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Navy News

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No. 53 OCTOBER, 1958

Published first Thursday of the month

Price Fourpence

Navy saves two blazing tankers in Gulf of Oman

SALVAGE PRIZE £1m?

Bulwark's helicopters and frigates in another sea epic

A 150-MILE dash by H.M.S. Bulwark after receiving information that two tankers had collided, were blazing, and had been abandoned in the Gulf of Oman, was all that was required to make another naval epic of the sea. Bulwark, accompanied by at least four frigates, arrived at the scene of the disaster after having sent the assistance of a Skyraider within an hour.

The Navy was successful in extinguishing the flames in both tankers and, despite the heavy seas, got both in tow and they were eventually made safe.

During the morning watch on September 13, H.M.S. Bulwark (Capt. P. D. Gick, O.B.E., D.S.C., Royal Navy), which was exercising with H.M.S. Loch Killisport in the Gulf of Oman, was informed that the Liberian tanker Melika and the French tanker Fernand Gilabert had been in collision and were both ablaze and abandoned some 150 miles from Bulwark.

H.M.S. Chichester fights fire in Costa Rican ship

WHEN the Costa Rican steamer Concha caught fire off the Pembroke-shire coast, H.M.S. Chichester (Cdr. R. Butt, R.N.) was taking part in an exercise with the Radar Direction School, H.M.S. Harrier, not far from the burning vessel.

The fire was so intense that Chichester's boarding party could not take their hoses and fire-fighting equipment near enough to the seat of the fire and after an explosion which shook the ship and increased her list by some three feet the fire party withdrew.

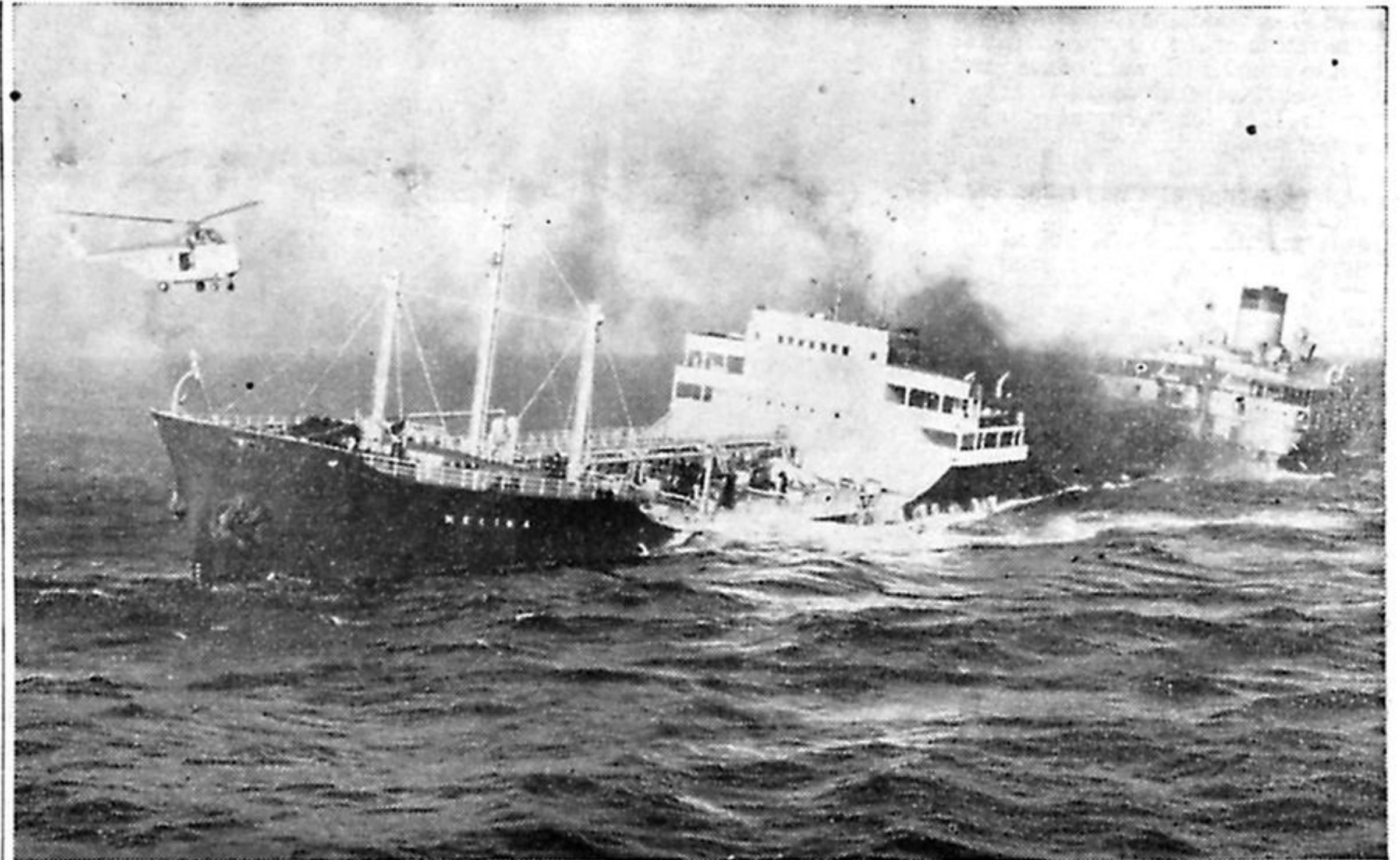
Shortly afterwards tugs arrived from Pembroke and took the burning Concha in tow, but she foundered before she could be towed into port.

Within the hour, a Skyraider from Bulwark reached the scene of the collision and saw an unidentified tanker, well down by the bows. The frigates H.M.S. Puma and H.M.S. St. Bride's Bay were ordered to go to the scene of the collision. The Swedish tankers Ceres and Sira, and the British tankers Anglian Diligence and Border Hunter were searching for survivors.

The Sira, which had picked up two bodies, continued her voyage, but the other three tankers had some survivors on board, some of whom were injured. These vessels steamed towards Bulwark, who sent helicopters with medical aid to them. The total crews of the two damaged vessels was 85, and of these the tankers picked up 62. The helicopters then conveyed the survivors to Bulwark.

The first of the damaged ships sighted by Bulwark was the Fernand Gilabert, and Cdr. R. H. H. Brunner, Bulwark's Executive Officer, and a small fire-fighting party were flown by

(Continued on page 3, column 1)



A helicopter from Bulwark hovers over the bows of the Melika

Broken Arrestor Wire Cost Pilot His Life SCIMITAR SWINGS OFF DECK OF H.M.S. VICTORIOUS INTO SEA

ONE of the Royal Navy's most experienced pilots lost his life on September 25. Flying a Scimitar, the Navy's first swept-wing aircraft, Cdr. John D. Russell, Commanding Officer of 803 Naval Air Squadron, landed on H.M.S. Victorious and, according to an eye-witness, the landing was perfect.

The trailing hook caught an arrestor wire which suddenly broke. The Scimitar shot over the side of the ship and remained afloat for about two minutes during which time the pilot was seen, apparently, to pull back and close his

cockpit canopy, but he seemed unable to get out of his aircraft.

A helicopter moved to the sinking plane with a rating on the end of a cable, but before a rescue could be effected the plane sank.

Although a prolonged search was made, the missing officer was not recovered.

Arrangements to salvage the aircraft have been made and a board of inquiry to investigate the cause of the mishap has been held, but the findings have not yet been announced.

NELSON PLAQUE FROM VICTORY MATERIAL

ON the anniversary of the birth of Admiral Nelson, a plaque made from oak and copper of H.M.S. Victory was unveiled at the Rectory, Burnham Thorpe, Norfolk. The plaque, prepared in H.M. Dockyard, Portsmouth, was unveiled by Rear-Admiral Thurstfield and dedicated by the Bishop of King's Lynn in the presence, among many others, of a contingent of boys from the Boys' Training Establishment at Shotley, H.M.S. Ganges.

Hirings cut Plymouth's waiting list



Blocks of flats on well-laid-out estates have gone a long way to reducing the waiting list for naval personnel at Devonport

THE new rules for married quarters and furnished hirings in the Plymouth area are working quite smoothly. No "splitting" of the waiting lists has been considered necessary because the considerable number of names on the Plymouth waiting lists would not be unduly disturbed by the insertion of the comparatively few additional names involved. There are at the time of writing 87 chief petty officers, 110 petty officers and 224 other

rates on the list and waiting time for quarters is at present; chief petty officers, eight months; petty officers, nine months; and others, 10 months. The longer waiting time as compared with Portsmouth is considered to be mainly due to the married quarters building programme being less advanced at Plymouth, although it is also possible that the operation of the Central Drafting Scheme may have resulted in the Plymouth area containing a higher proportion of ratings seeking married quarters.

The policy of permitting any eligible man on the waiting list to select a hiring is of great assistance in catering

for those who prefer this type of home and reduces the demand for quarters. It does seem that the number of hirings at present available represents almost the maximum accommodation of this type that Plymouth is able to provide. Plymouth's moving population are in the main letting their houses to the Admiralty. Occupants are reminded that they accept liability for dilapidations during their tenancy. The Admiralty is bound to see the scheme does not run at a loss and it is necessary to be fair but firm in recovering from outgoing tenants the amount of the dilapidations, other than fair wear and tear.

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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

SOME 40-odd years ago a body of men, with concern for their shipmates, laid the foundations of an organisation which has been built into something that has become a real part of the Royal Navy. In 1916 the Grand Fleet Fund was started with £480, and during the six years of its existence administered 18,000 cases and disbursed £70,000.

Realising the good work done by the Grand Fleet Fund, the Admiralty came to the rescue of the Fund when it was about to founder for want of cash and the Royal Naval Benevolent Trust was born in 1922 for "benevolent work amongst past, present and future naval ratings, their families and dependants." And how well that charge has been carried out.

Last year the R.N.B.T. helped distressed serving and ex-Service men and their dependants by disbursing over £150,000, and of this large amount over £33,000 was approved for payment by the Portsmouth Local Committee.

Throughout the years the Royal Naval Benevolent Trust has been administered by the men of the Navy—by men who have given unstintingly of their spare time and energy.

Some have said that the need for the Trust disappeared when the pay of the Navy was brought—more or less—into line with civilians, but worry and illness are not respecters of persons and, like his counterpart in civilian life, the Navy man has his troubles. In this connection help was given by the Portsmouth Local Meeting last year to 300 serving men whereas over 2,500 ex-serving men, widows, etc., were helped.

Yes, the Trust is still needed and the thanks of the men of the Navy is due to those who have over the years administered it so well. Those still serving are urged to learn all about this wonderful organisation run "By the Navy, For the Navy" and to support it with work and cash and so enable its grand work to continue.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

Thou shalt shew us wonderful things in Thy righteousness, O God of our salvation; Thou that art the hope of all the ends of the earth, and of them that remain in the broad sea.

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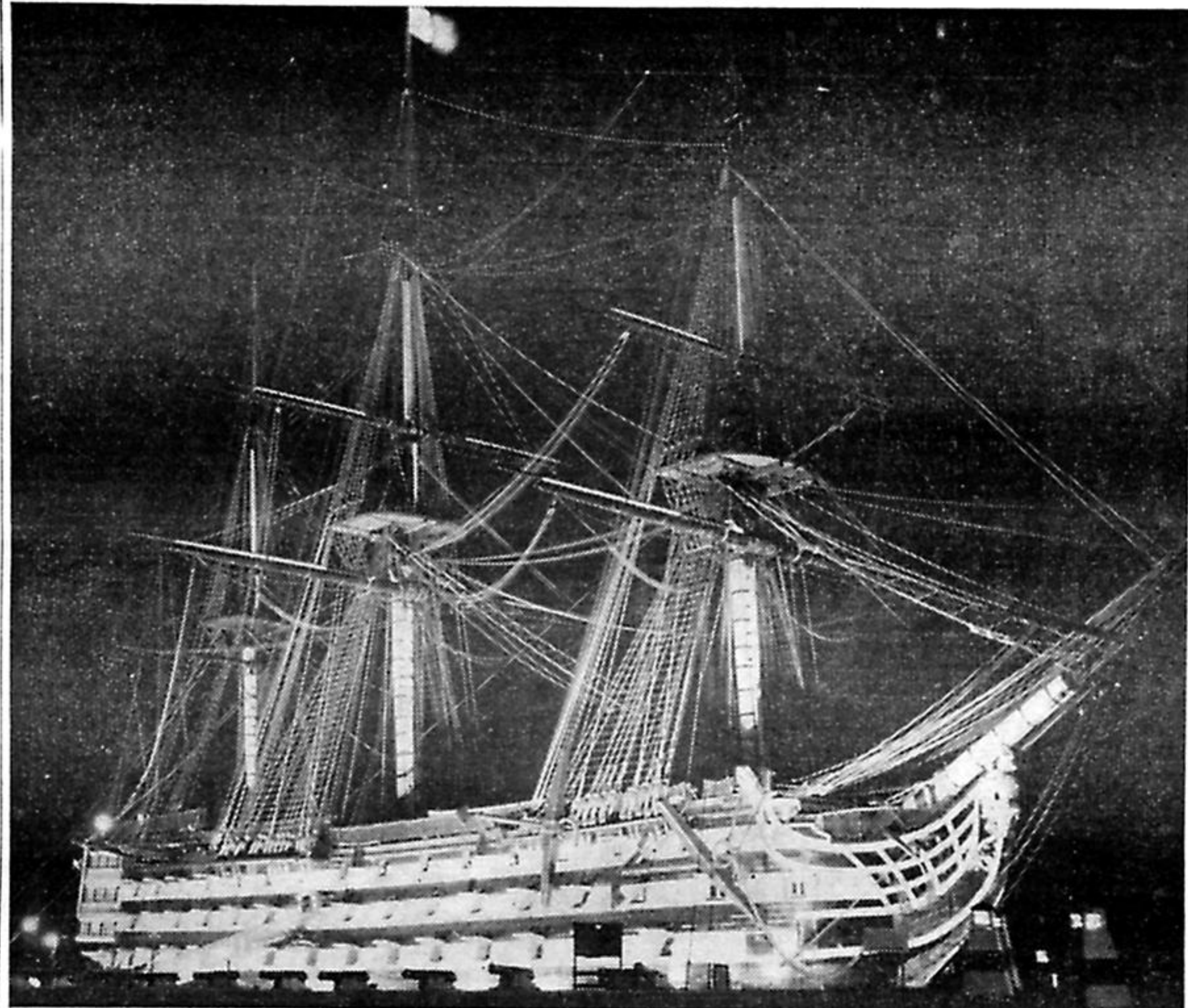
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Two Hundredth Anniversary of Nelson's Birth



Victory floodlit for the anniversary on September 29

NAVY'S 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.

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 normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. *Trespasser*, November, 1958, at Rosyth for service in Portsmouth Squadron.
H.M.S. *Scotsman*, November, 1958, at Devonport for service in Faslane Squadron.
H.M.S. *Totem*, December, 1958, at Devonport for service in Malta Squadron.
H.M.S. *Sentinel*, January, 1959, at Chatham for service in Portland Squadron.

GENERAL

H.M.S. *Crofton*, October, at Hythe, for Foreign Service (Mediterranean).
H.M.S. *Keppel*, October, at Devonport, for trials.
H.M.S. *Chawton*, October, at Hythe, for Foreign Service (Mediterranean).
H.M.S. *Llandaff*, October, at Devonport, for General Service Commission (Home/East of Suez). 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 (Fishery Protection Squadron). U.K. Base Port, Rosyth.
H.M.S. *Loch Ruthven*, October, at Devonport, for General Service Commission (Home/East Indies). U.K. Base Port, Devonport.
H.M.S. *Urania*, November 18, at Devonport, for trials.
H.M.S. *Termagent*, November 4, at Devonport, for trials.
H.M.S. *Bossington*, November, at Portsmouth, for trials.

H.M.S. *Aldington*, November, at Portsmouth, for trials.
H.M.S. *Gambia*, November, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Rosyth.
H.M.S. *Solebay*, November, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. *Charity*, November, at Cowes for trials.
H.M.S. *Rocket*, November, at Portsmouth, for trials.
H.M.S. *Lagos*, November, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.
H.M.S. *Hogue*, November, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.
H.M.S. *Mounts Bay*, November, at Singapore, for Foreign Service on Far East Station.
H.M.S. *Keppel*, December 9, at Devonport, for trials.

H.M.S. *Teazer*, December, at Chatham, for Home Sea Service (2nd Training Squadron). U.K. Base Port, Chatham.
H.M.S. *Woolaston*, December, at Hythe, for Foreign Service (Mediterranean).
H.M.S. *Alert*, December, at Singapore, for Foreign Service on Far East Station.
H.M.S. *St. Bride's Bay*, January, at Singapore, for Foreign Service (Far East).
H.M.S. *Cavalier*, January, at Singapore, for Foreign Service (Far East).
H.M.S. *Maryton*, January, at Hythe, for Foreign Service (Mediterranean).
H.M.S. *Messina*, January, at Chatham, for Foreign Service (Far East).
H.M.S. *Loch Fyne*, January, at Devonport, for General Service Commission (Home/East Indies). U.K. Base Port, Devonport.
H.M.S. *Daring*, January, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.
H.M.S. *Dainty*, January, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.
H.M.S. *Defender*, January, at Chatham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.
H.M.S. *Delight*, January, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.
H.M.S. *Bossington*, January, at Chatham, for Home Sea Service (R.N.V.R. Training).
H.M.S. *Burnaston*, January, at Hythe, for Foreign Service (Mediterranean) (crew ex-Hickleton).

H.M.S. *Sheraton*, January, at Chatham, for Home Sea Service (R.N.V.R. Training). U.K. Base Port, Portsmouth.
H.M.S. *Caprice*, February, at Glasgow, for Foreign Service on Far East Station.
H.M.S. *Chaplet*, February, at Portsmouth, for Home Sea Service. U.K. Base Port, Devonport.
H.M.S. *Battleaxe*, February, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.
H.M.S. *Troubridge*, February, at Portsmouth, for General Service Commission (Home/West Indies). U.K. Base Port, Portsmouth.
H.M.S. *Tiger*, February, at Clyde, for Home Sea Service trials, Commission for General Service mid-July. U.K. Base Port, Portsmouth.
H.M.S. *Crossbow*, February, at Chatham, for trials (Part General Service Commission complement).
H.M.S. *Vidal*, February, at Chatham, for General Service Commission. U.K. Base Port, Chatham.
H.M.S. *Gravelines*, February, at Devonport for trials.
H.M.S. *Puncheston*, February, at Hythe, for Foreign Service (Mediterranean).
H.M.S. *Laymoor*, February, at Renfrew, for Home Sea Service.
H.M.S. *Egeria*, March, at Cockenzie, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.
H.M.S. *Shavington*, March, at Hythe, for Foreign Service (Mediterranean).
H.M.S. *Chevron*, March, at Rosyth, for trials.
H.M.S. *Belfast*, March, at Devonport, for Foreign Service.
H.M.S. *Enterprise*, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.
H.M.S. *Crossbow*, April, at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.
H.M.S. *Malcolm*, April, at Rosyth for Home Sea Service (Fishery Protection). U.K. Base Port, Rosyth.
H.M.S. *Leverton*, April, at Hythe for Local Foreign Service (Mediterranean).
H.M.S. *Bermuda*, April, at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.
H.M.S. *Loch Killisport*, April, at Portsmouth for General Service Commission (Home/East Indies). U.K. Base Port, Portsmouth.
H.M.S. *Crane*, April, at Singapore for Foreign Service (Far East).
H.M.S. *Layburn*, May, at Renfrew, for Home Sea Service.
H.M.S. *St. James*, June, at Devonport, for trials.

PLEA FOR LAY READERS

MEMBERS of the Royal Naval Lay Readers Society attended the annual meeting of the Society held under the chairmanship of the Commander-in-Chief, Portsmouth (Admiral Sir Guy Grantham) in the Dockyard church of St. Anne on September 16.

In moving the adoption of the annual report, the president of the Society—Admiral Sir Harold M. Burrough—said that many more lay readers were needed. He stated that asking for more readers when there had been a deficit of just over £200 in the year's working might seem strange, but he was sure the means to support extra readers would be found if they came along.

The Chaplain of the Fleet (The Ven. F. D. Bunt) seconded the adoption of the report, and emphasised the need for extra lay readers in order to make its activities more effective.

He felt there was a need for the half-time or spare-time men which would enable those who thought they had a vocation for the Church to be tested. There was a great need for a body of Instructed Laity within the Navy.

Two lay readers, Mr. W. F. Evans (Haslar) and Mr. E. A. Toule (H.M.S. Collingwood), spoke of their work among the men of the Royal Navy.

Bishop B. P. Robin, a former Bishop of Adelaide, spoke of the layman's opportunity for service to God, pointing out that when an ordained clergyman and a member of an Instructed Laity work together, the results could be of outstanding value.

After the meeting, the Commander-in-Chief and Lady Grantham entertained the members to tea in Admiralty House.

CYCLISTS BEAT SHIP BY 90 min.

WHEN H.M.S. *Starling*, a ship of the Portsmouth Squadron, left harbour on September 10, she was eight short of complement.

Starling was sailing for Swansea, arriving during the afternoon of September 11, and the missing members of the crew were hoping to reach Swansea, by cycle, before the ship.

Led by Sub-Lieut. C. Peddington, the cyclists had to cover about 180 miles and by a little judicious cheating (they took a train through the Severn Tunnel) they reached Swansea 90 minutes before *Starling* arrived.

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



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H.M.S. BULWARK—the story of a successful tow

(Continued from page 1, column 2) helicopter to her, and this team immediately set about getting the fires under control.

The Melika was discovered burning 25 miles away, and a party from Bulwark, under the command of Lieut.-Cdr. P. P. R. Dane, were landed by helicopter.

H.M.S. Bulwark then steamed towards Masira so that helicopters could take the injured seamen to the R.A.F.

Advancements

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

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- To Chief Sailmaker: JX 141758 C. Taylor.
- To Chief Communication Yeoman: JX 156406 A. Crowe.
- To Chief Radio Communication Supervisor: JX 292710 K. Mansfield.
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- To Chief Petty Officer Steward: L.N. 832840 K. Smith.
- To Chief Petty Officer Electrician: MX 778490 J. Dalton, MX 759149 M. Robins.
- To Chief Ordnance Artificer: MX 766828 H. Harris.
- To Chief Shipwright Artificer: MX 802669 E. Abbey, MX 74222 F. Beer, MX 621876 R. Jones, MX 635563 D. Norcott, MX 802637 J. Oram, MX 61584 W. Owen, MX 635564 L. Radice.
- To Chief Engine Room Artificer: MX 637825 T. Ellis, MX 703864 W. Lewis, MX 502981 R. Maddern, MX 708081 P. Pope, MX 703847 N. Stade, MX 703870 P. Wingfield.
- To Chief Mechanician: KX 502094 F. Wall.
- To Chief Engineering Mechanic: KX 91882 J. Kavanagh, KX 94471 A. Jones, KX 645995 R. Kinsella, KX 77240 D. Oliver, KX 99475 F. Samson.
- To Chief Air Fitter (A): FX 788676 H. G. Gillingham.
- To Chief Petty Officer (AE): FX 816432 G. T. Howarth, FX 821682 O. J. Roper.
- To Acting Chief Aircraft Artificer: FX 82485 R. C. Holton.

VISITORS HOPE R.M. EXHIBITION WILL BECOME ANNUAL AFFAIR

VISITORS to Portsmouth had a wonderful opportunity during the month of seeing life in the Royal Marines at first hand, for several hundred Marines demonstrated their work during an exhibition at the Royal Marine Barracks, Eastney, from September 3 to 10.

The exhibition, the first comprehensive Royal Marine exhibition ever attempted, was opened by the Lord Mayor of Portsmouth—Councillor A. L. Blake, and visitors saw a truly remarkable exhibition.

Among the 20 static exhibits, housed in a 600-foot long marquee, were gun and ship models, uniforms of the past, a display of silver, commando weapons and, in fact, exhibits portraying the life of a Royal Marine in all aspects.

A model of H.M.S. Tiger—five feet long—was also on display and attracted considerable attention. It was unfortunate that the weather was not too kind, but visitors nevertheless came in their thousands, and it is hoped that this will not be the last exhibition of its kind.

Royal Naval helicopters landed commandos in full battle order, and visitors were thrilled by the motorcycle rough riders, who demonstrated with skill and courage how a trained motor-cyclist can make his machine execute complicated manoeuvres and climb and descend a 12-foot high bank very much like a man on horseback.

The organisers are to be congratulated upon their fine efforts and all who visited the show expressed the hope that it may become an annual affair.

Thanks to them, so I will start by a very big thank you to the who provided our sumptuous trip to H.M.S. Dolphin and Submarine Alliance was a bridle and was really enjoyed by went. Our day was complete he social afterwards to all the. On behalf of my Branch, I like to say that your efforts and work in building your own club great success. I must confess 11 came all too soon, clerk of the weather was on his behaviour for Battersea dedicated what a march! I am told it was a half miles; that must have many thanks for the tea, you have worked very hard to prepare many. We shall be attending try dance on September 27 and den's dedication on September d, of course, our annual event, and reunion, when we hope to

station there, and then she steamed back to the Melika where by this time H.M.S. Puma had managed to get a small fire party on board the after end of the ship.

About this time a signal was received from Cdr. Brunner that the fires in Fernand Gilabert had been extinguished and that H.M.S. Loch Killisport and H.M.S. St. Bride's Bay were standing by. The latter ship had got the vessel in tow, but owing to bad weather conditions and the damaged condition of the tanker, the tow parted. It was later reported by Loch Killisport that the weather was unsuitable for passing a tow, but it was hoped to be able to raise steam in her. Bulwark then left Melika in order to transfer to Fernand Gilabert, by helicopter, some engine-room personnel.

FRIGATE AS RUDDER

Returning to the Melika, Bulwark attempted to take her in tow, but was unsuccessful, despite the fact that at the second attempt the 5½-inch wire was within three inches of the securing point in Melika.

At the third attempt, 50 minutes after the Coston Gun line was fired across, the tow was secured, but after about four hours of very slow towing it parted. St. Bride's Bay rejoined Bulwark, and in the afternoon of Monday the 15th Bulwark got out her largest wire—6½-inch—and successfully passed it to Melika. Puma had to act as a kind of rudder, and a long tow of 350 miles to Karachi was envisaged, but the strain on the weakened midship section of Melika was too great and course was set for Ras al Hadd.

By Tuesday, Bulwark, accompanied by Puma, St. Bride's Bay and Wave Knight (which had refuelled Bulwark) was 75 miles from the nearest land. H.M.S. Loch Alvie had joined the party. Then Puma's tow parted and Melika became almost unmanageable.

VICTORY SIGNAL

When the convoy got into the lee of the coast of Oman, Bulwark's 6½-inch wire parted, luckily without injuring anyone. The new tow was fixed and in order to train Bulwark to a new course, five Seahawks worked their engines at full speed on the flight deck until the ship had spun to the new course. At last, on September 20, Melika was anchored to the sound of three shorts and one long blast from Bulwark's siren—the "V" signal repeated by the ships in company.

The same day Loch Killisport succeeded in getting the Fernand Gilabert to Karachi, the ship having been towed 350 miles in five days.

The story is not yet finished. Months, and even years, may be spent arguing the cost for salvaging (which it has been reported may amount to a million pounds), but in the meantime all concerned have had one of the finest lessons in seamanship, and the versatility of a present-day aircraft carrier has been made apparent.

Spanish warship visits Portsmouth

The Spanish minelayer Marte made a four-day visit to Portsmouth beginning on September 20.

Of 2,100 tons Marte normally has a complement of just over 120, but on the present training cruise she has 20 officers and 90 sub-lieutenants and midshipmen under training. She is commanded by Cdr. Don Luis Leal.

She was visited by the Spanish Ambassador on whom the Commander-in-Chief and the Lord Mayor of Portsmouth made courtesy calls.

A programme of entertainment was arranged by the Naval and Civic authorities.

yourself. TOM HAWES.

PAIRINGS FOR R.N. HOCKEY K.O.

The draw for the first round of the above competition to be played on or by November 12, is as follows: 1. H.M.S. Ganges, 2. H.M.S. Neptune, 3. P.R.O.R.M. Chatham, 4. R.N.M. Deal, 5. H.M.S. Ariel, 6. R.N.B. Chatham, 7. R.N.B. Portsmouth, 8. H.M.S. Vernon, 9. H.M.S. Dolphin, 10. H.M.S. St. Vincent, 11. H.M.S. Excellent, 12. H.M.S. Daedalus, 13. R.M. Eastney, 14. H.M.S. Dryad, 15. H.M.S. Mercury, 16. H.M.S. Sultan, 17. H.M.S. Collingwood, 18. H.M.S. Osprey, 19. R.N.A.S. Yeovil, 20. I.T.C. R.M. Lympstone, 21. R.N.B. Devonport, 22. H.M.S. Fiscard, 23. H.M.S. Cambridge, 24. H.M.S. Raleigh, 25. R.M. Plymouth, 26. Reserve Fleet, Plymouth, 27. 42 Commando, 28. R.N.A.S. Culdroe, 29. H.M.S. Caledonia, 30. R.N. Air Station Lossiemouth, 31. R.N.A.S. Arbroath, 32. R.N.A.S. Abbotsinch. All matches must be played in accordance with the Navy Cup rules, copies of which can be obtained from Instructor-Lieutenant N. C. Holt, H.M.S. St. Vincent, Gosport.

The first-named team is the home team and is responsible for the results being forwarded to the hon. secretary, together with a list of the players of both teams.

SURVIVORS FROM REPULSE MEET JAPANESE PILOT WHO HELPED TO SINK HER

Evaded 19 torpedoes

AGAINST a background of flashbulbs and newsreel cameras and supported by recorded music from "The Bridge on the River Kwai" three men shook hands recently in a Tokyo hotel.

Their meeting was to commemorate the loss of the Repulse 17 years ago. Two of the men were victims of the Japanese attack on the battlecruiser while the third was a former pilot in the Imperial Japanese Navy.

The Japanese, Mr. Sadao Takai, is now in the Operations Department of the Japan Airlines. At the time of the attack on the Repulse and Prince of Wales he was 23. Mr. Takai, who recently had his book "Zero" published, revealed that though the British force had spotted a Japanese aircraft on December 9, 1941, and assumed the size and course of the squadron had been plotted, in fact they were not discovered until the following day.

Even then the Japanese were uncertain of the squadron's identity. His squadron dived to take a closer look at the ships and only when they were greeted with heavy flak did the battle begin. For the Japanese aircrews it was their first battle, all previous actions had been fought on land.

"The British gunners did a fine job," he commented, "we had to readjust our usual patterns to dodge their fire. They were very brave, too, and continued firing even as they were going down." The battle spelt the end for battleships in his view but "despite our victory they (the Japanese Admiralty) continued to build such vessels, though the need was no longer there."

WAS IT SUICIDE MISSION

The other two men taking part in this remarkable meeting were Mr. Cecil Brown, Tokyo bureau manager of the National Broadcasting Co., and Horace Abrahams, Tokyo manager of the Keystone Press Agency.

In 1941 Mr. Brown was a correspondent for the Columbia Broadcasting system and managed to obtain a berth in Repulse as a war correspondent.

Asked to give his view of the battle he told a somewhat remarkable story. "When I boarded the Repulse on December 8, I understood we were going on a 'suicide mission.' We were two battleships and four destroyers going out to stop a reported Japanese Navy movement—six to eight battleships, 10 cruisers, four destroyers and 30 troopships—headed towards Kota Bahru, 400 miles north of Singapore."

If the British were successful, he went on, they hoped to sink eight of the troopships before being destroyed and this might give time to allow the Americans to bring forces into Java.

The whole action lasted only 40 minutes, and while 580 British seamen were drowned only three Japanese planes were lost. The Repulse sank seven minutes after being hit, according to Mr. Brown.

BEFORE THE BATTLE

Mr. Abrahams was serving as a lieutenant photographer at the time of the action, and was attached to

U.S. Minesweeper a total loss

AT the end of August the U.S. minesweeper Prestige ran aground in the Naruto Straits off Japan. The area is noted for its dangerous whirlpools.

Early in the middle watch on August 23 the sweeper drove hard on to a reef. The currents in the area are notorious and her stranding may have been due to a navigational error which might have arisen from failing to allow for the speed of the current. The ship's company was taken off by other U.S. ships in the area. An attempt by a Japanese coastguard cutter to tow the ship off failed. A further attempt by a U.S. Navy tug was abandoned. It now seems likely that the vessel will be a total loss.

First reports said that the order to abandon ship was given shortly after midnight, as "water was pouring in" below decks. The lower Asdic room was the first compartment to be flooded but soon another hole was made by the pounding of the ship on the reef and this flooded the forward engine room with the result that all power on board was lost.

Earlier this year the Japanese ferry Nankai Maru was sunk in a storm in this area with a loss of 167 lives.

Thirty seconds to launch Guided Missile

FOR the first time details are now available of the missile handling system aboard a guided weapon ship. Aboard the heavy cruiser Canberra, one of the U.S. Navy's first two guided missile cruisers, the two missile launchers, each capable of firing two missiles at a time, are mounted aft in place of a former 8 in. gun turret and smaller guns.

SECURED BY HAND

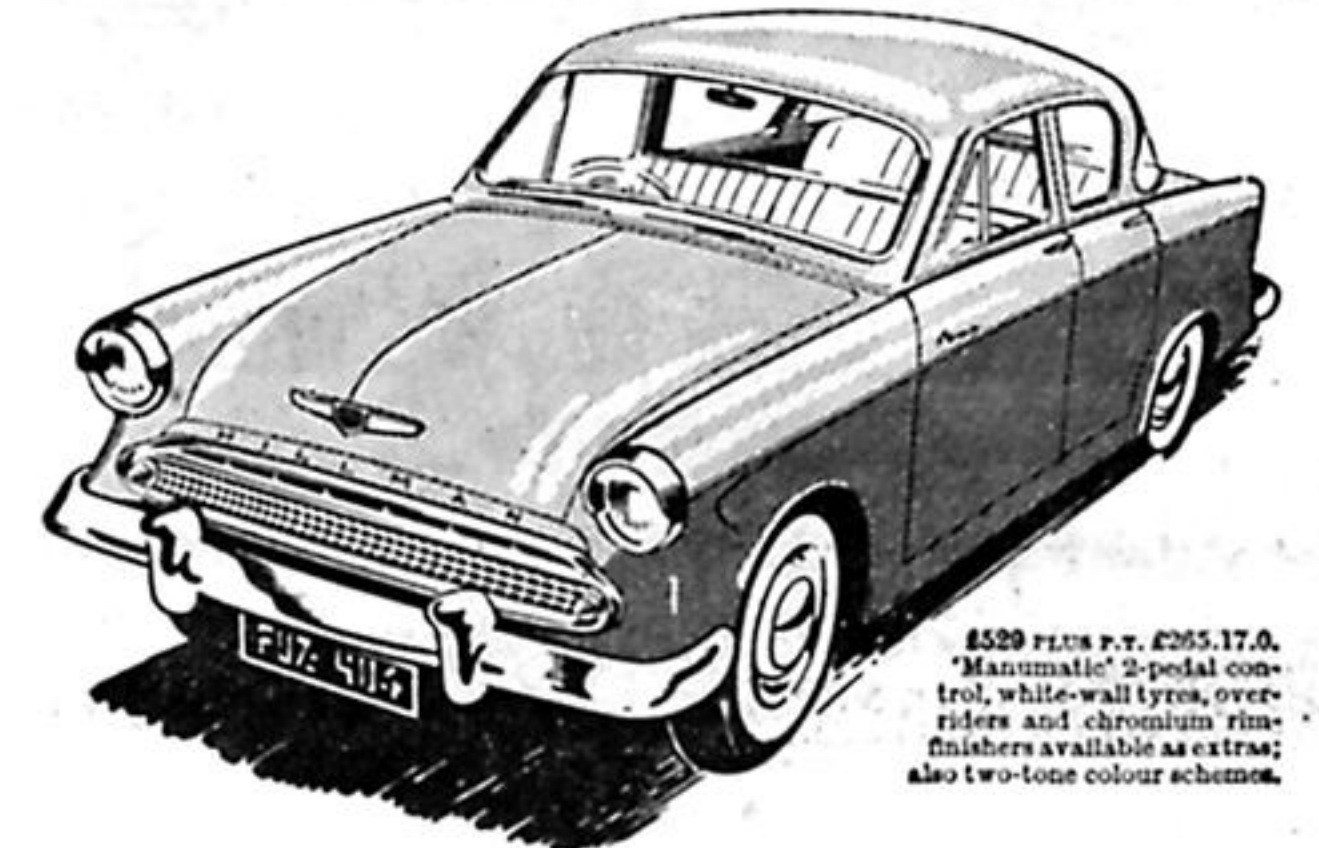
In the magazines the missiles stand on end and are secured to the outer rim of a revolving drum. When a missile is required for loading on a launcher the drum is turned until a missile is opposite the vertical track directly beneath the launcher.

After being transferred to the track the missile's fins are secured by hand. As soon as the missile is ready for securing to the launcher the launching deck opens up automatically and the missile is run up the track or hoist on to another fitted on the launcher.

TAKES 30 SECONDS

The whole operation takes exactly 30 seconds. If, for any reason, a particular missile is not required, the revolving drum can be set to by-pass it and bring up the next one secured to the drum. The missile magazine handling party is apparently considerably smaller than that required for a normal magazine.

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W.R.N.S. LOSE SMALL-BORE CHAMPIONSHIP BY ONE POINT

THE Women's Royal Air Force has recorded its most successful season in inter-Service sports competition for 10 years, winning seven of the nine contests between the W.R.N.S., the W.R.A.C. and the W.R.A.F. The athletics, cricket, hockey, lawn tennis, netball, small-bore rifle shooting and swimming championships went to the W.R.A.F., with the Women's Royal Naval Service taking the diving and fencing. Only once previously had the W.R.A.F. enjoyed so successful a year, in 1948, when they won eight inter-Service championships.

At Aldershot the W.R.A.F. won the athletics championship for the ninth year running, scoring 55 points to 51½ for the W.R.A.C. and 37½ for the W.R.N.S. Out of 12 annual cricket championships played, the

W.R.A.F. have won 10, including this year's, when the team was captained by F./Sgt. Joan Wilkinson, who toured Australia and New Zealand in 1957-8 with the England Women's Cricket Association team.

In winning the 1958 lawn tennis championship, under the captaincy of W./Officer M. F. Arkel, the W.R.A.F. recorded their eighth victory in the 12 contests, all of which have been played at the All-England Lawn Tennis Club at Wimbledon. W./Officer Arkel has been in the W.R.A.F. team since the championships began, except for 1955 and 1956, when she was abroad.

One of the most exciting contests was the small-bore shooting championship, won from the W.R.N.S. by a single point, 1,561 to 1,560, with the W.R.A.C. third with 1,535.

Director, W.R.N.S. visits Chatham takes salute

DIRECTOR of W.R.N.S., Miss E. L. E. Hoyer-Millar paid a visit to Chatham on September 17 and 18, staying at Admiralty House. She had a full programme of visits, and she inspected the W.R.N.S. Division and took the salute at the march past in Naval Barracks. She also walked round the W.R.N.S. Quarters, and the main offices in the Naval Barracks where W.R.N.S. are employed. The Commandant lunched with the Commodore and took tea with W.R.N.S. officers in their Mess in East Camp. She also visited Nore W/T Station and the Pay and Records Offices, Royal Marines.

Out of Uniform



Leading Wren Jane Maclean, of R.N. Air Station, Arbroath, in a bridal gown requiring six yards of ivory brocade.

Cadet makes rescue from canoe

YET another gallant seaside rescue by a young Sea Cadet has been reported to Corps headquarters—this time from the Rye and District (Sussex) Unit.

Cadet A.B. Raymond Sams, 15 years old in December, was swimming with his 11-year-old brother in Winchelsea Bay, when he heard a cry for help and saw a capsized canoe. Cadet Sams swam to the canoe, which was some considerable distance from the shore, and pulled in David John Booth, a 14-year-old holidaymaker, who was clinging to a paddle. The second occupant, a local 16-year-old boy, was unfortunately drowned.

Four years ago, Cadet Sams, who attends Rye County Secondary School, helped to rescue a boy who had fallen through the ice in Rye Harbour. He is a strong swimmer and interested in all forms of sport.

He was enrolled in the Rye and District Unit in April, 1956, and was rated A.B. at the end of last July. He hopes to join the Royal Navy when he leaves school.

Gift token for treasurer on retirement

THE opening meeting of the new season was in Fisher Hall, Whale Island, on September 2—Mrs. Martell was in the chair. The meeting started as usual with the singing of "Eternal Father" followed by a few short prayers led by the Rev. Brierley. After the business of the meeting had been concluded, Mrs. Hussey, on behalf of the members, presented Mrs. Buckle with a gardening gift token as she is retiring from the arduous job of hon. treasurer to the branch, a post she has held for many years. In doing so Mrs. Hussey expressed the hope of the meeting that although she has relinquished her responsibilities Mrs. Buckle will continue to come to the meetings. Mrs. Hawkins the new hon. treasurer was welcomed by Mrs. Martell.

The raffle winners were Mrs. Allen, Mrs. Bampton and Mrs. Armstrong. This being the first meeting of the season nothing special had been arranged, but a pleasant afternoon was spent by the members in tea and talk. A varied programme has been arranged for the coming months and it is hoped to welcome many new members.

FROZEN FOOD DEMONSTRATION FOR FRIENDLY WIVES OF VERNON

THE H.M.S. Vernon Branch held their first general meeting since the "leave period," in the cinema on Wednesday, September 3. Mrs. E. A. Blundell presided.

Mrs. Blundell said it was with much regret she had to announce the resignation of the Hon. Secretary, Mrs. L. G. Brooks, who is accompanying her husband to Malta next month. She thanked Mrs. Brooks for the splendid way in which she has worked for the R.N.F.U.S.W. during the past four years; her cheerful efficiency and enthusiasm will be greatly missed, and also the willing help Cdr. Brooks has given at all times. Mrs. Blundell presented Mrs. Brooks with a picnic basket as a token of the high regard in which she is held by the Vernon Friendly Wives, and wished her every happiness in the future.

It was announced that Mrs. A. R. Hunt has agreed to succeed Mrs. Brooks, and Mrs. Blundell welcomed her to this office.

The speakers were Mr. and Mrs. Simmons, who gave a demonstration of frozen foods. They displayed a large variety of different products and dis-

tributed many samples. A vote of thanks was proposed by Mrs. Bartlett.

A competition for a basket of groceries and a basket of fruit and vegetables, donated by Mrs. Brooks and Mrs. Buck were won by Mrs. Brown and Mrs. Bennett.

Tea was served by the Tea Committee led by Mrs. Bird.

Future Events
The next general meeting will be held on October 1, when a travel talk will be given by Lady Stirling Hamilton. Two sewing meetings will be held in October—on 8th and 29th—and Mrs. Walmsley will be pleased to welcome new members.

The central council meeting is to be held at Admiralty House, London, on Thursday, October 16, at 2.30 p.m. A coach will leave H.M.S. Vernon at 9 a.m. and any members wishing to attend should advise Mrs. Blundell as soon as possible. Return tickets are 7s. 6d. It has been arranged to see a TV. show in the evening and the coach leaves for Portsmouth at 8.45 p.m.

The sale of work will be held on Wednesday, November 5, and tickets at 1s. each, including tea, will be available from Mrs. Bartlett from October 1. It is hoped that all members will bring friends to this very popular annual event.

The Seafarers' service is to be held in the Cathedral at 11 a.m. on October 26. Members wishing to attend are asked to advise Mrs. Bartlett as early as possible as tickets are required. Our thanks are due to Wren Cooke for so kindly looking after members' children during the meeting; we are very sorry she is leaving H.M.S. Vernon in the near future, as her help in the past has been invaluable.
A. R. HUNT.

More cadets needed for T.S. Goodwin

A GOOD opportunity awaits all lads between the ages of 12 years and 16 years in the Richmond, Surrey, area in the above unit. A first-class headquarters, with all training facilities close to the river and officers and instructors to help in every detail, a sports section can soon be formed, but more lads are still required. A Parents' Association is very active in social activities and ready to assist on all occasions.

Send your lads along to enjoy good training, good company and a healthy hobby. Meetings, Tuesday night, Friday night and Sunday morning. Headquarters, Park Road, Old Deer Park, Richmond, Surrey.

NOT SO LONG HOUSES AT LOSSIEMOUTH

THE accommodation shortage for officers and men serving at R.N.A.S. Lossiemouth is being rapidly alleviated. Fifteen houses at Pinefield are being released by the Army and 18 new flats have been completed at Lossiemouth. In addition, another six quarters are being vacated in Bishopmill. Approximately 40 families are expected to have been allocated flats or houses during the first fortnight of September.

The future looks even better, for a further 20 flats are expected to be completed in Lossiemouth by the end of next April. Of these, eight will be

THOUSAND BOYS VISIT CALEDONIA

FROM senior secondary schools in central Scotland, a thousand boys were invited by the Royal Navy to be its guests for the day on Thursday, October 2, in H.M.S. Caledonia, the Artificers' Training Establishment at Rosyth, to mark the completion of 21 years of engineering apprentice training there.

The boys, who came mainly from Glasgow, the Luthians and Lanarkshire, were shown the large modern factory, where every sort of engineering trade is taught, and also something of the work undertaken by electrical artificers in H.M.S. Collingwood at Farnham, Hants.

During their "birthday" visit the boys also saw an exhibition of marine and ordnance engineering; displays of ship and aircraft models and demonstrations of rescue and survival at sea and by frogmen from the Port Edgar Naval Base. The Navy's gas-turbine fire pump in action was another attraction.

Presentation of L.S. and G.C. medals to wrens

ON Monday, July 7 Commodore A. A. Fitzroy Talbot presented the Long Service and Good Conduct Medal to Chief Wren K. Riley, who has served in H.M.S. Victory since January 24, 1957.

Another Long Service and Good Conduct Medal was presented to Chief Wren Legg, a Chief Wren Welfare in Royal Naval Barracks, on August 6. Chief Wren Legg has served in H.M.S. Victory since February this year.

VICTORY WREN COMBINES WORK AND PLEASURE

WREN DIANA ACKERMAN, who is employed in the Correspondence and Service Certificate Section of Victory IV in Royal Naval Barracks, was loaned recently to H.M.S. Adamant for clerical duties with the Third Submarine Flotilla based at Rothesay.

Her stay at Rothesay was an interesting one, combining business with sightseeing. She lived with a very pleasant Canadian family, who treated her as one of their own. She had the opportunity to play a number of games that have been played we won one and lost another.

Boxing.—Divisional interest is being whipped up for our championships which take place in the week commencing Monday, September 22. Not much talent is evident, but one or two are putting plenty of zest into their training. Whether we will be as successful in the forthcoming Command Championships remains to be seen.
R. W. PERRIE.

(Continued from column 5)

etc., and in addition to being the second largest French-speaking city in the world, would seem also to be second to Paris on the night life side. Next year, perhaps, we may go a stage further, in which case you may need to give us more space in Navy News!
Yours, etc.,
R. H. WOODS.

Request time in Victorious

Relatives and friends of officers and men serving in H.M.S. Victorious are invited to choose a record for their men-folk, serving on board, which will be played as opportunity offers, over the ship's broadcasting system.

Letters, including a personal message, should be sent to S.R.E. Broadcasts, H.M.S. Victorious, c/o G.P.O., London.

FILM RELEASES TO THE FLEET

CURRENT releases to the Fleet include: "Sayonara" (colour), romantic melodrama starring Marlon Brando, Miiko Taka and Patricia Owens. "Rooney," comedy drama, with John Gregson, Muriel Pavlow and Barry Fitzgerald. "The Snorkel," crime melodrama, with Peter Van Eyck, Betta St. John and Mandy Miller. "The Whole Truth," murder mystery melodrama, starring Donna Reed, Stewart Granger and George Sanders. "Fort Dobbs," western, starring Virginia Mayo, Clint Walker and Brian Keith. "Law and Disorder," comedy, starring Michael Redgrave, Robert Morley and Joan Hickson. "Action of the Tiger" (colour, CinemaScope), romantic melodrama, with Van Johnson, Martine Carol and Herbert Lom.

very fortunate to be in Rothesay when H.M. The Queen paid her latest visit there.

The work carried out by Wren that you do not really run on individual sporting events, (g names, home towns, girl friends of the lads as the Canadians in "Crownsnest" love to do) and it case a lost game does not make reading! Suffice it to say that team put up a very good performance but unfortunately, with their civilian players, lacked co-ordination which failing cost them the game.

It is easy to summarise, but I mind it is fairly certain that had our own full team, who played together all season, we have won. The lads were, not disappointed that they were not to boast another cup and go on to stage to Winnipeg, but as it out T.C.A. were unable to fly us to Halifax until the Monday noon, and everyone had a rip-week-end in Montreal which adequate supply of night spots

(Continued in previous column)

BEA



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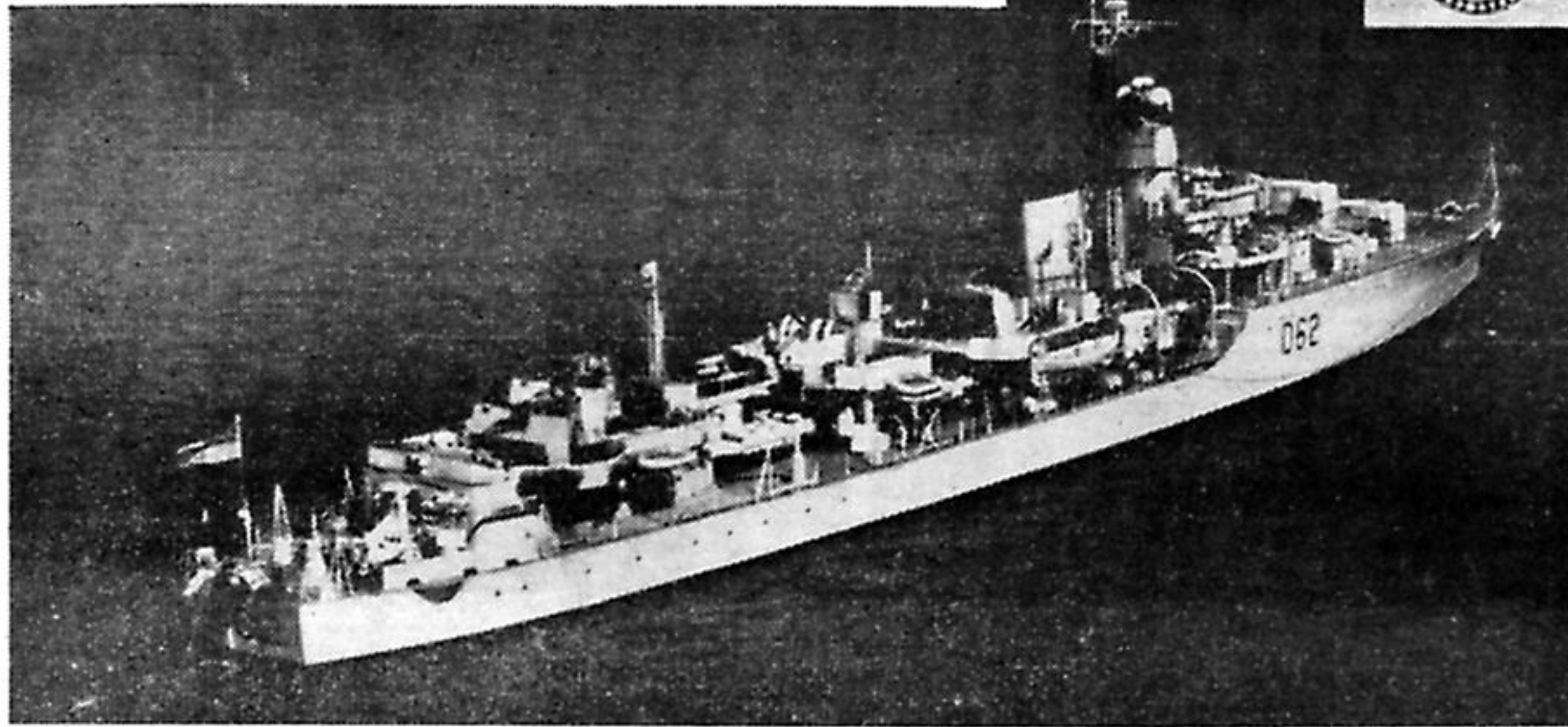
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SHIPS OF THE ROYAL NAVY

No. 37 H.M.S. JUTLAND



H.M.S. JUTLAND belongs to the "Improved Battle" Class, distinguishable from earlier Battles by the extra single 4.5 in. amidships, two pentad torpedo-tube mountings instead of quadruples, and the taller director. Clyde-built, she was to have been named Malplaquet, but before commissioning on March 24, 1947, was renamed Jutland, commemorating the great sea battle on May 31, 1916, when the British Grand Fleet and the German High Seas Fleet met off Jutland. Though the British losses were if anything heavier than the German, the High Seas Fleet never again ventured out in any strength, and England's almost undisputed control of the seas for the rest of the war was the direct result of the Battle of Jutland.

The ship's first commission was spent in the 4th Destroyer Flotilla, working in Home and Mediterranean waters. In the spring of 1950 she again cruised and exercised in the Mediterranean, visiting among other places Santa Margherita Ligure, on the Italian Riviera. This year, as a welcome change from Cyprus, she visited

Rapallo, two miles to the east of Santa Margherita.

GUNNERY CHAMPIONS

During the spring cruise of 1950 Jutland won the Flotillas Gunnery Championship.

On May 18, 1953, she was brought forward from Reserve specially for the Coronation Review. It was particularly appropriate for her to attend this Royal occasion, as Her Majesty Queen

Elizabeth's father, King George VI, was present at the great occasion after which she is named.

Together with Trafalgar (the leader) and Dunkirk, she now formed the 7th Destroyer Squadron. All three ships commissioned together at Portsmouth on May 20, 1958, and sailed for the Mediterranean leg of a General Service Commission on June 7, 1958. In the first eight weeks after leaving England Jutland steamed 10,000 miles.

Have YOU a personal problem . . ? ASK JOHN ENGLISH

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

Commutation of Pension

Will you kindly enlighten me regarding the commuting of my pension on completing my 22 years engagement in the Royal Navy? Particulars of Service are as follows:

It would appear from the information given that your pension will be as follows:

| | | | |
|--|-----|------------|----|
| 1st to 22nd years at 1s. 6d. | 1 | 13 | 0 |
| Leading Rate (4 years) at 8d. | 2 | 8 | |
| Petty Officer's Rate (14 years) at 1s. 3d. | ... | 17 | 6 |
| | | 2 | 13 |
| | | 2 | |
| | | per week. | |
| | | = 138 | 4 |
| | | per annum. | |

The regulations state that if a pensioner can show to the satisfaction of the Admiralty that it would be to his distinct and permanent advantage to be granted a commuted sum in lieu of a portion of his pension, the Admiralty may at discretion and on such terms and conditions as they may prescribe commute a portion of such pension for a sum of money in lieu thereof, provided that:—

- (a) the pensioner shall pass a satisfactory medical examination showing him to be in a good state of health;
- (b) The pensioner's daily rate of pension shall not be reduced to less than 2s. per day.

Assuming you fulfil the above conditions the sum of £138 4s. 8d. minus £36 10s. (2s. per day) = £101 14s. 8d. could be commuted. The scale of commutation is based on age, and you do not state yours, but supposing it is 42, the amount allowed for each £1 of yearly pension commuted would be 14.651. Say you commute £100, therefore, you would receive a lump sum of £1,465.

Commutation can only be effected after you have left the Service, i.e., when you become a pensioner. You should then write to the Secretary of the Admiralty, Whitehall, London, S.W.1, giving full details of your reasons and the portion of your pension that you wish to commute.

The calculations in the above paragraphs are intended as a guide only, and I cannot guarantee their accuracy not having seen your Service documents.

The regulations are laid down in the Appendix to the Navy List (June, 1958) pages 37 and 38, which you could see on application to your Divisional Officer.

Passage to Hong Kong

Is it true that the R.N. Hospital, Hong Kong, is to be closed? Are families still allowed to join their husbands there? If so, how long does it take to go through and when can I expect to go?

It is planned that Royal Naval Hospital, Hong Kong, will be closed within the next few years, but I can obtain no more exact information at present. This will not affect your passage to Hong Kong to join your husband.

Director of Movements, Admiralty, informs me that your husband's application is recorded as September 1, 1958, and the average time of waiting is about three months. However, the present arrangement is that you will either go by air about the end of October or by sea on November 15, 1958.

I suggest you write direct to Director of Movements, Admiralty, London, S.W.1, for any further information you may require.

ANNIVERSARIES OF NAVAL IMPORTANCE

COMPILED by, and printed with permission of, Commander W. B. Rowbotham, Royal Navy.

October 2, 1918—V.C. C.P.O. George Prowse, R.N.V.R., Drake Bn., R.N.D.

October 2, 1942—Curacoa sunk in collision with S.S. Queen Mary.

October 3, 1941—Kenya sank German supply ship Kota Pinang.

October 3, 1943—Usurper sank by German UJ2208.

October 6, 1719—Capitulation of Vigo.

October 6, 1762—Capture of Manila.

October 9, 1862—V.C. George Hinckley, A.B., H.M.S. Sphinx, Taiping.

October 10, 1841—Capture of Chinhai by Rear-Admiral Sir William Parker (Wellesley).

October 11, 1797—Battle of Camperdown. Admiral Adam Duncan. (Venerable.)

October 11, 1855—Destruction of Russian stores up Salgir River, Sea of Azov. V.Cs. Cdr. J. E. Commerell and W. Rickard, Quartermaster, both of Weser.

October 12, 1702—Admiral Sir George Rooke (Somerset) and Dutch Lieutenant Admiral Gerard Callenburgh (Honnandia) destroyed Franco-Spanish fleet in Vigo Bay.

October 12, 1940—Ajax sank two

Italian torpedo boats and damaged Italian destroyer Artigliere—sunk later by York.

October 20, 1782—Admiral Viscount Howe (Victory) v. Franco-Spanish fleet off Cape Spartel.

October 20, 1827—Battle of Navarino (the last sea fight of the sailing Navy). Vice-Admiral Sir Edward Codrington (Asia) destroyed Turko-Egyptian Fleet in Navarin Bay.

October 21, 1805—Battle of Trafalgar.

October 22, 1809—Plover captured French privateer Hironelle off Lizard Head.

October 23, 1944—Battle of Leyte Gulf (October 23-27) between U.S. 3rd and 7th Fleets and Japanese battle fleet resulting in defeat of Japanese.

October 31, 1914—German cruiser Konigsberg located in the Rufigi River, East Africa.

* DOES CRIME PAY? *

(With acknowledgments to "H.M.S. Cheviot—December, 1956, to May, 1958")

TAKING an average over the first 12 months of the commission, the following approximate figures give an indication that "My Lords Commissioners" must be great believers in the old adage that "Crime does not pay."

Basically it provides the following bare facts:

- Total offences (12 months) . . . 424
- Leave-breaking offences . . . 105
- Warrants read . . . 28

but on further investigation, some amazing facts come to light.

In the first instance, there is the money involved. This is obtained from mulets of pay, and pay forfeited during cell and detention punishments. In these 12 months about 550 days' pay have been forfeited, and allowing for variations in pay for all ratings, this may be reasonably estimated at £600. Hence for at least 15 days we have entirely paid for our own food, though it must be admitted that this could not include extra food purchased daily at the canteen.

RUM STOPPAGES

Then, of course, rum stoppages also represent money to the powers that be, for the 22 pints stopped would equal the issue to, shall we say, 16 Mess for six weeks.

The effect on leave, however, becomes hardly noticeable. This totals some 600 days stopped, and could be represented by an extra two or three days at sea. As, in Hong Kong, and judged over a fortnight, an average of 50 go ashore every night, then that could mean standing at the guardrail under the magnetic attraction of millions of neon lights for nearly a fortnight, and that really is punishment.

"JIMMY" WINS

It would be extremely interesting to hear the views of the First Lieutenant on this annoying subject of crime, for if ever crime really paid, then our crime has paid dividends to Jimmy, even though "Extra Work" has probably been more extraordinary than extra.

After all, 4,000 hours is a long time, and one man would have to work 24 hours a day for a year in order to earn his pay and to complete that amount of No. 10 punishment. Why, with all that

extra work, a "windy hammer" must have been kept going above the Coxswain's office continuously throughout the commission, and I don't think that is an exaggeration.

Seriously, though, from a matelot's point of view, it's these extra hours that really mean punishment.

Just to sum up—Who gains? I certainly don't.

Does the Admiralty? In a way, yes.

Does the poor offender? Hardly.

Does Jimmy? Oh yes, very definitely!

And the moral: It's worth trying once, but after that it gets serious.

SHERIFF

In Memoriam

Frederick Wall, Acting Chief Mechanician, P/KX.502094, H.M.S. Ranpura. Died August 24, 1958.

Brian George Harvey, Acting Leading Air Mechanic (A), L/F.931741, H.M.S. Albion. Died August 26, 1958.

Lieut. David C. Franklin, R.N., H.M.S. Dryad. Died August 27, 1958.

Arthur Seton Valentine Worth, Leading Airman (E), L/F.927487, H.M.S. Condor. Died September 1, 1958.

Richard Francis, Acting Petty Officer Radio Electrician, C/MX.893373, H.M.S. Collingwood. Died September 1, 1958.

Colin Edward White, R.M. Musician, RMB/X.3164, H.M.S. Eagle. Died September 2, 1958.

John Henry May, Chief Electrical Artificer, D/MX.57784, H.M.S. Centaur. Died September 7, 1958.

Alfred Peter Scott, Chief Petty Officer, C/JX.152801, H.M.S. Pembroke. Died September 9, 1958.

Ernest Geach, Marine, Ply/X.2568, R.M. Barracks, Eastney. Died September 10, 1958.

Acting Surg.-Cdr. (D) Henry S. Gare, L.D.S., R.N., H.M.S. Victory. Died September 12, 1958.

Lo Sang, Petty Officer Steward, O/267, H.M.S. Tamar. Died September 18, 1958.

Cdr. John Russell, R.N., H.M.S. Victorious. Died September 25, 1958.

S. A. Edwards, Air Art. 4/c, L/FX670071, R.N.A.S. Stretton. Died September 28, 1958.



How can I save?

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

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

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

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

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

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

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

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

Which will you take?

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

How do you set about all this?

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

Please send full details of the Progressive Savings Scheme

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Address

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

NELSON—FROM "CAPTAIN'S SERVANT" TO POST-CAPTAIN

His honour and fearlessness apparent as a child

TWO hundred years ago, on September 29, 1758, there was born a man who was destined to achieve greatness, and whose name would live so long as the British nation exists. Able pens have written of his prowess, his sense of duty, his strategy and tactics, his fearlessness, and of the Battle of Trafalgar, that it seems appropriate, on this occasion, to write of Nelson and his youth.

Horatio Nelson was born on Friday, September 29, 1758, at Burnham Thorpe Parsonage House. He was the sixth child and fifth son, but his two eldest brothers had died in infancy. On his mother's side he could claim distant relationship with Sir R. Walpole.

He was christened in the parish church of All Saints, Burnham Thorpe, which stands much the same as it did 200 years ago. Today there is, however, a great rood and lectern made of wood from H.M.S. Victory.

Nelson came of a family of clergymen. Not only was his father a clergyman, but both his grandfathers, two great uncles, eight cousins and two of his brothers took Holy Orders. Mrs. Edmund Nelson, his mother, was very proud of sailors, and taking this into consideration, together with the fact that within four miles of the rectory was the sea, and that there was always a salt tang in the air, it is not really surprising that Nelson chose the sea as his profession. It must not be forgotten either that one of his uncles was a captain in the Royal Navy, and it was through him that Nelson was first able to go to sea.

SELF-DISCIPLINE

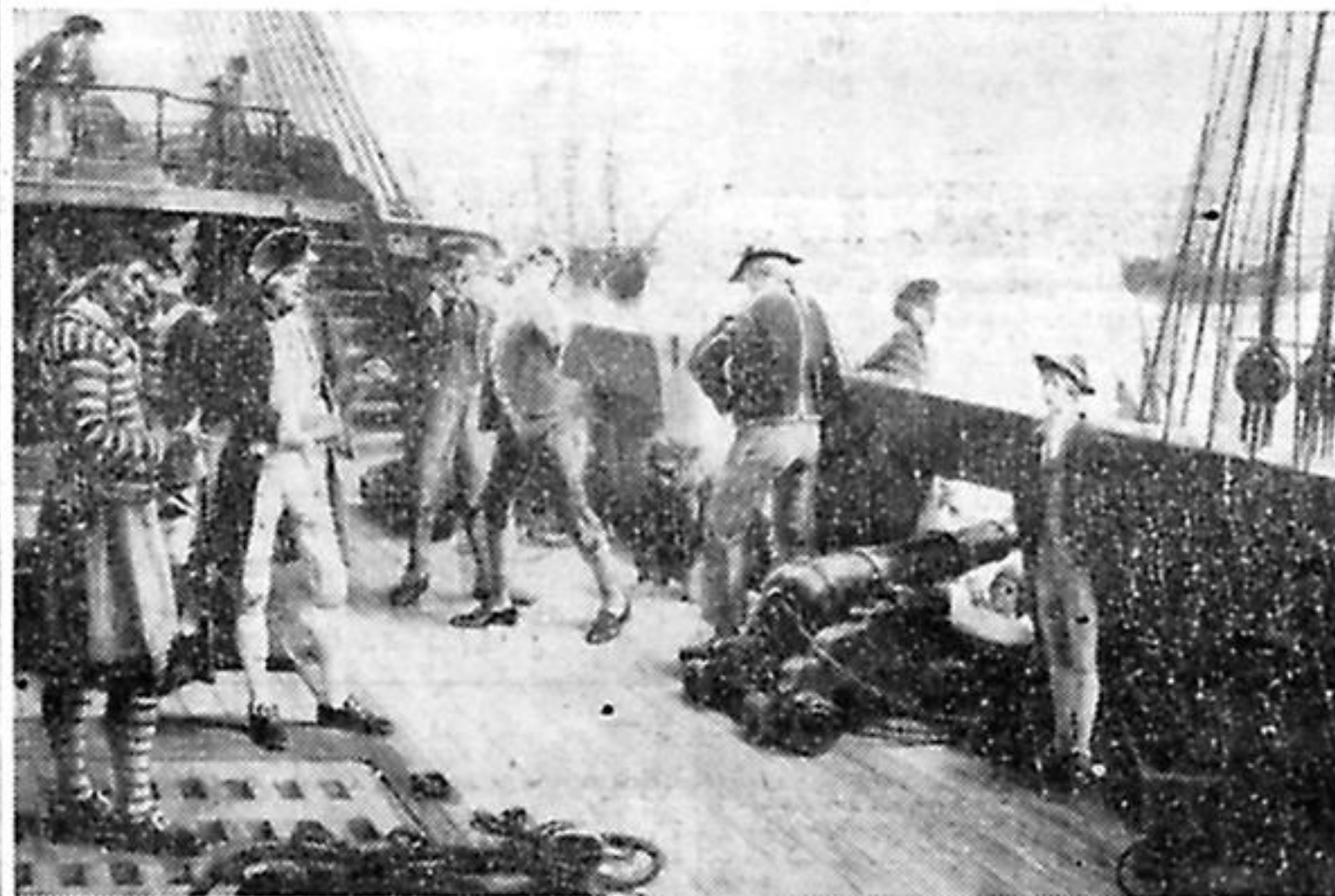
From all accounts, Nelson and his family were brought up in a very strict manner, and perhaps it was the sense of discipline ingrained in him as a small child which accounted for that self-discipline which was so apparent throughout his naval life. His clergyman father felt it was an indulgence for a child's back to touch the back of a chair.

We are told that October 21 was always kept as a Festival at Burnham Thorpe Parsonage House, for it was on that day just over a year after Nelson was born that Capt. Maurice Suckling, the uncle of Nelson, who was in command of the Dreadnought, had fought a battle with a superior French squadron in West Indian waters. What a coincidence that 46 years later the nephew himself should fight his greatest battle and lose his life at Trafalgar.

Many are the stories of Nelson's boy-

example of his idea of honour, remarkable in one so young, is the story told by an elder brother of his. One winter—it must have been 1770—William, the elder brother, and Horatio (or Horace as he is believed to be known in the family) set off for North Walsham, but returned because the roads were becoming blocked with snow. Their father told them to make one more effort, saying that he depended upon his sons not to give up unless they were convinced the journey was impossible. Setting out again, William suggested they ought to return home, but Horatio insisted that they must carry on: "Remember, brother, it was left to our honour."

Reading in a newspaper that his



Nelson joins his first ship. Members of the press gang can be seen bringing men pressed into the Service

hood, and the earliest is the one when still a child (it must be remembered he went to sea when he was just over 12 years old). On this occasion he was found, after he had been missing from home for a long time, seated by the side of a wide stream. His grandmother remarked that she was surprised fear and hunger had not driven him home, and he replied: "I never saw fear. What is it?" Or another version: "Fear never came near me."

On another occasion—he was only seven—he had spent the night sleeping at the foot of a tree which contained the nest of a rare bird.

SENSE OF HONOUR

He commenced his education at the Royal Grammar School, Norwich, but at the age of 11 he went to Sir William Paston's School, North Walsham. An

uncle, Captain Maurice Suckling, had been appointed to the *Raisonnable*, which was being brought forward in view of war with Spain, the future Admiral got his father to write to Capt. Suckling, who agreed that the young man should join him in the *Raisonnable*. Accordingly, from January 1, 1771, Horatio Nelson was placed on the books of the *Raisonnable* as a Midshipman.

RATED MIDSHIPMAN

The *Raisonnable* was lying in the Medway, and it is interesting to note so was the *Victory*, the ship now in permanent dry dock at Portsmouth, which had been ordered in the year he was born.

The threat of war with Spain died down, and the *Raisonnable* was paid off, Nelson having served in her for five months. Capt. Suckling was given command of the *Triumph*, which was a guardship in the Thames, and thinking that this was not good for a youngster not yet 13, he put his nephew's name on the books of *Triumph* as a "Captain's servant," but made arrangements for the lad to go to the West Indies in a merchantman. He returned improved in physique and although he may not have improved as a scholar, he was in his own opinion at least, "a practical seaman." He studied his navigation conscientiously and when he returned to the *Triumph* he was rated Midshipman, was allowed to handle the cutter of the *Triumph* and got to know the Thames thoroughly.

POLAR EXPLORATION

In 1773—and it must be remembered that Nelson was not then 15—he applied for the post of Coxswain of the Captain's gig in the *Carcass* which, together with the *Racehorse*, was ordered to report on the possibilities of a north-east passage into the South Seas. It was during this voyage of exploration that the Captain of the *Carcass*, Capt. Lutwidge, saw among the ice floes, when his ship was virtually icebound, two small figures in uniform a considerable distance from the ship obviously wanting to kill a large polar bear. A signal from the ship ordered their return, and one of the two small figures fired at the bear with his musket. The weapon failed to fire, but the boy—it was Nelson—seemed determined to get closer to the bear and to stun it with his gun. The bear was frightened away by a shot from the *Carcass*, and the boys returned to the ship. When Capt. Lutwidge asked Nelson why he had acted so unwisely, he replied: "Sir, I wished to kill the bear that I might carry its skin to my father."

The exploration was not a success, and the *Carcass* returned to England and was paid off towards the end of the year.

Eleven days after the ship had been paid off, Nelson applied for an

ECHO, FIRST OF THREE NEW IN-SHORE CRAFT COMMISSIONED

H.M.S. ECHO, first of a new class of three inshore survey craft, was commissioned at Cowes on September 12. Her commanding officer is Lieut.-Cdr. R. G. Green, R.N.

Launched in May of last year, the Echo, which has an overall length of 106 ft., a beam measurement of 22 ft. and a normal speed of 12 knots, has been built and specially equipped to carry out coastal and harbour hydrographic surveys around the coasts of the British Isles.

She is the fourth vessel of the Royal Navy to bear her name and the second surveying ship. The former survey ship, an early paddle steamer, was commanded by a Lieut. Bullock from 1827 to 1829, when she discovered what was named the "Bullock Channel" (now known as the South Edinburgh Channel) while making a survey of the River Thames and its approaches.

The ship's complement consists of two officers, two petty officers and 14 ratings, all accommodated in small but compact messes. Cooking is done on an all-electric galley, and all living and working spaces are ventilated by trunked air, which can be heated in cold weather.

The Echo, which has a displacement of 160 tons, and her two sister ships will replace the surveying motor-launches which were built in the early 1940s as harbour-defence launches.

Under war conditions

Two hundred and fifty officers and men of the City of London Royal Marine Forces Volunteer Reserve have been taking part in their annual training to test out their short-notice operational efficiency. Assault- and raiding-craft crews and Commandos trained under war conditions and exceptional problems of navigation and technique for landing-craft crews were included in the exercise, intended to be a severe test of the endurance, field crews and technical skill of the Commandos.

Ajax Trophies for Canada

TO the young Ontario town of Ajax, which was given the name of the Second World War Royal Navy cruiser after the Battle of the River Plate, Capt. R. G. Dreyer, M.B.E., R.N., Naval Advisor to the United Kingdom High Commissioner in Canada, has presented trophies from the ship and souvenirs of the battle.

These were the silver cup presented to the ship by her officers in 1938; shell fragments from the German pocket battleship Admiral Graf Spee; the pedals from the Graf Spee's seaplane catapult and the quarterdeck nameplate of the Ajax.

The town, which has named its streets after the officers and men who served in the Ajax, was at the same time presented with a mould of the crest of the ship by Mrs. B. C. Robinson, president of the Association for Retarded Children, in recognition of the help given to the association.

The Admiral Graf Spee was scuttled at the entrance to Montevideo harbour on December 17, 1939, after being damaged in the action involving H.M. Ships Exeter, Achilles and Ajax.



Nelson's encounter with the polar bear when he was serving in the *Carcass*

appointment to the *Sea Horse*, a frigate which was fitting out for the East Indies. The young officer learned a great deal in the *Sea Horse*, and it was reported that he was extremely attentive to his duties. Whilst in the East Indies Nelson contracted malaria, and he was sent home in the *Dolphin*.

FELT EASY

During Nelson's absence in the East Indies, Capt. Suckling, his uncle, had become Comptroller of the Navy and, fit once again, Nelson was appointed as Fourth Lieutenant of the *Worcester*. Nelson gave every satisfaction to Capt. Mark Robinson of the *Worcester*, who gave the young officer charge of a watch, and said he felt easy when Mr. Nelson was upon deck. On April 9, 1777, Mr. Horatio Nelson presented himself for examination as Lieutenant. His journals and certificates from his captains testified his ability to splice, knot, reef a sail and so on, and was qualified as an able seaman and Midshipman.

There was no doubt in the minds of the examining officers that the young officer was fully qualified for promotion, and the next day he was

appointed as Second Lieutenant of the frigate *Lowestoft*. He was then not 19. The *Lowestoft* sailed for the Jamaica station, and he stayed on that station in the *Lowestoft* and subsequently in the *Bristol* for four years.

Nelson was appointed a Commander to the brig *Badger* in December, 1778, and was promoted Post Captain and appointed to the *Hichingbrooke* in 1779.

Promotion from Post Captain was by seniority only. Nelson was then only 21, but it should be realised that he had been at sea for eight to nine years, and his keenness, and attentiveness to duty had brought their reward.

It cannot be denied that the "influence" of his uncle had been great, but those early years had shown to many senior officers that his capabilities were tremendous.

[The source of this article is the first few pages of that fine book "Nelson," by Carola Oman, published by Messrs. Hodder and Stoughton. This book is thoroughly recommended to all who would like to improve their knowledge of Admiral Lord Nelson.—Ed.]

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NEPTUNE'S SCRAPBOOK



The First Sea Lord (Admiral of the Fleet, the Earl Mountbatten of Burma) will be visiting Canada and the United States next month to meet the Chief of the Canadian Naval Staff and the Chief of Naval Operations, United States Navy. Their talks will be confined to exchanges of views on naval matters of mutual interest. The First Sea Lord will be in Canada from October 4 to 10, and in the United States of America from October 10 to 22.

Rear-Admiral T. V. Briggs, C.B., O.B.E., was placed on the Retired List to date September 1.

Rear-Admiral J. Y. Thompson is to be Admiral Superintendent, H.M. Dockyard, Chatham, in succession to Rear-Admiral G. V. M. Dolphin, C.B., D.S.O., to take effect in October, 1958. The appointment of Rear-Admiral N. A. Copeman, D.S.C., to be Admiral Superintendent, H.M. Dockyard, Chatham, is cancelled as he is required for another post.

Capt. E. T. Larken, O.B.E., A.D.C., is to be Flag Officer Admiralty Interview Board and President First Admiralty Interview Board in succession to Rear-Admiral J. Y. Thompson, serving in the acting rank of Rear-Admiral, to take effect in October.

A N.A.T.O. Exercise, "Shipshape," took place in the English Channel, Western Approaches and Eastern Atlantic between September 18 to 26. British ships taking part were H.M.S. Tyne (flagship of the Commander-in-Chief, Home Fleet), H.M.S. Birmingham, 10 destroyers, a fast minelayer, frigates, minesweepers and four submarines.

H.M. Ships Albion, Cumberland and Gambia returned to the U.K. during the month from overseas. Albion, which transported a Royal Marine Commando and a very large number of military vehicles to the Mediterranean at the time of the Jordan crisis in August, has completed her working-up in the Mediterranean, returned to Portsmouth on September 16. H.M.S. Cumberland, the trials cruiser, returned to Devonport on September 15. The ship's normal trials season was interrupted when she acted as a high-speed troop transport between Malta, Gibraltar and Benghazi. H.M.S. Gambia returned from the Persian Gulf and arrived at Chatham on September 19.

The 1958 Reunion of Submarine Officers will take place in Fort Blockhouse on Friday, October 10. All officers wishing to attend should write to the Wardroom Mess Secretary, H.M.S. Dolphin.

The Spanish Minelayer Marte paid an informal visit to Portsmouth from September 20 to 24. The Marte is a training ship. H.M.S. Victorious acted as host ship, and a varied programme of visits and entertainments was arranged.

Capt. J. Grant, D.S.O., is to be promoted Rear-Admiral to date January 7, 1959, and to be Flag Officer Commanding, Reserve Fleet, in succession to Vice-Admiral G. B. Sayer, C.B., D.S.C., the appointment to take effect in January, 1959.

Capt. P. F. Powlett, D.S.O. and bar, D.S.C., is to be promoted Rear-Admiral to date January 7, 1959, and to be Flag Officer Gibraltar and Admiral Superintendent, H.M. Dockyard, Gibraltar, in succession to Rear-Admiral R. S. Foster-Brown, C.B., the appointment to take effect in January, 1959.

Rear-Admiral N. A. Copeman, D.S.C., has been appointed a Lord-Commissioner of the Admiralty, Fourth Sea Lord and Vice-Controller, in succession to Vice-Admiral Sir A. Gordon V. Hubback, K.B.E., C.B., with effect from November next.

Submarine Commemoration Day, on which Flag Officer Submarines will inspect Divisions at Fort Blockhouse, is October 2. This day is the anniversary of the launching of the first submarine of the Royal Navy—the first Holland boat—on October 2, 1901.

H.M. Submarine Rorqual will hold her commissioning service at Barrow on October 24.

H.M. Submarine Aleric, which has been on service in the Far East, returns to Portsmouth on October 21.

H.M. Submarine Porpoise sails for Rotterdam on October 13.

H.M.C.S. Crusader, originally lent to the Royal Canadian Navy in 1945 and permanently transferred in 1951, which recently visited Portsmouth, is taking back to the National Maritime Museum of Canada some oak and copper taken from H.M.S. Victory during reconstruction.

On the morning of October 21, date of the Battle of Trafalgar, the B.B.C. will be broadcasting an item from H.M.S. Victory (ship) in "Today" at 7.15 a.m., and there will be a re-broadcast in the evening.

It is understood that the B.B.C. will shortly feature in Children's Television the story of the Battle of Trafalgar as seen through the eyes of two small boys, one in H.M.S. Victory and the other in H.M.S. Mars.

The Ex-Royal Naval Telegraphists (1918) Association are holding the 26th annual dinner and annual general meeting on Saturday, November 8, at the Windsor Castle Hotel, Victoria, London, S.W., at 6.30 p.m. All information can be obtained from the Hon. Secretary, C. E. Bottle, 7 St. James' Avenue, Ewell, Surrey.

H.M.S. Warrior, which has been bought by Argentina, has been renamed Independencia. The Argentine transport Bahia Buen Sucesco brought 26 officers and 300 ratings of the Argentine Navy to Portsmouth recently and are now in the process of familiarising themselves and getting the ship ready for her journey to the Argentine. It is expected that the Independencia will sail from Portsmouth before Christmas.

Prince Philip is to tour the Pacific next year in the royal yacht Britannia. The Prince, who will be in India and Pakistan in January and February, 1959, will join the Britannia at Rangoon and will then visit Singapore, Sarawak, Brunei, Hong Kong, the Solomon, Gilbert and Ellice Islands and Christmas Island. The trip home will be through the Panama to the Bahamas and Bermuda.

CARRIER'S 16,000 MILES SINCE JUNE

H.M.S. ALBION, which, as reported in the August and September issues of NAVY NEWS, was called upon to transport No. 42 Royal Marine Commando to Malta at the time of the Iraqi revolution, has now returned to Portsmouth. It is learned that since

NEW DESTROYER FOR JAPAN

JAPAN'S building programme, designed to rebuild her war-shattered Navy, is well under way.

On August 15 a destroyer was laid down at the Kobe shipyard of the Mitsubishi organisation. This ship will bring the number of destroyers built in Japanese yards up to eight. In addition, the first submarine to be built in a Japanese yard since the war, the Oyashio, is to be launched next spring.

The new destroyer, not yet named, is to be launched in mid-April next year and is to be completed on February 29, 1960. Unlike shipyards in Britain and elsewhere most Japanese shipyards can give exact dates several years ahead for a vessel's completion.

The laying down ceremony was performed by Capt. P. W. Pflugstag of the U.S. Ship Repairing Facilities Co. and took the form of turning on a switch to start up an electric welding machine.

PRETTY GIRLS IN "SHEFFIELD" AT VENICE

NOT surprisingly the whole of our summer cruise programme was abandoned when the Lebanon crisis hit the headlines early in June.

We sailed for Cyprus at short notice and stayed in the Eastern Mediterranean until the end of July when we were relieved by H.M.S. Bermuda.

Following a three-week visit to Malta for a period of self-maintenance we sailed for what proved to be the best visit of the commission—

"Who done Hugh Dunnett?"

A NEW play, a comedy-thriller in three acts entitled "Who Done Hugh Dunnett?" is being presented in the Victory Theatre on October 28, 29, at 7.30 p.m., and on October 30 at 8 p.m.

This is a new play written by Clifford Davies, the Chaplain of R.N. Barracks, Portsmouth. The action of the play is on board one of Her Majesty's frigates operating from Portland. It has therefore essentially a naval flavour, and endeavours to portray the many situations with which a sailor has to cope, including a murder!

The proceeds of the play will be donated to King George's Fund for Sailors. Seats 5s. and 3s. reserved; 1s. 6d. unreserved. Box office in the Theatre Office, R.N. Barracks, open between 2 p.m. and 4 p.m. daily.

Venice. We were told that the Film Festival was opening two days after our arrival and everyone had visions of the ship inundated with beautiful film stars clad in mink bikinis. Something went wrong somewhere, because most of us didn't see a single film star (or a married one either) during the whole of our visit. But if the film stars were hard to come by there were still plenty of pretty girls on board when the ship was open to visitors. In fact, as someone observed, "Never have so few cooks been so keen to empty so many 'SACKS'."

HUGE SUCCESS

Yes, the visit was a huge success and came as a very pleasant change from the previous two months.

In the sporting sphere our water

Navy joins Army and R.A.F. in toughening-up exercise among Norway's glaciers

FUTURE BASE CAMP CHOSEN

EMBARKED in H.M.S. Jewel, minesweeper of the Dartmouth Training Squadron, the 50 members of the Royal Naval Colleges scientific expedition to Norway have arrived back in this country.

The party, which had an average age of 21 years, was made up of junior officers from the Britannia Royal Naval College, Dartmouth; the Royal Naval College, Greenwich; the Royal Naval Engineering College, Manadon; the Royal Marines Infantry Training Centre, Lympston; and includes representatives from the Royal Military Academy Sandhurst and the R.A.F. College, Cranwell.

The expedition's base camp was established in Central Norway about 30 miles from Odda in the Hardanger

area. From this camp supplies were sent to advanced bases, which were established by meteorologists and glaciologists on the Folgefonna glacier and by surveyors in the mountains 4,600 feet above the Kvesso valley.

The Folgefonna party set up a meteorological station high up on the glacier, where measurements of ablation rates, detailed weather observations and forecasts were made. The surveyors mapped an area of 50 square kilometres, scale 1:25,000, which consisted of a mountainous region with a varied terrain of mountain peaks, glacial moraine, ice, snow and many small lakes.

TWO-DAY TREK

The remaining members of the expedition, apart from acting as porters, were concerned with exploring the countryside, climbing, skiing and studying ornithology.

A small party, including the leader of the expedition, Lieut.-Cdr. D. K. Blair, R.N., visited the Austerdalsbre glacier to choose a base camp for a future expedition.

The expedition concluded when 36 members made a successful two-day trek across Folegorn, a large glacier near Odda.

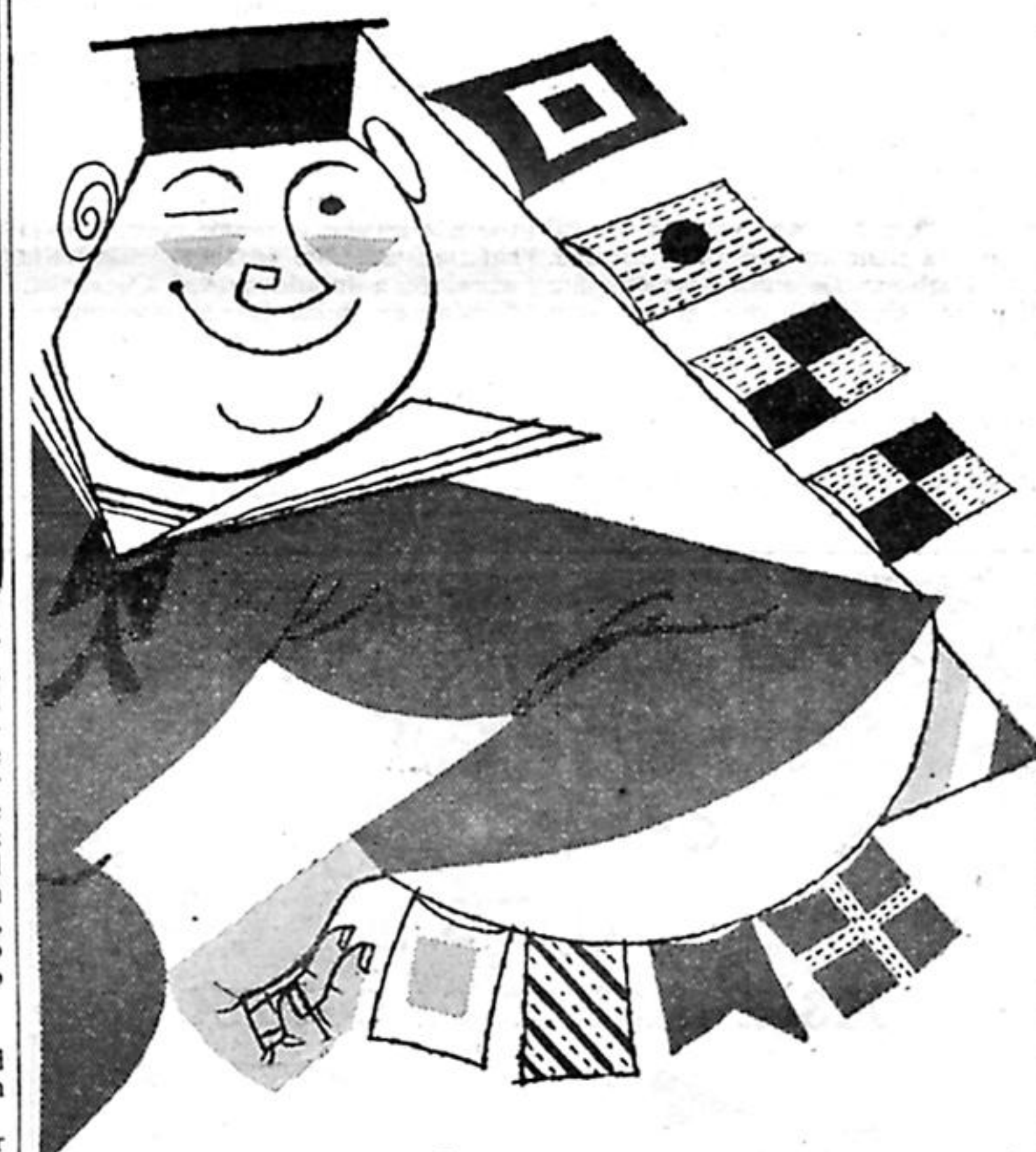
"The aim of the expedition, which was to teach the members to be self-sufficient and survive in all forms of weather and to carry out useful forms of field work, was happily justified," states Lieut.-Cdr. Blair.

polo team's record speaks for itself. They have played 27 matches, won 24, drawn 1 and lost 2. In the Med. Fleet League II (Seagoing Ships), the team won all its matches and is now awaiting the TROPHY (?). The cricket team has had a most enjoyable season despite the very limited opportunities for playing against other ships. Of the 17 matches played, five have been won, seven drawn and five lost.

Once again we must congratulate all those who maintain or fire the guns. In the six months ending August 31 we managed to win both the Surface and the Bombardment Competitions.

On September 2 we sailed for the Persian Gulf, where we are basking in the sun and hoping for a White Christmas!

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SPRAT'S CREW FELT PART OF U.S. NAVY

Midget sub becomes focal point for wide area

(By Our Special Correspondent)

HER Majesty's Midget Submarine Sprat returned from the United States on September 13 as deck cargo on the U.S.S. Antares. She had spent nearly three months testing new harbour defence layouts at Little Creek, Norfolk, Virginia.

Although many ships and submarines of the Royal Navy have operated with the U.S. Navy, few Royal Navy personnel have actually lived with American Service men in their barracks and eaten in their mess halls for any length of time, feeling, in fact, that they were almost part of the U.S. Navy.

It might interest readers to learn of some of our impressions and experiences.

Our first contact with Americans was on the U.S.S. Alcor when, on June 21, we sailed from Portsmouth, and our first American-style breakfast consisted of pancakes dipped in syrup, jam smeared over this and sugar sprinkled on everything. Even after three months we could not get used to the oversized American Sweet Tooth. The victualling was good, with liberal quantities of meat and vegetables, and at each meal as much fresh milk as one wanted.

The voyage across to Norfolk was uneventful. We were kept quite busy cleaning and painting Sprat and preparing her for her future operations. In the evenings we practically turned "square-eyed" watching a different film each night with two on Sundays.

Our arrival at Norfolk caused quite a stir, photographs and accounts appearing in newspapers and on radio and television.

WASHING MACHINES

Shortly after being lowered into the water we sailed to Little Creek, our base during the operations. It did not take us long to make friends, receive invitations to various Naval clubs and get to know our way around. The Harbour Defence Barracks are very modern and we were soon making good use of automatic washing machines, dryers and even an automatic ironing machine. In all convenient corners are coke and coffee machines, which are regarded as necessities in the U.S. Navy. The Americans

were soon treated to, and liked, "Jacks" special brand of humour, and we know that we have left behind many lower deck phrases which they now use in everyday conversation.

The Americans are extremely hospitable, and put themselves out to make our stay as pleasant as possible. All of us had homes to which we had open invitations, and we made the most of them.

FAREWELL PARTY

In all our minds, one family remains outstanding for its hospitality and kindness, that of Cdr. D. Cameron, V.C., wartime X-craft captain and now attached to Saclant Staff in Norfolk. The Commander, Mrs. Cameron and their children warmly welcomed us into their beautiful home at Virginia Beach, and we spent many happy days with them enjoying their company immensely, and were sorry to say good-bye on our last Sunday in Norfolk, when they threw a farewell party for all of us.

One of the main things that struck us was that practically all U.S. Service men have automobiles. Regarded in England as a luxury, it is considered a necessity for travelling in the States, especially in the Norfolk area, where the bus service is rather poor. So the sight of an able seaman behind the wheel of a fabulous 1958 Chevrolet, Pontiac or Buick is not uncommon, although quite often the car owns the driver rather than the driver owning the car. The cost of petrol is very low, about 2s. 3d. per gallon, which is just as well considering the high fuel consumption.

A big adjustment we had to make was our taste in beer. In the States, beer is always iced and gassy, and at first we longed for a good black-and-tan or brown split. Although American beer never could replace those long-standing favourites, it did its job adequately. Taverns are plentiful, but cannot compare with an English pub. Norfolk has an excellent shopping centre, good cinemas, including "drive-ins," and a couple of theatres.

NOT TOO HIGH

On the whole we found the cost of living not so fantastically high as we had expected.

A great asset to U.S. Service men is the Naval Exchange Department Store on practically all bases. These stores sell just about everything at reduced rates. This was naturally our main objective when the time came to buy "rabbits," particular attention in most cases being paid to the large selection of long-play records, which cost about 15s. less than in England.

SWIMMING RIG

The weather was good, although the high temperatures (sometimes in the nineties), along with the high humidity, made conditions in the craft a little uncomfortable at times, and the rig at sea was usually swimming trunks.

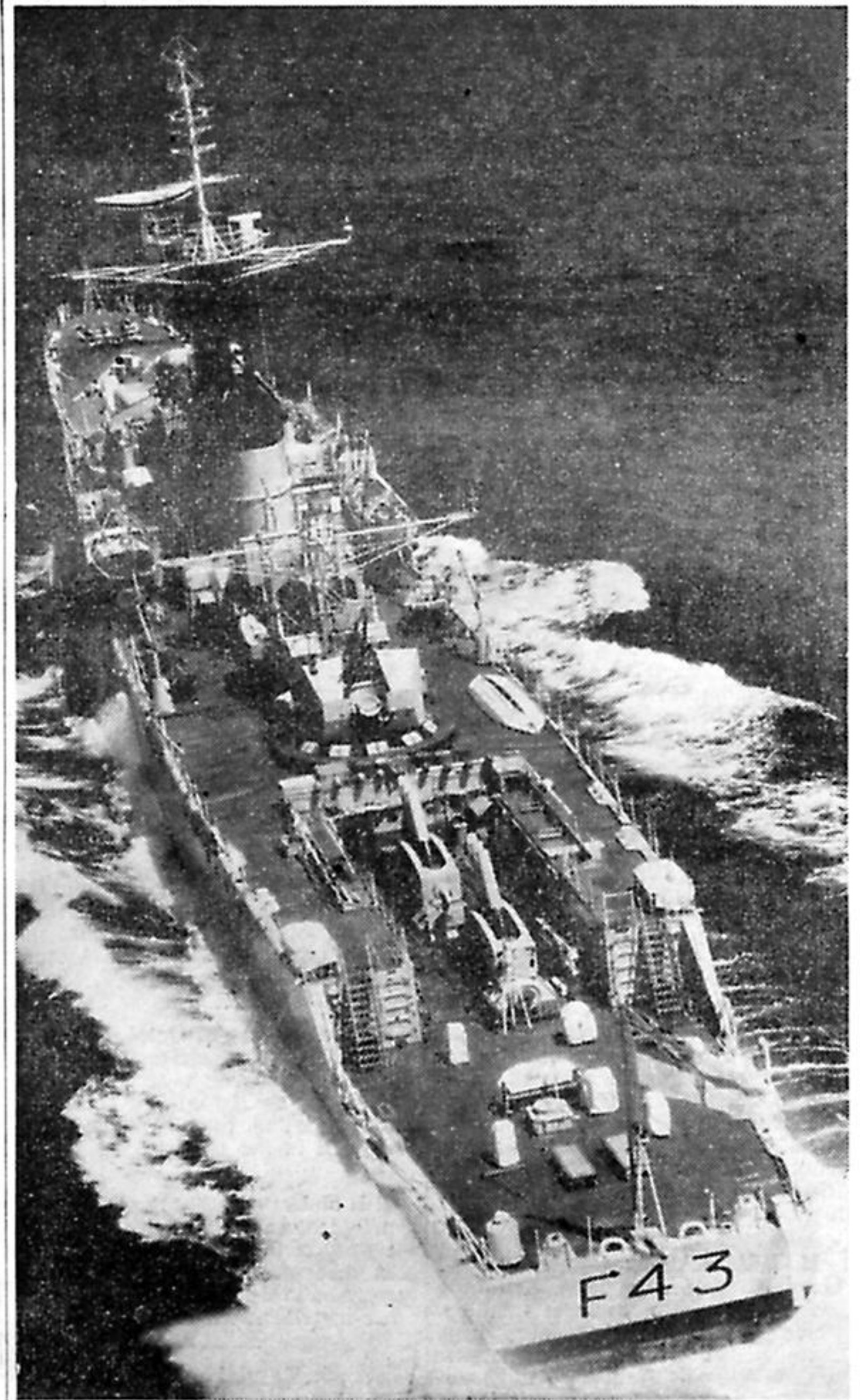
Sprat remained the focal point of interest during the whole of our stay at Harbour Defence. News of us travelled even farther afield when a N.B.C. television cameraman came down from New York to make a film which was shown on one of their nation-wide shows.

I think that this must have been one of the cameraman's toughest assignments. An X-craft crew of five does not leave much room for anybody who wants to dash about with a camera. On the whole the film was regarded as a great success.

We left Norfolk on September 3, leaving behind us many friends and taking with us many memories that will always remain with us. Prior to leaving the States, the Antares pulled in at Bayonne, near New York, and Sprat's crew were given free tickets for a N.B.C. television show, and a chance of a run ashore in New York. A good time was had by all.

The three months in the United States were interesting and a little unusual compared with what we are used to in the Royal Navy. It was a trip that none of us would have missed, and should the chance come again, all of us would jump at it.

THE EYES OF THE FLEET



ALTHOUGH aircraft carriers with their "swarms" are rightly considered the surface eyes of the Fleet, the saying, common in sailing ship days, that the frigates were the eyes of the fleet, remains appropriately true today in respect of our anti-submarine frigates.

H.M.S. Torquay, an anti-submarine frigate of the Whitby class (2,200 tons standard), pictured above, is a fine

example of this class of vessel. Stated to have been designed for the location and detection of the latest modern submarine, H.M.S. Torquay is fitted with the latest underwater detection equipment and anti-submarine weapons.

The ship has good sea-keeping qualities which enable her to maintain high speed in rough seas.

The photograph shows the arrangement of the two Limbo three-barrelled depth-charge mortars.

The complement of the ship is just over 150.

SUPERB PIECE OF AIRMANSHIP

LIEUT. J. R. GILBERT, Naval test pilot, R.N.A.S. Abbotsinch, was flying at 10,000 ft. over the Air Station in a Sea Venom aircraft when the jet engine cut out after a "flame out." Although visibility was very poor at the time, and Lieut. Gilbert was flying

inverted, the officer radioed to his control tower and made a perfect landing without damaging either himself or his plane. His Commanding Officer—Capt. E. N. Pollard, R.N.—said that the aircraft was landed "by a superb piece of airmanship."

Flagship of the last Commander-in-Chief, East Indies

H.M.S. Gambia, the last flagship of the 100th and last Commander-in-Chief, East Indies Station, commissioned on May 1, 1957, sailed from Aden on September 2 to return to the United Kingdom. She is due to arrive back at her home port, Rosyth, on September 30, calling at Chatham on September 19.

During the commission, the ship has steamed 43,800 miles and visited ports from Gibraltar to Calcutta.

The hottest place was the Persian Gulf, where the ship's company got used to working and playing in a temperature well over 100 degrees.

The commission has meant working

in close co-operation with the Army and, actually transporting the Royal Regiment and the Royal Fusiliers, the ship has worked with the Camerons, the Queen's Own Cameron Highlanders and The Buffs.

ALWAYS A GOOD SHOW

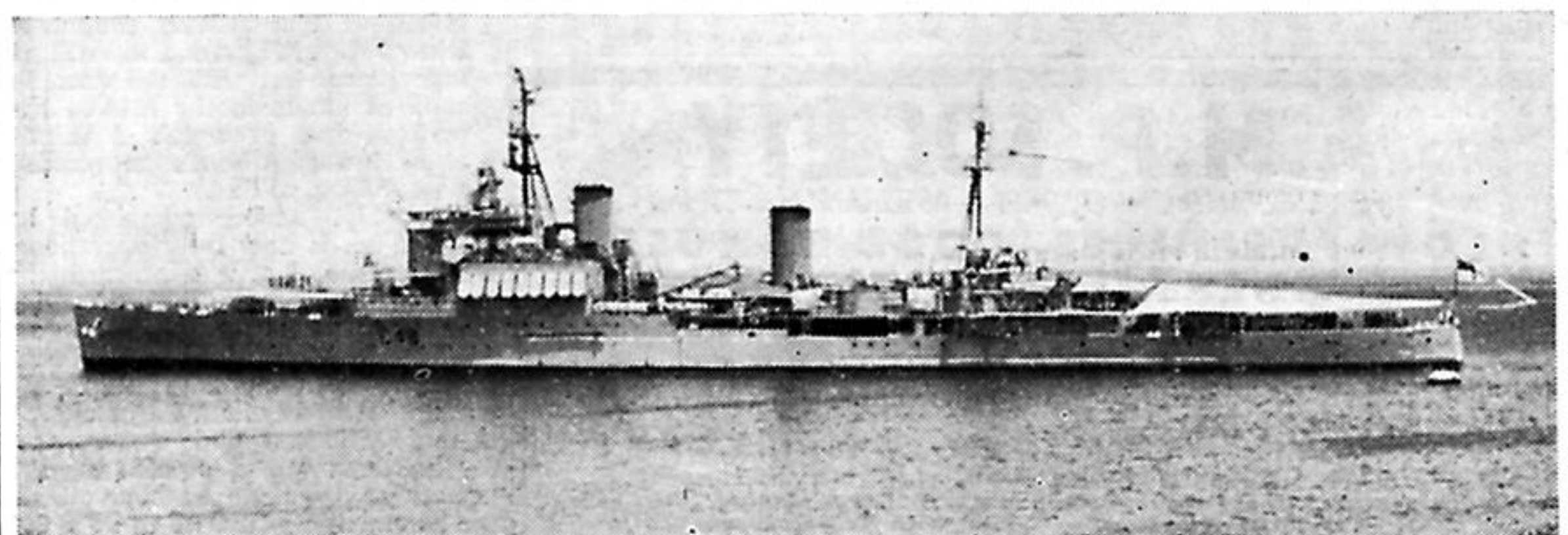
Living up to its unofficial motto "Work hard—play hard," Gambia teams have held their own and always put up a good show against top-class sides. The ship's whaler-pulling crews have been particularly good. At Karachi they beat the pick of the Pakistan Navy to regain the Mauritius Regatta Cup, and at Trincomalee, pull-

ing in a regatta against two Indian cruisers, Gambia won every one of the 11 races—a really remarkable feat.

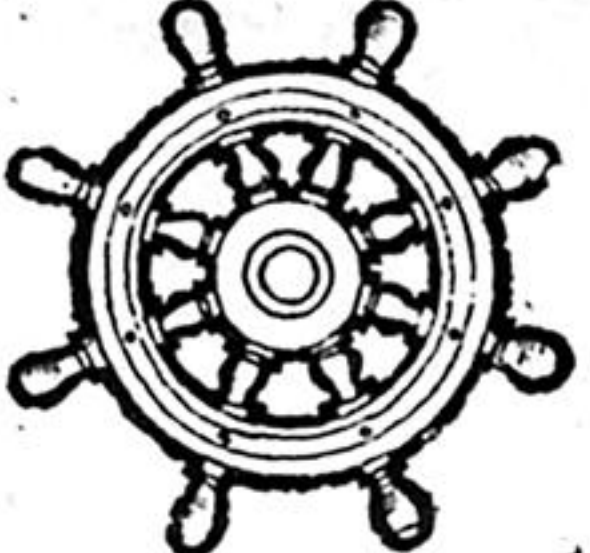
At Bahrein, the water-polo team was described as the finest water-polo team seen in the Gulf.

The rugby team only suffered one defeat, and that against an "All Ceylon" side. They were undefeated in India, playing Madras, Calcutta and Bombay.

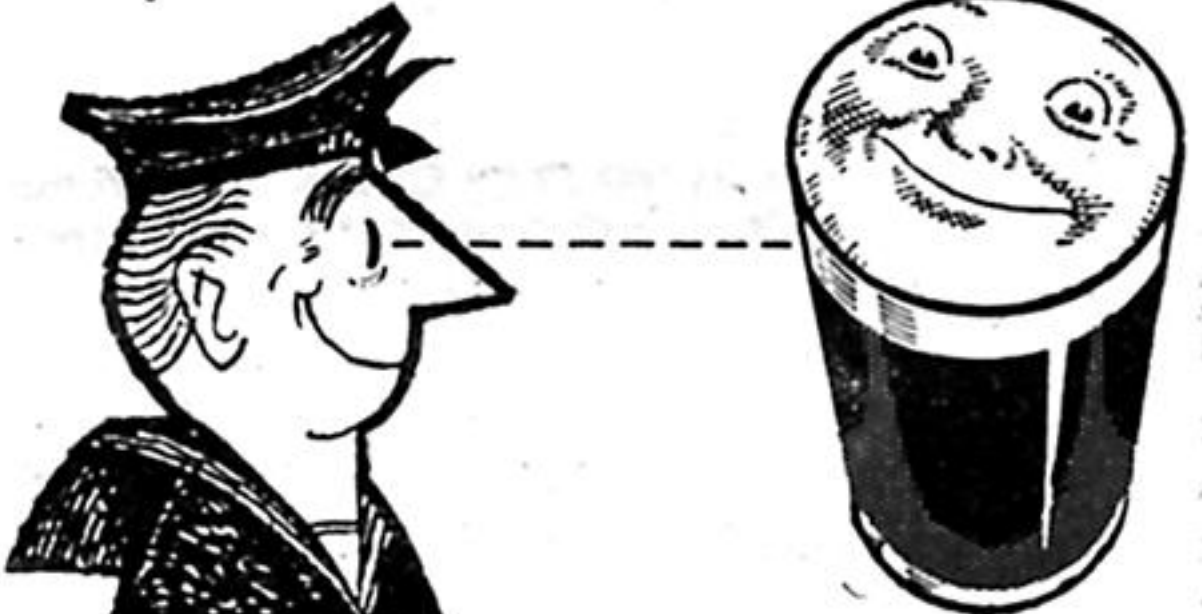
The concert party has drawn full houses everywhere, and became well known for its well-polished, slick performances. In the larger ports they had to give two performances to meet the demands of the local audiences.



H.M.S. Gambia flies her paying-off pendant as she leaves Aden for the United Kingdom



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ITALIANS BELIEVE SAIL PRODUCES THE BEST SEAMEN

Training ship visits Portsmouth during 7,000 miles cruise from Italy

A HANDSOME visitor to Portsmouth during the month was the Italian training vessel, Almerigo Vespucci. Of just over 4,000 tons, she is about 250 feet in length. Her complement of officers, seamen and cadets is about 350.



Entering the Italian Naval Service in 1931, the Almerigo Vespucci is modelled on the old sailing ship lines and, the Italians believing that training in sail produces the best seamen, is used for the instruction of all officer cadets. Manned by regular naval personnel—the boatswain and petty officers may serve as long as four or five years in the ship—the training the cadets receive is very thorough indeed. The ship's wheel is in quadruplicate and eight cadets on the four wheels receive instruction at once. The ship is a delight—it is extremely clean and despite the number on board there is plenty of room. Her ropes, immaculately coiled in harbour, are apt to stagger those who have never visited a large sailing vessel.

Given normal weather, the ship can cruise along at six to eight knots and has reached 12 to 13 knots with a good favourable wind.

The cadets, most of whom had some knowledge of English, said that they were enjoying the present cruise very much indeed. They had left Livorno in north-west Italy in July and had visited Vigo, Brest, Corunna, Glasgow (via the west and north coasts of Ireland), and Cork before reaching Portsmouth. From Portsmouth the cruise was to take them to Madiera and Malta before returning to Italy. The total journey would be over 7,000 miles.

MODESTE back at PORTSMOUTH AFTER SIX YEARS ABROAD

H.M.S. MODESTE returned to Portsmouth on September 22, almost six years after she left to serve on the Far East Station. Since December, 1952, she has completed four full commissions as one of the units of the Third Frigate Squadron, and in the 18 months of her present commission has steamed over 50,000 miles. She has carried out patrols in areas as far apart as Aqaba and Korea, and has made cruises to the majority of the Far Eastern nations. After the ship's company has had leave, the ship will be paid off into Reserve. In the six years she has been away, H.M.S. Modeste has been successively guardship for the withdrawal of British Forces from Jordan, supporting anti-gun-running patrols along the Oman and Trucial coasts, a participant in

Fleet exercises off Malaya, and in March of this year was despatched to Borneo and North Celebes during the Indonesian Civil War.

In April, H.M.S. Modeste was one of two British ships which represented Great Britain at celebrations in Japan to honour the memory of Will Adams, the Englishman who founded the Japanese Navy.

Jap squadron off Hawaii

For the first time since 1941 a Japanese squadron has arrived off Hawaii. The squadron, commanded by Vice-Admiral Shigemi Yoshida, consists of three destroyers and three patrol vessels. The squadron is bound for the west coast of Canada and the United States, and left Tokyo early in August.

Ready for Christmas in Antarctica

WHILE the rest of Britain has still another three months in which to face up to the problems of Christmas, it is already a matter demanding much thought for 20 officers and 238 ratings and Royal Marines at Portsmouth. They are serving in H.M.S. Protector sailing tomorrow on her fourth commission as guardship in the Falkland Islands Dependencies and she will be spending Christmas Day at Port Stanley.

The supply officer and manager of the N.A.A.F.I. canteen have, therefore, gone far towards providing many of the Christmas luxuries before leaving England, while most of the officers and ratings, who will have to do their Christmas shopping from a distance of 7,000 miles, are now in readiness accumulating an impressive collection of mail-order catalogues.

To fill the long weeks before the Protector, commanded by Capt. A. R. L. Butler, D.S.C., R.N., returns to her home port of Portsmouth in May of next year, those on board are preparing to follow a wide variety of hobbies among which rugmaking, carpentry and colour photography are the most popular. Seventy films are also being taken to the Antarctic and hundreds of volumes cram the shelves of the ship's library.

Seahawk over crater town



A Seahawk jet fighter of 801 Squadron, H.M.S. Bulwark, flying over Crater Town, Aden, September, 1958. This photograph will bring back hot, dusty memories to many who have visited this "outpost of empire"

Inter-Service Swimming Championship

Coaching and enthusiasm improves Navy swimming

THE following officers and ratings represented the Royal Navy at the Inter-Service Championships held at Eltham on August 25 and 26: Surg.-Lieut. Cripps, Surg.-Lieut. Jones, Surg.-Lieut. Rigby, E.R.A. Viney, A.A.2 Hughes, P.O. Hayes, P.O. White, R.P.O. Summers, O.A. Smith, A.B. Stace, L.S. Phillips, O.A. Bishop, O.A. Cox, A.B. Drage, A.B. Scott, L.S. Adlam, L.A. Brew, App. Crowther.

The result of the championships was a win for the Royal Air Force whose team obtained 69 points. The Army was second with 56 points and the Royal Navy third with 45 points.

The only Navy winner was P.O. J. F. Hayes who won the 880 yards free style convincingly and thus became the first Naval representative to win an inter-Service title for 12 years. (See Sportsmen of the Month on page 14.)

Whereas the Navy is still unable to move up from third place in this inter-services sport there has, over the past three years, been a gratifying improvement in all departments by our swimmers.

ENTHUSIASTIC SWIMMERS

The reasons for this improvement is not hard to see. Firstly, the international standards set by the Army and R.A.F. swimmers (mostly National Service men), secondly the improvement in the coaching techniques introduced into the Navy by the Royal Navy School of Physical Training and last but by no means least, the enthusiasm of the swimmers themselves.

Of the Navy team this year three swimmers produced outstanding results viz: P.O. Hayes in the 440 and 880 yards Free Style, Ordnance Artificer Smith in the 100 and 220 yards Free Style and A.B. Stace in the 100 yards Free Style and 100 yards Butterfly.

Between them these swimmers lowered the following Navy records: 100 yards Butterfly, A.B. J. D. Stace, 64.9 secs.

100 yards Free Style, A.B. J. D. Stace, 55 secs.

220 yards Free Style, O.A.3 R. N. Smith, 2 mins. 21.5 secs.

440 yards Free Style, P.O. J. F. Hayes, 5 mins. 6 secs.

880 yards Free Style, P.O. J. F. Hayes, 10 mins. 51 secs.

There is no doubt that the increased fixture list gave additional experience in both the swimming and water polo fields.

At the annual general meeting of the R.N.A.S.A., Capt. G. D. Ardron and C.P.O. H. Burley were elected life members of the Association for their outstanding services to Navy swimming and water polo.

to suffer a hammering from the other two Services.

Finally, a word about our divers. Failure in this sphere can largely be

attributed to the lack of practice facilities in Naval swimming baths,

and also the lack of expert coaching. There has been no dearth of courage

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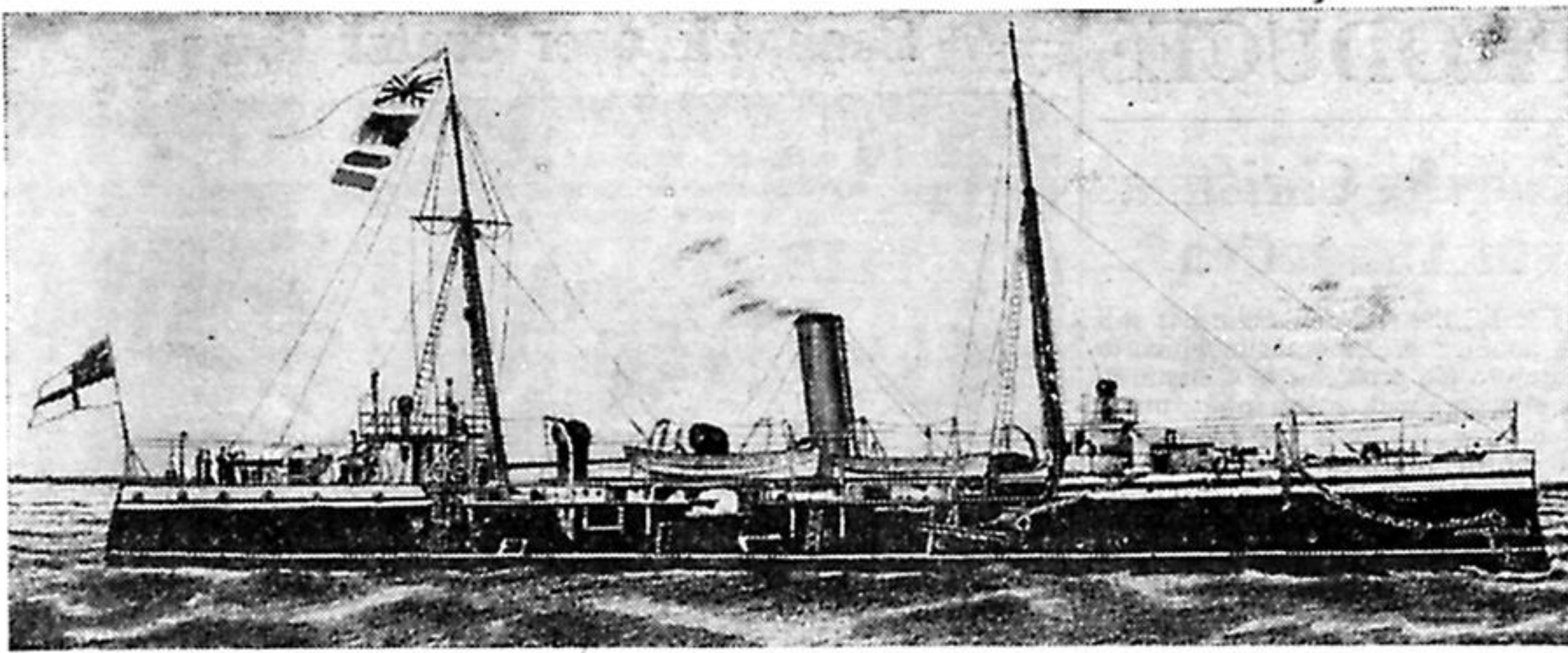
And at: Chatham, Devonport, Weymouth, Portland, Falmouth, Milford Haven, Deal, Skegness, Harwich, Helensburgh, Dunfermline, Rosyth, Londonderry, Gibraltar, Sliema and Valletta, Malta. Also at Lossiemouth, Arbroath, Abbotsinch, Eglinton, Brandy, Kete, Culdrose, Corsham, Worthy Down, Ford and at H.M.S. Dolphin.

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H.M.S. Blonde

A FISHERY PROTECTION VESSEL OF THE PAST

THE following particulars regarding H.M.S. Blonde, supplied by the standard bearer of Uxbridge Branch of the Royal Naval Association, W. Mundell, might revive memories of old times of the "Old Salts."

H.M.S. Blonde was a third-class cruiser commissioned in 1899. She was one of the three ships of her class, the others being Blanche and Bellona. Her commander was Commander Dare.

She was the first ship to be equipped with ice-boxes, the forerunners of our present-day refrigerators, quite an important innovation at that time. She had the honour of bringing Prince Henry of Battenburgh's body back from the West Coast of Africa.

H.M.S. Blonde was commissioned for Fishery Protection duties in Icelandic waters.

She carried out an extraordinary trip for a ship of her kind by sailing and steaming back to Plymouth from Iceland on one boiler.

H.M.S. Blonde was equipped with one stay-sail and two trisails. These took the efforts of all hands of both watches to lower and hoist to go on another tack, on account of dodging round the funnel.

Mr. Blundell says that if there are any "youngsters" still "sculling around" who served in the Blonde or her sister ships he would be pleased to hear from them. Write to Uxbridge Branch, R.N. Association, Old Crown and Treaty House, High Street, Uxbridge.

Interesting Fleet Orders

Royal Navy Drama Festival, 1958

Admiralty Fleet Order 2151/58 states that the annual R.N. Drama Festival will be held in 1959 and will be open to teams representing ships and establishments in the Home and Mediterranean Commands. Regional contests will take place during February and March, 1959. No final contest will be held.

Insurance for Cost of Schooling

Admiralty Fleet Order 2218/58 points out that officers and ratings who think of providing for the cost of schooling for their children by means of insurance policies are advised in their own interests to consider very carefully the detailed application of such schemes to their own individual circumstances. Advice may be obtained from the White Ensign Association.



A contrast to H.M.S. Blonde is H.M.S. Eastbourne, temporarily in service with the Fishery Protection Squadron. Of the Whitby class of anti-submarine frigates, she is over 2,200 tons (standard) and has a complement of nearly 200

WORLD CRUISE BY FRIGATE

Ulysses crossed line six times

H.M.S. ULYSSES, the fast 2,700-ton anti-submarine frigate, returned to Devonport on September 5 after completing a round-the-world voyage since leaving that port early in the year. She has steamed over 38,000 miles, crossed the Equator six times, visited nine Crown Colonies, two Commonwealth countries, the Panama Canal Zone and Jordan, and is the first ship of her type to pass through the Panama Canal and go round the world.

During her voyage the ship's company received a great welcome in New Zealand, and a party of ratings visited Rome while the ship was at Naples, where they had an audience with His Holiness the Pope.

She took up duties at Christmas Island in April, and a nuclear device was set off at the end of her period of duty there.

From Christmas Island the ship sailed for Singapore and a 48-hour stop was made at Tarawa in the Gilbert Islands, where the native population performed their traditional dances at a "Batare" given in honour of the visitors.

After three weeks in Singapore, Ulysses sailed with the Far East Fleet for joint exercises with the Indian and Pakistan Navies off Ceylon, visiting Trincomalee and Colombo before sailing for Mombasa. The population of Mombasa turned out in force to greet her and the aircraft carrier Bulwark, and officers and ratings had a monster programme of sightseeing.

H.M.S. Ulysses is commanded by Cdr. K. S. Main, R.N., whose home is in Sussex. The ship's company includes a large West Country element.

First of Seven Frigates for Germany

THE first of the seven frigates bought from the Royal Navy last November to be officially taken over by the German Federal Navy after being refitted in this country, the Oakley is to be formally accepted by the German Navy at a brief ceremony at Langton Branch Dock, Liverpool, on Thursday, October 2.

Still bearing the name she possessed during service under the White Ensign, the Oakley will be sailed from Liverpool for sea trials on October 6 by a ship's company of seven officers and 75 ratings of the German Navy. Until her commissioning and rechristening at Bremerhaven on October 18, she will fly not the German Naval ensign, but the Federal Government flag.

Expedition Training

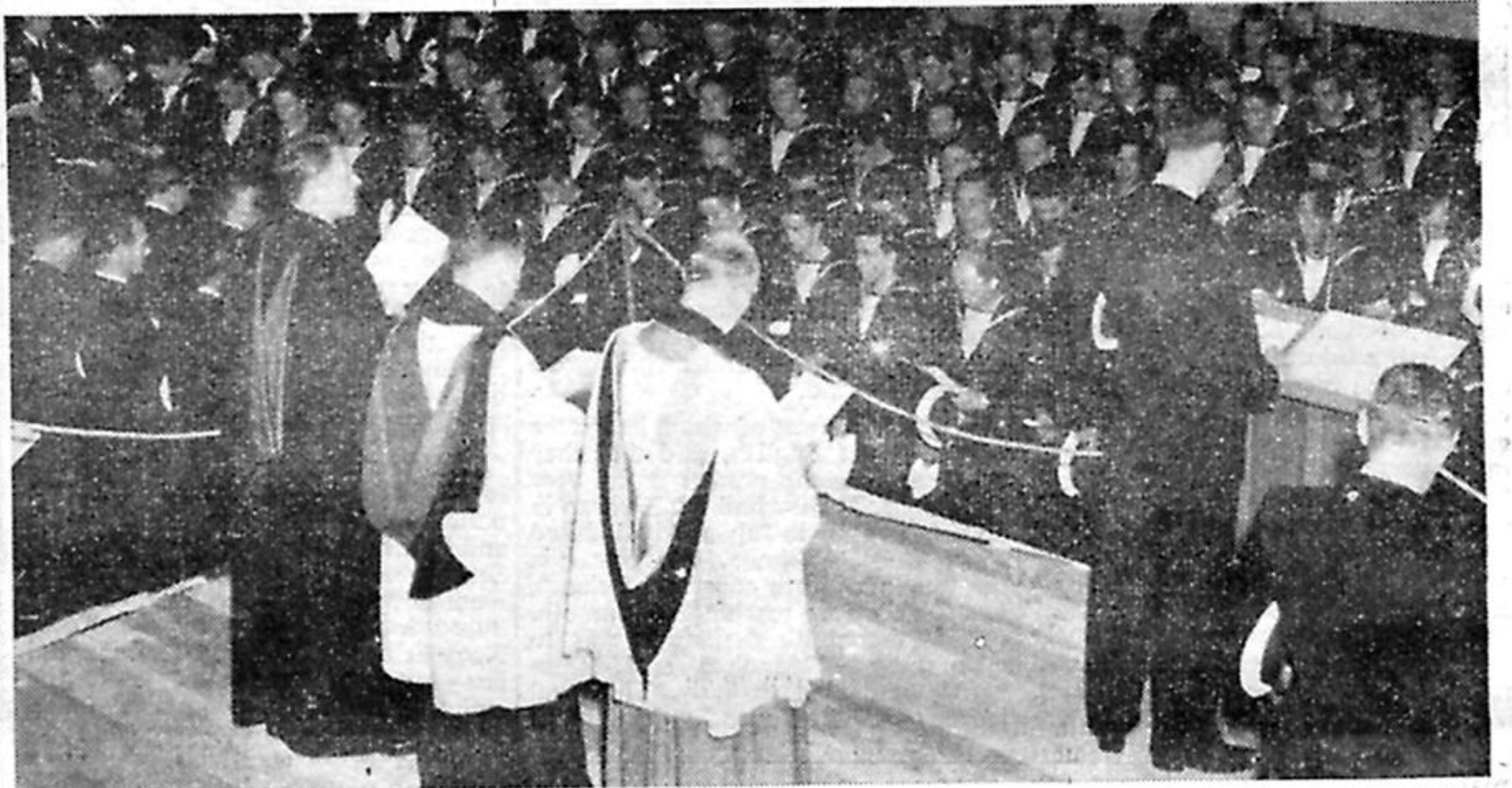
THE following are the Sponsoring Officers for the various Expedition Training activities in the Portsmouth Command:

- Sailing.—Capt. R. S. Hawkins, R.N., of H.M.S. St. Vincent.
- Wide Games and Escape and Evasion Exercises.—Capt. R. Williamson Jones, A.D.C., R.N., of R.N. Barracks, Portsmouth.
- Country Expeditions and Camping.—Comdr. M. W. Antrobus, R.N., of H.M.S. Collingwood.
- Mountain Expeditions and Rock Climbing.—Lieut.-Comdr. D. L. Harding, R.N., of A.S.R.E., Portsmouth.
- Underwater Exploration.—Comdr. R. J. Carr, O.B.E., R.N., of H.M.S. Vernon.
- Cave Exploration.—Capt. E. A. Blundell, O.B.E., R.N., of H.M.S. Vernon.
- Bicycle Expeditions.—Comdr. H. G. G. Ogilvie, R.N., Commanding Officer, R.N.D.Q.S.
- Canoeing.—Lieut.-Colonel G. P. D. Pease, R.M., of Royal Marine Barracks, Eastney.

The following are the Wide Game and Escape and Evasion Representatives for the various ships and establishments in the Portsmouth Command to whom ratings are invited to apply for participation in these Exercises:

- Royal Naval Barracks.—Lieut.-Comdr. A. C. Hickman, R.N.
- H.M.S. Vernon.—Lieut. C. B. Filmer, R.N.
- H.M.S. Excellent.—Instructor Lieut. E. R. Howarth, R.N. (Frazer Gunnery Range).
- H.M.S. Dryad.—Lieut.-Comdr. J. M. Mann, R.N.
- H.M.S. Sultan.—Instructor Lieut.-Comdr. B. S. Wilson, R.N.
- H.M.S. Collingwood.—Surgeon Lieut.(D.) L. Kleinman, R.N.
- H.M.S. Mercury.—Instructor Lieut. N. A. Woodcock, R.N.
- H.M.S. Dolphin.—Sub Lieut. H. R. Storey, R.N. (F.O.S.M.'s Staff).

H.M.S. CENTAUR COMMISSIONS



Admiralty Fleet Order 2150/58 gives details of the next examination for the G.C.E. to be held under the special arrangements for members of H.M. Forces. It will take place during the period November 24 to December 5, 1958.

H.M.S. Centaur commissioned at Devonport on September 3. The Commanding Officer is Capt. H. R. Law, O.B.E., D.S.C., R.N. The commissioning service was conducted by the Chaplain of the Fleet, Archdeacon Darrell Bunt, C.B., O.B.E., M.A., Q.H.C., Rev. J. F. Walmsley, M.A., the Ship's Chaplain, and Rev. J. C. Goudie, M.A., Chaplain of Plymouth and Free Churches. The picture shows Ordnance Artificer Foale, of Plymouth, reading the lesson, with some of the ship's company

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VICTORIOUS 'BEST EVER'

HAVING ironed out those small difficulties which are inevitable in a vessel so full of new designs and "gadgets" as Victorious, the ship is now about to sail for working up, training, and full sea-going duties in the Mediterranean.

Our correspondent talked to both officers and men of the ship and all agree that she is the best ever. One officer said Victorious was his seventh carrier, and although he had never worked quite so hard before, it was all worth while.

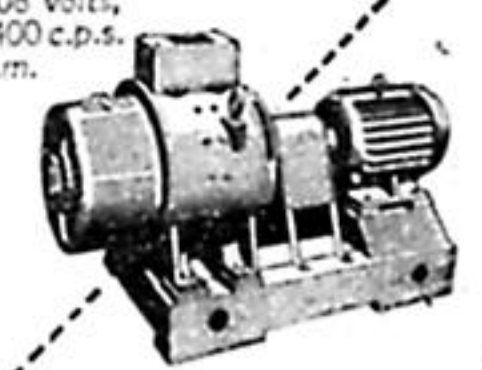
The high standard of the food when the ship first commissioned had been maintained, and everyone was loud in

its praise. There is no doubt that the protracted trials have been wearisome and there is a feeling throughout the ship of "happy fidgets."

All seem to want to get to sea and to do the job for which they have been training. The ship is a happy ship, and her company is determined to be "Cock of the Fleet" wherever they may be.

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EX-SUBMARINERS VISIT BLOCKHOUSE AND SEE 'JOLLY ROGER' CEREMONY

Lynchpin of the service Dolphin home of subs

"DO you remember the old 'K' boats?" "What about the time we commissioned. . . ." "Look there's old . . . haven't seen him since we paid off. . . ."

These were samples of the remarks as I walked round the "Whispering Gallery" in H.M.S. Dolphin on the occasion of the Submarine Old Comrades' Association Reunion on September 13.

Everyone seemed to know everyone. They were a band, a company of men, a brotherhood—and their delight in swapping yarns, remembering people and meeting old comrades-in-arms was obvious. They were so happy that their happiness seemed to penetrate the very stones of Fort Blockhouse.

how Porpoise had always been a happy and popular ship, and that he had been over the new Porpoise, which was most impressive except that she lacked the old familiar smell of shale and diesel oil! He concluded by wishing the new Porpoise and all who sail in her the very best of luck. A suitable



The replica of the Jolly Roger of the original Porpoise, presented by the Medway Towns Branch

The Old Comrades, most of whom were wearing the S.O.C.A. badge or tie, migrated to the canteen where liquid refreshment was available. There was a good cross-section present; at least one had served in the first "Holland" boats while some had only left the Service recently, but all had in common the same spirit. This was demonstrated when they posed for the photograph with the Flag Officer Submarines (Rear-Admiral B. W. Taylor, D.S.C.) and they sang "Come to the Spare Crew—Do"

JOLLY ROGER PRESENTED

The Submarine Old Comrades' Association Trophy was presented by Vice-Admiral Sir Sidney M. Raw, K.B.E., C.B., to Lieut.-Cdr. P. J. Holloway, the Commanding Officer of H.M. Submarine Teredo in front of Teredo's ship's company who marched off to spontaneous applause from the assembly.

The new Porpoise is the first submarine to be named after a predecessor and this fact was recognised by the Medway Towns Branch of the Association by the presentation of a framed photograph of the "Jolly Roger" of the first ship.

In presenting the photograph Mr. Vaughan mentioned that he had served for four years in the old Porpoise during which time many illustrious submariners had served also, including Admiral Simpson, a previous Flag Officer Submarines, and Lieut.-Cdr. Wanklyn, V.C. Mr. Sadler, the branch secretary, had completed the reproduction of the Jolly Roger before it was known that a new submarine of that name would be commissioned.

The idea was first conceived when, hearing a programme on the B.B.C. from the new Porpoise, coupled with the thought that many large surface ships have trophies from previous ships of the same name. He then said

replay of thanks was given from the representative from Porpoise who said it would be suitably displayed.

NO MORE HAMMOCKS

Approximately 360 attended the dinner in the evening, and after the loyal toast Capt. P. J. Cowell, D.S.C., said how happy he was to see so many. The S.O.C.A. is becoming increasingly popular and expanding in size. The dinner was held in the biggest room in the establishment, which was only just big enough.

He remarked that H.M.S. Dolphin was in the process of a planned improvement, both for operational and accommodation requirements, in particular the fact that no one now had to sleep in a hammock either ashore or in the submarines.

The President of the Dorset Branch proposed the toast of "Absent Friends."

Flag Officer Submarines (Rear-Admiral B. W. Taylor, D.S.C.), reviewed the future trends in the Submarine Service and events of the past year. He mentioned his heavy programme of visits to various branches of the S.O.C.A., including his own town of origin at Bristol, from which two previous Flag Officers Submarines have come.

FINEST CONVENTIONAL SUBMARINE

Admiral Taylor remarked that he had been the first First Lieutenant of the first Porpoise and naturally considered her then to be the finest submarine, and that Porpoise was the finest conventional submarine in the world today; and this was agreed by his opposite number Comsubtant, Rear-Admiral Wardour, U.S.N. He described the differences that old submariners would see when comparing her to submarines they had known.

He outlined the building programme

for this and improved classes, and although many were repeat names, a new one had been added, that of Finwhale. He was also very proud to state that Excalibur now held the Underwater Blue Riband as the fastest submarine.

Reviewing the disposition of squadrons (although he preferred the old name of flotillas), he mentioned that the Third Squadron was no longer at Rothesay, but was now as Faslane in the Gareloch. The lynchpin of the Submarine Service was still at Dolphin, which is the home of all submariners and was instrumental in bringing up men in the right way.

AID TO RECRUITING

Two items deserved special mention: that of Thorough, which went round the world, part of the Commanding Officer's report of which, if allowed to be published, would be the best incentive to recruiting produced. This concerned their visit to Tahiti! The other item was the unfortunate situation of Turpin which, with much ingenuity, was towed all the way from the West Indies safely.

Concerning depot ships, Admiral Taylor stated that Maidstone had been taken out of service for modernisation, but in the usual spirit we were making do with what he termed sub depot ships, which included H.M.S. Stalker, Chaser and Ben Nevis, all of which were doing a magnificent job.

He outlined the many visits he had made, including a visit to Norfolk, Virginia, where he saw Vice-Admiral Woods, now Deputy SACLANT and his predecessor as the Flag Officer Submarines. The high-light of the visit to the United States was a three-day trip in Nautilus which gave an insight into what our future would be.

It is one of the nice things, having a N.A.T.O. responsibility with sub-

marines, as submariners the world over all speak the same language; the Dutch submarines, for example, put their hand out and turn left straight into Haslar Creek and ask when the next guest night dinner is to be.

The submarine tie, he stated, has now sold well over 1,000 in the last nine months, as a result of which £110 has gone into the chapel fund. It is of interest that the Supreme Allied Commander was given one as a result of the occasion when he was with Lieut. (now Capt.) N. L. A. Jewell, D.S.C., in joint command of H.M.S. Seraph at the time of the North Africa landings.

WAR MEMORIAL

He then mentioned an item dear to the heart of all submariners concerning the war memorial to submariners on the London Embankment. As yet it contained only the names of submariners lost in the First World War, and he proposed that the names of those lost in the Second World War should be added by the use of the Submarine Memorial Chapel Fund.

He listed a number of books which had been published recently, particularly one by an ex-submarine petty officer which gave a very good impression of the excellent relationship which exists between officers and men in submarines.

Concerning personnel, he stated that the volunteer rate had increased, officer recruits being 100 per cent volunteer, and although it was allowable to return to general service after five years' service in submarines a negligible number in fact had done so.

Concluding, Rear-Admiral Taylor said that the question that always recurs at reunions is "What are the present-day submariners like?" the answer to which is: just as good as

they ever were—they have to be, now and in the future when we have nuclear submarines, and that our men are the best in the Service.

POPULAR OCCASION

President of the Portsmouth Branch stated that he was proud that the opportunity had fallen to him to thank the hosts for the opportunity to meet each other. It was a most popular occasion to meet and talk over old times at Dolphin which they all regarded as home, and once a submariner always a submariner. The present generation deserved all the improvements they have, and he went on to say that the opportunity to listen to Admiral Submarines progress report is as necessary as bread and butter. Finally he thanked everyone for their contribution to the success of the day, for the guides and chief petty officers and petty officers who had opened their messes for the occasion.

Sub.-Lieut. Pape in front again

In the Inter-Services Marathon race on Saturday, June 28, run in conjunction with the Polytechnic Marathon from Windsor to Chiswick, the first and third places were obtained by members of Royal Naval Athletics Club (South) in Sub.-Lieut. R. Pape and L./S. A. W. Paxton respectively.

In the overall position, Pape finished in ninth position and Paxton in thirty-third, a very creditable effort in a field of 193 starters.

W. Indies Squadron Activities

IN THE September issue of NAVY NEWS we stated that the squadron was under the command of Commodore G. E. Hunt, D.S.O.,* D.S.C.* This officer was relieved by Commodore W. J. Parker, O.B.E., D.S.C., on June 5 last.

All the nice girls love a Player's



Player's
please everyone





THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

R.N.A. CALENDAR

October 18.—Annual Reunion.

Dorking Branch

October 25.—"Trafalgar Ball," Dorking Halls, 7s. 6d. single, 12s. 6d. double (before night). In aid of K.G. V's Fund for Sailors. Tickets from Secretary, Dorking Branch.

Newcastle & Gateshead

October 21.—Trafalgar Day Dance, 8 p.m. to midnight. H.M.S. Calliope, Elswick, Newcastle-upon-Tyne. Incorporating Miss Neptune Contest, 1958. Tickets 5s. 6d.

Durham

November 21.—Annual Buffet-Dance, Red Hills Hotel.
December 17.—"Members Only" get-together at the Dun Cow.

Croydon

October 11.—Social.
March 11, 1959.—Twenty-first Anniversary Dinner.

Havant

November 15.—Branch Annual Dinner.

VENUES

Hersham & Walton.—Ashley Arms, Halfway, Walton - on - Thames, Surrey.

Molesey.—Europa Hotel, East Molesey.

We will remember them

Shipmate March, member of Croydon Branch for over 16 years.

Plans made to get from Havant to Reunion

HAVANT Branch was pleased to welcome Shipmate B. S. Brading into membership at the meeting on September 2. The most important item of business discussed was transport to London for the annual reunion parade and entertainments after it. They also discussed arrangements for their annual dinner, which they hope will be held in H.M.U.C.W.E. on November 15.

After the meeting Lieut.-Cdr. B. J. R. Bulpitt gave a talk about the Headquarters Reserve, R.N.V.R. (Portsmouth) and was thanked by the Havant Branch President, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O.

Their delegate, Shipmate C. J. Snow, represented them at a meeting of the local Citizens Advice Bureau, which took place on September 12.

First president for Newton Abbot



Capt. E. C. Fenton, first president of Newton Abbot Branch, being presented with a framed certificate by the chairman, Shipmate W. G. Langridge

NEWTON Abbot's first president was welcomed at the monthly meeting on July 30. Capt. E. C.

Drive for members at Croydon

SINCE my last report we have tried to encourage ex-naval men in Croydon and district to join the Association. NAVY NEWS is in the News Rooms at Thornton Heath and Croydon Libraries. We had a stall at St. Norwood Park advertising our Branch Headquarters, handing out circulars to persons who were interested. Our Standard Bearer attended the Chatham Navy Days, and he affirms that our Standard will be worn at all parades that he can attend, two forthcoming ones being Battle of Britain and Remembrance Day parades.

Our forthcoming events include a social on October 11, a coach-load to Southend lights, a children's Christmas party and our 21st anniversary dinner on March 11, 1959.

The meetings are fully attended. Most of the vital business is dealt with by the Executive Committee, so time is not wasted at a branch meeting and this proves a great success. We welcome any member on the first Wednesday in the month, commencing at 8 p.m., and after the meeting, which usually finishes at 9 p.m., there is a "get-together" with wives, sweethearts and friends at darts, snooker, and so on. J. L. BATES.

Fenton, Royal Navy, the president, was welcomed by the branch chairman—Shipmate W. G. Langridge—who said that Capt. Fenton had always shown a very practical interest in the Royal Naval Association. He asked Capt. Fenton to accept, on behalf of the branch, a framed certificate.

Expressing his pleasure at becoming the first president of the branch, Capt. Fenton mentioned that, knowing the value of the Association, he was keenly interested in it, and he went on to congratulate the branch on its membership, but at the same time warned it not to become too complacent.

Mrs. W. G. Langridge presented a bouquet to Mrs. Fenton on behalf of the Ladies' Section.

The branch was supported by various other local organisations, and also present were Rear-Admiral E. H. Drayson; Capt. G. H. Faulkner, Royal Navy; Councillor L. A. Daymond, J.P. (chairman of the Newton Abbot U.D.C.), and Mrs. Daymond; and Councillor and Mrs. D. H. Pollard.

DEDICATION HOPED FOR AT NEWCASTLE AND GATESHEAD

SINCE our last letter we have had two very successful tombola nights and added quite a sum of money to our "kitty." We have the money necessary to purchase a Standard, but not enough to go ahead with the dedication and all that goes with it.

However, as you all know, we are now in our new headquarters at the Merchant Venturers Club and are running our annual dance on Trafalgar night, so we are hoping to swell our funds substantially by the end of the year. So, remember, all you northern branches, one day the invitations will go out and we will all be "ganning along the Scotswood Road!" or to be strictly correct, Northumberland Street.

Our dance preparations are going ahead; our chief naval guest will be Capt. G. F. Renwick, R.N., the new Admiralty Regional Officer.

The Lord Mayor has promised to visit us if there are no official visits on his agenda. Shipmate John Nugent has been very helpful on the publicity side.

Our president, Cdr. Row, R.D., R.N.R. (ret.) recently visited the Headquarters Club and gave a favourable report about it. In fact, we have all decided that if in London, we shall certainly stay there.

We "Geordies" up here hope all branches prosper. R. FINCH.

"Support the Stalwarts" says Twickenham

GREETINGS shipmates everywhere from the Thames Valley. We hope that all members are fit and well and determined to carry on the good work and comradeship of our grand organisation.

Could it be that we are forgetting the not so far distant days when we stood shoulder to shoulder, come what may, to achieve a great victory and realise the meaning of unity, loyalty and comradeship? From many branches come the report that things are not so good as they should be and

unfortunately a few branches have disbanded.

This question is serious, shipmates, and one that must be "faced up to" immediately. There are always the branch "stalwarts" that can be relied upon on every occasion, but they need your co-operation. Why not give it to them now as you so readily gave your "oppo" in the "Andrew," and make your "ship's company" a happy one.

In spite of the weather, several church services and dedications have been attended and the social activities have continued successfully. Many of our friends have been visited and more to come, taking our programme well into the New Year.

All members wish to thank the shipmates and their friends for the hospitality shown to them during the summer vacations.

Sorry to disappoint you, Dorking branch, at your Christmas social, but arrangements had been made for a whist drive and "Bingo" on that date, proceeds to go to the shipmates of the Star and Garter Home, Richmond.

Calling Worthing branch, your invitation to visit you is most welcome, but unable to be with you until the New Year, our social secretary will be notifying you of future dates. The annual rally and reunion is our next major event. Our quota of tickets have been sold and everyone is looking forward to a most successful gathering.

Although it sounds a long way ahead, Christmas will soon be with us and with the spirit of goodwill could I appeal to all branches and members to remember our shipmates at the Star and Garter Home Richmond? A few extra "smokes" or "bacey" will be more than appreciated, or perhaps an invitation to your social activity.

Shipmate "Hookey" Walker of the "Home" will be delighted to accept either, on behalf of the "boys."

Cupid has been busy within the branch, for recently our president announced the engagement of our two youngest members, Gay and Alan. May we wish them every success and happiness.

To all shipmates abroad, a safe journey home; to all shipmates at home, keep smiling, and if you are in our locality don't forget the welcome on the mat at "The Crown."

EDINBURGH CAN EXPECT VISITORS FROM DURHAM

NOT much to report from Durham, shipmates, but we like to keep in touch through the good services of the NAVY NEWS.

Looking back on our successful branch visit to the annual conference at Blackpool, those who went along had such a good time that plans are already afoot to go north this time and visit the shipmates at Edinburgh. Standard bearer Dick Heron and his "oppo" Jack Pearce had such a rollicking time at the Edinburgh Dedication that we are accepting the invitation to pay our northern brethren a visit.

Our annual buffet dance is to take place in the Red Hills Hotel on Friday, November 21; the two previous ones were a great success, so shipmates are warned to book early. Our Christmas celebrations would not be complete without our "Members only" get-together, and that will be taking place on Wednesday, December 17, in our Headquarters at the Dun Cow.

Should any serving men read this, always remember that you are more than welcome to visit us when we meet on the first Wednesday of the month. W. E. MORLEY.

Rosyth and W. Fife repeat treasure hunt

HAVING NOW finished our holiday recess, during which many members visited other Areas, we are back in harness again and our start-off was to assist at the Navy Days held in Rosyth on September 13 and 14. We held the treasure hunt again, which proved most successful. We were able to hand over a pleasing sum to the Navy Day Committee.

B. BILLINESS.

TWO HUNDRED AT No. 8 AREA DANCE

THE Area Reunion Dance of No. 8 Area was held at Leamington Spa Town Hall on Friday, September 5. There were about 200 present and a most enjoyable evening was had by all concerned. The evening commenced with a visit to a variety show in the Jephson Gardens, followed by a look around the illuminations in the gardens, and then on to the dance, where dancing continued until 1.30 a.m. The dance was attended by the Mayor of Leamington, Shipmate Frank Gundry and the Mayoress. Also present was the National Council member for the Area, Shipmate G. Young. A vote of thanks was given to him for all the hard work he had put in to ensure the success of the evening. A raffle was held during the evening at which numerous very good prizes had been donated. J. MONAGHAN.

A READER, a retired lieutenant-commander and Chairman of a Royal Naval Association branch, writes that he was going to school when Portsmouth had horse-trams, before the South African War. He joined the Royal Navy in 1908 and says that despite tough captains in tough ships and sore shoulders after "coal ship," he enjoyed every moment of his service. He also stated that his sons did not know the rigours of hard work for 1s. 10d. a day and without any marriage allowance for wives. (Those were the days.—Editor.)

Blind entertained at Darlington

WE were very fortunate in the beautiful day that we chose for the children's outing to Seaton Carew on August 17. We took about 80 children away for the day. It was the best day's outing that we have had.

On Thursday, August 28, we entertained as guests the male section of the Darlington Club for the Blind. They were collected and returned home in cars, by the kind gestures of two of our members, Shipmate R. Wormald and Shipmate J. Carr; entertained with songs, etc., by members, provided with refreshment, pies, sandwiches, etc., and played darts, dominoes and whist with the members. We are hoping to see them again. The ladies' section of the branch have made arrangements for a similar evening for the ladies of the Blind Club.

We are sorry to report that Shipmate J. Wilson has had to tender his resignation as chairman of the branch due to circumstances that do not allow for him to devote as much time to the branch as hitherto, but he will still maintain the great interest that he has in the club. The chairmanship has been accepted by Vice-Chairman Shipmate A. Meehan, and vice-chairmanship by Shipmate E. Akers, both *pro tem*.

Shipmate J. Wilson will be greatly missed by members of the branch and mostly by his colleagues on both committees. Nothing was too much bother and he put his heart and soul into everything that he did for the branch irrespective of any discomfort or inconvenience that it may have caused him, personally, and we can only say, "Thank you for everything, Johnny."

E. AKERS.

Lieut.-Commander Rowland Bourne, R.N.V.R., who was the holder of the Victoria Cross, D.S.O., and Legion of Honour which he had gained at Zeebrugge, died in Esquimault, B.C., at the end of August.

Order or Renewal Form

(Delete as appropriate)

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

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

Commence.....(Month)

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

Teaspoon find gives new link with U.S. Navy

ASHFORD VICE-PRESIDENT GETS HISTORY AND PICTURES OF U.S.S. MAINE



Ashford's (Kent) Vice-President, Shipmate L. G. Murray, who presented the framed picture of U.S.S. Maine, is on the extreme right, with the Chairman of the Branch, Shipmate G. Philpott, behind the ship's bell. There are six of Ashford's new members in the picture

ASHFORD (Kent) is still forging ahead—five new members since our last signal. Keep up the good work, Johnnie Johnson, Rear Admiral Furse, who has just joined us, met most of us at the Flying Horse, Smarden, when we returned from a trip to Hastings. Our host, Shipmate Ern Bodkin, certainly did his bit in entertaining the ladies and the "Sprogs"—"Thanks, Ernie."

Shipmate George Reed was welcomed in the mess, having transferred from Hong Kong Branch, and we all wish him a happy commission with us.

Shipmate Don Murray took a working party to Chatham for the Navy Days, and I'm sure Shipmates Philpott, Johnson and Fedder thoroughly enjoyed themselves aboard H.M.S. Lagos when they were received by shipmate C.P.O. Barker in the mess. "Thanks a lot, and I hope you are having a good time during your present trip off Iceland—bring us back some fish and chips."

Message from Nautilus

August 22 was another memorable occasion for our branch. Our Vice-President (Don Murray) found an old teaspoon in his travels, commemorating the loss of U.S.S. Maine in Havana Harbour, some 60 years ago. He followed it up with inquiries in Washington, U.S.A., and received photographs and the history of this grand old ship. These he had framed, and they were to have been handed over to the Branch by Cdr. James W. Short, U.S.N. (Naval Attache, London), but owing to pressure of work he was unable to do so. The picture was handed over and pre-

sented by our Vice-President. "Many thanks, Don."

A reply to our message of good wishes to U.S.S. Nautilus was received from Cdr. Anderson, wishing our Branch every success.

Harvest Produce

A small boarding party arrived alongside Maidstone Branch on September 1 for their annual harvest thanksgiving and met the "old salts" from "Pembroke House," and how they enjoyed themselves considering the ages of some of them were over 80. Old Tom Asprey was there to liven the proceedings and, believe me, he did. His big surprise was seeing Cdr. Alf Buss, and the Whitstable Branch come alongside, with the garden produce, to swell the fine show, which we later loaded into the coach to be taken back to "Pembroke House" with the "old salts." "Thanks for a lovely evening, Tom."

A coach-load is standing by to shove off to our biggest "do" of the year, the reunion at the Festival Hall, London. We'll be seeing you, shipmates. Here's hoping for a fine day.

S. E. LANCEFIELD.

HOUNSLOW'S HAPPY DAY AT GOSPORT

THE Branch has been very busy these last two months. We had a very enjoyable time when we visited the Royal Fusiliers Association dance. I am sorry to say that our hosts at the darts match we attended were not too kind to their visitors. They beat us three straight games, but the social afterwards made up for our defeat. Our outing this year was spent with the shipmates and their ladies at Gosport. I hardly know where to start saying my thanks to them, so I will start by saying a very big thank you to the ladies who provided our sumptuous tea, the trip to H.M.S. Dolphin and H.M. Submarine Alliance was a brilliant idea and was really enjoyed by all who went. Our day was complete with the social afterwards to all the shipmates. On behalf of my Branch, I would like to say that your efforts and hard work in building your own club are a great success. I must confess 11 o'clock came all too soon.

The clerk of the weather was on his best behaviour for Battersea dedication. What a march! I am told it was one and a half miles; that must have been as the crow flies. Once again, ladies, many thanks for the tea, you must have worked very hard to prepare for so many. We shall be attending Finsbury dance on September 27 and Willesden's dedication on September 28, and, of course, our annual event, parade and reunion, when we hope to

meet, once again, many shipmates for a very convivial evening. Our next social is at our H.Q.—we are entertaining the R.A.F.A. Glad to say our membership is slowly creeping up, but that does not mean we have cried "Halt!" In fact, if you would like to join in some of our social activities, why not come and see us on Friday evenings when you are on leave. The address: Railway Hotel, Whitton Road, I feel sure our ladies will take care of your wives so that you can have a roam round and talk shop if you want to; anyhow I feel sure you will enjoy yourselves.

TOM HAWES.

PAIRINGS FOR R.N. HOCKEY K.O.

The draw for the first round of the above competition to be played on or by November 12, is as follows: 1. H.M.S. Ganges; 2. H.M.S. Neptune; 3. P.R.O.R.M. Chatham; 4. R.M. Deal; 5. H.M.S. Ariel; 6. R.N.B. Chatham; 7. R.N.B. Portsmouth; 8. H.M.S. Vernon; 9. H.M.S. Dolphin; 10. H.M.S. St. Vincent; 11. H.M.S. Excellent; 12. H.M.S. Daedalus; 13. R.M. Eastney; 14. H.M.S. Dryad; 15. H.M.S. Mercury; 16. H.M.S. Sultan; 17. H.M.S. Collingwood; 18. H.M.S. Osprey; 19. R.N.A.S. Yeovilton; 20. I.T.C. R.M. Lympstone; 21. R.N.B. Devonport; 22. H.M.S. Fisgard; 23. H.M.S. Cambridge; 24. H.M.S. Raleigh; 25. R.M. Plymouth; 26. Reserve Fleet, Plymouth; 27. 42 Commando; 28. R.N.A.S. Culdrose; 29. H.M.S. Caledonia; 30. R.N. Air Station Lossiemouth; 31. R.N.A.S. Arbroath; 32. R.N.A.S. Abbotsinch. All matches must be played in accordance with the Navy Cup rules, copies of which can be obtained from Instructor-Lieutenant N. C. Holt, H.M.S. St. Vincent, Gosport.

The first-named team is the home team and is responsible for the results being forwarded to the hon. secretary, together with a list of the players of both teams.

'Bayonets fixed parade' after Helston gives her freedom

HONOUR FOR R.N.A.S. CULDROSE

HELSTON, "the quaint old Cornish town" of "The Floral Dance" song fame, gave the honorary freedom of its ancient borough to the Royal Naval air station at near-by Culdrose on Friday, September 12.

The naval air station, commissioned as H.M.S. Seahawk in 1947, is the first to be offered an honorary freedom of a borough, and the youngest Royal Navy ship or establishment ever to receive the honour. Helston's own charter dates from 1201—the second oldest in Cornwall—and one of her most famous citizens buried there is Henry Trengrouse, inventor of the rocket life-saving apparatus. Much of her history has been associated with the sea, and the freedom given to the R.N. air station culminates the very good relationship which has been built up between Service and civilian elements.

When the airfield was first constructed there was opposition to the taking over of farming land, but there was local anxiety recently when it was rumoured that Service cuts might close Culdrose. The Borough of Helston quickly endorsed the economic necessity of having the naval air station in its midst.

The Mayor of Helston presented a parchment scroll, conferring the freedom on the station. He received the station's crest in return.

A silver casket, containing the scroll, was given by the Captain of H.M.S. Seahawk to an officer to "troop" it

across the front of the parade, which then marched through the borough "with bayonets fixed and bands playing" as the traditional right of a Service unit with an honorary freedom. Afterwards the Mayor took the salute at a march-past at the Guildhall, and in the evening the band of H.M.S. Seahawk performed the ancient ceremony of beating "Retreat."

Among those taking part in the parade were pilots from Nos. 796, 750, 849 and 831 Squadrons, Fleet Air Arm.

Navy Breeds 'Em Tough

INFORMATION has reached us that Mr. Ernest ("Happy") Day, of Vancouver, B.C., a young man of some 86 summers (and winters) and who was knocked down by a man driving a small car in December, 1956, is getting around very well indeed—and without crutches. Mr. Day's companion when he was injured was killed, but although he sustained two broken legs, a broken arm and some broken ribs, his toughness won the day. He completed his 22 years' service in the Royal Navy in 1912.

NAVY'S EXPEDITION TRAINING PROVES POPULAR

ACTIVITIES IN NEW FOREST AND IN SCOTLAND

A LARGE number of ratings in the Portsmouth Command have taken part in expedition training during the spring and summer months and have found themselves learning something about canoeing, mountaineering, underwater exploration, camping, sailing, escape and evasion tactics, etc. The sponsoring officers for the various activities are always willing to receive the names of new volunteers and there is no reason why many should not continue to "learn how" during the winter months.

Wide games have been very popular and have mostly taken place in the New Forest area between rival teams from various ships and establishments. Emphasis at present is on escape and evasion exercises and in some of these members of the W.R.N.S. have taken part. The teams of ratings have been given a plan of action to follow by the officers in charge and then chosen their own leaders and been given a chance of deciding exactly how to fulfil the objectives of the exercise; they have had to use their heads, initiative and their "guts" to win through. Numbers of volunteers from most establishments have been high and there should be a big future for this activity.

CAIRNGORM CLIMBED

An expedition carried out by the Victorious to Rothiemurchus is typical of many expeditions carried out during this season. A large number of ratings took part in this and based themselves on a mountain hut at Rothiemurchus. Morale was extremely high, as the expedition was well run and organised. The officer in charge was most impressed with the powers of endurance shown by these ratings, few of whom had previously had any contact with this open-air life. There had been a good fall of snow prior to the visit, but unfortunately there was



Mountain hut at Rothiemurchus used by the Victorious party

a thaw during the week. High winds caused conditions to be unpleasant on several occasions, but visibility was

good. Lessons learned were most valuable as it gave officers and ratings a chance to prove themselves under difficult conditions and establish an ideal officer-rating relationship based on mutual respect. One mountain, Cairngorm, was successfully climbed and in fact one party actually found themselves going down the far side before they knew they had reached the top.

The ski-ing party were mostly starting from scratch, although they were all really fit from a pre-ski-ing P.T. class on board which proved invaluable. Skiers were divided into parties and progress was better than anticipated, and by the end of the week, all skiers had some method of arresting their forward progress under control, and indeed two were on the fringe of the Christie stage. One full day was devoted to a six-mile outward journey tour on skis, involving a climb up to approximately 2,500 feet and a long ski back down the full length of Corrie Cas. This was some achievement after only a few days ski-ing.



Soft snow at the tree line on the Cairngorm

Four ratings plan return by road from the Far East



Able Seaman C. Hepburn (Ramsbottom, Lancs), Able Seaman B. Bowens (Salford, Lancs), Petty Officer A. MacGilchrist, the organiser and leader of the expedition (Edinburgh) and Able Seaman R. Sainsbury (Fordingbridge, Hants)

C-in-C. GIVES BLESSING—AWAITS OUTCOME OF EXPEDITION WITH INTEREST

WHEN H.M.S. Mounts Bay recommissions next November the majority of her ship's company will be flown home to the United Kingdom. Four ratings will not be going that way. For them, a date in late November will be the beginning of a great adventure which will take "The Navy on Wheels" through 15 countries over 12,000 miles of land from Singapore to London. The four ratings, P.O. MacGilchrist and A.Bs. Hepburn, Sainsbury and Bowens, will travel in a Land-Rover and the trip will be the culmination of plans which have already taken four months.

The idea originally grew from a long ride up-country in Malaya during a leave period, and was carried on by the book of the Oxford and Cambridge Far East Expedition, which travelled the route in 1955-6, and by a spirit of adventure among the men themselves.

The initial planning had to be in detail for the first major step was to obtain permission from the Naval Authorities. By the seriousness of their planning and the care with which the job was tackled they convinced the Captain of H.M.S. Mounts Bay, Cdr. J. W. Powell, D.S.C., R.N., that they had the ability to make the trip. Help was forthcoming from many in the ship in order that this unique Naval journey should be approved and be successful.

Their application was forwarded, with Cdr. Powell's support, to the

Commander-in-Chief, Far East Station. It was a great day when official approval arrived in the ship, including a sentence quoted to the ship's company which read: "The ratings concerned are greatly to be commended for the obvious effort and forethought that has gone into their plans so far, and I await the outcome with interest."

FORTY DAYS AIM

The route was planned with help from the R.A.C. in London, the A.A. in Singapore and the use of "First Overland," the book of the Oxford and Cambridge Far East Expedition. The team's aim is to make the journey in 40 days, though they fully realise the difficulties with which they may be faced. This is their normal Foreign Service leave, but in case they are delayed the Admiralty have been asked

to grant them unpaid leave until they arrive in the United Kingdom.

They are now busy obtaining the necessary visas for the countries on their route, and have got down to the task of studying the many and varied details for their venture. Starting from Singapore, the Land-Rover will be driven northward through Malaya into Thailand. Then follows probably the most difficult part, through Burma, to India and Pakistan. Alternative routes have had to be prepared for the Middle East to avoid any trouble there, and having driven through Turkey, they will cross the Bosphorus into Europe and the last leg home.

ADVENTURE AND EXCITEMENT

Many things show the keenness and sincerity of those making the trip: their detailed planning before they knew whether they could go; their willingness to forgo their leave at home; the fact that they must bear the whole cost themselves; but best of all is a paragraph written by one of them:

"To sum up our various reasons for wanting to do this journey is rather difficult. Adventure and excitement primarily, I suppose, but deeper down I think we all feel that we should like to show the other two Armed Services and the private citizens that ordinary sailors are capable of planning and executing an operation which, to say the least, is rather difficult."

The journey is scheduled to be completed in 39 days, ending in London on January 2.

"THE PADDY FISH" WINS SWIMMING TITLE

First Inter-Service win is example of hard training

PETTY OFFICER J. F. HAYES, at present serving at H.M.S. Condor, P.R.N.A.S. Arbroath, has made his name in naval swimming circles where he is known as "The Paddy Fish," and is a fine example to all naval sportsmen by his willingness to train hard and often for the sport he loves.

A native of Ireland, he was born at Wexford in 1931, where, until joining the Navy in 1949, swimming took no preference over the other sports. After a period of training at Royal Arthur P.O. Hayes then joined H.M.S. Condor at Arbroath. In the same year he took part in the Home Air Command Novices Boxing Championships and reached the semi-final of the light-weight division. His first step along the swimming path was taken during his stay at Arbroath, where he made good use of the public baths.

The next four years were spent improving his swimming. He was also a good inter-part sportsman by having a go at everything. In 1953 he returned to Arbroath and saw a chance to make his name. By commencing his training in February he worked up to his peak and met with some encouraging successes, including winning the Scottish Command 440 yards and finishing fourth in the Navy Championships. A draft to Centaur in 1954 kept him out of home championships, but not out of the sport entirely, as in the Mediterranean he won the 110 yards free style and also represented Centaur at water polo. Two years later Paddy found himself again at Arbroath and celebrated his return to shore service by winning the Scottish



Petty Officer J. F. Hayes

Command 440 yards free style. He also came seventh in the Navy Championships 440 and 66 yards free style. Time was also found to represent the Air Command at water polo. Having seen some results for his labours, P.O. Hayes then stepped up his training for 1957 with even better results, namely: a repeat win in the Scottish Command 440, third in the Navy 440 and 880 yards, also fourth in the 220 yards.

Not confining himself to Navy swimming, he also swam the River Tay (a popular event locally) in 16 minutes 24 seconds, beating the previous record by 10 minutes, and the double crossing in 48 minutes 47 seconds, smashing the record by 15 minutes. In the same year he was fifth in the inter-Service championships for the 440 yards free style.

This year's achievements have been even greater and the form reads as

SPORTSMAN OF THE MONTH

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Letter to the Editor

Rip-Roaring Week in Montreal

SIR,—We were gratified to see that the achievements of our soccer team in winning the Maritime Provincies Soccer Championship had earned a "heavy print" paragraph in your September issue.

It is a pity that we are unable to report further successes, but the fact is that we lost 4-2 at Montreal, on Saturday last, in the semi-final of the All Canada Soccer Championship.

It was unfortunate that four of our players had to be absent "due to the exigencies of the Service," since Ambush was week-ending in Bermuda after exercises and they could not be spared. However, we were able to fill the gap with four good civilian players from other maritime teams. This probably sounds strange, but the local ruling is that any team may include up to four "outsiders" for the All Canada games, and that during a match up to three substitutes are allowed, and these not necessarily because players are injured but just at the captain's whim.

Thus we took a party of 17 to Montreal, 15 players, one trainer and the sports officer. All travelling and accommodation expenses were paid by the All Canada Soccer Association, and we were given very pleasant accommodation in the Queens Hotel, Montreal. In addition each man was paid a daily allowance of \$14 (£4 10s. sterling), which incidentally demonstrates the high cost of living as this sum proved adequate, but by no means excessive.

Looking through NAVY NEWS I see that you do not really run reports on individual sporting events, (giving names, home towns, girl friends, etc., of the lads as the Canadians in their "Crownsnest" love to do) and in any case a lost game does not make good reading! Suffice it to say that our team put up a very good performance but unfortunately, with their four civilian players, lacked co-ordination which failing cost them the game.

It is easy to surmise, but to my mind it is fairly certain that had we had our own full team, who have played together all season, we could have won. The lads were, naturally, disappointed that they were unable to boast another cup and go on the next stage to Winnipeg, but as it turned out T.C.A. were unable to fly us back to Halifax until the Monday afternoon, and everyone had a rip-roaring week-end in Montreal which has an adequate supply of night spots, bars,

(Continued in previous column)

For the lower deck

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy... furnishing a home, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

For full particulars ask the man from the

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COLLINGWOOD RETAINS PORTSMOUTH COMMAND ATHLETIC TROPHY

FROM our point of view, 1958 was a very interesting season. We lost to Southampton University by the narrowest of margins in an exciting away match. Two other matches were against Daedalus, both of which were thoroughly enjoyed, particularly as we managed to pull off a win.

We retained the Portsmouth Command Trophy for the sixth year in succession and also supplied a considerable number of competitors for both the Command and Navy teams.

Soccer.—We started our soccer season before the summer leave with an Inter-Divisional Knock-out Competition to give us an idea of the ship's strength. We needed this early start because our first U.S. League game came within three days of our return from leave. In this game, against the R.A.O.C., we were leading 3-2 at half-time, but before the close we were 8-3 down! Two days later we entertained an Italian training ship, but this time we forced a draw on a ground which was extremely wet but very much to our advantage. We seem to be improving as we go along, because so far we have drawn with the Royal Marines and beaten Dryad.

In the only game the second XI have so far played in, they collected 10 goals out of a total of 16 during the course of the afternoon.

Rugger.—For us, the first rugger game of the season saw an exciting match which Daedalus won by 15 points to three points. What we lacked in skill we certainly made up for with enthusiasm. Let's hope we maintain this spirit throughout this year and next.

Basketball.—We haven't really got into our stride yet since losing so many of our stars to Ariel, but of two games that have been played we won one and lost another.

Boxing.—Divisional interest is being whipped up for our championships which take place in the week commencing Monday, September 22. Not much talent is evident, but one or two are putting plenty of zest into their training. Whether we will be as successful in the forthcoming Command Championships remains to be seen.

R. W. PERRIE.

(Continued from column 5)

etc., and in addition to being the second largest French-speaking city in the world, would seem also to be second to Paris on the night life side.

Next year, perhaps, we may go a stage further, in which case you may need to give us more space in NAVY NEWS!

Yours, etc., R. H. WOODS.

Motoring notes

AN EFFICIENT SILENCER DOES NOT ATTRACT ATTENTION

DURING the course of one's daily travels it is almost inevitable that one goes into a pub for a glass of ale and a snack at lunch time, or in the evening one pops round to the local for a "nogging and a natter." No matter what the occasion, it is interesting to notice how frequently motoring is the main topic of conversation, and you can hear a variety of detail being discussed—from petrol consumption to noisy motor cycles.

'Don't be a Nuisance

In these bar room conversations it is surprising to discover how unpopular motor cyclists are among one's fellow men. One of the biggest complaints arises mainly from lack of thought, and, let it be admitted, the writer has often been a culprit in his younger days. It appears that more people go to bed before 11 p.m. than is generally realised. Many of them are apparently disturbed by the motor cyclist who, having said goodnight to his girl friend proceeds to start up his machine and then stays talking to her for about ten minutes whilst he blips the throttle of his machine to the annoyance of the local populace. So to all motor cyclists, please remember to "pipe down" on the noise late at night and don't make a nuisance of yourselves.

Incidentally many motor cyclists and owners of older cars who delight to tinker will be surprised to know that an open or noisy exhaust is usually much less efficient than a properly designed and silenced system. Apart from this, noise often attracts attention from the police, especially when it is accompanied, as it usually is, by really bad driving.

Winter Routine

The end of October is usually recognised as the time to flush out car radiators and refill with anti-freeze ready for the winter frosts. Most blends of anti-freeze are expensive at 7s. 6d. a pint and although well advertised are no better than that sold by Boots the Chemists and by Holts, who produce a variety of chemicals for motor cars. These two firms charge 5s. a pint for anti-freeze which is every bit as good although only two-thirds the price of the other. They deserve a mention in these notes.

This is also a good time to check over the car for winter requirements. Lighting systems are usually disregarded during the summer, and all lights should be checked, bulbs replaced, and head and fog lamps reset. Car heaters, too, have an annoying habit of going on strike, especially in hard water areas, and the heater unit may well be furred up internally. Incidentally, don't forget that many cars, e.g., Morris Minors, have an

isolating tap in the system which may be turned off, so don't forget to turn it on again.

Cold weather also brings its crop of starting problems. Now is the time to check sparking plugs, distributor points, and plug leads and to clean out the carburettor and fuel pumps. A change to a lighter grade of engine oil is also recommended.

Incidentally, if the car battery is getting old and fails to stand up to the punishment of winter motoring, don't forget that your old battery has a scrap value of 10s. or so. Your garage won't volunteer this allowance but will usually allow it if asked. If they won't allow it, go elsewhere for your new battery.

Tyres

Many motorists are ignorant of a rule of most insurance policies that they are required to maintain their vehicle in a roadworthy condition. This includes tyres.

If you have an accident due to skidding and your tyres are smooth, don't be surprised if your insurance company repudiates the claim. The assessor who examines the vehicle is bound to report such defects and you can't blame him. After all smooth tyres are a menace. **A. E. MARSH.**

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FURNISHED ACCOMMODATION always available to P.O.s, and their wives. Short lets preferred.—Phone Portsmouth 24281 for details and appointment to view.

MARRIED COUPLE wanted; Residential Youth Boating Station, Surbiton. Wife must be capable cooking for large numbers. Husband should have knowledge of small-boat maintenance. Ex-Navy personnel preferred. Accommodation free. Salary £520 p.a. Replies to Box 70.

THREE FURNISHED ROOMS, use of kitchen, baby welcome. Garrett, 55 Goodwood Road, Southsea.

TO LET, two furnished rooms, own kitchen, use of bath. Sorry, no children.—40 Margate Road, Southsea.

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MISCELLANEOUS

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SITUATIONS VACANT

WIRELESS TELEGRAPHY OPERATOR required by Falkland Islands Government wireless station, Port Stanley, on contract for one tour of three years in first instance. Salary according to experience in scale £360, rising to £600 a year. Full board accommodation obtainable at £12 to £14 a month. Free passages. Liberal leave on full salary. Candidates must be single and have had good practical operating experience. P.M.G. certificate an advantage.—Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote M2C/41891/NAE.

THERE ARE VACANCIES for men (5 ft. 9in. or over) between 19 and 29, and women (5 ft. 4 in. or over) between 20 and 34, as constables in the Surrey Constabulary. Starting pay (even while training) £490 a year for men, and £440 for women, plus house or allowance in lieu.—Write to: The Chief Constable of Surrey, Police Headquarters, Guildford.

THE INDEPENDENT TELEVISION AUTHORITY

invites applications for the appointment of a rigger for maintenance work on masts and aerials at its transmitting stations. The work would involve climbing masts to heights up to 1,000 feet. The successful applicant would be required to travel to any one of the Authority's transmitting stations, for short periods at a time, in the British Isles. Generous subsistence allowance would be payable when away from base. The basic wage for a 44-hour week is £10 3s. 6d. There is a possibility of limited overtime. A contributory pension scheme is in force.—Applications in writing should be submitted to the Personnel Officer, 14 Princes Gate, London, S.W.7.

COMMANDER required by Nigerian Federal Government for service with Nigerian Navy on contract for three tours of 12/24 months in first instance. Salary including Inducement Addition in scale £2,064 to £2,130 a year. Gratuity at rate of £150 a year. Free passages for officer and wife. Assistance towards children's passages, and grant up to £150 annually for maintenance in U.K. Liberal leave on full salary. Candidates must have held the rank of Commander or Lieutenant-Commander (E) in the Royal Navy and preferably have had dockyard experience.—Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote M2A/50282/NAE.

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Home Air Command Sports News

W.R.N.S. PROVIDE INTER-SERVICES SPRINGBOARD CHAMPION

IT may seem strange to commence the October notes with a report on swimming, although goodness knows our summer weather provided little encouragement for this sport.

The Air Command representatives in the Inter-Services Championships at Eltham Baths, London, on August 25 and 26, are to be congratulated on their performance. P.O. Hayes (Arbroath) won the 880 yards free-style, and Third Officer Earl (Yeovilton) became the new inter-services' women's springboard champion, in addition to being the runner-up in the firmboard event.

On October 18, at the Marshall Street Baths, London, the Combined Services Swimming Association met the Amateur Swimming Association. Only three members of the Royal Navy are in the Combined Services team, and we are proud to report that two of these are from the Home Air Command: P.O. Hayes (Arbroath) and A.A.2 Hughes (Ford); well done indeed.

BOXING

The R.N. "Novices" Open Trials and Class "C" competitions are being held in the R.N. Barracks, Portsmouth, this month. Much interest will be centred on the Class "C" Competition, a new event in the R.N. boxing world. This covers the phase between "junior" and "senior" boxing and, it is hoped, will fill the previous blank in a young naval boxer's career.

RUGBY

The H.A.C. rugby season opens with trials at R.N.A.S. from October 13 to 17; these are to be followed by the first match of the season against B.R.N.C. Dartmouth. Two interesting

fixtures against Beckton Wanderers and Clentarf, played on October 25 and 26 respectively in Dublin, provided the H.A.C. team with the right type of opposition they will be required to meet in the full season of fixtures that lie ahead.

HOCKEY

The Home Air Command Area Festivals are being conducted in three zones this year, as follows: Northern, at Abbotsinch on October 8 and 9; Midlands, at Bramcote on October 9; Southern, at Lee-on-Solent on October 17 and 18.

The H.A.C. Knock-out Competition,

Festival finals and trials are being held at Lee-on-Solent on October 31.

SOCCER

The Air Command held its first trial match (North v. South) at R.N.A.S. Bramcote on Wednesday, September 10. There were several new faces to be seen on both sides, and the selectors were generally quite pleased with the standard shown.

The annual match R.N. (Home Air Command) v. Hampshire F.A. was played on Wednesday, September 24, at Privett Park, Gosport, under floodlights and will be reported in the next issue, together with details of further fixtures. R. H.

Three months of sporting activities in Middle East

ANOTHER Service athletics season in Malaya has drawn to a close. While it lasted, it involved quite a lot of activity for the Navy athletes starting with the R.N. (Singapore) A.A.A. Championships in H.M.S. Terror on June 11. These were most closely contested between Newfoundland, Royalist, Terror, Bulwark, 8th Destroyer Squadron and 3rd Frigate Squadron, and Bulwark clinched the competition on the last event, the 4x110 yards relay.

Final points: 1. Bulwark, 102½; 2. Royalist, 94½; 3. Terror, 83; 4. Newfoundland, 82½; 5. 3rd Frigate Squadron, 78½; 6. R.M.N., 75½; 7. 8th Destroyer Squadron, 71; 8. R.A.N., 71.

The Navy held their invitation relays

meeting on Saturday, July 12. The Navy's only success came in the "Throws" relay, where its team, consisting of C.P.O. Sam Johnson (hammer), Surg. Lieut. (D) Wilkinson (shot), Musc. Reeves (javelin) and Lieut.-Cdr. Hodgson (discus) out-threw their nearest opponents, the R.A.F., by 28½ feet.

The Singapore A.A.A. Championships were held on July 25 and 26. The three R.N. athletes competing gave a good account of themselves. S.P.O. S. Johnson won the hammer for the second time, Surg. Lieut. Wilkinson won the shot for the second time, and Musc. Reeves came third in the javelin. Johnson and Wilkinson were selected to represent Singapore in the Malayan Amateur Athletic Union Championships, held at Penang on August 15 and 16. C.P.O. Johnson added the Malayan hammer title to his string of successes, and Surg. Lieut. Wilkinson came fifth in the shot.

STRONG COMBINATION

The R.N. team trained very hard for the Singapore Inter-Services soccer competition. Sub-Lieut. Filce (Port Recreation Officer) and P.O. Barnes, of Cheviot, welded them into a fairly strong combination. Shpt. Sleep (F.O.2 Staff) and P.O. Barnes, having played for the R.N. back home last season, were a source of strength to the team. H.M.S. Cheviot supplied seven members of the R.N. team—a very worthy effort. They did exceptionally well against the R.A.F., and the result at the end of 80 minutes of hard football was a draw, 1—1.

The big match of the series was against the Army, they having beaten the R.A.F. A crowd gathered on H.M.S. Terror's ground, and they were certainly not disappointed. After a goalless first half, the strength of the Army (professionals) began to tell, and they ran out winners 4—0.

The R.N. swimming championships (Singapore and Inter-Services), are now taking place, together with rugby trials, plus a Faulkner Cup hockey tournament.

Rugby result: Naval Base, 9; Royal Signals, 5.

this respect, for his conscientious work during the close season.

On the cricket field, Vernon lost only one match to a service side. L./Sea. Deas bowled consistently well throughout the season, taking 65 wickets.

UNBEATEN SWIMMING TEAM

The water polo and swimming teams completed the summer unbeaten, winning the "A" League Water Polo Cup and the Associated Swimming Cup.

Although tennis results were generally disappointing, Vernon produced two outstanding players in the Royal Naval Tennis Championships at Wimbledon. The unseeded pair, Wren Jo. Mason and Inst.-Lieut. F. J. D. Kelly gained a place in the semi-final of the mixed doubles event. After a tense struggle they lost in three sets to the eventual champions. Inst.-Lieut. F. J. D. Kelly, partnered by Inst.-Lieut. R. White, had earlier won the men's doubles tournament.

NINE SAILING TROPHIES WON BY H.M.S. VERNON

PERHAPS it was Sceptre's challenge for the America's Cup which flared the enthusiasm in H.M.S. Vernon for sailing, during the past season, for no fewer than nine trophies have been won.

Lieut.-Cdr. P. C. E. Richardson, who helmed in the first four races for the Monarch Bowl, obtained two firsts and two seconds. Lieut. D. L. Kitch's superiority in the last race assured the Windfall yacht trophy would come to Vernon.

P.O. Rishman's whaler collected the most points in whaler races to win the Bedford Cup and in doing so helped Vernon to total sufficient points to win the Aurora Cup. He was also the first rating to cross the line in the Woodcock Cup race and the R.N.S.A. regatta.

Success in dinghy team races provided Vernon with yet another trophy, Cdr. E. G. Ducat-Hammersley's contribution earning him the James Cup for individual helmsmanship.

Wren Daish won the dinghy race for lady members of the R.N.S.A. and was awarded the English Rose Cup.

While offering hearty congratulations to Vernon in this, their most successful sailing season, the efforts of the willing crews and "backroom boys" must not be forgotten. Mr. Baker deserves special mention in

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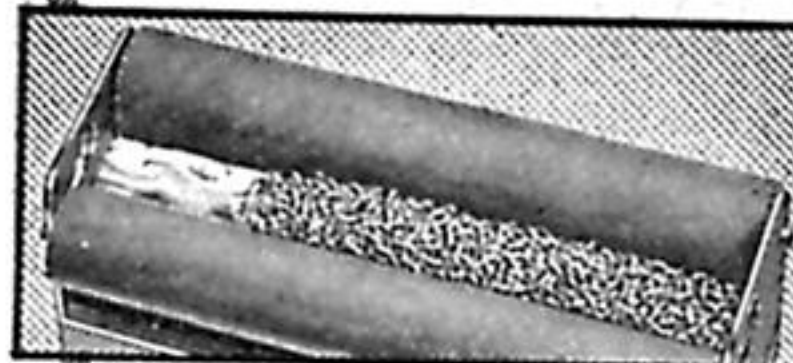
20

for 8^d.

RIZLA

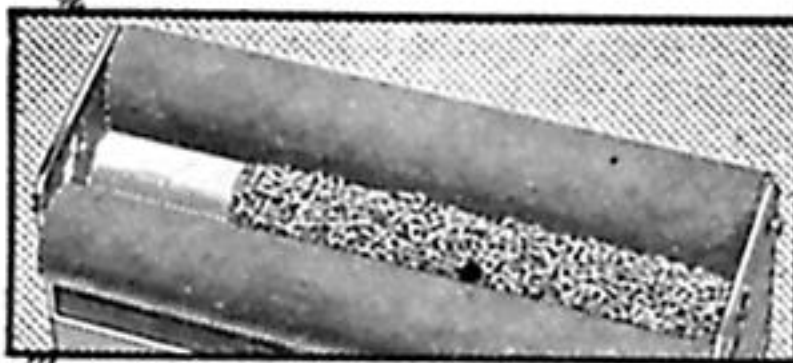
The complete RIZLA OUTFIT costs only 9¹/₂d. from your tobacconist.

"RIZLA-ROLLERS" can save money and enjoy more smokes with no wasted tobacco.



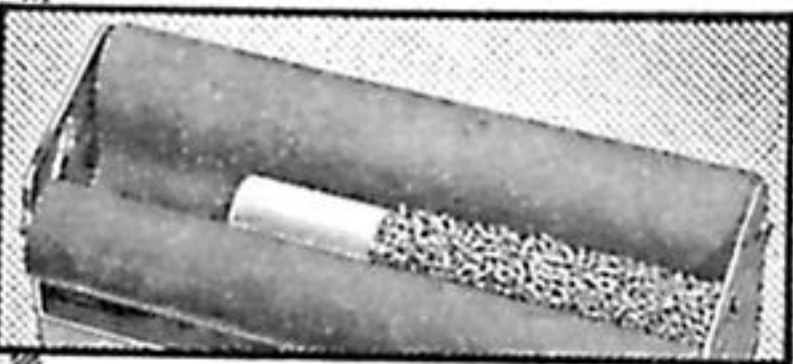
12 FOR 3d.

Crumple a cigarette paper and place on machine as shown. This saves enough tobacco to make 12 extra cigarettes at a cost of only 3d.



20 FOR 8d.

Use Rizla Filter Tips to make 20 extra cigarettes with every 8d. box of 100 tips. Safeguards health too by reducing nicotine and tobacco tars.



For "short smokes" place the Filter Tip one third distance from machine end and fill the rest with tobacco.



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