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Navy News

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NAVY HAS CONVOY DUTIES IN ICELAND

TRAWLERS which sailed for Icelandic waters recently and which would be in the area Iceland claims as territorial waters on September 1, carried orders from the Admiralty as to action to be taken.

The Icelandic Government has intimated that from September 1 it would enforce, unilaterally, its decision to extend its territorial waters from four miles to 12 miles. The British Government, which claims that territorial waters extend only three miles, refuses to accept the 12-mile limitation and has stated that British trawlers will be accompanied and protected by ships of the Royal Navy's Fishery Protection Squadron.

It has been announced within the past month by the Admiralty that when a ship of the Fishery Protection Squadron is temporarily withdrawn from the Squadron for refit and so on, it will be replaced by another vessel, and H.M.S. Eastbourne has recently joined the Squadron for that purpose.

It is understood that the Admiralty plan is to shepherd British vessels in convoy whenever the fishing trawlers are within the 12-mile limit.

Although there may be some sympathy with Iceland over her desire to protect her fishing industry on which the economic life of the country is dependent, and to prevent the over-fishing she claims is now taking place, her "no compromising belligerent attitude"—perhaps based on the idea that no Britisher will hit a "little chap"—will soon dissipate that good will.

Nine "Guests"

Two days after the Icelandic extension of the sea limit to 12 miles the first British trawler was boarded by men from an Icelandic gunboat, the Thor, only to be rescued by H.M.S. Eastbourne after she had made an 18-mile dash through fog-shrouded seas guided by radar to the trawler Northern Foam. Eastbourne took aboard two officers and seven men who had boarded the trawler and when Eastbourne's Captain offered to return them to their own ship the Thor's Captain refused to allow them on board and they remained the "guests" of Eastbourne's crew.



Ejector Seat Saves Navy 'Stunt' Pilot

SEA HAWK CRASHES AS SQUADRON THRILLS FARNBORO' CROWDS

A Royal Navy Sea Hawk jet fighter crashed on the first day of the Farnborough Air Show. Its pilot, 23-year-old Lieut. Rodger Charles Dimmock, baled out but broke a leg as he hit the ground.

Seven green and grey Sea Hawks, led by Lieut.-Cdr. N. Perrett, streaked into the sky to give a display of formation flying. Lieut. Dimmock broke formation as the aircraft reached the top of a loop. He had told his commander: "I am getting the red fire-warning light."

His aircraft veered north and started to climb steeply. An orange parachute opened on the horizon. Lieut. Dimmock had used the ejector seat. His Sea Hawk continued to climb.

High, against a backdrop of clouds, the aircraft dipped. It shot down, overtaking the orange parachute. A black plume of smoke rose on the horizon. A rescue helicopter took off.

Minutes later a voice said over the public address: "The pilot broke a leg. Otherwise he is all right. He is on his way to hospital."

Lieut. Dimmock had intended landing at near-by Blackbushe Airport. He fell heavily after jerking to avoid his crashing aircraft. The Sea Hawk crashed nose first 50 yards from a hangar and about 70 yards from the busy London highway.

The show went on. The remaining Sea Hawks completed their flight, leaving trails of blue and orange, and landed in formation.

The aircraft burst into flames as it crashed. Firemen poured foam on to the wreckage.

Later, Sub-Lieut. Richard William David Westlake, one of the fliers, estimated that the Sea Hawks were flying at about 250 miles an hour as they reached the top of the loop when Lieut. Dimmock broke formation.



THE Navy takes an ever-increasing part in the Farnborough Air Show, and in the aerobatic display was represented by a squadron of Sea Hawks which unfortunately during the Press review and technicians' day on Monday met with an accident. It is believed that a canister which provides smoke trails caught fire and extended to the aircraft, and despite the frantic efforts of the pilot, Lieut.-Cdr. Norman, it crashed and became a total loss, fortunately without loss of life. Our top picture shows the squadron taking off from the runway at Farnborough Aerodrome, and below are the remains of the crashed plane after firemen had extinguished the flames. The "grave" of the Sea Hawk is only a few miles from Farnborough, on the outskirts of Blackbushe Airport.

SUBMARINERS OF NUCLEAR AGE?



Thrill for children

LIEUT. R. L. KELSEY, U.S.N., the Torpedo Officer of the United States Submarine Nautilus, which recently voyaged under the North Pole and which arrived at Portland at the beginning of August, talking to Ross Mason, James, Helen and Alice Mackenzie and Danny Mason, children of Capt. H. S. Mackenzie, D.S.O. and bar, D.S.C., R.N., and Capt. John D. Mason, S.N., both submarine officers serving on the staff of the Flag Officer Submarines at H.M.S. Dolphin.

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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

BEFORE the beginning of this century it was not unusual—so we are told—for ships and their ship's companies to be four or even five years in commission. Such a lengthy commission abroad must have been arduous in the extreme. Poor pay, salt beef, weevily biscuits, harsh discipline, letters months old before they reached their recipients—the life must have been hard. And what about the wives and families left at home? Their conditions must have been, in some ways, even worse than their menfolk, for the men did have a job of work to do with kindred spirits: they did have the "family of the ship" life to help them, whereas their families could only wait for the return of the ship.

What a difference today! Should family troubles arise today a man can be at home from any part of the world in less than a week. Ship life, although sometimes arduous compared with shore life, is a picnic when contrasted with conditions at the turn of the century.

Vast changes indeed. Yet one thing does seem unchanged and that is the spirit of pride that men have in their ships. The "Old Timer" fairly rhapsodises over the ships in which he served, and today, even in this blasé age, it is indeed rare to find a man who talks ill of any ship in which he has spent any time at all.

Although the "schools" (Signal, Gunnery, etc.) do engender a pride, it is different in some way, and one certainly does not find this feeling of pride in a barracks, despite the fact that the barracks are able to have all the modern amenities. They can be "homes from home," yet no one talks with pride of his barrack time. And many men have to spend more time in barracks than afloat. Why is this? It has been said that a ship develops an "atmosphere"—men who have served in the ship have given it a "home" feeling. Is this the answer?

"With a thankful remembrance of Thy mercies"

By the word of the Lord were the heavens made—and all the hosts of them by the breath of his mouth. He gathereth the waters of the sea together as it were upon an heap and layeth up the deep as in a treasure house.

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N.A.A.F.I. KEEPS REBATE TO NAVY AT 6%

Portsmouth wants cooler beer in ratings' bars

ALTHOUGH the rebate rate paid by Naafi to the Army and Royal Air Force has been reduced to 5 per cent, the result of last year's Naval Canteen Service trading has made it possible to hold the rate to the Navy at 6 per cent throughout this year and for as long beyond that as the buoyancy of turnover and the level of expenses permit. This was stated by the Manager, N.C.S., Mr. C. A. Layard, at the meeting of the Headquarters Naval Canteen Committee.

Mr. Layard went on to say that for the second year in succession it had been possible to make good some of the earlier drawings from reserves and that there were prospects of holding turnover at last year's level, which would be something of an achievement in view of the reduction in the number of customers.

Mr. Layard was confident that if the Naval canteen service could keep its staff and other economies at least abreast of the Navy's own programme, the increased proportion of personnel afloat and the concentration of those ashore in fewer and more centralised establishments would result in its being able to provide a better service more economically.

Club Concept

In a review of the organisation and functions of shore canteens Mr. Layard spoke of a new "club concept," which had originated with Admiral Sir Caspar John, as Flag Officer Air, and the Air Command Lower Deck Representative CAF (E) D. Steele. They had asked that canteens be developed more as social centres or clubs, relieved from unnecessary restrictions and regulations and that, in order to create an atmosphere akin to that of the Naafi Town Clubs, the all-important matters of decorating, furnishing and cleaning should be controlled by Naafi.

This vision, this new "club concept," had been transformed into the reality of the Heron Club, at Yeovilton, which was an experiment designed to demonstrate how much could be achieved in converting a canteen into a social club at how little cost. Mr. Layard hoped that as a result the Admiralty might agree to similar conversions at Naval establishments where the need for a social club exists.

The representatives of the lower deck attending the meeting were unanimous in their praise of the Heron Club, which they had visited with Mr. Layard the previous day. The following resolution, aimed at improving standards in all N.C.S. canteens, was passed unanimously and forwarded to the Secretary of the Admiralty: "That this meeting hopes that the consideration at present being given to the cleaning of canteens will result in this work

being undertaken by Naafi on behalf of the Admiralty in the near future."

Mr. Layard outlined other experiments being made by Naafi which included the installation of automatic vending machines in ships and shore establishments; the introduction of a special order service to include domestic equipment, radio and other electrical apparatus and civilian clothing, and an "Instalment Credit Sales Scheme" already launched in Gibraltar, Malaya, Singapore and Germany. A plea for the supply of cooled beer in senior ratings' bars and junior ratings' taverns in the U.K. was effectively made by Yeo. Sigs. L. J. Saint. H.M.S. Mercury, representing Portsmouth Command.

Mr. Layard spoke of the cost of insulating or air conditioning cellars and installing cooling shelves in taverns and mess bars.

An experiment in the latter being made at H.M.S. Collingwood was proving popular but he felt that the cellar problem was one for the Admiralty.

The Director of Victualling, Mr. O. S. N. Rickards, suggested that the Admiralty would be prepared to consider sympathetically the question of seeing that temperatures in canteen beer cellars conformed to normal outside trade practice.

C.P.O. W. E. Sketchell, Lower Deck Representative, Plymouth Command, said he thought that a temperature of 78 degrees in the cellar of the chief petty officers' block in Plymouth was probably the highest on record in Great Britain, which drew an assurance from Rear-Admiral J. K. Highton, representing the Commander-in-Chief, Plymouth, that approval has been given to provide cooling equipment for the chief petty officers' and petty officers' cellars in Royal Naval Barracks, Plymouth.

The next meeting will be held on Friday, January 9.

B. L.

ADMIRAL OF THE FLEET'S FEARS ON NAVY 'SCRAPPING' POLICY

ADMIRAL of the Fleet the Earl of Cork and Orrery denounced the recently announced policy of scrapping ships of the Reserve Fleet (mentioned in the July issue of NAVY NEWS, in the House of Lords recently.

F.O. Sea Training

THE appointment of Rear-Admiral W. G. Crawford, C.B., D.S.C., as Flag Officer Sea Training has recently been announced.

Flag Officer Sea Training will follow in the footsteps of the Flag Officer Training Squadron, whose appointment was recently allowed to lapse.

Flag Officer Training Squadron had control of our Training Squadron. The withdrawal of the training carriers from this squadron for reasons of economy led to its abolition, and Flag Officer Training Squadron hauled down his flag at the end of last year.

The present intention of the Admiralty is to bring all the ships now engaged on training, together with the organisation for the working-up of newly commissioned ships, under one command. The Flag Officer will be known as Flag Officer Sea Training.

Admiral Crawford will take up his appointment this month.

THERE IS A BRANCH of the Royal Naval Association IN YOUR TOWN

A warm welcome awaits you.

The Editor will be pleased to give you any information you may require.

NOT £131,700

Work Study on page 2 of August NAVY NEWS. The cost of electronic equipment placed in Ark Royal before the war should have read £13,700, not £131,700.

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. Scorchers, September, at Portsmouth, for service in the 5th S/m. Squadron.

H.M.S. Sentinel, November, at Chatham, for service in Portland Squadron.

H.M.S. Trespasser, November, at Rosyth, for service in Portsmouth Squadron.

GENERAL

H.M.S. Echo, September, at Cowes, for East Coast Survey. U.K. Base Port, Chatham.

H.M.S. Ausonia, September, at Devonport, for Home Sea Service. (Steaming Crew) (Ship commissions Foreign Service in Malta, November/December).

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

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

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

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

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

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

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

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

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

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

H.M.S. Wolverton, October, at Portsmouth, for Home Sea Service (100th M/s. Squadron).

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

H.M.S. Bossington, October, at Sheerness for trials.

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

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

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. Battleaxe, January, 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. Loch Fyne, January, at Devonport, for General Service Commission (Home/East Indies). U.K. Base Port, Devonport.

H.M.S. Salvoir, January, at Devonport, for Foreign Service.

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. Sheraton, January, at Chatham, for Home Sea Service (R.N.V.R. Training). U.K. Base Port, Portsmouth.

(Continued on page 3, column 1)

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



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Motoring Notes

BY NOT READING 'NAVY NEWS'
CAR OWNER LOST £65

PERHAPS one of the most distressing tasks one can have in the motor trade, that is if you have a conscience, is to have to disclose the true value of a car to an owner who has paid far too much for it. Fortunately, if the vehicle can be kept long enough, time can become a healer since much of the excess price averages out.

It is where the vehicle becomes involved in an accident and is too badly damaged to repair that the real effect is felt. In such a case, assuming that you are comprehensively insured, or if not, that the other party is clearly to blame, all that you will receive in settlement is the current market value, regardless of what you have paid for the vehicle.

DON'T BUY RUST

Readers may recall this heading in the March 1958 issue and your correspondent makes no apologies for repeating it. On the very day of writing these notes he has had to break the news to the young Naval owner of a 1939 Series E Morris 8 saloon that his car is worth only £120 because of its rusty condition underneath against the £185 he paid for it a few months ago. Incidentally a "Buyers Guide to Bangers" was included in the March issue of the NAVY NEWS which gave the value of this model as £145. Unfortunately, it transpired that this owner never bothers to read the NAVY NEWS, an omission he now regrets since it has cost him about £65 in experience.

What has happened in this particular case is that another car has run into the back of the Morris and owing to the rusty condition of the

DO'S AND DON'TS

Once more then, and without apologies for the repetition, when buying second-hand:

- Do Buy from a reputable, well established dealer, preferably one of the large distributors or agents. They cannot afford to sell rubbish, in fact much of the second-hand dealers stocks consist of throw-outs from the main agents.
- Do Have the vehicle examined by someone with experience.
- Do Look everywhere for rust. External rust is obvious, it is the rust around the chassis and wheel arches, etc., which matters.
- Do Compare prices.
- Do Ask for a written guarantee.
- Don't Trust any car salesman—get verification of his statements. Believe what you are told but use your own eyes and ears.
- Don't Trust a resprayed car, there is probably rust under the paint.
- Don't Rush at the first car you see.
- Don't Pay a holding deposit, you may not get it back if you change your mind.
- Don't BUY RUST.

A. E. MARSH

Rust inside the luggage boot



chassis frame this has collapsed at the rear on the near side and there is no good metal anywhere to allow rebuilding. This owner has not bought a car, he has "Bought Rust."

(Continued from page 2, column 5)

- 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. 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. Puncteston, February, at Hythe, for Foreign Service (Mediterranean).
- H.M.S. Laymoor, February, at Renfrew, for Home Sea Service.
- H.M.S. Egeria, February 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. Layburn, March, at Renfrew, for Home Sea Service.
- H.M.S. Chevron, March, at Rosyth, for trials.
- H.M.S. St. James, March, at Devonport, for trials.
- H.M.S. Belfast, March, at Devonport, for Foreign Service.
- H.M.S. Enrprise, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

FIRST SEA LORD VISITS
T.S. ARETHUSA
'half-way there' when they joined

THE First Sea Lord (Admiral of the Fleet Earl Mountbatten) presented the prizes on board the Training Ship Arethusa on July 24. Accompanied by Lady Mountbatten, the First Sea Lord lunched on board the ship with the Captain (Cdr. M. H. Le Mare) and the Ship's Board of Governors.

The prize-giving was also attended by the Commander-in-Chief, The Nore (Vice-Admiral Sir Robin L. F. Durnford-Slater), the Admiral Superintendent H.M. Dockyard, Chatham (Rear-Admiral G. V. M. Dolphin) and by local Senior Navy and Army Officers, and local civic dignitaries.

After inspecting the guard and band and witnessing displays by the communication branch and a display of physical training, and the captain having made his report which included details of the new science laboratory on board, Admiral Sir Henry Moore (chairman of the board of Governors) introduced the First Sea Lord, Earl Mountbatten presented the prizes including several to old boys of the ship, or their representatives, on achieving commissioned rank in the Royal Navy or Senior Officer Status in the Merchant Navy.

Local or Global War

The First Sea Lord congratulated the guard and band and emphasised the important part the Royal Navy and the Merchant Navy had still to play in present-day affairs, whether they were peaceful operations, etc., local wars, e.g., Korea, Suez Operation or in global war. He gave an account of new ships being built for

SHIPS OF THE ROYAL NAVY
No. 36
H.M.S. TYNE

Tonnage: 13,261 gross.
Length: 621 feet.
Beam (Max.): 66 feet.
Horsepower: 7,500.
Speed: 15 knots.
Complement: 750 officers and ratings.

H.M.S. TYNE, the fourth ship of the name, was laid down in the yard of Messrs. Scotts' Shipbuilding and Engineering Co. Ltd., at Greenock, on July 15, 1938, as a destroyer depot ship of the latest type, capable of "mothering" a large number of destroyers and of supplying them with everything that they could possibly require: cinema shows, haircuts, water, steam, electricity, bread and torpedoes. Her workshops are some of the finest afloat, as is also her bakery.

After her launching on February 28, 1940, she was first commissioned on February 17, 1941. In March of that year she sailed for Scapa Flow where, for three and a half years, until October, 1944, she serviced the hard-worked destroyers of the Home Fleet. In October, 1944, she sailed for the East Indies, where she hoisted the flag of Rear-Admiral Destroyers, British Pacific Fleet. In the Far East she moved from Sydney to Manus in the Admiralty Islands, thence to Leyte in the Philippines, to Eniwetok in the Gilbert and Marshall Islands, to Yokohama and Hong Kong. In 1946 she came home to England and was paid off into reserve. In 1950 she was re-commissioned and sent to Malta as

Flagship of the Rear-Admiral (Destroyers) Mediterranean, then, after the Korean war had broken out, she left Malta for Sasebo, in Japan, where she was to undertake the duties of flagship for the British Naval Forces in Korean waters. In her career, H.M.S. Tyne has worn the flag of 15 Flag Officers.

Since assuming the role of flagship of the Commander-in-Chief, Home Fleet, on October 4, 1954, H.M.S.

Tyne has travelled widely on the Home and Mediterranean stations, ranging from Port Said to Trondheim.

Admiral Sir William W. Davis, K.C.B., D.S.O., Commander-in-Chief, Home Fleet and Commander-in-Chief, Eastern Atlantic Area, NATO Forces, hoisted his flag in H.M.S. Tyne for the first time in Portsmouth on January 6, 1958. His Flag Captain is Capt. J. S. Stevens, D.S.O., D.S.C.

our ast- and over the Rediffusion. Don't forget, visiting shipmates, a warm welcome awaits you at the Malta G.C. Branch.

P. A. MONCASTER

L PARADE FOR
S AT FAKENHAM

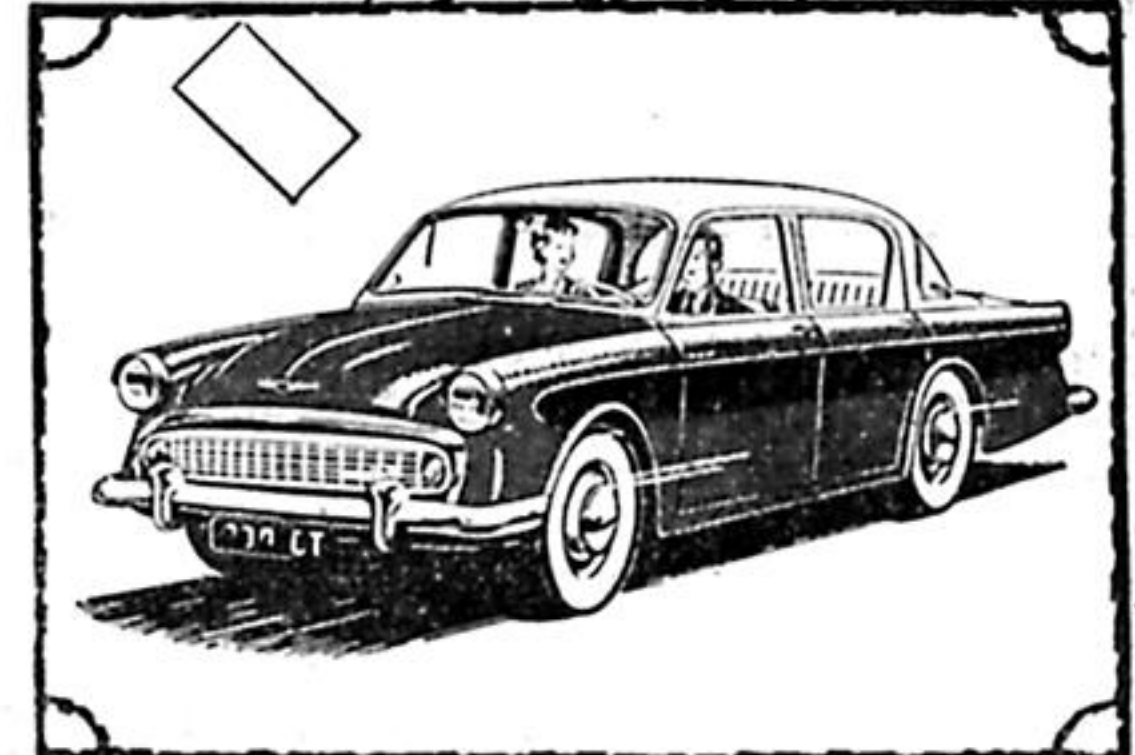
1957, makes up in keenness what it lacks our branch standard on Sunday, July 27, enham with its first Naval parade within branch many messages of congratulation.

The service was attended by a large to congregation, which included our president, Rear-Admiral H. G. Thursfield, our two vice-presidents, Brigadier H. Temple-Richards, R.M., and Capt.

appeared in print.

There was a good muster at the Jutland Rally on May 25 where we were able to meet a lot of old, and new, shipmates from other branches. On June 15 our standard and several of our shipmates were at the dedication service of the British Legion Corner in Woudham Church. A small number of us were asked to assist at the Leybourne Church fete on June 28; again the standard was flying alongside several other ex-Service associations to help form a gay entrance for the V.I.Ps.

On July 13, we had our annual outing and a coachload of shipmates and their ladies set sail for Margate. The day was thoroughly enjoyed by everyone. Very many thanks, Margate, for the catering arrangements. We left Margate early in the evening and paid a visit to the newly formed branch at Whitstable. We had a very enjoyable time there—several of the ship-

Pack a **HILLMAN** in a suitcase

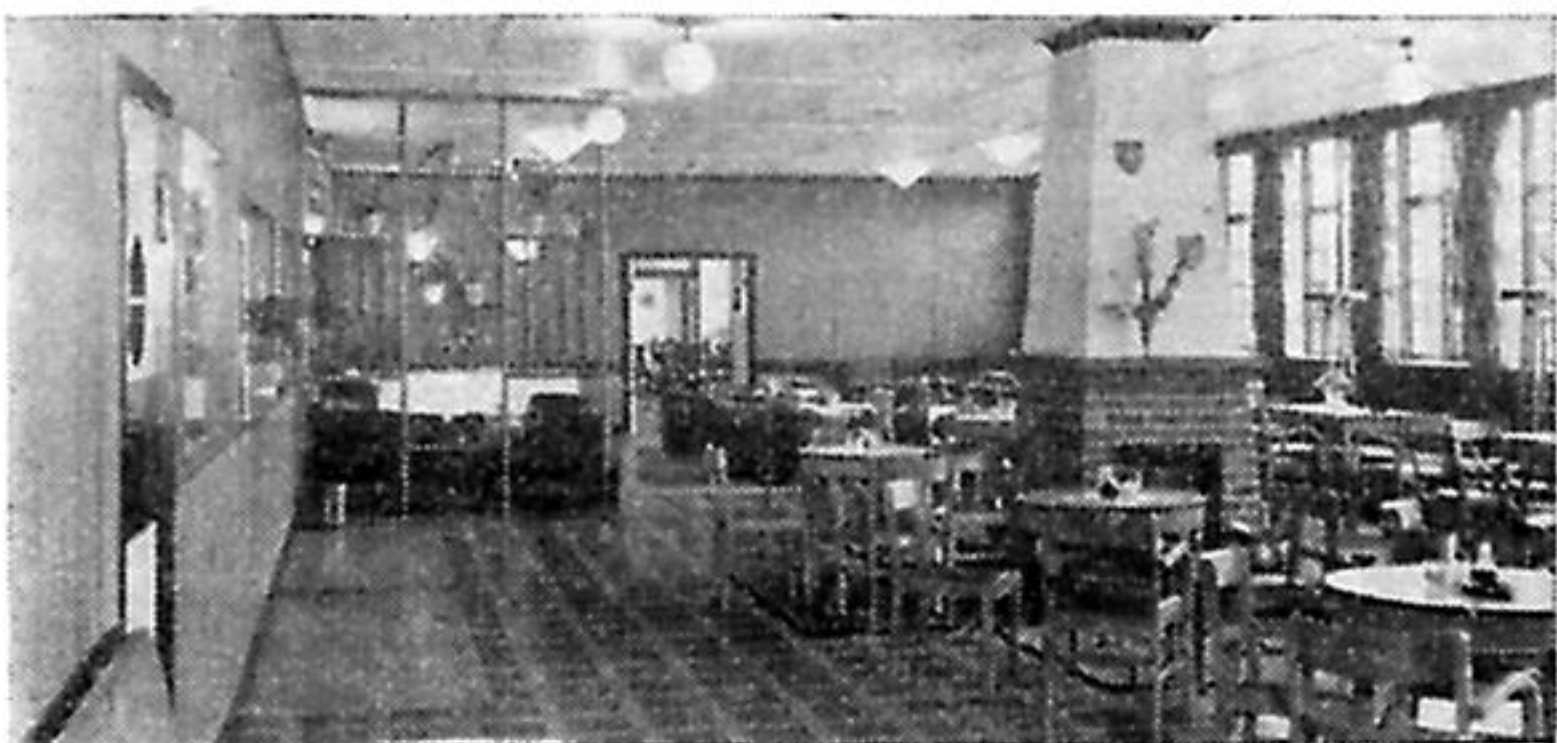
If you're going for good or just a few years—you'll need a car when you get there. Buy a new Hillman model now—under our special export scheme. Pack the receipt in your suitcase and pick the car up when you get there—no extra charge and you buy at export prices! Call at our showroom today... your Hillman model can be on its way tomorrow!



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

SHAPE OF THINGS TO COME



A view of the restaurant and lounge-bar at the Heron Club. Through the open door can be seen a glimpse of the "Gentlemen Only" tavern. The billiards room opens off the Tavern

Social Club replaces Canteen

THE successful conversion of an ordinary canteen into a comfortably furnished, brightly decorated social club has delighted both senior and junior ratings of the Royal Navy and the W.R.N.S. at Royal Naval Air Station, Yeovilton, where the Heron Club was opened on July 25 by Her Royal Highness the Duchess of Kent.

An energetic club committee is looking after the social side and the club is now a popular rendezvous for

(Photos: Norman L. Murray Ltd.)



becomes Nova Scotia Soccer Champions

THE Captain of the Sixth Submarine Squadron which, composed mainly of Royal Navy personnel, is based on Halifax, Nova Scotia, has reported to the Flag Officer, Submarines, at Gosport, that the squadron is now the Nova Scotia and Maritime soccer champions.

The team will shortly play in the semi-final for the All Canada Cup in either Montreal or Toronto.

Royal Navy soccer enthusiasts, particularly those with submariner connections, heartily congratulate the squadron and wish the team the very best of good luck in their efforts.

is developing between Phoenixia and H.M.S. St. Angelo. To date both teams have won five matches with H.M.S. St. Angelo losing a match against H.M.S. Phoenixia and H.M.S. Phoenixia drawing with H.M.S. Falcon. H.M.S. Angelo who have Meruzzi as one of their players, at present with the Maltese team at the Empire Games, were a little shaken by their 3-2 defeat by H.M.S. Phoenixia but look forward to their return match with much enthusiasm.

In Group II League, H.M.S. Bermuda are so far undefeated in five games but were given a good run for their money by the Inshore Flotilla who so far have only lost this match in four games played. The remaining teams in this league have been very much affected by ships movements and we have still to see what H.M.S. Sheffield, the 6th Destroyer Squadron and the Amphibious Warfare Squadron can do.

Hopes for record sum from Portsmouth Navy Days

THE three August Navy Days at Portsmouth fortunately escaped the vagaries of our summer weather and 61,587 people saw the great variety of ships that were open to them.

This is the highest total since 1954 and it is anticipated that the financial results will prove to be a record.

The Portsmouth Navy Days Committee have expressed the hope that everyone who came along enjoyed seeing the ships and meeting the men—the objects of Navy Days—and the Committee wish to thank all those who helped in publicising and organising this event.

It is hoped that even more people will avail themselves of this opportunity of visiting the Fleet during the Easter and August Bank Holiday Week-ends in 1959.

Out of Uniform



P.O. Wren Dickinson, Duchess of Kent Barracks, Portsmouth. House coat: seven yards of 36 in. Terylene at 12s. 11d. per yard. Total cost, £4 14s. 3d.

RECORDS BROKEN AT CHATHAM NAVY DAYS

GOOD weather during the August Bank Holiday weekend brought the crowds to Navy Days this year: the attendance records were broken on each of the three days—the number of visitors were: Saturday 9,611, Sunday 16,302, Monday 21,504—a grand total of 47,712, which was 1,411 in excess of the previous best.

Contributory factors were quite obviously firstly the interest following the announcement of the closing of R.N. Barracks and secondly the featuring of Chatham Navy Days in "Radio Newsreel" on the Saturday evening.

All branches of the Service were well represented, but pride of place must go to the members of the W.R.N.S., who managed the nursery and creche in a most efficient manner, and who also achieved a sell-out of programmes by Monday afternoon. A close second to them were the cooks under training whose efforts in the cookery school brought Naval food to many homes during the three days—their Cornish pasties, doughnuts and hot dogs were a very good buy, which augurs well for the future of Navy stomachs.

Credit must be given to the organisers and the personnel who took part, especially as there were many new displays on show, all of them going without hitch. Unfortunately this was the last of the Chatham Navy Days when assistance could be given by R.N.A.S. Ford, and we look forward to collaborating with a new team of aviators when we put on our next show for the public.

SEA CADETS—Tiverton proves old adage

SCRATCH any Britisher, they say, and underneath you will find a sailor. The truth of this saying is certainly confirmed by the number of recruits for the Royal Navy and the Merchant Navy provided by units of the Sea Cadet Corps which have their training ships (headquarters to land lubbers) many miles from the sea.

Take the case of Tiverton, the quiet Devon market town with a ship population of only about 11,500. Although the strength of the Sea Cadet unit there hardly ever exceeds 35 compared to the established R.N. strength of 100 and more of the larger towns, there have been in the last 12 months seven entrants to the Royal Navy and four to the Merchant Navy.

Tiverton is particularly proud of the fact that the four lads, now operating on the Australian and Japanese runs for the Blue Funnel Line, were all after products of the local secondary modern school and all passed with undiluted colours the very stiff course of the Outward Bound School at bat, Aberdovey.

The lads in the Royal Navy are now scattered as far afield as the Arctic circle, the West Indies and Australia—and all this happened in a year, which is enough to shake any quiet agricultural community. And next month another eight Cadets will be leaving Tiverton to join the Services.

T.S. Cooler

There are many other inland units less fortunate than Tiverton, either because of their geographical position or lack of funds, and it is here where the right type of "big brother" can help.

In this category must be included the Isle of Man, whose unit has what must be regarded as the perfect setting—over 80 miles of coastline with every possible facility in the way of craft, harbours and sheltered waters. But accommodation was the problem when the Commanding

R.N. SHIPWRIGHT ARTIFICERS TOO GOOD FOR OFFICERS

THE Portsmouth division of the R.N.S.A.A. met the Shipwright Officers Association at cricket on the Whale Island pitch on July 23.

The weather proved fairly fine and the R.N.S.A.A. went in to bat first and scored 130 runs. This score proved too strong for the Shipwright Officers' team who after tea scored 64 runs.

On Sunday, July 27, the branch visited their Chatham colleagues at the U.S. grounds, to compete for the annual cricket trophy. Both branches turned out in force to support their teams and slightly more than 100 watched an entertaining and sporting match which was won by the Chatham branch with three wickets in hand.

The visitors took lunch and tea in the pavilion and there was plenty of activity and excitement for the children between these times in competing in all sorts of games and races for chocolates and sweets.

It rained after the break for tea but fortunately a film show had been organised to round off this most happy and enjoyable day.

The annual cricket trophy was presented by Mr. Brushwood, chairman of the Portsmouth R.N.S.A.A., to Mr. McGlenn, chairman of the Chatham branch.

FLEET AIR ARM REUNION

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

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

All Service and ex-Service personnel (including Army and R.A.F.) who have served with the Fleet Air Arm or the Royal Navy Air Service in ships operating aircraft or on Naval Air Stations are entitled to attend.

Price of Tickets (inclusive of Souvenir Programme but not refreshments) 10/- and 6/- (Balcony). Plain Clothes will be worn.

The organising Committee will aim to allocate blocks of seats to Squadrons, Aircraft Carriers and Air Stations, so that old shipmates may be together. The bars and buffet will be open from 6 p.m. to 6.30 p.m. and from 9 p.m. to 11 p.m.

Applications for tickets should be forwarded to the following address not later than 30th September, 1958.

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

APPLICATION FORM

(Please delete words not applicable)

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

10/- 6/-

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

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

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

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

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

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

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



PORTSMOUTH PLYMOUTH CHATHAM

IN THESE HOME PORTS—and in the towns and villages of England and Wales—Lloyds Bank maintains a network of over 1750 branches. Naval personnel who wish to open a banking account will be welcomed at any of these branches, where they will be advised as to the type of account they need and given full information regarding the many services the Bank can render to those both afloat and ashore. Those serving in the Portsmouth Command should apply to the main branch:

LLOYDS BANK



115 Commercial Road, Portsmouth

THE NAVY IN THE MAKING

Applications exceed vacancies at Royal Hospital School, Holbrook

SPEECH Day and Commemoration Sunday brought the 1957-8 Royal Hospital School, Holbrook, year to a close and it was gratifying to see so large a gathering at Holbrook on both days.

Admiral Sir Philip Vian presented the prizes after inspecting the school on parade and taking the salute at the march past. In a short but vivid speech he stressed the importance of initiative and conscientiousness in daily life if the boys are to live up to the great traditions they have inherited.

Before the prize-giving, the Parliamentary Secretary to the Admiralty, (as chairman of the school management committee) had welcomed the parents and friends and the many distinguished visitors who included the High Sheriff for Suffolk, the Mayor of Ipswich and the Deputy Secretary of the Admiralty.

The Headmaster's report revealed a year of activity and progress. He advised parents who wish their boys to come to the school, to make application as soon as a boy is 10½, as applications now continually exceed the places available. Four boys obtained Naval Cadetships during the year—J. L. Hodgson, J. P. Jenner, B. V. B. Smith and C. Field. The last two being still at the school under the terms of their R.N. Scholarship awards. Fifty-six boys went directly into the Royal Navy, 12 into the Merchant Navy and nine into H.M. Dockyards, while about half the leavers went into a wide variety of non-Naval employment and training including the universities, the civil service, engineering, railways, police, banking, theology, farming, retail trades and emigration.

Examinations

In the G.C.E. examinations, 38 boys obtained 203 passes at Ordinary level, which represented 23 per cent. passes of the papers taken. Seven passes at Advanced level were also obtained.

Equally notable was the fact that not only did all 20 boys pass who sat for R.N. Artificership and Dockyard Craft Apprenticeship but 17 were within the first 100 out of about 600 candidates. The headmaster referred to the increasing size of the Sixth Form and to the new biology laboratory that would come into use next term.

Sporting activities had continued enthusiastically with cricket, rugby and association football, boxing, swimming, boating, shooting and athletics all bringing successes in their appropriate terms. Artistic activities have flourished and the printing press and pottery kiln are now in regular use. Numerous "societies" were active in the winter terms, the chapel choir and the school band have produced results of high quality and buglers from the school played an important part in the first performance of Benjamin Britten's new work "Noye's Fludde" at the Aldeburgh Festival.

The religious life of the school is vigorous and reference was made to the 132 boys who had been confirmed during the year, the many eminent preachers who had visited the school and the television broadcast from the school on a religious theme in "Sunday Special." A record number of Old Boys attended the Reunion at which the 1914-18 and 1939-45 War Memorial was unveiled and dedicated.

The headmaster went on to speak of the understanding shown by parents and friends during the Asian flu epidemic and paid tribute to the work of the School Medical Officer and the whole staff of the school who shouldered an unusually heavy burden in the autumn term. The rest of the school year had been notably free from illness and during the summer term over 500 boys had been inoculated against poliomyelitis. A number of staff changes had taken place during the year and special mention was made of the retirement of Mr. F. J. Vickery who had taught in the school for 14 years, Chief Instructor I. Russett after 24 years' service and Mr. G. R. Markham who is now in a British Council appointment in the Persian Gulf.

During the prize-giving, Howe house was announced as the holder of the King's Banner for a further year and St. Vincent house as the new holder of the First Lord's Cup.

After tea the visitors were entertained by massed singing and gymnastics and many inspected the displays of woodwork, metalwork, painting and pottery, where work of considerable merit was on view. "Beating

retreat" brought speech day to a close—and two hours later a deluge of rain swamped Holbrook!

Commemoration Sunday, however, dawned bright and clear and even the considerable seating of the chapel proved insufficient for the large morning congregation. The Lord Bishop of St. Edmundsbury and Ipswich preached the sermon and also dedicated a silver communion wafer box in memory of the late Geoffrey Mark Ellwood, a young master who died during the autumn term epidemic.

Admission to the school is open to the sons of all who are serving or have served in the Royal Navy or Royal Marines and readers who may be interested in such admission can obtain full information by writing to the Director of Greenwich Hospital, 14 Buckingham Gate, London, S.W.1.

Jobs found for over 6,000 men

EVERY sailor and marine knows about the Royal Naval Benevolent Trust and the ways in which that great organisation can help and advise him in time of trouble. There is another organisation which is much less well known, namely The National Association for Employment of Regular Sailors, Soldiers and Airmen.

This Association is officially recognised by the Admiralty as the Naval Employment Agency and the R.N.B.T. contributes the Naval share of its yearly running costs. Thus there is, in the National Association, a professional employment agency supported by the men of the Navy for the men of the Navy. The lower deck only is eligible to make use of its services.

Some men have jobs to go to on their return to civil life, jobs they like and which suit them, family businesses perhaps. These will not need the services of the National Association.

Many Without Jobs

There are, however, many who have no job to go to, or who even have no very clear idea of what work they want to do. This is where the National Association comes in. It has a network of more than 50 branches all over the country. It has been in existence for over 70 years and thus it has vast experience and knowledge of job-finding to draw on. All this is freely at the service of any sailor or marine who wants it, provided he

Sale of ships to Sino-Soviet Bloc

RELAXATION IN CONTROLS

A RECENT Board of Trade Journal gives details of relaxations in the list of goods whose export is prohibited to countries of the Sino-Soviet bloc. Among the items in the revised list are those relating to the sale of new and second-hand merchant ships.

The new rules provide that ships which may in general now be built for, or sold second-hand to, the bloc are passenger and cargo ships of up to 20 knots, tankers of up to and including 18 knots, and fishing vessels of up to 17 knots. There are, however, certain exceptions covering the installation or retention in ships of equipment which is banned in its own right, and of arrangements for demagnetisation. Warships (whether or not converted to non-military use), certain large icebreakers and non-magnetic ships continue to be banned completely.

The building of ships for the bloc will continue to need a licence from the admiralty, and the sale of second-hand ships to the bloc will continue to need the sanction of the Minister of Transport and Civil Aviation.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

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

CHRISTMAS ISLAND

MY husband is based at Christmas Island and I have been told that it is possible for me to go out there for a few weeks over Christmas. If this is so, would you please tell me where I can find out details of a scheme that would enable me to go there?

I can assure you that there is no scheme for wives of men serving in ships at Christmas Island to visit them.

Christmas Island, which is barren and more than 1,000 miles from Australia, is a thoroughly unsuitable place for women and children. There is no accommodation, nor are there facilities for the provision of housing, food and other household goods, heating, lighting, medical care, etc.

The conditions are such that the residence of women and children could not possibly be entertained.

SERVICE GRATUITY

On August 10, 1948, I was demobilised from the Royal Navy with the rating of Regulating Petty Officer, having completed a 12-year engagement. Recently I have been informed that I should have received a two- or three-year gratuity dating from 1945 or 1946 when the new pay scheme was introduced. Could you tell me if this is correct, please?

It would appear that you refer to the payment of Service Gratuity on completion of your 12-year engagement in the absence of your Service certificate and the original regulations which introduced the terms of payment. I regret that I am unable to help you other than to advise you to refer your question to the Director of Navy Accounts, Branch 8, Admiralty, Bath, enclosing your service certificate.

HOUSING

I am due to be discharged from the Royal Navy shortly on completion of time for pension. My wife, being a native of Birmingham, wishes to settle there, and my name has been on the waiting list for a council house for 4½ years. Is there any priority given to men leaving the Service for pension, to obtain a council house?

I very much doubt if the Birmingham Corporation (or any other) would give such priority, especially as Service men know in advance when they will be discharged and can put their names down in good time. I suggest you write direct to the Birmingham housing authorities to find out their local regulations.

It may be that you could obtain a house quicker if an exchange could be arranged, i.e., if someone in a council house at Birmingham wishes to move to one in Portsmouth. This is assuming, of course, that you are at present in a council house at Portsmouth. Details could be obtained from the Portsmouth housing authorities.

ADVANCEMENTS

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

To Chief Petty Officer
JX 759526 J. E. Reay, JX 154566 R. A. Christmas, J. 929266 H. Bowles.

To Chief Radio Communication Supervisor
JX 292460 W. H. Cook.

To Chief Petty Officer Cook (O)
MX 807724 E. Blakeley.

To Chief Petty Officer Steward
LX 22944 T. A. Cave.

To Chief Blacksmith
MX 510920 D. Fox.

To Chief Joiner
MX 103979 W. Kilpatrick.

To Chief Shipwright Artificer
MX 89880 K. I. Neal, MX 73682 E. J. Pearson, MX 72909 G. C. Gardner, MX 92921 G. W. Wadhams, MX 75421 J. A. Downie, MX 90494 W. R. Barwick, MX 90500 D. Gould, MX 804815 R. J. Kennard, MX 804826 V. R. Spencer, MX 90507 K. C. Northam.

To Chief Electrical Artificer
MX 778156 D. J. Hewlett, MX 818572 J. A. T. Johnson, MX 667791 M. F. Knight, MX 803762 R. H. Imrie.

To Chief Engine Room Artificer
MX 120615 W. Scott, MX 703848 B. J. Slow, MX 637817 P. J. Wooden, MX 77567 O. C. Gray, MX 645951 K. D. Williams, MX 703853 G. H. Walker, MX 645958 D. K. Hibbert, MX 770032 E. M. Lee.

To Chief Ordnance Artificer
MX 818829 C. A. Willis.

To Chief Engineering Mechanic
KX 96322 J. J. Hopkins, KX 88486 S. T. Yendole.

To Chief Mechanician
KX 771420 C. A. Robinson.

To Chief Electrician
MX 844452 G. H. Hibbert.

To Chief Radio Electrical Artificer
MX 803767 J. E. McConnell, MX 667779 C. G. Bonfield.

To Chief Air Fitter (AE)
Bolt, P. W. A. (L/FN813491).

To Chief Air Fitter (E)
Evers, J. R. (L/FN788925); Stollworthy, D. B. (L/FN820968).

To Chief Air Fitter (O)
Maltby, E. (L/FN816726); Collin, S. M. (L/FN783533).

To Acting Chief Electrical Artificer (Air)
Fowle, A. (L/FN669639).



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?

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



— Send this coupon to 246 Bishopsgate, London, E.C.2 —
Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank.....

Age next birthday.....

In Memoriam

Jack Graham, Leading Seaman, P/JX.908663, H.M.S. Ranpura. Died July 23, 1958.

Lieut. Christopher Harold Mostyn, Royal Navy, H.M.S. Bulwark. Died July 25, 1958.

Leonard Clark, Leading Patrolman, C/MX.768665, H.M.S. Aphrodite. Died July 25, 1958.

Basil John Pearse, Musician, RMB/X.2477, H.M.S. Newfoundland. Died July 26, 1958.

Richard Higgins Hyslop, Engineering Mechanic 1, P/KX.914087, H.M.S. Vernon. Died July 27, 1958.

Trevor Addison, Writer C/M.966662, H.M.S. Pembroke. Died August 1, 1958.

Lieut.-Cdr. Leon Edgeworth Chester-Lawrence, Royal Navy, R.N.A.S. Lossiemouth. Died August 6, 1958.

Samuel John Willshire, P.O. Engineering Mechanic, D/KX.874672, H.M.S. Sea Eagle. Died August 6, 1958.

Terence Stanley Best, Able Seaman, C/J.926285, H.M.S. Neptune. Died August 12, 1958.

John Norman Leonard Parry Morgan, B.E.M., Petty Officer Recruiter, D/JX.129122, R.N. Recruiting Station, Bristol. Died August 14, 1958.

Colin Taylor, Leading Engineering Mechanic, P/S KX.914712, H.M.S. Victory. Died August 17, 1958.

CHILDREN & NEPTUNE INVADE BULWARK



Mombasa children eating their tea in the hangar of H.M.S. Bulwark. Children's Party, Mombasa, July 10, 1958

Lesson from the past

IN our "Anniversaries" (page 14) it will be noticed that on September 13, 1759, Quebec was captured by Major-General Wolfe. It is interesting to recall that General Wolfe's advisers warned him that because of the strong currents, etc., his plan for capturing Quebec was impracticable. The General Wolfe's advisers warned Quebec was captured.

During the Korean war General MacArthur was in a similar position. The necessity for landing behind the enemy lines was apparent, but owing to the large rise and fall of the tide (some 30 feet), and to the fact that there was only half an hour of high water during which it was possible to make a landing, General MacArthur was advised by his staff that the difficulties were insurmountable. After sleeping on the problem, General MacArthur said that he recalled Wolfe's exploit at Quebec, and he ordered the landing at Imjin which was carried out successfully.



H.M.S. Bulwark Crossing the Line Ceremony, 5th July, 1958. Capt. P. D. Gick, O.B.E., D.S.C., Royal Navy, Commanding Officer of H.M.S. Bulwark, being "doctored" before being thrown to the Bears

TEN ADMIRALS ATTEND SUPPLY OFFICERS' DINNER

THE Royal Naval Supply Officers' annual dinner took place in the Painted Hall, Royal Naval College, Greenwich, on July 25, and was presided over by Vice-Admiral H. P. Koelle, C.B. (Director General, Supply and Secretariat and Deputy Chief of Supplies and Transport).

Principal guests were: Vice-Admiral Sir Geoffrey Barnard, K.C.B., C.B.E., D.S.O., Capt. E. G. Roper, D.S.O., D.S.C., Capt. A. R. Tapner, R.D., R.N.R., Capt. A. A. Chappell, O.B.E., V.R.D., R.N.V.R., Capt. W. B. Burnett, V.R.D., R.N.V.R., Cdr. T. C. Meyrick, D.S.C., Cdr. O. R. J. Skyrme, R.N.Z.N., Cdr. F. E. Irvine, R.A.N., Cdr. H. H. Punjabi, I.N., Lieut.-Cdr. (S) D. M. Walton, C.D., R.C.N.

One hundred and sixty officers (one vice-admiral, nine rear-admirals, 33 captains, 39 commanders, 42 lieutenant commanders, 16 lieutenants, six sub-lieutenants, 14 R.N.R. and R.N.V.R. are included in these figures) attended the dinner, and Admiral Koelle welcomed the guests by name and said how particularly pleased he was to see a number of Reserve officers this year who had come as paying members. As is usual on these occasions, officers were able to meet many old friends. The dinner itself was a particularly good one this year and Lieut.-Cdr. A. L. Pearson is to be congratulated for his efforts. The cost was 42s., including bed and breakfast in Royal Naval College and all drinks at dinner.

Artificers Uphold Navy Prestige

TWO whaler's crews from the Ordnance Artificers of the Nore Command Gunnery Training Centre retained the Warren Shield in the annual race on the Medway between the Navy and the Royal Engineers on Monday July 21. These two crews gained first and second places, clearly ahead of the R.E. Officer Cadet Squadron and 10th Trades Training Regiment, in a very fast time.

Since the competition started in 1898 the Navy have won the shield 16 times and the Royal Engineers 28.

LAST OF 'GRAVE-DIGGERS'

War-time wrecks no longer threaten coasts

FOR the last 18 years the Royal Navy has been depth-charging British coastal waters to dig "graves" in the sea-bed for nearly 800 war-time wrecks, but by the end of this year, H.M.S. Steepholm, the last of 20 specially converted trawlers which were at one time engaged on the task, will have buried her last war-time casualty with the winding-up of the Admiralty's Wreck Dispersal Fleet.

At the end of the last war there were hundreds of sunken ships littering the shipping lanes and coastal waters round Britain. They belonged to many nations, and nearly all went down as the result of enemy action. Some were once the pride of commercial shipping lines, ocean-going cargo ships, ugly coastal tramps and warships. Some have never been identified, but they shared a common distinction of menacing safe navigation. All had to be dispersed or sunk into the sea-bed to give (where practicable) a clearance of 45 ft. of navigable water, because it was considered uneconomical or impossible to remove them by normal salvage methods.

This was the task which confronted the Royal Navy when it took over the non-Service responsibility for wreck dispersal in 1940.

The peace-time methods were unable to meet the Nazi challenge, so the Wreck Dispersal Organisation began from scratch to build a new technique in dispersal. In those war-time years it was difficult to spare vessels even for this important task, and in 1944 the dispersal fleet consisted only of a London, Midland and Scottish Railway cargo vessel, a large German fish-carrying trawler taken in prize, a 619-ton German coastal vessel, two ex-minesweeping trawlers and a 44-year-old Dutch Schuyt.

With this miniature fleet the Navy disposed of over 100 wrecks by 1944, although records show that about 185 days a year were lost because of unsuitable weather conditions.

New Responsibilities

In those days there was no rule-book for dispersing these dangerous wrecks. Crews set out on their work with a spirit of adventure and a quickly acquired knowledge of explosives, diving and seamanship.

The invasion of Europe meant new responsibilities for the Wreck Dispersal Organisation, and the strength of its fleet was greatly augmented. The little craft went into Ostend to blast channels through the sunken ships; they went to Boulogne and coped with 26 ships piled on top of one another, and at Calais they carved a way through 14 wrecks in nine days. After further work for the Army in 1945—when it made short work of 27 bridges which were blocking the Rhine—the Wreck Disposal Organisation transferred its attention to British coastal waters.

The make-shift fleet had served its purpose well, but 20 Isles class trawlers were converted to deal with about 500 wrecks which remained as litter of the war. It was these trawlers, with their distinguishing mark of "D.V. 2-20" and a red flag at the masthead, which have become so familiar round the coast. Two of the 20 were store carriers.

Thousands of charges

These trawlers have expended thousands of charges to effect their work, and this has, incidentally, enabled the Admiralty usefully to dispose of a lot of its obsolete patterns of depth charges.

While the work of "burying" has gone on through the years it is inevitable that there have been complaints about the noise caused by the exploding depth charges inshore, and a few thousand fish have unavoidably been killed.

One problem which the organisation

had to solve was: how to remove the wreck of a small H.M. ship from an oyster bed without annoying the oysters with the noisy noise!

A photograph of H.M.S. Steepholm appeared in the June issue of NAVY NEWS.

More Modern Ships for Far East Fleet

WE have been informed that the number of ships in the Far East Fleet is to be increased, and the Station boundaries have been amended westwards to absorb about half of the present East Indies Station. There is therefore, an increasingly important job for the Far East Fleet, which will have more, and more modern ships to cover the larger area.

A modern aircraft carrier will be operated east of Suez by the Commander-in-Chief Far East Station, and this carrier will probably be on a General Service Commission, and will "rotate" with another carrier for refit and recommission, returning to the United Kingdom after about nine months service east of Suez.

Another carrier with helicopters to accommodate Royal Marine Commandos and for anti-submarine work, will join the Fleet. Details are not yet decided, but this second carrier will probably be on a Foreign Service Commission, and may recommission on the Station.

One or two cruisers will continue to form part of the Fleet. The number of destroyers and frigates is likely to increase to provide escorts for the carriers and because of the larger station. Submarines will continue to be available on the station.

Cruises and exercises will take ships regularly into the Indian Ocean, and there will be occasional visits to Australia and New Zealand.

The main base of the Far East Fleet will be Singapore.

Hong Kong is being reduced to a small ships' maintenance base, but it will continue to perform the function of an advanced operating base. There will always be one destroyer or frigate, and a squadron of small minesweepers at Hong Kong, and although a frigate or a destroyer will continue to use Hong Kong for self maintenance, no ship larger than a minesweeper will refit there.

The Shore Base at Hong Kong—H.M.S. Tamar—will still be maintained, but on a reduced scale.

The Fleet will use Hong Kong much as in the past, apart from refitting, and the facilities which have made Hong Kong so popular will continue. Sports grounds will be available, and the China Fleet Club will run as before.

New duty for Eastbourne

TO keep the Royal Navy's Fishery Protection Squadron at its full strength, it is intended, when individual ships are withdrawn for refit or for other reasons, to attach temporarily other ships from the Home Fleet. Initially, H.M.S. Eastbourne, a Whitby Class frigate of the 3rd Training Squadron commanded by Lieut.-Cdr. R. C. Mayne, R.N., is being lent to the squadron.

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NEPTUNE'S SCRAPBOOK



Rear-Admiral W. G. Crawford, C.B., D.S.C., is to be Flag Officer Sea Training, the appointment to take effect in September, 1958.

Rear-Admiral R. T. Sanders has been appointed Director of Fleet Maintenance, in succession to Rear-Admiral N. E. H. Clarke, to take effect in September, 1958.

Rear-Admiral N. E. Denning, O.B.E., has been appointed Deputy Chief of Naval Personnel (Training and Manning) in succession to Rear-Admiral R. T. Sanders, to take effect in August, 1958.

Surg.-Capt. W. P. E. McIntyre, M.D., B.Ch., Q.H.P., is to be promoted Surgeon Rear-Admiral with effect from November 24, 1958, and to be appointed Deputy Medical Director General in succession to Surgeon Rear-Admiral R. L. G. Proctor, C.B., M.D., Ch.B., F.R.C.P., D.P.H., Q.H.P.

Surg.-Capt. C. B. Nicholson, M.B., B.S., M.R.C.S., L.R.C.P., D.L.O., R.N., has been appointed an Honorary Surgeon to the Queen from June 30, 1958, in succession to Surgeon Rear-Admiral E. T. S. Rudd, C.B., C.B.E., M.B., B.Ch., F.R.C.S.(Ed.).

The frigate H.M.S. Loch Ruthven returned to Devonport from the Persian Gulf where she has spent the major portion of the first year of her present commission, on August 14.

The United States submarine Half-beak visited H.M.S. Dolphin, the submarine base at Gosport, for four days from Saturday August 23.

An anti-submarine frigate for the Indian Navy, I.N.S. Kirpan, was launched on August 19 at the shipyard of Messrs. Alexander Stephen and Sons Ltd., Glasgow. The launching and naming ceremony was performed by Mrs. Beryl Srihari, wife of Group Captain V. Srihari, Air Adviser to the High Commissioner for India in the United Kingdom. The ceremony was carried out in the traditional Indian manner.

The Ex-Royal Naval Telegraphists (1918) Association is holding its 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. Details may be obtained from C. E. Bottle, 7 St. James Avenue, Ewell, Surrey.

Between 11,000 and 12,000 attended the Air Day at Royal Naval Air Station, Lissie, on August 23. It is hoped that the occasion will have provided £750 for Naval charities.

H.M.S. Exmouth, a modern frigate of the Blackwood class, commissions at Portsmouth on September 3 under the command of Lieut.-Cdr. M. R. Wilson, R.N., and a few days later sails for the Clyde. A commissioning ceremony and short service will be held on board on Friday, September 12, and families of those serving in the ship will afterwards be entertained on board.

The Society of British Aircraft Constructors will be holding its annual show at Farnborough from September 2 to 7. Seven Sea Hawks of 800 Squadron (led by the Squadron Commander, Lieut.-Cdr. N. Perrett) will take part.

Guest of honour at the Battle of Britain Fighter Association's annual reunion at the R.A.F. Reserves Club,

London, on Battle of Britain Day (September 15), will be Vice-Admiral R. B. Davies, V.C., who was Rear-Admiral (Air) Naval Air Stations during the Battle of Britain and responsible for the flow of Naval pilots to Fighter Command.

LOST PROPERTY SERVICE

ON AUGUST 28, divers from H.M.S. Vernon reclaimed an engagement ring which had been dropped into the unknown "bottom" of No. 1 Basin during August Navy Days and returned it safely to the owner.

To those of us who know what may recline on "basin beds" this is no mean achievement.

NEW REGULATIONS FOR G.S. COMMISSIONS

Admiralty satisfied welfare of Fleet not affected

THE Admiralty has recently announced an extension to two years of a General Service Commission, but Their Lordships have approved the extension only after satisfying themselves that it is operationally necessary and will not adversely affect the welfare of the Fleet. In fact they are confident that the new measure will prove beneficial to both officers and men.

When General Service Commissions were introduced in 1954, the primary objects were

- reducing the length of periods of family separation;
- reducing disturbances of officers and men and their families; and
- enabling ship's companies to remain together, so far as possible, throughout a fixed commission.

The system of General Service Commissions substantially achieves these objects, but experience and consideration of the future requirements of the Royal Navy indicates that it is desirable to extend the duration of General Service Commissions from 18 months to two years. The extension will NOT increase the length of the time an officer or man may be continuously separated from his family, and it will further reduce disturbance, and makes possible a greater proportion of a ship's commission being spent in a fully operational state.

The two years' General Service Commission will start in October, 1958. It will not apply to any General Service Commission starting before then or to any existing General Service Commission. Some General Service Commissions will run for less than two years, and in this case, the duration of the commission will be announced at its outset. With all General Service Commissions, an outline programme will be announced as soon as it is practicable to do so.

Effect on Foreign Service

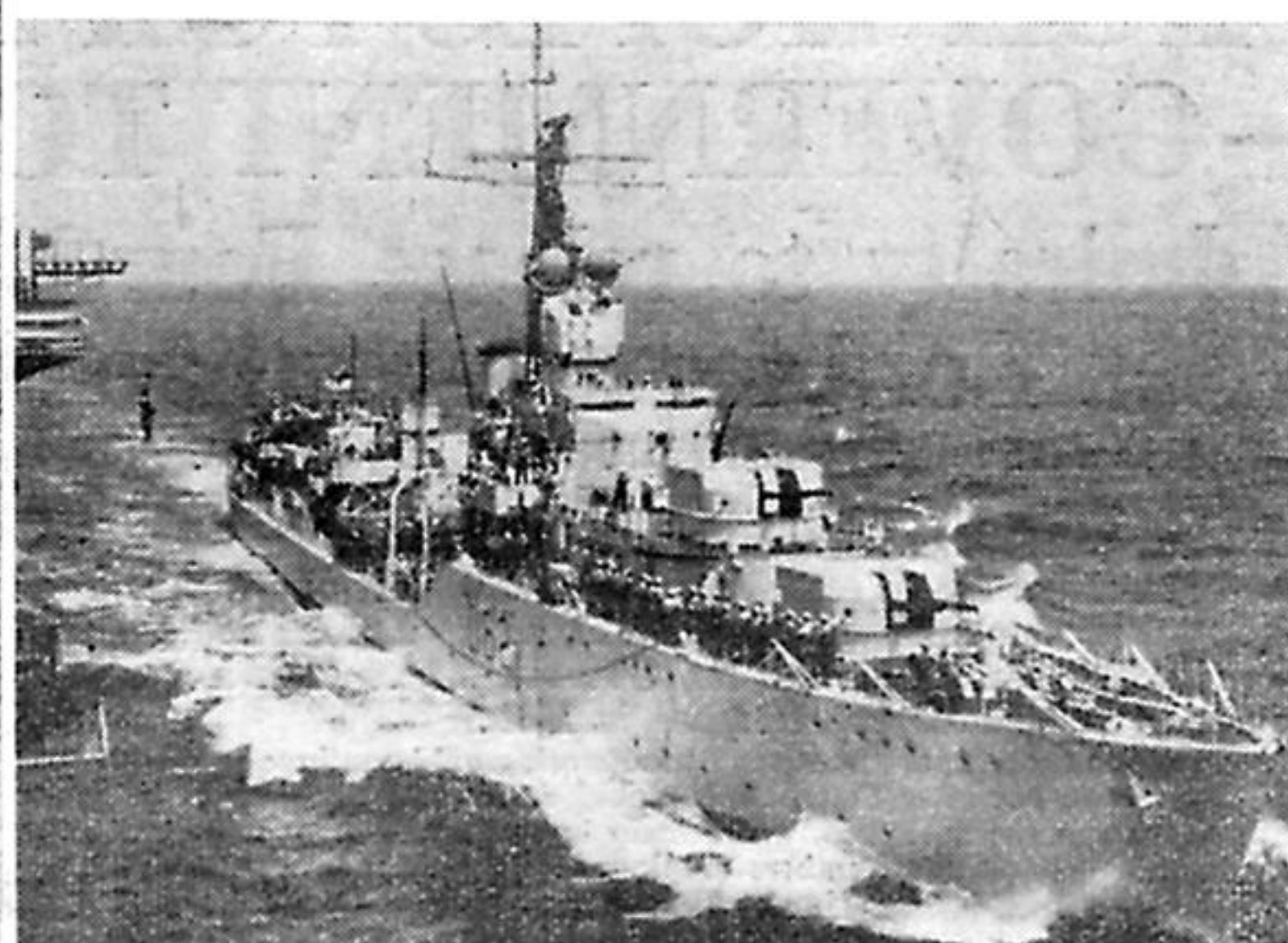
The present regulations aim to restrict the period of continuous absence from the U.K. during a General Service Commission to 12 months. Although operational considerations

Victory Wood for Nelson's birthplace

TWO hundred years ago on September 29, 1758, Admiral Lord Nelson was born at Burnham Thorpe near King's Lynn, Norfolk. A bell in the village church rang at the time that Nelson was born, through the generosity of Naval officers and men and many other subscribers, been restored and will be rung again on the occasion of the 200th anniversary of his birth.

There will be a ceremony at the church on Sunday, September 28, which will be attended by representatives from the Boys Training School — H.M.S. Ganges — and during which a plaque made from timber and copper taken from the Victory during restoration, will be displayed.

H.M.S. JUTLAND



One hundred and ninety-two men and stores were transferred by jackstay in a single operation from the aircraft carrier H.M.S. Eagle to the destroyer H.M.S. Jutland. Photograph shows one man arriving on board the destroyer

APPRECIATIVE AUDIENCES FOR ROYAL MARINES BAND

HER MAJESTY'S Royal Marines band (Plymouth), who played for His Royal Highness Prince Philip's birthday on Horse Guards Parade during July and for the Royal Marines Tattoo at I.T.C., Lympstone, also played to very appreciative audiences at Folkestone for a fortnight during August.

Their programmes were varied and the speed with which the required music was made available, reflected great credit on their librarian.

Musicians among the audiences specially remarked on the fact that they kept still while playing and there were no movements of feet or lips to

show when rest bars were being counted. Apart from the musical ability of the individuals, this reflected great credit on their conductor, Capt. William Lang, M.B.E., L.R.A.M., who was apparently very easy to follow.

There were a number of very popular solos and xylophone duets. Bandmaster H. L. Edens' piccolo solos received many encores.

The programme on August 16 was broadcast in the "Out and About" radio programme.

All their programmes ended with "A Life on the Ocean Waves," followed by the National Anthem.



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EXHILARATING, STIMULATING EVENING PROMISED

Committee advises early applications

IT is understood that the arrangements for the Fleet Air Arm reunion which is to be held in the Royal Albert Hall, London, on December 1, are going ahead most

satisfactorily, and the organisers are hopeful of a full house. Those who wish to attend should forward their applications (see advertisement on page 5) as early as possible from now onwards so that the organisers can have a good opportunity of arranging the seating so that old shipmates, members of squadrons, etc., can be seated near one another and adjacent to the same bars (which will be 12 in number).

The programme will include an hour of entertainment by top-line artists. It is still too early to say exactly who these will be, but the Committee are aiming for the very best. A number of artists at "the top of the bill" are keen to come. Altogether it promises to be an exhilarating and stimulating evening which no ex-Fleet Air Arm members should miss. Officers and ratings who have served in the ships' companies of aircraft carriers or air stations and the members of the other Services who have been on detached duty with the Fleet Air Arm are eligible to attend and will be most welcome.

HIGH HOPES FOR MALTA DOCKYARD —GOVERNMENT TO CONTRIBUTE £4³/₄m

Admiralty to release Fourth Sea Lord for new venture

PLANS for the future of the Royal Naval Dockyard at Malta have been announced by the Government. The plan is for the yard to be converted to commercial use and to assist in the conversion, the Government are to contribute £4,750,000, part of which will be a grant. The shipbuilding firm of C. H. Bailey Ltd. of South Wales is, subject to agreement with the Government, to form a company to take over the dockyard, on lease, in 1959.

The Government expects that the Naval work would continue at the present rate until 1960, but after that year it would decline. The British Naval Base as distinct from the dockyard, will remain in its present form although there may be a decline in the numbers employed.

In an emergency, the dockyard will again be available to the Navy.

The managing director of C. H. Bailey Ltd. has stated that there would be an immediate take-over of the dockyard but redevelopment would be gradual. Given the full support of the Maltese people, the change-over is likely to settle the unemployment there. He went on to say "we think it should be one of the best commercial dockyards in Europe."

A lot of work

Mr. Lennox-Boyd, Colonial Secretary, has said in the House of Commons that "this is not a question of closing the dockyard. It is a question of stopping that undue reliance on Admiralty work which has characterised economic life in Malta for far too long." The Colonial Secretary said there was every reason to believe that a lot of work would come along. No fewer than 40 ships in ballast passed within five miles of Malta every day, and the skill of the Maltese workmen was well known. In a speech to the people of Malta, the Governor of Malta, Sir Robert Laycock, said that Malta should be able to compete at least on equal terms with the other ship-repairing centres in the Mediterranean, and that close on 100 ships passed the island daily.

Vice-Admiral Sir Gordon Hubback, Fourth Sea Lord, is to be released by the Admiralty to become

managing director of the new venture.

Malta has been a British Naval Base for over 150 years. It is fully equipped, and has five graving docks, but none of them is large enough to accommodate the Navy's biggest carriers.

Impetus to Industry

If the plan now announced comes to fruition—and there is no reason to think otherwise—Malta will be relieved of its dependence on the Royal Navy, and a long period of stability in the island is envisaged. With a new civilian harbour, the development of island industries and an increase in the tourist industry which will surely follow, Malta seems set to become once again the island of sunshine and romance.

Raleigh stays at Torpoint

IT has been decided that H.M.S. Raleigh, the training establishment for engineering mechanics at Torpoint, East Cornwall, which in 1956 it was announced would be moved, will now stay at Torpoint.

When the Nore Command closes in 1961, the Royal Navy Supply School now in R.N. Barracks, Chatham, will be moved into H.M.S. Raleigh in order that the capacity of the latter can be fully used.

A WORKING HOLIDAY

Young naval officers give up pay towards cost

TO take part in a five-week expedition to a sparsely populated and mountainous region of Norway, some 40 young Service officers, mostly from the Royal Navy and Royal Marines, and a small number of instructors are giving up part of their summer leave period. And to help meet part of the cost, they are all contributing two thirds of their pay while away.

They sailed on August 8 from Dartmouth on board H.M.S. Acute, ocean minesweeper of the Dartmouth Training Squadron, for Odda, near Bergen, with the object of producing accurate maps of a little-visited area of the hinterland, making detailed meteorological observations, and undertaking other scientific work.

In command of the party, which is also aimed at giving opportunities for its members to develop essential qualities of self-reliance and initiative, is Lieut.-Cdr. David Blair, R.N., who is on the staff of the Britannia Royal Naval College, Dartmouth.

Eighteen of the Naval officers concerned, nearly all Cadets, midshipmen and sub-lieutenants, come from Dartmouth, seven from the Royal Naval Engineering College, Manadon and five others from the Royal Naval College, Greenwich. Others taking part are five officers from the Royal Marine Infantry Training Centre at Lympstone (Devon), two Naval medical officers, a captain of the Royal Engineers, one Cadet from the

Royal Military Academy Sandhurst, and another from the R.A.F. College, Cranwell.

Self-Supporting

In Norway, where the expedition will be self-supporting and live under canvas, it will be divided into five groups—or "fires"—two of them specialising in surveying duties under the Royal Engineer captain and a third in meteorological work with a Naval Instructor officer in charge. Two officers from Dartmouth College and a medical officer from the Dartmouth Squadron will have charge of other groups.

The 50 members of the party return to England at the end of their stay in Norway in H.M.S. Jewell, another ocean minesweeper of the Dartmouth Squadron, disembarking at Newcastle on September 13.

Last year a similar expedition sponsored by the Admiralty visited central Iceland for five weeks, flying there in an aircraft put at their disposal by the United States Naval authorities.

H.M.S. BERMUDA DISILLUSIONED

Commando does not travel light

(In our last issue we published a photograph of a helicopter being hoisted on board H.M.S. Bermuda. The following article was received too late for inclusion in the August issue.)

H.M.S. Bermuda has recently carried out one of those unusual tasks which frequently fall to the lot of the Royal Navy. Early on Monday, June 16, she disembarked all her power boats but one, and embarked instead four helicopters, the vehicles, equipment and officers and other ranks of No. 45 (R.M.) Commando, together with officers and ratings of a flight of No. 728 Naval Air Squadron, from Malta to Cyprus.

Throughout the day, the scene in Grand Harbour was one of intense activity with Bermuda surrounded by lighters, a floating crane and tugs. Four helicopters flew over from Hal Far, landed on lighters in the harbour and were then transferred on to the boat deck by crane. Every available space on the upper deck was utilised—the quarterdeck looked like an overcrowded car park and other vehicles, trailers and pieces of equipment were lashed down wherever they could be fitted in. We always thought Commandos were supposed to travel light!

The main body of troops embarked in the early evening and we sailed soon afterwards. We arrived off Limassol at 1700 on Wednesday, June 18.

H.M.S. BULWARK AT AQABA



A motor cutter of H.M.S. Bulwark landing troops of 1st Bn. The Cameronians (Scottish Rifles) at Aqaba, Jordan, on Thursday, August 8. Boat's crew (left to right): Sub-Lieut. R. L. Wilkinson, 801 Squadron; L/Smn. P. Perry, 68 Westlands Bungalows, Cavehill Road, Belfast, N. Ireland; A.B. R. Clapham, 169 Galsworthy Road, Simonside, South Shields, Co. Durham; A.B. J. Sayers, "Brookside," Windmill Road, Polegate, nr. Eastbourne, Sussex. In the background are the Shell tanker Hadriana, the aircraft-carrier Bulwark and part of Israel

H.M.S. NEWCASTLE RETURNS AFTER FOUR YEARS ABROAD

THE cruiser H.M.S. Newcastle has returned to Portsmouth after an absence from this country of over four years during which time she has been around the world going out via the Suez Canal and returning via the Panama Canal.

She recommissioned in May of last year at Singapore, the new ship's company being flown out and the old home on relief. The high-lights of this commission included the last birthday parade in British Malaya in honour of Her Majesty The Queen at Penang in June, 1957, and participation by two platoons of sailors and the Royal Marine Band in the Merdeka celebrations in Kuala Lumpur. After being "cock of the fleet" in the regatta at Hong Kong H.M.S. Newcastle finished the year with a 24-hour bombardment in support of security forces of communist terrorists in South East Malaya.

In February of this year she took 150 soldiers to Rangoon for the unveiling of a war memorial to service men killed in the Burma campaign. In June H.M.S. Newcastle left Hong Kong to commence her homeward passage, which was to include visits to ports in Japan, then called at Pearl Harbour wearing the flag of the Commander-in-Chief Far East Station, and thence steamed to Victoria B.C. for the centenary celebrations and Royal Fleet Review in honour of Her Royal Highness Princess Margaret—followed by Navy Week in

Vancouver. After calling at San Francisco and passing through the Panama Canal a final visit was made to Kingston, Jamaica.

Except for the period of her refit, and whilst flying the flag of C-in-C. H.M.S. Newcastle has been the flagship of Flag Officer, Second-in-Command, Far East Station (Vice-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C.).

ROYAL MARINE EXHIBITION

The Royal Marines are holding a Royal Marine Exhibition at Eastney, Portsmouth, from September 3 to 10, opened by the Right Worshipful the Lord Mayor of Portsmouth (Councillor A. E. Blake).

A static display showing the Corp's activities include Commandos, Amphibious and Sea Service, Gunnery, Signals, Vehicle and Technical Training. A helicopter assault and grand finale by massed bands are among other displays.

It is open from 2.30 to 6.30 p.m. daily, the entrance fee being 2s., children half price. Amenities include a nursery, children's amusements, refreshments and a free car park.

Unloading not easy

Off-loading began immediately, the helicopters into two lighters and the vehicles and remaining equipment direct into R.F.A. Retainer, not an easy task because the wind at the time was between forces four and five, and Retainer was yawing 25 degrees either side of the base heading. However, after warping ship several times to get Retainer's derricks in the right position, and after casting off and coming alongside again head to stern, the derricks could reach all the vehicles, and off loading was completed by 2215. The whole operation had taken 61 hours, considerably less than the allotted time.

The personnel disembarked very early the following morning and although they had been with us only a short time, we were sorry to see our new friends go. They had fitted into our routine very well and many of the younger Commandos said they were most impressed by the way of life in a cruiser. There were the exceptions of course—in particular the chap who was rather careless in choosing his billet on the upper deck and woke in the middle of the night to find himself soaked in spray. On the whole, though, they seemed to enjoy their "sea time."

Bermuda sailed from Limassol the next day and, though we have not seen our temporary shipmates since, we wish them the very best in carrying out the job to which they were sent at such short notice.

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Dockyard and 'Albion' create a new record

1,000 EYE BOLTS WELDED TO FLIGHT DECK AND HANGAR

(These photographs and report from H.M.S. Albion were received too late for our last issue.)

AT the time of the assassination of Iraq's Royal family, H.M.S. Albion was "working up" her new squadrons in Scottish waters. Very soon she was ordered to proceed south to the Channel area. On arrival there, her aircraft were flown off to their parent stations, and she entered Portsmouth at about 3 p.m. on Saturday, July 19.

Three days later she sailed again, but what a difference! Working day and night, nearly 500 military vehicles of many shapes and sizes had been embarked. This has been officially stated to be a record. Over 1,000 eye bolts had been welded to the flight deck and one of the aircraft hangar decks. This was to enable the vehicles to be lashed down for sea.

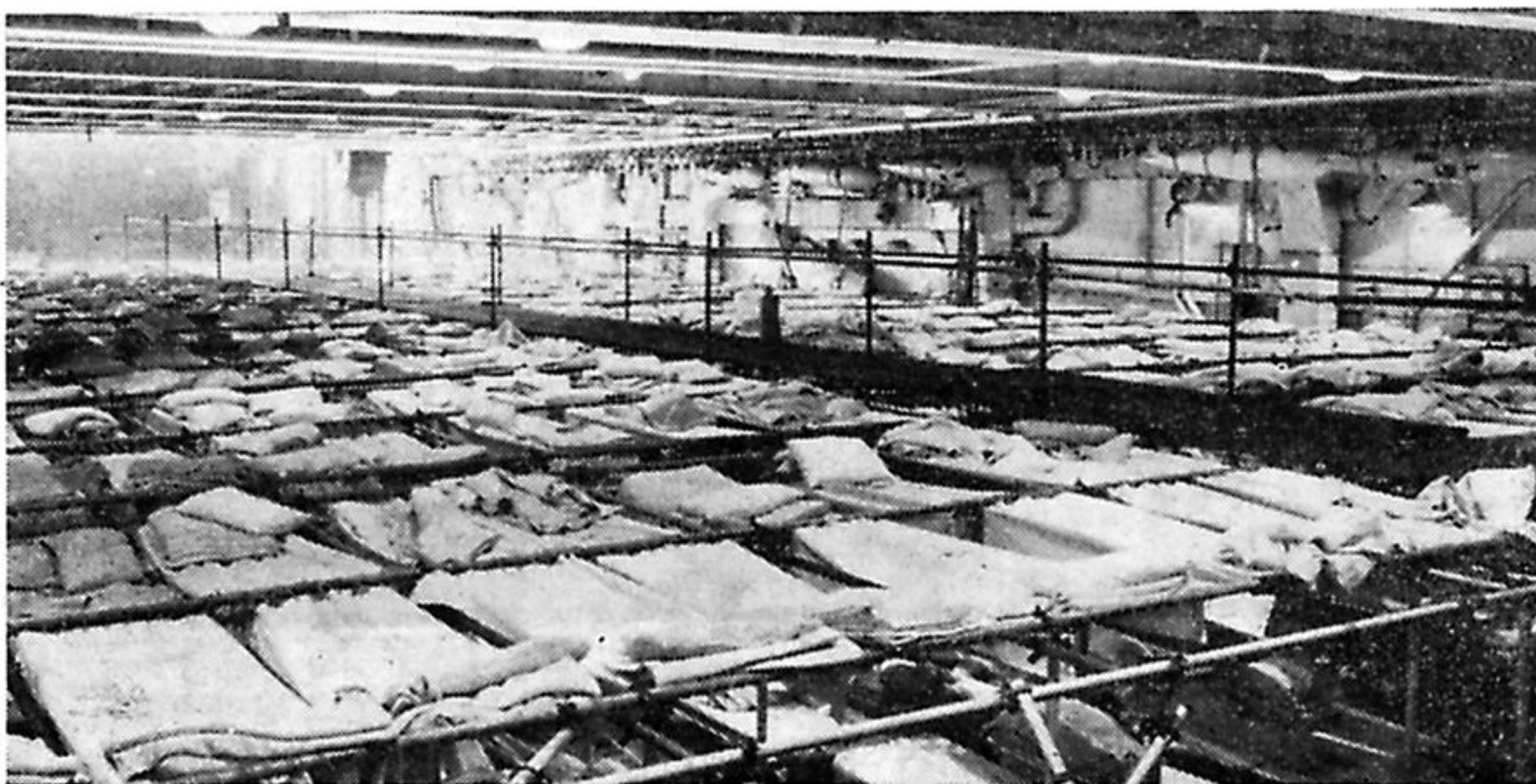
In addition a large number of military personnel, including the whole of No. 42 Royal Marine Commando, was embarked. This naturally created even more work, not least of which was the rigging of scaffolding and "trooping" type bunks in another aircraft hangar. Many were the volunteers who worked right through, paying no attention to "non-duty" watch and last "runs ashore." Such is the stuff of our Navy and we are proud of them.

Incidentally, in spite of the enormous load, close and accurate parking of the vehicles allowed space to

be left on the flight deck for the operation of the ship's two helicopters. Also both aircraft lifts were clear and there was space in a hangar for the helicopters.

H.M.S. Albion arrived at Malta on Saturday, July 26, and disembarked her passengers and vehicles even more speedily and efficiently than she had embarked them. Her aircraft flew out to join her and the interrupted "work up" is now almost complete.

A final comment comes from the passengers, many of whom said they had had much worse accommodation in wartime troopships and all of them commended the food.



"Stow thick"—Albion "tourist-class" passengers report that accommodation was much better than many war-time troopships

BRAWDY STAGED A FARNBORO' PREVIEW

AIR Day was held at R.N.A.S. Brawdy on Saturday, August 2, and about twenty thousand people, including a large number of holiday-makers, were entertained to a really thrilling and interesting afternoon. The weather, unlike that during most of this summer, was perfect.

Although the gates were not due to be opened until 12.30, the public started to arrive soon after 10 o'clock, the traffic being directed by the local police, who were in radio communication with one of Brawdy's helicopters. The air station was soon crowded and the chief centres of interest were the two hangars laid out with static displays and the numerous side-shows which included a trip in a "space ship."

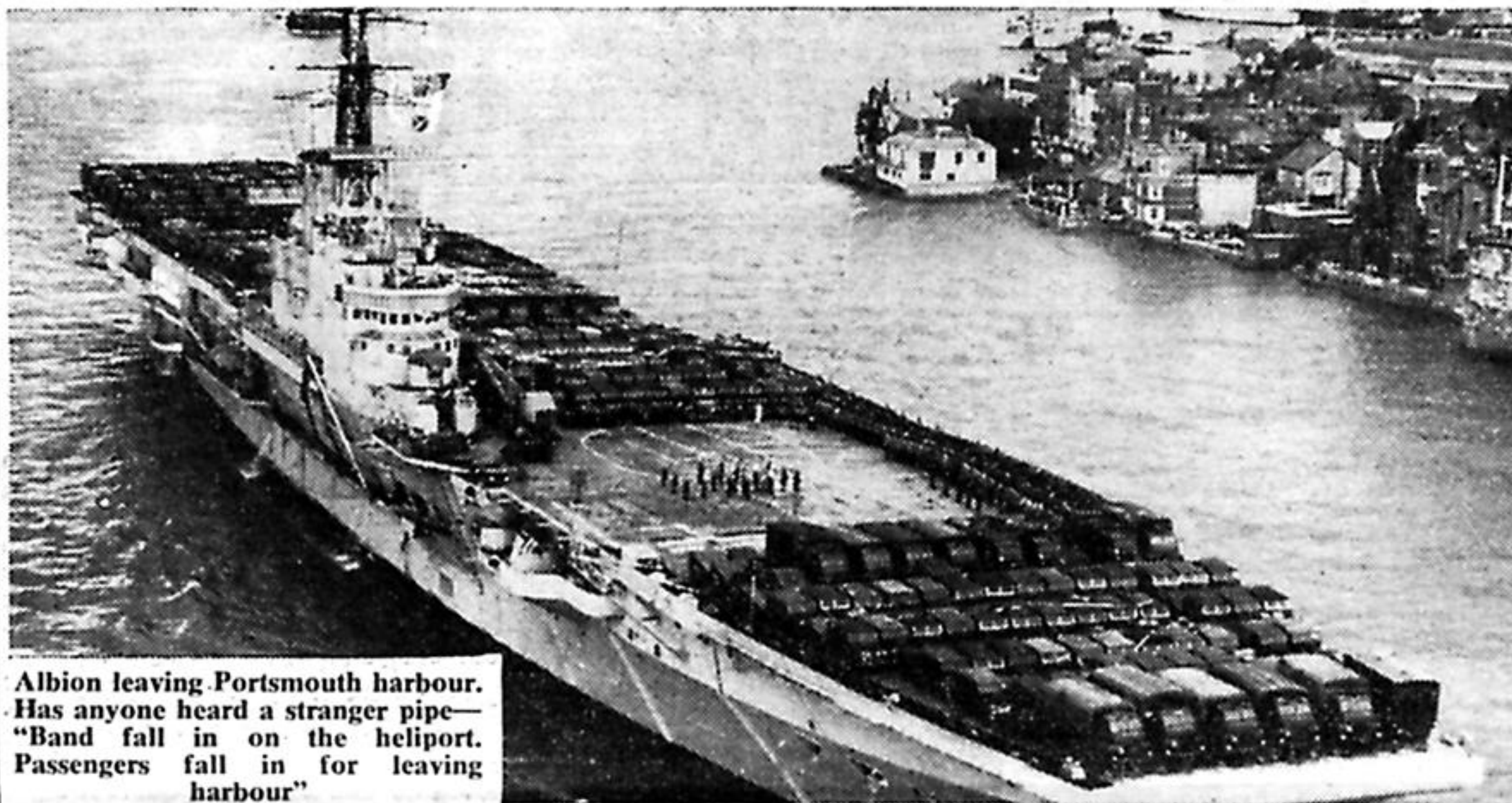
At 1430 the flying display started and an excellent commentary was given by Cdr. Charles Lamb, D.S.O., D.S.C., R.N. (ret'd.), who was introduced by the Commanding Officer (Capt. F. Stovin-Bradford, D.S.C., R.N.). For the next two hours all heads were turned skywards as they witnessed one of the most exciting displays ever given.

The high-light of the day was a formation aerobatic display given by seven Sea Hawks of 800 Squadron (led by the Squadron Commander, Lieut. Cdr. Perrett, R.N.), who were in the process of working up for the S.B.A.C. Air Display at Farnborough. This display itself, to the delight of the Welsh spectators, was climaxed by the "Prince of Wales Feathers" being performed by nine aircraft, who used smoke to leave a magnificent picture in the sky. A formation landing ended their display.

Further aerobatics by Scimitars, Venoms and a Hunter trainer soon followed. A mock desert fort was blown up and a handicap air race was held. In contrast to all these high-speed activities a Swordfish gave a slow fly past and a Tiger Moth burst balloons, whilst a "Welsh Witch" flew by suspended beneath a helicopter. Delayed parachute drops, and Sea Princes taking off from opposite ends of the same runway at the same time brought a breathless hush to both crowds and commentator.

The whole day was most enjoyable and profitable as the day's takings exceeded one thousand pounds. When the flying finished the station band beat "Retreat" and the ceremony of "Sunset" was observed, ending with the National Anthem.

A.F.O. 1920/58 gives the dates at present planned for recommissioning certain ships of General Service and Foreign Service Commissions, together with the stations on which they will serve.



Albion leaving Portsmouth harbour. Has anyone heard a stranger pipe—"Band fall in on the heliport. Passengers fall in for leaving harbour"

MOOSE AND SHIP HAVE MUCH IN COMMON

"THE Moose" is a large shy creature constantly on the move and seldom in company with its fellows; moreover in recent years its numbers have dwindled so that it is usually only seen in vast desolate spaces where man seldom penetrates. In the past seven months H.M.S. Newfoundland has acted in a very similar manner to the moose, which animal is the main emblem of the ship's crest.

On commissioning on January 22, 1958, work up and initial exercises took place in the Singapore area using the Island of Pulau Tioman as a weekend stopping place. This time passed quickly and before long the ship was taking part in the annual Fleet concentration where it was well in the picture, by a great deal of hard work and, of course, some good fortune. This period included a visit to Penang from where the Minister of Defence for Malaya took passage to Singapore; a trip which he must have enjoyed for he presented the ship with a handsome silver "Kris" as a mark of his appreciation.

Flagship

After a self maintenance period, during which the ship's company was accommodated in H.M.S. Terror, the ship became the Flagship of the Flag Officer Second-in-Command Far East Station and hoisted the Flag of Rear-Admiral, now Vice-Admiral, L. G. Durlacher, C.B., O.B.E., D.S.C., on April 18.

The next two months were spent exercising. H.M.S. Bulwark had by now arrived on the station and joined Newfoundland in exercises "Bullfight" and "Ocean Link," the latter ending

with the ship's arrival at Manila, in the Philippines. Two days were spent there trying to compete with a long boat trip and high prices ashore; this proved unprofitable and, saying farewell to the Americans, the ship sailed for Hong Kong, remaining there for three weeks and enjoying the cooler weather. There was a very good ship's company dance at Hong Kong, which attracted some very pretty girls and everyone had a chance to buy some "rabbits."

After leaving Hong Kong early in June for Singapore, where the stay was under a week, the next port of call was Trincomalee, from where, with the Indian and Pakistan Navies, and the East Indies Fleet, exercise "Jet" took place, involving everyone in a strenuous fortnight. Some very good sailing and "banyans," for which the fine harbour at Trinco, is so well suited, made up for the hard work.

Visit to Australia

The ship sailed from Trinco on July 1 for an all embracing and exciting cruise to Australia and New Zealand. Fremantle was the first port of call and proved to be a favourite spot for Newfoundland, having been visited by the ship in both previous commissions. Everyone enjoyed the hospitality and left feeling they would like to come back again; this was to be soon granted.

Melbourne was to have been the next place on the ship's itinerary, and so great was the proffered hospitality, that the visit looked as if it might be alarmingly strenuous, but the visit was not to be, for serious events in the Middle East necessitated immediate return to Singapore. Turned 180 degrees and increasing speed to 25 knots and at the same time preparing the ship to play some part in the grave situation that had so suddenly developed Newfoundland returned to Fremantle for storing and refuelling, and so to Singapore.

Service Voters

A summary of the steps required to be taken by Naval personnel to enable them to be placed on the Electoral Register as Service Voters and thus secure a vote at Parliamentary and Local Government elections, is given in A.F.O. 1921/58. The next Electoral Register will be published in February, and the latest dates by which members of the Forces may complete declarations for inclusion in this register are October 10 for England, Scotland and Wales, and September 15 for Northern Ireland.

H.M.S. BURGHEAD RETURNS HOME FROM S. AMERICA

THE frigate H.M.S. Burghead Bay, berthed at Devonport on August 6 on her return from the South American Station—exactly 12 months to the day she left the United Kingdom.

She has returned home after steaming thousands of miles on her station, during which time she was called on to rescue two members of a survey team stranded on Graham Land.

H.M.S. Burghead Bay, named after a locality in the Moray Firth, was launched in 1945, and has since visited most of the larger West Indian islands, some of the Falkland Islands dependencies in the Antarctic, and ports in Cuba, Canada, Brazil, Uruguay, Venezuela, Argentine and Chile.

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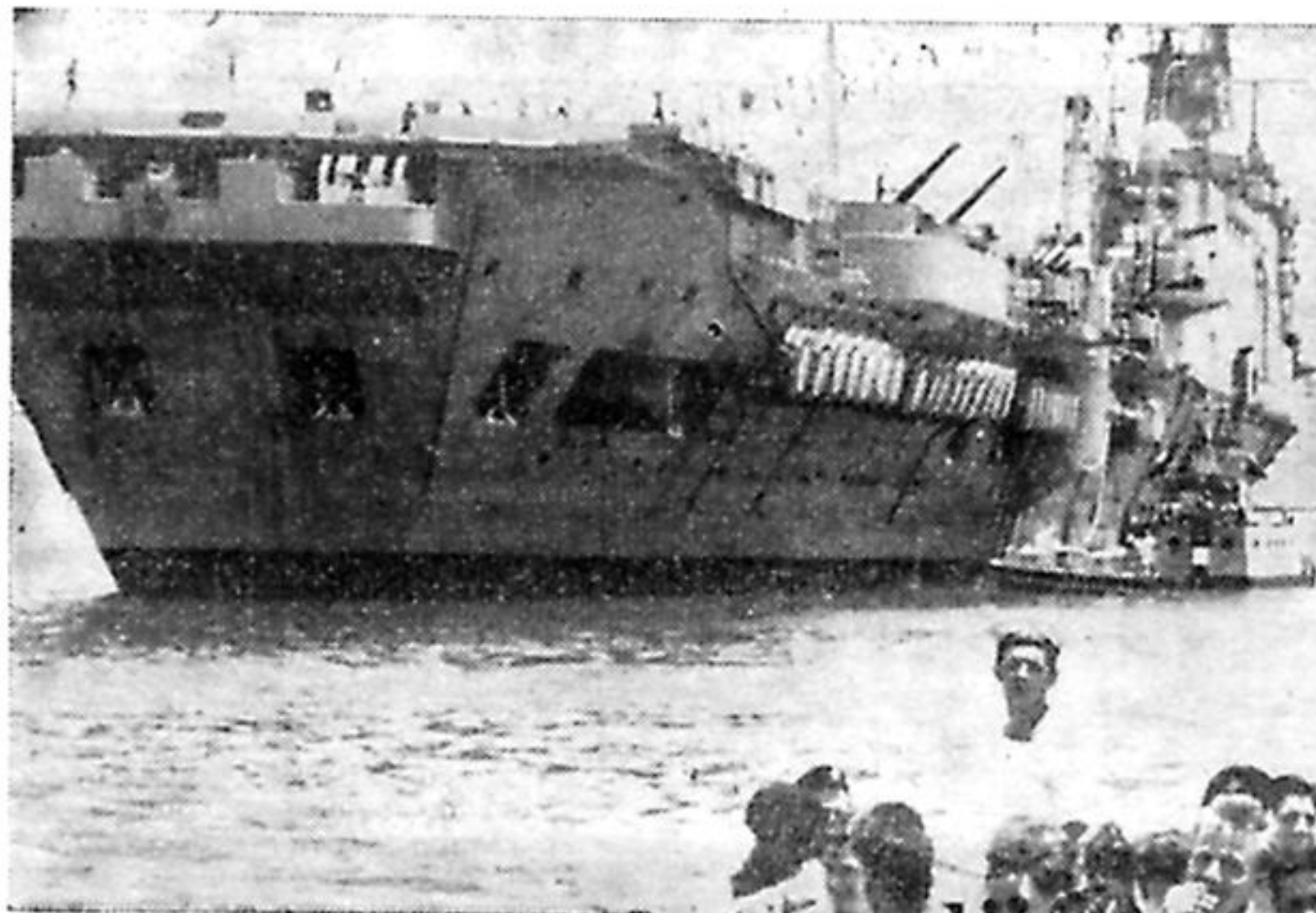
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EAGLE Somewhere off Cyprus



Although there is plenty of work and sea-time for ships operating off Cyprus, opportunities for "fun and games" do occur. It is a sign of the times, however, that all swimming parties and picnics have to be accompanied by armed sentries. The above photograph shows some of the crew of H.M.S. Eagle, with Royal Marine sentries, being towed from the ship for a party. The second photograph, which was taken from the flight deck of Eagle, shows H.M.S. Cavendish and another unit of the Fifth Destroyer Squadron, exercising off Cyprus.



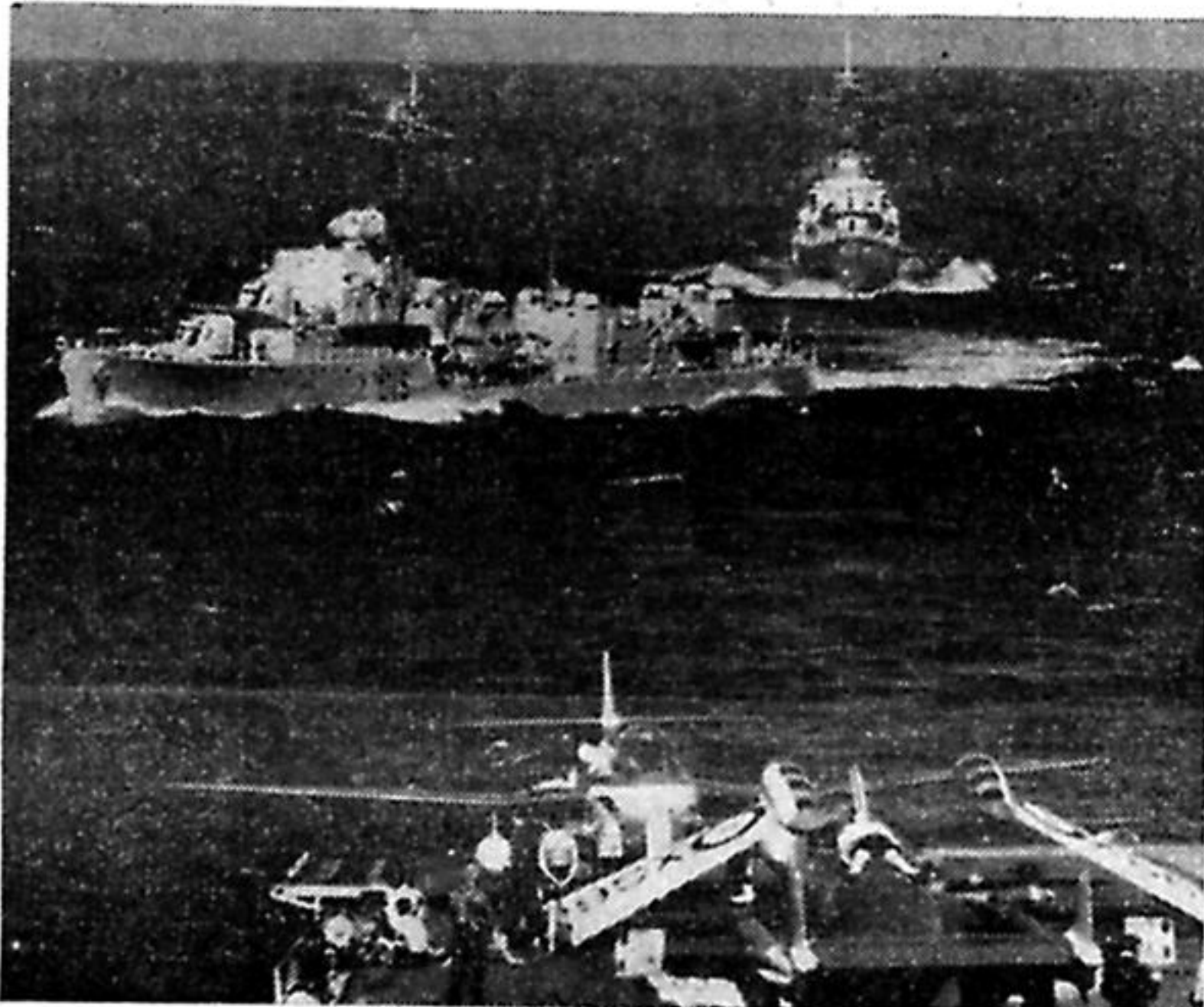
H.M.S. Carron

H.M.S. CARRON, a destroyer of the Dartmouth Training Squadron, returned to Devonport on August 26, after steaming nearly 4,000 miles during the four weeks she has been escorting tall ships and yachts taking part in the International Sail Training Races.

She sailed into the sunshine via Brest, Corunna, Las Palmas and Tenerife with nearly 80 cadets from Dartmouth Naval College and R.A.F. College, Cranwell, and schoolboys from 27 public and grammar schools on board.

All the cadets and schoolboys have worked their passage in the ship, and have taken part in the many activities and receptions organised for H.M.S. Carron in the foreign ports visited.

H.M.S. Carron, with other escorts from France, Spain and Portugal, has been safeguarding competitors in the International Sail Training Races.



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JOHANNESBURG LOOKS FORWARD

IN April, our president, Admiral Robson, C.-in-C. South Atlantic and South American Station, returned to England. At the present we are without a president, but hope to remedy this in the near future.

We also said farewell to another shipmate, Shipmate Schofield, now in Australia. We were all pleased to see Shipmate Betty Chisholm back on board after her recent trip overseas.

We are looking forward to the arrival out here of our branch standard, which is due any time now. Being so far away from other branches, we won't have additional standards with us when we eventually have our dedication service, but we will certainly see that the reputation the R.N.A. has achieved in the British Isles is maintained out here in South Africa.

Our monthly entertainments have been of the best, thanks to the untiring efforts of Shipmate Hugh Rouse, our entertainment officer. In April, a film show was given by the Hon. Colin Stamp, the films being of his travels through Greece.

Rock 'n' Roll

In June a social and dance was held at our headquarters in the Hillbrow Club. Shipmate Vacara and his wife gave an exhibition of old time dancing, which was followed by the rock 'n' roll king and queen of Johannesburg giving their version of the rock 'n' roll.

Shipmate Pooley provided the equipment and films for our film show at the August meeting, the films being very interesting. One in particular of our shipmates in the R.C.N. making the North West Passage from Halifax N.S. to Esquimalt B.C. in H.M.C.S. Labrador, 1954.

E. A. PARKER
M. W. KNIGHT

Royal Navy Sailing

Royal Navy Members of Sceptre's crew

THE following members of the Royal Navy have arrived in the United States as part of Sceptre's crew to challenge for the America's Cup next month: Cdr. Sam Brooks (Technical Adviser), Lieut.-Cdr. Graham Mann (helmsman), Lieut.-Cdr. Joe Brooks (navigator), Lieut.-Cdr. D. A. Woods (in charge of shore organisation), Lieuts. I. Lennox and E. C. Mappley, L./Sea. A. Brooker and A.B. T. S. Langford.

The best wishes of all NAVY NEWS readers go with the boat and crew for the long-sought-after return of the cup to these shores.

Cowes Week

The Royal Navy was well represented at the regatta held at Cowes between August 2 and 9. Successes obtained included SEA SOLDIER (Royal Marines)—winner of Purdy Challenge Cup (the Royal London Yacht Club's handicap race for boats of 24 to 30 feet) and third in the Royal Thames Yacht Club's handicap for yachts of 25 feet but under 32 feet. SEA SWALLOW (Home Air Command)—winner of the Royal Yacht Squadron's race for 50 feet square metres boats. PEGASUS (Britannia R.N. College)—Third in the race for the Purdy Challenge Cup.

Ocean Racing

The R.N. Engineering College's Gauntlet won in Class III of the Royal Ocean Racing Club's Channel Race, starting from Southsea on August 1. Sea Swallow (Home Air Command Sailing Association) was third in the R.O.R.C.'s Ryde-Le Havre-Brixham race a week later.

Fireflies

The Inter-Services Firefly Championship is to be held at Portsmouth during the week-end October 11-12. This, it is understood, is the first time that this series of races has been held in a tideway and therefore offers the Royal Navy its most favourable opportunity of securing the Championship for the first time ever.

As a prelude to this event, the Navy will hold its own Inter-Command Firefly Championship in the same waters on September 27 and 28.

R.N.A. Portsmouth unable to find marksmen

IN spite of the weather holidays go on, and we have many reports from our members of visits paid to chummy ships and we in turn have been pleased to welcome visitors to sunny (?) Southsea from many branches. We hope they have enjoyed their visits to our club and will come again.

It rather looks as if our efforts to raise a small-bore rifle section are doomed to failure. When the idea was first mooted, there were plenty of enthusiasts and secretary Charlie Newman spent many hours collecting the gen., obtaining rifles and making preliminary arrangements for ammunition, targets, ranges, and a thousand and one other things. By the time we were all set to go we called a meeting, only to find there were not enough marksmen to form a team. It was a great disappointment, but we have tried.

"Teddy Boys' Picnic Dance"

The "Teddy Boys' Picnic Dance" on August Bank Holiday was a great success, even though there wasn't as many "Teddy Boys" as we expected. However, the few who had the courage to borrow jeans or drainpipes were well rewarded and a good time was had by all.

The draw in aid of the King George V Fund continues to build up, and we hope by the end of the month to have raised sufficient money to send a respectable donation to this good cause.

Lucky Annual Outing

Our darts' section were lucky with their annual outing: they picked a day when the Clerk of the Weather wasn't looking, so the sun was shining. A good thing, too, the New Forest can be a pretty grim place when it's wet.

We still have room for a few more names for the Reunion. Thirty-one tickets have been purchased and the first to pay a deposit secures. Shipmate Vic Jones is making the arrangements.

R.N.A. GOSPORT GOOD PROGRESS

WE are pleased to report that after a period in the doldrums which occasioned us much concern, we are showing definite signs of improvement mainly due to the very hard work and enterprise of our newly elected entertainments chairman, Shipmate Jack Corbyn. He has come along with new ideas which have undoubtedly stimulated the social aspect of the branch. He and his committee have entered into the spirit of the task and have organised some very interesting functions which, we are glad to say, are catching on.

Forthcoming Events

On Sunday, September 14, our chaplain, the Rev. Vanstone, will conduct the service and ceremony of laying up our old R.N.O.C.A. standard which for many years has been carried by our standard bearer, Shipmate Farley, always with the dignity and reverence due to a dedicated emblem of the Royal Naval Association. Members will muster outside the Rowner Parish Church for the ceremony which is timed for 11 a.m.

On Friday, September 19, our Darts and Social Club will visit Bramshot Social Club at Liphook for a social evening.

On Wednesday, October 8, there is to be a conducted tour of Messrs. Simonds brewery, in Reading.

On Wednesday, October 15, the Ex-W.R.N.S. Association, Gosport branch, are holding a mannequin parade in our main hall.

On Friday, October 31, there is to be a Royal Naval Association Halloween Dance.

We regret to record the death of Shipmate Albert Sydney Leslie Davies. He was a valued member of the branch, a vice-president and a trustee of the organisation. He lived to see the completion of the Gosport headquarters which he had helped to plan.

THEY ARE NICELY SETTLED IN THE N.E.

ON Sunday, August 17 the Newcastle and Gateshead branch had their annual outing to Seahouses. Lunch was taken at the Barnborough Castle Hotel after suitable refreshments beforehand; as one shipmate remarked, "I never eat on an empty stomach!" After lunch we all went along the beach for a game of cricket, at which, of course, many excelled. The outcome being, that Shipmate Grigsby retired hurt, and the treasurer has not been the same man since. Back then to the hotel for a fresh salmon tea then on to the "Shoulder of Mutton" for a wee drop of ale, then home for eleven; very enjoyable and roll on next year.

We are nicely settled in our new headquarters at the Merchant Venturers Club and as we have billiards,

table tennis, etc., we are very pleased with ourselves. Our next venture is our Trafalgar Day dance on board H.M.S. Calliope, and we are all working very hard to make it a success. Shipmates Clayzer and Turtle have the enviable task of running the Miss Neptune contest and would like to hear from any interested girls.

A welcome visitor recently was Shipmate Wade, our area representative, and, of course, the National chairman. We are always very pleased to see him, and hear all the latest news. Charlie Harper is now a frequent visitor; Charlie is the secretary of the local Royal Marine Association and we all have a very high regard for his advice as well as the pleasure of his very pleasant company. Cheerio, shipmates, until next month.

R. FINCH

THE ACTIVITIES OF THE WEST INDIES SQUADRON

Includes the traditional Hurricane Guardship Cruise in Caribbean seas

THE Squadron, under the command of Commodore G. E. Hunt, D.S.O., D.S.C., based at Bermuda, at present consists of two Type 15 anti-submarine frigates, Troubridge (Cdr. R. W. L. Lancaster, Royal Navy), and Ulster (Lieut.-Cdr. A. Card, Royal Navy). The Commodore flies his Broad Pendant in one of these ships.

One of Squadron's tasks is to carry out the traditional Hurricane Guardship Cruise in the Caribbean. The duties of a hurricane guardship are to be on the spot with aid and relief stores in case any of the islands (which have few resources of their own) are hit by a hurricane. Advantage is taken of this opportunity to carry out a flag-showing programme and many friends are made during the course of the visits. Between July 1957 and early November of the same year, Ulster steamed 7,100 miles.

Although the Naval dockyard facilities have been reduced there is still a small shore organisation at Bermuda with a resident Naval officer in charge. In December, last year, Ulster's self-maintenance period there was rudely interrupted by a call to Belize, British Honduras.

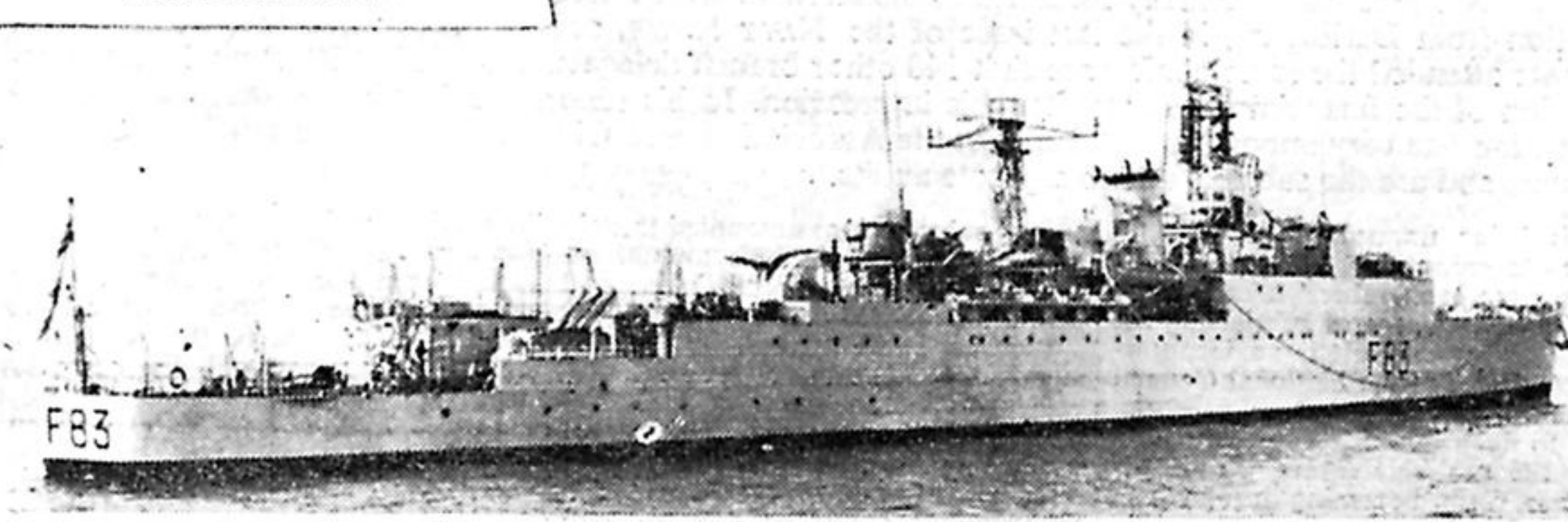
In view of the possibility of local disturbances, in response to a request from the Governor, Ulster was sailed from Bermuda to Kingston, where she embarked six officers and 71 other ranks of the Worcestershire Regiment, two Land-Rovers and about 20 tons of Army stores. Heavy seas were experienced during the passage to Belize and several of the soldiers were glad to sight the Cays off the coast of British Honduras early on Friday, December 6.

After a week at Belize during which time there was no evidence of any anti-British feeling, H.M.S. Ulster took His Excellency on a cruise down the coast as far as Punta Gorda where he disembarked and the ship finally returned to Bermuda on December 18 to continue her interrupted refit.

The Strike at Nassau

In January, 1958, Ulster was called away on further urgent business, this time to Nassau in the Bahamas, where a general strike was in progress. After a rough passage Ulster arrived on January 18. It appeared that one of the major difficulties confronting the town was lack of power and the engineer officer and 13 technical

H.M.S. Ulster, which recently commissioned for further service on the West Indies Station



Lord Hailes some of the newly federated territories from seaward. Troubridge arrived off St. John's, Antigua. After leaving Antigua the ship visited St. Kitts, Nevis and Montserrat and this completed His Excellency's tour of the Leeward Islands.

The Windward Islands were the next ports of call. Two days were spent at Roseau, the capital, during which time the ship's company were introduced to river bathing, Dominica being the only island in the West Indies where this is possible. After a brief night passage the ship proceeded alongside at Castries, St. Lucia. On February 3, Troubridge's departure

was followed by a long awaited visit to Miami, some 150 miles to the north. The name Miami is Indian in origin but the skyline of tall hotels and the roads full of the latest American cars make its origin difficult to believe. Ulster's five-day visit was at the height of the holiday season when the lure of the Florida sunshine draws people from the north, but the weather did not run true to form and the holiday trade lost its most important ally—the sun.

Assembly at Bermuda

On March 3, the Home Fleet ships assembled at Bermuda and were joined on March 7 by 12 Royal Canadian Navy ships. Much preparation was necessary in order to accommodate these large numbers but eventually a total of 20 warships was finally berthed at Ireland Island.

Bermudians had been looking forward to the Fleet Assembly for some months and spared no efforts to welcome the sailors to Britain's oldest Colony.

During the week the First Lord of the Admiralty, The Earl of Selkirk, arrived in Bermuda and lunched on board H.M.S. Ulster. Early on March 10, ships of the Home Fleet, West Indies Squadron and Royal Canadian Navy, left their berths in Ireland Island and Hamilton and proceeded to sea for the joint exercises.

Fleet Exercises

Exercise "Maple Royal One" (conducted by the Commander-in-Chief, Home Fleet) was the first of two exercises in which the combined fleets were to take part and constituted the largest gathering of Commonwealth maritime forces ever held. The Canadians contributed their newly acquired carrier Bonaventure, four new anti-submarine frigates of the St. Laurent Class, three River Class frigates, three Tribals, one Type 15 frigate and the Fleet tug St. Charles. The Royal Navy mustered Bulwark (flying the Flag of the Commander-in-

Chief, Home Fleet), a cruiser, three Daring Class destroyers, two Battle Class destroyers and the two latest Type 15 conversions (Ulster and Troubridge of the West Indies Squadron). In addition there were the R.F.A.s Tidereach and Olva and the submarines Amphion, Anchorite, Alcide and Tiptoe.

Princess Margaret's Visit

H.M.S. Ulster, after embarking 110 soldiers of the Jamaica Regiment from Kingston, who were to form a Royal Guard on Her Royal Highness's arrival and share guard duties with the Royal Navy at the Governor-

As the great blue and silver aircraft came into land and those to be first to greet the Princess assembled on the tarmac, many noted that the description "Whispering Giant" had been justly earned by the Bristol Britannia.

During the days which followed Her Royal Highness visited the Brechin Castle sugar factory, laid the foundation stone of a new town hall, attended a festival of arts and walked round the Imperial College of Tropical Agriculture. Garden parties, receptions and a state dinner were held in the evenings. But all these were merely a background for the main event for which she had come; the opening of the West Indies Parliament in the Red House. The ceremony was held on the morning of Tuesday, April 22. Sailors of the West Indies Squadron lined the streets near the Red House. Behind them thousands of enthusiastic West Indians assembled to watch the arrival of the Princess.

Her voice relayed by loudspeakers to the crowds, Princess Margaret read a message from Her Majesty The Queen and pronounced the historic words: "I now declare the Federal Legislature of the West Indies inaugurated." The West Indies Squadron had the privilege of mounting a Royal Guard of Honour for Her Royal Highness's departure from the Colony on Saturday, April 26, after which Troubridge embarked the men of the Jamaica Regiment for return to Kingston and Ulster headed for home and a short refit at Devonport before returning to the station later in the year.

The story of the West Indies Squadron will be continued in a future issue of NAVY NEWS.

The annual reunion and dinner of the Submarine Old Comrades Association will take place in H.M.S. Dolphin, at Gosport on September 13. The Flag Officer Submarines will attend together with many serving and ex-Service members of the "trade." This annual event, which is looked forward to with so much pleasure by the Association, promises to be as big a success as ever. A report of the function will appear in the October issue of NAVY NEWS.

LANDING PARTY ALWAYS READY

ratings were accordingly landed to run the power station.

One section of the landing party was at readiness at all times and patrols were landed each night to guard the power station and other important buildings.

Apart from the hotels, bars and wine shops being closed, and the complete absence of tourists, the town appeared normal. There were no incidents, except for the picketing of several shops in Bay Street. Ulster finally sailed on January 28, and headed south to meet the Home Fleet.

Inaugural Tour

In the meantime, Ulster's sister ship, Troubridge, undertook an important duty—to transport His Excellency the Governor-General and Lady Hailes on a tour of the newly formed West Indies Federation. As may be imagined, accommodation in a small warship of only 2,300 tons does not lend itself readily to tasks of this sort but with improvisation and much enthusiasm, these important passengers were transported with reasonable comfort and proved themselves good sailors. Lord and Lady Hailes embarked in H.M.S. Troubridge for the first time at Bridgetown, Barbados, on January 2, 1958. The following morning the ship arrived alongside at Port of Spain, Trinidad, the capital island of the new Federation.

The local population had turned out in full force for this special occasion to provide a colourful, enthusiastic and warm reception for the first Governor-General as he drove to the Federation Chamber with an escort of mounted police. Lady Hailes was to have accompanied her husband on this tour. Most unfortunately, however, Lady Hailes was taken ill and His Excellency decided to remain in Trinidad until she had recovered sufficiently to be out of danger. The tour was postponed until January 21 when Lord Hailes, accompanied by his A.D.C. and private secretary, re-embarked, and Troubridge sailed for Antigua, the chief island of the Leeward Group.

Tour Completed

After a pleasant two-day trip, during which it was possible to show

was marked by a display of fireworks from Government House.

The following morning the ship arrived at St. Vincent. Two days were spent here.

On February 6, Troubridge anchored off St. George's, Grenada, one of the most beautiful and restful of the islands, but the ship missed much of the four day visit because fuelling requirements necessitated a trip to Trinidad.

This completed the tour of the Windward Islands, and on February 10 the ship anchored off Bridgetown, Barbados, for the second time.

On February 13, Lord Hailes left for Trinidad and the Carnival festivities.

In Jamaica

After Carnival, Troubridge, with Their Excellencies and their staff embarked, sailed for a six-day visit to Jamaica, arriving there on Monday, February 24. The visit coincided with the third West Indies versus Pakistan Test Match, and the Governor-General was present when Garfield Sobers broke the record for the highest individual Test Match innings. On the evening of March 1, Their Excellencies re-embarked in

COMBINED FLEETS AT EXERCISE

Troubridge for the return trip to Trinidad, and the tour of the West Indies Federation came to an end.

From time to time the Home Fleet leaves its northern waters and seeks sunnier climes. The Commander-in-Chief, Admiral Sir William Davis, K.C.B., D.S.O. and Bar, flying his Flag in the Submarine Depot Ship Maidstone (Capt. S. A. Porter, D.S.C., R.N.), had sailed from England in January with a carrier, two cruisers, five destroyers and two submarines in company. While the Commander-in-Chief visited the main ports of Kingston, Jamaica; Bridgetown, Barbados, and Port of Spain, Trinidad, the rest of the Fleet dispersed to many different ports in the West Indies and Southern Caribbean. Happily, Ulster's duties at Nassau ended in sufficient time to enable her to reach Kingston before the Commander-in-Chief's

visit to Halifax. Daylight on March 14 revealed an impressive sight as the 30 ships of the Royal Navy and Royal Canadian Navy fleets proceeded in column into Halifax harbour. This is the first occasion since the Second World War that the Royal Navy has visited this historic port in such strength.

Visit to Halifax

The degree of co-operation and enthusiasm with which all problems were tackled by the two fleets during exercise "Maple Royal One" was a very firm reminder of the close ties

Self Service

Every housewife likes to shop in comfort and that is why Naafi is in the process of converting its grocery shops throughout the country to the Self Service system.

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No. 3 Area discusses: Should Retired Officers Wear Uniforms at Functions?

THE quarterly meeting of the delegates from No. 3 Area was held in the Havant branch headquarters on August 16, and there was a good representation of branches.

Opening the meeting, the chairman of the Area, Shipmate Cdr. Lambell, called those present to order in memory of absent and passed-on shipmates.

The president of the Havant branch—Admiral Sir Harold Burroughs—welcomed the delegates.

Arising from the minutes, Shipmate A. Legg, the National Councillor, re-

ported that the minutes were among the best, if not the best, Area minutes received from any Area in the country, and the secretary was to be commended.

Shipmate Legg, in his report, stated that the Swindon branch was to be reopened and September 11 had been suggested for the inauguration.

The Life Blood

He went on to say that a number of branches in the Area had not sent to headquarters any subscriptions for this year, and he asked the delegates to remind their various secretaries and treasurers regarding this matter. The amounts forwarded to headquarters by branches are the life-blood of the Association, and as the tree withers unless the sap rises, so would the Association wither away unless branches forward subscriptions as received. The speaker also said that the area membership numbers were being maintained.

The secretary read correspondence which included letters from the Devizes branch thanking the Area for the loan of the Area standard, and also letters from Salisbury, Winchester and Devizes extending an invitation for the next Area meeting to be held at their respective headquarters.

Motion Withdrawn

Resolutions were then taken and after some discussion one, from the Hastings and St. Leonards branch, regarding the dismissal of the parade at the Annual Cenotaph Parade was withdrawn after Shipmate Legge had drawn attention to the motion carried at the 1958 annual conference.

The Portsmouth delegate had been instructed to bring forward the resolution that the Portsmouth branch opposed the amended motion carried at the 1958 annual conference regarding the wearing of uniform by retired officers at official functions of the Royal Naval Association. Considerable discussion took place at this point and finally the Area secretary was instructed to forward the resolution to headquarters.

Widows' Pensions

The vice-chairman of the Havant branch then brought forward a resolution. He stated that he himself had heard a notice on the B.B.C. to the effect that a proportion of a Naval rating's pension was to be paid to the widow of the deceased pensioner. The notice included the statement that this payment to a widow would not apply to the widows of men who had died prior to 1950 and his resolution was that steps should be taken to have this date line removed.

The Area secretary reported that he had made various endeavours to obtain a copy of the statement but without success. The resolution was carried, and the secretary was instructed to forward it to the General Council.

The next Area meeting was fixed at Salisbury on November 8 at 3 p.m. An excellent tea was provided by the Havant branch after the meeting.

Without Fear or Favour—Blackpool Through the Looking Glass

By A. G. LEGG, Chairman R.N.A. Finance Sub-Committee

HAVING read, as have many members of the R.N.A., with interest and some surprise the contribution from Darlington, in the last issue of the NAVY NEWS, one wonders whether the Darlington delegate attended the same conference that 140 other branch delegates attended at Blackpool. His interpretation of the financial debate creates this impression. In his report the Darlington delegate omitted to mention one very important fact, i.e., that the Association and Club finances are carried in separate accounts and are the subjects of two separate audits.

This being unquestionably true, it is hard to reconcile the statement that the increase in members' subscriptions was for the purpose of subsidising the Headquarters Club. It is an incontrovertible fact that the National Council will in no case use members' subscriptions to keep the club running.

In the unlikely event of Headquarters Club becoming insolvent it will be closed.

Subscriptions

It should be made clear here that the subscriptions were increased not to save a club but to save our great Association. At the Blackpool conference it was made abundantly clear by our illustrious President that subscriptions would be reduced as and when membership numbers warranted so doing.

The Darlington delegate also misrepresented, to some extent, the Auditors' report. Mr. Nichols, head of the appointed Auditors, reminded conference that under the Royal Charter all branches must submit their audited balance sheets to headquarters for inclusion in the Association's annual audit. This he suggested could increase the audit fees slightly. He also recommended to conference that certain investments should be reinvested to the benefit of the Association. The Auditors' report was carried with acclamation, no delegate dissenting.

With the annual accounts in mind, perhaps some recapitulation will not seem amiss.

Subs Half of Income

In 1956 the Headquarters Income and Expenditure Account showed an excess of expenditure over income of just over £2,000. As the adverse balance had become progressively greater during the previous years the National Council, after a thorough survey, put into effect certain savings which at the best would still leave the account well in the "red." Note: These conclusions were clearly shown in Headquarters Circular 122 A, which was circulated to all branches.

It was therefore necessary to increase subscriptions to raise the income from the membership to a more realistic level which would cover the greater part of the current adverse balance. When it is considered that

annual subscriptions amounted to only half of the Association's annual income, the decision seemed wise and just, albeit a hard one to make.

It surely is the responsibility of the members to keep the Association solvent, which brings me to the point where, that if each individual member would take the responsibility of enrolling one new member every two years, subscriptions could be lowered substantially and much more could be done for the well-being of the Royal Naval Association.

Personal recommendation is the finest advertisement and the cheapest.

No Pious Hopes

Headquarters Club is, as previously mentioned, a separate entity although controlled by the National Council through a House Committee appointed by it.

The Club's only income, I reiterate, is that which arises from its sales. Much has been written before describing the amenities available to members, and it is most gratifying that ever-increasing numbers are making a habit of using the Club, not only members of the R.N.A. but members of the R.M.A. Members of overseas branches make a point of using the club during their stay in London.

The increased popularity is in a very large measure due to the excellent service of the club steward, Charles Aplin, and his wife, who at all times are ready to cater for members' needs.

Indeed the National Council, far from relying on pious hopes to keep the club open, look to the continued co-operation of all members to use the club to ensure that it remains the social centre that it now is.

Financial Asset

Financially the club is now paying its way and there is no reason why it should not, in the foreseeable future, be a financial asset to the Association.

The NAVY NEWS, as the accredited journal of the Royal Naval Association, serves the Association extremely well with its news of the Navy and the numerous aspects of the Service as well as matters of interest from branches of the R.N.A. contributed by them.

The NAVY NEWS should, I feel sure,

be used from time to time as a vehicle for healthy and constructive criticism rather than the denigration of those shipmates who by their energy have placed the R.N.A. in the position it holds in the national life. In my opinion the ill-informed and factually incorrect article by the Darlington Branch does much to harm the Association.

[It is felt that the Darlington article was not intended as a reflection upon members of the National Council.—Ed.]

LOWESTOFT BIDS YOU WELCOME TO 'KIPPER TOWN'

I AM pleased to report the branch continues to grow and we have enrolled six new members since January bringing our total to around the 250 mark.

Our mutual aid is increasing steadily which proves our bill of health is in good form.

Social activities have been mostly confined to the headquarters this year but on Sunday, July 27, a party of 40 strong paid a visit to the Fakenham branch to take part in the dedication of their new standard. The weather was kind and we got the two parades over before the liquid sunshine arrived. Everyone thoroughly enjoyed the church service and indeed it was quite an impressive ceremony and one a good number of us had never seen before.

After some grand refreshments provided by the Fakenham branch we boarded our bus and finished our day off by having a trip around Norfolk, stopping at various ports of call with the well-known names as the "Fox and Hounds," etc.

We arrived at Lowestoft around 2200 having thoroughly enjoyed our day, perfectly organised by our social chairman, Shipmate Chipperfield, and helped tremendously by the generous hospitality of the Fakenham branch.

Our headquarters are open every Friday evening from 1900, shipmates from all branches will be very welcome; so when you are visiting "Kipper Town" look us up.

SWAIN

Canadians visit R.N.A. Headquarters



Photograph H. Pincombe Kingston-upon-Thames

Secretary of the Royal Naval Association (second from right) says farewell to a party of ex-members of the Royal Canadian Navy, after their recent visit to the R.N.A. Headquarters in London

CALENDAR

Finsbury
September 27.—Grand Carnival Dance at 56 Div. (R.A.S.C.) Hall, Duke of York's H.Q., King's Road, Chelsea, 7.30 p.m.

Newcastle and Gateshead
October 21.—Trafalgar Day Dance, 8—12 p.m., H.M.S. Calliope, Elswick, Newcastle-upon-Tyne. Tickets 5s. 6d. Incorporating Miss Neptune Contest, 1958.

Wimbledon
October 11.—Annual Dinner and Dance, Fountain Hotel, Tooting, S.W.17. Tickets 15s.

November 28.—Grand Dance, Fountain Hotel, Tooting, S.W.17.

Swindon
September.—Inauguration of branch.

Bedford.—United Services Club, Howard Street. First and third Fridays.

Fakenham.—The Bull Inn, Fakenham. Second Monday of each month.

Newcastle and Gateshead.—Merchant Venturers Club, Haymarket, Newcastle-upon-Tyne. Fridays, 8 p.m.

Edgware.—The Sea Cadets Headquarters, Dans Lane, N.W.7. First and third Sunday, noon.

Barry.—Barry Drill Hall, Broad St. Barry.

Cambridge.—The Red Cow, Corn Exchange St., Cambridge.

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

Fulham.—Kings Arms, Putney Bridge.

Glasgow.—"Mons House," Berkeley St., Glasgow, C.3.

Heywood.—The Lamb Inn, York St., Heywood, Lancashire.

We will remember them

Shipmate Albert Sydney Leslie Davies, Vice-President of Gosport Branch.

Shipmate Cdr. R. Say, O.B.E., R.N.V.R., President of Edgware Branch.

Shipmate The Rt. Hon. F. C. Sturrock, Vice-President of Johannesburg Branch.

Dorking at Bognor and Brighton

THE annual outing of Dorking Branch took place at Bognor on Sunday, July 20. Mainly for children, the outing was supported by the shipmates and friends. Three coach-loads left the headquarters and arrived at Bognor at midday. Although the sea was rough, everyone enjoyed himself or herself. Leaving Bognor at 4.30, the party went to Brighton for a very fine tea at the Association's Brighton branch. The coaches deposited their loads at home at 9.30.

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Malta Branch rapidly gaining strength



A happy party of Shipmates, their families and friends on the trip to Comino. This photograph will bring back memories of many such trips to those who have been stationed in Malta

OUR ship's company is now 119, with new members joining each meeting. Social activities these past few months have been mainly beach trips,

which have been highly successful. On Wednesday, July 23, we went by M.F.V. to Comino. On our return it was a grand sight to see our M.F.V. entering Slierna Creek with "hands

fallen in for entering harbour" and our house flag flying proudly at the mast-head.

Dates of our meetings and socials are promulgated in the *Times of Malta*

and over the Rediffusion. Don't forget, visiting shipmates, a warm welcome awaits you at the Malta G.C. Branch.

P. A. MONCASTER

BASINGSTOKE IS VERY MUCH ALIVE

THOUGH not often seen in print, or heard in debate, Basingstoke is a very much alive branch of the Association.

Situated as we are amid the rolling Hampshire Downs, some miles from

populous centres and other branches, makes travelling problems and tends to curtail our visits to other branches and vice versa. The same geographical reasons prompted us to change to No. 6 Area some time ago. However, we are making efforts to increase our range, and visit again our old friends in No. 3 Area—Newbury, Andover, Gosport and Southampton. It is some time since we heard from our nearest "ports" Aldermaston, Alton and Winchester. We will be attending the reunion in October, and hope we shall be able to renew some old friendships.

The past year has been quite an eventful one: annual dinner, children's party, dart matches, social and games nights; during the season, "mystery" coach tours, and annual outing. In this connection our thanks to Brighton branch who so ably looked after us. We can thoroughly recommend their hospitality to all shipmates visiting the town.

During Basingstoke Carnival Week a motley gang of "pirates" from the branch collected £127 11s. 6d.—a hefty sum in small change—towards the proposed Old People's Home for the town.

E. A. LONG

DEATH OF EDGWARE'S PRESIDENT

IT is with deep regret that I report the passing away of the president of the branch—Cdr. R. Say, O.B.E., R.N.V.R. He passed away peacefully in his sleep after a long illness. He may be remembered by many of the older members in connection with the Grand Fleet Fund and first secretary of the R.N.B.T.

The annual outing of the branch took place on Sunday, August 3, to Portsmouth, when many members visited the dockyard and ships that were on view and it was interesting to compare the present day ships to the 1914 type. The branch has changed its headquarters from "The Flying Eagle" to the Sea Cadets Headquarters, Danes Lane, N.W.7, where meetings are held the first and third Sunday each month at 12 noon.

G. W. COOK.

FIRST NAVAL PARADE FOR MANY YEARS AT FAKENHAM

THIS branch, formed in March 1957, makes up in keenness what it lacks in numbers. The dedication of our branch standard on Sunday, July 27, provided the market town of Fakenham with its first Naval parade within living memory, and brought the branch many messages of congratulation.

The King's Lynn Sea Cadet unit, with their band, headed the parade to church, followed by visiting branches from Norfolk and Suffolk, some of whom had come considerable distances. The Drayton British Legion Silver Band of prize-winning and broadcast fame, then led the local British Legion and other ex-Service detachments who had accepted our invitation to be present. This second half of the parade was headed by our good friends of the local Fire Service, whom we are always happy to meet for social and sporting events.

Church Ceremony

The service in the parish church was conducted by the rector of Fakenham, Rev. G. F. S. Gray, who is our honorary branch chaplain, and the preacher was the Rev. J. H. Bloom, rector of Castleacre, Norfolk, who served as a chaplain, R.N.V.R. during the war. Visiting standards were received in the sanctuary at the beginning of the service, and half-way through the service our own standard was carried to the altar by Shipmate G. Seaman, with his escorts R. Warner and H. Seaman, for the dedication.

The service was attended by a large congregation, which included our president, Rear-Admiral H. G. Thursfield, our two vice-presidents, Brigadier H. Temple-Richards, R.M. and Capt. J. W. Knight, M.N. Vice-Admiral Evans-Lombe, president of the Dereham branch, and Capt. R. D. Franks, Commanding Officer of H.M.S. Ganges were also present, with local civic leaders.

Message from The Queen

After the dedication, Rear-Admiral Thursfield took the salute at a march-past, our branch being led by Lieut. Cdr. A. E. Glyn, R.N. (Retd.), in the Market Place. Addressing a word of thanks to the visiting branches at the dispersal point, he read a message from Her Majesty The Queen which had been received during the afternoon in response to a loyal telegram sent earlier in the day. Tea was served in the local Corn Hall.

Dinner planned at Havant

SHIPMATE A. Barker, from the Colchester Branch, was a welcome guest at Havant meeting on August 5. Shipmate C. J. Snow reported on the Associations Annual Conference and was very much thanked for having kept his expenses so low whilst attending as Havant Branch delegate.

Although their annual dinner is not due to be held for another three months, plans were discussed with enthusiasm, as was the subject of possible entertainments for the branch after the annual reunion parade in London.

On August 16 they were pleased to welcome delegates to the No. 3 Area quarterly meeting, which was held in their headquarters. They are also very pleased to be able to welcome Shipmate and Mrs. F. C. Simmonds, who have been transferred to them from the Littlehampton Branch.

Halling Branch Gets Around

HALLING branch has been getting around quite a lot since we last appeared in print.

There was a good muster at the Jutland Rally on May 25 where we were able to meet a lot of old, and new, shipmates from other branches. On June 15 our standard and several of our shipmates were at the dedication service of the British Legion Corner in Woudham Church. A small number of us were asked to assist at the Leybourne Church fete on June 28; again the standard was flying alongside several other ex-Service associations to help form a gay entrance for the V.I.P.s.

On July 13, we had our annual outing and a coachload of shipmates and their ladies set sail for Margate. The day was thoroughly enjoyed by everyone. Very many thanks, Margate, for the catering arrangements. We left Margate early in the evening and paid a visit to the newly formed branch at Whitstable. We had a very enjoyable time there—several of the shipmates giving us a turn on the piano. It was a memorable day for all and we hope that both Margate and Whitstable will visit the Halling branch in the near future.

Folkestone was visited on July 27 and again the day went off splendidly.

We had our usual meeting on August 8 when it was proposed to have an outing to Hastings. It is intended to make it a circular tour calling at Dover for tea and then on to Ramsgate for the Lights. This outing will take place on September 6, so, members of Halling branch, if you have not already booked your seat, see the secretary as soon as possible.

So you can stand by, Dover—we will look you up; also Ramsgate.

STEADY SAILING AT CHEAM & WORCESTER PARK

WE are all sailing along steadily at Cheam and keeping a good bill of health. July and August brought a couple of minor shocks to the branch in the financial field, but it has brought home to us that we cannot expect to enjoy success all the time without a couple of failures now and again, it helps to keep us on our toes, and not get too complacent.

July gave us our summer dance which was a very carefree event, although we were not overcrowded, however, from a social point of view, it was a very enjoyable evening.

The children came into their own on August 14 when they had their annual outing—this year to Bognor. Shipmate secretary assisted by our oldest member Shipmate Jack Young (80 years young) accompanied them and were given very valuable help by two of our ladies section. The weather was dull but dry. The children had a grand day, and arrived back tired but happy at headquarters about 9 p.m.

Our chief event in August was the social evening and presentation night, when trophies for various tournaments were presented to winners of 1958, this included a new cup presented by Shipmate Furrell to go to the shipmate who signed and pro-

posed the most new members for 1958. This cup has been a great incentive to shipmates to bring in new blood.

The trophies were presented by the president Shipmate Richard Sharples, O.B.E., M.C., M.P., who attended with Mrs. Sharples, and was accompanied by our vice-president, Shipmate Alderman Hasted, J.P., Deputy Mayor of Sutton and Cheam, the Deputy Mayoress, Mrs. Hasted was also present. Both Mrs. Sharples and Mrs. Hasted were presented with bouquets.

MORE R.N.A. NEWS ON PAGE 10

We had a full house with 144 shipmates from visiting branches, besides our guests from Cheam social club and our own members, the bar was open until 11.30. This was a very successful and enjoyable evening and we sincerely hope all our visitors enjoyed themselves.

We at Cheam thank you all for coming along—it is your grand support which helps to make the evening a success.

The branch now look forward to June 14, 1959, when we shall celebrate our 21st anniversary, by having a parade and drumhead service of

thanksgiving, followed by another of our grand social evenings, and look forward to your great support once again. We can assure you now you will not be treated to a route march. Twenty minutes is our target, at the outside, probably less, we don't believe in wearing out the old 'uns first.

Make a note of this date, thereby avoiding a clash of dates with other branches who may be deciding to hold dedications.

Our next big social event will be association parade and reunion in October, if it's anything like last year at Festival Hall it's going to be worth going to.

The branch has been able to come to the assistance of another ex-Naval man, who though not a member of our Association was helped like any other old comrade who needed a leg up.

We at Cheam try to live up to our Association motto, "Loyalty, Unity, Patriotism and Comradeship." Alas I feel that our motto is not publicised enough, it seems to have fallen into the background. I would like to see our national council have suitable scrolls made for framing incorporating our motto and crest. These could be hung in messes to remind us what we really stand for.

All for this month shipmates. Best wishes to all branches from us at Cheam

H. C. P. COE.

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6/3



Mediterranean Sports Letter

Italians win football match with temperature 75 degrees

THE troubles at the eastern end of the Mediterranean have seriously curtailed the Fleet sporting activities, in particular the Fleet regatta, but despite the absence of the ships from Malta it has been possible to continue with the cricket and water polo leagues by taking every opportunity of the ships' return no matter how brief their stay has been, with the result that we are now getting some idea of the relative strength of the various ships and units.

Additionally, to meet the wishes of a visiting Italian squadron, a Mediterranean Fleet soccer team was produced at very short notice and, despite their lack of practice, put up a creditable showing. The game was played in the early evening to avoid the intense heat of the day, but even so, the temperature throughout the match did not drop below about 75 degrees in the shade. The Fleet team had many changes from that which last played in April, our remaining stalwarts being L.E.M. Ware (captain and centre half) and M.E. Robinson (inside right). The game produced some good open football on both sides with the Italians tending to have a little more of the ball and they won by 3-2. I think there were few, if any,

spectators who were not pleased to see the Italian team come out on top after a match which, considering the time of year, had produced a much higher standard of football than many had expected.

Cricket

In the Group I League, the Inshore Flotilla have won the five games they have played and the dockyard, H.M.S. Falcon and H.M.S. Ranpura have only lost one match to date. It is still too early, however, to forecast the result of this league as the ship movements of the Inshore Flotilla are such that it is quite possible for several of their stars to be away from Malta when their needle games with H.M.S. Falcon and the dockyard are played. At the other end of the scale, we have Royal Naval Hospital, Bighi, who to date have only been awarded one match, and that a walkover.

Water Polo

In the Group I a very tough battle is developing between H.M.S. Phoenixia and H.M.S. St. Angelo. To date both teams have won five matches with H.M.S. St. Angelo losing a match against H.M.S. Phoenixia and H.M.S. Phoenixia drawing with H.M.S. Falcon. H.M.S. Angelo who have Meruzzi as one of their players, at present with the Maltese team at the Empire Games, were a little shaken by their 3-2 defeat by H.M.S. Phoenixia but look forward to their return match with much enthusiasm.

In Group II League, H.M.S. Bermuda are so far undefeated in five games but were given a good run for their money by the Inshore Flotilla who so far have only lost this match in four games played. The remaining teams in this league have been very much affected by ships movements and we have still to see what H.M.S. Sheffield, the 6th Destroyer Squadron and the Amphibious Warfare Squadron can do.

Royal Navy Team becomes Nova Scotia Soccer Champions

THE Captain of the Sixth Submarine Squadron which, composed mainly of Royal Navy personnel, is based on Halifax, Nova Scotia, has reported to the Flag Officer, Submarines, at Gosport, that the squadron is now the Nova Scotia and Maritime soccer champions.

The team will shortly play in the semi-final for the All Canada Cup in either Montreal or Toronto.

Royal Navy soccer enthusiasts, particularly those with submariner connections, heartily congratulate the squadron and wish the team the very best of good luck in their efforts.



"You've been three days and nights painting that window"

Anniversaries

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

(Corrections.—In August issue: Aug. 8, 1917, for Sonner read Bonner, Aug. 18, 1919, Commander Dobson belonged to C.M.B. 31B.D. Aug. 21, for 1800 read 1900.)

September 2, 1801—Capitulation of Alexandria to forces under Admiral Lord Keith (Foudroyant).

September 2, 1807—Bombardment of Copenhagen under Admiral James Gambier (Prince of Wales). 70 Danish ships surrendered.

September 2, 1918—V.C. T/Cdr. D. M. W. Beak, R.N.V.R. Drake Bn. R.N.D. France.

September 3, 1939—War declared against Germany.

September 3, 1939—Ajax captured German Olinda in the Plate area.

September 5, 1800—Capitulation of Malta to Major-General Henry Pigot after blockade.

September 5, 1864—Allied Squadron under Vice-Admiral Sir Augustus Kuper (Euryalus) destroyed Japanese batteries at entrance to Shimonoseki Kaikyō.

September 6, 1864—V.Cs. Midshipman D. G. Boyes; T. Pride, Captain of the Afterguard; W. Seeley, ordinary seaman (all of Euryalus).

September 6, 1898—V.C. Surgeon W. J. Maillard (Hazard). Insurrection at Candia, Crete.

September 9th, 1943—Salerno landing. Abdiel sunk by mine off Taranto.

September 11, 1809—Diana captured Dutch Zefier, off Menado, Celebes.

September 13, 1759—Capture of Quebec by Vice-Admiral Saunders (Neptune) and Major-General James Wolfe.

September 14, 1914—Carmania sank German Cap Trafalgar off Trinidad Island, South Atlantic.

September 14, 1942—Coventry damaged by aircraft off Tobruk and sunk by Zulu. Zulu sunk by aircraft. Sikh sunk by shore batteries at Tobruk.

September 16, 1795—Capture of the Cape of Good Hope by Vice-Admiral Sir George Elphinstone (Monarch) and General Alured Clarke.

September 17, 1939—Courageous sunk by U29 in S.W. Approaches.

September 18, 1708—Capture of Minorca.

September 18, 1855—V.C. Lieut. G. F. Day (Recruit).

September 20, 1942—Somali torpedoed (sunk while being towed by Ashanti on September 24, 1942).

September 22, 1914—Aboukir, Cressy and Hague sunk by German U.9.

September 22, 1943—Attack by midget submarine on Tirpitz in Alten Fjord. V.Cs. Lieut. B. C. G. Place (X7), Lieut. D. Cameron, R.N.R. (X6).

September 26, 1580—Return of Francis Drake (Golden Hind, Cate, Pelican) from circumnavigating the globe.

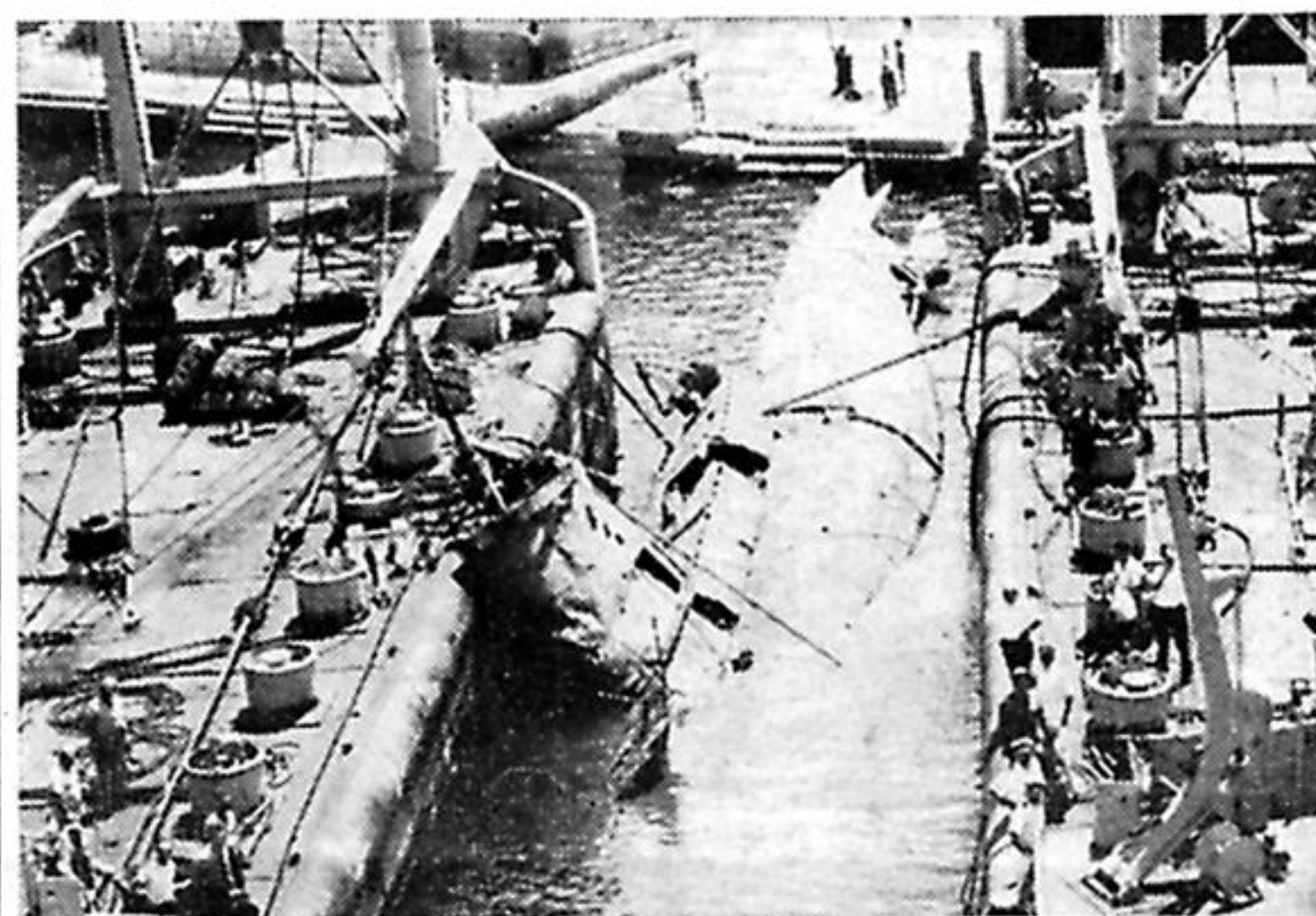
September 27, 1941—Upright sank Italian T.B. Albatross.

September 28, 1652—Admiral Robert Blake (Resolution) defeated Dutch Fleet off the Kentish Knock.

September 28, 1915—Advance on Kut-al Amara vessels Comet, Shaitan, Sumana. V.C. Lieut.-Cdr. E. C. Cookson (Comet).

September 29, 1758—Birth of Nelson.

War time casualty raised



Because of the absence of tides these two craft took on and disposed of ballast to give lift for the raising of P.36, sunk during a war-time air raid on Malta

H.M. S/M P.36 SALVAGED AT MALTA

SIXTEEN years after she was sunk in an air raid in Lazaretto Creek, Malta, H.M. submarine P.36 has been brought to the surface. The work of raising her 650-ton hull, which lay on a narrow shelf between 70 and 80 feet of water, has been under the supervision of Mr. P. F. Flett, O.B.E., Senior Salvage Officer in Malta, who was responsible for clearing the wrecks left by the Egyptians in the Port Said approaches of the Suez Canal in 1956.

The possibility of her salvage was investigated soon after her loss in April, 1942, but it was then realised that this would be a full scale operation, which was impossible to undertake at that time. For many years afterwards her position was marked by a faint slick of diesel oil from her fuel tanks and an occasional stream of air bubbles.

The raising of the P.36 has been accomplished with the aid of special lifting craft, which normally use the ebb and flow of the tide to assist their task. With the absence of any tidal movement in the Mediterranean, however, the lift of the P.36 was brought about by the taking on and discharge of ballast by the two craft.

Work started at the beginning of July with the wreck slung in a cradle of heavy wires between two lifting craft and by the end of that month 19 separate lifts had been undertaken in the course of the operation. She is now on the surface for towing out of harbour.

It was in January, 1942, that the P.36 joined the 10th Submarine Flotilla, a month or so after her completion at Vickers-Armstrongs Ltd., Barrow-in-Furness.

Under the command of Lieut. H. N. Edmonds, R.N., she carried out patrols during January, February and March. On one of these she damaged an Italian destroyer, one of several escorting two cruisers south of Messina Straits. In the subsequent counterattack, the P.36 counted 225 depth charges exploding around her.

On April 1, 1942, she was lying at her berth close to the Lazaretto during one of the heavy air raids of that time, when a bomb falling nearby holed her ballast tanks and hull in many places. As the crew had been ordered to take shelter ashore, there were fortunately no casualties.

Every effort was made to try to keep her afloat and wires were even passed to the piers of the Lazaretto arches to stop her from heeling over, but they had to be cut when it was seen that the weight of the submarine would cause the arches to collapse. It was then that the P.36's Commanding Officer, Lieut. Edmonds, was heard to say that it was bad enough losing one submarine without being sued for destroying an ancient monument as well. Shortly after the wires were removed the P.36 rolled over and sank.

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Home Air Command Sports News

SUCCESSFUL TRIALS DESPITE NO SWIMMING BATH IN AIR COMMAND

THE Home Air Command swimming trials were held on July 21, at Pitt Street, to select individuals for the Royal Navy swimming championships held at H.M.S. Ganges on July 23 and 24.

Little new talent came to light at the trials which, since there isn't one swimming bath in the whole of Air Command, was not to be wondered at. However, P.O. Hayes (Arbroath) is to be congratulated on achieving a new 440 yards freestyle record in a time of 5 minutes 6 seconds. Not satisfied with breaking one record, P.O. Hayes went on to do the 880 yards freestyle in another record time of 10 minutes 51.7 seconds at the Royal Navy championships. (Both records are subject to ratification.)

Placings of Home Air Command competitors who took part in the Navy championships were as follows: 440 yds. freestyle, 1. P.O. Hayes (Arbroath); 100 yds. freestyle, 7. E.M. (A) Riequish (Lissiemouth); 8. N.A. Bryson (Yeovilton); 100 yds. back-stroke, 4. R.E.A. 5 Tate (Brawdy); 100 yds. breast-stroke, 6. L.A. Brew (Lee-on-Solent); 220 yds. freestyle, 2. P.O. Hayes (Arbroath); 880 yds. freestyle, 1. P.O. Hayes (Arbroath); spring-board diving, 1. S.C.P.O. (V) Gillie (Eglington); firm-board diving, 4. S.C.P.O. (V) Gillie (Eglington).

Air Command W.R.N.S. have invariably produced a number of keen swimmers who did well to retain the W.R.N.S. Inter-Command Cup. Mention should be made of Third Officer Earll who won the 100 yards

freestyle and then went on to win both the spring board and firm board diving.

Placings of Home Air Command W.R.N.S. in the Inter-Command W.R.N.S. competition were as follows: 100 yds. freestyle, 1. Third Officer Earll (Yeovilton); 3. Wren Juleff (Yeovilton); 661 yds. back-stroke, 2. Wren Casey (Lee-on-Solent); 6. Third Officer Earll (Yeovilton); 661 yds. breast-stroke, 1. L./Wren Adams (Eglington); 3. Wren May (Abbotsinch); one-length sprint, 1. L./Wren Crossley (Arbroath); 4. Wren Casey (Lee-on-Solent); 220 yds. free-

GOLD MEDALS FOR NAVY SPORTSMAN

SINCE LAST appearing in Navy News as "Sportsman of the Month," Surg. Lieut. J. D. Wrighton has added further honours to the many he has already earned.

In the match, Combined Services v. Amateur Athletic Association and Universities Athletic Union, he convincingly won the 440 yards in a new Navy record time of 48.4 sec. This match took place on August 16 at Uxbridge. He then went to Stockholm for the European Games and succeeded in gaining two gold medals, one in the 400 metres and the other as a member of the winning 4 x 400 metres relay team.

Lee Retains Inter-Service Golf Trophy

THE Home Air Command golf meeting was centred at Royal Naval Air Station Bramcote on July 24 and 25. This was the last of the annual meetings to be held at the nearby Little Aston Golf Club and their president and honorary secretary were dined by the members of the wardroom mess, H.M.S. Gamecock, and Home Air Command golfers on completion of the tournaments.

Lieut. J. M. O. Dook of Royal Naval Air Station Abbotsinch, thanks to a near perfect second medal round, won both the scratch and handicap trophies, the Heliotrope Cup and Wylie Cup respectively. Surg.-Capt. (D) J. C. Benson, Command dental surgeon, last year's winner of the Wylie Cup was this year's runner-up in the scratch competition and Lieut. Kemp of Royal Naval Air Station Culdrose runner-up in the Wylie Cup.

The Jackdaw Cup which is the inter-station trophy, was retained by Royal Naval Air Station Lee-on-Solent, but only after a hard struggle with Royal Naval Air Station Bramcote. It was only when the last member of Lee's team finished that they could be sure of winning.

The singles points bogey was a triumph for Royal Naval Air Station Bramcote with Cdr. M. E. Montgomery just beating his Shipmate Inst.-Lieut. Cdr. O. D. Tole. In the foursome points bogey competition, Surg.-Capt. (D) Benson with Surg.-Lieut. D. Miller, of Lee, just nosed in front of Surg.-Cdr. (D) W. S. Turnbull and Inst.-Lieut. Cdr. Tole, of Bramcote.

Thanks for a most successful meeting are again due to the Commanding Officer and wardroom officers, H.M.S. Gamecock and to the captain and members of Little Aston Golf Club for the courtesy of the course and club facilities.

style, 2. L./Wren Crossley (Arbroath); spring-board, 1. Third Officer Earll (Yeovilton); firm-board diving, 1. Third Officer Earll (Yeovilton); medley relay, 1. Home Air Command; team relay, 1. Home Air Command.

COLLINGWOOD READY FOR WINTERSPORTS

OUR last athletic match of the season was held at home on Wednesday, July 30, when we were hosts to Daedalus and the R.N. (Gosport). It was a pleasant day, one of the few we have had this summer, which at the end saw us leading Daedalus by 149 to 135 points, with the R.N. (Gosport) scoring 84 points.

A fortnight earlier, on Wednesday, July 15, six of Collingwood's athletes represented the R.N., in the Inter-Service championships at the following events:

L.E.M. Ross (220 and 4 x 110 relay).
E.A. Docherty (880 and 440 hurdles).
E.A. Arrow (120 hurdles).
Inst.-Lieut. Bailey (120 and 440 hurdles).
E.A. App. Sawyers (440).
Inst.-Lieut. Warren (high jump).

Cricket

Our record for the season is as follows: played 27; won 8; lost 12; drawn 7; cancelled (rain) 14.

Winter Sports

Soccer, rugby and hockey trials were held during the latter half of July and the first two weeks in August, in order to have our teams on top line before we go on summer leave.

Basketball

We are looking forward to the coming season, having had a few warming up games over the past few months. We found some talent in which we have great hopes to offset the loss of our "B" team, who have left us to join the air branch at Ariel.

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