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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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HERMES—Britain's Latest Carrier— Commissioned

CEREMONY OF HANDING OVER TO THE NAVY

Finest operational equipment

AFTER full power trials in the channel on November 18, H.M.S. Hermes, Britain's newest aircraft carrier, was accepted by the Royal Navy from the builders, Messrs. Vickers-Armstrongs Limited.

The ship commissioned on Wednesday November 25 at Portsmouth under the command of Capt. D. S. Tibbits, R.N., who was formerly the commanding officer of H.M.S. Dryad, the Navigation and Direction School at Southwick.

H.M.S. Hermes is known as the Hermes (modernised) class to distinguish her from the Centaur class of which she was originally a sister ship. There are considerable differences between her and other ships of her earlier class in consequence of the many modifications which have taken place since she was originally planned. As a result she will share with H.M.S. Victorious the distinction of having the finest operational equipment of any carrier in any navy. The Centaur class consists of Albion, Bulwark and Centaur.

Hermes was launched by Lady (then Mrs.) Churchill in February, 1953. The actual "takeover" ceremony took place in the channel in the presence of many of the press. The ceremony took place on the flight deck. Mr. L. Redshaw, the shipbuilding managing director of Messrs. Vickers-Armstrongs signed on behalf of the builders and Capt. Tibbits accepted her. Until that moment the Red Ensign had flown at the stern but it was ceremoniously hauled down and replaced by the White Ensign.

The aircraft complement of the new carrier will be embarked in the New Year and will include Super-Marine Scimitar Strike fighters (nuclear and canon armament), de Havilland Sea Vixen all-weather fighters, fitted with Firestreak air-to-air missiles, Westland Whirlwind anti-submarine helicopters and a flight of Fairey Gannet airborne early warning aircraft.

ACCOMMODATION

The ship's angled flightdeck, steam catapult, mirror-landing sight and 3-D radar will make her first rate operationally. Every effort has also been made to ensure that the accommodation for her 189 officers and 1,643 ratings will compare favourably with any other warship.

She has cheerful, well-lit messes with comfortable bunks which can be collapsed during the daytime so as to provide maximum recreational space. Food is cooked in up-to-date galleys and served in dining halls. There are plenty of bathrooms, showers, a modern laundry, a barber's shop, full canteen facilities and, of course, a well stocked library. Air conditioning has been installed so as to help the ship to operate at peak efficiency in any part of the world. Hermes is 741 feet 6 inches in length, and has a beam of 144 feet 6 inches and is armed with 10 mm. A.A. guns in twin mountings, all radar controlled.

At a press conference after the hand-over Capt. Tibbits said "I am very pleased and proud of H.M.S. Hermes."

After commissioning on November 25 Hermes sailed on November 26 for a shake down-cruise to Gibraltar and she returns home on December 11 to give Christmas leave. Among the ship's company on Hermes is one—Petty Officer Cook, J. Nicholas—

who is the only member of the ships company to have served in the previous Hermes. In fact he was on board her when she sank in the Indian Ocean in 1942. The previous Hermes was built by Messrs. Armstrong Whitworth between January, 1918, and February, 1924. She had an overall length of 598 feet and she carried 20 aeroplanes.

Among the guests when Capt. Tibbits read the commissioning warrant in front of 3,000 officers, men and families were the C.-in-C., Portsmouth (Admiral Sir Manley Power) and Lady Power, and the C.-in-C., the Nore (Admiral Sir Leonard Durnford-Slater).

Admiral Durnford-Slater was one of the survivors of the carrier sunk in 1942.

The Chaplain of the Fleet (the Venerable F. D. Blunt) conducted the commissioning service, assisted by the ship's chaplain, the Reverend J. T. Oates, R.N.

Gallantry of High Order

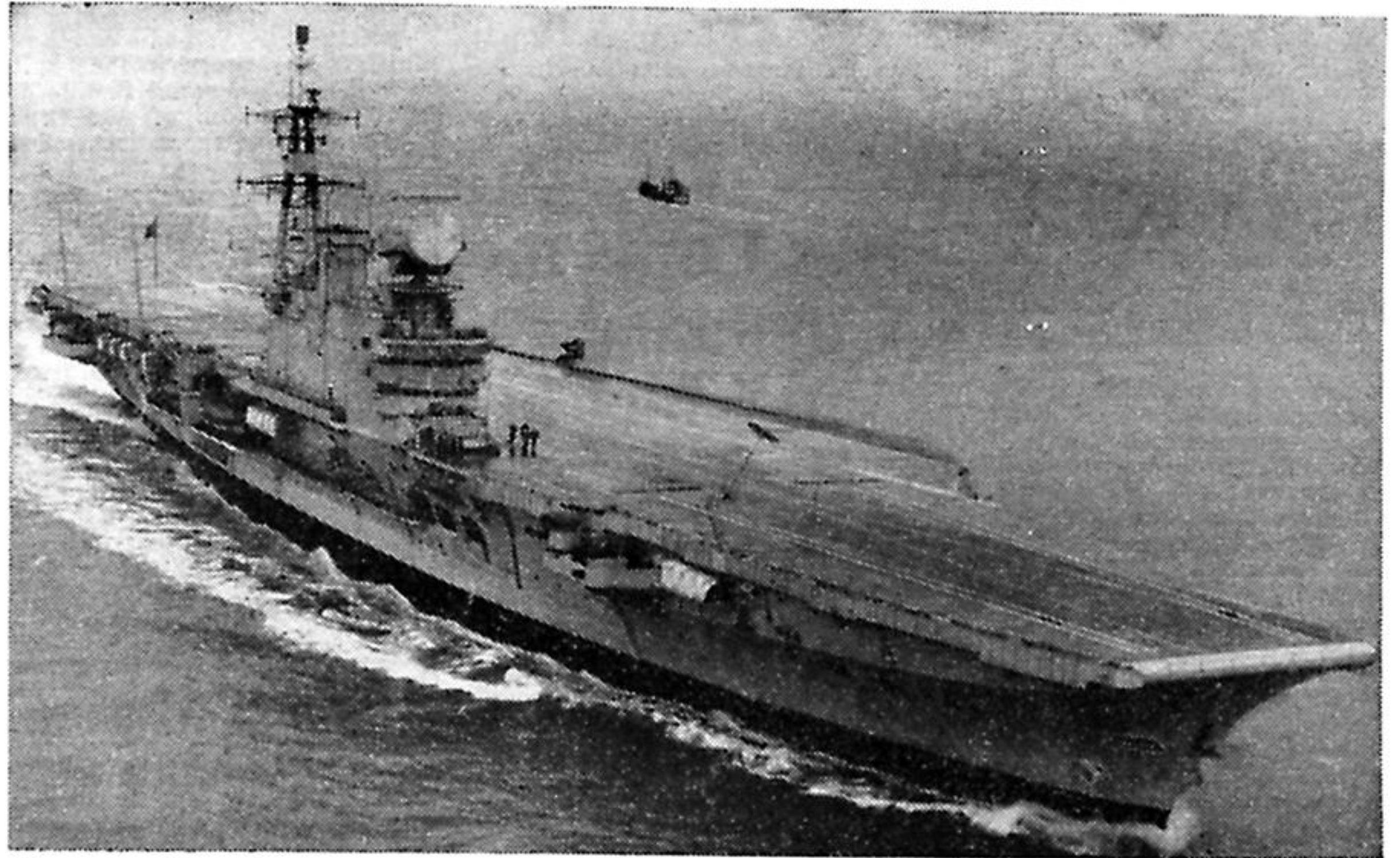
AN award for "gallantry of a high order" to a Naval officer who searched the engine room of a tanker filled with cyanide fumes in an attempt to rescue an unconscious workman, was announced on November 3. He is 48-year-old Lieut.-Cdr. William George Frampton, R.N., serving on the staff of the Senior Officer Reserve Fleet, Portsmouth, and he receives the M.B.E. (Military Division).

On the evening of June 19 Lieut.-Cdr. Frampton, whose home is at Titchfield, was Duty Officer on board the battleship Vanguard when he received a message that assistance was urgently needed on board the oil tanker Zeitoun in Portsmouth harbour where two men working alone in the engine room had been overcome by cyanide gas poisoning.

"After arranging for medical assistance," states the citation, "Lieut.-Cdr. Frampton immediately went on board the tanker and borrowing an anti-gas respirator from one of the men, who by that time was on the deck in a very dazed condition, went down to the engine room to find and attempt to rescue the other who was still inside and unconscious."

"Although he was unable to get the man out until other help arrived Lieut.-Cdr. Frampton acted with gallantry of a high order in entering an area filled with lethal gas in the dimly lit engine room of an unfamiliar ship wearing a respirator of doubtful efficiency."

Lieut.-Cdr. Frampton has served on the staff of S.O.R.F., Portsmouth, whose headquarters are in H.M.S. Vanguard, for a year. He entered the Royal Navy in 1927. Married, he has a son and two daughters.



The new carrier on her acceptance trials

Royal Marine Commando win trophy

The Duke of Edinburgh Trophy, competed for annually by the 17 corps, regiments and units of which His Royal Highness is Captain-General, Colonel-in-Chief or Honorary Colonel, has this year been won by 40 Commando, Royal Marines, with 2,018½ points—one and a half points more than 45 Commando, Royal Marines, who are runners-up.

H.R.H. The Duke of Edinburgh is Captain-General of the Royal Marines. The competition which he instituted is in three parts. Teams of 12 men from each of the 17 units are awarded points for proficiency in rifle, Sten and physical tests involving obstacles, sprints and a five-mile march before firing. In one test each team member has to carry another man for 200 yards before firing, and in another each man has to run three miles on the track.

All the competing teams, consisting of three officers, three senior N.C.O.s., three junior N.C.O.s. and three Marines or privates, are judged and refereed by observers from units not taking part in the competition.

TEN THOUSAND NOW KNOW THE WAY

THE 10,000th ascent by a "trainee" was made from the bottom of the 100-foot submarine escape training tank in H.M.S. Dolphin on October 9.

All these men have been trained in the "buoyant ascent" method in which the man ascends wearing a life-jacket to give him buoyancy and no breathing apparatus whatever. As he ascends, the air in his lungs expands rapidly and he must therefore be trained to blow out all the way to the surface to prevent building up pressure in his lungs; in America successful escapes from submarines at sea have been made from depths below 300 feet using "buoyant ascent."

This method, which is British pioneered and British developed, is now in use in many submarine forces throughout the world including the Dutch, Norwegian and West German Navies. They receive training in this method at the escape training tank in H.M.S. Dolphin.

Flew flag in submarine he once commanded

WHEN Rear-Admiral A. A. Hezlet, D.S.O., D.S.C., succeeded Rear-Admiral B. W. Taylor, C.B., D.S.C., as Flag Officer Submarines on November 24, he flew his flag in the submarine Trenchant, which he commanded during the Second World War as a lieutenant.

Admiral Hezlet's flag was hoisted in H.M. S/M Trenchant in Portsmouth Harbour at 0900 on November 24 and transferred to H.M.S. Dolphin, the submarine headquarters at Gosport at 0900 on November 25.

Trenchant, now used as a training submarine, was commanded by the then Lieut. Hezlet in the Far East in 1944 and 1945. Among her many successes were the sinking of the German submarine U.859 and the Japanese cruiser Ashigara, which was hit by five torpedoes fired from the submarine at a range of 4,000 yards.

Admiral Hezlet's last patrol was in

June and July of 1945 when he sank a submarine chaser in the Lombok Strait.

Pacific Gesture

SERVICE men on Christmas Island in the Pacific have raised about £450 for the R.A.F. Benevolent Fund. The money, subscribed by all three services, derives from Battle of Britain activities this year.

A variety show yielded £47, a station raffle £184 and the selling of time on the Christmas Island broadcasting service brought in £211.

Ahead for Quality



Navy News

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EDITORIAL

IN view of NAVY NEWS's early publication day—the first Thursday of every month—it seems inappropriate to come out with a Christmas number, but let us spare a thought for all those who will be away from their families this coming festive season—and a special thought for those who will be spending Christmas in the icy waters off Iceland.

Yes—although not a great deal is heard of the Fishery Protection Squadron these days—there are ships and men protecting the ships of our fishing fleets.

The duty has to be done, but as we sit down to our turkeys and mince pies let us just spare a thought and raise our glasses to those serving in those stormy, fog-ridden, gale-swept, icy wastes.

Knowing the men of the Navy, we are sure that they will still be cheerful—will still wish each other a "Happy Christmas"—will have their little bit of fun and frolic, but it wouldn't be human nature if they didn't feel a trifle envious of us sitting snug by a warm fire and surrounded by families and friends.

May their Christmas be without incident—whether it be from storms or from the Icelandic Navy doing its duty—and upon return to port may their delayed Christmas festivities be as enjoyable as we hope our own ones will be.

Good luck, you of the Fishery Protection Squadron and all those serving in Her Majesty's ships away from their families this Christmastide.

Christmas tidings, too, to all readers of NAVY NEWS wherever they may be and may 1960 bring peace and prosperity, good health, good friends and good fortune to you all.

But where shall wisdom be found? And where is the place of understanding? . . . The depth saith: It is not in me: and the sea saith: It is not with me. . . . God understandeth the way thereof and He knoweth the place thereof. . . . Behold, the fear of the Lord, that is wisdom: and to depart from evil is understanding.

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ORPHEUS BACK IN NAVY LIST

The second of the Oberon class submarines was launched and named Orpheus at the yard of Vickers-Armstrongs (Shipbuilders) Ltd., Barrow-in-Furness on November 17.

The naming ceremony was performed by Mrs. Taylor, wife of Rear-Admiral B. W. Taylor, C.B., D.S.C., Flag Officer, Submarines, and the religious service was conducted by the Reverend A. C. Wade, A.K.C., Vicar of St. John's Church, Barrow-in-Furness.

Orpheus which is similar in design to the Porpoise class will have the latest in detection equipment and will be capable of high underwater speeds. She will be able to maintain con-

tinuous submerged patrols in any part of the world and will be equipped to fire homing torpedoes. Her length is 295 feet 3 inches and her beam is 26 feet 6 inches.

The last Orpheus was one of five "O" class submarines. Ordered in the 1926 estimates, she was built by Beardmore and completed in 1930. Operationally they possessed good sea-keeping qualities but were slow divers. Good habitability was combined with a long endurance.

Before the Second World War Orpheus saw service in the Far East with the 4th Submarine Flotilla. Soon after the outbreak of war Orpheus and three sister submarines sailed to Colombo to form the 8th Submarine Flotilla. These submarines were well suited for employment in the "cruiser role" to give protection to convoys from German surface raiders. In February and March, 1940, Orpheus and Odin covered the first Australian and New Zealand troopship convoy, comprising nearly 250,000 tons of shipping.

In April 1940 the Far East submarines transferred their operations to the Mediterranean, and Orpheus reached Malta on April 26, 1940. She was lost on her first Mediterranean patrol, probably sunk by the Italian destroyer Turbine off Tobruk on June 29, 1940, when under the command of Lieut.-Cdr. J. A. S. Wise.

Sea Lords met Commanders-in-Chief at Portsmouth

At the suggestion of Admiral Sir Manley Power, Commander-in-Chief Portsmouth, the Sea Lords of the Admiralty and the Commanders-in-Chief of the Home Fleet, Commander-in-Chief Home Fleet and Flag Officer Scotland met for discussions in Admiralty House, Portsmouth, on November 18 under the chairmanship of Admiral Sir Charles Lambe, the First Sea Lord.

This meeting is normally held at six-monthly intervals in the Admiralty and no special significance should be attached to its being held at Portsmouth this time. Discussion ranged over a wide field of items of general naval interest not necessarily connected with the Portsmouth Command.

The Sea Lords and Commanders-in-Chief lunched on board H.M.S. Tyne as guests of the Commander-in-Chief Home Fleet, Admiral Sir William Davis. In the evening they dined on board H.M.S. Victory at the invitation of the Commander-in-Chief Portsmouth.

The First Sea Lord carried out a programme of visits on Thursday, November 19, to various establishments on the Gosport side of the harbour and returned to London after dining on board H.M.S. Vanguard that evening as the guest of Flag Officer Commanding Reserve Fleet, Rear-Admiral John Grant.

Royal Marine Musician at House of Commons

A young musician in the Royal Marines, 18-year-old Algar John Cole of 10 New Road, Sheerness, had a special appointment at the House of Commons last month.

On November 11 he received a testimonial on parchment awarded by Trustees of the Tynemouth Medal Trust from Dame Irene Ward, M.P. for Tynemouth. It has been awarded to him for diving into the Tyne in July near Spiller's Wharf, Newcastle, to rescue a 14-year-old girl.

Musician Cole joined the Royal Marines Band Service as a Boy Musician in September, 1955. Since the completion of his training, he has served in H.M.S. Victory and the depot ship Tyne.

LETTER TO THE EDITOR

Turn Vanguard into a Carrier

SIR,—I am very sorry to read in NAVY NEWS that Vanguard is to be scrapped. Why not convert her into a carrier for long-range bombers, or into a super carrier like the U.S. Saratoga or Forrestal? She has the length and the speed.

After all, Furious, Courageous and

Glorious were capital ships. Furious had 18 inch (sic) guns and the other two, 15 inch guns. They were converted into very good first-rate carriers.

If not converted to a carrier she could be used as a missile ship—a NATO Headquarters Ship, a sea-going training ship or a depot ship for cruisers as well as destroyers, submarines and other ships. I fail to see where the huge expense is created where she is anchored now. She is out of the way and only keeps about one boiler going for lights, waters and accommodation. She is no more a burden than is the unfinished Leviathan in the dockyard.

I am not surprised what happens when Army men are made First Lords and you have Ministers of this and that who do not know one end of a ship from the other, don't know a carrier from a cruiser and don't bother to find out but just decide to write off ships as their fancy takes them.

I'm sure something useful could be done with Vanguard. Surely she could be permanently alongside the wall at Devonport. I've seen the Rodney, Furious and other ships astern of each other there. Another idea—scrap some of the older training sections at Rosyth and let Vanguard take over the lot.

Yours faithfully,
JOHN R. HANRAHAN
15 Willow Vale, Shepherds Bush

Canadian ships at Portsmouth

The Canadian aircraft carrier, H.M.C.S. Bonaventure (Capt. J. C. O'Brien, R.C.N.), and four destroyers, H.M.C. Ships Sioux, Iroquois, Algonquin and Athabaskan visited Portsmouth during November. The Senior Canadian Officer Afloat, Atlantic, Commodore J. Plomer, flew his flag in Bonaventure.

The destroyers remained at Portsmouth from November 25 to 28 and the carrier remained until December 3. The ships have been engaged on exercises in United Kingdom waters and returned to Canada after their Portsmouth visit.

BAMBARA TROPHIES

ONCE upon a time there was an air station in Ceylon at a place called China Bay, some 10 miles from Trincomalee. It consisted of a slipway for seaplanes and a grass airstrip and it was called H.M.S. Bambara. As the war moved East, the station grew in importance and in wealth.

When H.M.S. Bambara became redundant some of the wealth was made over to the "Bambara Trophy Fund" to provide trophies for competition in the Home Air Command.

There are at present (more may be bought at the discretion of the Flag Officer Air (Home)), Bambara Trophies for drama, band and rugby football, a cup for boxing and a bowl and a shield for shooting.

H.M.S. Fulmar (Royal Naval Air Station, Lossiemouth), at present holds the trophies for drama, band and the boxing cup and the station is in this year's final of the rugby (versus R.N. Air Station, Culdrose, early in December).

(With ack. to The Fulminator)

SMUGGLED BRANDY

LIEUT. Frank Spragg, R.N., of Portland, first lieutenant of H.M. Submarine Sea Scout, was dismissed his ship and ordered to lose six months' seniority for smuggling one bottle of brandy.

At the court martial at Portsmouth on November 20, Capt. J. Dalglish of H.M.S. President, the President, said, "We take a very serious view of this offence."

FOUGHT AT JUTLAND

ENGINEER Lieut.-Cdr. G. H. A. Foote, has died at the age of 85 at Portsmouth.

Lieut.-Cdr. Foote, who was one of the first engine-room artificers of the Navy fought at the Battle of Jutland and retired from the Service in 1922.

ROYAL NAVY'S DRAFTING FORECAST

SUBMARINE COMMAND

H.M.S. Alliance, December, at Devonport for service with 3rd Submarine Squadron based at Faslane.

H.M.S. Amphion, December, at Portsmouth for service with 3rd Submarine Squadron based at Faslane.

H.M.S. Aurochs, December, at Portsmouth for service with the 6th Submarine Squadron at Halifax, Canada

GENERAL

H.M.S. Laymoor, December 8, at Renfrew for Home Sea Service (Boom Defence).

H.M.S. Ark Royal, December 1, at Devonport, for General Service Commission (Home/Mediterranean) (21 months). U.K. Base Port. Devonport

H.M.S. Jaguar, December 9, at Dumbarton for General Service Commission (South Atlantic and South America Home) (24 months) U.K. Base Port, Chatham.

H.M.S. Layburn, March, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. Loch Fada, January 19, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf) (16 months) U.K. Base Port. Portsmouth.

H.M.S. Bulwark, January 19, at Portsmouth, for Foreign Service (Far East)

H.M.S. Ulster, January 26, at Devonport, for General Service Commission (Home/West Indies) (24 months) U.K. Base Port. Devonport

H.M.S. Dampier, January 4, at Singapore, for Foreign Service

No. 890 Squadron, February 1, at R.N.A.S. Yeovilton, for Overseas Service (Hermes).

H.M.S. Cassandra, end February, at Chatham for Foreign Service (Far East).

H.M.S. Lynx, February 16, at Portsmouth, for General Service Commission (Home/South America and South Atlantic) (24 months). U.K. Base Port, Portsmouth.

H.M.S. Brave Swordsman, February, at Portsmouth, for Trials and Special Service Squadron, U.K. Base Port, Portsmouth.

H.M.S. Ursa, February, at Malta, for trials.

H.M.S. Quainton, February, at Devonport, for Home Sea Service. U.K. Base Port, Portland.

No. 804 Squadron, March 1, at R.N.A.S. Lossiemouth, for Overseas Service (H.M.S. Hermes).

H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port. Devonport.

H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port. Devonport.

H.M.S. Victorious, June, at Portsmouth, for General Service Commission, Home/East of Suez (19 months) U.K. Base Port. Portsmouth.

H.M.S. Rothesay, March, at Glasgow for General Service Commission Home/West Indies (24 months) U.K. Base Port. Portsmouth

H.M.S. Yarmouth, March, at Clyde for General Service Commission Home/East of Suez (24 months) U.K. Base Port, Devonport

No. 893 Squadron, March 1, at R.N.A.S. Yeovilton, for Overseas Service (Victorious).

H.M.S. Bronington, mid-March, at Rosyth, for Home Sea Service. U.K. Base Port, Portland (C.M.S.).

H.M.S. Undaunted, April 12, at Portsmouth, for General Service Commission, Home/East of Suez (24 months) U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April 12, at Chatham, for General Service Commission Home/East of Suez (24 months).

H.M.S. Loch Ruthven, April 28, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months) U.K. Base Port. Devonport

H.M.S. Owen, April 5, at Gibraltar for trials, Commissions, May 3, 1960, for General Service Commission (24 months). U.K. Base Port. Devonport.

H.M.S. Llandaff, May, at Devonport for General Service Commission, Home/East of Suez (23 months) U.K. Base Port. Devonport

H.M.S. Orwell, May 3, at Rosyth for trials

No. 814 Squadron, May 1, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. Hermes)

H.M.S. Decoy, mid-May, at Devonport for trials, Commissions end June for Home Sea Service U.K. Base Port. Devonport

H.M.S. Mounts Bay, May at Singapore for Foreign Service (Far East)

H.M.S. Londonderry, May at Cowes for General Service Commission Home West Indies (24 months) U.K. Base Port. Portsmouth

H.M.S. Lion, early June at Tyne for General Service Commission Home Mediterranean (24 months) U.K. Base Port. Portsmouth

H.M.S. Alert, May 23, at Singapore, for Foreign Service (Far East).

No. 825 Squadron, June 1, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Solebay, June, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Lagos, June, at Chatham, for General Service Commission, Home/Mediterranean (21 months).

H.M.S. Protector, June, for General Service Commission Home/South Atlantic and South America. (12 months).

H.M.S. Cavalier, June, at Singapore, for Foreign Service (Far East).

H.M.S. Wizard, end-June, at Chatham for Trials Commissions end August for Home Sea Service U.K. Base Port. Devonport

H.M.S. Loch Fyne, July, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port. Devonport

H.M.S. Lincoln, July, at Glasgow, for Foreign Service (Far East).

H.M.S. Rhyll, May 31, at Portsmouth for trials, Commissions September 29 for Home Sea Service until March, 1961. Then General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. St. Brides Bay, July, at Singapore, for Foreign Service (Far East).

H.M.S. Leopard, August, at Portsmouth for General Service Commission Home/South Atlantic and South America (24 months) U.K. Base Port. Portsmouth

H.M.S. Keppel, August, at Chatham for Home Sea Service. U.K. Base Port. Portsmouth.

MOTORING NOTES

Are you a good driver? SPEED NEEDS CARE

THIS month it has been suggested that readers would appreciate a few words about the new section of motorway on the London to Birmingham road which is popularly known as the M1.

Like many people who have travelled on the Continent and sampled the Jabecke Highway in Belgium, the autobahnen in Germany, the autostrada in Italy and the turnpike roads in the U.S.A., quite frankly I cannot see what all the fuss is about. The M1 is merely a fast dual carriage way each having three lanes, for slow, medium and fast traffic, from which cyclists and pedestrians are banned.

The road has, however, very quickly shown that many cars are not in a fit condition to maintain continuous high speed, in fact the engine of one car actually fell out of the vehicle on the first day the highway was opened, and most readers will have read of the disgraceful number of breakdowns which have occurred.

As to the high-speed driving ability of the average motorist, the road has quickly shown that speed requires continuous concentration and that few motorists possess this.

HIGH-SPEED DRIVING

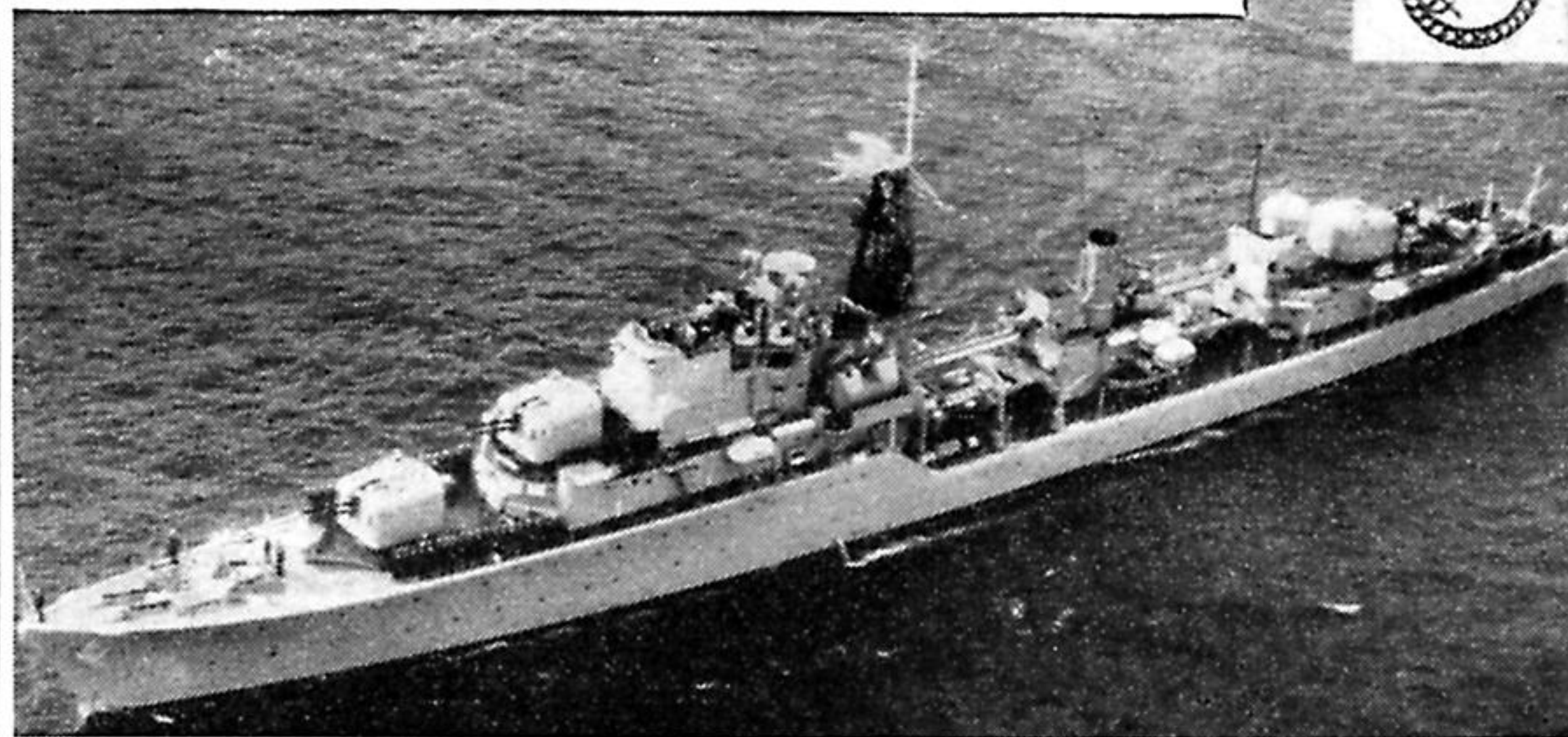
Most cars these days can cruise all day long at 50 m.p.h. and drivers who skid or lose control and get into difficulties at 50 m.p.h. or less ought to give up driving as their reactions must be very slow indeed. Above this speed, concentration becomes more

and more essential and there is little time to react if anything goes wrong. Where most people come unstuck is that they fail to think farther and farther ahead as they increase speed, so that the minor hazard, which could easily be avoided by a slight decrease in speed, suddenly becomes a very serious problem resulting either in a bad fright or a disaster.

The ambition of many drivers of fast cars is to exceed the "ton" which to the ignorant means 100 m.p.h. I wonder how many of them bother to check their tyres to see if they are safe enough to take the speed, or realise that if high speed is to be sustained they need a higher tyre pressure. Having driven at 100 m.p.h. I can assure you that it is very fast indeed and a puncture at that speed is an experience I do not relish.

The "ton" requires five conditions. Firstly a car capable of reaching that speed in safety; secondly tyres which can take the speed safely; thirdly brakes which are efficient and do not fade; fourthly a road capable of taking a car at this speed and lastly a driver capable of motoring at that speed. The last condition I'm afraid is where you nearly all fail. I do not know of any reader with whom I would care to be a passenger at 100 m.p.h. or more, and very few with whom I would be happy at anything over 50 m.p.h. Incidentally there are also many whom I wouldn't care to have drive me at all.

SHIPS OF THE ROYAL NAVY No. 49 H.M.S. DEFENDER



HOW SAFE ARE YOU?

Readers will probably have concluded that your correspondent hasn't a very high opinion of the average motorist. Quite frankly I don't think any of us are as expert as we ought to be. If more of us concentrated on the art of "driving" from A to B, endeavouring all the time to anticipate the other chap's moves and to eliminate errors in our own driving, the roads would be very much safer. It isn't the roads which cause the accidents; it is the people who use them.

A. E. MARSH

H.M.S. Defender, laid down in March, 1949, launched in July, 1950, and completed in December, 1952, is one of the eight Daring class destroyers.

Defender, which was built by Alex. Stephen & Sons Ltd., Govan, has a displacement (full load) of 3,700 tons. She is 390 feet (o.a.) and she carries six 4.5 guns in twin turrets, two forward and one aft. Her complement as a private ship, is 278.

The present Defender is the eighth of her name which dates from 1797, when a gunboat of 168 tons and 12 guns was built on the River Thames. This vessel was sold in 1802 and was followed by a gun brig of 179 tons, built at Chester. She was wrecked near Folkestone in December, 1809.

An Armed Lugger, taken from the

French in 1809, followed and she was then sold in 1814.

The next Defender was a T.B.D. of 762 tons, built on the Clyde and launched in 1911.

She served at Heligoland, the Dogger Bank and at the Battle of Jutland; and in 1917 and 1918 she served in the Channel and in the Mediterranean. She was sold in 1921.

Vickers-Armstrongs built the next Defender in 1931 and she was a destroyer of 1,375 tons. After seeing service in the Mediterranean in 1940 and 1941 she was sunk off Sidi Barrani by enemy aircraft in July, 1941.

The ship's badge is a Fencing Buckler and Rapier Silver and Gold on a red field and her motto is Defendendo Vinci (By defence I conquer).

CENTENARY DINNER IN THE

PAINTED HALL TWO HUNDRED AND FIFTY PRESENT



Arrival of H.R.H. the Duke of Edinburgh at the Royal Naval College, Greenwich, on November 3, for the Centenary Dinner of the Royal Naval Reserve. Centre is Rear-Admiral the Earl Cairns, Admiral President of the College, and on the right is Commodore J. Whayman, D.S.C., R.D., R.N.R.

THE Painted Hall of the Royal Naval College, Greenwich, has been the scene of many splendid functions and the centenary anniversary dinner of the Royal Naval Reserve held there on November 3 will rank as one of the most splendid.

Some 250 officers attended the dinner including His Royal Highness the Duke of Edinburgh, His Royal Highness the Duke of Gloucester, an Honorary Commodore of the Reserve, Lord Carrington, the First Lord of the Admiralty, Admiral of the Fleet, Earl Mountbatten, the Chief of Defence Staff, Admiral Sir Robin L. F. Durnford-Slater, the Commander-in-Chief, The Nore, Vice-Admiral W. K. Edden, the Admiral Commanding Reserves, Rear-Admiral the Earl Cairns, Admiral Superintendent of the College and many others. The Director, Women's Royal Naval Service, Commandant E. K. E. Hoyer-Millar was also present.

With all officers at their places, the Royal Procession, led by the Captain of the College, Captain M. L. Hardie, R.N., and heralded by Royal Marine trumpeters, filed to their appropriate seats.

During the dinner a baron of beef was paraded around the hall by the chef, traditionally escorted by four Sea Cadets attired in Nelsonian sailors' rig.

The longest-serving R.N.R. officer attending the function was Commodore Richard Harrison who was appointed a Midshipman in 1895 and who fired muzzle-loaders during his early gun drills in Ireland. Now aged 79 he was decorated by the Italian Government in 1912 for his services at the Messina earthquake and he received the D.S.O. for action in the Black Sea in 1918.

Seated among the 250 officers were eight women officers of the Women's Royal Naval Reserve. Their Senior Officer was First Officer H. C. Meeke, W.R.N.R., who joined the W.R.N.S. in 1940 and the W.R.N.R. when it was first formed in 1952.

Admiral Sir Guy Grantham, Governor of Malta, visited London during November for talks with the Colonial Secretary, Mr. I. Macleod.



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THE TYNE NELSON'S BIRTH-PLACE

A plaque marking the birthplace of Lord Nelson was unveiled on a wall at the road side near the old rectory Burnham Thorpe, by Rear-Admiral H. G. Thursfield, president of the Fakenham Branch of the Royal Naval Association on Sunday, November 1.

The plaque, which was made in a presented by H.M.S. Tyne, flagship the Commander-in-Chief, Home Fleet bears the inscription "The old rectory in which the Admiral was born Sept. 1758."

[By Editor.—Thank you, Shipmate Chairman for your invitation, but it is a long journey from Portsmouth to Newcastle—even for a Miss Neptune contest.]

North Shields. The young lady, who is 20-year-old Miss Margaret Hephner of Newcastle.

Praise and thanks are due to Shipmate Thirlwell and the dance committee and to Shipmates Turtle and Clasper who organised the Miss Neptune Contest. Much hard work was involved and the Newcastle and Gateshead branch as a whole do thank everyone for their help. The branch does not forget the Ladies' Committee which organised and ran the raffle with over 70 prizes and which made a handsome profit.

Shipmate Anderson, now of Newcastle branch, sends his regards to Belfast and the branch offers its congratulations to Bangor on the opening of its new headquarters.

Crofton combines exercise with good fun

WINKLING OUT TERRORISTS

THE ship's company of H.M. Coastal Minesweeper Crofton, having done many weary weeks in Cyprus and had their future programme altered recently to include more time here, decided that something unusual must be done to relieve the monotony. Accordingly, on the night of October 23 a party of "terrorists," led by Sub-Lieut. Grivany Jones and armed with theoretical rifles was put ashore just south of Galounapetra, on the north-east coast of the Cyprus "Panhandle." They were ordered to secrete themselves at a certain place, unknown to anyone but the Captain but within specified limits, where the Ship's landing party were to find and winkle them out on the following day.

As the principal problem facing the landing party was ignorance of the terrorists' exact whereabouts, two scouts were landed on the same night further down the coast to spy on them overnight and vector the landing party on in the morning. This task, allotted to the Coxswain and an R.O.2, was very well done; they got ashore undetected and the following morning, with a flurry of indignant goats and much ringing of bells, the Coxswain met up with the landing party, who had landed at sunrise on the west coast to surprise the enemy from the rear. He announced that they had bottled themselves up on Pakhy Ammou Point, with no means of escape and no scouts, were taking things very easily and were under constant observation by R.O. Simmons, several hundred feet above them. The security forces, who until then had been advancing with every precaution, then abandoned concealment and made their best speed in two sections to join Simmons. Everything reported appeared to be true, and they halted to observe and deliberate.

In theory the terrorists had cooked their own goose. There were four methods to deal with them. The ship could be called where she was anchored to bombard the point; the area could be sprayed by fire from the two Bren guns, and as the range was no more than 1,500 yards and the positions of at least six of the eight terrorists could clearly be seen, this would have been most effective; they could wait for either the onshore wind to change and allow the use of tear gas or the terrorists to get bored or hungry and expose themselves more; or they could wait for darkness and attack then, covering the escape route with searchlights. However, in practice it was impossible to wait very long and as the Bren guns had no blank ammunition and simulated fire from the ridge would betray the presence of the attackers, the position of which the terrorists were still in obvious ignorance, it was decided to adopt the first course and then carry out a normal two-pronged attack on the survivors, planting tear-gas bombs to windward of them.

"TERRORISTS" OPEN FIRE

Two of the party were dispatched to a vantage point nearby to call the ship's fire on to the point by sema-

phore while the others recovered from their four miles forced march over rough country. When the signallers returned, and the ship knew that the point was under fire, even if the terrorists there did not, the attackers began to infiltrate down the hillside, making good use of cover and concealing their presence for some time in spite of their conspicuous blue shirts in the bright sunlight. The terrorists opened fire before they reached the foot and the final descent had to be made under covering fire. They joined forces for a brief pause under good cover on the dunes, and then split into two. The leading hand took three men with a tear-gas bomb, a Bren gun, Lanchester and a rifle in a flank assault via some dead ground on the left. In the course of their advance, one of the terrorists exposed himself and was seriously wounded, and the leading hand had his left arm broken by a rifle bullet.

They reached cover and began advancing around the base of the point. The section leader was killed almost immediately but the rest of his force planted a bomb and withdrew the way they had come. Another member was killed in the withdrawal but the two survivors of the section reached the dead ground again and took up a position to cover the escape route, 30 minutes after the terrorist leader had broken out, as they later learnt. The bomb was well upwind of the summit, but was left too high up on the hillside to be effective and caused the terrorists little discomfort.

FINE OPPORTUNISM

While party A were advancing on the left, B section, covered by the fire of a Bren gun and a rifleman, left to prevent the rats from escaping and to guard the rendezvous, advanced in a frontal attack, found nothing and deployed around to the right very cautiously, where most of the terrorists were believed to be. They found and killed the disabled defender and one other, sustaining a slight casualty.

Although the fire power of this section amounted to only two rifles and an officer with a pistol, the four terrorists who could have ambushed them while the Bren in the rear could not bear, lay low and held their fire. Directly it was possible Jones and two of his companions, having been by-passed by section B, broke cover on the left, and by dint of local knowledge and the poor positioning of the covering force made their escape undetected into the hills behind. Lieutenant Hunter's B section were soon after them but failed to catch Jones before the exercise finished. The terrorist leader in fact, by virtue of this fine piece of opportunism, achieved his objective in the shape of a bridge where he could disappear, which made up for the previous carelessness of concealment which gave away their position to the scouts in the first place.

One other was killed by a burst from the Bren and a seventh captured while making a break for the hills on the right. The eighth and last stuck his ground and was undiscovered when the exercise finished, although his presence was known and another half-hour would have finished him.

REALISTIC EXERCISE

The fact that the terrorists were not wiped out, in spite of the restrictions on their movements and positioning initially, was due partly to the small numbers opposing them—only eight armed men to winkle out the same number from a fortified position and partly to leaving the Bren where dead ground gave the escapers cover from its fire. The exercise was a great success, extremely realistic and a very pleasant change. Many lessons were learnt, among them the use and dangers of dead ground, the unsuitability of blue shirts—bare skin is the best camouflage against this light rock—the need for good communications, the uses of covering fire and all-round lookout while advancing, and of scouts when the enemy is relaxed, and the advantage in being up-sun. It also demonstrated that a bunch of flat-footed, unfit sailors could be made into competent soldiers with no more than basic training and intelligent leadership. It was good exercise, too, and good fun.

Surgeon Rear-Admiral W. H. Edgar, who entered the service in 1908 and was promoted to Rear-Admiral in 1939, has died at his home in Alverstoke, aged 74.

H.M.S. Lynx arrived back at Portsmouth on November 16 from South Africa.



Captain C. C. Morgan, R.M., Second Officer D. Baldwin, Petty Officer A. Large and Leading Wren B. Knight. (Photo—"Chatham Standard")

Royal Marines carried out 'operation wedding'

THE organising ability of the Royal Marines was very much in evidence on Saturday at the marriage in St. George's Church, Royal Naval Barracks, Chatham, of Leading Wren Barbara Knight to P.O. Alan Large.

Before the wedding the bridegroom was stationed in the West Country, and was unable to take any active part in the wedding preparations. Barbara, on the other hand, had recently completed two years with the Royal Marines in Melville Barracks, and when her plight became known, the office staff took charge in the usual efficient Royal Marine manner and proceeded to "organise" the affair from start to finish.

Thanks to the wonderful co-operation of the local tradesmen, taxi firms, printers and the manager of the N.A.A.F.I. Club, Mr. Le Fort, costs were kept down to a minimum, although the finished production was worthy of any debutante.

In the absence of her father, the bride was given away by her head of department, Capt. C. C. Morgan, R.M., who, in common with all the Royal Marine and Wren officer guests and officials, wore uniform sword and medals for the occasion. Divisional officers from the bride's department acted as ushers and the remainder of the staff coped with the food and drink

supplies during the reception.

Barbara wore a full-length white satin gown, gathered at the hip to form a full pleat, and overlaid with white net. A coronet head-dress of ivory leaves was draped with a short white veil, and she carried a bouquet of red roses.

She was attended by her sister, Miss Janet Knight, who wore a pale blue three-quarter-length fitted satin dress.

The presence of Instr. Lieut. Martin Smith, R.N., the bridegroom's cousin, as best man, ensured that the uniforms of all three Naval arms were present on this occasion.

After the ceremony some 60 family and Service guests were received in the cocktail lounge of the N.A.A.F.I. Club, the bride using an officer's sword to cut the cake.

For going away, Barbara wore a charcoal-grey tailored suit with nasturtium and slate accessories. The honeymoon is being spent "somewhere in Essex," and on their return the couple are setting up home in Gillingham, as the bridegroom has fortuitously been appointed to Chatham for the time being.

All in all, a wonderful day for the happy pair—and a pat on the back for the splendid Marines and Wrens who worked so hard behind the scenes to make it all possible.



"—and hunger, not of the belly kind, that's banished with bacon and beans, But the gnawing hunger of lonely men for A home and all that it means."

(APOLOGIES TO THE ATE DAN MCGREW)

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Diesel is a cross between a Yak and a Sheepdog

IN a letter to the builders of H.M.S. Crofton, the commanding officer, Lieut.-Cdr. M. R. D. Hooke, R.N., recently expressed his and his ship's Company's pleasure with this coastal mine sweeper.

The captain says that H.M.S. Crofton has held every trophy available to her for some time, including the Flotilla Athletics Cup, the Squadron Football Cup and the Squadron Wandering Challenge Trophy won at cricket.

Lieut.-Cdr. Hooke also informed Messrs. Thornycroft & Sons, that they have acquired a puppy from an Army outpost and which is now some seven months old. He bears no relation to any known breed, in appearance, but his growth from a pathetic handful of fur has been so phenomenal that he is regarded as a cross between a yak and a giant sheepdog. He is incredibly even tempered but he frequently causes panic among visitors to the ship and he causes traffic jams in all the passages. The ship's company worship him and call him Diesel, because that appears to be his favourite diet.

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H.M.S. Puma, the anti-aircraft frigate designed primarily for the protection of convoys against aircraft

PUMA ON THE PROWL

READY FOR SOUTH ATLANTIC AND SOUTH AMERICA

(BY A SPECIAL CORRESPONDENT)

IT IS MOST REMARKABLE HOW, AT ONE STAGE, DURING A REFIT, A SHIP PRESENTS THE APPEARANCE OF A BEDRAGGLED, FLEABITTEN ALLEY CAT AND THEN, WITHIN ONLY A VERY SHORT PERIOD OF TIME EMERGES FROM THAT SORRY STATE, PRESENTING ITSELF WITH COAT GLISTENING, AND ALTOGETHER GIVING THE IMPRESSION THAT NOT EVEN A WOLF PACK

And so it has been with H.M.S. Puma. From a most ineffective looking cat, with fangs and claws most well and truly "moused," she reappears from that frustrating and irritating limbo known as "refit" looking fit, clean and "Ready to Leap" (our motto for those who don't know). Judged by the well modulated purr, increasing day by day as events prove things to be more and more pleasing, this cat is just rarin' to be on the prowl once more.

It really is true that only a very short time ago one would have despaired of ever seeing the ship looking anything like an efficient fighting unit again but by a dint of effort and spirit, by all concerned (and not overlooking the fact that the first lieutenant is the proud possessor of a sjambok, made from strips of hide, torn from the Buffer's and C.C.Y.'s, respective bleedin' backs) things onboard look somewhat shipshape at last, and although there is much to be done, well, watch it, Jack, there aren't any spots on a Puma you know!

LOOKING AHEAD

Early in December, after a month at Portland, wouldn't you look forward to a spot of leave? Around the 12th the ship returns to Devonport for a break over the Christmas period. The fact that we shall be at Guzz gives the Pompey and Chatham 'erbs no end of enjoyment—they just love to drip—!

However, after this pleasant interlude, its back to Portland once more.

Still time marches on and we are of course looking forward to sailing in late January. About the 25th we are scheduled to proceed to our Overseas Station viz. South Atlantic and South America, for a period of 12 months.

Don't ask me our first port of call en route, no one knows just yet, but we are hoping. Good news for the Pompey-ites, prior to departure, we spend a week-end in Portsmouth.

H.M.S. Puma commissioned on August 25. This was mainly a matter of the reading of the Commissioning Warrant, and a speech by the captain. No real ceremonial, and certainly nothing as impressive as the actual Commissioning Service which was held onboard on October 9.

On that day there was Division, a properly conducted Commissioning Service, official and private guests—the lot, including a beer issue at lunch time, quite an enjoyable affair.

I particularly liked the remark made by one young guest in the C.P.O.'s Mess—one Phillip Shoebright, who quite pointedly remarked to his parents that he'd like very much to live in the Mess as the food was so very much better than it was at home! Out of the mouths of babes, etc.

Readers of NAVY NEWS will remember that on October 13, the ship was presented with a stuffed puma.

As can be imagined this affair received a fair amount of publicity for the implications are quite far reaching, and boiled down create a precedent in so far that at no time in history has an American town ever adopted a British Warship.

Mr. John Steinback, the famous American author made the presentation, on behalf of the Citizens of the County of Monterey, California, U.S.A., and amongst other things offered:—

(a) An Honorary Sheriffdom, of the aforesaid County to the Captain of the ship, (b) the freedom of the ports of Monterey to all officers and men of H.M.S. Puma "in perpetuity."

'Just Nuisance' was no ordinary dog

DOES a dog called Just Nuisance bring back memories of Simonstown to you? If so you will be interested to hear that he has been called to his fathers.

Just Nuisance the South African Navy's mascot, has died and is being replaced by a Harlequin Great Dane called Tackline.

Just Nuisance cannot easily be replaced. He was, apparently so large that when he put his paws on a sailor's shoulders he was taller than the sailor. The dogs home was at the United Services Institute at Simonstown and there the dog made friends with any sailor in uniform and the sailors loved him.

He travelled "up the line" with men on leave and would split a bottle of beer with them in a Cape Town pub

and then return by train to Simonstown. The S.A.R. ticket collectors told the sailors to put Just Nuisance out, but the sailor's told the ticket collectors to do their own job. One ticket collector just could not move the dog, two could not, but three did; they hustled Just Nuisance out at Newlands, but with a bound he was in the train again through an open window.

Although the S.A.R. authorities threatened to have him destroyed if he was found on railway premises a thousand suburban passengers said no and Just Nuisance became the official guest of the S.A.R., and also of the motor bus companies.

Where sailors went Just Nuisance went. He would take drunken sailors by the sleeve and guide them to the station, to the right train, and home to their depot at Simonstown.

Tackline the new mascot will be no Just Nuisance but—who knows . . .

Have YOU a personal problem . . . ?

ASK JOHN ENGLISH

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

WOULD you either, directly or through the "Navy News," give me the details of the recent pensions scheme for widows of pensioners, who benefit from the scheme and please quote the authority and oblige.

The new scheme for widows' pensions as recommended by the Grigg Committee on Recruitment provides for widows to draw one-third of the pension that their husband was drawing, or if the husband died while still serving, one-third of the pension he would have drawn had he been invalided. The only conditions attaching to this are that the husband:—

(a) must have gone to pension after 31.8.50.

(b) must have died after 4.11.58. The authority for all this is the Government White Paper Command 570 of November, 1959.

I'm about to be invalided out of the Service, through no fault of my own, after completing 19 years six months man's time. I have held the rank of Petty Officer over two years in the last five years, but after being disrated, have only had the P.O.'s rate back 18 months, I would be most grateful to you, if you could enlighten me on the following.

(1) Am I entitled to a P.O.'s pension?

(2) If so "How much will my pension be?"

(3) Will it be classed as a disability pension for tax?

(4) How much will my gratuity be?

(5) Am I entitled to the £250 run down money, because if I had completed my 22 years' service, I should have missed this, by a few months.

Having read the relevant regula-

tions, I must confess I am in some slight doubt, but I think the answers to your questions are:

(1) You are entitled to a Petty Officer's pension of

(2) £3 1s. 9d. per week approximately.

(3) This is not a disability pension but the circumstances of your invaliding may justify your applying for such a pension to the local office of the Ministry of Pensions and National Insurance.

(4) Your gratuity will be about £482.

(5) You will be entitled to the £250 resettlement grant since, regardless of what would ordinarily have happened you have been released during the "run down period."

BAFFLED BEYOND REASON

A NAVIGATION rally held by the Portsmouth and South Hants branch of the Forces Motoring Club proved to be one of the most difficult yet contemplated and navigators were hard pressed.

The first section required Pin Pointing Map References in order to find information cards. The second was by triangulation of signposts and the last leg was a Route Card in reverse. Of the 15 starters, 7 retired baffled beyond reason.

Congratulations to the winners, and also to the organiser—Sub-Lieut. R. Neeve, R.N., of H.M.S. Collingwood.

The winner was R. D. Stewart with Mrs. Stewart as navigator and second place was taken by Mrs. D. Burford with D. Burford as navigator.

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So much hospitality that tea did not matter

ADAMANT AND SUBMARINES VISIT NEW LONDON

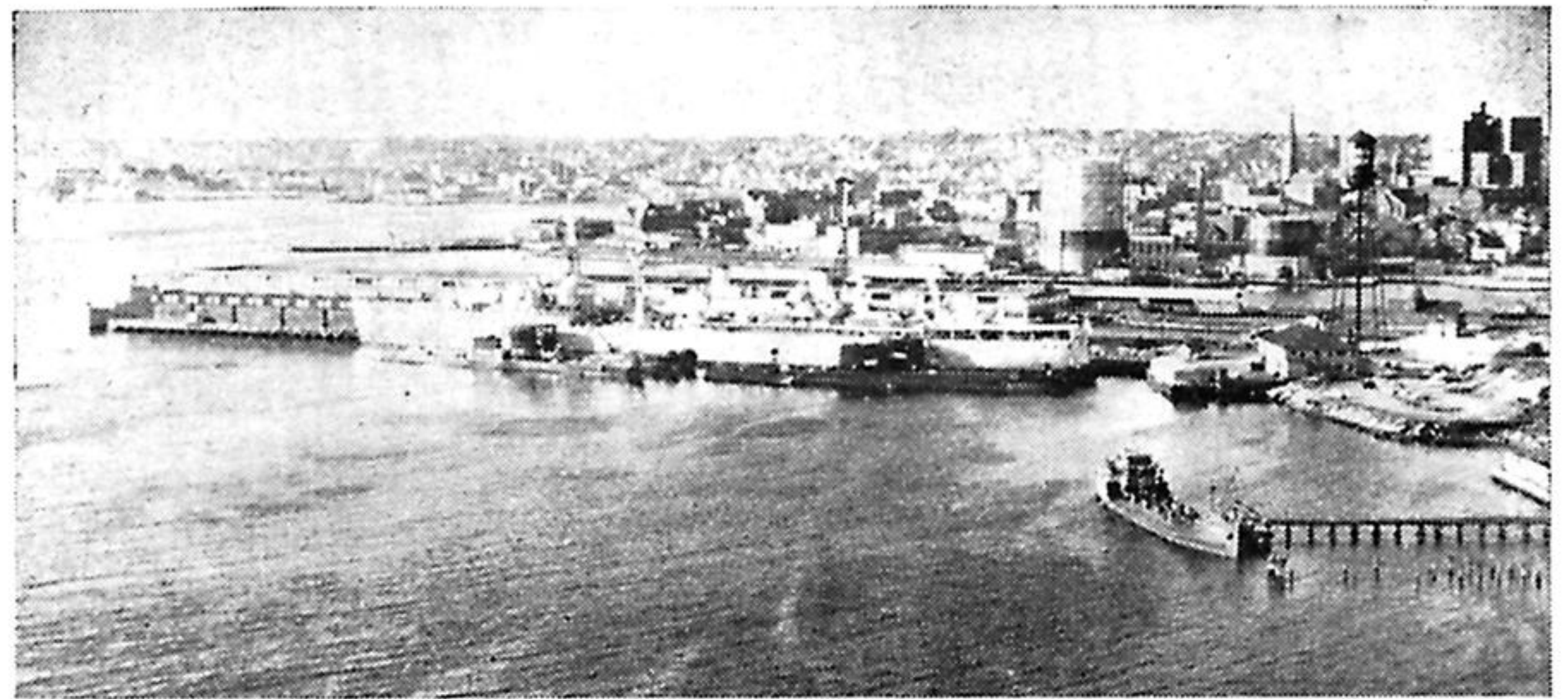
Sailors of the Cruise

"THE Britishers may find our tea weak, but surely they will find us strong in the hospitality department." So wrote the New London and Groton News, with becoming modesty, on our arrival. So warm did the hospitality prove to be that few of us had the opportunity of seeing whether the tea was really not as mother made it. For nine days we were subjected to as concentrated an assault of openhearted friendship and good will, as it is possible to imagine and an attempt, somewhat feverish after all the festivities, must fail to do justice to a truly memorable visit.

At 0830 on Monday, October 12, H.M.S. Adamant was nudged alongside the State Pier at New London, after a ten-day crossing from Faslane, Gareloch, in which we safely evaded

the hurricane "Hannah," were successively frozen and broiled in the Arctic currents and the Gulf Stream, and then invaded by migrating birds. We had played brighter cricket, tug-o-

war, Tombola, seen films, worked our watches and slept. Leave in sight and what a wonderful prospect, H.M.S. Adamant was in New London to provide support for the eight Royal Naval Submarines taking part in the N.A.T.O.



Adamant and the submarines alongside the State Pier, New London, Connecticut

Captain (S.M.), Third Submarine Squadron to take part in the critique of the exercise.

We entertained 200 official guests on board on Wednesday night, the party being concluded by a "Beat the Retreat" and Ceremonial Sunset. Flag Officer Air Home's Royal Marine Band was at its usual best in this moving ceremony, which was very well received.

ENTERTAINMENTS

Entertainments included luncheons, dinners, receptions and dances, and in addition, over 100 ratings were invited to American homes.

There was also a great deal of hospitality offered by the townsfolk to ratings met ashore and numerous telephone calls invited men from "same name" towns in the U.K. to spend an evening at home. All the facilities of the submarine bases were thrown open, including the Chief Petty Officers' Mess, the "White Hat" Club and the Navy Exchange. Each ship was allocated a host ship in the U.S. Navy and the get-togethers were enjoyed by all. One hundred ratings were introduced to the American Football game when they were invited to watch a Coastguard Academy match and later we played soccer against this establishment, managing to win by one goal, despite the fact that the game was played in four quarters and the opposition fielded 19 substitutes. A new idea to us was "The Sailor of the Cruise" organised by the U.S.N. In H.M.S. Adamant and each submarine, a Sailor of the Cruise was chosen and at a luncheon for 300 at the Ocean Beach Park, New London, sponsored by the local clubs, these men were presented with engraved silver cigarette boxes and sponsored on a 3-day flying trip to Norfolk, Virginia and Washington, D.C. In short, the organisation of the entertainment was such that not one day went by without an invitation to some function or other.

The arrangements were not all for entertainment, however. A number of officers and ratings were shown over the nuclear submarine Skipjack and the Flag Officer Submarines and the Captain (S.M.), Third Submarine Squadron took the opportunity of a trip to sea in her. The glimpse of things to come in the submarine service was a great experience. Visits to the Electric Boat Company provided an opportunity to see submarines in the making, and tours of the U.S. Submarine base were followed by more detailed and individual inspections of particular departments. In return, the Squadron had one submarine open each day to U.S. officers and technicians. These visits and the ensuing discussions of topics such as construction, tactics, torpedoes, training etc., were to prove the most interesting and the most valuable phase of the stay in New London. Before leaving New London, Flag Officer Submarines remarked on the general collaboration between the two services when he thanked the United States authorities for their assistance in our Naval Nuclear Programme.

EDUCATION!

Other trips were arranged to Phizers Chemical Co. where antibiotics are manufactured and to Mystic Seaport, a replica of an early New England whaling port complete with typical houses, shops, workshops and even ships. The popular visits to the Connecticut Women's College came under the heading of education!

The visit was a great success. It provided an exchange of opinions and ideas with our sister service, gave an

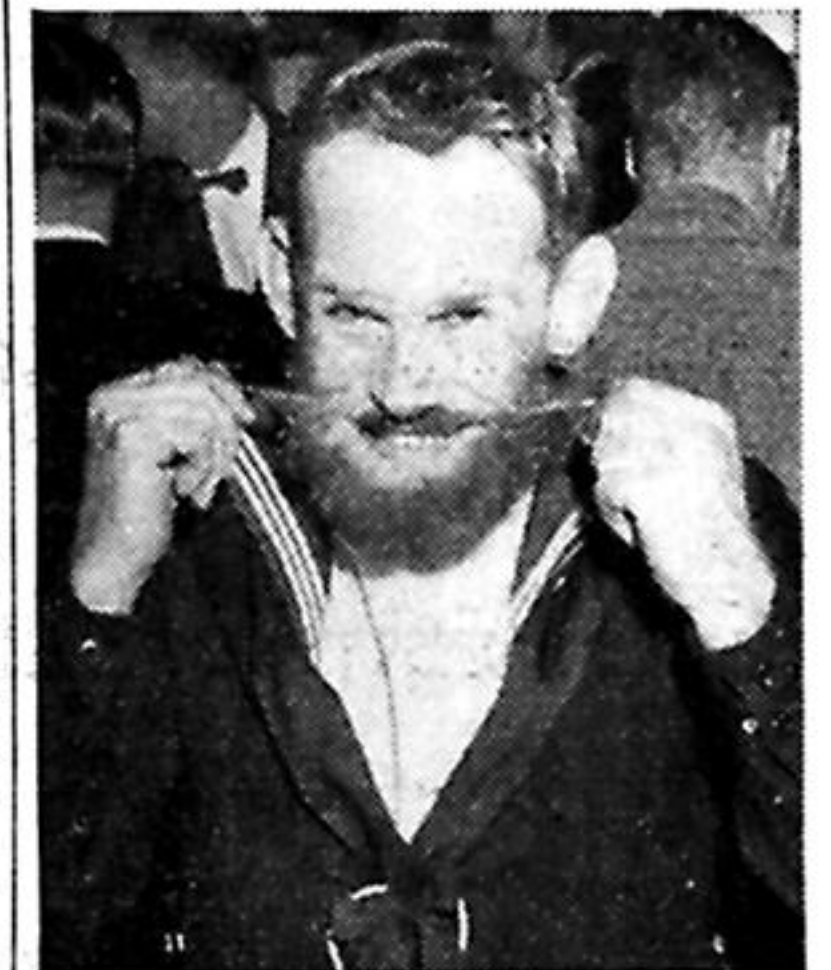
insight into the homely American way of life, dispelled a great many wrong ideas we have been led to believe, and we had enjoyed it. We hoped, as the Squadron steamed out of New London on Wednesday, October 21, that this visit would not be the last.

The submarines headed for home, to exercise on the way, but H.M.S. Adamant had still one call to make—Halifax, Nova Scotia, where Rear-Admiral H. F. Pullen, O.B.E., C.D. (Canflaglant), flies his flag and where the Sixth Submarine Squadron is based on H.M.S. Ambrose. Just out of New London the U.S. nuclear submarine Triton passed, a wonderful sight and a pleasant reminder of the last nine days. After an uneventful journey H.M.S. Adamant firing a 13-gun salute to Canflaglant entered Halifax harbour on the morning of Friday, October 23.

OLD ACQUAINTANCES

The submarines H.M.S. Astute and H.M.S. Alderney were in harbour as was the carrier Bonaventure, our host ship for the stay. H.M.S. Astute came alongside during the morning to take on spares, while many old acquaintances were renewed with the submarine which only recently was with the Squadron at Faslane. The Sixth Submarine Squadron challenged H.M.S. Adamant to a soccer match in the afternoon with the result H.M.S. Adamant 5, Sixth Submarine Squadron 1, and in the evening the chief petty officers were invited to a Canadian C.P.O.'s "smoker" and members of the wardroom invited to H.M.S. Bonaventure's Trafalgar ball.

Exchange visits between the various departments completed, Saturday afternoon offered the last chance for shopping and sightseeing this side of the Atlantic and on Sunday H.M.S. Adamant steamed out of harbour for home.



A.B. Snn. R. Chapman "clears decks for action" at the Ocean Beach Park luncheon



The "Sailors of the Cruise" after the presentation at Ocean Beach Park. Front row. Left to right: L./Snn. William Williamson (Rorqual), M.E.1 Alfred Newnham (Thermopylae), C.P.O. Donald S. McGann (U.S. Sailor of the Month), P.O. Gerald M. Bull (Artful), and L./Cook Thomas Watson (Grampus). Back row. Left to right: P.O.M.(E) Albert Spencer (Narwhal), A.B. Michael N. Hull (Porpoise), M.E.1 William Cliff (Aeneas), L./Snn. Norman F. Burgess (Artemis), R.O.3 Brian W. F. Joy (Adamant)

exercise "Fishplay IV" and to discuss mutual problems with our counterparts in the U.S. Submarine Command and to fly the Flag Officer Submarine's Flag.

Rear-Admiral B. W. Taylor, C.B., D.S.C., Flag Officer Submarines and Consueastlant was on the final leg of his 37,000-mile tour of British and N.A.T.O. submarine bases and since leaving the U.K. had visited Malta, Singapore, Australia, New Zealand and Pearl Harbour. During the day calls were exchanged between Rear-Admiral Taylor, Rear-Admiral Warder, U.S.N. (Comsublant), and Capt. J. A. Alger, of the U.S. Coastguards.

The Home Air Command Field Gun's Crew who had taken passage in H.M.S. Adamant, disembarked on Tuesday to start their tour of displays in the U.S.A., starting at Portland, Oregon. A daily schedule of strenuous P.T. whilst at sea had kept them in trim and not the least impaired by the crossing.

BUILT NAUTILUS

New London and Groton, totalling about 80,000 inhabitants, is used to, and indeed proud of, its connections with submariners. The huge submarine base houses, the staff and boats of three squadrons, as well as training schools, and the Electric Boat Company at Groton, a long-established submarine building yard, built the first nuclear submarine, Nautilus, a proud achievement for the local inhabitants.

By Wednesday afternoon all the submarines had arrived, having completed the N.A.T.O. Exercise "Fishplay IV," basically a submarine versus submarine exercise with ships and aircraft of Canada, the Netherlands, the United States, and Britain taking part. Alongside were H.M.S. Grampus, Rorqual, Porpoise, Narwhal and Artful of the Third Submarine Squadron, H.M.S. Artemis and Aeneas of the Fifth Submarine Squadron and H.M.S. Thermopylae of the Second Submarine Squadron. They had been at sea for four weeks, most of the time submerged, and ships' companies were looking forward to a breath of fresh air. For the Commanding Officers of the submarines, "Fishplay IV" was not yet over. They were to fly down to Norfolk the following day, in company with Flag Officer submarines and the

THE NAVY ESTIMATES

that it consumes its fair share of the FIVE MILLION GUINNESS enjoyed every day



There's nothing like a Guinness to wet the Bosun's whistle - and yours too.



TRAFALGAR'S FINE EFFORT

THE officers and men of H.M.S. Trafalgar raised the sum of £80 by individual collection in aid of the Trafalgar Day Orphan Fund this year.

This was the largest sum received from any single ship or establishment and a personal letter of thanks was sent to the ship by the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O. and Bar

NEPTUNE'S SCRAPBOOK

Mr. F. C. Wilkins has been appointed Director of Stores to date February 16, 1960, in succession to Mr. R. Henderson, C.B., O.B.E., who will retire the previous day.

Mr. Humphrey Atkins, M.P., has been appointed Parliamentary Private Secretary to Mr. C. I. Orr-Ewing, O.B.E., M.P., Civil Lord of the Admiralty.

Capt. R. S. Hawkins, R.N., is to be Deputy Director of Marine Engineering (Rear-Admiral Nuclear Propulsion) in succession to Rear-Admiral G. A. M. Wilson, C.B., to take effect on December 5. He is to serve in the acting rank of Rear-Admiral.

Lieut.-Cdr. Colin Parker, R.N., of Hornsea, and Lieut. William McLanachan, R.N., of Portsmouth, received the award of Members of the Order of the British Empire (Military Division) from Queen Elizabeth The Queen Mother, at Buckingham Palace on November 17.

Admiral Sir Charles Lambe, G.C.B., C.V.O., the First Sea Lord, visited Canada and the U.S.A. between October 27 and November 9 for talks on naval matters of mutual interest.

Captain B. J. Anderson, C.B.E., R.N., has been appointed Chief of Staff to the Commander-in-Chief, The Nore.

Captain R. A. Begg, R.N., has been appointed to H.M.S. Lynx in command and as Captain (F), 7th Frigate Squadron.

Captain A. R. I. Butler, D.S.C., R.N., has been appointed Commodore-in-Charge, Hong Kong, to serve in the rank of Commodore.

Captain C. P. Norman, D.S.O., D.S.C., R.N., has been appointed Chief Staff Officer to Flag Officer Flotillas, Mediterranean.

Captain A. W. F. Sutton, D.S.C. and Bar, R.N., has been appointed to H.M.S. Falcon in command and as Captain (Air), Mediterranean.

The last Fleet Air Arm Squadron fitted with fixed wing piston engines, No. 849, the largest in the Fleet Air Arm with 22 Skyraider aircraft and a strength of 100 officers and 300 ratings, is to be gradually re-equipped with turbo-prop Fairey Gannets.

Now commanded by Lieut.-Cdr. A. G. B. Phillip, the squadron has flown 45,000 hours and covered 7,500,000 air miles with only one fatal accident in operations from carriers in all parts of the world since it was re-formed in July, 1952.

No. 848 Naval Air Squadron (Lieut.-Cdr. B. M. Tobey, R.N.) is the first British helicopter squadron to be commissioned in the Marine Assault role. It is equipped with Westland Whirlwind Mk. 7 helicopters and the squadron's task is to provide complete tactical and logistic support for 42 Commando, Royal Marines (Lieut.-Col. R. D. Crombie, R.M.). During the winter months 1959/60 the Commando and the Squadron will train together at H.M.S. Ariel II, Worthy Down (Cdr. A. G. B. Griffith, R.N.) in preparation for their embarkation in H.M.S. Bulwark (Captain R. D. Franks, D.S.O., O.B.E., D.S.C., R.N.), the Royal Navy's first commando carrier. The complete fighting unit of ship, commando and squadron, will sail from the United Kingdom to the Mediterranean in the spring of 1960.

H.M.S. Centaur visited Yokosuka, Japan, during October. Vice-Admiral Terai and the Mayor of Yokosuka called on Rear-Admiral V. C. Begg, C.B., D.S.O., D.S.C., who was flying his flag in Centaur.



The C-in-C., the Nore, takes the salute at Divisions. (Photo: Chatham Observer)

British Railways commemorate Naval Reserve

To commemorate the centenary of the Royal Naval Reserve, one of British Railways' Western Region's new diesel-hydraulic locomotives of the Warship class was named "The Royal Naval Reserve, 1859-1959" at Paddington Station on November 13.

The naming ceremony was performed by the First Sea Lord (Admiral Sir Charles Lambe, G.C.B., C.V.O.) and those present included Sir Brian Robertson, chairman of the British Transport Commission; Mr. R. F. Hanks, chairman of the Western Area Board, B.T.C.; Mr. K. W. C. Grand, member British Transport Commission; Mr. John Ryan, member Western Area Board, B.T.C.; Mr. J. R. Hammond, general manager, Western Region; Vice-Admiral Kaye Edden, the Admiral Commanding Reserves; Cdre. J. Whayman, Royal Naval Reserve; and a number of senior R.N. and R.N.R. officers with their wives.

The Type 4 Warship Class locomotive, No. D.812, has been built at the Swindon works of Western Region. Its future employment will be almost exclusively on Western Region express passenger services between Paddington and the West of England.

Last inspection of Chatham barracks by a Commander-in-Chief, The Nore?

WHAT may very well have been the last inspection of the Royal Naval Barracks, Chatham, by a Commander-in-Chief The Nore, took place on October 29.

DISMISSED FROM THE NAVY

AFTER a court-martial lasting two days, an Able Seaman of H.M.S. Tiger was found guilty of robbing a German civilian at Kiel of 30 German Marks.

The able seaman—L. H. Thame—was also found guilty of robbing another German of a wallet.

The German civilians had been flown to Portsmouth for the Court Martial.

Thame was sentenced to be jailed for one year and to be dismissed from the Service.

Admiral Sir Robin L. F. Durnford-Slater, the Commander-in-Chief, sent the following signal to Cdre. L. W. L. Argles after his inspection: "As I told your ship's company at divisions I was greatly impressed by the first-class appearance of the Royal Naval Barracks during my recent inspection. Much hard work had obviously been put in by everyone to achieve such excellent results throughout.

"The standard of smartness on the parade ground today was equally high and your officers, chief petty officers and petty officers, men and women, have good cause to be proud of themselves and their establishment. Well done."

ABLETON No. 2 — MISERABLE



Advancements

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

Petty Officer to Chief Petty Officer
 JX 143995 J. Forbes, JX 149483 H. Grainger, JX 139821 W. Stock, JX 246828 L. Thorpe

Petty Officer Steward to Chief Petty Officer Steward
 LX 25247 F. Martin

Sick Berth Petty Officer to Sick Berth Chief Petty Officer
 MX 57815 D. Higgins

Petty Officer Electrician to Chief Electrician
 MX 833708 R. Bushell, MX 804864 R. James

Ordnance Artificer to Acting Chief Ordnance Artificer
 MX 855533 R. Stephenson

Joiner to Chief Joiner
 MX 802694 R. McDowall

Petty Officer Engineering Mechanic to Chief Engineering Mechanic
 KX 84053 C. Mattson

Engine Room Artificer to Acting Chief Engine Room Artificer
 MX 61914 J. Barley, MX 63316 J. Cook, MX 704123 F. Foister

Air Artificer to Acting Chief Aircraft Artificer (O)
 LFX 100270 D. W. Basketter

Petty Officer Air Fitter to Chief Air Fitter (AE)
 LFX 789202 A. M. Parry

Petty Officer Air Fitter to Chief Air Fitter (O)
 LFX 944873 N. Kearney

Petty Officer Airman to Chief Airman (AH)
 LFX646283 P. Wood

Electrical Artificer to Acting Chief Electrical Artificer (Air)
 LFX 669054 B. J. Hannaford

Radio Electrical Artificer to Acting Chief Radio Electrical Artificer (Air)
 LFX 855702 G. R. F. Cowie, LFX 870153 R. Davis

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NEARLY EVERY MAN GAVE PINT OF BLOOD ROUND THE MED IN DAINTY

Climbing in the Dolomites

(BY OUR SPECIAL CORRESPONDENT)

ONE day you are enjoying a conducted tour of St. Sophia, another day you stand enthralled at the towering beauty of Mount Etna, and on yet another day you are visiting the famous Doge's Palace. Sun-tanned and healthy you are sailing with H.M.S. Dainty. Lest this article starts like an advertisement for a holiday overseas, we shall elaborate.

Dainty did not slip quietly out of the waters of Cyprus but was given a spectacular farewell. The Commanding Officer of the Parachute Regiment, to which we had been affiliated, made a water-jump close to the ship to say goodbye. We were on the point of sailing for our first official visit to a foreign port and Istanbul did not disappoint. The city is quite fascinating and we were soon at home in both oriental and western surroundings, ranging from a bazaar to a canteen. This latter establishment—run voluntarily by the British community for our pleasure—was greatly appreciated. Our thanks for the hospitality received were returned in a unique way, as blood donors, where nearly every man gave his pint of blood. We sailed round the Golden Horn assured that Anglo-Turkish relations were never better.

On reaching Malta we were given another welcome. A number of Dainty wives greeted us from the jetty. (We hear that preparations have been made for a special flight at Christmas.) Soon we were setting out for Augusta for the Fleet Regatta. Just before the big day our Medfoba party returned with the news that Dainty had conquered Etna. It was a good omen for success and early in the day excitement on the foesle reached fever pitch when our Communications crew seemed to be in the lead. The ultimate verdict, which put them second, was disappointing. In the very next race the Chief and P.O.s' boat seemed to have left the others behind, but they too were second. At this time Dainty was in the lead in total points, which was held for some time till finally dropping to fourth place. This high position was a fitting reward for the selfless practice put in by all crews. The race which ended the regatta was a time to relax. Our viking boat, our balloon-propelled canoe and our chucking up boat, issuing accordion music and potatoes, helped to add chaos to an amusing all comers' event.

WATER POLO WIN

Our next trip from Malta in the middle of August took us to Palmas Bay, where we met up with the rest of the Second Destroyer Squadron and duly held our aquatic sports. Our

sportsmen gave a good account of themselves, and our water polo team put in a tremendous effort to win after a marathon series of matches. Indeed we have many sportsmen of no mean stature on board. Our football team, for instance, has more than held its own since we commissioned. Nor is musical talent lacking. Wherever we have gone our skiffle group, led by Able Seaman Kelly, have entertained in many parts of the Mediterranean.

Besides flag showing and weapon training there have been duties with N.A.T.O. and we resume the narrative after having exercised with Greek and Turkish ships off the island of Lemnos. We visited Salonika, where the International Trade Fair was being held. Alas there was no British exhibition to boost our prestige and the weather was depressing.

Other visits, however, have more than restored the balance. Trieste, Venice, Trapani. At Trieste we were berthed stern to the central square of the city. Dainty was thus the focus of admiring eyes from dawn to midnight. Rain fell the first night, a phenomenon we had not properly experienced since we left Portland. Many thoughts from abroad were turned homewards, though our letters were assuring us of the wonderful summer Britain was enjoying. The rain soon cleared away and Trieste opened itself to receive our ship's company. The Medfoba party was getting restless again and set out for the fashionable Cortina in the Dolomites. Not to rest of course, but to spend the weekend climbing the rugged mountains. Two outward bounders went sixty miles to Venice on foot and another party sailed there in a whaler. Meanwhile those who remained behind told of the wonderful time they had spent, and of the splendid children's party they had given on board.

Dainty sailed to Venice and to another favourable berth. We were close to St. Mark's Square, the hub of the city's life. Soon it was not surprising to see photographs in the local papers showing some of our ship's company feeding the St. Mark's pigeons in the traditional manner. Finally a visit to the glass factory at Murano helped to solve many a Christmas shopping worry.



Men of the 60th Calabria Infantry Regiment with members of Dainty's football team. The teams met at Trapani, Sicily

M.F.V. ON MUD BANK

After sending a crew to man MFV 57 off Malta, our next port of call was Trapani in Sicily where the highlight was a party given for 30 ratings by Mr. Whitaker in his house near Marsala. In the meantime the MFV distinguished itself by going aground on a mud bank off the Sicilian coast, but only for the night, and they had an interesting story to tell on return.

In October we took part in a series of Anglo-Spanish antisubmarine exercises off Cartagena followed by the best visit of the commission so far—Palma, Majorca. After four days we left to have a defect made good in Malta and it is doubtful whether we could have lasted much longer, certainly not financially. The annual inspection looms ahead and then we must start thinking about Christmas, for which we send all the readers of NAVY NEWS our very best wishes.

J.N.S.

RETURN OF CYPRUS VOLUNTEERS

FIFTY-NINE of the volunteers who flew to Cyprus nearly 12 months ago to staff Naafi canteens, clubs and shops following an overnight ban on all Greek-Cypriot staff, arrived back in England on November 11 on completion of their contracts.

Some 40 men and women have returned to the United Kingdom during the course of the year and 210 volunteers are still working for Naafi in Cyprus.

When Naafi's appeal for volunteers was broadcast on November 10, 1958, 17,000 men and women applied within the first four days. For nearly a week the Naafi Headquarters in Kennington was besieged by applicants. The 302 successful volunteers were given 12 month contracts.

South Shield Sea Cadets get new Headquarters

THE official inauguration of the South Shields Sea Cadets (T. S. Collingwood) new headquarters took place on October 31.

The ceremony was attended by the Mayor of South Shields and other leading citizens, Capt. Johnson, R.N.R., chairman of the Sea Cadets Committee, as well as by parents and guests of the Cadets.

Formerly the Drill Hall of Tyne Division, Royal Naval Volunteer Reserve, the new headquarters is the first permanent headquarters of the Unit during its 22 years' existence.

C.P.O. (Instructor) J. Boys was presented with the Sea Cadet Corps Long Service Medal at the ceremony.

Solent Division R.N.R. Celebrates Reserve Centenary

ON November, 1859, the Royal Naval Reserve Act received the Royal Assent and the Royal Naval Reserve came into being. Celebrations of the Centenary in H.M.S. Wessex (Headquarters of the Solent Division, R.N.R.) culminated in a Service of Thanksgiving at St. Mary's Church, Southampton, on Sunday, November 15.

The Address and the Blessing were given by the Bishop of Southampton, the Right Rev. K. E. N. Lamplugh, M.A., The Vicar of St. Mary's, the Rev. Roy Chamberlain, conducted the service and the lesson was read by Capt. A. J. Hibbert, R.N.R., Commanding Officer of the Solent Division, R.N.R. Representing the Mayor of Southampton was Alderman R. R. H. Hammond. The Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O., was present, with several other senior officers.

Among the congregation were representatives of Service Establishments and Maritime Organisations (including the Sea Scouts and Sea Rangers), together with a large number of members past and present of the Naval Reserves and their families.

Another item in the celebrations was a Centenary Dinner, held at Royal Naval Barracks, Portsmouth, on Friday, November 13. This was attended by some 80 officers of the Solent Division R.N.R. and guests.

The toast of "The Royal Naval Reserve" was proposed by Admiral Sir Alan K. Scott-Moncrieff, K.C.B., C.B.E., D.S.O., formerly Admiral Commanding Reserves. The response was made by Commodore R. G. Thelwell, O.B.E., R.D., R.N.R., the senior reserve officer present, who was formerly relief captain of the R.M.S. Queen Mary and Queen Elizabeth.

The official guests included Admiral Sir Alan Scott-Moncrieff, Admiral Sir Manley Power, Commodore Viscount Kelburn, D.S.C. (Commodore, R.N. Barracks, Portsmouth) and Capt. R. de L. Brooke, D.S.O., D.S.C., R.N. (Chief Staff Officer to Admiral Commanding Reserves).

The week-end before, a dinner and dance for ratings was held in H.M.S. Wessex, Headquarters of the Solent Division, R.N.R., at Southampton. About 180 members of the Division and their guests were present. In the chair at dinner was Chief Petty Officer C. H. Watson, R.N.R., senior rating in the Division.

The toast of "The Royal Naval Reserve" was proposed on this occasion by Chief Petty Officer H. G. Dudley, R.N., senior instructor to the Division. Capt. Hibbert replied and proposed the toast of "The Guests." The reply to this was made by Cdr. P. A. Titheridge, R.N.R., who is in command of H.M.S. Southwick, Headquarters Reserve Unit at Portsmouth.

ALLOTMENT CHANGES

THE Admiralty has decided to make the following changes to the Allotment regulations and to ratings' Marriage Allowance:—

Marriage Allowance. With effect from November 19, ratings' marriage allowance is being credited to individual pay accounts. This is only an alteration in accounting procedure and will have no effect on the amounts at present paid to wives and guardians. All such payments will continue to be made at their present rates unless and until varied by the allotter, or for Service reasons.

ALLOTMENTS

Certain restrictions are, for many reasons, to be imposed on allotments.

From June 1, 1960, the following will be the maximum allotments allowed to individuals:

Officers. Two monthly plus one extra providing it is to a Building Society, Savings Bank, Insurance Co., etc.

Ratings. As for officers, plus one weekly for maintenance of wives or dependants.

Individuals with more than the permitted number are to arrange to reduce their allotments to conform with the new regulations by March 31, 1961.

From March 19, 1960 (April 1, 1960 for officers) changes in allotments, that is new declarations variations or stoppages, will be limited to two per accounting period of four months, and variations must be in multiples of 5s, except where the amount is governed by legal or contractual obligations, e.g. Insurance premiums, H.P. charges, etc.

NEW FACILITIES

It has also been decided to introduce two new facilities from January 1, 1960:

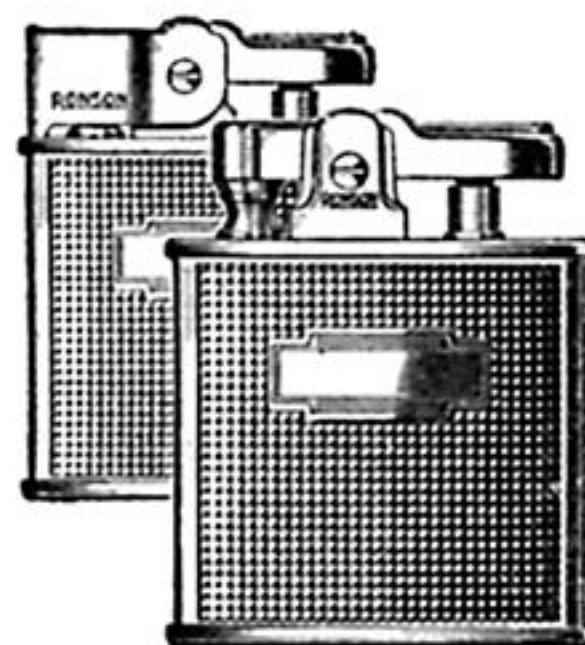
Monthly Allotments to Bank. A man may maintain his wife or dependants by means of a monthly allotment to a Bank. In such cases the minimum monthly allotment will be C.P.O.s. £30, P.O.s. £25, L/Rates and below £20.

Payment of Marriage Allowance with Pay. A man over 21 years of age (excluding National Service men) and residing with his wife near his place of duty may receive marriage allowance with his fortnightly payments instead of making an allotment to his wife.

Wives, who under this arrangement, have no Allotment Book, and wish to obtain concession rail travel will be required to apply to the Director of Navy Accounts, Branch 9, Admiralty, Bath, for Army form 0.798A.



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Nuclear training for crew of the Dreadnought

FIRST TRAINEES FINISH AT SEA Intensive training courses

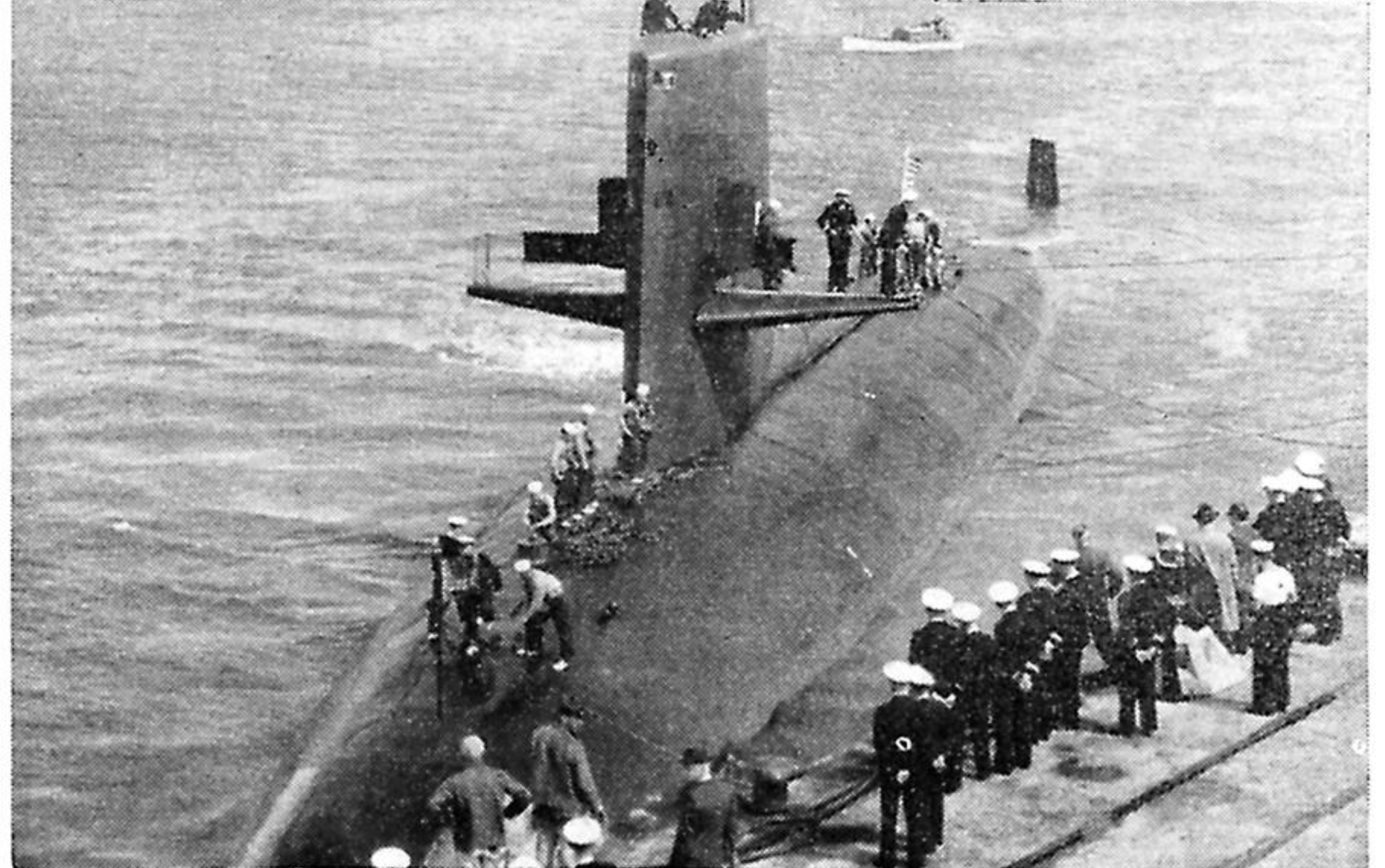
TRAINING of the officers and technical ratings for H.M.S. Dreadnought started at the Royal Navy College, Greenwich, and at H.M.S. Collingwood in January 1959. The training at present consists of about one year's instruction in nuclear physics, electronics, metallurgy, chemistry, mathematics and related subjects; this part of the course is carried out ashore in England. In addition, between six and eight months training is carried out in seagoing nuclear submarines of the United States Navy, but of course the number of billets that can be offered is limited as they have to train their own people as well.

At present, the first batch of trainees with the U.S.N. are finishing their sea-training. Cdr. B. F. P. Samborne (C.O. Designate) with E.A.1 Shaw and E.R.A.3 Flavell have spent their entire training period in U.S.S. Skipjack, based at New London, Connecticut. Lieut.-Cdr. R. R. Squires (First Lieut. Designate) with E.A.1 Timbury and E.R.A.2 Potter spent their training period in U.S.S. Skate and latterly U.S.S. Swordfish, based on Pearl Harbour. Surg-Lieuts. R. Paul and R. Lambert with S.B.C.P.O. Morris and S.B.P.O. Ellison, completed their

end both electrical and engineering room rates are fully "cross-trained" in England.

R.N. personnel have been looked after most hospitably both ashore and onboard by their U.S.N. messmates. Mutual friendships and contacts with the Americans has helped to dispel a number of erroneous impressions on both sides: impressions generally gained from the Hollywood version of the typical American or Englishman.

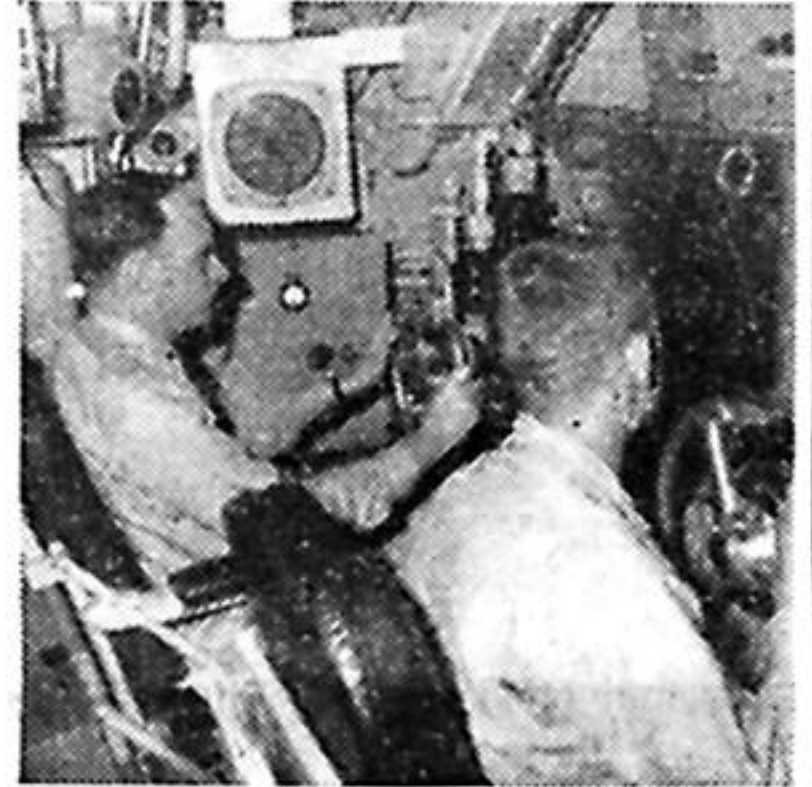
Life onboard a U.S.N. submarine differs little in the main from that in an R.N. submarine. Officers and C.P.O.'s wear khaki working and shore-going uniform; watches are of four hours' duration and one in three, without split Dogs; a never-ending supply of coffee replaces the "cuppa"; meals are of a high standard and one is soon accustomed to the more highly spiced cooking, steak in large quantities replaces the "roast and two veg." Nuclear submarines are more spacious of course (Skipjack has three deck levels in the midships compartment) and fresh water is unlimited. But no



The United States submarine Skipjack coming alongside in Portland Harbour. The submarine was commanded by Cdr. W. W. Behrens, U.S.N., and with him travelled Cdr. B. Samborne, R.N., who will command H.M. Submarine Dreadnought (Photo: Planet News Ltd., London, E.C.4.) Top right: E.A. Shaw and E.R.A. Flavell examine the reactor compartment through a lead glass inspection port in Skipjack. Top left: Cdr. Samborne talks with Cdr. Behrens in the wardroom

It may seem that 18 months is a very long time to train the future crew of Dreadnought, but this is essential for the safe and proper operation of this very complicated power plant. There is no doubt that the crew that take the Dreadnought to sea will be the most highly trained of any ship in the Navy.

Although all officers and senior technical ratings have been selected for the crew, more volunteers will later be required for nuclear training in accordance with A.F.O. 1015/59. Selection of junior technical rates and the remainder of the crew for Dreadnought will start very soon.



Cdr. Samborne tries his hand at the combined rudder and hydroplane controls of Skipjack. How like an aeroplane's cockpit!



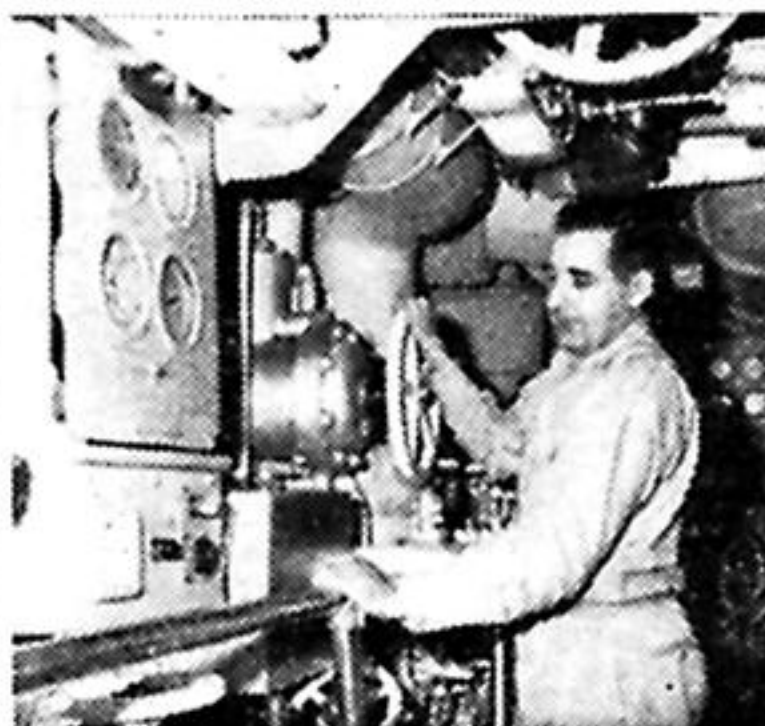
In the manoeuvring room of Skipjack, E.R.A. Flavell at the Reactor Control Panel, E.A. Shaw at the Electrical Control Panel with Cdr. Samborne as Engineer Officer of the Watch

training, most of it in U.S.S. Nautilus, in August.

During their sea training, R.N. officers and ratings live and work as part of the crew of the submarine to which they are attached, and they do the same intensive training course and take the same qualifying examinations as any U.S.N. trainee joining his first nuclear submarine after his two year's shore training. R.N. officers are required to qualify as Engineer Officer of the Watch (whether they are executed, engineer or electrical officers); ratings of the electrical branch qualify as Reactor Operators, and Engineering room ratings as Leading Enginemen—i.e. in charge of the whole engine room. If time permits, ratings should also qualify as Engineering Petty Officer of the Watch, and to this

lots! As there are practically no junior rates onboard, P.O.s are the working hands.

During the six month period the present batch of trainees have been onboard Skipjack, she has steamed



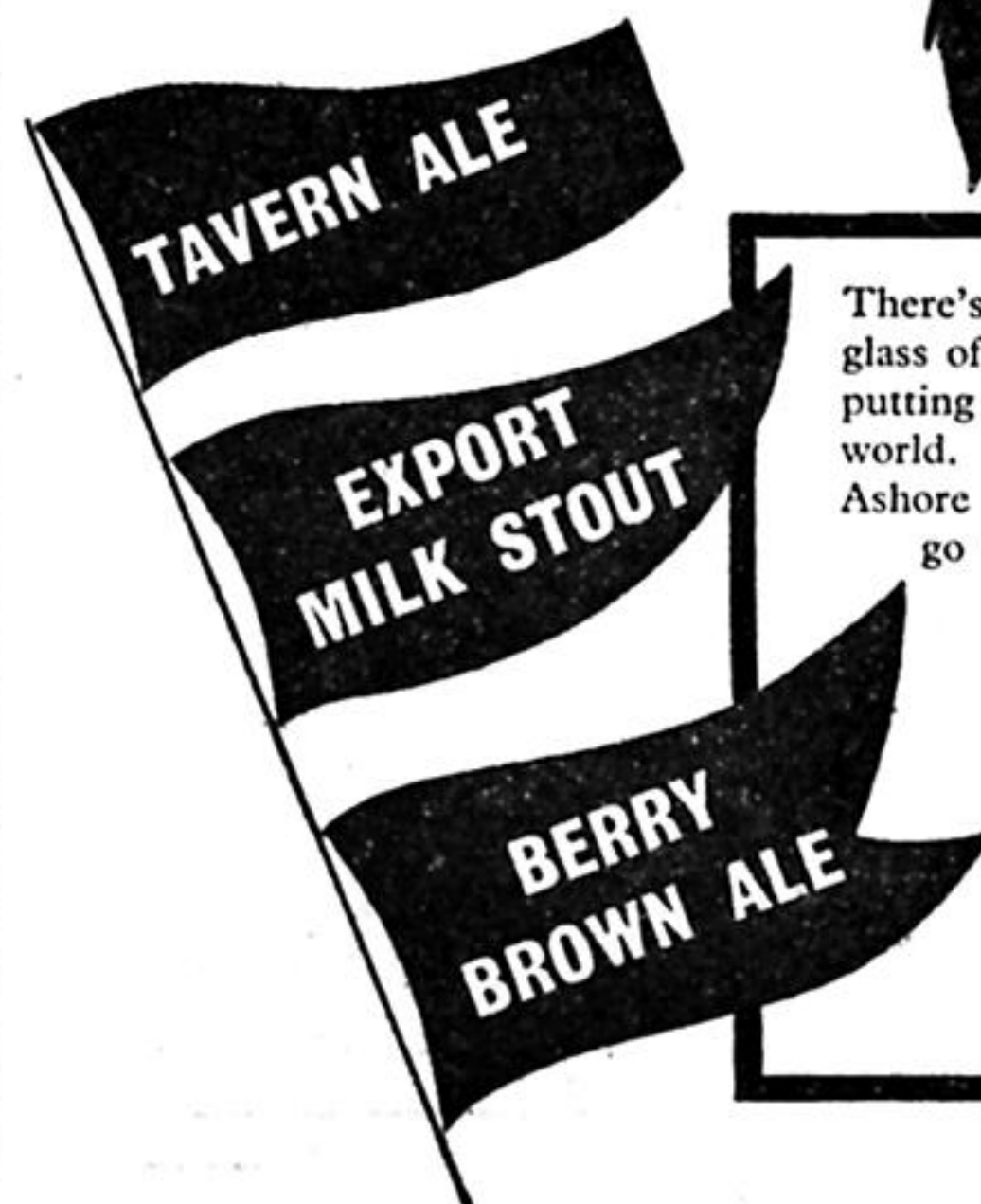
E.R.A. Flavell controlling one of the turbo-generators in Skipjack

over 25,000 miles, and on her "shake-down" cruise left New London for visits to Northern Ireland, Portland, La Spezia (Italy) and Gibraltar and back to New London, all in one month. During the crossing of the Atlantic, she went deeper and faster than any other submarine. Dreadnought will be very similar to Skipjack in both performance and appearance, and if anything her accommodation should be even more spacious and of a higher standard.



H.M.S. Starling entered harbour for the last time on November 6. She was welcomed by the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power). Another who welcomed the ship was Mrs. F. J. Walker, widow of the famous former Captain, war-time Senior Officer of the Escort Group working in the Western Approaches

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There's nothing like a good glass of SIMONDS beer for putting you on top of the world. Ashore or afloat, you can't go wrong if you always steer straight for SIMONDS!

Note to MESS CATERERS:- Supplies of SIMONDS beers can be arranged at any port

SIMONDS BEERS ARE BETTER BREWED

H. & G. SIMONDS LTD., READING, PORTSMOUTH AND PLYMOUTH, ETC.



A WORD TO THE WISE IS SUFFICIENT

The 'never never' problem

SOME years ago when H.M.S. Ormonde was on survey duties in the Persian Gulf the Captain received a letter from an Arab Sheik who felt that men of Ormonde had trespassed on his preserves. After warning the Captain of the dire penalties that would be inflicted on any trespassers the Sheik finished his letter with these words—"A word to the wise is sufficient." Perhaps the wise will heed the following.

Divisional Officers, welfare organisations and the Royal Naval Benevolent Trust are often approached for advice and help by Naval ratings who, sometimes by their own actions and sometimes by the actions of their wives, find themselves in considerable difficulties over hire purchase.

Hire purchase has certainly come to stay and many firms conduct these transactions with commendable propriety but there are others, on the fringe, which do not. This article sets out to explain the pitfalls into which the unwary may fall.

First of all, let us distinguish between hire purchase and credit sale. Under a hire purchase agreement the property of the goods remains with the owner until the last instalment is paid by the hirer. In a credit sale the property passes on the conclusion of the signing of the contract—it is only the price which is paid by instalments, together with interest.

INTEREST

With regard to interest, people should stop and work out the rate of interest which they will pay; they do not notice it because it is added in on the monthly instalment, but recently an officer pointed out—he seemed very indignant—that the rate of interest on a hire purchase agreement being paid by a rating was 17 per cent, which is not unusual.

Ratings should remember that rather than to enter into a hire purchase agreement, if they have a banking account their banks will very often—and the Midland Bank makes a speciality of this—make them personal loans to cover the purchase of articles, such as cars and furniture, at a much lower rate of interest.

It is important to remember that because the property in the hire purchase agreement remains with the owner until the hirer pays the last instalment, if the hirer disposes of the article before completing the agreement he commits the offence

of larceny because he has sold somebody else's property.

Another important point to realise is that if you buy an article from say, "Good Value (Kentucky) Limited" on hire purchase, they do not sell it to you—they sell it to "Shylock Investment Trust Limited" who become the owners of the goods, and who hire it to you. Therefore, if there is any complaint in the quality of the article, you find that you have no come-back against "Good Value (Kentucky) Limited" and that in the agreement "Shylock Investment Trust Limited" make it clear that they gave no warranty as to the quality of the goods. In fact "Shylock Investment Trust Limited" go further than this; they say that you have an obligation, clearly stated in the agreement, to keep the goods in first-class condition, which includes putting them into first-class condition and if, unfortunately, you have to terminate the agreement, they expect to get the article back in first-class condition—perhaps better than it was when you first had it.

STUCK WITH AGREEMENT

The hirer must not think that he can get away with it by terminating his agreement. He will find in most cases clearly stated in the agreement that if he wishes to terminate at any time he can only do so on making up the sum he has already paid to a sum equal to 50 per cent of the hire purchase value. What that amounts to is, of course, that it is not possible to terminate a hire purchase agreement on reasonable terms. Once you have entered into it, you are stuck with it.

One of the few good provisions in the "Ellen Wilkinson Act" was the fact that a hire purchase company cannot repossess goods without the permission of the county court where one-third or more of the hire purchase price has been paid.

With regard to furniture it is very important before entering into a hire

purchase agreement that the furniture should be carefully examined to see that it is properly made, as often ratings are induced to buy furniture and pay much more for it than they would for cash because they can get it on exceptionally easy terms without a deposit. If the terms are too reasonable this should raise a query in people's minds. The co-operative societies, for instance, would require a substantial deposit on hire purchase items.

Electrical equipment.—One of the snags that has been encountered in regard to electrical goods is that they are sold by firms who give a guarantee which is impracticable to enforce because the guarantee insists on, say, the washing machine being sent to somewhere like Glasgow, if it breaks down and they have no local office. If you buy electrical equipment it is best to buy it through a good local shop, so that you can make sure of after-service. A guarantee usually only provides for the replacement of the actual defective parts, not for the work of putting them in.

MOTOR CARS

Motor vehicle.—The most fruitful source of trouble in the hire purchase field is the second-hand motor car. The highly-coloured "bus" is seen and the dream of many years of carefree motoring is dreamt of by the rating. No warranty is given in writing by the motor car salesman but it is often loosely described as a "first-class car," which means nothing. Anybody buying a second-hand car should have it examined by an independent motor mechanic; the best thing to do is to have an A.A. or R.A.C. inspection.

Having agreed say, to buy in 1959 a 1938 Ford 8 saloon for the sum of £100 (which was the original price in 1938) the rating pays a deposit of £10 and the rest is payable over 24 months to the "Shylock Investment Trust Limited" on hire purchase. The car goes safely away from the garage but within 24 hours the "big-end" has gone, and punctured the sump. The estimate for repair of the vehicle is £40. The rating has put all his available savings and mortgaged his income to make the repayments; he cannot pay the garage bill. It is no good going back to the original vendors—they gave no warranty and anyway they are not the owners of the car, the owner of the car is "Shylock Investment Trust Limited" who have been careful in their hire purchase agreement to give no warranty as to the state and condition of the car. In fact, they have required the

Continued in Column 4

NEWS OF OTHER NAVIES

France plans to build guided missile cruiser

BY DESMOND WETTERN

THE French Navy is planning to increase its building programme in a big way next year. A guided missile cruiser, a landing ship, a supply ship and a patrol vessel will be laid down next year if the money is forthcoming.

At present one carrier, one helicopter carrier, one large fleet destroyer, eight frigates, eight submarines (including one nuclear powered), three landing craft and a fleet auxiliary are under construction.

The submarine Sultane, formerly H.M.S. Statesman, was returned to the Royal Navy early in November at Rosyth.

AUSTRALIA

Australia's plans to build a number of ships of the "Whitby" type have been modified. Only two ships of this type, the Parramatta and the Yarra, are to be completed. In place of those cancelled a number of frigates of a

new design will be built. These will possibly be similar to the R.N.'s "Tribal" class, of which the first, H.M.S. Ashanti, may start trials early next year.

ITALY

A new hunter-killer submarine for the Italian Navy has been cancelled and a nuclear-powered submarine will be ordered instead. Under the 1959 programme, the Italian Navy hopes to build a 6,000 ton cruiser, two frigates, four corvettes, two small hunter-killer submarines and two motor torpedo boats/motor gunboats.

PAKISTAN

It is now almost certain that the type 16 frigate H.M.S. Orwell, which is under refit at Rosyth, will be handed over to the Pakistan Navy next summer. She will replace her former sister ship P.N.S. Tariq (ex H.M.S. Offa) which left Portsmouth recently for scrap.

Another Pakistan ship which saw distinguished service under the White Ensign, the cruiser Babur (ex H.M.S. Diadem), is now reported to be in reserve at Karachi.

UNITED STATES

The U.S. Office of Naval Research recently released details of a new type of radar to detect ballistic missile launchings and nuclear explosions. This type of radar has a range of 5,000 miles and uses the ionised layer in the earth's upper atmosphere to "bounce back" signals. The hot gases created by a nuclear explosion or the firing of a missile reflect the radar signals and provide a "picture" on the screen.

This radar has monitored all missile launchings in the U.S. over the last two years. Before the suspension of nuclear tests last October all nuclear explosions in the South Atlantic and Pacific and in the Nevada Desert were also successfully monitored.

Continued from Column 3

rating in the hire purchase agreement to maintain the vehicle in good condition, and all he can do therefore is to go on paying the instalments for a car which is utterly worthless.

TOTAL PRICE

Readers are advised not to be led away by over-zealous salesmen. They are out to make a living and, provided the goods offered are of good value and the conditions of sale are clearly stated, they are doing a good job. Intending purchasers have their own remedy. Go to a shop selling first-rate quality goods—a shop with a name to preserve—thoroughly examine the goods you are about to buy—read your agreement before signing, and always remember the total price you are to pay.

Three pounds a month may sound small when put at 15s. a week, but if that £3 has to be paid every month for a couple of years, the total amount paid is over £70. Ask yourself, is the article worth £70? Money of that size is not easily obtained—it has to be worked for—so think and always have that final figure before your eyes.



Shipmate L. Ball being presented with a tankard by Mrs. Simpson, wife of Alderman Lieut.-Cdr. C. V. G. Simpson, R.N.V.R., president of the Association

Thirty-ninth annual dinner

THE Royal Naval Association (City of Birmingham and District) held its 39th annual dinner on October 24. One hundred and fifteen sat down to dinner and among the guests were Capt. R. M. T. Taylor, C.B.E., R.N. (Admiralty Regional Officer), Lieut.-Cdr. T. Jobling, R.N.R., (Midlands Division Officer Sea Cadets) and Mrs. Jobling, Lieut.-Cdr. F. Bell-Scott, R.N.V.R., the Rev. C. L. Martineau, B.A., R.N.V.R., and Mrs. Martineau and representatives of the W.R.N.S., D.E.M.S., Royal Marine and Royal Engineers Associations.

During the evening a telegram was received from Her Majesty The Queen thanking the members of the Association for their message of loyal greetings.

Tankards were presented to S. F. Stocker and L. Ball in recognition of their work for the Association by the President, Alderman C. V. G. Simpson, Lieut.-Commander, R.N.V.R.

The secretary of the Association surprised the guests by making a presentation to Mrs. Simpson of a pressure cooker and a steam iron. This was a delayed wedding present for Alderman Simpson and his wife for they were married three months ago.

SUCCESSFUL SALE OF WORK

OPENED by Lady Power, wife of the Commander-in-Chief, on November 4, the annual sale of work of the H.M.S. Vernon Branch of the R.N.F.U.S.W. proved a most enjoyable event.

Rodney Morgan Giles (at four years of age a very young sailor boy!) presented Lady Power with a bouquet and an extremely smart salute, after which the principal guest mingled with members and their friends around the very well-filled and gaily decorated stalls. We were very pleased to welcome Mrs. Curry, wife of the Chief-of-Staff, Mrs. Winter, the district secretary, and members of other branches.

During tea, served by Mrs. Bird and the tea committee in a trellis-adorned enclosure, Rodney Morgan Giles drew the winning raffle tickets held by: Mrs. Saunders, E. R. A. James, M. Roast; 3rd Officer B. Graves, W.R.N.S., P.O. Wren Oliver, Mr. Mason, Mrs. Roxburgh and Mrs. Thorpe. The doll's house was won by Mrs. Blundell.



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.....

Ausonia has occasional change of scenery

FLEET HEAVY REPAIR SHOP

H.M.S. Ausonia, now the Mediterranean Fleet heavy repair ship, started life as a Cunard liner. Built by Armstrong Whitworth, she was launched in 1921 and first employed on the Atlantic run between Liverpool and Halifax. At the outbreak of the Second World War she was taken over by the Admiralty. Under the command of Capt. C. T. M. Pizey (now Admiral Sir Mark Pizey, late C-in-C., Plymouth) she assumed the role of an armed merchant cruiser.

In 1942 came the conversion to heavy repair ship. After service in the East Indies from 1944 to 1946, she became flagship of the Reserve Fleet, Chatham.

"Badgers," of London, had care of her from 1954 to 1957, when she was towed to Devonport to be refitted for service in the Mediterranean.

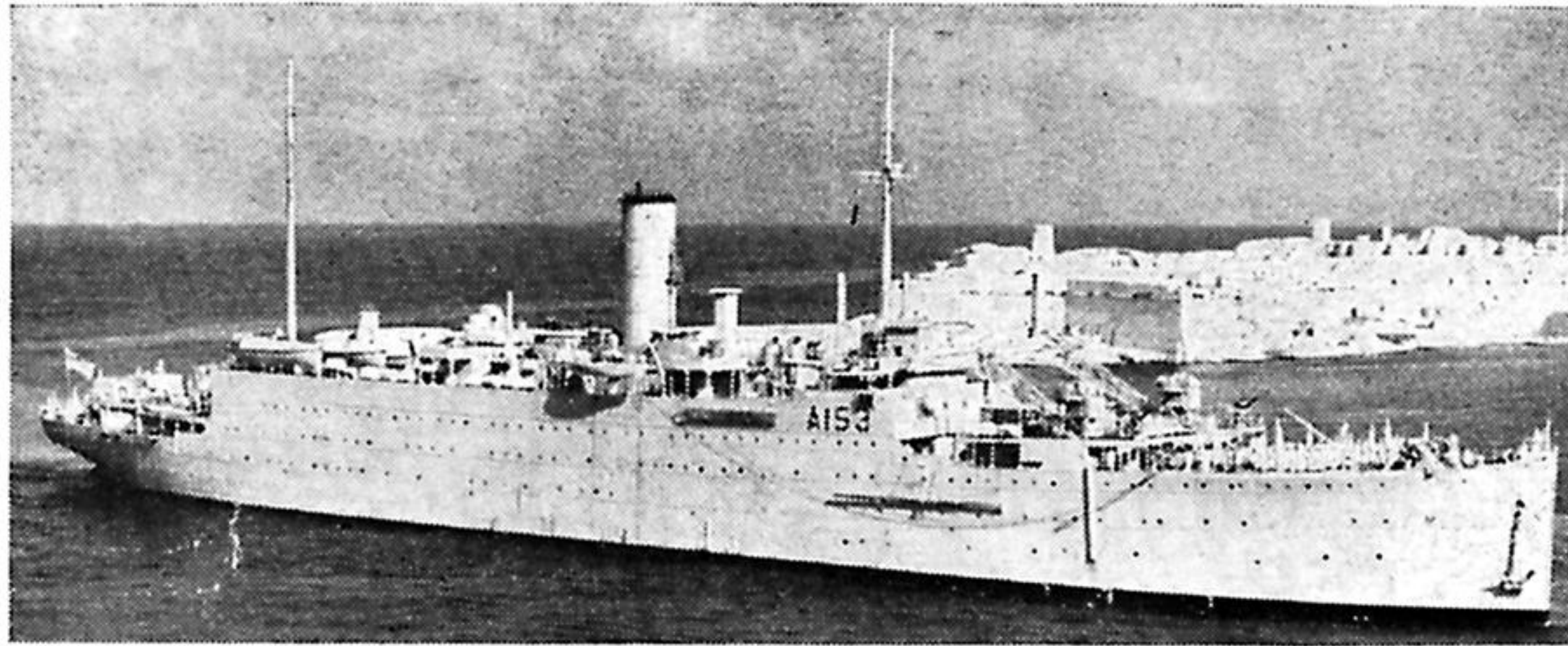
Ausonia arrived in Malta on October 16, 1958, to relieve H.M.S. Ranpura; and by the end of November was operating a full repair schedule, working 3,500 man-hours to complete an average of 500 jobs a month.

However, believing in the well-founded adage that all work and no play makes Jack not only dull but very "chokka," the ship has occasionally managed to slip away from Lazaretto Creek for a change of scenery and a breath of fresh air. In March of this year Ausonia visited Naples and Salerno, which gave the ship's company an opportunity to see Pompeii, Herculaneum, Paestum and Vesuvius. It was unfortunate that Flag Officer, Malta, who sailed in the ship was forced to curtail his visit because of disorders in Malta dockyard: all were enjoying assuming the dignity of a flagship!

In June Ajaccio (Corsica) was visited, and then the ship joined the Fleet in Exercise Sardex, for which purpose a detachment of Royal Marines Commando was embarked.

Ausonia should have gone to Augusta at the beginning of August for the Fleet regatta, but more trouble in the dockyard necessitated the ship's presence in Malta. However, there was a splendid trip to Genoa in September.

On the sporting side, the ship has had her triumphs; the soccer team won



H.M.S. Ausonia entering Grand Harbour, Malta (Photo: E. V. Bosco, Hamrun)

both the cup and the league. Nor were the arts forgotten. Ausonia's Dramatic Society's entry gained first prize in the R.N. drama festival in February.

THE VULTURE

Among the many distinguished visitors to the ship over the past year have been two sailing vessels and a vulture. The ship was host to the Yugoslav training ship Jadran in June, and this beautiful three-masted barque made an interesting spectacle berthed alongside—a pleasant change from the constant stream of destroyers and frigates. In July, Lieut.-Cdr. Atkinson and A.B. Fisher brought their home-made yacht Borer Bee for rest and repairs on their long voyage from Singapore. And the vulture? He came aboard during the passage to Genoa, perching first on the ensign staff and later on the starboard four-ton crane. He was victualled in, and became quite tame. The ship's company had visions of retaining him as a unique ship's mascot; but unhappily he fell overboard on the third day and was drowned before it was possible to pick him up. Whether there is any connection between this misfortune and the storm which, on the return trip, delayed the ship's entry into Grand Harbour by two days will perhaps provide a talking point for ancient mariners.

On November 1 there were 210 ships totalling 1,310,425 tons, laid up in British ports, and of this total there were 160 vessels of 978,453 tons.



Capt. T. W. Best, R.N., Commanding Officer of H.M.S. Ausonia

Post office can assist

THE forthcoming reductions in the number of individual allotments allowed to personnel of the Royal Navy and Royal Marines may necessitate the readjustment of the financial affairs of some people and it may be helpful to them if they are reminded about some useful facilities that are afforded by the Post Office Savings Bank.

Wherever you are serving you can allot from your pay for deposit into your own Post Office Savings Bank (Admiralty Allotment Series).

When on board H.M. ships which carry their own accounts, both at home and abroad, and in shore establishments on foreign station, a Post Office Savings Bank book (Naval Savings series) will be issued to you on application to your pay office and on making the initial first deposit of at least 5s.

In shore establishments at home you may open an account in the usual manner at any post office doing Savings Bank business.

STANDING INSTRUCTIONS

The Post Office Savings Bank will, in suitable circumstances, accept "standing instructions" from depositors who wish to make regular payments for insurance, house purchase, etc. There is a very reasonable charge of 8d. per payment for this service.

National Savings Certificates can be purchased by transfer from Post Office Savings Bank Account by filling in a simple form (SB10A) which can be obtained from most post offices in the United Kingdom and the same arrangements apply for the purchase of Premium Savings Bonds and Defence Bonds.

Note.—Further information on the various facilities afforded by the Post Office can be obtained from The Secretary, H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7.

OVER A QUARTER MILLION MILES

SHIPS of the 7th Destroyer Squadron completed their general service commission on November 18, upon their return to their home ports. The leader, H.M.S. Trafalgar (Capt. C. D. Madden, R.N.), and H.M.S. Jutland returned to Portsmouth, H.M.S. Dunkirk to Devonport and H.M.S. Broadsword to Chatham.

Each ship has steamed about 75,000 miles during the commission, which included patrols off Iceland and Cyprus, and each has spent about 310 days at sea during the last 18 months.

The ships are to pay off and recommission.

SHIPS' BELLS ARE FOR SALE

NEARLY 400 ships' bells, struck and polished by thousands of former sailors, and now surplus to Admiralty requirements are to be sold at prices varying from £3 to £10 each.

They range from two 4½-inch 5 lb. bells from the Royal Prince to the 155 lb. 16-inch bell of the Peregrine and include those of King George V Class of battleships. Many of the 370 bells being offered for sale have been used on board for Naval christenings.

An Admiralty Fleet Order has been issued giving the names and details of all the bells and applications to buy them will be considered on the merits of claims, preference being given to those who have served on board or have had close associations with the ships concerned.

Because of the number of applications expected, the Director of Stores

SERVICE personnel over the age of 21 years, and their families and other entitled persons may now obtain from the N.A.A.F.I. certain domestic appliances and other durable goods retailing at £10 or more on instalment credit terms.

The customer will be required to make a deposit of at least 20 per cent of the retail price of the goods and to enter into an agreement to pay the balance over the next eight months in regular weekly, fortnightly or monthly instalments. A discount of 5 per cent. will be allowed on the amount of the deposit only but no interest or service charge will be added to the balance of the retail price. The amount of credit to be met by instalments will probably vary from £40 to £120 according to rank.

at Admiralty will probably not be able to decide allocations for some months, and it is unlikely that more than one bell can be allocated to any applicant.

Applications to purchase should be made in writing to Director of Stores, Admiralty, S.W.1, or by a personal call to the Whitehall Entrance of Admiralty, where conditions of sale and prices can be obtained.

NEW BLOCK FOR PETTY OFFICERS AT LEE

ADMIRAL Sir Walter Couchman, the Flag Officer Air (Home), officially opened a new three-storey Petty Officers' Mess at H.M.S. Ariel, Lee-on-Solent, on November 12.

The Admiral said that the mess was one of the best in the Navy and one petty officer described it as "just like a luxury hotel."

A SINGLE ACCOUNT WITH BERNARDS— FOR ALL YOUR PURCHASES

Bernards provide the facilities of a large Departmental Store with the additional advantage of a truly personal service provided through conveniently situated branches and widely travelling representatives.

Through Bernards you may obtain all your Uniform and Civilian clothing requirements and practically every other need of the Serviceman and his family, including Footwear, Sports Wear and Equipment, Fancy Goods, Toys and Games, Cameras and Cycles, Radio, Television, Record Players, Tape Recorders and Electrical Appliances, Furniture, Nursery Furniture and Baby Carriages, Watches and Jewellery, Rings, Lingerie, a Gift Service for Chocolates, Biscuits and Flowers.

Full particulars of the BERNARDS Service are available on request at a Branch or Head Office.

BERNARDS will gladly open a Credit Account and settlement may be made through an Admiralty Allotment or Bankers Order. Purchases may be made at any Bernard Branch or through Head Office.

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INCORPORATED BY ROYAL CHARTER
Patron: H.M. The Queen

NEW HEADQUARTERS FOR DONCASTER

ALTHOUGH the Doncaster branch of the Royal Naval Association has not appeared in print for the past few months it does not follow that things have not been happening there.

Last August the branch moved its Headquarters to the Yorkshire Dragon barracks, Danum Road, Doncaster and "chummy ships" and intending visitors are asked to make a note of the new address.

The No. 11 Area quarterly meeting was held at the new address last August.

The branch had its annual outing on August 30 and a full bus load made the trip to Scarborough in extremely good weather. It was a different state of affairs when a trip was made on the passenger barge "Water Gypsy" along the South Yorkshire Canal from Doncaster to Goole. The 30 members and their friends who made the trip thoroughly enjoyed it but the weather was more in keeping with an Arctic Convoy than a Mediterranean Cruise. Still, the weather could not blunt the friendliness of the occasion.

The Rifle Club maintained its high standard of marksmanship right through the season and finished as runners-up in its league. As this was the club's first full season it was a noteworthy achievement and an inspiration for future seasons.

Every Friday evening is now becoming accepted as a social night at the headquarters. Activities range from darts through to solo, dominoes, yarn spinning and the sailors' favourite—

tombola. The average attendance is very good and the branch has been glad to welcome back one or two absentees to the fold.

The Ladies' Section of the branch are still doing famously although their numbers are down a little at the moment owing to imminent increases in the size of families! The section is to hold a Coffee Morning in the famous old Mansion House shortly. The proceeds to go to welfare funds. It is hoped that the venture will be very successful.

Shipmate Beresford Eady, the chairman of the branch, has recently been awarded a cup by his yacht club for the most meritorious small vessel voyage of 1959. The award is in recognition of his feat in bringing his 70-ton sailing barge from its South Coast moorings to Doncaster. The journey was made with only one crew—his wife—and from her accounts the bad weather made the journey worse than "coaling ship." The branch members are proud to add their congratulations to those of his club.

Cricket section reviews the season

THERE may be many branches in the Royal Naval Association which run a cricket section but the only one which can be called to mind is that of the Chatham branch.

The Cricket Section of the branch held their first dinner-social on October 17 at the branch headquarters, 209 Luton Road, Shipmate Newcombe, captain of the team, said that the team had worked very well and finished the season with nine wins, nine defeats and two drawn matches. It was obvious that their opponents had found the branch's standard and code of play acceptable for, with the exception of five weeks, 1960 season is already booked up. Engagements include visits to Margate, Sheerness, Mereworth and Sevenoaks.

Honours trophies were presented to R. Abbey for batting and fielding and to R. Collins for bowling. The latter had taken 58 wickets at an average of 6.46 runs per wicket—a most commendable performance.

The dinner was followed by a most successful social.

The cricket secretary wishes to place on record the thanks of all those who played to the scorers, umpires, and lady helpers who provided tea at all home fixtures and to the Maintenance Commander and his groundsmen at Chatham, without whose co-operation the club would not have been able to carry out its programme.

He was a great gentleman

THE death of Instructor Rear-Admiral Sir Arthur Hall, K.B.E., C.B., took place on November 21.

Admiral Hall had been president of the Welling branch of the Royal Naval Association since 1945 and his death will be a great loss to the branch. His wisdom and guidance had always been a great asset and he will be very hard to replace. He was a grand gentleman.

Admiral Sir Charles Lambe, the First Sea Lord, assisted by Admiral Sir Manley Power, the Commander-in-Chief, Portsmouth, stirred H.M.S. Sultan's Christmas pudding on November 19.

Hayling holds its annual dinner

THE smaller branches of the Royal Naval Association can, if they themselves try to do so, have as an enjoyable time at their annual dinners and their functions, as the larger branches.

About 40 members and their friends of the Hayling Island branch demonstrated this fact at their Annual Dinner on November 21.

The warmth and friendliness of this small branch has to be experienced to be believed. It's a pity that the many Naval and ex-Naval men of the Island do not become members of this friendly branch. They do not realise what they are missing.

In the unavoidable absence of the president, Capt. Pyatt and the vice-president Dr. Broughton, Shipmate W. Denton, the chairman of the branch took the chair at the dinner and proposed the loyal toast.

Shipmate W. Driver in an amusing little speech proposed the toast of the Royal Naval Association.

The Padre of the branch, Bishop Mark I. the Rev. Frank Roe proposed the toast of the visitors and the reply was given by Colonel L. O. Jones, R.N., the chairman of the Havant and Waterloo Urban District Council. He referred to himself as a "Coal Ship Sailor" and in thanking the branch padre for proposing the toast he complimented the branch on the "jolly good company, jolly good food and jolly good time."

The toast of "Ladies" was proposed by Shipmate J. Peel and he thanked the ladies connected with the branch for the support given to the branch during the past year. Mrs. Crisp replied on behalf of the ladies and thanked the members for the kindness extended to them.

The toast master was the secretary of the branch, Shipmate F. Jones. After dinner shipmates and guests were entertained by a concert party whose fee for the occasion was being donated to charity.

It had been hoped to make a presentation to that popular Shipmate Ben Bruce, but unfortunately, he was ill and could not attend.

The whole evening was a splendid success.

A helicopter piloted by Lieutenant R. M. Kerr, R.N., from H.M.S. Ariel, Lee-on-Solent, took a patient from Wroughton Hospital to the Royal Air Force Hospital, Halton, on November 16.

H.M. Ships Venus, Urchin and Carron, all frigates of the Dartmouth Training Squadron, spent from November 12 to 16 at Portsmouth after a visit to Copenhagen.

Founder Members

SIR.—The undersigned would like to hear from any surviving Founder Member of the Royal Naval Association or, alternatively, from any Shipmate who may have information or knowledge of any founder member, past or present.

I make this request for private reasons, which will be made known to any founder member that I can contact.

I know of course of some who have passed on but there are still a few left and it is these that I would like to trace.

Yours faithfully,
G. W. Nixon.

South West London Branch,
90 Woodmansterne Road,
Streatham, London, S.W.16

Twenty-one years of progress at Gosport

IT is twenty-one years since the Gosport branch of the Royal Naval Association was formed and during those 21 years there has certainly been progress.

From a "ship's company" of 70, the branch now has a muster list of 400 and from a room in a public house the branch now has its own very fine headquarters in the Fareham Road.

Nevertheless, progress as it may be, the branch is still very proud of its old "stalwarts" and happy to see many of them still supporting and actively participating in both the social and business activities of the branch.

The twenty-first Anniversary Dance was a huge success and this was followed by a very novel "Tramps Ball" which turned out to be an hilarious and enjoyable evening. Prizes for the best (or should it be the worst?) dressed tramps were presented by the branch's Life Vice President, Capt. J. W. Josselyn, D.S.C., R.N.

Many outings have been arranged by the able and hard-working Social Chairman, Shipmate H. Brown and his committee. Visits to the P.O.s of

Whale Island and to the C.P.O.s of H.M.S. Dolphin were especially notable. The branch publicly thanks the hosts for the many splendid evenings accorded it and hopes that they will be seen at branch headquarters in the near future.

The 21st Dinner and Dance is to be held in the Headquarters on December 4 when the principal guest will be the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power.

The Ladies' Section continue to work very hard in the many tasks that they undertake and though their numbers are few their efforts are great and the branch greatly appreciates them.

Like other branches of course Gosport has its rough patches but up to now the branch has managed to weather the storms and is looking forward to a bright future.

Middleton's Miss Britannia



The third Naval Queen of Middleton, Miss Anne E. Worrall, after her crowning on September 20 at the Annual Dinner of the branch. With Miss Worrall are the president and members of the branch. The new Miss Britannia attended

the Festival Hall Reunion as guest of the branch. Any branch wishing this charming young lady to attend any Naval dance or dinner should write to Miss Britannia, 1 Cinder Hill Lane, Royton, Lancs. (Photo: Alan Halkyard, Middleton.)

MISS CONDOR 1959

THE Condor Club, which occupies the larger part of the N.A.A.F.I. buildings at H.M.S. Condor, is now open. The club boasts a luxurious lounge bar with the loveliest of furnishings and ultra-modern fittings. Here one can sit with one's wife, friend or mates in almost hotel-like surroundings. Next door is an equally well-appointed "Men Only" Bar. On the other side of the club is a large activities room where a first-rate cabaret to mark the opening of the new club took place on November 21.

Mrs. G. W. Tanner, wife of Captain G. W. Tanner, cut the tape across the front of the bar in the lounge to declare the new club open. She was presented with a bouquet.

The cabaret was an outstanding success. Five Wrens dressed as "little horrors from St. Trinian's"—Leading

Wren Aldous, Leading Wren Cooper, Leading Wren Knott, Wren Daly and Wren Bigmore, looked the part in their gym dresses.

High-light of the evening was the "Miss Condor" beauty contest. A panel of judges from the Station chose Leading Wren Gillian Cooper, aged 23, of Bloxwich, Staffs, as "Miss Condor." Runners-up were Wren Margaret Zinn, aged 20, of Torpoint, Cornwall, and Wren Pat Mann, aged 20, of Sidcup, Kent.

C.P.O. Garry Smith delighted everyone with his miming. His versatility was amazing. The Condor Cool Cats Skiffle Group gave their version of "When the Saints go Marching in" and other numbers. Comedy was amply provided too by a group of Wrens who gave sketches on "Life with the J.R.T.s."



Leading Wren Gillian Cooper, H.M.S. Condor, 1959

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £2,618,585 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £552,476 to kindred organizations and Children's Homes, and £314,953 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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Flag Officer Flotillas Visits the Belfast R.N.A. Branch

OLD R.N.O.C.A. STANDARD LAID UP

BELFAST shipmates have much to enthuse over since monthly meetings were resumed in September.

On October 25 the annual dinner was held at which the Senior Naval Officer Northern Ireland, Capt. C. R. L. Angles, R.N., was guest of honour, and provided a very enjoyable evening for some 140 shipmates and guests. After the loyal toast, the chairman read a message from Her Majesty The Queen in reply to a telegram of loyal greetings from the branch.

The laying up of the old Royal Naval Old Comrades' Association standard at St. Anne's Cathedral was also a great occasion. The annual Trafalgar Service organised by the honorary secretary of the King George V Fund, this year also embraced the R.N.R. centenary parade for H.M.S. Caroline (Ulster Division), so the old standard made its last public appearance in fitting company.

Led by the Royal Marine Band from H.M.S. Drake the R.N. and R.N.R. contingents, W.R.N.R., Sea Cadets, Sea Scouts, Rangers and Mine Watching Service, with the R.N.A. in the rear provided a spectacle rarely seen in the city.

The Belfast branch on this occasion marched from headquarters to the assembly point, numbers being swelled by shipmates from Bangor, Mid Antrim, and Newtonards; and headed by the R.N.O.C.A. standard and those of the branches mentioned. To take up the R.N.A. place Association members had to pass the uniformed companies already fallen in, and then came a great thrill. As the "seaman guard" and successive companies were called to attention, shipmates

held their heads higher and felt that this was their day.

In the Cathedral, Lieut.-Cdr. Osborne King, D.S.C. (ex-R.N.V.R.), the first R.N.O.C.A. chairman and now a vice-president, received the standard from Shipmate Glass to hand over to the Very Rev. Dean C. I. Peacocke. Shipmate T. Brown was in charge of the standards.

The visit of the Flag Officer Flotillas (Home), Vice-Admiral Sir Charles Madden, Bart., flying his flag in H.M.S. Bermuda proved a memorable one for the branch.

Capt. A. Robin, D.S.C., R.N., of H.M.S. Bermuda and his ship's company are also thanked for the special privileges and hospitality enjoyed by Belfast shipmates during the visit of H.M.S. Bermuda. Members of the branch thank the Bermudas for the fine plaque which they are so proud to add to those adorning the walls of the headquarters. The branch is privileged to welcome increasing numbers of liberty men from Her Majesty ships in the port at 55a Gt. Victoria Street.

The Belfast Branch standard was on the platform at the annual Remembrance Festival in the Ulster Hall and on Remembrance Sunday the branch wreath was laid at the Cenotaph by the chairman, hon. secretary and hon. treasurer. After the wreath laying ceremony, the Irish Area and Belfast representatives enjoyed the hospitality of the Lord Mayor in his parlour. Invitations to the branch officers and wives to attend the R.N.R. Centenary ball given by the Lord Mayor and



Vice-Admiral Sir Charles Madden, Bt., with the Belfast chairman C. A. Maxwell, Capt. A. G. Reid, O.B.E., R.N., Capt. A. Robin, R.S.C., R.N., and Belfast Shipmates D. Hunt, D.S.M., Lieut. J. Hogg, R.M., T. Brown (hon. secretary), A. Patton, D.S.M., C. Ruddy, F.G. Beattie (hon. treasurer), and R. Gaw (area hon. treasurer) (Photo: Belfast Telegraph)

Corporation, and the attendance of the chairman and his wife at the Silver Jubilee dinner of the Belfast Jewish Ex-Servicemen and Women's Association, are indications of the standing of the Association in Belfast.

Belfast is now preparing for the Children's Christmas Party, to be held again on board H.M.S. Caroline by kind permission of Capt. Robson, R.D., C.O. Ulster Division R.N.R.

Branch members regret the lengthy stay in hospital of Shipmate J. Mallon. His old war wound has been giving trouble. It is hoped that he will soon be restored to health and strength, to continue his good work for the branch and the welfare of his beloved Sea Cadets.

A final word of regret at the departure of Capt. C. R. L. Angles. His encouragement and support to The Royal Naval Association while he was Senior Naval Officer Northern Ireland will be ever remembered.

Trafalgar Day Dance showed a Good Profit

ALTHOUGH Friday the thirteenth is considered by some to be an unlucky day, the members of the Newcastle and Gateshead branch would not agree. On Friday, November 13 branch held its General Meeting and a most successful meeting it was too.

The report on the Trafalgar Day dance was very satisfactory, a profit of £42 being made and of this no less than £13 was made by the Ladies' Committee. There is to be a surprise for them later on.

When the item on the Agenda—correspondence—was reached there was an invitation to attend the opening of Sunderland's new club headquarters and Newcastle intend to be present and the members congratulated Sunderland on its achievement.

Shipmate Clasper, vice chairman of the branch, is putting a tremendous amount of work into the Christmas raffle and the profits will go towards a branch Standard.

Arrangements were made for various

social activities including a meeting with the R.E.'s Association.

Before closing the meeting the chairman, Shipmate R. Finch, thanked Shipmate W. Branch for a magnificent gavel and plinth made from the bell of H.M.S. Brave. Shipmate Branch is the local officer for the mine-watching service and is looking for recruits.

The branch gave a warm welcome to a new Associate Member—Bob Davies and wished him well.

The British Queen, the largest British oil tanker, of 50,000 tons, built by John Brown & Co. at Clydebank, was named by Queen Elizabeth the Queen Mother, on September 16.

The 16,000-ton Soviet atomic ice-breaker Lenin sailed for her maiden voyage on September 15.

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Golden City Branch Preparing for Open-Air Christmas Party

THE big social event of the year of the Golden City branch, is now past. The Johannesburg branch held its Annual Trafalgar Ball, on Friday, October 16, 1959, at the S.A. Naval

Base, kindly lent for the occasion, by Shipmate Buckley (C.O. of the Base.) Main events of the evening were the dancing girls, and a scottish piper, the branch padre read Nelson's Prayer, and the skipper proposed a toast to our patron.

On Remembrance Sunday, a number of shipmates attended the service at the City Hall, after which the skipper laid a wreath, at the Cenotaph, on behalf of the branch. The branch standard was paraded the same evening, at St. Mary's Church, where the Padre conducted the Remembrance Service. The branch standard was left in the custody of the church, during the service.

Plans for an open-air Christmas Party, in December, are in full swing. (Yes, it is open-air parties, at this time of the year, over here.) The Branch Jaunty, has offered the use of his home, a large lawn for the dancing, and a swimming pool, for those who need a little cooling off.

The Branch has started its own newspaper, "The Crow's Nest." It is hoped to advertise the R.N.A. throughout the Union and Rhodesias, it the near future, by having transfers made of the Association Badge, for sticking on to car windows. Johannesburg shipmates will pleased to hear of the new branch being formed in Gwelo, Southern Rhodesia.

E. A. PARKER

Miss Neptune Elected at Newcastle

THE Annual Trafalgar Day dance of the Newcastle and Gateshead branch of the Royal Naval Association is now past history and what a memorable evening it turned out to be.

Two hundred and fifty dancers in the Old Assembly Rooms enjoyed themselves, pausing only to watch the Miss Neptune 1959 contest in which the judges were Captain G. F. Renwick, R.N., and Mrs. Renwick, Lieutenant Patterson, R.N.V.R., Mr. and Mrs. P. Anderson, Mrs. R. Finch and a Chief Petty Officer from H.M.S. Lion.

The winner was 19-year-old Miss Margaret Tullen of Cherry Tree Road, North Shields and her Lady-in-Waiting was 20-year-old Miss Margaret Hephner of Newcastle.

Praise and thanks are due to Shipmate Thirlwell and the dance committee and to Shipmates Turtle and Clasper who organised the Miss Neptune Contest. Much hard work was involved and the Newcastle and Gateshead branch as a whole do thank everyone for their help. The branch does not forget the Ladies' Committee which organised and ran the raffle with over 70 prizes and which made a handsome profit.

Shipmate Anderson, now of Newcastle branch, sends his regards to Belfast and the branch offers its congratulations to Bangor on the opening of its new headquarters.

[By Editor.—Thank you, Shipmate Chairman for your invitation, but it is a long journey from Portsmouth to Newcastle—even for a Miss Neptune contest.]

Newton Abbot had busy October

OCTOBER was a busy and memorable month for the members of the Newton Abbot branch of the Royal Naval Association.

Forty-one members, wives and friends visited London for the annual reunion of the Association. The party left Newton Abbot at midnight and arrived in London at 7 a.m. and returned home on Sunday morning. Shipmate C. Lewis, the branch secretary organised the trip and it was so

successful that it is planned to make it an annual event.

A week later—on October 24—the ladies section ran a Bazaar. The shipmates of the association went along but what many of them did not know was what the ladies intended doing with the money they raised. Previously the ladies' money-raising activities have been devoted to parties and for the branch's general funds, but now the ladies have their eyes on a new headquarters for the branch. Their effort organised by Mrs. A. M. Mills and her committee raised over £30, and the branch chairman, Shipmate W. G. Langridge complimented them on the effort.

The Bazaar was opened by Lady Sylvia Sayer who commended the ladies on their admirable work. She also praised the Association. "The sailors of this country are the finest in the world. They always were and they always will be" she told the shipmates.

On the next day—Sunday, October 25, between 30 and 40 members of the branch attended the first of a series of guest services at the Queen Street Methodist Church. The Branch Standard was escorted to the Communion rail where it was received by the Reverend G. J. Clapp, B.D., a member of the Association. Shipmate R. Dolbear was the standard bearer.

Shipmate W. G. Langridge read the Old Testament lesson and Mrs. Mills read the New Testament lessons.

To round up the month's activities the branch had a social on October 31 when the members were entertained by the Hobo Concert Party from Exeter.

THE TYNE'S PLAQUE AT NELSON'S BIRTH-PLACE

A plaque marking the birthplace of Lord Nelson was unveiled on a wall at the road side near the old rectory, Burnham Thorpe, by Rear-Admiral H. G. Thursfield, president of the Fakenham Branch of the Royal Naval Association on Sunday, November 22.

The plaque, which was made in and presented by H.M.S. Tyne, flagship of the Commander-in-Chief, Home Fleet, bears the inscription "The old rectory in which the Admiral was born stood

20 yards back from this wall. It was pulled down in 1803."

After the unveiling a framed engraving of the rectory was presented to Lady Silvia Combe, who is a trustee of the Nelson Memorial Hall, at Burnham Thorpe, in which the engraving will be hung.

Admiral Thursfield recalled that Nelson's last visit to Burnham Thorpe was in 1788. His father, the rector, moved out of the rectory leaving the parsonage for Captain and Mrs. Nelson, and Nelson stayed there until 1793 when he left to take over command of the Agamemnon and he never set eyes on Burnham again.

Among those who watched the ceremony on November 22 was Mr. R. H. Secker, Chairman of the Fakenham Branch of the Royal Naval Association and members of the branch.

Nore command appreciates resettlement committees

ON November 10 the Commodore and officers of R.N. Barracks, Chatham, had the pleasure of dining with the chairman, the Right Honourable Viscount De L'isle, V.C., and members of the London and South Eastern Regional Resettlement Committee.

The occasion was pleasant and informal, and was, in a small way, the Nore Command's expression of appreciation of the work done by this committee, and indeed, by all the Regional Committees, in smoothing the path to civilian life of officers and ratings retiring from the Service.

These Resettlement Committees, of which there are eleven, covering the whole of Great Britain, were formed early in 1958 to assist in the resettlement in civil life of the large numbers of officers and ratings leaving the Service under the terms of A.F.O. 1955/57. They are composed of representatives of Industry, Commerce, the Trade Unions, and the Ministry of Labour, and as a result of their work, the managing directors and personnel managers of commercial and industrial firms throughout the

country are very much aware of the potential value to them of men retiring from all branches of the Service.

During his after dinner address Viscount De L'isle briefly surveyed the work of the Resettlement Committees, and, quoting from the Progress Report of the Advisory Board, stated that of 11,000 officers who left the Services between July, 1957, and March, 1959, over 90 per cent. had found satisfactory employment. The corresponding figures for ratings and other ranks were 120,000 and 97½ per cent.

It is clear that the joint efforts of the various resettlement organisations have been most successful during the run down period of manpower in the Services. It is good to know that the resettlement machinery set up, will continue to function after the present period of premature releases is over.

The knowledge that they will be assisted in every way to find satisfactory civilian employment at the end of their Service career will be, in itself, an inducement to young men of ability to join the Regular Forces.

Changed course of the war in a single night

TARANTO REMEMBERED

MORE than 150 officers who combined nearly 20 years ago to change the course of the war in the Mediterranean in a single night met again at the Royal Naval Air Station, Lee-on-Solent, on November 6 to mark the anniversary of the Taranto Raid.

It was on November 11, 1940, when 40 pilots and observers of the Fleet Air Arm flew their 20 Swordfish aircraft to deliver a crippling attack on Taranto Harbour to succeed in proving decisively the potency and necessity of Naval air power. After a flight of 170 miles from the aircraft carrier *Illustrious* they left three of the most powerful units of the Italian fleet crippled and others sinking. Only two of their number lost their lives in the raid, which has been described by historians as "an example of the economy of force, the success of which had a profound effect on the Mediterranean situation."

Attending the anniversary dinner in addition to the pilots and observers

Sir William Dickson, one of the guests, who started his career in the Naval Air Service in 1916, and who proposed the toast of "Taranto" said "The Fleet Air Arm is outstanding for its efficiency, the quality of its personnel, for its equipment and above all for its remarkable morale and esprit de corps."

He later unveiled a portrait of Sub-Lieut. R. A. J. Warneford, a Royal Naval Air Service Pilot, who was awarded the Victoria Cross for the destruction of a Zeppelin in June 1915. He was later killed. Mr. C. A. Warneford, a cousin of the flyer watched the unveiling.

SUBMARINE OFFICERS' REUNION

MORE than 300 officers attended the Submarine Officers' annual reunion at H.M.S. Dolphin on November 13.

Among those present were two admirals, three vice-admirals, 10 rear-admirals and 51 captains.

URCHIN PRESENTATION

WHEN H.M.S. *Urchin* visited Portsmouth during November (12 to 16) she was visited on November 13 by the Mayor of Ilford, who presented to the ship a plaque commemorating the bond of friendship which exists between the Borough of Ilford and the ship.

It was the third occasion that the plaque had been handed to the ship since it was first commissioned in 1943. Alderman R. Daniel, who made the original presentation, accompanied Alderman H. Boot, the present mayor.

The ship's commanding officer, Cdr. D. J. Bent, R.N., presented the Mayor with a framed photograph of the ship.

BOOK REVIEWS

Taranto—The Trafalgar of the air

"BY SUPERB airmanship and the faultless execution of a brilliantly conceived plan, they not only surprised and crippled the Italian fleet, but altered the course of the war in the Mediterranean, shattered a dictator's dream, and laid the foundation for ultimate Allied victory in North Africa." That was Taranto.

For well over a year Britain had suffered defeat after defeat. The people at home, as well as our fighting services, badly needed a victory, and the Fleet Air Arm gave them one. Taranto—the Trafalgar of the air—was the victory—and what a victory!

Twenty Swordfish took off from H.M.S. *Illustrious* and, in one short night, inflicted more damage on the Italian battle fleet, lying snugly at anchor behind powerful defences, than the German Navy suffered in daylight at the battle of Jutland.

In *Taranto—(Don Newton and A. Cecil Hampshire, published by William Kimber—25s.)*—the authors tell graphically the events leading to this remarkable exploit, the stories of the men who took part in the organising and planning of the attack as well as those who actually took part in the operation.

Each page of this book bears the mark of authenticity. It is a book which should be read, not only by those who fought with the Fleet Air Arm in the war, but also by those now serving in the Navy and all those who love a really good story well told. I can unreservedly recommend this book.

H.M.S. Victory through two hundred years

ALTHOUGH about a quarter of a million people visit H.M.S. *Victory* in Portsmouth dockyard every year and although perhaps more books have been written about the famous Admiral who was killed in her at Trafalgar than about any other man, it is not until this year—200 years after the ship was ordered—that a full accurate story of *Victory* has been produced.

In his book *H.M.S. Victory (Cassel & Co. Ltd.—30s.)*, Kenneth Fenwick tells the story of H.M.S. *Victory* from the moment she was planned down to the present day. He writes of her building, her refits and modifications, of the admirals whose flags she flew and of the men who served in her.

The book is splendidly illustrated and a real pleasure to read. All those

interested in the Navy will find Fenwick's book absolutely fascinating as well as informative, for the wars and battles in which the ship took part are admirably described. H.M.S. *Victory* smells of the sea—of rope—of tar—of smoke—and it is without hesitation that I recommend it to readers of NAVY NEWS. They will love it.

THE LAST OF THE LEVIATHANS

THERE seems to be something wrong with our bloody ships today." So said Admiral David Beatty to his flag captain Ernie Chatfield on the bridge of the battle-cruiser *Lion* during the first part of the Battle of Jutland.

What has this to do with the "Mighty Hood"? Just this, Hood suffered from the same defect that our ships which were sunk at Jutland had, viz. the indifferent armour protection of our battle-cruisers, particularly as regards turret armour and deck plating.

The Mighty Hood, Ernie Bradford, (Hodder and Stoughton Ltd. 16s.) tells the story of "The greatest and most graceful ship of her time—perhaps of any time—the last of the Leviathans," from her birth, her ancestry, her cruises, her work, her guns, to her sudden death, with the loss of 94 officers and 1,321 ratings on May 24, 1941, in the Denmark Strait.

This biography of the Hood is well written, well produced and with splendid photographs. During her long life thousands served in her and will read this book with interest—and pride.

LEARN HISTORY THROUGH THE ROYAL NAVY

IS your son—or your daughter—interested in the Royal Navy? If so then here is a book which will further his—or her—interest and fill the youngsters with a desire to learn more about the subject, and, in passing, will undoubtedly give them a "new look" on history.

Lieut.-Cdr. Peter Kemp, the Admiralty Archivist, in *The True Book about The Royal Navy (Frederick Muller Ltd.—8s. 6d.)*, describes the mighty ships and epic sea battles, from the defeat of the Spanish Armada to the sinking of the *Bismark* and he explains the developments in ship-building and Naval strategy which helped to keep Britain's enemies at bay over the years.

This book would make an admirable Christmas present.

H.M.S. *Tiger*, the Navy's latest cruiser, left Portsmouth on November 27 to begin a commission in the Mediterranean.

THE 'BIG SQUEEZE'

ON the eastern side of Plymouth Breakwater, as all who know Plymouth well realise, is a 48 ft. high shipwrecked sailors' refuge consisting of an iron cage at the top of a huge plinth.

Recently eight burly Royal Marine Commandos—the biggest men in the training squad were picked for the test—managed to squeeze inside the cage, designed to take only six mariners. It is true that one ended up with his head outside.

The Commandos, led by Lieut. R. P. Rising, R.M., were on a week's course with the 4th Raiding Squadron at the R.M. Barracks, Stonehouse, Plymouth.

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H.M.S. Newfoundland

H.M.S. Newfoundland sold to Peru

AT the end of June, this year, Newfoundland returned from a very successful 18-month commission in the Far East where the ship, herself, had been since 1955.

R.N. ELECTRICAL SOCIAL CLUB

AT a Combined Management Committee Meeting of the Royal Naval Electricians Association (R.N.E.A.) and the Royal Naval Amalgamated Electrical Artificers Benevolent Society (R.N.A.E.A.B.S.), held at the Royal Naval Association Headquarters at Pitt Street, on November 11, it was agreed that a Social Club be formed, and named the "Royal Naval Electrical Social Club" (sponsored by the R.N.E.A. and the R.N.A.E.A.B.S.). The object is to foster social activities throughout the Electrical Branches of the Royal Navy.

It was agreed that the Captain of H.M.S. Collingwood, Captain S. E. Post, O.B.E., M.I.E.E., R.N., be asked for permission to hold a General Meeting of Senior Electrical Ratings, in Buckley Hall, H.M.S. Collingwood, on January 16, 1960, to form a Committee and to start the "Club."

Further information can be had from the Honorary Secretary (R.N.E.A.), Registered Office, H.M.S. Collingwood, Fareham, Hants, who is temporary Secretary for the Royal Naval Electrical Social Club. (Tel. Fareham 4241, Ext. 146.)

It is hoped to promulgate further information in the next issue of the NAVY NEWS.

French Carrier on Trials

The new French aircraft carrier Clemenceau, is now undergoing sea trials.

Of 22,000 tons (standard) displacement the carrier was launched at Brest in December, 1957. She is said to carry 60 aircraft and her full complement is 2,700 including 179 officers.

FILM RELEASES

"The Navy Lark" (CinemaScope), Service Comedy, Cecil Parker, Ronald Shiner, Leslie Phillips. "The Hangman," Western, Robert Taylor, Tina Louise, Fess Parker. "Alias Jesse James" (Colour), Outdoor Extravaganza, Bob Hope, Rhonda Fleming, Wendell Corey. "Watusi" (Colour), Adventure Melodrama, George Montgomery, Taina Elg, David Farrar. "The Buccaneer" (Colour), Adventure Melodrama, Yul Brynner, Charlton Heston, Claire Bloom. "A Hole in the Head" (Colour) (CinemaScope), Comedy Drama, Frank Sinatra, Edward G. Robinson, Thelma Ritter. "Last Train from Gun Hill" (Colour), Outdoor Melodrama, Kirk Douglas, Anthony Quinn, Carolyn Jones. "Operation Bullshine" (Colour) Army Comedy, Barbara Murray, Donald Sinden, Naughton Wayne. "Jet Storm," Aerial Melodrama, Richard Attenborough, Stanley Baker, Diane Cilento. "Ask Any Girl" (Colour) (CinemaScope), Romantic Comedy, David Niven, Shirley Maclaine, Gig Young.

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H.M.S. Mounts Bay's Long Range and Remote Work

BY OUR SPECIAL CORRESPONDENT

ON August 5 H.M.S. Mounts Bay sailed from Hong Kong on a cruise which was to take 10 weeks and would involve steaming 11,000 miles.

After a passage through the Philippine Islands the ship passed along the north coast of New Guinea. She crossed the line with the usual ceremony and, after making a rendezvous with the Dutch destroyer Evertsen, she arrived at Hollandia. This port, which is the Government seat for Dutch New Guinea, was built up by the Americans during the war and a pleasant two days was spent sightseeing and swimming in the huge fresh-water lake 10 miles inland. Various sports matches were played, after which the Dutch presented the ship with trophies in the form of articles of native workmanship.

The next stop was at Manus Island, where the ship refuelled. A liaison was established with the very small Australian base called H.M.A.S. Tarangau. On then to Rabaul at the east end of New Britain Island. Here we first met the Australian at home, and in particular the hospitality of the Returned Service Men's League. Two very pleasant days were spent in this interesting place. Visits were paid to the volcanoes near by (the harbour itself is in a crater and the whole area is volcanic).

The ship was now well into the south-east trade wind belt and the passages in the open sea were most unpleasant.

WIRED DANCING

Between August 25 and 31 the ship was in the British Solomon Islands, flying the distinguishing flag of the High Commissioner for the Western Pacific. During this time the ship visited six different islands—mostly places which were district headquarters. A call by an H.M. ship occurs approximately every four years and the inhabitants are very keen to see new faces. There was a lot of official and private entertainment. At one island (Ma'aita) a party of 40 were taken by launch some 15 miles through lagoons for a day's hospitality—lunch, football and swimming. At another island harbour (Tulagi) a morning's entertainment was arranged, including singing and dancing by a hundred girls, music by a bamboo band and wired dancing by men from the Reef Islands. Later in the day all these people saw round the

ship, and the band performed on the quarterdeck.

Bad weather again dogged our footsteps and visits to three islands had to be cancelled—however, we did see Luganville in Espirito Santo and Vila in Efate. Hospitality at both was overwhelming. We sensed the presence of Tahiti (French) and local dancing.

At Santo a barbecue was arranged for a hundred of the ship's company. Companionship and refreshment was unlimited, and for food the locals had killed two bullocks (steaks done in open barbecue) and five pigs (roasted in the sand where a fire had been). A truly delightful day.

AUSTRALIA

The next port of call was the French Pacific base at Noumea in New Caledonia. We were returning to normal civilisation by then and found bars and cafés (and expense).

From September 18 to 22 the ship was at Sydney. A beautiful harbour at a lovely time of the year. Interests varied from kangaroos to the bridge, the beaches at Bondi and Manly—or just plain beer drinking in the cosmopolitan atmosphere of King's "bloody" Cross. It was rumoured that more milk than beer was consumed during the period alongside in Australia, certainly the chance of drinking fresh milk again was much appreciated.

Next, to the Northern Queensland port of Cairns. Again a great welcome. The best sightseeing tour was a rail trip in open diesel railcars to the tabletop heights (1,200 feet). Sheer precipice and sheer beauty. It was interesting to be away from the copra and coffee islands and to be in the land of sugar and tobacco.

The last port of call was Dili in Portuguese Timor, where the ship stopped for 36 hours. A real feeling of friendship here. The army were very hospitable to a party from the ship and took them to an island barracks some 20 miles away. The party left in white uniform and returned khaki (dusty roads).

On October 17 the ship arrived at Singapore to maintain machinery and stores. A real trip for a real frigate—long range and remote work.

After foreign service leave those of her ship's company not immediately on draft set about the uninspiring task of reducing her to a state of "Extended Reserve." Once highly polished brightwork had to be greased over and slowly but surely stores were emptied out of the ship until it looked as if the duty officer would be left sitting on a packing case.

This final stage was not reached for, early in October, 1959, Admiral Mouge, Chief of the Peruvian Naval Staff, visited us and after very rapid negotiations with the Admiralty bought the ship for Peru. Events began to move swiftly and within 10 days the advance party of Peruvians, officers and ratings, arrived shivering in the cold of a rainy "dockyard day." Stores were re-embarked, radar sets warmed through and gunnery systems at least made to look workable.

The Peruvians, who speak Spanish, were naturally unable to take over the ship at once, so for a period of a fortnight the ship's company continued to look after her, although the Peruvian ensign was flying. Trained on American lines the Peruvian personnel quickly grasped the layout and oddities of the ship; though with a

history of 17 years' active service it will be surprising if Newfoundland does not pop one or two surprises on them.

Now under the command of Capt. F. Sulmon, she has been towed to Southampton where Messrs. Thornycrofts will refit her prior to sailing for Peru early in the New Year. Capt. Sulmon, like the last captain (Rear-Admiral Hezlet) is a submariner so the cry of "100 revolutions starboard side" may not be forgotten. All who have served in Newfoundland will no doubt be glad to know that she has been saved from the scrapyards and will continue to fulfil her rightful role as a warship.

H.M.S. Victorious left Portsmouth on October 30th for the Mediterranean. The ship returns to Portsmouth on December 14.

The following results have been reported in the Home Air Command Divisional Rounds of the Navy Cup: R.N.A.S. Arbroath 2, R.N.A.S. Yeovilton 1; R.N.A.S. Brawdy 4, R.N.A.S. Lossiemouth 0.

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CARRYMORE TELLS A TALE TO THE VERNON

Vernon Players' Revue

"We joined the Navy to see the world
And what did we see? we saw the sea.
We saw it from Gosport, saw it from Horsea
Saw it from Fareham, right round to Portsea
Oh! and once we saw it up at Inver G."

THIS adaptation of a song from "The Fleet's in Port Again" opened H.M.S. Vernon's annual variety production, performed in the Vernon cinema, during the last week of November.

This year however, instead of relying on the normal, slick, brash material, the show was developed as an intimate revue. It took the form of an account of the proceedings of H.M.S. "Carymore" and her crew. The visit of the ship to foreign ports was used to introduce items with an international flavour.

The revue had a cast of over 50 officers and men together with 18 Vernon Wrens whose "French Diversion" which included the can-can, proved to be the highlight of the performance.

Individual acts were, Alan Littlewood as the King of Siam, Mike Evans and Margo Cookson as Ornamental Orientals, David Sherrard, Tony Morrison and Howard Jones as three Wrens in Singapore, Shirley Allen, the 14-year-old daughter of C.P.O. Allen of Deepwater, entertained the audience with her accordion. She is widely known in Portsmouth and Gosport for her successes in musical festivals and was the junior accordion champion of Malta last year.

The revue was produced by Lieut.-Cdr. J. J. Streatfeild-James and Inst.-Lieut. E. Goffe. Some 300 of Vernon's officers, ship's company with friends and wives, attended on each of the

three nights' run. In fact nearly 100 were turned away on the first night, indicating that a longer run was justified.

It is difficult to explain the success of what may be fairly called "non-matlot material." Most of the acts were of a musical nature (Director: Inst.-Cdr. C. G. Mount) with complex dance routines (choreography, Sue Taylor) which normally hold little interest for Naval personnel. However, the show was extremely popular.

The cynics will say that high attendance figures merely reflected that the show was free and was performed in a blank week. Undoubtedly this must have been a contributory factor, but there were signs that we have been overstepped in television entertainment (both channels in every mess). This may have been a healthy reaction against the "goggle-box."

Vernon has a very fine skiffle group. This fact clearly emerged from the performance. It is hoped that they will remain together as a group and perform at various mess functions. The petty officers have already booked them for a forthcoming dance. The group is led by a very capable young singer, Vic Rolfe, whose style is based on that of the popular star, Marty Wilde.

Home Air Command have successful hockey week

THE Home Air Command held its Hockey Week between November 14 and 22 and a successful week it was too. The team played 7 games won 3, lost 2 and drew 2.

In the first game on November 14 against Havant, neither side gained a clear ascendancy over the other, the defences predominating. In the 25th minute of the second half Smith (Ariel II) managed to score. Result—won 1—0.

In the second game, against Bournemouth, the Home Air Command lost 1—3, the Bournemouth team giving a delightful exhibition of inside forward play.

The third game took place on November 16 against Hants "A." and the result was a drawn game 1—1. This was a hard-fought match played on a good ground with outstanding good umpiring. The Command might perhaps be considered a little lucky to have held Hampshire to a draw and but for Prescott in goal the result could have been very different.

The next game was against Sussex at Littlehampton on November 17 and resulted in a win for Sussex, 6—1. With the Command forwards almost blotted out by a tight defence the Sussex attack split the Command defence time and time again.

On Friday, November 20, there was a drawn game between the Command and the Royal Marines at Eastney. This was an excellent game in which the Command did enough to win. The Command's forwards got going properly for the first time. This was a Navy Trials match.

On Saturday, November 21, there was a Navy Trials match against Portsmouth Command and the result was a win for the Home Air Command team 1—0. This was a game in which one felt that with a little more punch in the forward line Air Command could have scored more goals.

The last match was on November 22

against the Royal Artillery, resulting in a win for the Command, 2—1. This was a combined team match—R.M. Corps and Air Command.

The match arranged for November 19 against Dorset "A" had, unfortunately, to be cancelled.

The players taking part (the number of appearances being shown in brackets were: L./Amn. Prescott (Culdrose) (7); Lieut.-Cdr. Midgely, capt. (R.A.F. Andover) (3); Lieut. Holroyd (Culdrose) (5); C.P.O. Kelpie (Culdrose) (4); Lieut. Bulmer (Ariel II) (5); Lieut. Tonkin, vice-capt. (Arbroath) (6); C.E.A. Hector (Yeovilton) (5); A.A. Stephens (Lossiemouth) (4); Apprentice Nurrish (Ariel II) (4); R.E.A. Harvey (Ariel II) (7); Inst. Lieut.-Cdr. Harroer (Ariel) (3); E.A. Smith (Ariel II) (6); N.A. Leighton (Culdrose) (6); P.O. Ali (Brawdy) (2); and Sub-Lieut. Randall (Culdrose) (3).

SIXTH S/M SQUADRON'S SUCCESSFUL SEASON

The Sixth Submarine soccer team, based on Halifax, Nova Scotia, has had a very successful season. They have won the Nova Scotia, the Tri-Service and the Atlantic Command championships and the Milne Trophy. They were runners-up—by goal average only—in the Tri-Service League; and are waiting for a fixture with R.C.A.F. Summerside in Prince Edward Island to decide the Maritime Championship.

Regular players for the squadron team have been:—

Derek Desmond, goalkeeper; Alexander Mearns, left back; John Varney, right back; Peter Robinson, right half; Brian Pearce, centre half; Keith Furness, left half; Ronald Rimmer, right wing; James Blakely, inside right; Michael Butler, centre forward; David Davies, inside left; Robert Roberts, left wing; Derek Davis, reserve; David Russell, reserve; Albert Kearn, reserve.

C.P.O. Wheeler has been team manager and Mr. Lambe, a civilian employee in H.M.C.S. Stadacona, is trainer. Mr. Lambe—or "Yorkie"—left England nine years ago.

Portsmouth boxers lose at Aldershot

THE Portsmouth Command Boxing Club were beaten in the match against the Aldershot Services by three bouts to five at Aldershot on November 19.

Results:—
Featherweight.—A.B. Silsby (H.M.S. Excellent) lost on points to Rifleman Head.

Lightweight.—O.S. Savage (H.M.S. Dolphin) lost to Sapper Hewitt, the referee stopping the bout in the first round.

Welterweight.—A.B. Matthews (H.M.S. Osprey) lost to L./Cpl. Higgins, the referee stopping the bout in the third round.

Light-middleweight.—A.B. Hilton (H.M.S. Dolphin) lost on points to Signalman R. Bohm. S.A. Miller (H.M.S. Excellent) beat L./Cpl. D. Bird on points.

Middleweight.—Shipmate Pugh (H.M.S. Albion) beat Cpl. Mitchell, the referee stopping the bout in the second round. P.O. Jones (H.M.S. Excellent) lost on points to L./Cpl. Edwards.

Heavyweight.—L. Pat. Dryden (H.M.S. Victory) beat Cpl. T. Tuddenham, the referee stopping the bout in the third round.

Retirement of Worthy Down's captain

IT was a rather sad occasion on Friday, October 31, at H.M.S. Ariel (Worthy Down) when Capt. J. D. M. Robinson, C.B.E., R.N., after 41½ years' service, took the salute at his last Divisions, which was attended by the civic dignitaries of the city of Winchester.

After the march past the ship's company lined the road leading to the main gate, and to the strains of "Auld Lang Syne" played by the Royal Marines Band, Portsmouth, Capt. Robinson climbed on board the ceremonial Landrover and was pulled ashore by the senior officers of the establishment.

All at Ariel wish Capt. Robinson the best of health and good fortune in his retirement.

The following day Worthy Down was renamed H.M.S. Ariel II under the command of Cdr. A. G. B. Griffith, R.N.

T. S. Barham's liaison with survivors

THE Training Ship Barham, headquarters of the Wembley Unit of the Sea Cadet Corps (Commanding Officer, Lieut. (S.C.C.) J. Barker, R.N.R.) has followed the Scandinavian custom of presenting to their particular church, a model of their ship—in the case of the Wembley Unit, a model of the battleship H.M.S. Barham—torpedoed in the Mediterranean in 1941.

The presentation took place on Sunday, November 22, members of the Barham Survivors Association being present.

The scale model of Barham, cased and suitably engraved, was made by Mr. R. W. Stepney.

The presence of the members of the Barham Survivors Association was the result of a fortuitous meeting of the Cadets and the survivors in H.M.S. Chrysanthemum—in which ship the association meets.

Among those who attended the presentation ceremony were Cdr. A. J. Cobham, G.C., R.N., who travelled from Porchester for the occasion, K. Ludwig, the organiser of the association, P. Cullum, chairman, L. Horner, secretary and treasurer.

Continued in Column 3

Cross-country champion for third time

BY winning the Portsmouth Command Cross-Country Senior Championship on November 17 over the six-mile course at H.M.S. Dryad, A.B. Jack McHale (H.M.S. Victory), NAVY NEWS "Sportsman of the Month" for February, 1959, became the first man to win the event three times in succession.

Beating 115 other competitors, A.B. McHale completed the course in 32 min. 8.4 sec. P.O. A. Haskell (H.M.S. St. Vincent) was second and third was Sub-Lieut. R. Pape (H.M.S. Victory).

H.M.S. Victory won the Command team trophy, H.M.S. Collingwood being second.

In the three-mile junior championships the team prize went to H.M.S. St. Vincent, with H.M.S. Collingwood second. Radio/Elect./Art. Apprentice B. Meakin (H.M.S. Collingwood) was the individual winner in 19 min. 20.4 sec.

FOUR OUT OF FOUR

WINNING their fourth match out of four played, the Royal Navy soccer team beat London University at Motspur Park on November 18 by three goals to two.

P. Heath, J. Tosney and R. Widdowfield scored for the Navy team and Dunk (a penalty) and Wheatley scored for the University.

Continued from Column 2

J. Cross, A. Whitehead, C. Wilding, who made the trip from Portsmouth, W. Groves, G. Page who was blown up when the ship was sunk and only sustained a sprained wrist, G. Tapsall, W. Hook, A. Walsham, Mrs. Mitchell whose husband was lost in the ship, and her son and Mrs. Morris, whose son was also lost.

The parade was headed by the band of the Wembley Unit followed by the colour guard and colour of the Edgware unit, the Barham survivors, and contingents from the Harrow, Edgware, Hendon, Ruislip, Northwood, Ealing and Brentford units of the Sea Cadet Corps.

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