't read anything to the contrary I wonder if under the new "run-down" the Admiralty intends to allow people to continue after 22 years.

There is no intention at present of cancelling Fifth-five engagements. Admiralty Fleet Order 1264/57 confirms this, but states that re-engagement for a fifth five will be more selective.

Furniture Costs

We are also responsible for providing the furniture, not only in ships and shore establishments but also in married quarters. Since the end of the Second World War £1,600,000 have been spent in improving furniture in shore establishments and £2,500,000 on furniture for married quarters as well as £1,300,000 in ships. Whenever baggage is shipped at Admiralty expense it is on the members of the Naval Store Department that the Navy rely for its safe and speedy transit.

Large Tanker Fleet

Finally, the Royal Fleet Auxiliary Service consists of over 100 merchant ships of which 75 are tankers of various sizes ranging from modern 17-knot ships of 15,000 tons capable of fuelling the Fleet at sea at very high transfer rates to smaller ships suitable only for harbour fuelling, in fact, one of the largest tanker fleets in the world. The remainder of the ships are Issuing Ships and Fast Replenishment Ships which are floating storehouses, store carriers, tugs and salvage vessels. The Fleet is named and administered on the lines adopted by commercial owners and the ships are classified with Lloyd's.

The size of all this activity can, perhaps, be gauged by the fact that we expect to spend something like £70,000,000 in meeting our customers' requirements in this coming year, and based on past experience we shall be involved in some eight million transactions with the Fleet, dockyards, and Naval and civil shore establishments and Commonwealth Navies.

I have touched upon the Naval Store Department of the past, and said something about its work at present. What the future might bring us is hidden in the planners' crystals but already it is clear that we shall have to buy and supply even larger ranges of technical equipment which is constantly growing more complex and that we shall further improve our methods of bringing the stores to the user, when and where he wants them.

DEAR SIR,

Talk about an Irishman's rise. The pay increases this month were announced with a great flourish of trumpets—and now I learn from my husband that it must all go on increased rent for our married quarter. I am disgusted.

Please do not publish my full name and address or I might be compelled to leave the quarter.

Yours faithfully,
MRS. "GRIPPO."
(Full name and address supplied)

We have consulted the Director of Welfare and Services Conditions upon the point raised above, and he replies:

"The increases in Married Quarter Rents are fully covered by increased Marriage Allowance. In fact the increase in Marriage Allowance is rather larger, in order to allow for Income Tax. It is therefore incorrect to suggest that the increased rents take away any part of the increases in pay introduced this month. For those not lucky enough to have Married Quarters both the Pay and Marriage Allowances increases are a direct gain."

Anyway, Madam, we see that you do not want to lose your quarter whatever the rent! And we fear that your husband must be holding out on you so far as the pay rise is concerned. Why not put the bite of Mr. Grippo (who seems to be well named)?

NAVAL HOME INDUSTRY

THE NAVAL Home Industry was founded in 1917. Its object is to enable widows, orphans and dependants of Royal Navy and Royal Marine personnel to be trained and employed in remunerative work as well as to provide congenial society and a healthy occupation to those who need it, and to give advice and financial assistance where necessary.

The goods produced are chiefly ladies' coats, skirts, jumpers and cardigans. In addition, some customers have articles specially made to their own specification and many individual designs are prepared and made.

New entrants are trained in first-class knitting and crochet. Small payments are made during the training period and subsequent payments are made weekly according to the work done. All work is paid for. Rates of payment are kept as high as possible.

Readers of NAVY NEWS are invited to visit the Industry at 41 Clarence Parade, Southsea, preferably not on Friday or Saturday. Interest in the workers and the articles produced is much appreciated. Visitors will not be pressed to buy. There is a great need for additional workers at the moment. Applications for employment should be made personally or in writing to the Superintendent, Naval Home Industry, 41 Clarence Parade, Southsea.



REMEMBER ME ?

INCREASE OF PAY

A considerable number of men have suggested that they would consider insurance when they received their increase of pay.

Assuming the increase is about a guinea a week; HALF the basic increase could provide approximately:

- £2,000 of security for your dependants in the event of your death.
- £500 for you at the age of 40-45.
- £750 for you at the age of 45-50.
- £1,000 for you at the age of 55-60.

(depending on your age at commencement).

Your mortgage of say £1,500 for 20 years can be protected for as little as SEVEN SHILLINGS AND FOURPENCE a month if you are 30 and slightly less if you are under 30.

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BOOK REVIEWS . . .

WE WERE BIGGER THAN YOU—YET YOU WON

Lilliput Fleet. A. Cecil Hampshire (William Kimber; 18s.)

THE STRENGTH of a cable is no more than the strength of its weakest link. By the very nature of things, it is the small episodes in life which are often overlooked, and credit is given, quite rightly, to the larger canvas, but without the details the picture itself could not be painted.

The author of "Lilliput Fleet" has produced an exciting picture of the work carried out by the small ships during the Second World War and has given us some of the details which help to make up the panorama. As Admiral Sir Charles Lambe, now Commander-in-Chief Mediterranean, says in his foreword:—

"In the words recorded in the Register of the Patrol Service War Memorial at Lowestoft, 'their work was not usually spectacular.' They did not participate in the more widely publicised sea battles of the war; Patrol Service vessels were not present at the River Plate action, at Matapan, the hunting of the Bismark or the sinking of the Scharnhorst. Their battles, other than those they continually waged against their ancient antagonist, the sea, were on a lesser scale; nevertheless, these lacked none of the fearful thrill and drama of a 'big ship' action. They fought U-boats, dive-bombers, E-boats, and even surface raiders with all the valour of a battleship, though lacking its armour and gun-power; they swept the channels and seaways and cleared liberated ports and harbours of every type of mine which the enemy could devise; they escorted convoys, ocean as well as coastal; spearheaded invasion landings and helped to protect and support the invasion fleets and armies; they voyaged great distances over hostile and stormy waters, often alone and unescorted; they fetched and carried for their larger sisters."

The record of the names of these small ships does, however, bring back memories and to those who served in the Patrol Service will undoubtedly recall many of their comrades in arms. There is a story of the Arab in which Lieut. R. B. Stanard, R.N.R., obtained the V.C. for his work in the Norway Campaign. Northern Gem helping to shelter the Russian Convoy during the Battle of the Barents Sea. Juniper Moonstone which captured an Italian submarine and proudly led her into harbour at Aden, Amber, Jade, Visenda, Southern Isle, and the

Lady Shirley which sank U111, the Bos'n's mate of which mortifyingly said "We were bigger than you . . . Yet you won."

There was the 19th A/S. Group based at Harwich, of which Greenfly was one. Each ship of the group individually steamed a distance equivalent to four times round the globe; collectively they towed to safety some 80,000 tons of bomb- and mine-damaged warships and merchantmen; saved more than a thousand survivors, and escorted a total of well over 700 convoys. In their numerous battles with the enemy they logged an impressive record of aircraft shot down or damaged, and E-boat attacks repelled. Another name was that of the Lord Nuffield which sank an Italian submarine, and still another of the Indian ship Bengal which escorted the tanker Ondina from Fremantle bound for Colombo. Attacked by two Japanese ships in the Indian Ocean, the Bengal, manned by seven officers and 63 ratings, the latter all Indian, sank one of the Japanese ships, the other making off at high speed after mistakingly thinking that the Ondina had been sunk.

Another interesting story of strenuous effort is the ordeal of the Lord Grey. Under the command of a lieutenant with no seafaring experience whatever prior to 1939, and who without ever holding sea-going command, found himself called upon to sail the Lord Grey halfway across the world. He and his men throughout varied vicissitudes which might have daunted many men with much more experience, arrived at Ceylon after seven months.

"Lilliput Fleet" is confidently recommended and will be of special interest to those who ever served in the Patrol Service.

UNDERWATER HUNTERS

My Adventures Under the Sea. Jean Foucher-Creteau. (Published by Frederick Muller Ltd.; 18s.)

Are you interested in the excitement and beauty of the deep sea? Then read this excellently written book.

The introduction is full of the "nonsense" (as the author describes it) about sharks. The following chapters, however, show vividly his experiences with this creature.

In 1946 he started learning the art of underwater hunting. Then he and a few friends, in their spare time, toured several breeding grounds. In

(Continued in column 3)

A PERSONAL CONTRIBUTION TO VICTORY

Ordeal by Water. Lieut.-Cdr. L. A. J. "Peter" Keeble, R.N.R. Longmans, Green & Co. (18s.)

THE 1939/45 War has produced a spate of books dealing with excerpts from the lives of countless men and women. Each book has dealt with a personal contribution to final victory, and however grandiose are the plans of war, war itself must inevitably revolve around the works of individual men and women, resulting in a co-ordinated whole which, in turn makes possible ultimate victory or defeat.

"Ordeal by Water" is yet another account of a personal contribution to victory, but is not, as the cover would seem to portray, a story directly concerned with rendering mines safe beneath ships. It is in fact, the story of marine salvage operations in the Middle East, and these covered a very wide field.

Lieut.-Cdr. Peter Keeble, an officer in the Royal Naval Reserve, a South African, and possessing no previous diving training, describes this exciting and dangerous phase of his life, from the time he was forcibly pushed into wartime salvage operations in Alexandria, in December, 1941, until he ended his war-time salvage career in Greece.

At this time, the struggle for overall supremacy in the Middle East was particularly tense, and ultimate victory was dependent upon the outcome of the war at sea. The availability of every harbour, every man-of-war, every merchant vessel was vital to the success of the war in the air, and on the land. Yet, at the outset Keeble describes the tragic situation as those two important and powerful battleships, Valiant and Queen Elizabeth, were forced out of action by Italian frogmen in Alexandria harbour, with no salvage organisation in existence to reverse this setback.

And so, as the story unfolds itself, we subsequently read of Keeble's struggle to provide men, ships and material from South Africa. A struggle involving him in interviews with those two great men, Admiral of the Fleet Sir Andrew Cunningham and General Smuts. We also read of the gradual build up of an efficient, salvage organisation which, as a result of initiative and drive was capable of raising sunken ships, clearing harbours, recovering vital information from inside a sunken enemy submarine, cutting the propellers off Valiant, and a host of other tasks.

The style is free and easy to read, and for the most part produces a realistic atmosphere. And, although one doubts the authenticity of the verbatim accounts of conversations with Admiral Cunningham and General Smuts, it does not detract from the air of genuineness which runs throughout the book. The lively accounts of the personal fears which this "amateur" diver had to determinedly overcome in order to survive and to be successful, are of interest to all of us who have been conscious of personal fear.

Finally, here is a story of failure and success, frustration and triumph, which gives the world an insight into a dirty, drab and unglamorous aspect of war. It is an interesting account of a personal contribution to the victory at sea. G.Y.T.

(Continued from column 2)

1951, a member of the party was awarded an "Atlantic" Cup (presented by the Underwater Hunters' Club of the Canary Islands) for his capture of a 53 lb. grouper.

Vivid accounts are given of visits to Cape Verde Islands, Sao Valente, Lobos Island and the Red Sea. While touring the Red Sea, the author very nearly lost a leg.

Such fish as rays, barracudas, sharks and groupers—found especially in the above-mentioned places—are mentioned in the book.

There are some first-class photographic illustrations—in colour and in black and white—showing some of the fish caught.

For the beginner in underwater hunting, it gives some valuable information about equipment and techniques.

It is, however, the "hunter's" book. The motto of the divers was "The film comes first," but reference to the "underwater harpooners" by their host in the Cape Verde seems apt.

Undoubtedly excellent films and photographs were taken, but the book (translated from the French by James Cleugh) does seem to emphasise the "killings." AYCHARABEE.

Sports Activities of Bulwark

EVERYWHERE WE have visited this cruise our sportsmen have been extremely well looked after. It has not been uncommon for our badminton, rugby football, cricket, soccer, hockey, water-polo, and table tennis teams to have matches on the same afternoon.

At Trinidad our hockey XI defeated the local police for the first time since the Repulse visited the island in 1934. After a pleasant fortnight's swimming and sun bathing in the Windward

competitions before the other ships returned to the U.K. for their Easter leave.

Bulwark pulled off the "hat trick" winning the King's Cup soccer, beating the Second Destroyer Squadron 4-2; the hockey competition 4-1 from Maidstone; and the Royal Marine soccer cup from Ceylon 1-0. Our boxers caught the limelight in a match against Bermuda and provided energetic, if light-hearted, entertainment for a large crowd.



H.M.S. Bulwark's 1958 soccer team with the King's Cup

Islands we met the Third Destroyer Squadron in the first rounds of the Home Fleet soccer and hockey competitions at Kingston, Jamaica. These games were won after good battles in the intense heat. Here, again, the sports programme was extremely varied, but the temperature was not allowed to interfere in any way.

The soccer team held All Jamaica to two goals after a very exciting and entertaining game. We met the rest of the Fleet at Bermuda for an extensive four-day sports round up of the Fleet

We left the sun with Bermuda and have just completed an intensive indoor programme against the local air station at Halifax.

Although the temperature was well below freezing outside, our teams have enjoyed a delightful indoor tournament in this modern and magnificently designed sports arena. Leaving Nova Scotia for Gibraltar and the sun, after a successful first leg of our world cruise, we are hoping to maintain our good results with the Mediterranean, Far Eastern and East Indies Fleet.

Letter to the Editor . . .

Fleet Air Arm 21st Anniversary

I AM rather interested in this, but why only from 21st birthday?

What about some of us "old uns" of which I do not suppose many are left. Just read this. I joined the Navy at Pompey on January 7, 1907. After various ships, also Whale Island Gunnery course, the Navy in 1912 asked for volunteers for the Naval Aviation Service. I put in my name, and after severe medical tests, I left Pompey Barracks with about 10 more on January 7, 1913, to the Isle of Grain, Kent, to open up the very first "Seaplane Station" for the Royal Navy.

When we arrived there were two only old canvas sheds. In one was a flying boat (Donnet Levicque) in the other was a conglomeration of stuff they called Henry Farman, Land Machine, but with wheels off and floats fitted. After a while we got a brand new Maurice Farman and it was in this machine I had my first passenger flight about March 1913. I sat up on the petrol tank, my feet in sea boots, over the pilot's shoulder. The name of this pilot, at the time was Sub-Lieut. Babbington. No instruments in the machine. You pulled on the propeller to start and if the engine fired and sounded O.K., off you went. This was a stationary engine "Bi-plane."

Our term officer was Lieut. Seddon, one of the best officers you could ever work for. Where are the old boys of those days, pre-1914 war? Lieut. Seddon; Sub-Lieut. Babbington; Bish, Brady, Bateman, Bird, Batchy, Alex, Askew, Cutting, Freeman, Morris, Strudwick, Summers.

Could you, through your good offices of NAVY NEWS, locate some of these old ones for a reunion in, say, Pompey, or somewhere else, I left the Service after the join up of R.N.A.S. and R.F.C., which leaves me in a funny situation. I joined the Navy and finished up in the R.A.F. However, the sea water has always been

inside of me, and when the 1939 war broke out, I went to Brighton and joined up again, only to be told by letter two days later, that I was one day too old.

I wrote off to the Commodore, Fleet Air Arm, who had me placed as a civilian worker on aircraft at Ford R.N.A.S., being nearest my home. Then in 1940 I was sent to Yeovilton, in Somerset, made a charge hand in the storage section. I came home after the war, so I think I have known the Navy and its work from 1907, don't you? Another thing, I was serving in the really first Seaplane carrier in the very first Naval air operation ever to be carried out.

This was the "Engadine"—Flying Officers Leach, Gaggill, Miley, Ross. This was at Cuxhaven, Christmas Day 1914, in company with the Empress, Riviera and taken care of by the Harwich Flotilla and Commodore Tyrwhitt in the Arethusa.

Engadine, Empress and Riviera were three Dover to Calais boats taken over in 1914, taken to Chatham, ballasted with coal and fitted with a platform on bow and stern, one machine in the bows and two astern, lifted over the side with derricks. The machines were folding Shorts machines, Gnome engines. Oh! for those days over again! I think I could write a book on the old time aircraft and officers. Cdr. Sampson, V.C., chasing me to break my neck, over really nothing. Oh! many a good yarn could be told if I could only put it together. Well, anyway, please let me know about tickets for December 1 at the Albert Hall. I shall be watching the NAVY NEWS closely to see if any of the old, pre-1914 names appear. I should like to have a chat now to some of them, although like me, they must be getting on in years.

Well, wishing you, and NAVY NEWS the best of luck, I am faithfully yours, RALPH L. MORLEY.

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 ship-mates 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.

NEPTUNE'S SCRAPBOOK

Admiral Sir Sydney Robert Fremantle has died, aged 90. Entering the Navy in 1881, Admiral Fremantle became a Captain in 1903 and an Admiral in 1922. He was Commander-in-Chief, Portsmouth, from 1923 to 1926 and retired in 1928.

Admiral Sir C. T. Mark Pizey, G.B.E., C.B., D.S.O. and Bar, was placed on the Retired List to date April 25, 1958.

Vice-Admiral Sir Robin L. F. Durnford-Slater, K.C.B., is to be Commander-in-Chief, The Nore, in succession to Admiral Sir Frederick R. Parham, K.C.B., C.B.E., D.S.O., to take effect in July, 1958.

Vice-Admiral J. D. Luce, C.B., D.S.O., O.B.E., is to be Flag Officer Scotland in succession to Vice-Admiral Sir John Cuthbert, K.B.E., C.B., to take effect in July, 1958.

Vice-Admiral G. Thistleton-Smith, C.B., G.M., is to be Admiral British Joint Services Mission, Washington, in succession to Vice-Admiral R. F. Elkins, K.C.B., C.V.O., O.B.E., to take effect in September, 1958.

Vice-Admiral Sir Ballin I. Robertshaw, K.B.E., C.B., was placed on the Retired List to date April 1, 1958.

Rear-Admiral R. A. Ewing, D.S.C., is to be Flag Officer Flotillas (Mediterranean) to take effect early in June.

Rear-Admiral G. K. Collett, C.B., D.S.C., was placed on the Retired List to date March 24, 1958.

Capt. J. G. Hamilton, C.B.E., Royal Navy, has been appointed Naval Secretary to the First Lord of the Admiralty in succession to Rear-Admiral R. A. Ewing, D.S.C., serving in the acting rank of Rear-Admiral.

The following officers have been appointed Honorary Surgeons to the Queen from February 14, 1958, in place of the officers stated:

Surgeon Rear-Admiral D. F. Walsh, O.B.E., F.R.C.S.(Ed.), M.B., B.Ch., in succession to Surgeon Rear-Admiral S. G. Weldon, C.B.E., M.B., B.Ch., D.P.H.

Surgeon Capt. G. Phillips, M.B., B.Ch., D.L.O., R.N., in succession to Surgeon Capt. E. B. Pollard, M.R.C.S., L.R.C.P., R.N.

Surgeon Capt. W. P. E. McIntyre, M.D., B.Ch., R.N., has been appointed an Honorary Physician to the Queen from February 14, 1958, in succession to Surgeon Rear-Admiral A. Pomfret, C.B., O.B.E., M.B., Ch.B., D.O.(Oxon), D.O.M.S.

Surgeon Capt. G. Phillips, M.B., B.Ch., D.L.O., R.N., is to be promoted Surgeon Rear-Admiral with effect from June 23, 1958, and appointed to the staff of the Commander-in-Chief, Portsmouth, as Command Medical Officer, and as Medical Officer-in-Charge, R.N. Hospital, Haslar, in succession to Surgeon Rear-Admiral E. T. S. Rudd, C.B.E., M.B., B.Ch., F.R.C.S., Q.H.S.

Capt. C. P. C. Noble, D.S.C., V.R.D., R.N.V.R., is to be Commodore R.N.V.R. in succession to Commodore F. T. Pollinger, C.B.E., V.R.D., D.L., R.N.V.R. The effective date of the appointment has not yet been finally decided but is likely to be between November 1 and the end of this year.

Commandant Dame Nancy M. Robertson, D.B.E., Hon. A.D.C., W.R.N.S., was placed on the Retired List to date April 7, 1958.

The Queen has approved the acceptance and wearing by Vice-Admiral Sir Robin Durnford-Slater, K.C.B., and Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O., of awards made by the French Government in recognition of their services during operations in 1956 in the Near East. Vice-Admiral Durnford-Slater, appointed to the Legion of Honour (Grade of Commander) was Flag Officer, Second-in-Command, Mediterranean, at the time of the Anglo-French operations at Port Said, when he served as Allied Naval Task Force Commander. He is still in the Mediterranean and takes up his next

appointment as Commander-in-Chief, The Nore, in July. Vice-Admiral Power, awarded the Croix de Guerre de Theatre d'Operations Exterieurs avec Palme was Flag Officer, Aircraft Carriers and Allied Officer Commanding, Anglo-French Carrier Forces.

H.M.S. Glory, a light fleet aircraft carrier, now moored in the Forth, is to be broken up.

H.M.S. Duchess (Capt. J. P. Scratchard, R.N.), a Daring class destroyer, is due to arrive at Portsmouth on June 12, after completing the foreign "leg" of her General Service Commission.

Capt. M. G. R. Lunby, D.S.O., D.S.C., Royal Navy, has been appointed the new Captain of H.M.S. Apollo.

H.M.S. Loch Fada went to the rescue of the Norwegian ship Skaubryn which caught fire in the Indian Ocean. All on board the Norwegian ship were taken off by the British steamer City of Sydney, and Loch Fada, after considerable difficulty, took the Norwegian ship in tow, making for Aden. Loch Fada handed over her tow to the Dutch tug Cycloop, but unfortunately the Skaubryn sank before it reached Aden.

The Army Arts Society which exists to encourage art in the Army and sister services, is holding its 27th Exhibition at the Commonwealth Institute (Imperial Institute), South Kensington, S.W.7, during October, 1958.

All ranks of the Army, Royal Navy and the Royal Air Force, past or present, permanent or temporary, may submit works for consideration. Successful exhibitions have been held in London each autumn for several years and Service-artists can derive more interest in their work by submitting the work for the exhibition, which also gives them an opportunity to compare their standard and style with others.

Intending exhibitors should apply for particulars to the Hon. Secretary, Army Arts Society, Capt. A. J. Daldy, 16 King Edward's Grove, Teddington, Middlesex.

The Commander Egerton Memorial Prize for the second half of 1957 has been awarded to Lieut. J. Parfitt, R.N.

The Newman Memorial Prize for 1957 has been awarded to Lieut. A. R. Stott, R.N., H.M.S. Kenya.

The Ogilvy Medal for the 1956 Long T.A.S. Course has been awarded to Lieut. R. R. Richards, R.N.

ROYAL NAVY WELCOMES PRINCESS MARGARET IN TRINIDAD

SHIPS OF the Royal Navy's West Indies Squadron provided the ceremonial guard mounted at the Governor-General's residence at Port of Spain during the first three days of Her Royal Highness Princess Margaret's stay in Trinidad in the course of her visit to the West Indies as the Queen's representative to inaugurate the new Federal Legislature.

Dressed overall, H.M.S. Troubridge, wearing the Broad Pendant of the Senior Naval Officer, West Indies (Cmdre. G. E. Hunt, D.S.O., D.S.C., R.N.) and also H.M.S. Messina and H.M.S. Ulster fired a royal salute as the Princess landed at Trinidad on April 20.

Officers and ratings of these ships lined the route taken by Her Royal Highness on her way to the Red House for the institution of the new Legislature. They also mounted a Royal Guard for her departure from the island.

H.M.S. Troubridge also had the task of taking the Royal Guard of the Jamaica Regiment, inspected by the Princess on her arrival, to Trinidad.

The ships remained dressed over all throughout the Royal visit and fired a salute on the occasion of the birthday of Her Majesty The Queen on April 21.



The Portsmouth 1958 Field-gun Crew now in training at Whale Island

SEA CADET CORPS NEWS

"They're a grand lot of lads"

IN DAYS when so many people are concerned at what might be described as the unprofitable activities of certain teenagers, the 22,000-strong Sea Cadets Corps gains increasing tributes from our civic heads and educational leaders.

The Lord Mayor of Leeds (Alderman Joseph Hiley) has declared publicly that "they're a grand lot of lads," and this gladly compliment with its true Yorkshire economy of words might be said to sum up the many tributes from civic leaders which have followed recent mayoral visits to units in various parts of the country. Most of these occasions have been related to the presentation of the Admiralty efficiency pennants.

At an entirely different sort of affair—this time an old boys' luncheon—Mr. J. L. Nightingale, headmaster of Hull Grammar School, said that he was inclined to agree with one of the criticisms of youth today in that far too much was handed out to them on a plate. This was true of some organisations, but not of the Sea Cadet Corps, which stood essentially for service.

No mollycoddling

Apart from a small capitation grant from the Admiralty, each unit is solely responsible for raising its own funds for its headquarters and general maintenance work. This is a fact not as widely known as it should be. The Corps is a voluntary youth organisation which differs from any other cadet forces in that it is not actually supported or mollycoddled all the way by a parent body; each unit in the Corps must stand firmly on its own two feet.

Take the case of Barnet, a comparatively small town in Hertfordshire, and quite some way from the sea. Here the friends of the unit have contributed £500 in cash or kind over the past five years in order to maintain the efficient standard of the unit and, in addition, £300 has now been raised towards a £1,500 fund for new headquarters. Similarly, at Clacton, the Parents' and Friends' Association has raised over £200 for the unit in the last six years.

In Memoriam

Trevor David Hill, Telegraphist, D/SSX.871178, H.M.S. Victory. Died February 20, 1958.

Surgeon-Capt. R. A. Graff, M.R.C.S., L.R.C.P., R.N., H.M.S. President. Died March 20, 1958.

Cdr. R. G. Innes, A.F.C., R.N., H.M.S. Peregrine. Died March 21, 1958.

Ernest Russell Davis, L.E.M., C/K.946107, H.M.S. Surprise. Died March 26, 1958.

John William Turner, C.E.A., L/FX.82500, H.M.S. Ariel. Died March 28, 1958.

David Louis Corneel DeConinck Boggust, C.R.E.A., P/MX.715176, H.M.Y. Britannia. Died April 3, 1958.

Frederick Thomas Woodward, P.O.E.M., D/KX.81318, H.M.S. Daring. Died April 4, 1958.

Lieut.-Cdr. N. S. Bastin, R.N., H.M.S. Collingwood. Died April 20, 1958.

Training Squadron's Spring Cruise

FOR SHIPS serving on the Home Station the Dartmouth Training Squadron probably has a more varied and interesting life than any other. Each cruise brings its crop of interesting places, for instance, Gdynia last cruise, but this time we have coupled interesting places with interesting work. Leaving behind a cold England the First Division—comprising Vigilant, Venus and Roebuck—sailed as plane-guard for Eagle and Ark Royal. Not only were we treated to a display by fully operational carriers, but we had frequent visits from the carriers' helicopters, transfers with Ark Royal, and high speed manoeuvres. It was something novel in our experience, especially in the case of the midshipmen and cadets from Dartmouth.

A brief respite at Gibraltar where the Rock Apes were an attraction as usual, and the more energetic climbed

to the top of the Rock or explored St. Michael Caves, then on to the next stage. This was a Fleet exercise which was a busy time for all, especially the communications department.

After this, we had a fortnight in Malta with glorious weather most of the time—although H.M.S. Sanguine seemed to be a little surprised when we piped "Hands to Bathe."

Leaving Malta we ran into less settled weather on our way to the Naval port of Leghorn. While there many went to Pisa, while the more fortunate got on the 'bus trips to Florence. Three days later we sailed for Gibraltar once more, passing the snow-clad mountains of Corsica. In the Gulf of Lyons we were treated to the taste of a north-west winter gale.

After a very brief stop in Gibraltar we sailed for Dartmouth for a long week-end, and another at Portsmouth.



major refit?

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

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

BETTER TAILORING at WILLERBYS

(By allotment if you wish)

LONDON, W.1, AND AT 111 COMMERCIAL ROAD, PORTSMOUTH, 5 LONDON ROAD, NORTH END, PORTSMOUTH, 82 ROYAL PARADE, PLYMOUTH, 229 HIGH STREET, CHATHAM, 29 ABOVE BAR, SOUTHAMPTON.

And branches throughout Britain.

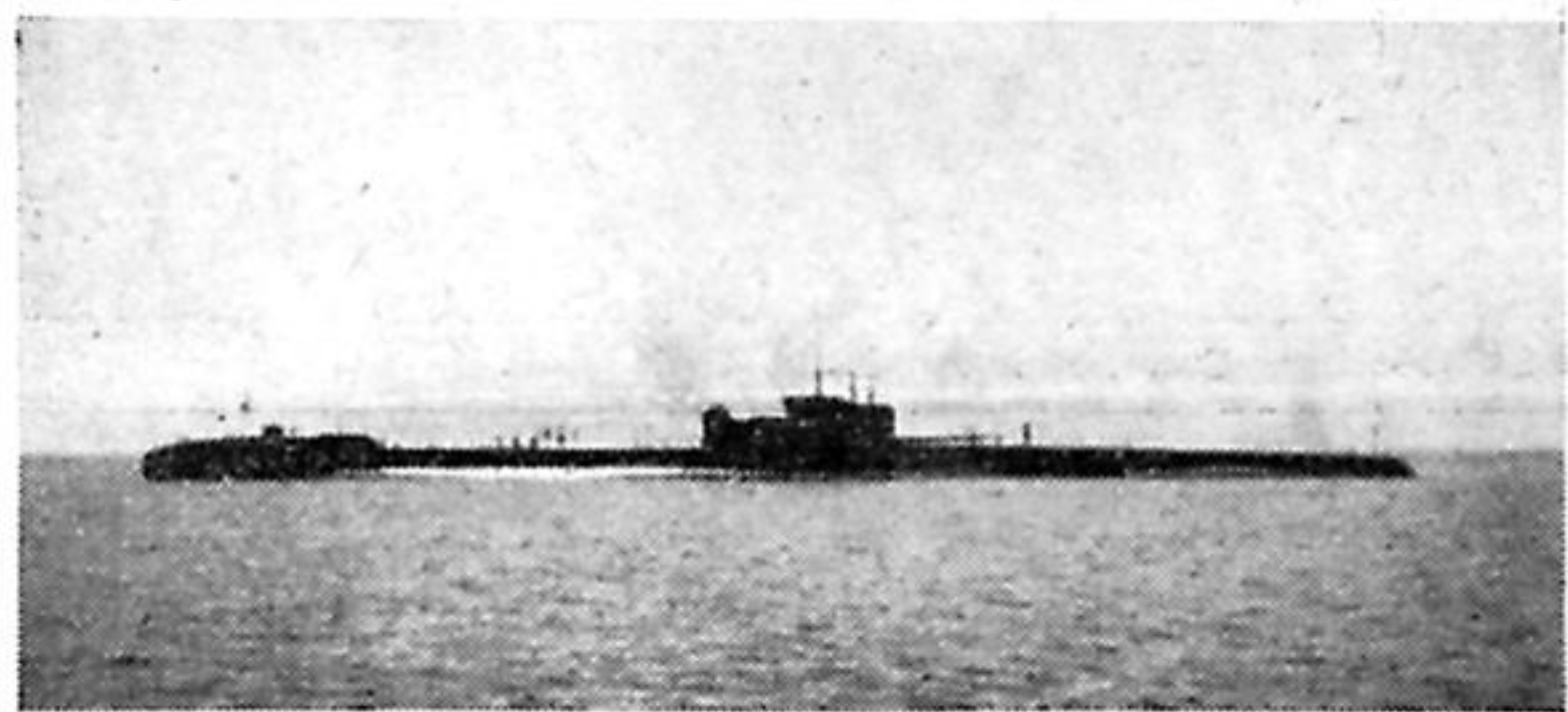
TRENCHANT'S TRAVELS

Twenty-six thousand miles journey in 145 days

EARLY IN April, 1957, Their Lordships directed that a submarine of the First Squadron was to take part in JET 1957 followed by exercise off the Cape of Good Hope. The choice fell on Trenchant, in spite of her apparent preference for Dockyard Creek and various derisive rumours from the rest of the squadron.

from the First Lieutenant, we dived off Malta for trim, surfacing successfully shortly afterwards and went on our way to Gibraltar. The first part of the trip was uneventful except for the main W./T. transmitter, which developed a fault for which we had no immediate remedy.

We arrived at Gibraltar at 1430 on



H.M.S. Trenchant

The trip to Trincomalee had to be made the long way round, owing to the blocking of the Suez Canal, which meant sailing nearly a month early. The staff, however, considered we had plenty of time to prepare, and fit in a major fleet exercise, and an inspection.

However, our battery was behaving very peculiarly and we retired to the dockyard for the experts to investigate. After some discussion it was decided to renew the whole battery.

Five days before we were due to sail, we reappeared from the dockyard and started stowing, loading torpedoes, fuel and nearly every spare part ever invented for "T"-boats. Senior officers came down to look inside while there was still space and fought their way out past rubber dinghies, crates of beer, welding equipment and the captain's "Vespa."

No Bathing

Finally, on Monday, June 3, we were all set and the last few amps. were being forced into our brand-new battery by the port engine, when the E.R.A. on watch found a crack in the engine. For a short while there was dismay, as everyone knew what this might mean. The experts examined it, made some bits to hold it together and wished us luck. So we sailed from Malta scarcely believing that we were really on our way.

Following a short and earnest prayer the 8th, collected our spare for the transmitter and some fresh provisions and sailed at 1520. The weather off the north-west coast of Africa was particularly good and after two days' steaming we thought that it would be worthwhile stopping for hands to bathe. That forenoon, however, we saw several sharks and decided that it would be wiser not to bother.

Off Dakar we dived twice for exercises with French Sunderlands, who were very keen and efficient considering their lack of opportunities of exercising with submarines.

Freetown was having showery weather with thunderstorms the morning we arrived. The deluge lasted about three hours, during which 1½ inches of rain fell, which washed most of the salt off the casing. After fuelling we moved to King Tom Jetty, where visitors of many colours watched avidly for the 24 hours of our stay. Swimming parties and a football match (for which the water polo team would have been better suited) was arranged with the local Army contingent.

We sailed from Freetown at 1800 on June 16 for the 4,000-mile stretch to Durban. The trip from Freetown to Durban lasted 17 days and was in the main rather monotonous. After crossing the Equator underwater (on a

weekly exercise dive) we met the south-east trade wind, which blew steadily from right ahead for over a week, giving us the impression that the southern hemisphere must be a pretty cold place. As we approached the Cape, several large birds were seen gliding around the boat, scarcely ever flapping their wings. On one occasion one of these birds, which we discovered later were albatrosses, misjudged its height when flying over the casing and disappeared in the forward escape hatch well. It was unable to get out and after watching for some minutes we decided that a rescue was called for. The submarine was stopped and the rescue party, armed with leather gloves and broom handles, went over the side. On taking a closer look at the vicious-looking beak and powerful wings they retired, as they thought perhaps the bird might misunderstand their intentions. The submarine was eventually trimmed down forward until the whole of the fore casing was awash and the albatross floated out, with a very surprised look on its face.

Exercises were carried out off the Cape with aircraft of the South African Air Force, which we were to know better three months later. We also dived off the Natal coast on two occasions for coastguard exercises. The famous Cape of Storms could only provide a moderate gale lasting two days, for which we were duly grateful.

"July Week"

Trenchant arrived in Durban on July 3 and berthed alongside the flagship of Vice-Admiral Sir Geoffrey Robson, H.M.S. Mounts Bay. Our appearance must have been a little disconcerting as we had lost a good deal of paint and were showing layers of several colours. It was "July Week" and people from many parts of the Union were in Durban for the famous "July Handicap," South African equivalent of the Derby. The week passed quickly in a hectic series of parties and on the 9th we were all set to go across the Indian Ocean. As we left harbour a piston seized on the port engine and we returned alongside to effect repairs, much to everyone's joy.

We left Durban on the 11th and carried out some exercises with S.A.A.F. Sunderlands on our way through the Madagascar Channel. The weather grew hotter day by day and by the time we reached the Equator the ship's company were very sunburnt. Unfortunately there was too much swell most of the time for hands to go on the casing, and the bridge was usually full of fresh-air fiends.

A "crossing the line" ceremony was held, and the fancy dress of Neptune and his court caused considerable amusement, particularly the queen's bosom. A canvas bath was filled with a horrible concoction of soap and water, and practically everyone went through the mill, the bears being quite impartial.

On arriving at Trincomalee a few days later we found that we were to be accommodated in Highflyer, about a mile from the submarine berth. There was a good deal of confusion in the base as the dockyard divers had gone on strike and all the transport was being driven by Naval personnel. After a day or two of trying to cope with our considerable demands for trucks, etc., the dockyard eventually allocated us 15 cwt. of our own. The strike lasted for 10 days after our arrival and we were quite sorry when the dockyard divers took over.

Impressive Sight

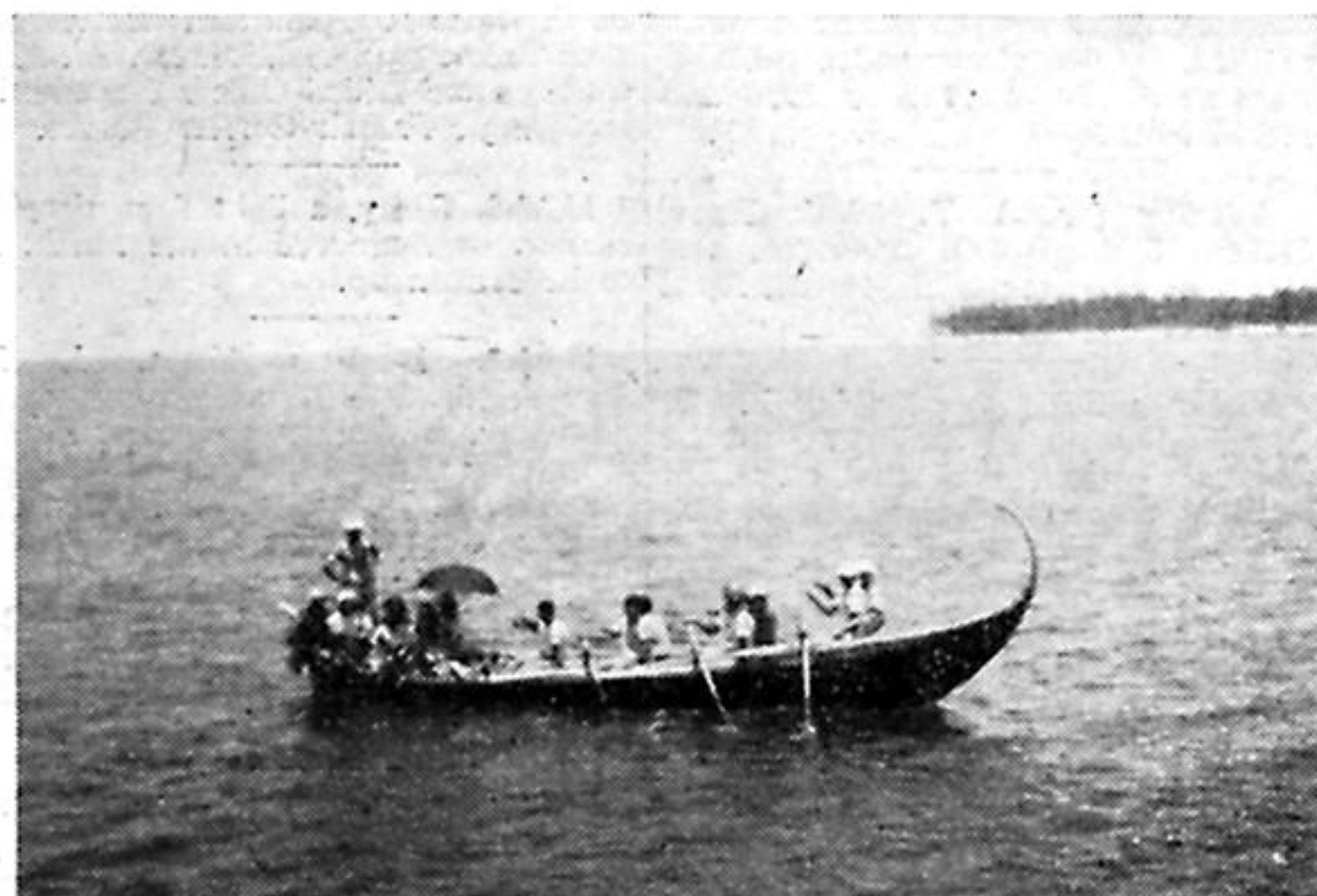
H.M.S. Andrew arrived three days after us, having followed us around the Cape at a somewhat higher speed. She was on her way to join the Fourth Squadron but spent two months in Trincomalee for JET. The main body of the ships arrived in the first week of August and they made an impressive sight in the harbour. There were the cruiser Ceylon, two frigates and two submarines representing the Royal Navy, three destroyers and three frigates and Delhi of the Indian Navy, and three destroyers and a frigate from Pakistan. Trinco was closing down as a British Naval base, many of the facilities were no longer in operation and three R.F.As. assisted with provisions stores and fuel.

The exercises at sea lasted four weeks altogether and varied from the

elementary to the advanced convoy type. The submarines worked four days a week at sea, but managed to let nearly everyone take a week's leave at Diyatalawa Rest Camp. This latter was a very refreshing break from the sticky heat of Trincomalee. During the weekends in harbour there was a hectic sporting programme laid on. Practically every game was played, each Navy competing against the others. The highlight of the sporting activities was the Indian Navy versus Pakistan Navy at hockey, a game of

the South African Railways for the sum of £6 10s. each.

Apart from the normal A./S. exercises a shoot was organised. The target was a derelict trawler which had to be destroyed by gunfire. Orders were drawn up; Trenchant was to fire fifth; before the Lynx, who was considered to be so up to date that she would undoubtedly administer the coup de grace. When our turn came the target was still afloat, although hits had been registered by at least two of the frigates. We fired our 12



A dhow at Gau

almost international standard which was followed by hundreds of spectators.

Finally, on September 12 we sailed from Trincomalee, played out by the Royal Marine Band and seen off by the Commander-in-Chief himself. Just as we were about to slip, a dockyard official rushed up and said he had some spare gear. This was hastily stowed in the casing and we steamed out together with Andrew, feeling rather sorry it was all over.

Our next call was a 24-hour visit to the R.A.F. detachment on Addu Atoll. We entered the lagoon early in the morning and exchanged calls with the local R.A.F. commander. A fairly busy day was spent playing the Garrison team at football (six-a-side with coconuts) and various other sports peculiar to desert islands. Boat transport was provided in the form of two obsolete native war canoes, a source of great amusement to the ship's company, who had quickly given up laughing at all the futile attempts to persuade our outboard-driven dinghy to go more than five yards in a cloud of black smoke. In the evening there was a banyan on the beach, which closely resembled a buccaners' orgy after the sack of Vera Cruz. We felt that the R.A.F. would remember Trenchant's visit for some time.

Sport

We entered Port Louis, Mauritius, a week after leaving Addu Atoll and berthed alongside. The ship's company were accommodated in the Army barracks at Vacacos, some 12 miles away. The main events of the visit were the sporting activities. We played cricket and hockey against the local garrison teams with even honours. There was also a soccer game against the King's African Rifles, which was drawn, and a rugger game against the local club. The latter were very surprised when the score closed at 3-0, as they had seldom had such a close game against any warship.

On the last leg to Simonstown the engine frame on the port engine finally cracked right through, and as we were off Durban we thought that perhaps... However, the Commander-in-Chief S.A.S.A. said we were to go on to Simonstown. We berthed alongside Burghhead Bay and looked about for somewhere to live. After a short search we moved into the South African destroyer Simon Van Der Stel, which was in reserve, and then settled down to enjoy ourselves (and incidentally to do the odd exercise).

Garden of Eden

The Cape Province is like very few other places in the world and very soon everyone had discovered that the Garden of Eden lay virtually at their feet. The exercises were similar to those in the East Indies, except that there were more aircraft and fewer ships. In general, the weather was good, except for one day when the Press were embarked and a correspondent of a certain South African paper wrote his article secondhand after spending the day prostrate.

Amongst other events of the visit was the ship's dance, held about halfway between Capetown and Simonstown. In order to take the party home afterwards, two trains were hired from

practice rounds from 2,000 yards, scoring at least two hits, and retired to watch Lynx. The first salvo was some distance beyond and the second was very short—something was wrong here somewhere. At this moment the trawler gave up the unequal struggle and sank beneath the waves, to the fury of Lynx's gunnery team.

Voyage Home

Capex passed all too quickly for most, and by the end of November we had started preparing for the voyage home. We had asked to go back by East Africa and Suez, calling in various ports on the way, but the proposal was turned down. The frigates and South African ships left for a cruise a day or two before we sailed. As a parting gesture we had prepared a few grenades and potatoes by way of farewell. Our partian shot was appreciated by all except one unfortunate passenger in Mounts Bay who received a potato in the eye.

On December 6, in spite of every effort to find a major defect, we sailed from Simonstown for Gibraltar, again played out by the Commander-in-Chief's Band, and with very genuine regret at leaving what was undoubtedly the best port of call we had met. For a week, we kept up a steady 11.5 knots across the South Atlantic and we almost hoped we could make Gibraltar by Christmas. Alas, fate intervened 300 miles south-west of Freetown. Oil and water got mixed up in the engine and had to be sorted out. On we went, diving off Dakar again for the French Sunderlands. Shortly after surfacing a turning gear failure on the starboard engine reduced our speed to 7½ knots. We crept up the West African coast at what seemed a snail's pace.

Christmas Day

Christmas Day found us in the Canary Channel. It was not perhaps the best place to spend it but we did what we could. The chef excelled himself and food was abundant, crackers and decorations covered the mess tables, the Admiralty sent us kindly signals and a carol service was held in the fore ends. For many it was the first time they had spent Christmas at sea.

Five days later we entered Gibraltar after 25 days on passage. The sight of the Rock was a welcome one indeed. We spent a week repairing the starboard engine, celebrating New Year's Eve and spending the accumulation of pay on a vast quantity of "rabbits."

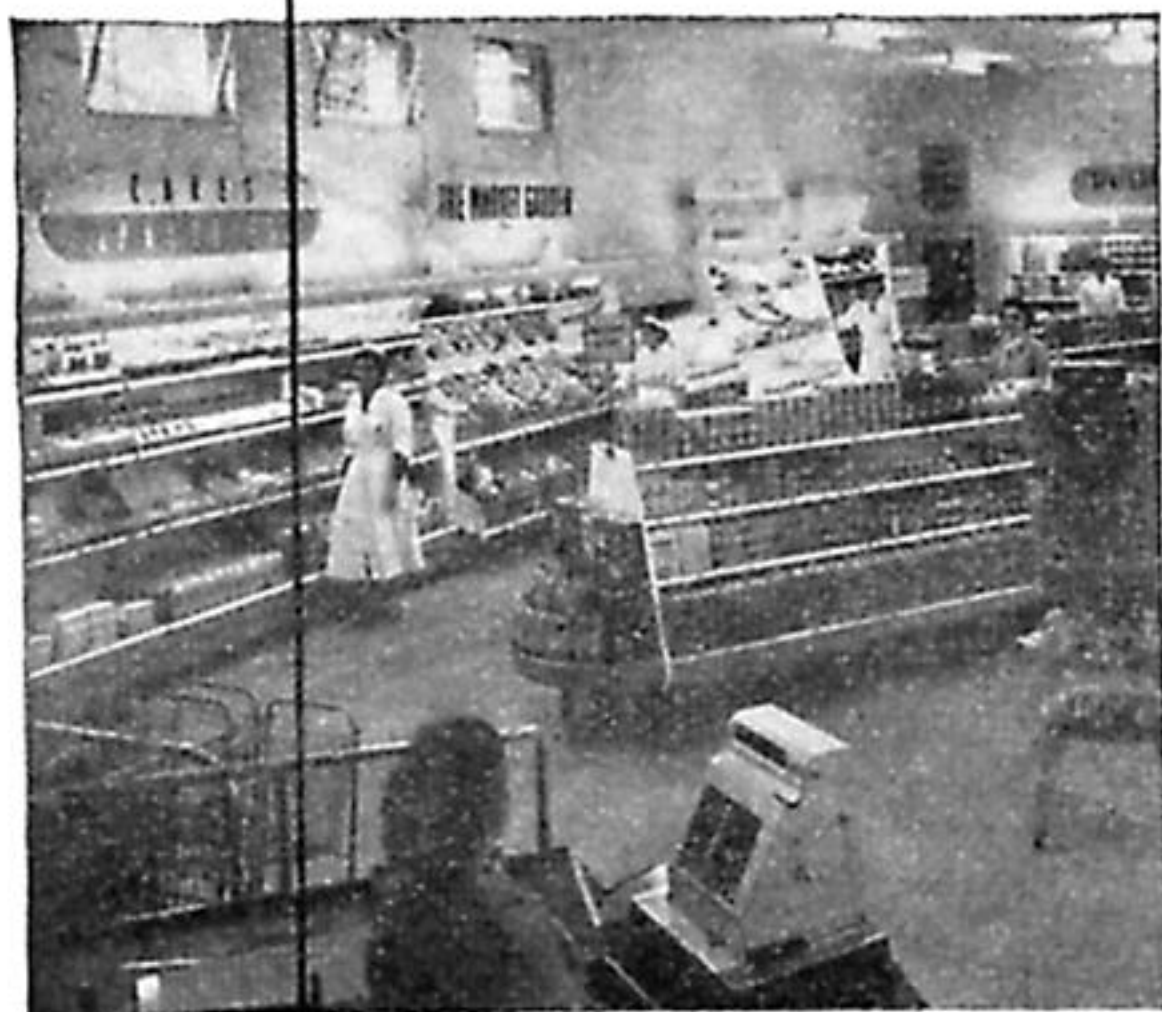
We finally arrived in Malta on January 11, on a pouring wet day. The wives and families came to meet us and H.M.S. St. Angelo's band played dampedly from the M.F.V. Forth couldn't wait for us and had taken the rest of the squadron off on a cruise. However, we were glad to be back and the families were glad to see us, which was the main thing. We had been away from Malta for seven months and a week, spending 145 days at sea and steaming over 26,000 miles. For everyone on board it was an experience they were unlikely to forget. We had visited three continents, worked with five Navies and met people of many varying nations and beliefs, and there were few who wouldn't be prepared to do it again.

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H.M.S. Porpoise

The Navy's Newest Submarine Commissions

H.M.S. PORPOISE, the first of a batch of six and the first operational submarine to be completed since the war, was commissioned at the Barrow-in-Furness yard of Messrs. Vickers-Armstrongs (Shipbuilders) Ltd., on Thursday, April 17, 1958, under the command of Lieut.-Cdr. B. C. G. Hutchings, R.N.

On the dock alongside the ship, a square was formed by the 64 members of the ship's company, by the men who built her and, under a canvas shelter, the guests and friends.

In the centre a small lectern was erected from which Rev. D. Welsh, Chaplain to H.M.S. Adamant, depot ship of the Third Submarine Flotilla, Faslane, blessed the ship with the traditional "bidding" followed by prayers and "Eternal Father Strong to Save."

The Flag Officer Submarines, Admiral B. W. Taylor, having served as First Lieutenant on the previous Porpoise—a minelayer—had hoped to wish the ship's company the best of luck in person but his duties had taken him to Malta and, in his place, an address was given by Capt. H. S. Mackenzie, who said that it would be a long time before we had a purely nuclear fleet. Porpoise was well designed and well equipped for the tremendous task ahead and was a fine ship.

As regards the ship herself, one cannot do better than quote the description issued by the Admiralty:

"H.M.S. Porpoise is a submarine capable of high underwater speed and able to undertake continuous submerged patrol in any part of the world, 290 feet long, and with a beam of 26½ feet, the design of Porpoise's hull and superstructure reflects her capabilities of high underwater speed and great diving depth. Stress has been laid, too, on long endurance, both on the surface and dived—whether on batteries or snorting. She is propelled on the surface, or when snorting, by diesel-electric drive from Admiralty standard range engines, and from a large battery driving the motors when submerged. The snort equipment has been designed to give maximum snort-charging facilities and to operate in rough sea conditions. Both air and surface warning radar can be operated at periscope depth as well as when surfaced."

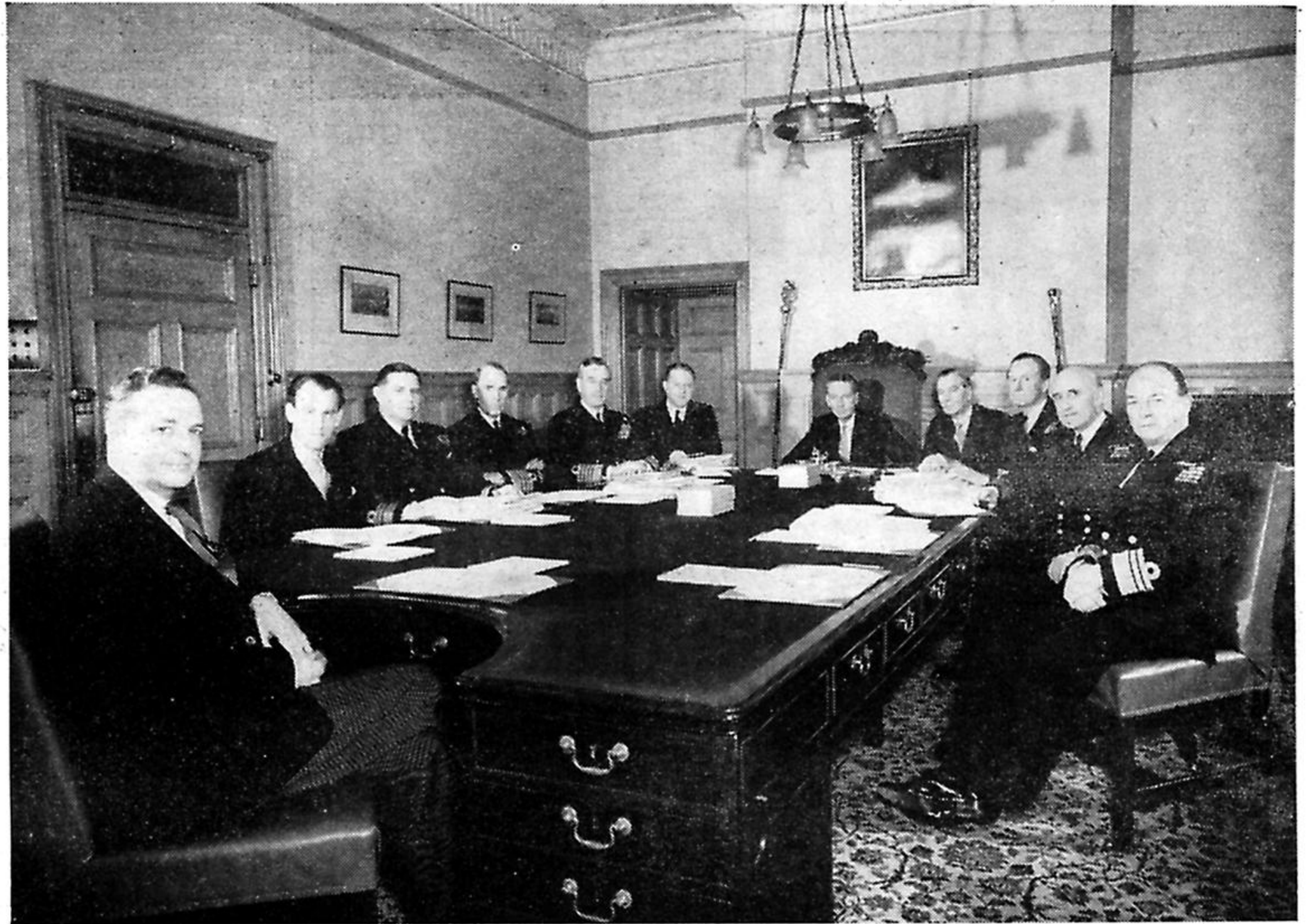
So much for the technical side. For the amenities:

"General habitability is of the highest standard, with strip lighting, nylon curtains, and panelling in laminated plastic and wood. To combat the tedium of long periods of submerged patrol a cinema projector and a tape recorder are available. Each of the six officers and 64 ratings has a bunk with a foam latex mattress.

"An air conditioning plant provides drying and either heating or cooling of the air for Arctic or tropical service. Oxygen replenishment and carbon dioxide and hydrogen eliminators make it possible for Porpoise to remain totally submerged without even using her snort for several days.

"Apparatus to distil fresh water from sea water for drinking purposes and stowage for large quantities of stores and provisions enable Porpoise to remain on patrol for months without any outside support."

THE BOARD OF ADMIRALTY



THE BOARD OF ADMIRALTY.—A new picture of the Lords Commissioners of the Admiralty photographed at a Board meeting at the Admiralty. Photographed from left to right the present members of the Board are: Mr. R. A. Allen, D.S.O., O.B.E., M.P. (Parliamentary Secretary); The Hon. T. G. Galbraith, M.P. (Civil Lord); Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O., and Bar (Deputy Chief of Naval Staff and Fifth Sea Lord); Admiral Sir Caspar John, K.C.B. (Vice-Chief of Naval Staff); Admiral of the Fleet The Earl Mountbatten of Burma, K.G., etc. (First Sea Lord and Chief of the Naval Staff); Sir Clifford Jarrett, K.B.E., C.B. (Deputy Secretary); the Earl of Selkirk, O.B.E., A.F.C. (First Lord); Sir John Lang, G.C.B. (Secretary of the Admiralty); Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C. and Bar (Second Sea Lord and Chief of Naval Personnel); Admiral Sir Peter Reid, K.C.B., C.V.O. (Third Sea Lord and Controller of the Navy); Vice-Admiral Sir Gordon Hubback, K.B.E., C.B. (Fourth Sea Lord, Vice-Controller and Chief of Supplies and Transport)

Parts of H.M.S. Victory in Dover

THE GOLDEN Barque, which was a weather vane on Portsmouth Cathedral until blown down in 1954, was received into the Cathedral and mounted on wood from H.M.S. Victory on April 13.

One hundred and fifty-one years ago Admiral The Prince of Wales, who was then Lord Warden of the Cinque Ports, made a similar presentation, when a bust of Lord Nelson, forged from copper from H.M.S. Victory and mounted on oak from the same ship, was presented to the Dover Council. The bust is still kept in the Council Chamber at the Town Hall and is very much treasured by the people there.

The bell at Buckland Primary School, in the same town, is also a valued relic of the sea. It came from the full-rigged ship Troon, which was launched in 1854 and wrecked off St. Margaret's Bay in 1857 after several voyages to China. The bell was salvaged and bought for a few shillings by the Dover Church managers for use in the school.

Transfer of Ocean Minesweeper to Burmese Navy

KNOWN TO the crews of thousands of British trawlers and drifters from her service with the Royal Navy's Fishery Protection Squadron, the ocean minesweeper Mariner is to be transferred to the Burmese Navy.

She was handed over, at a ceremony held at Tower Pier in the Pool of London on Friday, April 18, by the First Sea Lord (Admiral of the Fleet the Earl Mountbatten of Burma, K.G., etc.) to the Burmese Ambassador in London (His Excellency U Aung Soe).

WEEK-END TRAINING FOR NAVAL RESERVES

NINE MINESWEEPERS attached to Royal Naval Volunteer Reserve Divisions spent Easter weekend on training cruises, manned by Naval Reserve officers and ratings.

Ships of the southern divisions, H.M. Ships Thames and Isis (London Division), Curzon (Sussex Division), and Warsash (Solent Division) assembled in the Channel on the evening of April 3 and paid an informal visit to Ostend from April 4-6.

In Scotland, H.M. Ships Montrose (Tay Division), Killiecrankie (Forth Division), and Northumbria (Tyne Division) met in the Firth of Forth on April 5 for weekend minesweeping exercises, with visits to Leith and Dundee. And in the west, H.M.S. Venturer (Severn Division) cruised in the Milford Haven area and H.M.S. Kilmorey (Ulster Division) visited Campbeltown in order to carry out minesweeping trials and general sea training.

Officers and ratings of the Royal Naval Volunteer Reserve carry out their training in one of the 11 sea training centres around the country and in the minesweepers attached to each. Training is carried out on several evenings every week, and at weekends, and the sea tenders each carry out at least three 14-day exercise periods during the summer, each of which is planned to include a visit to a foreign port.

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Photograph: Leslie Speller, World Ship Society

'The Little Foxes' at R.N.A.S. Arbroath



Cast and stage hands of "The Little Foxes"

H.M.S. CONDOR staged "The Little Foxes," by Lillian Hellman, in the 1958 Royal Naval Drama Festival. This play was first given on the New York stage in 1927, with Tallulah Bankhead in the leading role. Later it was filmed with Bette Davis as the star.

"The Little Foxes" is set in a cotton-growing southern state of the U.S.A. and centres round a family of two brothers, Oscar and Ben, and their strong-willed sister, Regina. They are negotiating with a Chicago business tycoon, William Marshall, for the erection of a factory on their land. But Regina's dying husband, Horace, who is in the northern states for medical attention, is the stumbling block to the family's plans.

Alexandra, Horace's teenage daughter, is packed off to bring back her father. The brothers, through Leo, Oscar's ne'er-do-well son, "borrow" bonds belonging to Horace and clinch their business deal, but Horace finds out. He dies before he can do anything. Regina threatens the brothers with exposure unless she gets the lion's share of the profits. The curtain closes

with Regina's doubts souring the taste of her victory.

The adjudicator was Mr. Donald Jonson, and in his summing up he commented that the production was good, but slow to develop. It was not an easy play, but the company had been largely successful. The Drama team was thanked by the Commanding Officer, Royal Naval Air Station, Arbroath—Capt. W. L. G. Porter, R.N.—who referred to the fact that Mrs. Wendy Gasgoine had taken over as producer when her husband, Inst.-Cdr. J. C. Gasgoine, became ill. She had done a marvellous job at short notice.

Arbroath Activities

Personalities

CDR. H. J. S. BANKS has left H.M.S. Condor to take up an appointment at Admiralty. He has been at Arbroath for three years having served on the staff of F.O.R.A. before becoming executive officer of Condor last year. His successor is Cdr. W. P. B. Barber,

D.S.C., who previously served on the staff of the C-in-C. Home Fleet where he was torpedo and anti-submarine specialist.

Superintendent J. Davies, M.B.E., staff officer W.R.N.S., Home Air Command, visited Condor on Tuesday April 1 whilst Surg.-Capt. (D.) J. C. Benson, Command Dental Surgeon, paid a visit by air during the same week.

Marriages

Two marriages took place during Easter leave. Lieut.-Cdr. A. Greenhalgh, of modelling fame, was married down south.

Inst.-Lieut. F. S. Murfin was married in Wales to Third Officer B. M. Michael who was the assistant secretary to the captain.

Visits

Members of the 12th Term Apprentices, have been on instructional visits to various firms and establishments in Glasgow.

Under Inst.-Lieuts. Lewis and Wilkie they have visited a carpet-making factory, Messrs. John Brown's famous shipbuilding yards, a well-known brewery, the St. Rollox Works, Automotive Department of British Railways, the Rolls-Royce Aero engine factory, and a big newspaper office and printing works.

By the way of recreation, they have been to a theatre and seen a television live show, as well as having a tour of the TV studios.

The 24th Divisional Course of Aircraft Mechanics have also been paying instructional visits in Arbroath, where they have been over Messrs. Douglas Fraser and Sons' Foundry and Messrs. Francis Webster and Sons' works.

At Dundee they visited the National Cash Register Company and the Caledon Shipyard, the City Police H.Q. and a brewery, and at Brechin the Coventry Gauge and Tool Co., and Messrs. J. & J. Smart's Valley Works.

Social

The chief petty officers held a very successful Easter Dance and a large company of guests thoroughly enjoyed themselves, especially at the ingenious hot dog bar concocted by C.P.O.-Cook Jackson.

Prize Day

The passing out parade and prize day took place on Tuesday, April 15. The parade was inspected by Vice-Admiral N. E. Dalton, C.B., O.B.E., the Engineer-in-Chief. Admiral Dalton presented the prizes after the ceremony.

CORRECTIONS

The reference to H.M.S. Bermuda in our article "Hospitality in West Indies" on page 14 of the April issue of NAVY NEWS should, of course, have been H.M.S. Bulwark.

We are asked to state, by P. Elson of H.M.S. Collingwood, that it was H.M.S. Owen, and not H.M.S. Dalrymple which took a Socotra cow to the Bahrain Experimental Farm some three years ago. (See April issue, page 10.)

H.M.S. Llandaff

H.M.S. LLANDAFF, the second ship of the Salisbury class of frigates to be completed, was provisionally accepted into H.M. Service on April 11. This ship has been built by Messrs. Hawthorn Leslie (Shipbuilders) Ltd., at Hebburn-on-Tyne. She was launched on November 30, 1955, and was named by the Countess Mountbatten of Burma.

Frigates of this class are designed primarily for the direction of carrier-borne or shore-based aircraft. They will also serve as a small type of destroyer in offensive operations. The ships are all-welded and have been prefabricated in a manner to make for rapid building.

H.M.S. Llandaff has twin screws and is powered by Admiralty standard Range 1 heavy oil engines, coupled to propelling shafts through hydraulic couplings and oil operated reverse and reduction gear-boxes. These engines, of the latest Admiralty pattern, were manufactured by Messrs. British Polar, of Glasgow. Engines of similar design for driving the ship's electric generators were manufactured by Messrs. Vickers-Armstrongs, Barrow-in-Furness. The Llandaff is the only type 61 frigate to have a 500 kW. gas turbine alternator and three diesel generators. Other ships of the class, and also type 41 frigates, have four diesel generators. This alternator has been manufactured by Messrs. W. H. Allen & Sons, of Bedford.

Dimensions of Ship

In addition to her aircraft direction equipment, the frigate is equipped with a twin 4.5-inch gun mounting, two small additional guns and a Squid anti-submarine three-barrel mortar. The dimensions of the ship are as follows:

Extreme length 340 feet; length between perpendiculars 330 feet; and extreme breadth 40 feet.

The normal peacetime complement of the ship will be eight officers and 198 men.

Opportunity has been taken while fitting out H.M.S. Llandaff to incorporate and experiment with a number of novel features and new materials. Extensive use has been made of plastic decorative materials in different colour schemes for lining living accommodation and bathrooms, and deck coverings have been fitted which improve both appearance and cleanliness. Furniture has, in many places, been specially designed and "built in" to make maximum use of available space.

Other equipment includes new types of ropes; wire ropes have been almost completely dispensed with and hawsers, boats' falls, etc., are either of nylon or Terylene. The main ship awnings are of Terylene instead of the conventional canvas. Future policy in ship fitting is likely to be considerably influenced by the results of the innovations in the Llandaff.

H.M.S. Sheffield

DURING THE past month we have won the Fleet A.A. competition, taken part in Marjex and visited Bari and Split.

The success in the A.A. competition came as no surprise to those of us who saw the splendid shooting on the day of the competition. Marjex gave us a chance to renew our acquaintance at a distance with American ships, some of whom we last saw during "Strikeback" in colder climes. Our week-end in Bari was very quiet but most of the ship's company seemed to enjoy the local food, wine and usual Italian attractions.

On Tuesday, March 11, wearing the Flag of the Commander-in-Chief, Mediterranean (Admiral Sir Charles E. Lamb, G.C.B., C.V.O.) with Diana in company, we entered the harbour of Split, Yugoslavia, for a five-day visit. For most of us it was our first visit to a Communist State and an opportunity to see how the other side lives. We were all impressed by the politeness and friendliness of the local population, but the high prices in the shops and the lack of variety in the goods resulted in very little money being spent.

Historically Built

The town of Split is most interesting historically for it is built around the ancient Roman palace of Diocletian. In fact the greater part of the shopping area is within the palace walls, which still stand after 1,500 years. The narrow streets are kept well cleaned as are all the roads, though the scarcity of cars helps in this matter. This was one of the most noticeable differences between Split and Bari, for the latter buzzed with little Fiat all emulating the Mille Miglia. The citizens of Split seemed drably dressed to our eyes and though in the matter of Public Services and buildings the standards seemed high, one was very conscious of Yugoslavia's difficulties in maintaining a balanced economy.

The Yugoslav Naval Headquarters is a fine modern building overlooking the West Harbour of Split. The East Harbour contains shipyards and the manufacturing area, out of sight of an approach from seaward. The Yugoslav Navy arranged bus trips to places of interest in the local area and these were thoroughly enjoyed by those lucky enough to get seats.

The traditional party was given for 300 children and it was a great success despite the awful weather on that afternoon. Most of the youngsters showed their prowess in English by greeting their hosts with "Chewing Gum, Joe?" — a sure sign of UNESCO's influence. In the sporting sphere, the ship's soccer team lost narrowly to Split Town after a spirited fight back in the second half.

As the month ends, here we are alongside Palatorio Wharf in the midst of self-maintenance before sailing again on exercises and what promises to be a most interesting summer cruise.

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H.M.S. MAIDSTONE AND HOME FLEET SUBMARINES WEST INDIES CRUISE

ON JANUARY 16, 1958, H.M.S. Maidstone, wearing the flag of the Commander-in-Chief, Home Fleet, Admiral Sir William Davis, sailed from Portland for the West Indies and Caribbean. The submarines Turpin and Tiptoe, had sailed the day before to take up patrol positions in mid-Atlantic to attack the Home Fleet ships as they steamed westwards. These ships, which were in fact a task force drawn from the Home Fleet, consisted of the aircraft carrier Bulwark with Venoms, Sea Hawks, Skyraiders and anti-submarine helicopters embarked, the cruiser Ceylon, and the destroyers Daring, Delight, Dainty, Camperdown and Barleur. Accompanying the task force were the Royal Fleet auxiliary's Olna and Tide-reach, both modern fast replenishment tankers.

For several days and nights exercises were carried out before the ships dispersed to their respective first ports of call. Maidstone and submarines, after the 5,000-odd miles passage arrived on January 31 at Kingston, Jamaica, where a most generous welcome awaited them. H.M.S. Ulster, wearing the broad pendant of the Senior Naval Officer West Indies Station, Commodore G. E. Hunt, D.S.O., D.S.C., was also in harbour. The visit followed the usual pattern well known to the Royal Navy, and six days later the ships sailed with many an aching head and heart on board.

Units of the Home Fleet then continued their way homewards, diverting slightly to the south to take part in a further NATO exercise—"Dawn Breeze"—with French, Danish and Portuguese ships.

At the time of writing Turpin and Tiptoe are still in warmer climes. The former is expected back by the middle of April and the latter, after working with the U.S. Navy is expected to return to her Squadron in Scotland by the middle of May.

H.M.S. Maidstone arrived back at Portsmouth on March 31 to be greeted by some 500 relatives and friends at South Railway Jetty. A fitting conclusion to a most happy and strenuous cruise.

The submarine depot ship Maidstone (Capt. S. A. Porter, D.S.C., R.N.) is to pay off after 20 years' continuous service—a single commission embracing the war in the Mediterranean and the Pacific and peacetime duty with the Home Fleet.

From H.M.S. Maidstone in the Mediterranean operated submarines of the famous Eighth Squadron, many of whose names—boats such as the Safari, the Ursula and the Seraph—became known world wide for their exploits during the Second World War. Working from her, submarines harassing enemy supply lines sank nearly 400,000 tons of shipping, while



"Dress of the day" for shore-going

During the next five weeks Maidstone visited Barbados, Bequia, Trinidad, Bermuda and Halifax, Nova Scotia, West Indies Federation Day, February 24, was spent at Port of Spain, Trinidad, which will shortly become the seat of the elected Government. Her Royal Highness Princess Margaret formally opened the Federal Parliament on April 22 this year.

Tiptoe was kept very busy during February co-operating with the Royal Canadian Air Force off Guantanamo, Cuba. However she was able to spend a most enjoyable week-end at Port Antonio, a small town on the north coast of Jamaica, during this period.

All the ships on the cruise assembled at Bermuda on March 3, to meet the ships of the Royal Canadian Navy based on the east coast of Canada. Among the 13 Canadian ships present were the new aircraft carrier Bonaventure (ex-H.M.S. Powerful) and the modern frigates, St. Laurent, Ottawa, Saguenay, Assiniboine. Final details of the forthcoming exercises, called "Maple Royal" were discussed between the two Navies and a few days later this considerable force of some 30 warships sailed for what was no doubt the climax of the cruise. Submarines taking part were, Amphion, Alcide, Anchorite and Tiptoe.

Canadian Hospitality

After the first part of the combined exercises had been completed the ships called at Halifax, Nova Scotia—the first time for 10 years that units of the Home Fleet had visited that port. Canadian hospitality more than compensated for the cruel Canadian climate—it snowed for four days—and both officers and men were given a truly magnificent welcome.

On March 18 the ships sortied out of Halifax and exercised far out into the Atlantic for a further five days. In farewell the Royal Canadian ships steamed past in perfect line ahead formation, and the decks of both Royal Navy and Royal Canadian Navy ships were manned with cheering sailors.

it was the Seraph, of course, that put ashore General Mark Clark near Algiers to contact the French authorities before the North African landings.

Admiral of the Fleet Viscount Cunningham of Hyndhope, K.T., G.C.B., O.M., D.S.O.,* LL.D., visited her as First Sea Lord, while Sir Winston Churchill also went on board the Maidstone before she left the Mediterranean in 1944 for the East Indies and the Pacific. While based on Fremantle, one of her submarines, the Tantalus, made a voyage of 55 days, reputed to be the longest patrol by a British submarine of the war.

Since the war, the Maidstone has served with the Home Fleet and was flying the flag of the Commander-in-Chief, Admiral Sir William Davis, K.C.B., D.S.O.*, when she sailed in January with other ships of the Fleet on a cruise to the West Indies and joint exercises with the Royal Canadian Navy in the Western Atlantic.

COMMISSIONING SERVICE IN H.M.S. ALBION

ALL OFFICERS and ratings who will be serving in H.M.S. Albion during her next commission may bring personal guests to the commissioning ceremony (at which the Chaplain of the Fleet will officiate) on board at 1430 on Wednesday, May 21.

A maximum of two adults or one adult and two children may be invited. Tea will be provided after the ceremony and there will be an opportunity to look round the ship.

Persons joining after May 10, who wish to invite guests, should write before that date to:

The Commissioning Officer,
H.M.S. Albion,
Portsmouth,

giving the names of their guests. Guests should be on board not later than 1415. The ship will remain open to visitors until 1700.

Presentation of British Empire Medal at R.N.A.S. Ford

ON MARCH 7, Flag Officer Flying Training, Rear-Admiral D. R. F. Cambell, D.S.C., landed in his Silver Vampire to present the British Empire Medal to Chief A.A. King at Divisions that day.



The citation for the award reads: "Chief Aircraft Artificer Russell George King, B.E.M., L/FX. 75251 awarded the British Empire Medal (Military Division) in the Birthday Honours List, 1957, for outstanding zeal and devotion to duty while serving in H.M.S. Theseus.

C./Air.Art. King was the senior maintenance rating in 845 Squadron and was largely responsible for the preparation of 10 helicopters for the operations at Port Said on November 6 and 7, 1956. His tireless work and his cheerfulness in spite of many difficulties caused by constant Squadron movements prior to the operations was a source of encouragement to all, and his unceasing efforts contributed greatly to the full serviceability of the helicopters during the operation."

C./Air.Art. King is married, living at Lowestoft. He is currently serving at R.N.A.S. Ford.



H.M.S. Ulster's Commission in the West Indies

DURING NINE months on the West Indies Station H.M.S. Ulster has steamed over 27,600 miles during which time she has visited 22 different places on the Station. The geographical extremes have been Bermuda in the north, British Honduras in the west and British Guiana in the south. The largest city visited was Miami which is renowned for its skyline of tall hotels and miles of beaches. At the other end of the scale was Union Island where the oldest inhabitant could remember the Royal Navy's last visit in either 1899 or 1903. The island contained no wheeled transport apart from one donkey-cart and no roads.

The commission can be divided into four phases: the first of which was the Hurricane Guard Ship Cruise around the Caribbean. 1957 will long be remembered as the Hurricane season which produced "Carrie" which was responsible for the loss of the training ship Pamir. At the time Ulster was in British Guiana and the

task of searching for Pamir was accepted by the Royal Canadian Navy. Ulster's cruise was unaffected by hurricanes which can create a tremendous devastation in the islands where so many houses are made of wood and the crops are the source of livelihood for most of the population. In the event the main conflicts were on the sports field and the ship landed soccer, cricket, rugger, shooting, basketball, water-polo and golf teams in the majority of the islands. Throughout the West Indies there is an indelible impression that the Navy is always welcome and that our visits are all too infrequent.

The next phase was concerned with the operational visits to Belize in British Honduras and Nassau in the Bahamas. The first was caused by the breach of faith by the leader of the Peoples United Party when the British Honduras delegation was in London for talks with the Colonial Secretary. Mr. Price commenced negotiations with the Minister for the neighbouring republic of Guatemala. The outcome was the return to Belize of the Governor and Honduras delegation and the expulsion of Mr. Price from the executive council. At the same time H.M.S. Ulster with troops of the Worcestershire Regiment arrived in Belize and the situation remained quiet.

The operational visit to Nassau was caused by a general strike and on this occasion officers and men were landed to strengthen police and military patrols whilst the engineering department assisted the electricity corporation in running the power station. On both occasions the presence of one of Her Majesty's ships undoubtedly helped to prevent any outbreak of violence.

After Nassau two ships of the West Indies Squadron joined up with the Home Fleet during their spring cruise visits and finally the "Maple Royal" exercises which finished for Troubridge and Ulster in Halifax, Nova Scotia.

Finally the ship was privileged to parade a Royal Guard in Trinidad when Her Royal Highness Princess Margaret visited the West Indies to open the first Legislative Assembly of the West Indies Federation. To many in England the West Indies islands are mere names on a map; to those in Ulster the islands joining together in the new Federation are real places unique in their beauty and friendliness. A Royal visit and a new Federation were the climax of this commission.

H.M.S. Ulster is expected to arrive at Plymouth on May 13.

New Training Plans for Officers Promoted from the Lower Deck

REVISED PLANS for entry and training under the Royal Navy's Upper Yardmen scheme for the promotion of rating to commissioned rank aimed at ensuring they have the same prospects as the Cadet entry officers are announced by the Admiralty today.

In future, Upper Yardmen who are passed by an interview board after completing a preliminary 28 weeks' course go on as Cadets to H.M.S. Temeraire, the Upper Yardmen establishment at Port Edgar.

If successful at this stage of their training, they are promoted to midshipmen to continue at the Britannia Royal Naval College, Dartmouth. There, they will be integrated with the normal cadet entry, sharing the final phase of their course at Dartmouth, the first time that officers appointed from the lower deck have undertaken training at the Royal Naval College.

It has also been decided that the minimum age limit of candidates, who are required to have a qualifying period of service of at least six months should be reduced to 18 years 6 months or 17 years 6 months in the case of juniors.

The name Upper Yardmen dates from sailing ship days when the best young men were selected for work aloft on the upper yards.

How can I save?



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

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

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

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

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

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

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

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

Which will you take?

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

How do you set about all this?

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



Send this coupon to 246 Bishopsgate, London, E.C.2

Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank.....

Age next birthday.....



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INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

CALENDAR

Blackpool
June 28—Annual Conference

Cheltenham
May 16.—Social and Dance at Star Hotel.

Havant
May 6.—Branch Meeting, Old House at Home, South Street.

Dorking
May 24.—Dance, Oddfellows Hall.
June 6.—Dance, Dorking Halls—in aid of Polio Funds.
June 22.—Supporting Thame Dedication Ceremony.

Lewisham
May 11.—Annual Church Parade.

Herts.
May 9.—Annual Ladies' Night.
June 1.—Annual Rally of No. 6 Area.

Thame
June 22.—Dedication of Standard.

VENUES

Hertford Branch.—White Hart Hotel, Hertford, First Wednesday each month.

We Will Remember Them

Alderman R. Bradbury, vice-president of Bury Branch.
Mr. James Kenyon, a great and true friend of Bury Branch.
Shipmate Frank Cooper, D.S.M., member of Cheltenham Branch.
Shipmate Stanley J. Abbott, member of Hull Branch.
Shipmate "Bunny" Jack Austin, former chairman of Ashford (Kent) Branch.
Shipmate W. E. Stevens, member of Kingston and District Branch.
Shipmate "Bill" Watkins — a founder member and treasurer since inception of Sidcup Branch.
Shipmate C. Harvey, a member of Gillingham Branch.
Shipmate Albert Brichard, a member of Finsbury Branch.

HAVANT BRANCH ATTENDS EVENSONG

AT THEIR meeting on April 1, Shipmate P. Rideout, the hon. treasurer of Havant branch, delivered a message of good wishes from the Colchester branch, which he had visited during March and where he had received great hospitality. Their welfare officer, Shipmate H. C. Croft, was able to report at the same meeting that practical assistance had been given to shipmates with their employment and other difficulties.

The branch president, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., read the Lessons when they attended Evensong in St. Faith's on April 13. Their standard was taken to the altar by Shipmate H. C. Croft with Shipmates A. W. Merrett and F. W. Heath acting as escorts.

During the previous month they had received applications from four prospective new members, all of whom were accepted and elected shipmates at the April meeting.

LIVELY DISCUSSION AT No. 1 AREA ANNUAL GENERAL MEETING

THE LAST Annual General Meeting of No. 1 Area was held on a very miserable day, and it appeared to be reflected in the number of delegates who were *not there*. It would seem that we have more than our share of fair-weather sailors, and even allowing for a fair percentage of the absentees being sick, or on shift work, 17 delegates out of a possible 37 is not good. I think the absentees were put to shame by the president of our area, Vice-Admiral T. B. Drew, C.B., C.V.O., O.B.E., who is over the 70 mark, and he came all the way from Fareham to be present at this meeting.

However, the absence of these delegates was made up for by the presence of 18 visitors, from different branches in the area, most of whom took part in some very lively discussions. Although they cannot vote, the visitors who do attend our area meetings make the most of their right to speak, and that is encouraging to the chairman and committee and others who work to maintain the area in its premier position, as indicated by its number. It shows a lively interest in all that is happening in the area and the Association generally.

It was encouraging to hear that, in spite of somewhat heavy charges in connection with our last dance held at Davies Street Drill Hall, and the purchasing and inscribing of some silver

tankards for presentation to shipmates, plus more than our usual demand for welfare work in 1957, the Area finances are still in pretty good shape. This is due to the attention to financial details on the part of all concerned, and not least to the work of our Draw Committee, Shipmate Tom Flegg of Greenwich, and Shipmate Jimmy Janes of S.E. London.

I am sure that shipmates in other areas do not want details of our business in NAVY NEWS, as their own business is very similar, but it must be stated that at the annual general meetings of this area, everything is taken apart, examined, if found faulty is scrapped, if o.k. re-assembled and passed, and so we keep on the up and up. Judging by the remarks one overhears from time to time, No. 1 Area will have a good representation at the forthcoming Annual Conference at Blackpool, and the writer hopes that the number of delegates at this year's conference will be truly representative of the Association, not as in previous years, with less than 50 per cent. of branches, to determine Association policy for the ensuing year.

To all other areas, and to all serving shipmates (you've never had it so good!) the best of luck and good fortune, from all shipmates of No. 1 Area.

PRESENTATION TO FORMER SECRETARY OF No. 8 AREA

ON MARCH 29 at the "Ring of Bells," Wolverhampton, a presentation was held after the area meeting.

On behalf of No. 8 Area, a clock was presented to Shipmate "Tubby" Churchman for his past services as secretary to the Area. The presentation was made by the National Council member, Shipmate G. Young, of Leamington Spa.

A social was given afterwards by Wolverhampton branch, and this was thoroughly enjoyed by all present.

NEW MEMBERS AT TWICKENHAM

WE ARE still progressing favourably in the Thames Valley.

Four new members have been enrolled since the Annual General Meeting and there are prospects of another four next month. Comradeship and unity is very much encouraged at our branch and we more than welcome invitations and correspondence from branches outside No. 1 Area and look forward to meeting our "chummy ships" from the coastal areas.

Several invitations to attend church services and dedications have been received and will be dealt with by the secretary. Unfortunately some dates clash with others, but we will do our best to please you all.

Naturally the main item of the season at the moment is the Annual Conference at Blackpool, and according to information received it should be a great gathering.

The Chichester Dedication and the conference coincide but it is hoped that shipmates will give good support to Chichester. We cannot all go to Blackpool.

There has been great social activity in the branch: our own children's party, a social and dance at Southall, the annual dinner and dance at Kingsbury and Kenton, a social evening at The Old Contemptibles Association, Harrow Branch, the "Lest-we-Forget" Ball at York House, Twickenham, the Twickenham Branch annual dinner and dance, and of course our usual Friday night's fun and games at "The Crown." I can say we have thoroughly enjoyed ourselves.

Our own annual dinner and dance at Twickenham was a great success, thanks to the generous donations and assistance from numerous shipmates and their friends. A most delightful evening was spent by 70 members and friends including the Deputy Mayor of Twickenham (Alderman Bostock), Capt. G. G. Wilson, R.N., the Rev. Davies, Vicar of Twickenham, S./M. A. Bates, Chairman No. 1 Area and six of our friends from the Star and Garter Home, Richmond.

We are looking forward to having our "chummy-ship" Dorking Branch alongside during April and to a boarding party visiting "The Rest" at Kenton.

To all shipmates at sea and abroad, God Speed and fair sailing and may we meet again in the near future, and to all shipmates at home, best wishes.

SUCCESSFUL DINNER AND DANCE AT CHEAM AND WORCESTER PARK

ONCE AGAIN the branch held a very successful annual dinner and dance at the Crown Inn, Morden. Great praise goes to Shipmate Stanton our hard-working social secretary for the success of this event.

Unfortunately we were unable to have our president and Sir Henry Moore with us due to prior engagements, but over 90 shipmates and guests were present.

Shipmate Alderman W. L. Hasted proposed the toast of the Royal Naval Association and said that the Association as such could play an important part in public life and was an asset to the community as a whole, because the same spirit of comradeship which existed in the Service was carried on in civil life by helping each other and also those ex-Naval men not so fortunate as ourselves.

Sir Roy Gill proposed a toast to No. 2 Area and said it was a great achievement by the branch that we had become one of the most active branches in No. 2 Area.

Shipmate Clark, chairman, proposed a toast to our guest and said it was

a great honour for the Mess to have the Mayor and Mayoress with us at the dinner and sincerely hoped all our guests would enjoy their evening among us.

His Worship Alderman Thomas, in his response said he was very pleased to be among us, and had enjoyed the hospitality of the branch, which was in keeping with Naval tradition the world over. He wished the branch every success for the future.

Mr. Whicker proposed a toast to the branch and said that in his capacity of secretary at Cheam Social Club he had always enjoyed the best of relations with the branch and felt that we were a great asset to his club where we had had our home for the past six years.

A dance followed the dinner and during an interval we were entertained by that clever magician, Eddie Pridoux, assisted by an apt pupil—our honorary Chaplain.

We look forward to more social events, especially our visit to West Ham dedication ceremony.

"VELLERS FROM PORTLAND"

YERE! YOU bin lookin' fer we? We missed writin' to 'ee last month on account of our bein' exter busy down yere. We 'ad our vurst annual dinner and dance like I was tellin' 'ee about sno' and 'twere a real success. A hundred and nine vellers wi' their wives and vriends zat down to dinner, and what wi' soft music playin' to drown the noise of we champion' at the bit, and a real drop of stuff to toast our Vurst Lady of the Land, everybody 'ad a real good do, I can tell 'ee. And arterwards we cleared the deck proper, just to show 'em what rock and roll was all about, you!

The local paper zent a veller to make a report but I caint write it yer like 'e did.

Now we'em tryin' 'ard to raise a crowd to go down to Newton Abbot for their dedication, sno' and then later we 'ope to git up smartish when Blackmore Vale 'as theirs at Gillingham (Dorset).

I must tell 'ee these yere redundancies in Portland Dockyard 'ave 'it we about a bit, but we'em 'opin for the best, and tidden no good 'owlin', you, is it? We shall keep goin' some'ow, and you 'ant 'eard the last of we yet.

"HAPPY SHIP"

IN REPLYING to the toast to the guests, Captain R. W. Mayo, R.N., the Captain of H.M.S. Osprey, referred to the young Portland branch as a "happy ship." Captain Mayo said Portland had always had a strong association with the Navy and always would have. He went on to say that "Changes are upon us and we are cutting our tail to sharpen our teeth, but no matter what small changes may come to one or other of us, I am sure we are all together in having the future of the Navy at heart."

The chairman of Portland U.D.C., Mr. A. E. Page, added his praise of the association and said that although Captain Mayo had spoken of good times ahead he felt that Portland was going to have to pull in its belt for the time being.

MEMORIAL TO BE UNVEILED AT GOSPORT

AIR CHIEF Marshal Sir Arthur Longmore, G.C.B., D.S.O., has consented to unveil a memorial at Gosport to commemorate the closure of Gosport Airfield.

Gosport was one of the first five airfields to be chosen for the Royal Flying Corps in 1912. In 1914 the first squadrons of the Royal Naval Air Service were based there under Commander Longmore. Three years later, a School of Special Flying, whose revolutionary training system was to achieve universal fame, was formed. Under the command of Lieut.-Colonel (Wing Commander) Smith-Barry, this school evolved a method of dual instruction whereby the pupil sat in the pilot's cockpit throughout his training whilst the instructor sat in the observer's seat. By this means, it became possible to teach pupils all those complicated aerobatics which had hitherto been thought dangerous for any but the expert to attempt.

This memorial, sited at the entrance to H.M.S. Sultan, is being unveiled on Wednesday, May 28, at 1500 hrs. Seating, etc., is being arranged by Flag Officer Air (Home), Lee-on-Solent.

Romance at Gillingham

GILLINGHAM HEADQUARTERS presented a gay appearance for the meeting on April 17. The tables were gaily decorated and, taking pride of place was a beautifully decorated cake on the centre table. It was obvious that romance was in the air.

After the first part of the business of the evening had been ably dealt with by our president, Cdr. Le Mare, assisted by chairman and vice-chairman, the proceedings were handed over to Midshipmaid Higgs, and the well-kept secret revealed.

At the centre table were three of our youngest shipmates: Leslie Darley escorting Miss Brenda Higgs and E. M. Fowler escorting Miss Pauline Smith. The third shipmate was Derrick Darley, brother of Leslie Darley. The reason for the little tableau was the engagements of Shipmates Darley and Fowler to the two young ladies mentioned and the 21st birthday of Shipmate Derrick.

After a short speech from Cdr. Le Mare who mentioned that he had unfortunately not recorded the meeting in his diary and would have missed the occasion had his wife not met two Midshipmaids who told her of this event and she did the rest. Presents from the branch were presented to the couples by Midshipmaids Goodere and Royall. Midshipmaid Cooper presented Derrick with a present from the branch, accompanying it with a really good kiss.

The father of Leslie and Derrick Darley, an ex Royal Navy man, who was present, was so struck with the reception and comradeship evinced that he intimated his desire to become a member. Shipmate Goodere, our secretary, soon produced the necessary papers, and very soon we shall pipe on board the verger of our own Parish Church of St. Mary's.

Youth is badly needed in our branches and we are very happy that the three shipmates who were so signally honoured are really stout members and we look to them as our future helmsmen.

On show at this meeting was a gavel which is to be presented by the branch to the Burma Star Branch, Chatham, at a later date.

FORTHCOMING SOCIAL AT CHELTENHAM

OUR BRANCH are trying out a new idea of confining the actual business of the monthly meetings to the first hour, thereby leaving a certain amount of time afterwards for the social side. At present this system is working well but our chairman, Shipmate Patrick, wishes it to be known that any shipmate who wants to have his say on any matter should do so, and not to feel the meeting is being too cut and dried. On Friday, April 18 we had a skittles match, Branch Officers v. The Ship's Company. "Big cats," etc., was the order of the day. Looking a little ahead, we are holding a social dance on May 16 at the Star Hotel, this should be a pleasant evening for shipmates plus their wives or friends. We regret to report the sudden death of Shipmate Frank Cooper, D.S.M., on Wednesday, April 16. Our welfare officer tells us he has not been well for some time past but he has been in constant touch with him.

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RED LETTER DAY FOR ASHFORD (Kent)



Photo: Douglas Weaver, Ashford (Kent)

The First Sea Lord and Countess Mountbatten chatting with members of Ashford Branch

FRATERNAL GREETINGS to all shipmates. First a sad note, we were all very deeply sorry to hear that our past chairman, Shipmate Jack Austin, passed away so tragically, but I would like to say "thanks" on behalf of all shipmates, and especially of "Bunny's" family, who turned out in the blizzard to pay their last respects, to one who will be sorely missed.

And now shipmates, a happier note. Many thanks New Romney, for catching our heaving-line, and for the wonderful time we all had, with you, together with Lydd and Folkestone branches, at your social on March 21 last, and speaking of 21, we'll be seeing you on the June 7 next, so until then, stand by for our "boarding-party."

I think we must all agree that it was a "Red-Letter Day" for our branch, on Friday, March 28 when the deputy-president of our Associa-

tion, Admiral of the Fleet Earl Mountbatten, visited Ashford. Some fifteen of our shipmates met and talked to Earl and Countess Mountbatten. Even the weather didn't dampen our feelings, although it poured most of the time.

Finally, a coachload of shipmates attended the laying-up of Dover branch old standard, on Sunday April 13. Thanks, Dover and your good ladies, for the tea afterwards, we all enjoyed meeting you again, and many old ships. Your padre and his new church: was much talked about during our return voyage home via Canterbury where we tied up for a short spell and refit. Thanks for having us, Canterbury, and we do hope to be seeing you all again soon, when arrangements have been completed, for you and other branches to come alongside in the near future.

NEWCASTLE AND GATESHEAD MEET IN NEW QUARTERS

THE ANNUAL general meeting of the Newcastle and Gateshead branch was held in our newly renovated club headquarters at the Central Hotel, on March 14, the first meeting to be held there since the fire on Christmas Eve. The agenda was as follows: 1. One minutes silence; 2. Splice the main-brace; 3. Minutes of the last A.G.M.; 4. Secretary's report; 5. Treasurer's report; 6. Any other business; 7. Election of officials and committee.

The secretary, Shipmate Thirlwell was most encouraging in his report, emphasising the rise in membership and increased interest shown by all members in the social side of the branch. He pointed out that undoubtedly the outstanding event of the year was our dance at which Miss Neptune 1957 was elected. He suggested to the future committee to bear in mind this success and to try and better this event in the coming year. The treasurer's report (Shipmate Denton) was equally bright and one statement of his, namely, that the branch was in a better financial state than at any time since its inauguration in 1949, was heartily applauded. In any other business questions were asked about the latest increase in the annual subscription and also the ideal number for a committee was debated. Officials for 1958 are as follows:—president, Cdr. Row; vice-president, Shipmate R. Andrews. Re-elected: secretary, Shipmate A. Thirlwell; treasurer, Shipmate A. Denton; chairman, Shipmate R. Finch. Shipmate W. Clasper was elected vice-chairman, and Shipmates Robinson, Grigsby, Bugg and Howe elected committee men.

Well, shipmates that was our A.G.M. for 1958 and it was a truly tempestuous one, rather like a north-easterly, starting quietly and finishing up roaring; but enjoyed by one and all. Do any branches have nice quiet A.G.M.s.?

THE BRANCH'S tenth annual dinner was held at Gateshead, at the Civic Hall. The guest of honour was Cdr. Horncastle, R.N., and the civic guest was the Mayor of Gateshead. Our president, Cdr. Row, R.N., proposed "Our Guests" and the treasurer, Shipmate A. Denton proposed "The Association." The chairman, Shipmate R. Finch, had a few humorous remarks to make, in reply to Cdr. Horncastle's speech about the new scientific Navy, as the Commander had forgotten to switch his lights on, and was duly reminded of the fact by the arm of the law.

Our regards to Shipmate Blaky in hospital.

Dedication of Rosyth and West Fife Standard

ON SUNDAY, April 20, the above branch paraded at the Square, Inverkeithing and, headed by the Townhill Band, followed by the president and vice-president and Edinburgh and our standard, marched to St. Peter's Church, Inverkeithing, for dedication of Rosyth and West Fife standard. The parade was commanded by the chairman, Mr. A. G. Hawse, and the Provost, James Fraser, J.P., and members of council and their wives attended the service. The dedication service was conducted by the Rev. J. Johnston, B.D., who is the honorary chaplain of the branch. After the service the parade again formed up and the salute was taken by Provost James Fraser, J.P., accompanied by Capt. W. Fitzroy, R.N., Captain of Dockyard, and around the saluting base senior officers of the Royal Navy and Dockyard departments lined up. After the parade the company adjourned to the Queen's Hotel, Inverkeithing, the branch headquarters, for a repast and running buffet. Besides Edinburgh standard bearer and escort the chairman, Mr. Collins and area secretary, Mr. McLaughlin attended, also Mr. Parker, Mr. Milne and their wives from Arbroath.

The Dunfermline Company of Naval Sea Cadets under the command of Lieut. Bailey, R.N.V.R., formed the Colour guard on parade.

FULL CALENDAR FOR HERTS

WE HAVE a full programme of forthcoming events on the calendar.

The annual rally of No. 6 Area will be held at Hertford on Sunday, June 1, and we are looking forward to a large muster of branches.

The Bluejackets Band from R.N. Barracks, Chatham, will be in attendance, and a drumhead service will be conducted by the Herts Branch Padre, the Reverend G. C. P. H. Briggs, R.N.V.R.

All shipmates are requested to muster at 2.30 p.m.

After the parade teas will be provided, followed by entertainment at the Drill Hall of the 1st Bn. the Hertfordshire Regiment.

Our annual Ladies' Night will be held at the Shire Hall, Hertford, on Friday, May 9.

We shall muster a party, with branch standard, to attend the dedication of Thame branch standard on Sunday, June 22.

The branch newly-formed shooting team is going strong and several matches have taken place with local clubs. The next match is arranged with Hatfield branch shipmates.

VICE-ADMIRAL DREW PAYS SURPRISE VISIT TO PORTSMOUTH

IT NEVER rains without it pours. We have been so long at Pitt Street without a visitor from the National Council that we were beginning to think that we were in the Dog House and then—Bingo—we have two, and both on the same evening.

Vice-Admiral Drew paid us a surprise visit from Headquarters and took the opportunity to say a few words and clear the air on one or two minor points. Since his visit was unexpected nothing was specially laid on and he was able to sit in on a normal general meeting. We believe he was pleasantly surprised to discover the efficient manner in which we conduct our business. The only disappointment from our point of view was that his visit coincided with the most attractive football match at Fratton Park this season and our "Gate" suffered in consequence, however, we still managed to muster up 94 of the faithful.

Any Questions

Our other visitor, Shipmate Legg, volunteered to be Aunt Sally in an Any Questions session with particular reference to the National Council and finance. This proved exceptionally interesting and we feel sure both sides learned a good deal from each other. Portsmouth believes that nothing but good can come out of such visits from Headquarters and we would welcome more of them at any time, particularly in the pre-conference period when there is always a whiff of controversy in the air, at least that's how it appears in a branch as keen and enthusiastic as Portsmouth.

On the social side the entertainment committee were working overtime during the Easter holiday with visitors from Lewisham and sundry other branches on the Sunday and an Easter Parade dance on Monday. In spite of the atrocious weather everybody had a good time. As we said last month, this is our period of Open House and all visitors are welcome at any time, but if it's a boarding party try and give us enough warning to have something laid on.

Our darts club went to the "Smoke" last Saturday for a theatre party and afterwards to visit Battersea where they received a real Cockney welcome. Congratulations and thanks Battersea for a wonderful evening.

SIDCUP'S LOSS

OUR HONORARY treasurer, "Bill Watkins," died recently of a heart attack at the early age of 53. He was a founder-member of the branch and was treasurer from its inception.

No other branch member exceeded his attendance at meetings and he was always largely responsible for raising funds and helping at socials.

He was a true friend to all members and will be very difficult to replace. Our sympathy is extended to his widow and two sons.

LETTER TO THE EDITOR FROM BEDFORD MEMBER

DEAR SIR.—Just a bit more information re black painted hulls mentioned in the March issue of NAVY NEWS by Lieut.-Cdr. Edwards. He is about right as regards the year the grey paint was in general use, although black was still used for destroyers, T.Bs. and small craft until the end of the 1914-18 War.

I was first at sea just after leaving school in '95 but went into the R.N. on February 3, 1898. I know there was a lot of "stodger" training ship boys in that crush I was in. Any boy from training ships outside the Navy were "stodger" boys. There were boys in my draft from most of them—Warspite, Arethusa, Shaftesbury, Green-Hospital School as it was then called and a few from the Scottish ship, Mars, I think her name was. The front line ships at that time were painted black hull, white upper works, i.e., bridges, boatdeck, boats, etc., but davits were mostly stone colour like masts and funnels.

Most ships used steaming covers that were white canvas fixed to the mainmast and yards before leaving harbour. They were to keep the smoke and grime from the funnels off the stone colour, and as soon as the ships entered harbour or anchored for a stay, the covers were taken down and scrubbed and hung up to dry as soon as fires were out or damped down, so

Naval Trophies

A NUMBER of articles previously accounted for as trophies have recently been removed from official charge, being either of no intrinsic value or having no historical associations. It is thought that some of these articles might be valued as souvenirs by former members of ships' companies who were serving in the ships concerned.

A list of the items for disposal follows. Applications for any of the items should be made in writing addressed to "Trophies" c/o NAVY NEWS, R.N. Barracks, Portsmouth. The souvenir will be sent to the writer of the first application received for each item. A nominal price will be asked and a charge made to cover the cost of postage.

Any articles not applied for by June 1 will be scrapped or disposed of by sale locally.

Framed photographs, etc., despatched by post, will have the glass removed to prevent damage in transit.

Part No. Description and Condition

H.M.S. Alacrity

5067 Commemoration plaque of wood and brass, of His Excellency The Governor-General, The Rt. Hon. Malcolm Macdonald's stay on board H.M.S. Alacrity, July 1 and July 15, 1946. Size: 18 in. x 13 in. Good.

H.M.S. Argonaut

4385 Framed water colour of "Alley In Old Coventry" by Laura Haynes. Size: 17 in. x 19 in. Fair.

H.M.S. Atherstone

3047 Framed painting of "The Atherstone Hunt." Size: 22 in. x 19 in. Fair.

H.M.S. Brissenden

3675 Framed reproduction after the original painting by Frank McKelvey, "Near Falcarragh, Donegal." Size: 25 in. x 20 in. Fair.

H.M.S. Danae

2415 Wood shield with metal shield inscribed, "City Centennial Trophy, Awarded to H.M.S. Danae, Second Prize Band Competition, 13th Annual Convention, 25th (Yankee) Division, Portland Maine, June 17th, 18th, and 19th, 1932." Size: 9 in. x 7 in. Good.

H.M.S. Enterprise

3068 Wood shield with brass plate inscribed, "A.D. 1933-34 H.M.S. Enterprise, Stokers Cutter Cup, East Indies. Cox. G. Richer." Size: 10 in. x 8 in. Good.

H.M.S. Forrester

3014 Wood shield with metal plate of the Crest of H.M.S. Trinidad inscribed "Have Faith." Size: 6 in. x 5 in. Good.

H.M.S. Glasgow

4639 Wood shield with metal plate inscribed "Halifax Bicentenary Regatta Whaler Allcomers 2nd, 1949, H.M.S. Glasgow." Size: 16 in. x 12 in. Fair.

4646 Framed photograph of "Dennis," "Dresden's" Pig, which sank with the ship, afterwards swimming for one hour. Size: 17 in. x 13 in. Fair.

H.M.S. Hawkins

2893 Framed print of Admiral Sir John Hawkins. Size: 16 in. x 12 in. Fair.

2894 Framed print of Admiral Sir Richard Hawkins. Size: 16 in. x 12 in. Fair.

H.M.S. King George V

4005 Framed landscape painting by M. Forestier. Size: 24 in. x 23 in. Fair.

4007 Large wooden shield with crossed metal flags of Great Britain and the U.S.A. Inscription in brass below, "Lord Halifax, January, 1941." Size: 24 in. x 16 in. Fair.

H.M.S. Liverpool

5088 Bronze plaque in glass case 20 in. x 11 in., inscribed "There Will Always Be An England, Navy Yard Overhaul Mare Island, California, 1941." Size: 20 in. x 11 in. Good.

H.M.S. Loch Gendhu

5801 Framed colour painting of "The Pointers" by G. Vernon-Stokes. Size: 23 in. x 22 in. Good.

H.M.S. Maggie

6747 Framed painting of a Magpie. Size: 17 in. x 21 in. Fair.

6751 Framed photograph of H.R.H. Duke of Edinburgh being piped over the side for the last time as captain of H.M.S. Maggie, July 18, 1951. Size: 11 in. x 11 in. Good.

H.M.S. Mermaid

6279 Framed water colour cartoon of a Mermaid by Hynes. Size: 17 in. x 14 in. Fair.

6280 Framed water colour cartoon of a Mermaid by Hynes. Size: 17 in. x 14 in. Fair.

H.M.S. Nereide

4816 Rectangular wooden shield with oval brass plate with crossed guns inscribed "Campo Militar De Boane, 23rd November, 1951." Size: 12 in. x 8 in. Fair.

H.M.S. Queen Elizabeth

2306 Rectangular wooden shield with circular metal plate of footballer inscribed "To H.M.S. Queen Elisabeth." Size: 10 in. x 8 in. Poor.

H.M.S. Peacock

6217 Framed picture of Embroidered Peacock. Size: 21 in. x 21 in. Fair.

H.M.S. Renown

3419 Framed photograph of the painting by John Allcot of H.M.S. Roebuck, August, 1699. Size: 22 in. x 18 in. Fair.

3420 Framed reproduction of the painting by John Allcot of H.M.S. Endeavour, Commanded by Captain James Cook, R.N. Size: 22 in. x 19 in. Fair.

H.M.S. Verulam

6256 Framed photograph of H.D.M.S. Kystjageran Willemoes. Auto-graphed by Wardroom Officers. Size: 14 in. x 11 in. Good.

H.M.S. Vulcan

3840 Framed original pencil sketch of M.T.Bs. by Bryan-De-Grineau. Size: 15 in. x 9 in. Poor.

H.M.S. Warrior

3940 Framed photograph of H.M.S. Warrior at Malta (First World War), by R. Ellis. Size: 12 in. x 10 in. Fair.

H.M.S. Wellesley

3053 Framed print from the original painting by Robert Home of "The Most Noble Marquis of Wellington, K.B." Drawn and engraved by Thomas Williamson. Size: 15 in. x 18 in. Fair.

H.M.S. Westminster

1973 Wood shield with metal crest in centre inscribed "Gunnery Trophy, H.M.S. Westminster." Surrounded by eight small shields, 1926 to 1932. Size: 11 in. x 8 in. Fair.

H.M.S. Wild Swan

1827 Wood shield with crest of Wild Swan. Size: 14 in. x 12 in. Good.

H.M.S. Winchelsea

1881 Framed print of Strand Gate, Winchelsea. Size: 10 in. x 9 in. Good.

2811e Framed print of The North or Pipe—Well Gate, Winchelsea. Size: 10 in. x 12 in. Good.

2811f Framed print of The Friars, Winchelsea. 10 in. x 12 in. Good.

2811g Framed print of The Pipe—Well Gate on Ferry Hill with Roundle Tower in the background. Size: 9 in. x 10 in. Good.

H.M.S. Wolfe

3775 Framed black and white drawings of (1) Wolfe Before Quebec (2) Death of Wolfe. Size: 15 in. x 10 in. Fair.

H.M.S. Wren

6448 Framed photograph of Lutfali Ghavami, Governor of Bashive. Size: 12 in. x 11 in. Fair.

I hope that this may be of some interest to some of the New NAVY.—"TIM" IRVING, Bedford Branch.

ROUND-UP OF NAVAL BOXING—1958

SUCCESSFUL SEASON

Team:

A.B. Minarde, H.M.S. Ark Royal (bantamweight).
 A.B. A. Silsby, H.M.S. Cavendish (featherweight).
 E.A. K. Ronaldson, H.M.S. Collingwood (lightweight).
 A.B. Knowles, H.M.S. Drake (light-welterweight).
 Cpl. A. Riley, R.M., I.T.C. Lympstone (welterweight).
 P.O. Thorne, H.M.S. Ark Royal (light-middleweight).
 A.B. Gleason, H.M.S. Excellent (middleweight).
 N.A. R. Dryden, R.N.A.S. Lossiemouth (light-heavyweight).
 L./Sea. P. James, H.M.S. Ark Royal (heavyweight).
 Team Trainer: P.O. Payne, H.M.S. Drake.
 L./E.M. Tyrell, H.M.S. Ark Royal, and A.B. McDermott, H.M.S. Drake, also represented the Royal Navy this year.

Ark Royal's Support

The season started with the R.N. Trials held at Portsmouth in November. These proved invaluable, in fact the selections made during these trials, with the exception of the middle and welterweight, eventually comprised the final team which took part in the Imperial Service Boxing Association Championships. It was fortunate that at this time H.M.S. Ark Royal was in Home waters, and consequently was able to send a number of very talented boxers in the ship to the trials, and who subsequently gave magnificent support to Navy boxing.

The first fixture was with the Southern Counties, at Portsmouth on December 6. The Counties produced a very sound team with some boxers of national standard. The result, a 5-4 win for the Royal Navy, was a most satisfactory start to the season. It was, in fact, the first win for five years.

On January 24 the team visited Birmingham to do battle with the Midlands Counties, a particularly strong boxing area. After an exciting neck-and-neck contest the match was finally decided in favour of the Mid-

landers five points to four. A most creditable performance by the R.N. team. Special mention must be made to E.A. Ronaldson's very fine achievement in beating W. Barber, the A.B.A. lightweight finalist in 1957 and the current national representative.

The next visit took the team to Cardiff for the annual match with Wales. Here, against some very stiff opposition, including three Welsh national representatives, we were beaten by seven bouts to three. Here again the arrangements were excellent and the hospitality most generous. In fact, both the number and beauty of the receptionists at the hotel where the team was accommodated caused considerable anxiety to the team trainer and manager, but much delight to the team.

Boxing activities on an R.N. level then paused awhile for the commands to hold individual championships and various Command fixtures in preparation for the R.N. Championships. These fixtures provided excellent competitive experience and did much to improve the fitness and boxing ability of the R.N. team.

The R.N. Championships were held at Devonport. There were 40 entries. The championships produced no surprises and confirmed the selections made in the R.N. Trials.

The individual results in the R.N. Championships were:

Flyweight: A.B. Evans, Plymouth.
 Bantamweight: A.B. Minarde, Home Fleet.
 Featherweight: A.B. Silsby, Plymouth.
 Lightweight: E.A. Ronaldson, Portsmouth.
 Light-welterweight: A.B. Knowles, Plymouth.
 Welterweight: A.B. Young, Portsmouth.
 Light-middleweight: P.O. Thorne, Home Fleet.
 Middleweight: A.B. Gleason, Portsmouth.
 Light-heavyweight: N.A. Dryden, Air Command.
 Heavyweight: L./Sea. James, Home Fleet.

The Team Championship was won by Plymouth Command. A well-deserved victory, as Plymouth Command have been the stronghold of Navy boxing this year. All concerned deserve the highest credit, not only for winning, but also for the large contribution the Command has made to Navy boxing.

After the championships the final selection was made for the R.N. team for the return match with Wales and the Imperial Services Boxing Association Championships.

The return match with Wales on Easter Saturday proved a great victory for the Navy by seven points to two. One of the latter being A.B. Minarde, who unfortunately sustained a cut eye which was to prove even more unfortunate in the I.S.B.A. Championships.

The Imperial Services Boxing Championships were held at Aldershot on April 14 and 15.

These championships were the objective for which all the training and preparation had been made from the start of the season. They are therefore dealt with in more detail.

The Royal Navy received byes in the feather, welter and light-heavy weights.

In the bantamweight A.B. Minarde was boxing well against an extremely good opponent in Driver Weller of the Army. In the second round the eye which had been cut in the Wales match reopened and the bout was stopped in the Army's favour. Driver Weller went on to win the I.S.B.A. title.

In the final of the featherweight contest, the tough little scrapper, A.B. Silsby, gave A.C. Beaman a very tough bout, but the airman gained what must have been a very close verdict.

The lightweight contest brought E.A. Ronaldson against Cpl. McTaggart of the R.A.F. The latter being England's national representative. It was a contest of really good boxing but the skill of McTaggart swayed the judges and he gained the decision.

A.B. Knowles met a very good boxer in the light-welterweight, by name Craftsman Higgins. Again a very close and difficult decision went to the Army.

In the final of the welterweight, a gallant but outclassed Cpl. Riley was beaten by the Welsh champion, L./Cpl. Nancurvis, who is also of international standard.

P.O. Thorne found a very strong and hard-hitting opponent in Technician Pritchard of the R.A.F., and although he fought back hard and well was outpunched, and the light-middleweight contest went to the R.A.F.

In the middleweight contest an excellent and close contest was fought between A.B. Gleason and Driver Elderfield of the Army. Again the decision went against us.

The light-heavyweight final was a fine exhibition of good boxing ringcraft and speed. N.A. Dryden, however, was up against a very strong boxer in L./Bdr. Leeming, whose punching power eventually proved too strong. N.A. Dryden need not feel disgraced for his showing in this contest against an opponent who is surely destined for international honours in the near future.

We had to wait for a storming, rousing battle of the heavyweights before the Royal Navy claimed its only title. L./Sea. James fought with great determination and guts to beat a formidable opponent in Pte. Edwards of the Army, bringing to an end the Imperial Services Boxing Championships for 1958, with the points score being:

Army 23, R.A.F. 22, Royal Navy 14. To complete the 1958 boxing season mention must be made of the Imperial Service Junior Boxing Championships held at the Army Apprentices School at Arborfield in February. Here the Royal Navy tasted the fruits of a very definite victory, by 42 points to the Army's 35 and the R.A.F.'s 25.

J./E.M. P. E. Idle, J./Sea. W. J. Grant, J./Sea. R. Husk and J./E.M. Rutherford of H.M.S. St. Vincent, and J./Tel. Higgins, J./Sea. Adhead, J./Sea. Salcombe, of H.M.S. Ganges, and J./Bugler Burton and Cooper of the Royal Marine School of Music, all convincingly won their Junior titles, a sign, it is hoped, that augurs well for the future of Navy boxing.

In conclusion, it can be considered a successful season, but more still has to be done if we are to win the Senior I.S.B.A. title. Harder training, improved coaching techniques, but above all greater encouragement on a ship level will achieve the answer and the Royal Navy will again lead the way in this splendid British sport.

H.M.S. Collingwood's Sports' Report

Rugger

HAVING REACHED the final of the Command Knock-out Competition, the spirit of the Collingwood XV was very high and the cup seemed well within our grasp. However, Ford proved to be a well-drilled side, going flat out from the first whistle, and a quick score was a set-back from which we never recovered.

Our record in the U.S. Seven-a-side Competition was not so impressive and although we defeated Ariel "B" by five points to nil in the preliminary rounds we were knocked out in the next round in a close game by Eastney "A," one

Therefore average = 55 per cent. of the eventual finalists.

The three remaining fixtures of the season provided no startling results, as we were never able to field our strongest side. We lost to Dolphin and R.A.F. Thorney Island by two and three points, respectively, whilst we were again beaten by Ford. Collingwood then ended the season recording 10 wins and nine defeats.

In their final game, the "A" XV found success at last by defeating R.A.F. Titchfield by 19 points to 6.

Soccer

After a slack period in February, for which no doubt the weather was partly responsible, our team began to settle down and produced some good football.

Of the last five games in U.S. Division I, four were won. The final league tables haven't been published yet, but we expect to finish in the eighth or ninth position.

The second XI, having won their last two games, should finish in the seventh position of Division II.

Hockey

The weather affected many games during the last two months and, although every effort was made to honour our fixture list, snow and ice made it hard going at times. In fact, the more we advanced into spring the less favourable became the weather.

Our record for the season was:

	P.	W.	D.	L.	F.	A.
1st XI	36	14	8	14	92	83
2nd XI	32	13	6	13	74	57

Basketball

The Collingwood "B" team, consisting entirely of apprentices, reached the quarter-finals of the Junior Basketball championships of England but were beaten by Watford 82-64.

In the Portsmouth and District League, Collingwood "B" were the winners and the "A" team runners up.

FENCING

Royal Navy v. Surrey County IN A return match with Surrey County, which took place at the R.N. School of P.T., Portsmouth, on April 5, 1958, the civilian club were defeated by 10 victories to 17. Individual results were:

Foil
 P.O. Pearson—3 victories.
 C./Sgt. Martin—2 victories.
 C./Sgt. Thomas—2 victories.
 Team result—R.N. 7 victories, Surrey 2.

Epee
 Capt. Alvey—1 victory.
 Lieut. Garratt—1 victory.
 P.O. Pearson—2 victories.
 Team result—R.N. 4 victories, Surrey 5.

Sabre
 P.O. Pearson—2 victories.
 C./Sgt. Thomas—2 victories.
 Ord. Sea. Rayden—2 victories.
 Team result—R.N. 6 victories, Surrey 3.

Royal Tournament

Service championships (Phase III of the Royal Tournament) were held as follows:

Royal Marines—April 22 and 23 at Eastney.
 Royal Navy—April 29 and 30 and May 1 at Portsmouth.

The fencing week at the Royal Tournament this year will be from Monday, June 9, to Saturday, June 14.

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THE ROYAL NAVAL ASSOCIATION (Gosport Branch), 66 Fareham Road, Large main hall (100 ft. x 32 ft.) is available for hire for private or public functions on Monday, Tuesday and Wednesday afternoons or evenings at moderate terms. Applications should be made to the Steward at above address between 11 a.m. and 3 p.m., or 6 p.m. and 11 p.m.

YOUTH CLUB SHOW needs R.N. seaman's white bell-bottoms, wearable or repairable; anything greatly appreciated. Postage repaid.—Birch, 111 Star Street, London, W.2.

HOLIDAY ACCOMMODATION

PORTSMOUTH. Bed and breakfast, 8s. Other meals if required.—115 Milton Road.

SOUTHSEA, 5 minutes walk pier. Full board, £3 15s. until end May. Well recommended.—1 Taswell Road.

ACCOMMODATION

TO LET, two furnished rooms, use kitchenette, own toilet, own meters.—McCluny, 44-46 Gladstone Street, Portsmouth.

VACANT MAY, flatlet, large own kitchen, suit C.P.O. Adults only; also bed-sitting-room, use of kitchen.—Mrs. Toms, 2 Wilson Grove, Southsea.

TWO FURNISHED ROOMS to let, £2 weekly inclusive.—23 Meyrick Road, Portsmouth.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 3d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

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The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for any errors or omissions.

TO LET, two furnished rooms, use of kitchen and bathroom, no children; £2 weekly, including electric and gas.—214 Powerscourt Road, Portsmouth.

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DO YOU desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future; 85 per cent to 100 per cent, loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

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NAVAL RESIDENTS of Portsmouth area can add to their income by interesting spare-time occupation.—Apply Box 59 "Navy News."

COUPLE ON PENSION wanted for part-time work. Must like living in country. Man as handyman and both to work in houses; man to clean and drive car when necessary and cut lawns. Resident cook-housekeeper. Cottage.—Apply Mrs. Hawkins, Selhurst Park, near Chichester.

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- 1949 Jowett Javelin, fitted heater £325
- 1947 Riley 1½-litre saloon, fitted radio, demisters and two new tyres £385
- 1947 Austin 10 h.p. saloon, excellent example of this family saloon; two owners from new; colour black with brown upholstery £290

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- "Count Five and Die" (CinemaScope) — espionage melodrama—Jeffrey Hunter, Nigel Patrick and Anne Marie Durringer.
- "Barnacle Bill"—nautical comedy—Alec Guinness, Irene Browne and Maurice Denham.
- "Violent Playground"—sociological melodrama—Stanley Baker, Anne Heywood and David McCallum.
- "Sea Wife" (col.) (CinemaScope)—adventure melodrama—Joan Collins, Richard Burton and Basil Sydney.
- "The Naked Truth"—crazy crime comedy—Terry-Thomas, Peter Sellers and Peggy Mount.
- "The Tin Star"—horse opera—Henry Fonda, Anthony Perkins and Betsy Palmer.
- "The Sun Also Rises" (col.) (CinemaScope) — Romantic melodrama — Tyrone Power, Ava Gardner and Mel Ferrer.
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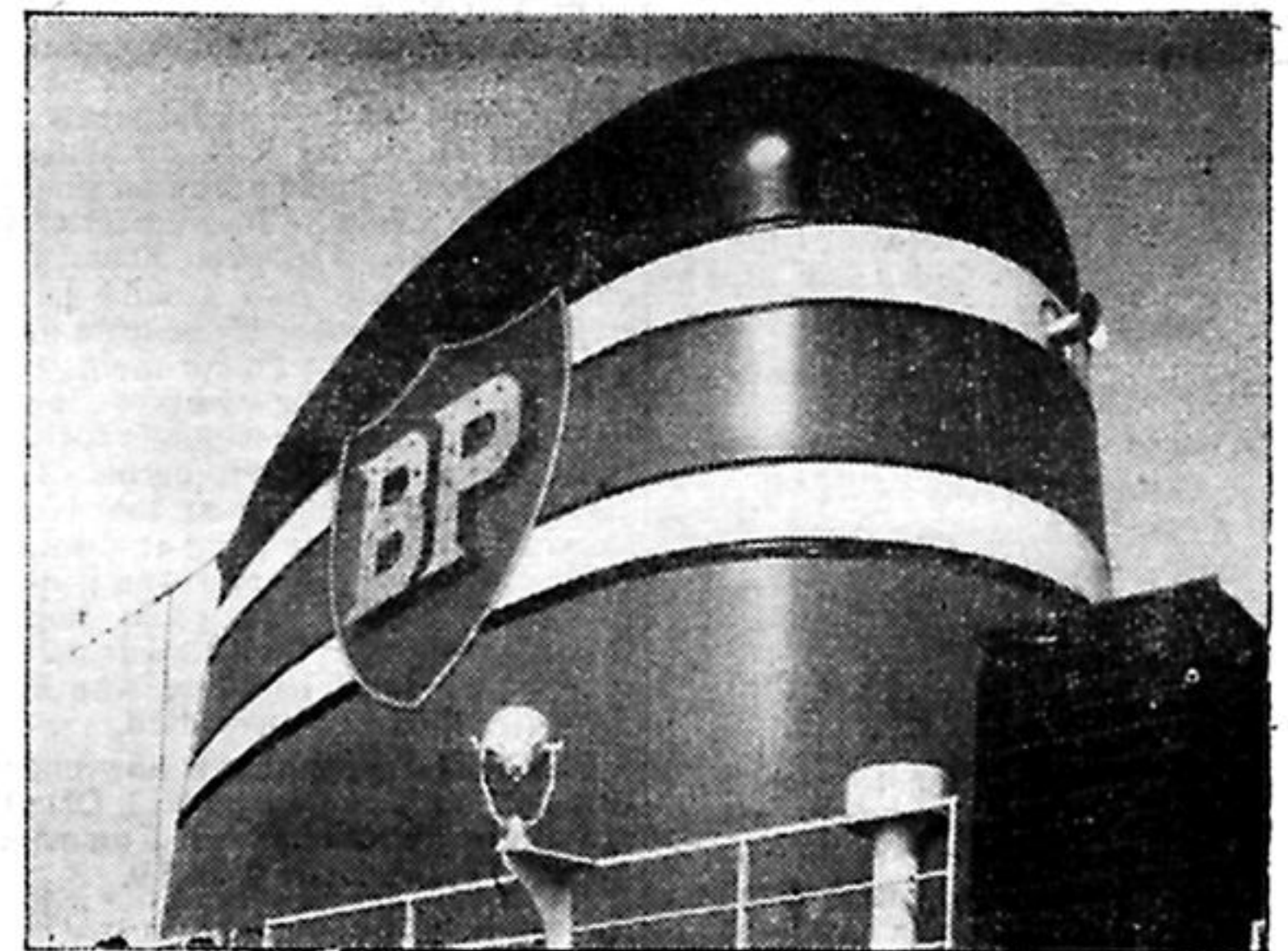
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HOME AIR COMMAND SPORTS

ASSOCIATION FOOTBALL INTER-COMMAND CUP COMPETITION—FINAL

FOR THE second year running Home Air Command met Portsmouth Command in the final, played at Fratton Park, Portsmouth, on March 26.

From the kick-off Air Command went straight into the attack, a fierce drive by Hack being well saved by the goalkeeper—during these early attacks Hack scored but the goal was disallowed.

The score opened in favour of the Air Command when, in the thirty-third minute Hamilton having received a cross-pass from the wing drove a long ball which, although stopped by the goalkeeper bounced out of his hands to trickle into the net. Inspired by this the Air Command piled the pressure—with neat inter-passing they opened up their opponents' defence with the result that, in the fortieth minute, Barnes scored from the left wing to bring the half-time total to 2—0.

The second half produced better football from both sides and a determined Portsmouth attack from the kick-off resulted in a goal within two minutes. With the score 2—1 Portsmouth now increased the pressure and only brilliant goalkeeping by Hughes prevented them from equalising. Striving to recover their bite Air Command took up the challenge; this they did with sparkle and once again forced their opponents on the defensive. The forward line, well supported by a now revived defence—of which Manser was outstanding, gave the opponents' goal no respite; then in the seventy-first minute, Hack, on receiving a through pass hooked the ball into the net. This was almost immediately followed by a corner kick which found the head of Willott, who scored a beautifully placed goal. At this stage a runaway victory for Air Command seemed likely but such was not the case as Portsmouth Command fought back well and, after numerous attacks, further goals followed within minutes of each other to bring the final result 5—3 in the Air Command favour.

This was indeed a great and exciting final. Although Air Command were worthy winners and are to be congratulated on their fine performance, let us also add a word of praise to Portsmouth Command on the splendid way they fought back in the closing stages of the game. However, we are glad to have recovered the cup that so narrowly eluded our trophy case last season.

HOCKEY

ROYAL NAVY KNOCK-OUT COMPETITION—FINAL

IN A fast and exciting game played in ideal conditions at the R.M. Barracks, Eastney, on Wednesday, March 19, R.N.A.S. Culdrose beat H.M.S. Ariel by two goals to nil to win the R.N. Hockey Cup Final.

The bully-off took place at 2.30 p.m. on a perfect pitch, and Ariel immediately went into the attack. After 17 minutes, however, from a breakaway down the left wing the Culdrose left half put a lovely cross-pass over to the right wing which completely split the Ariel defence. Bush beat one man and placed the ball past Woodward in the Ariel goal to put Culdrose one up.

This goal seemed to give Culdrose added confidence and they settled down to dominate the remainder of the first half.

The second half began, as the first, with some sustained pressure by Ariel, who forced three successive penalty corners, but just could not put the ball in the Culdrose net.

This lack of success seemed to make them lose heart, and their despondency was increased when in the fourteenth minute of this half Swift, the Culdrose centre half, gained the ball in a melee in the Ariel goal area and scored through a ruck of players with a rising shot which left the Ariel goalkeeper completely unsuspected.

Ariel then threw everything into attack and Bulmer placed some lovely through passes down the centre but there was no one in the Ariel forward line who could break the mid-field domination of the Culdrose halves.

Culdrose were the better team on the day, but Ariel did not play as well as we have seen them do of late. They were beaten by the same tactics that they employed against R.N.B. Chatham in the semi-final, hard first-time tackling and speed on to the ball and on the tackle back. They were never given a chance to settle down and play their normal game, and full credit must be given to the brilliant play of the Culdrose half-back line

which laid the foundations of a worthy success.

Vice-Admiral G. Thistleton-Smith, C.B., G.M., President of the Royal Navy Hockey Association, presented the R.N.H.A. Cup to the Culdrose team on completion of the game. He remarked on the high standard of fitness of the players and of the strength of hockey in the Home Air Command, to have both teams in the final.

BOXING

HOME AIR COMMAND OPEN AND TEAM CHAMPIONSHIPS

ENTRIES FOR the Home Air Command Open and Team Championships held at R.N.A.S. Bramcote on March 18 to 20 were not as numerous as last year but a good evening of spirited boxing was enjoyed by all who witnessed the final bouts.

The best bout of the evening was the welter-weight final between N.A. Cook (Lossiemouth) and R.E.M. Evans (Eglington). These two boxers really gave everything throughout the three rounds—a good, clean, hard-hitting contest that was indeed worthy of the reception received from the audience.

No really outstanding talent was discovered and on conclusion of the championships only six boxers were nominated to go forward to the R.N. Championships, held at Devonport on March 25 to 27.

In the team competition Lossiemouth were the winners with 23 points followed by Eglington with 18 points and Ford third with 10.

Vice-Admiral T. W. Couchman, C.B., C.V.O., D.S.O., O.B.E., Flag Officer Air (Home), presented the prizes and afterwards, from the ring, urged more entries for next season.

In the Royal Navy Championships N.A. Dryden (Lossiemouth) easily retained his light heavy-weight title.

ATHLETICS

HOME AIR COMMAND INTER- DEPARTMENTAL ATHLETIC COMPETITION, 1958

FOR THOSE who have not heard of this competition a little explanation might help. It is a postal Athletics Competition between departments or divisions of all the R.N. air stations in the United Kingdom, run on similar lines to the School Milocarian Trophy, in which teams of between 20 and 100 compete on their own ground for a trophy. Each member of the team may compete in as many athletic events and as often as he or she wishes during a fixed period, and scores points for the best efforts in different events. The 10-point mark is fixed at the Navy standard and the one point at absolute novice level—so that everyone is able to "have a go" and score points towards their team total. Bonus points may be obtained by those who can do better than Navy standard.

The 1958 Competition is now under way and completes on June 13. Details are given in Home Air Command Sporting Instructions 8 and 9.

FENCING

ROYAL TOURNAMENT— PHASE II

ENTRIES FOR the Home Air Command Championships—Phase II were most encouraging. Although the standard of fencing was not particularly high, many new fencers appeared who, with more experience, should do well in future competition.

Results were as follows:

Foil—1st, Lieut. J. T. Spafford, Abbotsinch; 2nd, R.E.M. T. R. Twidale, Lee-on-Solent.

Epee—1st, Lieut. D. A. Gunn, Lossiemouth; 2nd, R.E.A. App. D. Foster, Ariel.

Sabre—1st, P.O. L. R. Dodman, Ariel; 2nd, L.S.B.A. G. E. Rowley, Arbroath.

Team Competition:
Winners: R.N.A.S. Lee-on-Solent.
Runners-up: H.M.S. Ariel.

CYCLING

IN AN effort to encourage this sport the Home Air Command is holding separate Command Championships on May 18, 19 and 20. Details are given in Home Air Command and Sporting Instruction 56.

It is hoped that all air stations will be represented, thus ensuring a good entry.

The Home Air Command team for the R.N. Championships will be selected at the conclusion of the H.A.C. Championships.

Royal Navy Hockey

THE RESULTS of the Inter-Service matches were as follows:

March 26—Army 1 v. R.A.F. 1, at Woolwich.

April 2—R.N. 2 v. R.A.F. 2, at Uxbridge.

April 9—R.N. 0 v. Army 3, at Portsmouth.

Even our overseas readers will have read full accounts of these matches by now. Suffice to say, it did seem that after the draw with the R.A.F. the Navy might beat the Army, and so win the championship outright for the first time since 1928. But it was not to be. The short answer is that we are not skilful enough, but what of the future? Is the prospect for Navy hockey brighter or worse? As a keen follower for many years I view the future with misgiving.

This is not a criticism of the conduct or spirit of Navy hockey and I am sure that the Navy Cup has come to stay and will continue to do good. But next season there will be no sub-lieutenants under training either at Greenwich or Portsmouth, and our best potential, some 500 young officers of university age-group at the Britannia R.N. College, cannot obtain leave to play a full season's hockey.

Under these circumstances a young officer cannot expect a full season's first-class hockey until he specialises as a lieutenant with three years' seniority, say, at the age of 24. And one season doesn't make a first-class player.

The standard of lower-deck hockey is improving but it won't fill the gap. To whom can we look?

The R.N.E. College at Manadon, the young R.M. officer under training in Devon. We are not going to get much help from Chatham, now closing, nor Portsmouth, whose U.S. XI are already beginning to lose a number of first-class fixtures. We must look west. What is the remedy?

It would appear that the following might prove helpful suggestions:

(a) The other two Services must be asked to play the Inter-Service fixtures in April, not March, so that the young officers from Dartmouth are on leave.

(b) From the 1959/60 season the bulk of the Navy fixtures list must move from the home counties to Devon. Officers unable to obtain a night's leave to travel to London can obtain a few hours' leave locally. Mid-week fixtures must be ruled out.

(c) Devonport Command must take the place of U.S. Portsmouth as a recruiting ground for Naval hockey and B.R.N.C. must release their players to this club in accordance with the priority claim set out in the Sports Handbook. The fixtures list must be confined to Devon and Cornwall.

To those critics who will say, "Does it really matter if we haven't won for 30 years and don't do so in the future?" it seems that it must matter.

The Navy owes it to the other two services to do better and some success on occasion is essential for any organisation to thrive, especially if there is a remedy within their power, as there would appear to be. To want to win is understandable in a fighting service and it might even be considered as a factor in good morale and recruitment, two points which we cannot afford to ignore in years to come. In any case we must care.

FORCES HIMALAYAN EXPEDITION

FROM R.A.F. Station, Lyneham, on April 25, members of the British-Pakistani Forces Himalayan Expedition took off on the first leg of their long journey to the Himalayas where they will attempt to scale one of the highest unclimbed peaks in the world.

Their objective is Disteghil Sar, a 25,868-ft. peak in the Karakoram range of the Himalayas in Pakistan, one of the highest mountains in the world. In 1957 this mountain was attempted by an expedition under the leadership of Mr. Alfred Gregory, a member of the successful 1953 Everest Expedition. He attained a height of about 21,500 ft. and reported that the ascent might be possible, but very difficult.

Combined Expedition

The expedition is a combined British-Pakistani enterprise and will set out under the joint patronage of Field-Marshal Sir Gerald W. R. Templer, G.C.B., G.C.M.G., K.B.E., D.S.O., Chief of the Imperial General Staff, and General Mohammad Ayub Khan, H.J., Commander-in-Chief of the Pakistan Army. The planning has been supervised by Major-General J. L. Moulton, C.B., D.S.O., O.B.E., Chief of Amphibious Warfare, who is an officer in the Royal Marines and a wartime commando. He has been

assisted by Brigadier Sultan Mohammed, Military Adviser to the High Commissioner for Pakistan. Leading the expedition in the field will be Capt. Michael Banks, also a Royal Marine and a wartime Commando. He is a well-known mountaineer, polar explorer and author.

Making up the remainder of the team will be Lieut.-Cdr. F. R. Brooke, R.N., Surg.-Lieut. T. P. Patey, R.N., Capt. R. H. Grant, M.C., R.N., Capt. E. J. E. Mills, R.A.S.C., Capt. W. M. M. Deacock, Middlesex Regiment (attached 1st Parachute Bn.) and Flight-Lieut. J. R. Sims, R.A.F. Two Pakistani officers will join the expedition in Pakistan. They are: Capt. Mohammad Shah Khan of the Northern Scouts and Capt. Raja Mohammad Aslam of the Punjab Regiment.

Lieut.-Cdr. Brooke will join the expedition from New Zealand where he has recently arrived from Scott Base, Antarctica, having been a member of Hillary's team on the Trans-Antarctic expedition. On this occasion, for the first time, two Pakistani officers are joining the expedition as full and equal members. Both these officers are experienced mountaineers. This co-operation between Service officers of the two countries is an important aspect of the expedition.

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