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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

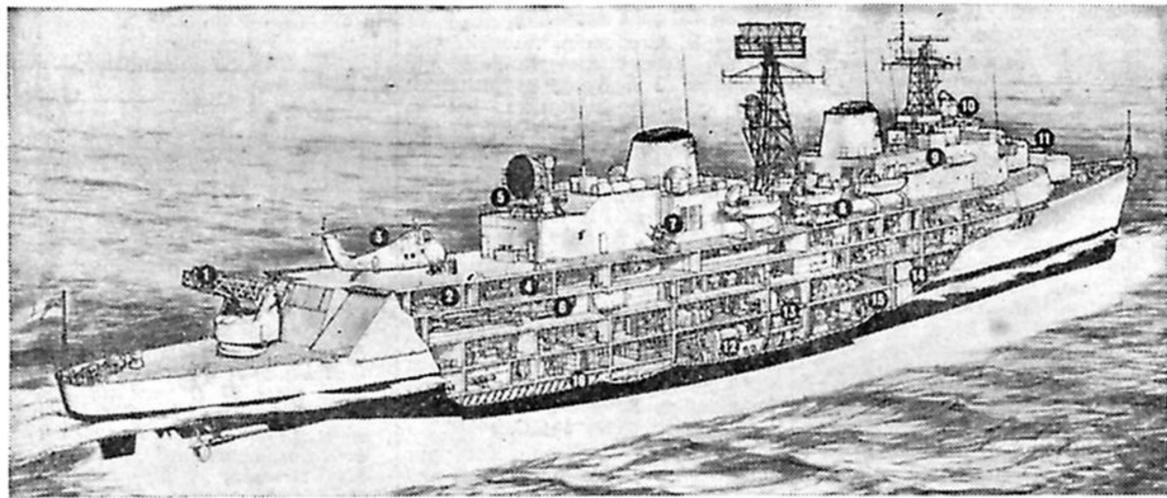
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No. 73 JULY, 1960

Published first Thursday of the month

Price Fourpence

The first guided missile destroyer for the Royal Navy is launched



A cut-away drawing of the Royal Navy's first guided missile destroyer. Key: (1) Seaslug launcher, (2) C.P.Os. Mess, (3) Wessex anti-submarine helicopter, (4) Crews' dining hall, (5) missile-guidance radar, (6) missile stowage, (7) Seacat close-range anti-aircraft missile, (8) homing anti-submarine torpedo tubes, (9) inflatable life rafts, (10) enclosed bridge, (11) 4.5 twin gun mountings, (12) gas turbine room, (13) gearing room, (14) boiler room, (15) steam turbine room, (16) fuel tanks

Displacement nearly double the Darings TO JOIN THE FLEET EARLY IN 1962

The first operational ship of the Royal Navy to be fitted with both the Seaslug, medium range ship-to-air guided missile, and the Seacat, the short range ship-to-air weapon, H.M.S. Devonshire, was launched on June 10 by H.R.H. Princess Alexandra at the Birkenhead yard of Cammel Laird & Co. Ltd.

With a standard displacement of over 5,000 tons, the Devonshire is nearly twice the displacement of the modern Daring class ships which, at the present time, are the Navy's largest destroyers. Her over-all length is 520 feet—130 feet more than the Darings.

During recent test firings of Seaslug, not fitted with warheads, four rounds out of seven were direct hits, completely destroying the target aircraft. With warheads fitted, the remaining near misses would also have been successful.

The new ship's four 4.5 guns in twin mountings forward are radar controlled.

Three other ships of the same class are being built. They are the Hampshire by J. Brown & Co. (Clydebank) Ltd., the Kent by Harland & Wolff Ltd., and the London by Swan, Hunter and Wigham Richardson Ltd.

The Devonshire is expected to take her place in the fleet early in 1962 and her sister ships by the spring of 1962.

HIGH SPEED

The new ship is fitted with two sets of geared steam turbines and these are boosted by gas turbines driving on the same propeller shafts which gives additional power for high speed steaming

and, most important, enables the ship lying in harbour, without steam, to get under way instantly in an emergency.

With clean lines and with many deck installations under cover, "washing down" in the event of an attack by nuclear weapons is facilitated.

It is interesting to note that Devonshire is about half the displacement of the Tiger, the name ship of the last class of conventional cruisers to be built for the Royal Navy, but Devonshire's length (over all) is only about 50 feet shorter.

The three main roles of Devonshire and her sister ships will be: (1) Escort duties with a task group, including the ability to provide guided weapon anti-aircraft defence for the group and to augment its anti-submarine capability; (2) Offence operations as part of a task unit of light forces, with the ability to bombard in support of land forces and to attack light forces with gunfire and; (3) Police duties in peace time in any part of the world.

(Continued on page 3, col. 3)

Leopard's long trip up the Amazon FOOD AND MEDICAL SUPPLIES FOR VILLAGERS IN DISTRESS

AFTER her enjoyable cruise up the coast of Argentina, H.M.S. Leopard berthed at Rio de Janeiro on April 18. Memories of her visit there in July last year with Albion, Lynx and Chichester were still strong and no time was lost in getting to grips with this favourite "run ashore."

But pleasure was not the only purpose of the visit. On April 21 the new city of Brasilia was officially inaugurated as capital of the United States of Brazil, and Leopard had the distinction of being the only foreign warship present at Rio on this historic occasion. The ship was already dressed over all in honour of the Queen's birthday, and hands went to divisions; at the actual moment of Brasilia's inauguration the Guard presented arms and the Brazilian flag was broken at the main.

The people of Rio seemed not at all downcast at their city ceasing to be the capital, and a carnival atmosphere reigned throughout the visit.

MAZE OF ISLANDS

Leopard left Rio on April 22 and a few days later was sweltering in the stickiest heat of the commission as she neared the mouth of the Amazon. On the 29th she arrived at Belem, capital of the State of Para and newly linked to Brasilia by a 1,400-mile road straight through the seemingly end-

less Amazon jungle. Within 24 hours she was again under way and following an intricate course through the maze of islands which lies at the mouth of the Amazon.

Navigationally, there were problems; but scenically, it was rather like steaming up a village street. Every few yards on either side of the river bank there was a simple wooden house on stilts over the water, or in a tree, and from almost every house the younger Indians jumped into their dugouts and paddled out to midstream to have a closer look at the sleek modern frigate so incongruously steaming past their primitive homes in the age-old jungle.

Next morning the channel was in places a mere 200 yards wide and as the ship usually kept to one side of the stream, the dense luxuriant jungle was extraordinarily close.

On May 2 Leopard anchored for a couple of hours in the dog watches off the colourful little town of Obidos, whose Spanish-style houses nestled between low wooded hills. The watching ship's company were intrigued to see the entire population, as it seemed, follow the Captain up the main street as he went to call on the Mayor.

Leopard continued up the river for three more days until on May 5 she anchored off the village of Codajas, 1,144 miles from the mouth of the river and farther up the Amazon than any R.N. ship had gone since the survey ship Pelorus in 1909.

TIMELY VISIT

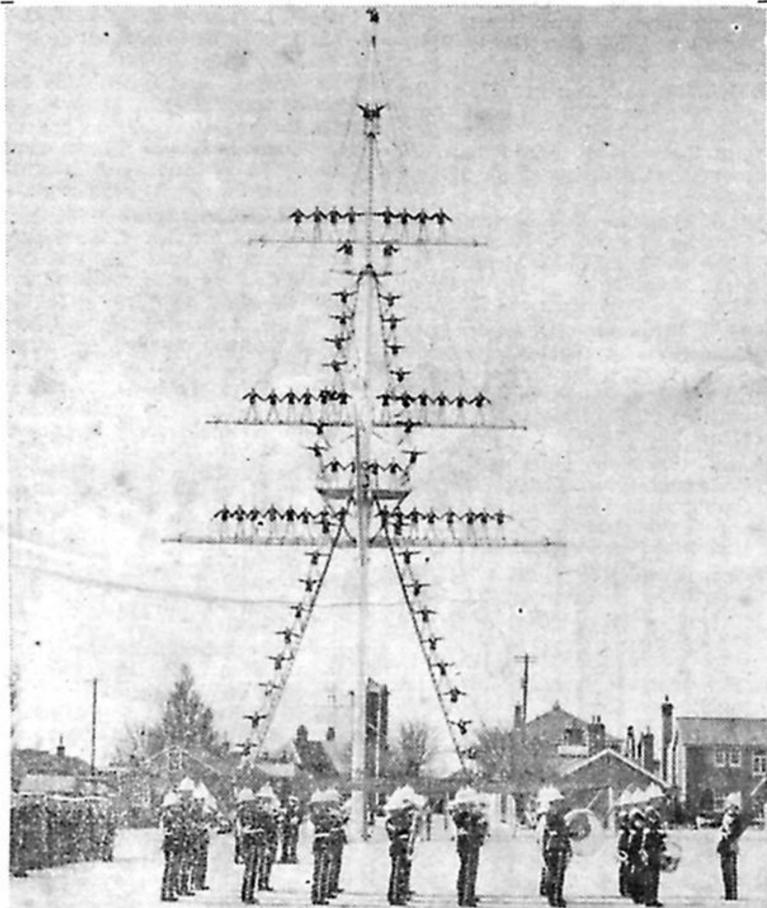
Leopard's unscheduled visit to Codajas turned out to be timely, for on arrival it was found that the village had been cut off owing to the high level of the river and that the population were very short of food and also suffering from an outbreak of malaria and dysentery. Medical supplies and food were therefore landed before the ship turned around and started down-river.

That evening, after anchoring, a small party set off up a tributary creek in the motor whaler to hunt alligators. They returned long after dark having had a memorable experience and bringing with them two alligators.

Next afternoon Leopard berthed at Manaus, the big port a few miles up the Rio Negro, and stayed there two days before continuing her swift downward passage, calling only at Santarem for a couple of hours. After a night at Belem she headed for the open sea and—after a last "rabbit run" at Gibraltar—England

A naval base, costing £1,500,000, is to be built at Tema, the new harbour city near Accra, Ghana.

SAILORS IN THE MAKING



Mast-manning ceremony at H.M.S. Ganges Parents' Day. The mast is 140 feet high and there is great competition to be the "button-boy" at the very top. (See story on page 8). (Photo: R. A. Fisk, H.M.S. Ganges)



All the talking in the world won't convince a cigarette smoker that one brand is better than another. It's a matter of personal enjoyment. And the reason why Senior Service have grown in popularity is that more people enjoy them.



VIRGINIA TOBACCO AT ITS BEST
WELL MADE • WELL PACKED

Navy News

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

EDITORIAL

THE old order changeth, giving place to new. Just as those trained in sail regretted the passing of towering masts and billowing white sails, when steam replaced the winds and ironclads took the place of wooden walls, so the passing of the battleship is regretted.

The disappearance of the battleship from the navies of the world has been a gradual process—costs have, of course, been a contributory cause—but the writing on the wall regarding their complete eclipse has been evident ever since the Second World War.

The Battle of Leyte, when the Japanese lost three battleships—none of the United States battleships took part in the sinking of them—may be said to have marked the real end of the battleship which, for so many years, had been the unit of the fleet upon which all other ships were based, in one way or another.

But, its usefulness gone, the battleship still remains in our hearts as the acme of perfection.

So far as the Royal Navy is concerned, the Vanguard was the ultimate. The largest ship ever built for the Royal Navy, her powerful engines could drive this huge warship (over 51,000 tons full load), graceful despite her immensity, at practically 30 knots.

The disappearance of Vanguard herself does not bring forth nostalgic memories: it is the disappearance of the class which brings an end to an era which reminds us of the glories of the past.

Launched by the Queen (when she was Princess Elizabeth) on November 30, 1944, and completed in April, 1946, when the navies of the Allies were still at their zenith Vanguard's career has been undistinguished, but had she been called upon to fight, there is no doubt that she would have given a good account of herself and lived up to the reputation gained for the name by her predecessors.

Will there be another Vanguard? Certainly not as a battleship, but it would seem a pity that a name which has been in the Navy List almost continuously since 1586 should be allowed to disappear completely. Perhaps the second British atomic-powered submarine, understood to be ordered shortly, and which may be an all-British effort, would be an appropriate choice.

PAGEANT OF HISTORY

'Son et Lumiere' spectacle of 'Victory' at Portsmouth

AS night falls and all that is left in Portsmouth harbour are the lights and the every-day noises associated with ships alongside and in docks, and from ground level the silhouettes of masts and yards, funnels and turrets stand out stark against the evening sky, a pageantry of history is being enacted—two hundred years of naval history concerning the world's most famous ship—H.M.S. Victory.

The main events in the career of H.M.S. Victory and its most outstanding officer are being presented nightly to enthusiastic audiences by means of a "Son et Lumiere" in the dockyard, and the presentation will be given each day except Sundays (and Navy Days—July 30, 31 and August 1) at 10 p.m. until the end of September.

What is a "Son et Lumiere"? Originated in France, it is the presentation in light and sound of a play in which "invisible" speakers play their parts on stereophonic sound and the lighting of the "set"—in this case, H.M.S. Victory—with variations in shade and colour, is used to enhance the over-all "picture" of the story.

The voices of the "actors" and the skilful variations in lighting enable the audiences to "live" the scenes.

And audiences are really carried away. It is not quite correct to say that the audience imagines the scenes. To imagine something conjures up a positive action whereas the presentation just lifts the spectator from today to yester-year.

In one scene Victory is at sea in a

storm. The wind howls, lightning flashes, the ship's timbers creak and no imagination is needed to feel the pitch and toss of the ship—it is as though the watcher is actually on board and feeling the heaving and rolling.

The presentation has been arranged by Portsmouth and Sunderland Newspapers Ltd. and Harold Holt, Ltd., pioneers of the "Son et Lumiere" at Greenwich and Cardiff are responsible for the over-all direction.

Staged by the permission of the Admiralty and with the co-operation of the Commander-in-Chief, Portsmouth, and the Admiral Superintendent, H.M. Dockyard, Portsmouth, profits are being devoted to naval charities.

The authors of the script are really the ship and the officers and men who served in her, but under the skilful hand of Captain J. E. Broome, R.N. (ret.) the high-lights of this relic of a bygone age, and the actions of the men who served in her are presented to audiences whose imaginations are taken back to the days of their forefathers.

The producer of the "Son et Lumiere" is Mr. Peter Wood, a television director who was responsible for a similar representation in Cardiff in 1958.

Sir Laurence Olivier "plays" the part of Admiral Lord Nelson, Robert Morley is the voice of Dr. Scott, George Baker is Captain Hardy and Nigel Stock is Inigo Bailey, while other "parts" are played by Alex McCowen and David McCallum. The actors—there are 22 voices in the cast—pre-recorded their parts on stereophonic sound.

Captain Broome, his associates, the "actors" and those responsible for the presentation are to be congratulated upon their efforts which are, nightly, reminding hundreds of the heritage which is theirs.

Just one small question. In this script the word "buzz" is used on a couple of occasions. Surely this word, in the sense of a rumour, was never used at the time of Trafalgar?

Britannia to take Queen to Orkneys and Shetlands

IT was announced on June 7 that the Queen and the Duke of Edinburgh are to visit Orkney and Shetland in the Royal Yacht Britannia during August.

The royal party will arrive at Lerwick, in the Shetlands, on August 10 visiting several places. The next morning visits to places include Haroldswick the most northerly township in the Shetlands.

On August 12 Britannia goes to the Orkneys and the Queen and the Duke will visit Kirkwall, Stromness and other places in the islands.

Britannia will leave Westray for Aberdeen on the evening of August 12 where the Royal party will disembark.

Letters to the Editor

T.S. Dreadnought 'launched' at Bridgend

SIR,—In the February issue of the "Navy News" I appealed for information on previous Dreadnoughts, and would like to say the response was tremendous. The number of kindly folk, ex-Naval and serving members, that must have spent a considerable amount of time and patience in not only research, but in carefully tabulating information and reproducing sketches of both ships and ships' badges, was quite staggering.

May I, once again, through your column, extend the gratitude and thanks of T.S. Dreadnought to all those enthusiastic readers that so readily responded to our appeal, and say their letters will in time all be answered.

Meanwhile the launching and naming ceremony of T.S. Dreadnought by Rear-Admiral R. A. Ewing, C.B., D.S.C., on May 14 was a complete success. We were ably supported by Units from Barry, Newport, Porthcawl, Penarth, Rhondda, Swansea, Neath and Port Talbot, and approximately 230 cadets marched past in the parade at which the salute was taken by Admiral Commanding Reserves, Rear-Admiral R. A. Ewing, C.B., D.S.C.

Thank you, once again for your support and help in the past.—Yours sincerely,

LIEUT. J. F. HAYES, R.N.R.
T.S. Dreadnought.

TODAY'S 'SMALL SHIP' NAVY

SIR,—In the last edition of NAVY NEWS it was reported that the First Lord of the Admiralty had stated "that six battle class destroyers were to be put up for sale," the reason being that they are surplus to requirements.

In an earlier edition of the paper one of our Admirals was reported to have said that "the strength of the Royal Navy was inadequate for British responsibilities."

Surely the men who will command our fleet in action are the best judges as to the strength at which our Navy should be maintained than a civilian?

To press home the point I am trying to make, a member of the House of Lords, in the last edition of the paper, was reported as saying that the Royal Navy had 147 ships compared with the United States Navy of 864.

This, I think, is ridiculous, and a great embarrassment to a nation whose proud boast is "Britannia Rules the Waves."

I realise that we cannot afford to maintain a fleet as large as that of the U.S.A. in peace time, but surely it is in the interest of the country as a whole that a larger and more powerful Royal Navy should be maintained.

If ships are old and have to be replaced, let's get the replacements for them first. Then, even if the Navy doesn't get any bigger, it certainly will not get any smaller.

Yours sincerely,
G. BARRIE MEREDITH
18 Attlee ay,
Cefu Golan, Tredegar.

[The six "Early Battles" to be disposed of were laid down in 1942 or 1943 and the cost of modernising them is probably the reason for their sale. It must be realised that this is the day of the "small ship" Navy and it must be pointed out that the Royal Navy is now taking into service an increasing number of frigates and smaller craft. The fifteenth "Whitby" class has now been launched. On March 31 this year there were 17 frigates still under construction for the Royal Navy, eight of them actually launched. The First Lord is, naturally, guided in all his statements by his advisers, including serving officers. The Admiral referred to in paragraph two of Mr. Barrie Meredith's letter is on the retired list and valuable though his opinion is, the direction of naval affairs must be in the hands of those fully acquainted with present-day costs and money available.]

—EDITOR.]

NAAFI INSTALMENT CREDIT SCHEME

Sir,—A report in the June issue of NAVY NEWS on the introduction of a Naafi instalment credit scheme contained certain information which is now out of date. At the outset, limits of credit were laid down in consultation with the Service Authorities, but once the scheme was put into operation experience proved that there was no need for rigidly defined credit limits and the regulations have been amended accordingly.

Yours faithfully,
R. D. MCBIRNIE,
Press Officer
N.A.A.F.I., London, S.E.11.

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home sea service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

SUBMARINE COMMAND

H.M.S. Alcide, August, at Devonport for service in 5th Submarine Squadron.

H.M.S. Finwhale, at Birkenhead for service with 5th Submarine Squadron.

H.M.S. Tiptoe, September, at Devonport for service in 1st Submarine Squadron.

H.M.S. Tabard, September, at Malta for service in 4th Submarine Squadron.

H.M.S. Taciturn, October, at Portsmouth for service in 2nd Submarine Squadron.

H.M.S. Seraph, October, at Chatham for service in 5th Submarine Squadron.

H.M.S. Tapir, October, at Malta for service in 4th Submarine Squadron.

H.M.S. Alaric, November, at Devonport for service in 2nd Submarine Squadron.

GENERAL

H.M.S. St. Brides Bay, July 15 at Singapore for Foreign Service (Far East).

H.M.S. Lion, July 19, at Tyne for General Service Commission Home/Mediterranean (22 months). U.K. Base Port, Portsmouth.

H.M.S. Narvik, July 19, at Chatham for Malta (Local Foreign Service).

H.M.S. Wizard, July 19, at Chatham for trials, Commissions September 13 for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Cassandra, July 19, at Chatham for Foreign Service, Far East.

H.M.S. Londonderry, July 20, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Parapet, August 5, at Malta for Foreign Service.

H.M.S. Loch Alvie, August 16, at Devonport for trials, (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

No. 825 Squadron, August 16, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Victorious, August 16, at Portsmouth for General Service Commission, East of Suez/Home (19 months). U.K. Base Port, Portsmouth.

H.M.S. Lewiston, August 31, at Portsmouth for Home Sea Service, U.K. Base Port, Rosyth.

H.M.S. Brave Swordsman, end August, at Portsmouth for Home Sea Service, U.K. Base Port, Portsmouth.

No. 893 Squadron, September 1, at R.N.A.S. Yeovilton for Overseas Service (H.M.S. Centaur).

H.M.S. Centaur, September, at Portsmouth for Home Sea Service, (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September 13, at Rosyth for trials, Commissions November 22 for Foreign Service—Far East.

H.M.S. Shoulton, September, at Portsmouth for Home Sea Service, U.K. Base Port, Rosyth.

H.M.S. Rhyl, September 20, at Portsmouth for Home Sea Service, Commissions April for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, September 20, at Chatham for Home Sea Service, U.K. Base Port, Portsmouth.

H.M.S. Caprice, September 29, at Singapore for Foreign Service (Far East).

H.M.S. Crane, October 12, at Singapore for Foreign Service (Far East).

H.M.S. Forth, October, at Devonport for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Duchess, November 8, at Portsmouth for trials, (Commissions January 3, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, November 22, at Devonport for trials, (Commissions January 17, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, end November, at Chatham for trials, (Commissions February 7, 1961, for General Service, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. Plymouth, December 1, at Devonport for trials, Commissions April 11, 1961, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Devonport.

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Battleaxe, January 17, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January 17, at Chatham for General Service Commission, Med./Home (24 months). Place of commissioning and U.K. Base Port under consideration.

H.M.S. Blake, end January, at Clyde for trials, Home Sea Service, Commissions, June, 1961, for General Service Commission.

H.M.S. Cook, end January, at Singapore for Foreign Service.

H.M.S. Belfast, February, at Singapore for Foreign Service, Far East.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

700 Z Flight, February, at R.N. Air Station, Lossiemouth, for I.F.T.U.

H.M.S. Whirlwind, March, at Rosyth for trials.

H.M.S. Anzio, March, at Malta for Foreign Service.

H.M.S. Eastbourne, April, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port under consideration.

H.M.S. Chichester, April, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port under consideration.

H.M.S. Berwick, April 18, at Belfast for General Service Commission, Home/Med. (21 months). U.K. Base Port under consideration.

H.M.S. Loch Lomond, April at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port under consideration.

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

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

H.M.S. Trafalgar, May, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Dunkirk, May, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsword, May, Commissioning port under consideration. For General Service Commission, Home/Med. (23 months). U.K. Base Port under consideration.

H.M.S. Scorpion, May, Commissioning port under consideration. For General Service Commission, Home/Med. (23 months). U.K. Base Port under consideration.

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MOTORING NOTES

Frightening trend in road accidents in Home Air Command

"Two of the three chief petty officers from H.M.S. Ariel who were injured when the car in which they were travelling skidded off the road . . . were still in the Royal Hampshire County Hospital, Winchester today."

"Driving his car in Fareham Road, Gosport . . . of H.M.S. Dolphin, collided with a lamp standard. He was taken to the Royal Naval Hospital, Haslar. . ."

"After his car had skidded on the wet road and hit a tree on London Road, Bramshott, . . . was taken to Haslemere Hospital with head injuries."

The three extracts above are typical items to be read day by day in our papers and lend weight to an Air Stations Weekly Order recently issued by the Flag Officer Air (Home).

During the two years 1958 and 1959 there were 128 accidents affecting personnel in the Home Air Command, causing six deaths. The number of days lost to the Service through these accidents was 2,251.

The number of motor-cycle accidents was 79 the number of deaths being four and the number of days lost was 1,525.

The figures for the first quarter of 1960 do not, unfortunately, show any improvement. The number of accidents was 42. There was one death, a pedestrian, and the number of days lost to the Service was 416.

The number of accidents involving motor-cycles and motor scooters was 26 and the number of days lost was 288.

Although the number of accidents may be very small when related to the thousands of miles travelled by people in the Home Air Command and the number of days lost, small in comparison with the man/days of the total number of officers and men in the Command, the frightening thing is the trend of the figures.

Without taking into account the arithmetical progression already being shown, the details show that there may be at least eight deaths during the next two years, the number of accidents could be 336 for two years and the number of days lost to the Service 3,328.

The pain and suffering to the individual and the anxiety and worry caused to relatives should make each driver take just that little extra care. Be late rather than "The late. . ."

Medical staff for Dreadnought

THE crew of the nuclear-powered submarine Dreadnought, to be launched by the Queen on October 21 next—is to include a medical officer and three sick berth ratings.

Normally a submarine does not carry any medical staff, but in order to study the medical problems which may arise it has been decided that the initial complement should include this branch of the service.

As stated in the May issue of the "Navy News" Dreadnought will also carry a writer rating and a stores assistant.

WEST HAM'S GRAND WELCOME AT AYLESBURY

THE West Ham branch of the Royal Naval Association visited the Aylesbury branch on June 25 and enjoyed a wonderful evening. The members of Aylesbury branch, and their womenfolk, worked really hard to make the visit a memorable one.

The West Ham "scribe" says that although his branch called on Aylesbury after seeing the many wonderful things in Woburn Abbey, the goodwill shown by the Aylesbury shipmates was as valuable as anything in Woburn.

No Navy aircraft for Farnborough

THE Admiralty has reluctantly declined the invitation for aircraft of the Fleet Air Arm to take part in the 1960 S.B.A.C. Flying Display and Exhibition at Farnborough.

This year there is a very much more intensive programme of introducing new aircraft into our carriers, and the lengthy training and preparation required to take part at Farnborough could not have been undertaken without serious prejudice to the operational efficiency of the Fleet.

July 16 and a few invitations to branches to come along will be sent out shortly.

The branch treasurer attended the annual Conference as delegate and the branch looks forward to his report with considerable interest. One general meeting was put aside to discuss the balance sheet and motions for the conference and the delegate was well primed on points raised.

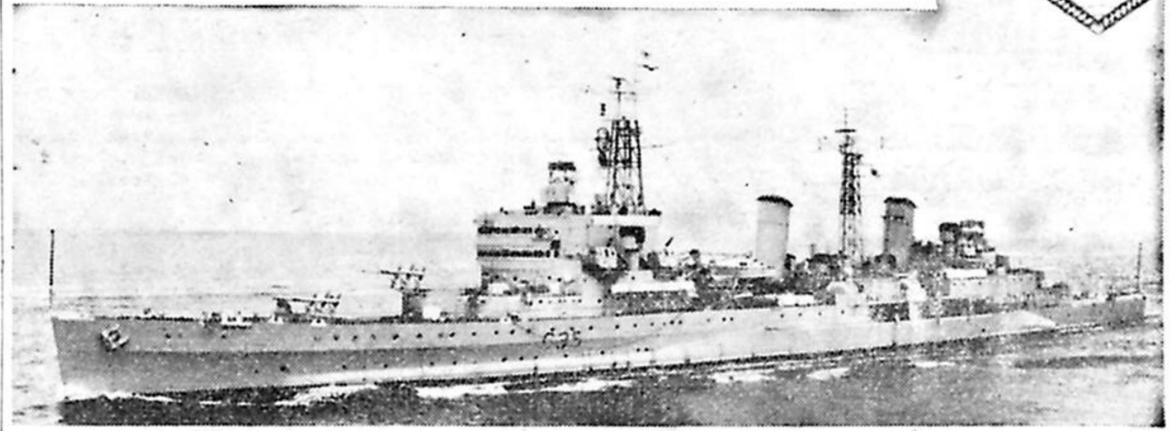
It is hoped that now Whitstable has changed the date of its Dedication Ceremony Cheam and Worcester Park will be represented.

There will be a stag outing in September and as the branch is visiting West Ham for this event it is bound to be a good one.

Another forthcoming event will be Wimbledon's Dedication in October. Members recently attended their dance which was very successful indeed.

All shipmates were most interested

SHIPS OF THE ROYAL NAVY No. 56 H.M.S. BELFAST



H.M.S. Belfast is the largest cruiser of the Royal Navy, her displacement being 14,930 tons (full load). Her over-all length is 613½ ft. and her beam is 66½ ft.

Laid down in December, 1936, with a designed displacement of 10,000 tons (standard) and beam of 63½ ft., Belfast was built by Messrs. Harland & Wolff Limited, Belfast being completed in August, 1939. She was launched by Mr. Neville Chamberlain on March 17, 1938.

Her peace-time complement is 50 officers and 658 men. She was practically rebuilt after being severely damaged by a mine in the early months of the war.

Belfast was the first ship to detect the Scharnhorst on her radar and then helped to sink the German cruiser. Her post-war years have been spent mainly in the Far East, taking part in the Korean War.

Extensive modernisation took place from 1956 to 1959 at H.M. Dockyard, Devonport.

The ship is now serving in the Far East and will recommission in February next for a further period of service in those waters.

Her badge, derived from the crest of the city of Belfast, is a seahorse on white and blue waves on a blue field surmounted by a crown

(Continued from page 1, column 5)

COMFORT OF CREW IS FULL CONSIDERED

The space complications created by the new armament equipment and the new type of machinery have not been allowed to reduce the comfort of the ship's company which is expected to number about 33 officers and just over 400 ratings. The mess decks are fitted with carefully positioned bunks and the whole ship will be air conditioned and will have large dining halls served by a modern galley capable of providing varied meals on a self-service system.

DEVONSHIRE

The name Devonshire has been in use in the service almost continuously since 1692. The sixth one was a twin-screw cruiser of 10,850 tons, built at H.M. Dockyard Chatham and launched in April, 1904. During the 1914-18 war she took part in the Dogger Bank action.

The most recent member of the family was the 10,000 ton cruiser of the famous London class. In 1929 there was an explosion in a turret and a number of Royal Marines lost their lives. During the last war this Devonshire was at the attack on Madagascar and served at Norway and in the Arctic.

The crest is "a lion rampant red, crowned gold on a silver field." Her motto is "Auxilio Divino" (By the help of God).

FILM RELEASES

"Jazz Boat" (CinemaScope), comedy melodrama with music, Anthony Newley, Anne Aubrey, Lionel Jeffries. "The Angry Silence," industrial melodrama, Richard Attenborough, Pier Angeli, Michael Craig. "Carry on Constable," comedy burlesque, Sidney James, Eric Barker, Joan Sims. "Bottoms Up," collegiate comedy, Jimmy Edwards, Marjita Hunt, Arthur Howard. "School for Scoundrels," psychological comedy, Ian Carmichael, Janette Scott, Terry-Thomas. "Summer of the Seventeenth Doll," comedy melodrama, John Mills, Anne Baxter, Ernest Borgnine. "Please Don't Eat the Daisies" (colour, CinemaScope), comedy drama, Doris Day, David Niven, Janis Paige. "Happy Anniversary," domestic comedy, David Niven, Mitzi Gaynor, Carl Reiner. "Battle of the Sexes," satirical comedy, Pettey Sellers, Constance Cummings, Robert Morley. "Who Was That Lady?," romantic comedy, Tony Curtis, James Leigh, Dean Martin. "Hell is a City" (CinemaScope), crime melodrama, Stanley Baker, Vanda Godsell, John Crawford. "Drum Crazy" (the Gene Krupa story), musical melodrama, Sal Mineo, Susan Kohner, James Darren. "Seven Thieves" (CinemaScope), adventure melodrama, Edward G. Robinson, Joan Collins, Rod Steiger.

POST OF FLAG OFFICER COMMANDING RESERVE FLEET TO BE ABOLISHED

Fleet. As from August 29, the command and administration of ships in reserve will be taken over by the appropriate commanders-in-chief and flag officers of the ports in which the ships are laid up.

Advice to the operational authorities on maintenance standards and

Fourth death from harbour collision

A fourth man has died as a result of the collision between a liberty boat from H.M.S. Dolphin and the Isle of Wight ferry Brading which took place on May 13.

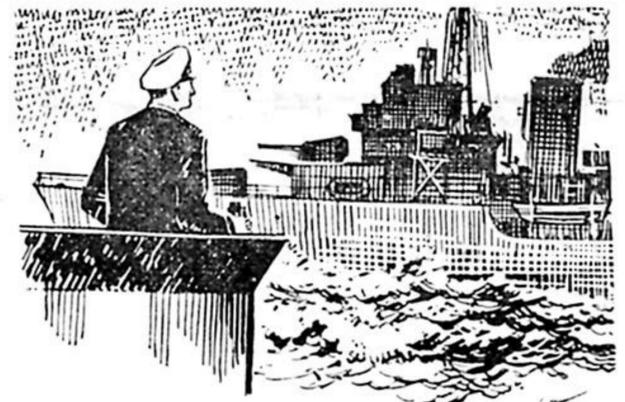
The death of Able Seaman Brian William Gordon Jackson from injuries received was announced on June 8.

It will be remembered that three others were drowned in the accident.

practices will be given by a small independent "Reserve Ships Authority" which is expected to be firmly established by the end of the year.

A new title, "Commodore, Reserve Ships" will be given to the officer in charge of this Authority, but during the few months' transitional period, a Rear-Admiral will fill the appointment.

The decision to abolish the flag officer's post has been made possible by the run-down in the numbers of ships in reserve and their concentration mainly in home ports. The reduction in administrative overheads will make available more officers and men for seagoing billets.



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

Petty Officer court martialled

CHARGED with fraudulently converting £96 19s. 11d. received to settle outstanding accounts and of obtaining credit of £18, Petty Officer Richard Thorold Gray was court martialled at R.N. Barracks, Portsmouth, on June 21, and found guilty. He was sentenced to be disgraced to Able Seaman and deprived of three Good Conduct Badges.

What has now become the annual children's day will take place on July 1, and children (and needless to say, shipmates too) will be in attendance at a local sports field for games, etc.

Everyone last year had a wonderful time and the event showed a profit. Naturally the organisers are hoping for a similar successful result this year.

The branch as a whole appears to be springing on an even keel, but there is "stand-still" as regards membership. New members are always welcomed should this catch the eye of any working man serving at sea he might like to know that his presence at the anchorage headquarters when on leave would give great pleasure to the shipmates as well as himself.

Expert guidance and skill have produced distinguished shrine

WHALE ISLAND'S CHURCH IS REDECORATED

H.M.S. Excellent's Church of St. Barbara, Patron Saint of Gunners, has recently undergone a face-lift under the direction of Mr. J. Sebastian Comper, F.R.I.B.A.

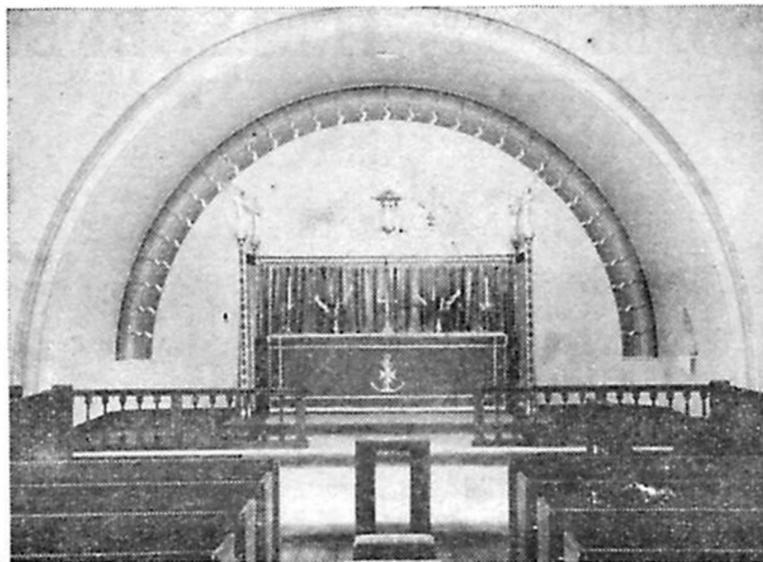
The church was erected in the early 1930's by the adaptation of an ammunition room in the centre of the quarterdeck block, and it still retains the original ship's deck floor.

A feature of the decoration for many years has been a rainbow marking the semi-circle behind the altar, and recalling the description of the Throne in Heaven in the Book of Revelation which was surrounded by such a phenomenon. This has been retained, but redone in artist's colours, the spectrum blending correctly and being relieved by a series of golden rays crossing it, which also recalls the lightings which proceeded from the Throne in St. John's vision.

The policy of the redecoration has been to soften the impression of a utility building and to introduce some gracefulness by cunning additions. The works department undertook a routine repaint, using the architect's recommendations as to colours, and the result is a most dignified and restrained off-white with pale grey beams. The two porches have been supplied with gilded mouldings which make them look as if they were intended rather than as cupboards; the twin vestries have new plain doors, with panels and mouldings above, and a new plaster moulding at the chancel arch, in grey and gold, frames the approach to the altar. Above this arch is now mounted a royal arms from the old Victoria and Albert.

GILDED ANGELS

Gorgeousness is provided where it is fitting by highly decorated riddel posts surrounding the altar and surmounted by four gilded angels. There is a graceful addition in the shape of communion rails, in oak with turned balusters, and these and all the other woodwork in the church have been stained a rich dark colour. Many departments in Whale Island have contributed skill and craftsmanship in this embellishment. New light-



Church of St. Barbara, H.M.S. Excellent

ing is unobtrusive and supplied from cleverly designed and fashioned metal brackets, using clear bulbs deliberately. A smoke-grey carpet leads up to the altar, and the outfit is completed by venetian-blue curtains between the riddel posts. The four angels had to be purchased, but they were delivered "raw" and gilded in Excellent's own paint shop. Some expense was incurred for raw materials, chiefly timber and special colours. This, the angels and the architect's expenses were paid for by donations from the ship's company welfare fund and from the wardroom officers' fund.

The result shows what can be done with a building not specially designed for its present purpose, using expert guidance and the skill of the home team, to produce a distinguished shrine to the glory of God and for the use and benefit of the personnel.

St. Barbara's, Whale Island, is open to the public and Sunday morning service is at 10.30.

Nearly £7,500 for charities from Chatham Navy Days

AS forecast in the May issue of the NAVY NEWS the receipts from the last Chatham Navy Days, held at Easter, broke all previous records.

The total takings amounted to £9,154, an increase of £2,573 on the 1958/59 figures, the final profit being £7,476, which will be distributed among various Naval charities.

NORTHERN IRELAND WRENS CELEBRATE BIRTHDAY

THE 21st Anniversary Celebrations for the 21st Birthday of W.R.N.S. were held in Northern Ireland at H.M.S. Sea Eagle, on May 23.

The celebrations were attended by His Excellency the Governor of Northern Ireland and Lady Wakehurst; The Rt. Hon. the Viscount Brookeborough of Colebrook, C.B.E., M.C., D.L., M.P. (Prime Minister of Northern Ireland); Admiral Sir Richard Onslow, K.C.B., D.S.O. (Commander-in-Chief, Plymouth) and Lady Onslow; Lieut-General Sir C. Douglas Packard, K.B.E., C.B., D.S.O., (General Officer Commanding, Northern Ireland Command); Air Marshal Sir Edward Chilton, K.B.E., C.B. (Air Officer Commanding-in-Chief, Coastal Command) and Lady Chilton; Group Captain C. E. A. Garton, R.A.F. (Senior Royal Air Force Officer, Northern Ireland) and Mrs. Garton; Sir Richard Pim, V.R.D., D.L. (Inspector-General Royal Ulster Constabulary) and Lady Pim; Group Captain J. P. Seymour, R.A.F. (Director R.A.F. Joint Anti-Submarine School, Londonderry) and Mrs. Seymour.

In Memoriam

- Victor William Gleeson, Able Seaman, C/J.942470, H.M.S. Dolphin. Died May 13, 1960.
- Michael John Luby, Able Seaman, P/J.942133, H.M.S. Dolphin. Died May 13, 1960.
- David Lidstone Green, Atg. Petty Officer Mech. (E), P/KX.869333, H.M.S. Albion. Died May 14, 1960.
- Godfrey John Mahoney, Atg. Petty Officer, D/JX.160517, H.M.S. Raleigh. Died May 18, 1960.
- William Walter Barrett, Naval Air Mechanic 1 (A/E), L/F.962069, H.M.S. Golderest. Died May 21, 1960.
- Robert Albert Hall, Cook (S), C/M.947991, H.M.S. Dalrymple. Died May 22, 1960.
- Henry George Joslin, Engineering Mechanic 1, P/KX.866612, H.M.S. Alcide. Died May 24, 1960.
- Kenneth Arthur Griffin, Leading Seaman, P/JX.818027, H.M.S. Harrier. Died May 28, 1960.
- Dennis William Potter, Chief Petty Officer, P/JX.160850, H.M.S. Laymoor. Died May 31, 1960.
- Reginald Joseph Courtney Flight, Petty Officer, D/JX.140271, H.M.S. Messina. Died June 1, 1960.
- Kathleen Mary Johnston, Petty Officer (Wren), WRNS.53278, H.M.S. Dauntless. Died June 3, 1960.
- Trevor Ernest Nott, A/Leading Seaman, P/JX.581293, H.M.S. Token. Died June 4, 1960.
- David Adrian Middleton, Shipwright Artificer 5, P/M.943901, H.M.S. Forth. Died June 4, 1960.
- Brian William Gordon Jackson, Able Seaman, P/J.926168, H.M.S. Dolphin. Died June 8, 1960.
- George Fox Hawthorne, Sergeant R.M., Ply/X.865, H.M.S. Tiger. Died June 9, 1960.
- John Edward Peters, Petty Officer, C/JX.154884, H.M.S. Duncan. Died June 10, 1960.
- Lieutenant Jeffrie Collingwood Pyke, Royal Navy, H.M.S. Falcon. Died June 10, 1960.

RNBT TO THE RESCUE and pays the cost

THE ringing of the telephone is a very frequent sound in the offices of the Royal Naval Benevolent Trust, and the staff never know who might be the caller or from what distance he or she is telephoning.

The other day a call was received from the north of England. An ex-Royal Marine had been ill for seven weeks. He thought that his trouble was gastric ulcers with post-operative debility and because of his inactivity was getting restless and anxious to return to work.

His doctor camouflaged the truth, but on being asked by the man to be signed off he had to think quickly and suggested that it would first be preferable to have a convalescent holiday. Immediate arrangements were made, but the charges were £7 7s. per week and help was needed to meet them.

This ex-Royal Marine had been a widower for the past 15 years. He has a son aged 15½ years who had just

started an apprenticeship. The home has been paid for and is kept in good trim. The son has been excellently "fathered" and has a good career in front of him.

The Portsmouth local committee of the R.N.B.T. agreed to cover the costs and the local representative was instructed by telephone to go ahead and put the plans into operation. All this was accomplished in less than 24 hours.

R.N.B.T.'s interest will not cease, as with a rapid deterioration expected in the man's condition, it will maintain a watching and friendly interest and also keep a fatherly eye on the youngster and to help him over problems which will likely arise in the very near future.

Advancements

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

- To Acting Chief Mechanic: D. P. Mahony, KN 526492.
- To Chief Petty Officer: W. G. Orr, JX 890962, D. S. Roulston, JX 151162, M. M. Berrig, JX 159495, G. W. P. Humphrey, JX 712587, G. F. Swan, JX 712523, W. H. Squires, JX 157565.
- To Acting Chief Electrical Artificer: D. W. Eastmond, MX 60691, B. E. Baguley, MX 777631.
- To Acting Chief Radio Electrical Artificer: G. J. P. Cooksley, MX 667247, J. E. Markwell, MX 857551, L. J. Tunkin, MX 569374.
- To Chief Electrician: A. W. Milsted, MX 846295.
- To Chief Radio Electrician: J. Coode, MX 766270.
- To Acting Chief Electrical Mechanic: N. W. Cooper, MX 739374.
- To Acting Chief Engine Room Artificer: R. A. Jackson, MX 637828, C. E. Ayling, MX 777550, J. V. Dunn, MX 777559, O. S. Buckwell, MX 766844.
- To Chief Engineering Mechanic: E. W. Richards, KN 96827, W. W. G. Rodney, KN 105475, B. E. Smith, KN 96765.
- To Chief Shipwright Artificer: C. C. C. Barker, MX 62777.
- To Acting Chief Ordnance Artificer: V. B. King, MX 857719, S. W. Philp, MX 645773, A. J. Teller, MX 842991.
- To Chief Petty Officer Writer: J. S. Kerr, MX 853699.
- To Stores Chief Petty Officer (V): J. A. Gibbens, MX 724110, W. A. Dicks, MX 764475.
- To Chief Blacksmith: D. Maule, MX 745350.
- To Sick Berth Chief Petty Officer: P. A. Parsons, MX 112037.
- To Chief Radio Communication Supervisor: K. S. Wood, JX 162066, P. L. Newton, JX 835358.
- To Chief Petty Officer Steward: M. Hall, JX 21749.
- To Chief Petty Officer Cook (S): A. S. Wilcox, MX 93802, D. J. Morgan, MX 59526, E. M. Alder, MX 796105, P. E. Blozz, MX 789925.
- To Stores Chief Petty Officer (S): R. Barley, MX 849224, T. D. Henderson, MX 616101.
- To Acting Chief Aircraft Artificer: D. M. Lawes, L/FX 669790, F. W. A. Nye, L/FX 669688, A. S. Hobbs, L/FX 669853.
- To Acting Chief Aircraft Mechanic: R. S. Bosch, L/FX 816489.
- To Acting Chief Radio Electrical Mechanician (Air): D. R. Harlow, L/FX 862385, G. F. Fletcher, L/FX 835146.

Unfortunately the weather upset the elaborate arrangements which had been made for the Governor to inspect the W.R.N.S. on parade, and at the last minute a rather reduced parade, without a march past was held indoors. However, all the W.R.N.S. personnel, some 90 odd, paraded together with a reduced Royal Guard and the Royal Marine Band of the Plymouth Division.

That evening, His Excellency the Governor and Lady Wakehurst, with the Commander-in-Chief, Plymouth, Admiral Sir Richard Onslow, were guests of the Joint Directors of the Joint Anti-Submarine School, Londonderry, Captain E. C. Sinclair, and Group Captain T. P. Seymour, at a dinner given in the Wardroom of H.M.S. Sea Eagle.

The Royal Marine Band of the Plymouth Division, had, on the previous Saturday evening beat "Retreat" in the Guildhall Square, Londonderry, supported by a guard from H.M.S. Sea Eagle. The salute was taken by the Mayor of Londonderry.

On Sunday, May 22, the Royal Marine Band also played in Brooke Park, Londonderry, in aid of the Mayoress of Londonderry's Refugee Year Fund.

Glasgow NAAFI Club to close

AS the direct result of the run-down of the Services and the consequent drastic reduction in the number of Regular Service men and Service women stationed in the vicinity, an inter-Service committee has decided that the Glasgow N.A.A.F.I. Club, opened in 1953, will close on June 30.

When the club opened it catered for a potential membership of 15,000 men and women of the Armed Forces and that figure has been reduced to a few hundred.

Members of the Territorial Army and their guests are now the main users of the club, particularly on Sundays, and as the club costs £12,000 a year to run this means that the Regular Forces are subsidising members of the Auxiliary Forces.

New Committee for Vernon Friendly Wives

THE General Meeting of the H.M.S. Vernon Branch R.N.F.U.S.W. on June 1, began with the election of a new committee and the following members were elected: Mesdames Bird, Ross, Bark, Dab, Feltham, Fitzroy, etc.

Despite every effort by our Mediterranean Fleet to catch her she escaped and was transferred to Turkey by her ally. She did not, however, escape damage and struck five mines during the course of the 1914-18 War.

Recently four British "M" class destroyers, the Marne, Milne, Matchless and Meteor were sold to Turkey. Two more destroyers were formerly H.M.S. Oribi and Ithuriel. Other destroyers and the entire submarine fleet were formerly American, while most of the minesweepers, once served in either the Royal Canadian or Australian navies.

Lord Carrington, First Lord of the Admiralty, and Lady Carrington, accompanied by the Naval Secretary, Rear-Admiral F. R. Twiss and the Principal Private Secretary, Mr. P. D. Nairne, visited Chatham on July 4 and 5.

NAAFI Instalment Credit Scheme a Success

SINCE the Naval Canteen Service introduced its instalment credit scheme last November, over 3,000 individual agreements have been concluded, totalling more than £67,000. Credit terms have been particularly welcomed by H.M. Ships, where the bulk of the business has been done.

Unlike the other two Services, where the demand has been mainly for domestic appliances, the Royal Navy has gone in for luxury gift items, with watches heading the list. Up to May, 1960, no fewer than 746 watches, valued at £11,714, had been sold to the Royal Navy, with radios and radiograms taking second place—633, valued at £9,452—closely followed by cameras—555, valued at £10,314. Fourth in popularity have been tape recorders, 262, of which have been sold at a cost of over £10,000.

Electric shavers, clocks, record-players and cine-cameras were popular—more than 80 automatic

North-East

THE Whitley Bay branch of the Royal Naval Association was inaugurated on April 12 and the branch holds its meeting on the third Tuesday of each month at the Grange Hotel, Monkseaton, at 7.30 p.m.

At the inaugural meeting of the National Chairman, Shipmate J. Wade was present.

The branch membership stands at 20, but as it is hoped that the branch will be able to recruit members from North Shields, Witley Bay and other areas, it is expected that the next months will show a large increase.

Readers of NAVY NEWS from areas mentioned should contact the secretary, G. J. Wright, "Penguin" to Percy Gardens, Whitley Bay, if they wish for information concerning the new branch and its activities.



"—and hunger, not of the belly kind that's Banished with bacon and beans, But the gnawing hunger of men for A home and all that it means." (APOLOGIES TO THE LATE DAN MCGREW)

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FIFTH FIVES

Can an ex petty officer engineering mechanic who was pensioned in 1957 re-engage for five years? If so, what is the age limit?

Fifth fives are becoming increasingly rare these days, even amongst those with no break in service. However, in theory, any serving rating nearing completion of his pensionable engagement, and any pensioner who has not been outside for more than five years, is eligible to serve "to complete 27 years' pensionable service." The standard set for acceptance is very high indeed. Generally speaking only those who had V.G. characters throughout their service and had a heavy sprinkling of Superiors in their last five or six years have a chance of being accepted. If you come in this category you should apply to your nearest R.N. and R.M. Recruiting Office. If you are accepted for re-entry, it would be as an L.M. (E) but you should be placed on the roster for P.O.M. (E) straightaway. You would not, of course, draw any pension during the five years, but would earn increments to it, and qualify for the vastly improved rates on completion of your extra service.

PENSION INCREASES

I left the R.N. on September 6, 1949, after 22 years' service. My Rating—C.P.O.S.M.—formerly Chief Stoker.

My pension was assessed at £1 13s. 6d. and is still the same.

In July last year I took a cutting from the press which stated that Forces pensioners would get increases dealt with under Royal Warrant.

At that time I had high hopes of an increase but none has come my way.

I did think that I would qualify under Royal Warrant, but if that is not the case could you advise me if and when I get an increase.

This may seem a curious thing to say, writing as I do for a newspaper, even a very superior one like NAVY NEWS, but I am afraid your query seems to be a classic example of "you

don't want to believe half of what you read in the papers!" Please do not think I mean to be unkind, but it is a fact that there are often "buzzes" in newspapers about the Armed Forces which turn out to have no foundation in fact. So far as I am aware there are no schemes in hand or proposed for "progressive pensions," other than the biennial review of pay and pensions for those still serving, recommended by the Grigg Committee on Recruiting. There are, of course, small increments payable when a pensioner reaches the ages of 60 and 65.

I understand the British Legion is one organisation which has been campaigning for increases in the pensions of retired service men, and I suggest you contact the local branch, whose address will be in the telephone book, for information of any progress made.

You may be sure that if ever any pensions increases are approved, you, like all pensioners affected, will have your pension automatically altered. You need not worry about being overlooked—there are hordes of civil servants employed to see that errors like that do not happen!

RE-ENGAGEMENT BOUNTY

In the March edition of NAVY NEWS you pointed out to a reader that he was ineligible for the £100 bounty as he was "outside" in 1950 before re-entering.

Could you give me the final word as to whether or not I am entitled to it, please.

After seven years of a 7 & 5 (S.S.) engagement I was "demobbed" in June, 1954. I re-entered after six months R.N.R. in January, 1955.

After three days I was reinstated A./P.O. Air Mech., signing on for 12 years. This will make 19 years altogether so, when I sign on to complete time for pension, do I get the £100?

I am sorry to tell you that you will not be entitled to the re-engaging bounty since it is now only payable to those who were serving on September

(Continued in column 3)

WINGS OVER THE NAVY

The New First Sea Lord

THE appointment of Admiral Sir Caspar John, K.C.B. (he was made a G.C.B. in the recent Queen's Birthday Honours), to the highest post that can be reached by a serving officer, is of particular interest, for he is the first officer specialised in aviation to become First Sea Lord.

Much of his naval career has been spent in naval aviation. He has flown aircraft, commanded squadrons, has been commanding officer of aircraft carriers and air stations, has been Flag Officer, Third Aircraft Carrier Squadron and also Flag Officer, Air (Home). In addition he has been Chief of Naval Air Equipment and Chief Naval Representative at the Ministry of Supply and Deputy Controller of Aircraft Production at the Ministry of Supply.

He thus brings to his new appointment an unrivalled knowledge of everything connected with naval aviation. He has however, also got extensive experience of the rest of the Navy, having served in H.M.S. Malaya and H.M.S. Exeter as a young officer, and been commander of the cruiser York, in which ship he was Mentioned in Despatches for his war service.

From 1957 until early this year he was, under the direction first of Earl Mountbatten and then of Admiral Sir Charles Lambe, Vice-Chief of Naval Staff, controlling the policy for the shape and size of the Navy during the very difficult period of the defence cuts.

Admiral John was born in 1903 and was educated at Danescourt and Dartmouth. He entered the Royal Navy as a cadet in 1916 and qualified as a pilot in 1924. During his actual flying career he commanded various squadrons flying Swordfish and Fulmars and serving, in addition to those already mentioned, in H.M. ships Hermes, Argus, Furious, Courageous and Glorious.

The new First Sea Lord was promoted commander in 1936. He was promoted captain on June 30, 1941, and became director-general and subsequently chief Naval representative for Naval aircraft development and production at the Ministry of Aircraft Production. In 1943 he left for Washington to become the head of the British Naval Air Service representation in the United States. He also served as Assistant Naval Attaché (Air), Washington.

COMMANDED CARRIERS

In October, 1944, he took command of H.M.S. Pretoria Castle, which had been converted for use as an aircraft carrier, and in the following year he commanded the carrier H.M.S. Ocean when she first commissioned.

After the Second World War he continued his association with Naval aviation. In 1948 he commanded R.N. Air Station, Lossiemouth, and then he served in the Admiralty as Deputy Chief of Naval Air Equipment and later as Director of Air Organisation and Training.

He was promoted rear-admiral on January 8, 1951, and on promotion was appointed to the command of the

(Continued from column 2)

I, 1950, and who have served continuously since that date, and were on a C.S.1 engagement on February 20, 1956. In short, payment of this bounty is being discontinued as the number of ratings on the old types of engagement decreases. Nowadays one cannot sign on for pension—22 years—until one is already committed to 14 years. Twelve years' service and over qualifies for a minimum gratuity of £100 on leaving the service, and 22 years' service, in addition to qualifying for a very good rate of pension, also qualifies for a terminal grant—tax free—of three times the annual pension. A Chief Petty Officer gets a pension of about £209 per year and a terminal grant of £627.

I think you will agree therefore that the gratuities, pension and terminal grant are sufficient incentive for one to re-engage—not to mention the excellent rates of pay during service! If you sign on for and complete 22 years' service you will receive pension and terminal grant according to the rate you hold for your last two years of service—probably C.P.O. If, on the other hand, you decide not to sign on, but to go out after 19 years' service, you will be eligible for a gratuity of £335. It is pretty obvious which will be the wiser course.



Admiral Sir Caspar John, the new First Sea Lord

Third Aircraft Carrier Squadron in succession to Vice-Admiral C. E. Lambe, whom he has again succeeded as First Sea Lord, and the First Lord asked Admiral John to take on in Sir Charles's place.

He was promoted vice-admiral in March, 1954, and took up the appointment of Flag Officer Air (Home) in June, 1955. He was promoted to his present rank in January, 1957—four months before becoming Vice-Chief of the Naval Staff.

In March this year he was appointed as Commander-in-Chief, Home Fleet, but this appointment was cancelled

upon Admiral of the Fleet Sir Charles Lambe having to relinquish his office as First Sea Lord. Subsequently he became Chief of Naval Air Equipment at the Ministry of Supply.

Admiral John, although outwardly of stern appearance, has, in fact, very much of the human touch, and he is widely known to have a great sense of humour. All who have worked with him know of his brilliant brain, his complete grasp of Naval, national and international affairs, and his intimate knowledge of men, ships and aircraft. He is a family man, with three young children.

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BIG GRANT WILL BUY TEAK FOR VICTORY

THE Admiralty announce a second gift of £10,000 by the Trustees of the "Save the Victory Fund (the Society for Nautical Research)" towards the purchase of teak for use in the renovation of the main timbers of H.M.S. Victory, which is at present being carried out at H.M. Dockyard, Portsmouth.

It may be recalled that in 1922 the Society for Nautical Research launched an appeal for public subscriptions towards the creation of a fund to save the Victory, which was then lying in a semi-derelict condition at Portsmouth. The object of the fund was to restore the ship to her Trafalgar condition, any surplus being devoted towards the building of a Victory museum with a panorama annex alongside.

All these projects were happily completed before the war and have proved of intense interest to the many thousands of people who have since visited the ship. The fund has been kept in existence, being augmented from time to time by further donations, by the proceeds of the entrance money to the museum and the panorama annex, by collection boxes alongside the ship and by the sale of souvenirs, etc., on board.

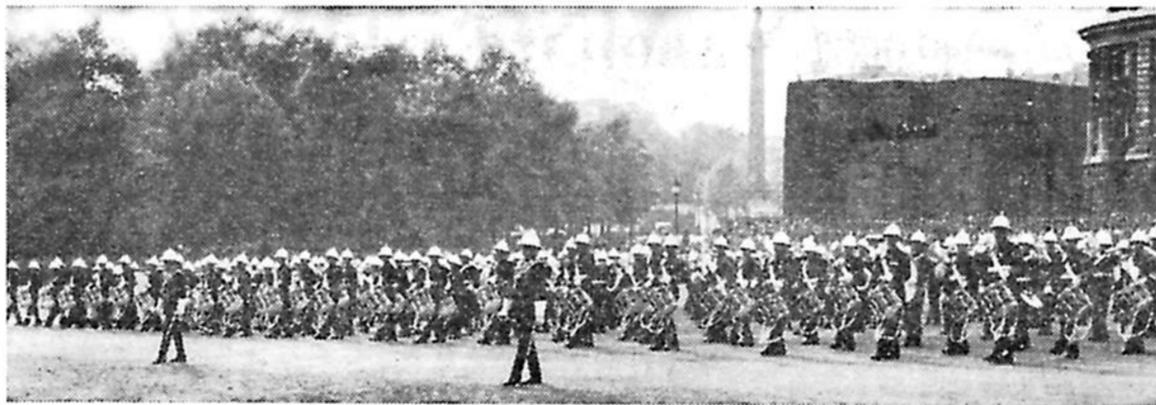
The general maintenance of the ship which serves as flagship for the Commander-in-Chief, Portsmouth, is undertaken by the Admiralty, the growing produce of the "Save the Victory Fund" being used for the upkeep and improvement of the Victory museum, for the renovation of special features in the ship's equipment and for the provision of special furniture and other things having an historical or sentimental interest connected with the ship or with the Trafalgar period.

Royal New Zealand Navy ship at Portsmouth

H.M.N.Z.S. Otago, which commissioned at Woolston on June 22, arrived at Portsmouth, from which port she will be operating until towards the end of the year, on June 24.

Otago, launched in December, 1958, by Princess Margaret, is a Whitby class frigate and is commanded by Cdr. M. J. McDowell, R.N.Z.N.

The Taranki, a sister ship, is being built at Cowes.



The scene during a rehearsal for the Birthday Ceremony

Royal Marines honour the Captain General SPECTACULAR CEREMONY

AT 6.30 p.m. on Thursday, June 2, the Massed Bands of the Royal Marines celebrated Prince Philip's birthday by Beating Retreat on the Horse Guards Parade, London.

His Royal Highness, as Captain General of the Royal Marines, took the salute. Her Majesty the Queen watched from a balcony overlooking the Parade. Crowds gathered on all sides, and massed in St. James's Park to watch and cheer the spectacular ceremony.

The origin of Beating Retreat is obscure as different customs were followed in each campaign. "Retreat" today implies a beaten force. But this was not so in the sixteenth century battles. At the sounding of Retreat,

which was normally beaten on drums, both sides would withdraw to their own lines, post guards and retire for the night.

This simple act, though still retaining its military purposes, has become a supreme spectacle. All over the world Royal Marines Bands have performed the ceremony and have been largely responsible for its development.

The Massed Bands and Drums of the Royal Marines comprising 285 performers were directed by the Principal Director of Music, Lieut.-Colonel F. Vivian Dunn, C.V.O., F.R.A.M., R.M. Fanfares were sounded on the Memorial Silver Bugles of the Royal Marines, and the Memorial Silver Trumpets of the Royal Marines School of Music.

As Prince Philip arrived, he was received by a fanfare and the Royal Salute. Then, after the Massed Bands, the Corps of Drums Beat Retreat. Parts of Drum music for this were written in 1812. The ceremony reached its climax with the playing of "Sunset" and "Rule, Britannia."

Hong Kong collision

IT has been reported from Hong Kong that H.M.S. St. Bride's Bay and the inshore minesweeper Damerham were in collision in the dockyard on July 2.

No one was hurt and the two ships were only slightly damaged, although they had to go into dock for examinations and repairs.

PRAM RACE WAS A RIOT

THERE was a little bit of the "old Navy" in the Royal Naval Barracks, Portsmouth, on June 23.

It was during the Naval Barracks Gala Day. There had been the usual races for families and children, the band, tea, rolling for bonds, swings and so on in the wardroom grounds and then, after one of the best contests of tug-of-war, when the School of Physical Training beat the Royal Naval Patrol Unit, occurred a little bit of fun seen nowadays all too infrequently. It was the Pram Race.

Nine sailors—three fathers, three mothers and three children. The children were playing happily and dirtily in the middle of the Field Gun Training track. The track has a top surface of cinders.

It is left to the reader's imagination what this "play" consisted of. Conjure-up the scene of three sailors with towels draped about their middle as "nappies," sitting amongst cinders with buckets of water near at hand.

TEN-STONE "BABIES"

The "mothers and fathers," observing the unholy mess in which their "children" had got themselves into, raced to the centre of the track, picked up their ten-stone "babies," plonked them in ready-made "prams" and then hurried pell-mell, harried and hustled by the other competitors, to the end of the track where bed, bed clothes and baths (complete with water) and buckets were ready to make the "babies" presentable.

"Bathing the 'babies,' drying and dressing them, proved that the 'babies' were just as strong as their 'parents'—the 'parents' got as wet as the 'babies'."

Then came the final dash for home. Possibly the "parents" were afraid the "children" would get pneumonia!

To hasten the "parents" on their journey, thunder flashes were set off and the laughter of the amused audience took on another noise. The young children in the audience who had been clapping and shouting with glee at

LOWESTOFT LAUNCHED

THE fifteenth Whitby class anti-submarine frigate was launched at the Glasgow shipyard of Alexander Stephen and Sons Ltd., on Thursday, June 23.

Named Lowestoft by Mrs. Copeman, wife of Vice-Admiral N. A. Copeman, C.B., D.S.C., Fourth Sea Lord and Vice Controller of the Navy, the religious service was conducted by the Very Reverend Dr. Neville Davidson, Minister of Glasgow Cathedral.

As a result of experience gained during the operation of earlier ships of this class, many modifications in the layout of the Lowestoft have been made possible.

She will have similar main armament to the previous ships: two 4.5 guns in a twin turret, but will be fitted with a Seacat guided missile launcher in place of the Bofors gun. The anti-submarine armament will consist of the latest detection equipment linked electronically to two three-barrelled mortars. Two twin and eight single torpedo tubes will also be installed.

The name Lowestoft has been used by ships of the Royal Navy since 1697. As a young lieutenant of eighteen, Lord Nelson saw service in a previous Lowestoft and distinguished himself as the officer in charge of the boarding party against American shipping in the West Indies.

H.M.S. Dryad—home of radar plot branch

ONE of the newer branches of the Royal Navy, undreamed of by our forefathers, is the Radar Plot branch, whose central base is the Navigation and Direction School, H.M.S. Dryad, Southwick, near Fareham.

H.M.S. Dryad itself is a few miles from Portsmouth, centred around a stately house called Southwick House, amidst 300 acres of parkland. It was here in 1944 that Admiral Sir Bertram Ramsay, then Supreme Allied Naval Commander, had his headquarters, and, together with General Eisenhower, planned and directed the D-Day landings.

The huge wall map, displaying all the details of this operation, remains as it was at the moment when the Allied forces reached the Normandy beachhead.

The Radar Plot branch is still young but it is well balanced and promotion prospects are very good. In the foreseeable future there will be many radical changes in the design of ships and equipment, but whatever these may be it is clear that the R.P. rating must be capable of fulfilling an even more complex and versatile role.

P.R.I.'s ASSOCIATION

Three years after the formation of the branch in 1943, a few enthusiasts formed the Plotting and Radar Instructor's Association (president, Captain F. B. P. Brayne-Nicholls, D.S.C., R.N.), which now boasts a membership of 75 per cent. of the instructors in the branch, and also includes many who have become officers and others who, although released from the Service, still maintain contact.

ARK ROYAL AND TIGER AT BARCELONA

THE cruiser H.M.S. Tiger, 9,950 tons, flying the flag of Rear-Admiral D. P. Dreyer, and the aircraft carrier, H.M.S. Ark Royal, 43,340 tons, paid an official visit to Barcelona early in June, arriving on June 3.

Sunday, June 5, was "British Day" at the annual Barcelona Samples Fair and Royal Marine bands played in the city.

PILOT KILLED IN MALTA

LIEUTENANT Jeffrie Collingwood LPyke, Royal Navy, of 728 Maintenance Squadron, Hal Far, Malta, was killed on June 10 when his Meteor jet fighter crash landed near the airfield.

HALF-YEARLY PROMOTIONS

THE provisional promotions announced by the Admiralty on December 30 last have been confirmed.

The following provisional selections have been made for promotion to date December 30 next:

GENERAL LIST

Seaman Specialists.—Cdr. to Capt.: P. K. Welsh, R. E. Roe, D. Williams, I. G. Raikes, E. M. Brown, M. S. Ollivant, N. E. F. Dalrymple-Hamilton, J. S. Le Blanc Smith, A. G. Smalley, F. W. Watson, Hon. D. P. Seely.

Lieut.-Cdr. to Cdr.: J. Monroe, J. L. N. Ommanney, B. H. Mosenthal, D. W. Winterton, J. A. R. Swainson, D. C. B. White, R. I. Pearce, J. A. G. Evans, J. Paton, R. S. Falconer, J. R. B. Montano, O. P. Sutton, P. D. Nichol, W. T. I. Pakenham, W. J. Graham, K. Vause, W. D. Lang, K. C. D. Watson.

W. Noble, M. W. G. Fawcett, M. A. Tibby, F. E. B. Brown, J. S. Carter, M. R. Wilson, D. T. Smith, P. C. D. Campbell.

Engineer Specialists.—Cdr. to Capt.: J. W. Mott, P. Carter, E. G. Griffin, F. W. Thomsett, R. H. P. Elvin, C. W. H. Shepherd.

Lieut.-Cdr. to Cdr.: W. D. Broadbent, F. J. R. Beaton, A. W. H. Baldwin, J. R. Shand, G. R. May, P. E. Bass, A. E. Godden, C. B. Williams, R. J. D. Glendinning, F. E. C. Heenan, J. R. D. Nunn, J. T. Checketts, B. D. Manhire.

Supply and Secretariat Specialists.—Cdr. to Capt.: A. H. Barton, G. W. D. Spriggs.

Lieut.-Cdr. to Cdr.: D. A. P. Stephens, J. H. Manwaring, J. H. Goodman, J. F. Bilson, F. E. Finn, A. T. Smith.

Electrical Specialists.—Cdr. to Capt.: A. G. B. Griffiths, B. Broomfield.

Lieut.-Cdr. to Cdr.: L. F. Nuttall, M. T. Howland, A. H. Jamieson, A. J. Wale, G. E. Mee, F. G. Travers, L. S. Bryson.

Instructor Branch.—Instr. Cdr. to Instr. Capt.: B. J. Moran.

Instr. Lieut.-Cdr. to Instr. Cdr.: D. G. Turnbull, E. C. Fenner, E. H. Chittieburgh.

Medical Branch.—San. Cdr. to Surg. Capt.: H. G. Silvester, C. D. Coode.

Surg. Lieut.-Cdr. to Sqn. Cdr.: T. S. Law, D. O. Hanes.

Dental Branch.—Surg. Lieut.-Cdr. (D) to Surg. Cdr. (D): A. F. J. Smith.

ROYAL MARINES

Lieut.-Col. to Col.: J. L. A. Macafee, F. C. Barton, P. W. C. Hellings.

Major to Lieut.-Col.: A. T. Gardner-Brown, D. P. L. Hunter, J. F. Parsons, A. P. Willasey-Wilsey.

Capt. to Major: F. D. MacK, Warn, E. G. D. Pounds, J. James, D. C. Alexander, R. J. Ephraums.

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NEPTUNE'S SCRAPBOOK



Vice-Admiral W. J. W. Woods, C.B., D.S.O. and Bar, has been appointed Commander-in-Chief, Home Fleet, in succession to Admiral Sir William W. Davis, G.C.B., D.S.O. and Bar, the appointment to take effect in July. Vice-Admiral Woods is to be granted the acting rank of Admiral on taking up the appointment. This post carries with it the N.A.T.O. appointment of Commander-in-Chief Eastern Atlantic Command—CINCEASTLANT. In the Queen's Birthday Honours list, Vice-Admiral Woods was made a K.C.B.

Vice-Admiral Sir Charles E. Madden, Bt., C.B., has been appointed Commander-in-Chief, Plymouth, in succession to Admiral Sir Richard Onslow, K.C.B., D.S.O. and three Bars, the appointment to take effect in October, 1960.

Vice-Admiral W. G. Crawford, C.B., D.S.C., is to be Admiral, British Joint Services Mission, Washington, and United Kingdom National Liaison Representative to the Supreme Allied Commander Atlantic in succession to Vice-Admiral Sir Geoffrey Thistleton-Smith, K.B.E., C.B., G.M. The appointment takes effect in November.

Vice-Admiral Crawford, who was appointed Flag Officer Sea Training in September, 1958, was promoted Vice-Admiral in November, 1959.

Rear-Admiral J. G. Hamilton, C.B.E., is to be Flag Officer Flotillas, Home Fleet, in succession to Vice-Admiral Sir Charles E. Madden, Bt., C.B., the appointment to take effect in October, 1960.

Capt. J. A. Ievers, O.B.E., R.N., is to be promoted to Rear-Admiral to date July 7, and to be appointed for duty in the Ministry of Aviation. The appointment is to take effect in July.

An Exhibition of Recent Gifts and Accessions to the Lambeth Palace library was opened on May 31 and will be open, Tuesday to Saturday, from 10 a.m. to 4 p.m. until December 10. Among the many manuscripts, archives and printed books which have not previously been displayed in public is an account of the discipline, administration of justice and religion in the Navy addressed to Edmund Gibson, Bishop of London (1727-1748). The author may be identified with the Rev. Brian Hunt, at one time (1723-1726) a missionary to South Carolina.

The Royal Naval Supply Officers' Dinner will take place on Thursday, July 28, in the Painted Hall at the Royal Naval College, Greenwich. The cost of the dinner will be 36s. (including wine at dinner), and overnight accommodation, with breakfast, can be provided at an additional charge of 6s. Officers who wish to attend should write to the Hon. Secretary, R.N.S.O.s, Dinner, c/o S.S.A.C., R.N. College, Greenwich, S.E.10, enclosing cheque payable to Hon. Secretary and Treasurer, R.N. Supply Officers' Dinner.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each which includes postage:
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 See page 3 for this month's ship.

Vanguard now just a mass of steel and a memory

Ensign hauled down for last time

AS Sunset sounded on June 7, the White Ensign was lowered in H.M.S. Vanguard—not to be hoisted again—and at 8 a.m. the following day the flag of Rear-Admiral J. Grant, Flag Officer Commanding Reserve Fleet, was transferred to H.M.S. Sheffield, the Reserve Fleet's new headquarters ship.

H.M.S. Vanguard is no more—an empty hulk destined, undoubtedly, for the breaker's yards: a floating mass of steel and a memory. Vanguard, ordered in March, 1941, and laid down on October 2, 1941, was launched by H.M. The Queen (when Princess Elizabeth) on November 30, 1944, being completed on April 25, 1946.

New Cadet Unit 'launched' by the A.C.R.

REAR-ADMIRAL R. A. EWING, R.C.B., D.S.C., "launched" the new Training Ship Dreadnought on May 14 at Aberkenfig and took the salute of the units of Sea Cadet Corps from Bridgend, Swansea, Beath, Port Talbot, Porthcawl, Rhondda, Cardiff and Newport.

The new "ship" is the headquarters of the Bridgend and District Sea Cadets; Commanding Officer, Lieutenant (S.C.C.) J. F. Hayes, R.N.R. The headquarters cost £1,000 and consists of a main deck, commanding officer's cabin, wardroom, galley, toilets and store-rooms. Begun last summer the building was done mainly by voluntary labour directed by the chairman of the main committee, Mr. Francis E. S. Hayes and the commanding officer.

Guests included Rear-Admiral St. J. A. Micklethwait, President of the Newport Sea Cadet Corps, Lieut.-Col. G. K. Martyn, R.M., Recruiting Staff Officer, Bristol Area, Captain E. F. Hill-Snook, R.N.R., Commanding Officer, H.M.S. Cambria, Commander R. M. W. MacFarlan, Western Area Officer, Sea Cadet Corps and Councillor W. J. Stephens, Chairman of Ogmere and Garw Urban District Council.

£300 was contributed to the venture by the Navy League and the County Youth Organisation of the Glamorgan County Council has made a grant of approximately £100 for the maintenance of the Unit.

The new unit is hoping that the nuclear-powered submarine Dreadnought, to be commissioned within the next year, will "adopt" them.

turrets were 15 in. Her peace-time complement was 1,600 and 2,000 in war.

The 15-in. guns were those first mounted in H.M.S. Courageous and H.M.S. Glorious in 1917 and later removed from those ships and added to the reserve of weapons maintained for Q.E. and Royal Sovereign types.

The largest warship ever built in Great Britain, Vanguard was designed by Sir Stanley Goodall and cost £9,000,000, exclusive of guns and mountings.

Vanguard was used for the Royal Tour to South Africa, February-May, 1947. She was operational in the Mediterranean from January to July, 1949, and then became training ship at Portland, but temporarily becoming Home Fleet flagship for the spring cruises of 1956 and 1951.

She became flagship of the Training Squadron in May, 1951, and was flagship of the Home Fleet from the spring of 1952 until the autumn of 1954.

Placed in a state of preservation in March, 1956, she was towed to Portsmouth in October of that year and has since been employed as a training and accommodation ship and flagship of the Flag Officer Commanding Reserve Fleet.

One of the last signals to be received in the ship was one from the Queen thanking the Flag Officer Commanding Reserve Fleet for the message sent by him on behalf of the officers and ship's company of Vanguard in which Her Majesty said: "I have very special memories of your great ship. I launched her myself and then made my first visit to a part of the Commonwealth in her."

H.M.S. Troubridge (Commander A. H. Young, R.N.) the anti-submarine frigate, returned to Portsmouth on June 2 after a year on the America and West Indies station.

NO 'KARTING' AT EXCELLENT

THE "karting" craze really having got under way among naval establishments, there was considerable support at Whale Island to provide facilities for the devotees.

The Field Gun Track, perimeter road and even the parade ground were suggested, but after exhaustive research none of these were found to be suitable as even the parade ground was of gravel and not up to the standard of tarmac as found in some less drill-minded establishments.

LEAMINGTON'S FETE A BIG SUCCESS

THE Leamington Branch of the Royal Naval Association held its annual Whit-Monday Fete in the Pump Room gardens, in conjunction with the Leamington Boys' Club.

The weather was favourable, branch funds have been considerably helped and the event was a great social success in the town.

It was a heartening scene to see so many visiting shipmates from other branches. A group of stalls were raised for the benefit of the funds of the following branches: Warwick, Coventry, Smethwick and the No. 8 Area Committee ran a very successful bowling for a barrel of beer.

The branch was also pleased to be able to assist the local Sea Cadet Corps, and the King George's Fund for Sailors, as in past years.

The event was again opened by His Worship the Mayor who was accompanied on the platform by the President of the Leamington branch, Capt. C. A. N. Chatwin, D.S.O., R.N.

Leamington shipmates were, of course, too busy during the day (and too exhausted after closing down) to entertain their friends, but were, nevertheless, delighted to see them.

This was truly a great day for the Royal Naval Association, the spirit of comradeship filled the ground and Leamington sincerely thanks all those shipmates who supported the effort.

In a written answer to Captain H. B. Kerby, Mr. C. I. Orr-Ewing, Civil Lord of the Admiralty, disclosed that trials with the Seacat surface-to-air guided missile will be carried out in the Daring class destroyer, H.M.S. Decoy.



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BY AYCHARBEE

"**D**ESPITE the scientific developments of the nuclear age, the maze of electronic equipment carried by modern warships and the complexities of any future war, one element remains as true today as it was in the time of the first Queen Elizabeth, namely the calibre and character of our seamen. This is your heritage, this tradition has to be maintained and your training here is but the first step. The Royal Navy has had a glorious past; it is your job to ensure that it has an equally glorious future."

So writes Instructor Lieut.-Cdr. S. G. Clarke, R.N., in his book "Your

Navy—Past and Present," addressed to juniors who have just joined the Royal Navy, and it was with these words in mind that I made my first visit to H.M.S. Ganges.

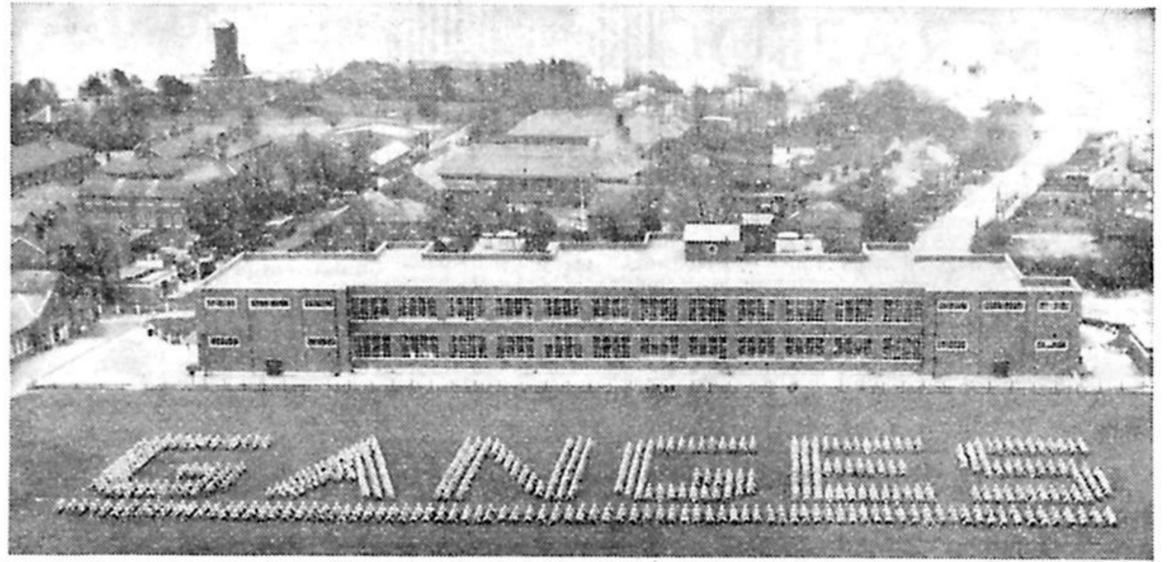
For years I had been writing the odd letter to H.M.S. Ganges, Shotley Gate, near Ipswich, and, like many other doubtless, I had assumed that H.M.S. Ganges was just a few yards away from Ipswich railway station.

Leaving Ipswich for Ganges I recalled the words of an officer many years ago when he said he was joining a place in the "Great Beyond."

I suppose Ganges is some 12 miles from Ipswich but I have rarely enjoyed a more lovely drive in the early evening. A winding, up-hill, down-dale road, the hedges covered in hawthorn blossom, the horse chestnut trees in bloom, the lilac, the lupins and the glorious scenery were a real joy.

It did cross my mind however that many an unsuspecting person must have thrown his cases into a taxi and said "H.M.S. Ganges, please," only to wonder, as the miles sped by, what his fare was going to be when he eventually arrived at his destination.

H.M.S. Ganges is a large cluster of buildings at Shotley Gate with the River Stour on the south side and the Orwell on the north, of the spit of land which runs from Ipswich to Shot-



The Central Mess Galley with Ganges Juniors in the foreground. (Photo—R. A. Fisk, H.M.S. Ganges)



Photograph, R. A. Fisk, H.M.S. Ganges
Capt. H. S. Mackenzie, D.S.O. and bar, D.S.C., R.N., Commanding Officer, H.M.S. Ganges. Capt. Mackenzie, then a lieutenant, was captain of H.M.S.M. Thrasher during the war when a bomb was removed from the casing, the Victoria Cross being awarded to an officer and a petty officer

ley Gate. On the north is Felixstowe and on the south is Harwich.

At the time of the year when I visited Ganges it must be one of the loveliest spots in the country but I have no doubt that seeing it in December or January with an east wind coming from across the North Sea the term "Great Beyond" must have a special significance and real meaning.

MODERN TRAINING

Some 1,600 juniors are in training in



The main entrance to H.M.S. Ganges (Photo—R. A. Fisk, H.M.S. Ganges)

H.M.S. Ganges and what a wonderful training they are getting. The messing facilities, dormitories, playing fields, and grounds of the establishment are a mixture of old and new but the training that the juniors of today is given is of the very best—modern in outlook as well as modern in equipment.

There are about 120 officers in Ganges, of whom about 55 are Instructor officers who not only look after the academic requirements of the juniors, but are part and parcel of their everyday life.

Although, naturally, the ostensible aim at Ganges is to turn out a youngster fitted to take his place in a man-of-war this aim is not apparent. Rather the aim appears to be to turn out a good, honest citizen, a well educated youngster who can think and reason for himself, a self-reliant individual and from my experience this is being done extraordinarily well.

THE MAST

The dominant feature in Ganges is, of course, the mast. (A photograph of which appears on page 1.) The total height of this mast is about 140 feet and the lower mast itself is 70 years old. It came from the sloop Cordelia. The topmast was made in 1892 for H.M.S. Agincourt.

On mast-manning ceremonies there is great competition to be the "button boy." This is the boy who stands—monarch of all he surveys—right at the very tip-top of the mast. Incidentally the most difficult part of the climb up the mast is from the lower yard arm up the slanting futtock shrouds, which entail climbing up upside down. There is a means of getting to the next step through what is called the "lubber's hole" but a boy would consider it cowardly to take this way up.

WOODEN WALL

H.M.S. Ganges, 84 guns, was laid down at Bombay in 1819 and launched in 1821. One of the old "wooden walls" of this country and the last of our sailing line of battleships. The crest of Ganges is of an elephant thus perpetuating the birth place of the ship. She was the last sailing ship to be used as a sea-going flagship

In 1899 Ganges was moored off the naval pier at Shotley to begin her career as a Boys' Training Vessel.

The Sick Quarters were instituted in a temporary building on shore in 1900 and this building became the first part of the present H.M.S. Ganges. Football and cricket pitches were laid out and permanent sick quarters were built. The floating Ganges was laid off in October, 1905, and on October 4, that year, 330 boys from the floating Ganges and her tender H.M.S. Bos-

weeks learning the first fundamentals of naval life, discipline and cleanliness. Not the harsh discipline enforced by the end of a rope but discipline inculcated by force of example of officers and instructors.

Starting off mildly for the first couple of weeks the last two weeks are intended to freshen up their reactions and make them suitable for introduction into the main establishment.

When these youngsters leave the annexe—as smart and as clean as human ingenuity can make them—they put on for the first time their best uniforms and headed by a band are marched ceremoniously into the main buildings.

BED AT NINE

I asked one junior of about 16 what he found most irksome, the most difficult part of his time in the annexe. To my surprise he replied "Being quiet after nine o'clock at night." I ought not to have been surprised for it is quite understandable; prior to going to Ganges he may have been one of the youngsters parading up and down city streets and, being full of youthful vigor, probably getting himself into trouble quite late at night. To have to be perfectly quiet after nine o'clock at night (and in May the nights are quite light at that time) must have been a hardship.

This particular junior who had been "punished" twice for his talking after 9 p.m. took it in very good part indeed.

At this point it might be wise to mention that having been working, and working really hard, either at instruction, games, or school from about six o'clock in the morning to have been up and about after that time would have had bad effects on his health.

The officer in charge of the annexe informed me that although there was a certain amount of home-sickness among the youngsters for the first few days, this home-sickness soon disappeared and the juniors realised that they were each one of a team. In fact, with their work and sports there was very little time left for them to indulge in fits of introspection.

The one thing that struck me most forcibly in Ganges was the cleanliness, alertness and enthusiasm of all the youngsters with whom I came into contact, whether it was in their schoolrooms, their training classes, the sports fields or dining hall.

Parents can rest assured that the very best facilities exist for the juniors in every possible sphere, whether it be in schoolwork, sport, hobbies, religious instruction and so on.

(Continued on page 9, column 1)



The swimming bath in H.M.S. Ganges (Photo—R. A. Fisk, H.M.S. Ganges)

THE LIBERTY BOAT LOOK!

Are you ship-shape for shore leave? Make no mistake, follow the fleet to Willerbys - for truly terrific tailoring. Suits, coats, leisure clothes, uniforms - from Willerbys all are first class. And you can pay by allotment if you wish. Our naval representatives regularly visit the Fleet at ports of call at home and overseas. If you'd like to know more about Willerbys, see either Mr. Guttridge, or Mr. Dunkin, when next he visits your establishment. Alternatively, drop us a line, or call in at any of our branches. We shall be pleased to let you have a folder giving details of Willerbys special service for men in the navy.

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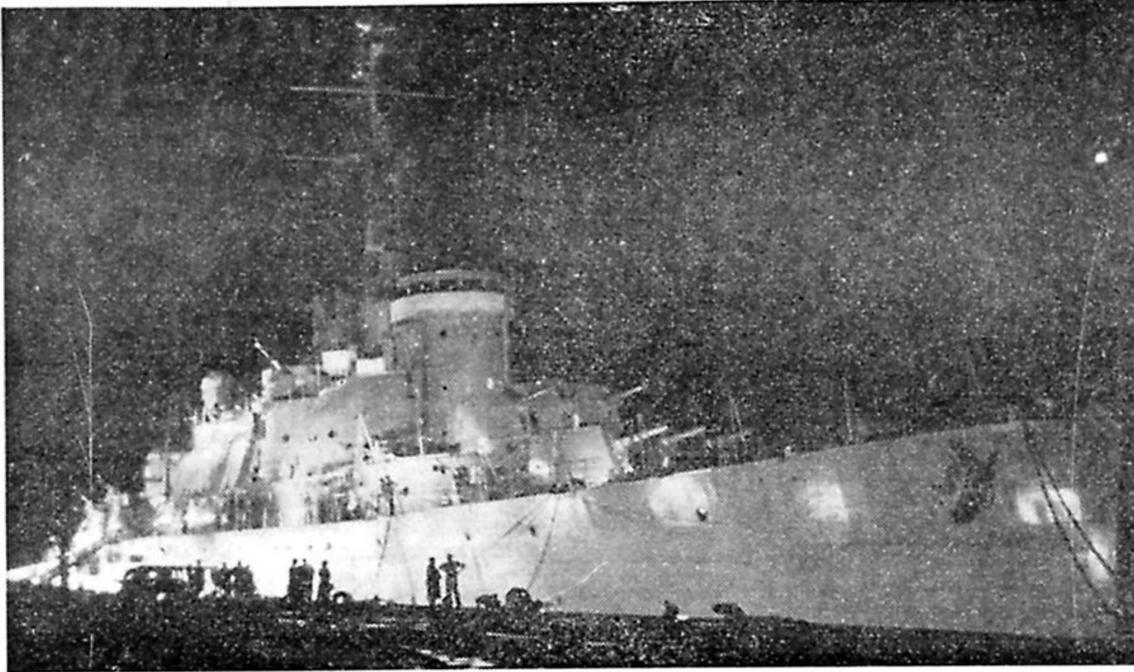
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And Branches throughout Britain



H.M.S. Gambia at Cape Town

Service on three stations in one year GAMBIA'S LAST COMMISSION Mid-Ocean Mail Delivery

AFTER a year's foreign service, during which she has served on the Mediterranean, Far East and South Atlantic stations, the cruiser Gambia returned to Portsmouth on Monday, July 4. Since commissioning in November, 1958, the ship has steamed 58,000 miles, spending 170 full days at sea.

In March of this year, Gambia was at Mauritius lending a hand after the cyclone disaster, and from there sailed for Singapore. The unexpected diversion to Mauritius had delayed the receipt of mail on board, but whilst still 400 miles from Singapore, a R.A.F. Shackleton aircraft made a mail drop, dropping thousands of eagerly-awaited letters which were carefully packed in watertight containers. Some of these had been posted in England only three days previously—not bad going for a mid-ocean delivery 12,000 miles away.

SINGAPORE

The ship stopped briefly at Singapore and then on to Hong Kong, which for many was the first introduction to this fascinating city. The "Ding Dong Song" was soon echoing around the ship, and had it not been for the subsequent visit to South Africa, would in all probability still be ringing in all ears. Ten days were spent in Hong Kong, by which time everyone had seen and done everything within the limits of their pockets—plus a few pledges for next payday.

It was fortunate that Gambia then

had a self-maintenance period in Singapore, followed by the long pas-

sage to Mauritius via the Sunda Straits. The ship passed close to the famous volcano Krakatoa, and its little sister obligingly threw up some impressive jets of smoke and fire, which volcano enthusiasts on board were able to compare with Stromboli, Vesuvius and Etna which had been seen about six months previously in the Mediterranean.

The second visit to Mauritius was only for 24 hours, but these were



Four beautiful visitors to the ship at Port Elizabeth

H.M.S. GANGES

(Continued from page 8, column 5)

Half of the instruction time at Ganges is spent in school and practically everyone leaves the establishment qualified educationally for the leading rate and some outstanding juniors have qualified educationally, for officer state whilst still at Ganges.

Among the very fine buildings in Ganges is one which must be mentioned viz. the swimming bath. This is said to be one of the finest in East Anglia and every single rating is expected to have passed his standard swimming test before leaving. Judging by the facilities, and the use the youngsters were making of them, I should imagine that there is no difficulty in this part of their curriculum.

I mentioned at the beginning of this article that Ganges appeared to be in the "Great Beyond." Mentioning this to an officer and a Chief Petty Officer, both rather jumped down my throat. It appears, and this was borne out very forcibly during my short stay, that although officers and men sent to Ganges may have the feeling when they first join that they are in "Backwater numbers" they very soon realise the worth of their jobs and grow to love the work.

LENGTH OF TRAINING

How long do the juniors spend in Ganges? Communications juniors spend approximately 43 weeks on course while others are on course for approximately 35 weeks and then go on draft to their specialist schools for a further period of training lasting from six to eight weeks when they are drafted to the fleet.

Added to the weeks "on course" mentioned above, are the leave periods (three weeks at the end of each of

three terms) and time which is called "workship," when the juniors take part in the various chores of the establishment.

The communications juniors go to H.M.S. Mercury. The seamen juniors are interviewed and selected for their Specialist qualifications (i.e. Gunnery, Radar Plotting or T.A.S.) during their fifteenth week on course and at the end of their courses they are drafted to H.M.S. Cambridge (Plymouth), H.M.S. Dryad (Portsmouth) and to H.M.S. Vernon (Portsmouth) according to their specialist qualifications for Part II training. At the same time the Engineering Mechanics are drafted to H.M.S. Raleigh (Plymouth) and Naval Air Mechanics to H.M.S. Condor (Arbroath).

PARENTS' VISITS

Parents are made very welcome in H.M.S. Ganges at any time during a junior's stay. There are special occasions when the establishment has ceremonious displays which are well worth seeing and parents are particularly welcome to attend if they can manage to make the journey. These special ceremonial displays are the Queen's Birthday Review and Parents' Day, both events taking place during the summer term.

On Parents' Day every department in the establishment is open to the parents and on the evening of that day a mast-manning display and ceremonial Sunset ceremony are given for the benefit of the parents.

Have I painted a rosy picture of life in H.M.S. Ganges? Not too rosy I can assure you.

It is a place where the juniors are being taught to become useful citizens, are encouraged to make use of the opportunities given by the Service and, put in a nutshell, are being made into real men.

crowded with hospitality. The Mayor of Port Louis had arranged a civic reception as a mark of appreciation by the citizens of the help given by Gambia to the town in the recent catastrophe, and tokens of friendship were exchanged. The police, too, organised a reunion party for that evening, whilst elsewhere, from Government House to various sporting clubs, officers and men were well looked after.

DURBAN HOSPITALITY

The passage from Mauritius to Durban took four days, which subsequently proved to be the quietest period in South African waters. Durban hospitality is famous, but unless one has actually been there, the legend is scarcely credible. Some very good friends were made who were more genuinely pleased to see the ship and her company than anywhere else the ship has been, unless perhaps Port Elizabeth and Cape Town are excluded. Four days were spent at Port Elizabeth and then the ship sailed for Cape Town, arriving on May 25, by which time most people on board had established a chain of friendships which ran the 800 miles between Durban and the Cape.

If an epitaph was to be written on a South African visit by one of H.M. ships, it might be "The beauty of its daughters is exceeded only by the generosity of their fathers." Lest anxious wives read this in England, let them take comfort in thinking that it was the bachelors who found the daughters beautiful and the married

(Continued in column 4)

The Bishop of Portsmouth, Dr. J. H. L. Phillips, inspected divisions and presented prizes at H.M.S. Sultan, Gosport, on June 24.

Fireflies to Whirlwinds 719 NAVAL AIR SQUADRON COMMISSIONED

SURELY the opportunities offered to 719 Squadron, as an inter-service establishment, would be hard to improve. On re-forming at Eglinton, Northern Ireland, on May 17, 1960, the Squadron found themselves committed to the following arrangements:

They were to receive three Westland Whirlwind helicopters which were to be operated from the ex-R.N. Air Station, Eglinton, under Air Traffic Control of R.A.F. Ballykelly (eight miles away).

They were to fly the helicopters according to the exercise requirements of the Joint Anti-Submarine School at H.M.S. Sea Eagle, Londonderry, and by kind permission of the Army, they were to be accommodated by the North Irish Brigade Depot, which has taken over a large part of the R.N. Air Station since that establishment closed in 1959.

The intention is to transfer the Squadron to R.A.F. Ballykelly, as soon as arrangements for their accommodation can be completed, but meanwhile the White Ensign flies once more, and almost certainly for the last time, at Eglinton.

Without delving too much into the past, the recent history of 719 shows that the Squadron last re-formed at Eglinton in June of 1950, flying Fairey Firefly aircraft in the anti-submarine training role. A conversion to Fairey Gannet aircraft was carried out in late 1954, but Fireflies remained with the Squadron until June, 1956. Observer training continued until March, 1959.

(Continued from column 3)

men who blessed the generosity of the fathers!

Leaving Cape Town, H.M.S. Gambia sailed for Freetown and thence to Bathurst—in Gambia—the colony after which the ship was named. Here, the trophies which were presented to the ship some 18 years ago were returned with due ceremony to His Excellency the Governor, for safe keeping until a new Gambia joins the Fleet—for this is the old ship's last commission.

when the Air Station virtually closed except for the helicopters of 815 Squadron, who flew off in early May. 719 disbanded on March 17, to be re-formed exactly 14 months later, some 400 yard due east of their last home.

The present task should prove to be an intensely interesting one, with ample opportunity to operate helicopters from remote parts of the United Kingdom. Being closely involved, as they are, with all three services, interest and competition should flourish both in work and at play.

Surprise to take Pope's legate to Malta

THE despatch vessel, H.M.S. Surprise, flying the Papal flag, is to carry an American cardinal from Naples to Malta on July 20.

The cardinal is Cardinal Muench, who has been appointed by the Pope to be his legate at the celebrations in Malta marking the nineteenth centenary of St. Paul's arrival in the island.

As Surprise enters Grand Harbour, forts will fire a 19-gun salute.

TRAFALGAR MEN FLY HOME

WHILST their ship, H.M.S. Trafalgar, was refitting in Malta recently, 67 of the crew chartered a Viscount aircraft to fly them to the United Kingdom for leave.

The sailors arrived at Gatwick on June 8 and after two weeks home the Viscount flew them back to Malta.

The cost to each man was under £30.

Radio Electrical Artificer L. G. Clarke, of H.M.S. Heron, won the Royal Navy Rifle Championship at Bisley in June, scoring 477 out of a possible 500.





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EARTHQUAKE HITS CHILE ON HER NAVY DAY

Marine Forces Quickly on Scene

BY OUR SPECIAL CORRESPONDENT

AT 0600 on May 21 most people living in Santiago and areas to the south were awakened by the rumbling and shaking of what to Chileans is a commonplace affair—namely a tremor. But on this occasion it was longer and much more severe. Your correspondent was in Valparaiso at this time waiting to view the march past of the Chilean Navy which occurs throughout the country on this particular day, for May 21 commemorates the Battle of Iquique and is the Chilean Navy Day. So proud are the Chileans of their Navy which was virtually started by Lord Cochrane 150 years ago, that they celebrate this day as one of the national holidays.

News at Valparaiso soon reached us that Concepción had been badly hit by a severe earthquake, the most severe she had suffered since the disaster in 1939. Since then, the town has been very much rebuilt and subsequent reports have proved that in this instance the new buildings have stood up to the shakes very well. Chile is a poor country and many of the people live either in poorly built dwelling or mud huts. These of course were flattened.

TIDAL WAVE

The following day at 1500 on a Sunday afternoon, there were other extensive quakes commonly called "temblores" throughout the country and these were very much more widespread, covering an area from Concepción de Puerto Montt, the island of Chiloe and all the intermediate places. These emanated from under the sea in the Pacific Ocean and not only affected the terrain of Chile, but caused a tremendous tidal wave in the Pacific which, as you have read in your English newspapers, covered vast areas as far as Japan.

The tidal wave on the Chilean coast was appallingly destructive and devastated many of the coastal towns and villages including flattening completely Puerto Saavedra, south of Concepción. Corral, the port of Valdivia, was completely devastated and now, as a result of the wave, can become a deep-water port if ever it is rebuilt.

Puerto Montt and Valdivia, both badly shattered by the quakes, added a further problem to contend with by the extensive flooding. At Valdivia, the whole of the town has sunk six feet.

Fortunately, due to the fact that the first quake occurred at six o'clock in the morning when everybody was rising for a national holiday and because the following day was a Sunday, the casualties were remarkably light as compared to the 1939 disaster when in Concepción alone there were 20,000 casualties.

AIR LIFT

The Chilean armed services went into action immediately and Santiago airport became a major operative post, not only dispersing goods to the affected areas in the South but in receiving aid in kind from most of the South American countries, from the United States and from many countries in Europe.

At this time 190 aircraft were involved in the air lift to the South, consisting of 73 from the U.S.A., 65 from foreign countries and 62 from the Chilean Air Force and national airline. Within 48 hours 50 Globemasters from U.S.A. had arrived with two complete field hospitals of 400 beds each.

These were subsequently sent and set up at Valdivia and Puerto Montt where there were the most homeless and where the threat of epidemics due to the blocked drains was most likely to occur.

The Navy started about the traditional role of evacuation, so ably learned from the Royal Navy Cruisers, destroyers, corvettes and depot ships were all sent to the affected areas with supplies to establish vital wireless communications with the capital, for all local communications had been destroyed and to supplement the air lift in evacuating people from the damaged areas and especially from the coastal ports and villages which had no airfield.

The Army was concerned in demolition of unsafe buildings, in helping the "carabineros" (local police) in maintaining order and restoring public services in so far as they were able.

Others to earn the admiration of both their own countrymen and foreigners living in Chile were the "carabineros," the "bomeros" (fire service), the Salvation Army and the Red Cross.

Great Britain provided an immediate

monetary gift and the Secretary of State for Air who was fortuitously visiting the Argentine, lent his Britannia aircraft of R.A.F. Transport Command for two air lifts of vital goods between Buenos Aires and Santiago.

Unfortunately, unlike in 1939, when H.M.S. Exeter and Ajax were on the spot immediately, there was no ship of the Royal Navy in South American waters nor even within a week's steaming of Chile.

CHANGED COASTLINE

Your correspondent later visited the British Consulates and communities at Valdivia, Concepción and Osorno. Although material damage had been suffered by many British homes and individuals, fortunately there were no casualties.

Flying over the South of Chile in the month of June can be a hazardous operation as there is normally at this time of the year very heavy rainfall and much low cloud.

Fortunately, on the day in which he flew from Valdivia to Concepción along the coast, he was able to see for himself the completely changed contours of the coastline. Houses and trees, forlorn, far out to sea, inland lakes close to the sea turned into salt water lakes, destruction everywhere, it will prove a tremendous job for it to be resurveyed.

FINANCIAL AID NEEDED

The damage to Chilean economy cannot yet be assessed but she will require a great deal of financial aid and in this respect will undoubtedly turn to her old friend Great Britain. Unfortunately, many people hardly know where Chile is on the map and it is hoped that readers will now take a map and find out.

First Junior Athletic Championships Won by Collingwood

THE first Royal Navy Junior Athletic Championships were held at Plymouth on June 25 and H.M.S. Collingwood won the team trophy.

All the 140 competitors were between the ages of 17 and 19.

Teams came from H.M.S. Collingwood; H.M.S. Figard; H.M.S. Caledonia; Britannia Royal Naval College, Dartmouth; H.M.S. Condor; Royal Marines Depot, Deal; H.M.S. Mercury; H.M.S. Raleigh; H.M.S. Sanderling and H.M.S. Golderest.

P.O. Wren in the top ten VERNON RIFLE TEAM'S MANY SUCCESSES



Petty Officer Wren Anne Wilson

PETTY Officer Wren Anne Wilson completed an outstanding season by shooting for Great Britain in the Randle Trophy at Bisley last month. This International match between the Commonwealth countries and America was fired on June 13.

The trial was held on the previous day and Petty Officer Wren Wilson scored 398 out of a possible 400, from two cards at 50 yards and two at 100 yards. This fine effort placed her in the top ten lady shots in Great Britain.

Further success came for Anne in her first year at Bisley when she was selected to shoot for Scotland in the Home Countries Ladies' International Match. She retained her excellent form, returning the second highest score for her country.

The Small Bore Rifle Club at H.M.S. Vernon. Petty Officer Wren Wilson's "local" team, culminated a fine season by winning the Hampshire Inter-County Astor Competition. As a result of this victory the club was chosen to represent Hampshire at the Bisley Small Bore meeting, and gave a creditable performance against the other county sides.

In the Hampshire league, H.M.S. Vernon took first place, returning the second highest aggregate in the 17 divisions—6,916 out of a possible 7,000, only 24 behind Portsmouth City "A" team, which took the premier position in Division I.

Mr. D. Donoghue, an ex-Gunner T.A.S., had the best average (99.28) in Division III, and Petty Officer Wren Wilson was the second lady in all divisions with 99.09 average.

SWIMMING GALA

The Vernon Swimming Gala proved to be a personal triumph for Wren Lavinia Reilly, who won all the Ladies' individual events—freestyle, backstroke and breaststroke.

Two "Deepwater" Division swimmers were outstanding, Able Seaman Welch won the 220 yards freestyle and the butterfly event, and Sub-Lieut. T. Jones, whose brilliant diving display was too skilled for last year's winner, A.B. Pickersgill. This is a very promising result as Pickersgill was third in last year's Command event.

Appropriately, the "Divers" won the team event and were presented with the Divisional Aggregate Trophy by Mrs. M. C. Giles, wife of the Captain of H.M.S. Vernon.

RECORDS BROKEN

Competitors were faced with hot sultry conditions for the H.M.S. Vernon annual sports at Pitt Street on June 22. The meeting was not without incident and two records were broken.

The discus was thrown 116 ft. 1 in. by Lieut. Graham Meilson, beating the previous record by 4 ft. 10 in. His other successes included a fine 440 yards win, and second places in the javelin and 200 yards race. He proved to be the outstanding athlete of the day and was awarded the Victor Ludorum Trophy.

Lieut. Neilson's efforts failed, however, to gain the Aggregate Trophy for his team—the Long T.A.S. Course. They were beaten by Ordnance Division, who scored 101½ points to the

Long Course's 93. Last year's champions, Deepwater Division, were third, with 83½ points.

Ordnance Division's victory was a team effort, helped substantially by Ordnance Artificer Casey, who won the 100 yards and long jump events.

It was a Deepwater Division runner who took the honours of the day in the 3,000 metres steeplechase event, A.B. Burton—he runs ten miles every day—led the field throughout and his time of 10 min 15.2 sec, was 44.8 sec. inside the previous record, which had stood for three years.

Mrs. M. C. Giles, wife of the Captain of H.M.S. Vernon, presented the trophies.

WRENS MARCH PAST GUILDHALL

AFTER a 21st anniversary service on board H.M.S. Victory, conducted by the Chaplain of the Fleet (the Venerable Archdeacon John Armstrong), a large contingent of Portsmouth Wrens marched past the Guildhall, Portsmouth, where the Lord Mayor (Councillor G. J. Horton) took the salute with the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power).

Also on the saluting dais was the Director of the Women's Royal Naval Service, Dame Elizabeth Hoyer Millar.

The 300 Wrens came from the Portsmouth Command and also from H.M.S. Ariel and H.M.S. Ariel II of the Air Command and the senior officers of the two commands, Superintendent E. M. Drummond of Air Command and Chief Officer B. S. Brown of Portsmouth Command were present. The parade was commanded by First Officer J. C. Sutton and was led by a Royal Marine band.

After the march past those who had taken part were joined by 200 other Wrens and all were entertained in the Guildhall as guests of the Lord Mayor and Corporation.

The Director, W.R.N.S., cut a cake made in the Portsmouth Royal Naval School of Cookery.

Chief Wren Eleanor Anderson of H.M.S. Victory, the Chief Wren with the longest service in the Portsmouth Command, 21 years, presented a cheque for £93 8s. 0d. to the Lord Mayor for the World Refugee Year Fund.

Of this sum £62 had been collected from the Wrens and the remainder was taken at two anniversary services.

German Ships Visit Dolphin



The photograph shows the Federal German Landing Ships Viper (left) Kapitan Lieutenant Daniel and Krokodil Kapitan Lieutenant Von Holtendorf at H.M.S. Dolphin during their recent four-day operational visit, June 15-18. Purchased from the United States in 1958 these two 1,100 ton ships form part of Landing Group 2 based at Wilhelmshaven. The purpose of their visit to Portsmouth was to bring 50 German submarine ratings to qualify in the Submarine Escape Training Tank at H.M.S. Dolphin, through which many N.A.T.O. submariners have already passed. For the majority of the German ships' companies this was their first trip to England and a visit to London was given high priority.



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 nine 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.....

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

Windmill girls entertain 'karters'



The Royal Naval Barracks, Portsmouth, "Karting" team, which lost an exciting contest with the Windmill "Karting" team on May 22, are seen on the stage of the Windmill Theatre prior to the show which they saw recently. After the show the barracks' team was entertained to lunch in the rehearsal room by the girls. Windmill Girls shown in the picture are, left to right, Lorna Kay; Eileen Savigear; Iris White; Mandy Mayer; Pamela Luckett and Honor Chapman (sitting in foreground)

Birmingham's 'name boards' find a last resting place

THE ship that has carried the name Birmingham throughout the seven seas for nearly a quarter of a century has come to her last anchorage—in a breaker's yard, but a perpetual reminder of her will exist in the headquarters of the City of Birmingham Royal Naval Association.

On June 11 the port and starboard name boards of the ship were unveiled by Mrs. Simpson, wife of the president Alderman C. V. G. Simpson, Lieutenant-Commander R.N.V.R.

Already in the Association's possession is a battle ensign from the Birmingham, presented by a former captain. Alderman Simpson said that the ship's bell had been given to the R.N.V.R. Officers' Association and the wardrobe silver was now in the City Museum and Art Gallery.

The ceremony was well attended by a large number of members of the association together with Shipmate G.

Evans of the Royal Naval Association, Birmingham Central branch and Mr. and Mrs. J. Peers of the Royal Marines' Association.

Sea Cadets of the Training Ship Vernon formed the colour party, "Colour" and "Sunset" being sounded by Cadet Petty Officer Instructor Stewart Mallin. Then the Ensign, (given to the Association by the Commanding Officer of H.M.S. Gamecock when that establishment was taken over by the Army authorities), was raised and lowered.

In unveiling the name boards, Mrs. Simpson gave a résumé of the history of H.M.S. Birmingham and stated how honoured she felt at being asked to perform the unveiling ceremony. She was presented with a bouquet by the youngest Sea Cadet present, who, to the delight of the seasoned members, gave her a salute which they could not have bettered.

U.S. Destroyer at Portsmouth

THE United States Ship Barry (2,850 tons), a destroyer of the Forrest Sherman class laid down in March, 1954 and completed in August 1957, visited Portsmouth twice during June.

Commanded by Commander J. T. Law, U.S.N., the Barry has a complement of 16 officers and 250 men and is on a tour of European ports.

The host ship for the visits was R.N. Barracks and the Commodore, Viscount Kelburn, called upon the commanding officer and Rear-Admiral R. A. Gralla (Commander, Destroyer Flotilla 2) who had hoisted his flag in the Barry and afterwards calls upon the Commander-in-Chief, Portsmouth and the Lord Mayor of Portsmouth were made by Admiral Gralla and Commander Law.

NEW BRANCH FORMED AT WEYMOUTH

A NEW branch of the Royal Naval Association has been founded at Weymouth. The first president is Lieut.-Cdr. J. Rigby, R.N. (ret.), and the first chairman Lieut.-Cdr. Ogden, R.N. (ret.).

The secretary is Mr. S. E. Dawe, of 80 Clearmount Road, Weymouth, and the inaugural meeting will be held at the Clifton Hotel on July 20.

Weymouth was assured that the Portland and Bridport branches will give all the help they can in the early stages of the new branch.

At a foundation meeting held recently many members of the Portland branch were present.

Portsmouth Frigate On Sea Trials

LAUNCHED by Lady Dorothy Macmillan, wife of the Prime Minister, on April 23, 1959, at H.M. Dockyard, Portsmouth, H.M.S. Rhyl, a Whitby class anti-submarine frigate, sailed for her first sea trials on June 8.

It is expected that H.M.S. Rhyl will commission for service about the middle of October.

Queen's Birthday Parade at Southsea

POSSIBLY THE LAST

DETACHMENTS from H.M.S. Victory, Dolphin, Dryad, Sultan, Collingwood, Excellent, Mercury, St. Vincent, Ariel, the W.R.N.S.; Royal Marines (Eastney), R.H.A., R.E.M.E.,

R.A.O.C., R.A.F., R.N.M.S. and Civil Defence took part in what may have been the last Queen's Birthday Parade to be held on Southsea Common on June 11.

It will be remembered that, in view of the many commitments the services have today, the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) recently stated that this year's parade may well be the last to be held at Southsea.

After inspection of the parade by the Commander-in-Chief and the unfurling of the Royal Standard which represented the arrival of the Queen, there was a 21-gun salute and a feu de joie.

Following the unfurling of the Standard the Royal Naval Guard, the Royal Marines guard of honour and the massed Royal Marines Band advanced in review order.

Three cheers were then given for the Queen and the Royal Standard was then lowered.

The 3rd Regiment Royal Horse Artillery provided the saluting battery and the bands present were the massed bands of the Royal Marines, the Blue-jacket Band of the Royal Naval Barracks, the Volunteer Band of H.M.S. Collingwood and the Bugle Band from H.M.S. St. Vincent.

DID NOT LIVE TO SHARE PROFITS OF HIS LABOURS

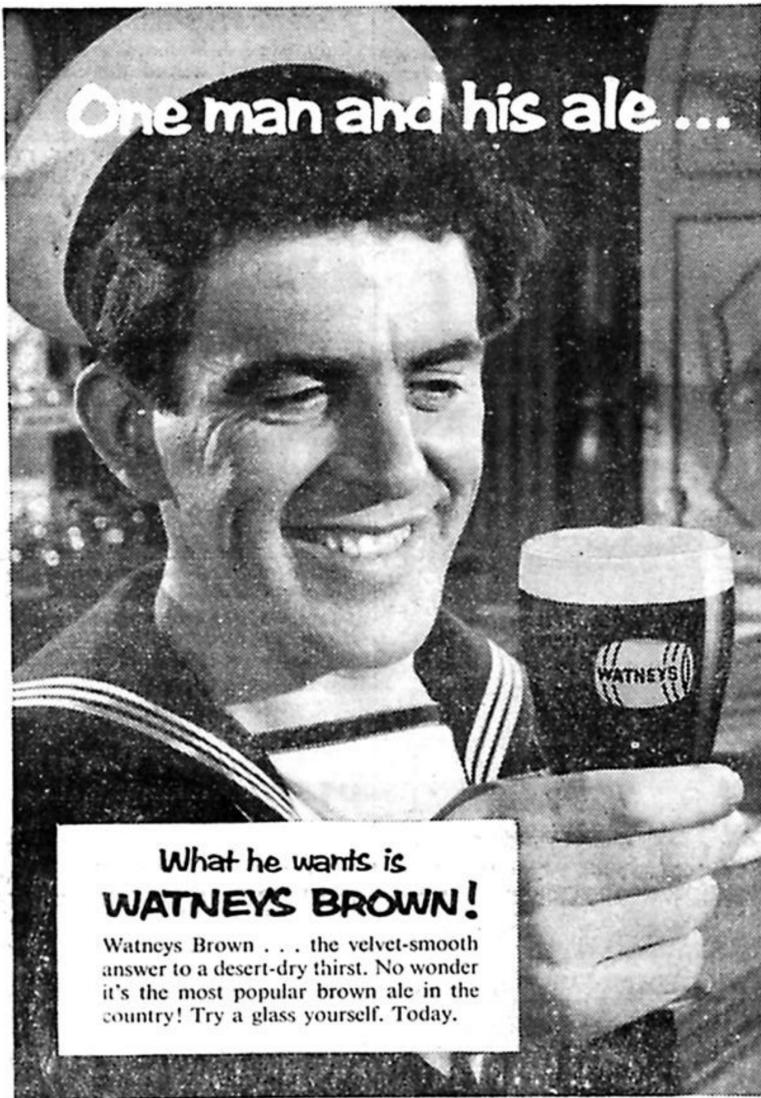
ONE of the prime movers in the planning and building of the fine headquarters of the Gosport branch of the Royal Naval Association was its chairman, Shipmate Tom Bates, whose death was reported in a previous issue of "Navy News."

The extent of the effort Shipmate Bates put into his work can only be fully realised by those members who marched with him from the birth, through the sweat and toil of the foundation laying of the headquarters to the bright horizon of the future. It is regrettable that he was not spared to share the profits of his labour.

The presence of many people at the funeral service testified to the great esteem with which Tom Bates was held in all walks. The contingent from Gosport branch of the association was led by Admiral Sir William Agnew, K.C.V.O., C.B., D.S.O. (president), Rear-Admiral W. K. C. Grace, C.B.E., (life vice-president) and vice-presidents Capt. J. W. Josselyn, R.N., and Capt. G. Claridge, R.N.

Branch members extend their thanks to all those who forwarded donations for floral tokens. At the request of his wife all donations were forwarded to the Cancer Research Fund.

Shipmate Thomson has volunteered to fill the chair until the next annual general meeting. He is well known to all members whether at home or abroad and will have their support.



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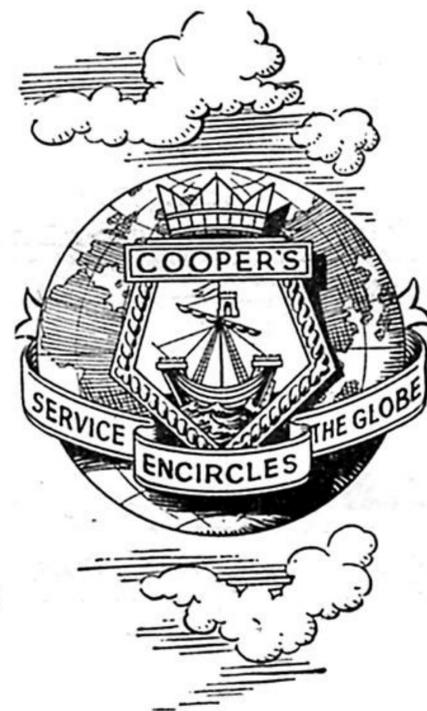
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The twenty-third Annual Conference PLYMOUTH'S WARM WELCOME REPRESENTATIVES OF THE GUARDIANS OF BRITAIN'S SHORES

THE 23rd annual conference of the Royal Naval Association was held in Plymouth on Saturday, June 25. The president of the association, Admiral of the Fleet Sir John H. D. Cunningham, who was accompanied by Admiral Sir Alexander Madden, Cdre. Sir Roy Gill and Sir John Lang, Secretary to the Board of Admiralty, was received officially by the Lord Mayor of Plymouth, Alderman F. J. Smith, J.P. and the Commander-in-Chief, Plymouth, Admiral Sir Richard Onslow, at the Guildhall, where an Admiral of the Fleets' guard was mounted. The Commander-in-Chief's band was in attendance.

Meanwhile delegates from all over the British Isles were arriving in the city.

The conference opened at ten o'clock. After a minute's silence for departed shipmates, prayer was offered by the chaplain of the Plymouth Branch, the Rev. W. J. E. Tregemra Piggott, Chaplain, R.N.

The national councillor for No. 4 Area, Shipmate H. G. Webb, welcomed delegates on behalf of No. 4 Area. He said that, to him, there was a feeling of achievement as he was the proposer some years ago that the annual conference should meet from time to time outside London. The first conference outside London was held at Portsmouth and at last had come to Plymouth.

The Lord Mayor welcomed the conference on behalf of the people of Plymouth. He remarked on the very close ties that had existed for centuries between the people of Plymouth and the Royal Navy. He understood that there was another Naval port somewhere further up the south coast that had similar connections with men of the Royal Navy. "Be that as it may," he continued, "I am sure that the people of Plymouth would give a welcome second to none to the representatives now attending the conference whichever port division they had been attached to." He hoped that Plymouth would be the venue again in less than nine years. "Come again soon, we want you," he said in conclusion.

'OGGIE-OGGIE-OGGIE'

The Commander-in-Chief, opening the conference, said he had half expected to be greeted with cries of "Oggie-Oggie-Oggie." He was privi-

leged to address a conference of men who represented the guardians of these shores, not necessarily great names such as Drake and Nelson, but the ordinary man who had, over the centuries, when danger lurked, thrown up his job to man the ships which defended our empire.

These men had a great belief in the sanctity of an honest day's work for an honest day's pay. You have, I believe, over 300 branches throughout the world and the contribution that you make to the well-being and welfare of the nation is shown by having our gracious Queen as your patron and of being one of three associations who have been granted a Royal Charter of Incorporation. "May your work continue and your membership ever increase. It gives me the greatest pleasure to open this, your 23rd conference."

PRESIDENTIAL ADDRESS

Sir John Cunningham, in his presidential address, thanked both the Lord Mayor and the Commander-in-Chief for their welcoming addresses. He said that his first recollection of Plymouth was as a young sub-lieutenant. He remembered the huddle of houses and the narrow streets, the many pubs and places of amusement. A greater part of this had been destroyed by enemy action and in its place was rising what, he thought, must be the best-planned city in the country, a great tribute to the spirit of the people and to those who had so ably planned the wide roads and avenues, the schools and municipal buildings, as well as the business premises and excellent houses.

To the delegates he said he had very little to add to his remarks of last year,

but he was glad that the association accounts had at last shown a clear balance in hand, minute though it may be.

"I must reiterate," he continued, "that the only way to keep this balance is to greatly increase our membership. This is up to you."

NEVER A DULL MOMENT

Sir John Lang, Secretary to the Board of Admiralty, addressed the conference at the conclusion. He said that he asked for the privilege to speak. He had had a most interesting day and he was impressed with what he had heard. He had attended meetings of many public bodies but there was never a dull moment in this conference.

He said that the Admiralty were extremely interested in all that the Royal Naval Association did. The Admiralty recognised the value of having an association of men who had seen service, old and new, and who still keep alive that spirit they learnt while serving. The Admiralty were in no doubt as to the strong force the R.N.A. is and it is its wish that the R.N.A. will continue to flourish.

He was glad to have personally met many delegates and was most interested in what they had to say.

He hoped that he would be able to attend the conference again. "Keep up your good work and increase your membership from the 5,000 to 6,000 who leave the service each year."

(The business of conference will be fully reported in the next issue of "Navy News."—Editor.)

Tattoo in South Africa

ACTIVITIES of the Johannesburg branch of the Royal Naval Association are more or less at a standstill at the moment although the branch was well represented at two recent functions.

On April 21, in honour of H.M. The Queen's birthday, a Searchlight Tattoo was held by U.N.E.S.S.A. (United English Speaking South Africans). Quite a number of the branch members turned out see the first tattoo in South Africa.

On Friday, May 6, the Cockney Club held a Social Dance, in honour of Princess Margaret's wedding. Once again this function was well supported by the Royal Naval Association.

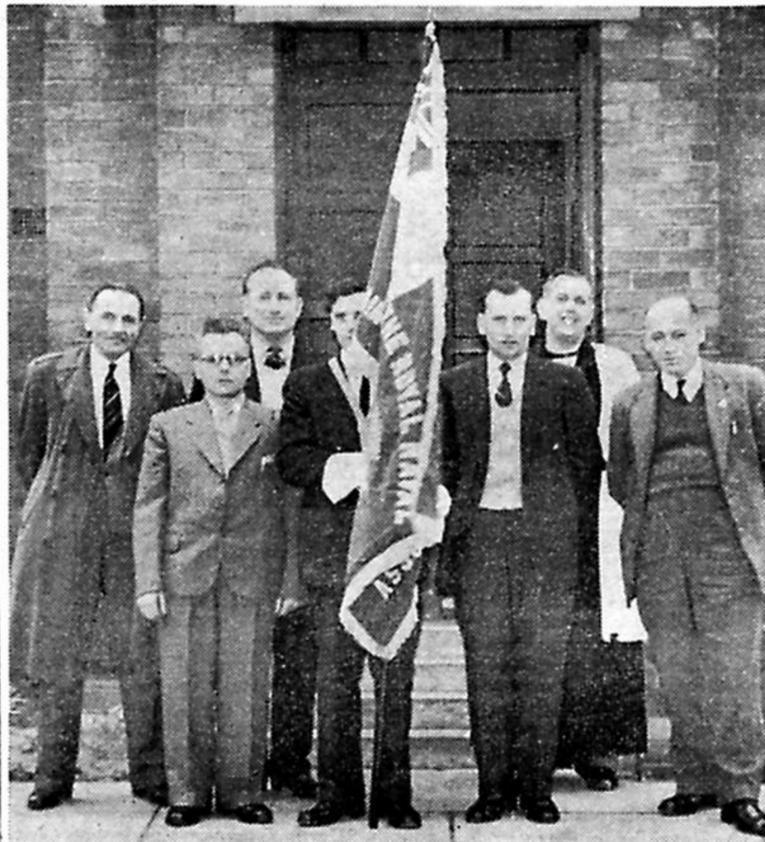
The 'Skipper' and his wife were the guests of the Gunners' Association at its annual Memorial Service at Potchefstroom Camp on May 1.

After a very impressive ceremony, including wreath laying (the 'Skipper' laid one on behalf of the branch), they were the guests of the Officers' Mess at lunch.

The entertainments officer, Shipmate Pooley and the "Paybob," Shipmate Harker, arranged a quiz programme for the May meeting. Certificates were presented to the winning team.

The branch's most treasured possession is a tape recording of the Dedication Service of the branch Standard, which took place on May 31, 1959. Johannesburg is wondering whether any other Royal Naval Association branch, anywhere, has a recording of a Dedication Service of its branch Standard.

TEN YEARS AFTER



The Gainsborough branch of the Royal Naval Association, which was formed ten years ago, held its third re-dedication parade at St. George's Church, Gainsborough, on May 8. The service was conducted by the Reverend L. G. Standley. Shipmate Atkinson was Standard Bearer

Sherborne shipmate 8 years in one ship PILGRIMAGE RECALLED

UP and down the country, in their own quiet ways—the Silent Service way—branches of the Royal Naval Association are continually making donations to charities and working, sometimes very hard indeed, raising money for worthy causes.

One example which came to light the other day was a dance organised by the Entertainments Committee of the Sherborne branch, as a result of which approximately £5 was sent towards the World Refugee Year fund.

This one example could be multiplied many times and, in most cases, the efforts made pass unnoticed except of course, to the grateful recipients.

Members, their wives and friends of the Sherborne branch visited Portland at Whitsun and, after a tour of ships

open to visitors, were invited to a social evening by the shipmates of the Portland branch.

The entertainment provided, followed by general dancing, was much enjoyed by the Sherborne shipmates and, in particular, Shipmate Kimberley, the branch's Treasurer and his wife, who were specially "spot-lighted," as the day was also their Silver Wedding anniversary.

SHIPMATE'S ILL HEALTH

Shipmate J. J. Mullin, who has keenly supported and helped the Sherborne branch since its inauguration in 1951 by the collection of subscriptions, distribution of "Navy News," etc., has had to relinquish those duties on account of ill-health, and on his 72nd birthday recently he was presented with a barometer by the shipmates.

Although now confined to his home he still shows a keen interest in the affairs of the branch.

Shipmate Mullin, who entered the service as a Boy 2/c in September, 1904, did his first year's training in the Emerald, a training ship at Queens-town before joining H.M.S. Impregnable.

It is interesting to record that he served during the whole of the First World War in the battleship Thunderer—actually he joined the ship as a Leading Stoker in June, 1912, and did not leave her until March, 1920.

When serving in the Benow, April, 1924, to September, 1925, he was one of a party of 20 officers and 307 ratings to go on a pilgrimage to Rome, Bethlehem and Jerusalem. The party met the Pope and the silence of the Vatican was broken by three British cheers.

PURLEY HELPS OTHERS

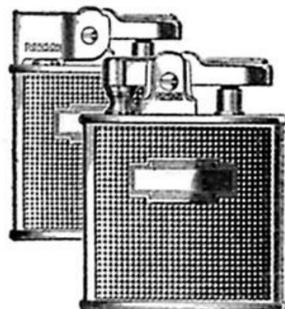
ALTHOUGH the Purley branch of the Royal Naval Association is a small one its members are imbued with the objects of the Association and on May 17 a stand was erected outside its headquarters, the branch Standard being supported by the White and Red Ensigns while a number of the members, and their wives, collected for the Charity for Sailors.

The collection was organised and supervised by Mrs. Kerens, wife of the president of the branch, Commander J. S. Kerens, D.S.O., R.N., M.P.

The branch combined with British Legion members on May 21 for a social evening, which was a very good evening although the attendance was not so great as had been expected—chiefly owing to sickness, and on Whit-Sunday the branch joined Croydon for the dedication of the Croydon Standard at Chatham.



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The Lord Mayor of Belfast and the chairman of the branch exchange plaques [Photo: Belfast Newsletter Ltd.]

Lord Mayor presents City Plaque to Belfast Branch

CREW OF ARTFUL ATTEND SOCIAL EVENING

It is ten years since the Belfast branch was formed from the Royal Naval Old Comrades Association and to mark this anniversary, plaques of the Association were presented to the City Corporation and to the Belfast Harbour Commissioners—two civic bodies whose generous hospitality to H.M. ships visiting the port is a long-standing tradition.

During the past year the Rt. Hon. the Lord Mayor, Alderman Robin G. C. Kinahan, E.R.D., J.P., and Belfast Corporation have accomplished much for ex-Service charities, and it was felt that this token of appreciation from ex-Service men of the Senior Service would not be out of place.

At the ceremony branch members were thrilled when the Lord Mayor presented the branch with a plaque of the City in return. This reminder of the duties and responsibilities as citizens of this great city is highly valued.

The Belfast branch was also very

pleased that Sir Kenneth Sinclair, D.L., J.P., chairman of the Harbour Commissioners, accepted the token which expressed thanks for all the encouragement given, and the facilities afforded, to the Belfast branch.

The June monthly meeting taxed the capacity of the premises to the full. It was a great night—the best since the opening six years ago; and members of the crew of H.M.S. Artful who joined the branch for the social evening must have felt quite at home—if cramped conditions are any criterion.

Blessed by fine weather, the four-day visit of H.M.S. Artful will have happy memories for all members. Belfast shipmates are greatly heartened and very pleased that the pattern set by Capt. J. H. Adams, M.V.O., R.N.,

when he visited Belfast in H.M.S. Adamant, has been followed by other Commanding Officers of H.M. Ships.

The branch was very glad that Lieut. Cdr. A. J. Whetstone, R.N., called, and members thank him for granting facilities to visit H.M.S. Artful at hours when the ship was not open to the general public.

Belfast is always delighted to welcome libertymen from H.M. Ships, and are proud of the ships' plaques which adorn the club walls—the latest, that of H.M.S. Artful.

This recognition of the R.N.A. by H.M. Ships visiting the port is a privilege which is greatly appreciated. It makes shipmates feel they still belong to that "band of brothers."

It is a pity that Shipmate Charlie Ruddy was unable to take the Belfast Standard to Plymouth. On Sunday, June 26, No. 14 (Irish) Area Standard was dedicated at a drumhead service at Bangor, Co. Down, and Belfast shipmates had to rally round their Standard there.

Chief Engine Room Artificer A. J. Clarke, of H.M.S. Ariel, Lee-on-Solent, has been selected to shoot for Great Britain in the rapid-fire pistol event in the Olympic Games in Rome.

REUNIONS HELP TO KEEP COMRADESHIP ALIVE

THE Cheam and Worcester Park branch of the Royal Naval Association has certainly livened up in the past couple of months and branch meetings are being well attended.

The aim is to keep the meeting nights interesting by getting the committee to do most of the work and by so doing the shipmates can get on with tournament games, yarns and so on, thus preventing boredom.

Membership has shown a steady rise, seven new members being enrolled in the past five months—three of these being lady members, two ex-Wrens and one still serving.

The branch attended the Jutland Rally on June 5 and it was good to see some of the old faces. The Reunions, Dedication Services and so on help enormously towards keeping alive the comradeship in the Association and one feels so much better after having met someone who hasn't been seen for months or even years.

After the rally the Chatham Gunners Instructors extended the hospitality of their club to those who had attended, and as may be expected everyone enjoyed a splendid evening.

The annual outing will take Cheam and Worcester Park to Eastbourne again this year.

The summer dance will be held on July 16 and a few invitations to branches to come along will be sent out shortly.

The branch treasurer attended the annual Conference as delegate and the branch looks forward to his report with considerable interest. One general meeting was put aside to discuss the balance sheet and motions for the conference and the delegate was well primed on points raised.

It is hoped that now Whitstable has changed the date of its Dedication Ceremony Cheam and Worcester Park will be represented.

There will be a stag outing in September and as the branch is visiting West Ham for this event it is bound to be a good one.

Another forthcoming event will be Wimbledon's Dedication in October. Members recently attended their dance which was very successful indeed.

All shipmates were most interested

in the "modern Navy" at the Jutland Rally. The general feeling was "Jack, you've never had it so good." The writer feels, however, the old-time sailor had something which the present day sailor has not got—the art of making one's own fun and entertainment.

Many visitors at the Jutland Rally asked what was to happen to that fine little church, St. George's, at Chatham, if ever the barracks close down. Perhaps our editor could answer this question.

PAT COE

(I am informed that the church will still be required by the Navy for, as reported in the May issue of NAVY NEWS, although the barracks will be confined to a smaller area and there will be different functions to perform, there will still be a large number of men in the barracks.—Editor.)

VICE-PRESIDENT OF HALLING DIES

THE vice-president of the Halling branch of the Royal Naval Association, Shipmate W. G. R. Friar, died suddenly on May 18.

Shipmate Friar, who was 67, was, until January last, the landlord of The Five Bells, the branch's headquarters. He entered the service as a boy and had been proprietor of The Five Bells since 1932.

In addition to members of the Halling branch, representatives from the Chatham, Gillingham, Temple Farm and Whitstable branches attended the funeral, and the Halling shipmates thank them sincerely for so doing.

The new headquarters of the branch is to be The House and Home, High Street, Halling, near Rochester, Kent. The secretary of the branch is J. F. Tong, "Tree Tops," Green Lane, Langley Heath, Maidstone.

Cape Town held a splendid Braaivleis

SERVING MEMBERS ENTERTAINED

IT has been the practice of the Cape Town branch of the Royal Naval Association to hold a ladies' social evening once every three months in place of the monthly general meeting, and this occasion has proved very popular.

Last March, instead of the usual entertainment and dancing, it was decided to hold a braaivleis (barbecue) on one of the member's property and this was an extremely enjoyable evening. Friends and families were invited and in all 180 attended.

The splendid evening gave a heartening beginning to the new committee which had been elected at the annual general meeting in February. The election brought forth a few changes and the officers are now: chairman, Shipmate Andrew; vice-chairman, Shipmate Beighton; secretary, Shipmate Haddon; treasurer, Shipmate Townsend; P.R.O., Shipmate Ludvigson; assistant secretary, Shipmate Pollack; committee members, Chipmates Clacher, Howes, Norton, and Tyler.

Normal meetings were held in April and May and it has been proposed to hold the Annual Dance in either August or September. The Annual Dinner will be held on October 26, when the president, Vice-Admiral Sir Dymock Watson; the vice-presidents, Admiral Sir Herbert Packer and Rear-

Admiral H. H. Bierman, the South African Navy's Chief of Staff, and the branch chaplain, the Reverend Canon J. W. Aubrey, will be attending.

This dinner will also be treated as a farewell party for the president who is returning to the United Kingdom shortly afterwards.

In sending regards to branches of the Association wherever they may be, our correspondent in Cape Town says that many of the Cape Town shipmates have been busy entertaining some of the ships' companies of various H.M. ships calling at Cape Town.

If ever any member should call at Cape Town he can be assured that a most cordial welcome would be extended. The branch usually meets at the Hotel Cecil, Newlands, on the second Friday of every month, but to make certain of meeting some of the Cape Town shipmates at any time of the month, a telephone call to the Public Relations Officer, shipmate Ludvigson (phone 52643), would ensure his co-operation.

BEDFORD WIN U.S. GAMES CUP

THE Bedford branch of the Royal Naval Association held a ladies' night on May 6, and took the opportunity of wishing good luck to Princess Margaret and congratulate the Jones's, "with whom it will now be very difficult to keep up."

The annual evening with Mr. Swift took place on June 18, and members and their friends were very hospitably entertained by Mr. and Mrs. Swift at their new house and garden at Biddenham.

On May 11, the "A" team, Capt. Shipmate Arthur Briden, was presented with the Bedford United Services Games League Cup. The "A" team won this cup by six points, and the branch is doubly proud of its achievement as not only is the branch the smallest association competing but it is the only association to run two teams.

The branch also won the Domino Shield with the two players, Charlie Kemp and Les Reed being the winner and runner-up in the individuals with 27 and 26 points respectively, whilst Shipmates Mitchell and Stroud were third and fifth in the cribbage and Shipmate Holt fourth in the darts.

There is one sad note to end on. Shipmate Tim Irving, whose sickness prevented him attending the club for some time, died recently. He had a great love for the Senior Service.

Bridport members revive memories of Portland

MEMBERS and friends of the Bridport branch of the Royal Naval Association paid a visit to Portland during the Whitsun Navy Days and revived memories of happy days spent there. In the evening they were guests of the Portland branch and enjoyed a splendid welcome.

It is pleasing to report that members are showing a keen interest in branch work by attending meetings and social functions, and as a result membership is on the increase.

During the showing of the film "The Navy Lark" at the local cinema, collections were taken and the sum of £35 was received. £25 of this was donated to the R.N.B.T. and £10 to the S.S.A.F.A.

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Good News from Dartford

THERE is good news from the Dartford branch of the Royal Naval Association. The branch is continuing to make steady progress, meetings are well attended and an average of three members per meeting being enrolled is being maintained.

Branch funds are increasing at about £2 per month, and the efforts of the few are now being rewarded by results. The branch is feeling justifiably proud of itself.

The branch was represented at the Chatham Jutland Rally when the old branch Standard was laid up in the Royal Naval Barracks Church. The new Standard, presented by Shipmate Chris Steele, was dedicated at the same time.

Dartford members are now busy touring the various coastal branches, having a look and a smell of the sea, renewing old friendships and helping to maintain that spirit of *esprit de corps* which is such an essential part of the Association.

DORKING THANKS CHATHAM

THE Dorking branch of the Royal Naval Association was well represented at Chatham for the Jutland Rally, and the members would like to thank Chatham for the splendid arrangements that were made.

What has now become the annual children's day will take place on July 23, and children (and needless to say, the shipmates too) will be in attendance at a local sports field for games, etc.

Everyone last year had a wonderful time and the event showed a profit. Naturally the organisers are hoping for a similar successful result this year.

The branch as a whole appears to be keeping on an even keel, but there is a "stand-still" as regards membership. New members are always welcome and should this catch the eye of any Dorking man serving at sea he might like to know that his presence at the branch headquarters when on leave would give great pleasure to the shipmates as well as himself.

Book Review

EYE ON THE MAIN CHANCE

CAPTAIN "Gritty" Grange, D.S.O., R.N., is unlike any Captain under whom I have served. His ship, his officers, and his men are unlike any that I have met in over 35 years with the Royal Navy, and yet . . . and yet Gilbert Hackforth-Jones has captured, vividly, Service life and the Service, in a manner which is almost natural.

His latest book, "Life on the Ocean Wave" (Hodder and Stoughton, 15s.), portrays the hand of the master.

With an artist's licence, his characters from Capt. Grange himself and his Petty Officer Steward, from the Civil Lord of the Admiralty and his nephew (Temporary, Acting, Probationary Sub-Lieutenant Green) to the political "giants" of an out-of-the-way part of the British Commonwealth about to achieve its independence, are overdrawn, and yet there is an indefinable truth about them.

Eventually Capt. "Gritty" Grange, his eye still on the main chance, and after refusing promotion to Rear-Admiral and possibly to Acting Vice-Admiral, finds that the call of love is greater than the call of the Service (the call of love being accompanied by a civilian appointment on terms that make a Vice-Admiral's emoluments look like peanuts) decides to retire.

In his diary he records that the "sacrifice" he has made is the most unselfish thing he has ever done. "But is it unselfish?" he asks, "to give up the anxieties and frustrations of Naval routine and face the world anew, secure in the knowledge of a good position and with a handsome gratuity known

as the Golden Bowler? How can one act unselfishly?"

"Life on the Ocean Wave" (Ocean Wave is a Fleet train ship) is a rattling good humorous story, but I fancy the author's ideas on recruitment will find an echo in the hearts of many. "If I were running a recruiting campaign I would not dwell on the humdrum day-to-day life in the Service and try to sell it like a detergent with all the talk of 'new' messing arrangements, 'new' sleeping accommodation, and 'new' married quarters in shore establishments. Young men will go to sea if there is a prospect of foreign travel and more than a possible hint of danger and hardship for them to boast about to their fellows."

It's a good yarn.

AYCHARBEE

Can 3-minute barrier be broken?

AT the time of going to press the 1960 Royal Tournament is in full swing at Earls Court.

The Field Gun display is evoking much attention and the Fleet Air Arm team has already created a new record. The new record is 3 min. 4.2 secs. The officers in charge of the crews consider that the "three minute barrier" can be broken, but to the average spectator it appears that the teams are already working at breakneck speed.

This year's tournament is the 70th to be held.



Lord Airlie talks to Petty Officer K. A. Alderson. The Flag Officer Air (Home) is in the centre with Captain G. W. Tanner and the Guard Commander, Lieutenant-Commander A. M. Keane on the right

Queen's colour of Fleet Air Arm paraded at Arbroath IMPRESSIVE CEREMONY

TO celebrate Her Majesty The Queen's birthday, the Ship's Company of H.M.S. Condor paraded on the Low Common at Arbroath on June 11. For the occasion, the Queen's Colour of the Fleet Air Arm was flown in from the Royal Naval Air Station, Lee-on-Solent.

The weather for the occasion was not very pleasant, torrential rain

having fallen on the previous two days. Saturday, June 11, dawned very overcast with a persistent drizzle, which cleared, however, about 1000 hours.

After falling in, the Parade was ceremonially dressed by the drum—quite an impressive sight. The Royal Guard, commanded by Lieut.-Cdr. A. M. Keane, the Colour Party, Colour Officer Lieut. P. J. Shaw, and the Scotland Command Royal Marine Band under Bandmaster Farlow, Royal Marines, were marched on and the Parade awaited the arrival of Vice-Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C. and Bar, the Flag Officer Air (Home).

After inspecting the Royal Guard and Platoons, the Admiral returned to the front of the Parade and stood

by to receive the Lord-Lieutenant of Angus, the Rt. Hon. the Earl of Airlie, K.T., G.C.V.O., M.C., J.P., representing Her Majesty The Queen.

On the arrival of Lord Airlie, the Royal Standard was broken at the Masthead and after the Royal Salute, Lord Airlie inspected the Royal Guard. On completion, the Guard and Colour were advanced and the 21-gun Royal Salute commenced, during which a *feu de joie* was fired.

The spectators numbered some 1,500 relatives, friends, and local inhabitants, including the Provost of Arbroath, Mr. D. A. Gardner, accompanied by Mrs. Gardner, a detachment from the Territorial Camp at Barry, and men of the "Q" (Arbroath) Battery, 276 (Highland) Field Regiment, Royal Artillery (T.A.) who had provided the Saluting Battery, and drove past in Review at the termination of the Parade.

Judging by the comments heard in town later in the day, and by the performance of all participants, then the Parade was indeed a big success, and the only fly in the ointment was the weather, which, unfortunately, was not kind at all.

NEWS FROM WHALE ISLAND

Parades, cricket, sports and rifle meeting

THE Queen's Birthday Parade on June 11 had been preceded by the annual inspection of H.M.S. Excellent on May 27 and, as may be imagined, a considerable amount of work was put in by everyone to make these two occasions worthy of Whale Island.

Dawn broke on June 11 with most unpromising weather but, since this may well be the last Queen's Birthday Parade to be held at Southsea for some years, the Commander-in-Chief was determined to carry on with the parade at all costs. The weather turned fine in the nick of time and a most successful parade was held. A fitting culmination to all the effort put in to the preparations not only by H.M.S. Excellent but by all the other establishments in the Command, and the bearing of all men on parade was especially praised by the Commander-in-Chief by general signal after the parade.

The first great sporting event of the month was the annual cricket match played against the Queen's Regiment to celebrate the Glorious First of June. This year was the turn of H.M.S. Excellent to be at home to the regiment and was the first time that the new Queen's Royal Surrey Regiment were the opponents. This regiment is the combination of the Queen's Royal Regiment and the East Surrey Regiment brought about as a result of the recent Army reorganisation.

The cricket match was a two-day affair with breaks as appropriate for meals and to allow all concerned to watch the Derby. After a close game the visitors eventually won within five minutes of the time for drawing stumps.

The Regiment, now based at Colchester, sent down not only the team but also two bus-loads and several cars of officers and men together with wives. The celebrations included a dance for the warrant officers and sergeants in the chief petty officers' mess and a dance for the other ranks at the Radnor Hall, with visits during the day to the Victory and the Portsmouth Command field gun training at the Royal Naval Barracks.

Sports day came next on the calendar, when a goodly number of competitors took part and again the clerk of the weather dealt kindly with the island. Several new races were included in the programme this year for spectators and their families.

R.N.R.A. MEETING

Bisley training has, of course, been going on throughout the month in preparation for the R.N. Rifle Association meeting and later the Imperial meeting at Bisley. The latter is expected to be rather larger than usual as the National Rifle Association is



Commodore The Viscount Kelburn, Royal Naval Barracks, Portsmouth, trying "the feel" of the new self-loading rifle. "Where's that pheasant?"

celebrating its centenary this year and competitors are coming from all over the Empire to take part.

On Tuesday, June 21, the Navy team arranged a five-cornered match at Tipner against the contingents from Australia, Canada, Rhodesia and Nyasaland and the City of London Rifle Club, which was won by the Canadians with 1,111 out of a possible 1,200, with the Navy coming

second with 1,102.

Amongst the distinguished visitors to Tipner this year were the Commander-in-Chief, who met all the team under training and tried his skill himself, and the Commodore of the Royal Naval Barracks, who was particularly interested in the new self-loading rifle being used at Bisley this year for the first time, though not, in fact, by the Naval competitors.

NEWS OF OTHER NAVIES

TWO NEW FRENCH CARRIERS WILL JOIN FLEET SOON

American submarines for Turkey

(BY DESMOND WETTERN)

THE two new carriers, Foch and Clemenceau, are coming along well. The Foch was towed round to Brest last summer for fitting out while the Clemenceau is now on trials and should be handed over to the Navy very shortly.

Both ships are slightly larger than the "Albion" class, having a displacement of 22,000 tons standard. They will also be over 100 ft. greater in over-all length. Their designed speed is 32 knots compared with the Albion's unofficial trials' speed of 29.5 knots.

Following the example of most American carriers and also our own Hermes they have a deck edge lift. This is fitted on the starboard side immediately abaft the island. British equipment fitted includes two steam catapults, an eight-degree angled deck and mirror sight deck landing aids.

The main armaments of eight 3.9 inch guns is of a new type. Each gun has a rate of fire of 60 rounds per minute. Maximum aircraft capacity will be 60.

Building of both ships has been re-

markably swift. Clemenceau was ordered at the end of May, 1954, but work did not begin till November the following year. She has now been on trials for seven months. Foch was begun in December, 1956.

The complement of each ship will be 180 officers and 2,700 men.

The last two survivors of the 12 British armed trawlers sold to France in 1940 are to be scrapped. They are La Setoise (formerly the Oriental Star) and La Toulonnaise (formerly Hampshire). Both ships have been serving for a number of years as tenders to the gunnery school.

TURKEY

Two more American submarines are to be transferred to the Turkish Navy

They will be the Mapiro and Mero, which will be renamed Piri Reis and Hizir Reis respectively.

Turkey, of all the NATO powers, has one of the most interesting navies. Largest ship is the battle cruiser Yavuz. Formerly the German Goeben, she sailed to the Mediterranean in 1914. Despite every effort by our Mediterranean Fleet to catch her she escaped and was transferred to Turkey by her ally. She did not, however, escape damage and struck five mines during the course of the 1914-18 War.

Recently four British "M" class destroyers, the Marne, Milne, Matchless and Meteor were sold to Turkey. Two more destroyers were formerly H.M.S. Oribo and Ithuriel. Other destroyers and the entire submarine fleet were formerly American, while most of the minesweepers once served in either the Royal Canadian or Australian navies.

Lord Carrington, First Lord of the Admiralty, and Lady Carrington, accompanied by the Naval Secretary, Rear-Admiral F. R. Twiss and the Principal Private Secretary, Mr. P. D. Nairne, visited Chatham on July 4 and 5.

Mexborough social a success despite lack of breathing space

ON May 28, members of Barnsley, Sheffield, Doncaster and Hull Branches of the Royal Naval Association visited the Mexborough branch for a Social Evening, which, it is hoped, is to be the first of many such combined functions in South Yorkshire.

The response to Mexborough's invitation was literally overwhelming, as exact numbers of guests had not been given and the estimate fell far short of

the actual number who made the visit. Consequently, there was a shortage of refreshments and seating accommodation, and even of breathing space, and some rapid reorganisation was necessary.

To add further to the troubles of the branch organisers, the entertainers arrived late, but in spite of everything, everyone appeared to enjoy themselves, and as experience is the best of all tutors, the mistake will not be repeated on future occasions.

It was certainly a pleasure to renew acquaintances with shipmates from neighbouring branches, and it was a particular pleasure to Mexborough members to see Shipmate Bottomly, No. 11 Area Treasurer, leading the "small boating party" from Hull.

It must be said that when shipmates travel 60 miles to a social it shows a real enthusiasm many branches will envy.

A new branch for the North-East

THE Whitley Bay branch of the Royal Naval Association was inaugurated on April 12 and the branch holds its meeting on the third Tuesday of each month at the Grange Hotel, Monkseaton, at 7.30 p.m.

At the inaugural meeting the National Chairman, Shipmate F. G. Wade was present.

The branch membership stands at 20, but as it is hoped that the branch will be able to recruit members from North Shields, Witley Bay and Blyth areas, it is expected that the coming months will show a large increase.

Readers of Navy News from the areas mentioned should contact the secretary, G. J. Wright, "Pengate," 50 Percy Gardens, Whitley Bay, should they wish for information concerning the new branch and its activities.

Welling celebrates jubilee in fine style

THE Welling branch of the Royal Naval Association held a dinner and dance on May 6 to celebrate its 25th year.

After the President, Lieut.-Cdr. D. Mardell, R.N.V.S.R., Mrs. Mardell and the Chairman, Shipmate P. French, had been piped over the side, eight bells were struck and the Chairman asked for remembrance for absent shipmates.

The President proposed the toast to H.M. The Queen and also read a telegram that he had received from Her Majesty in reply to the loyal telegram sent from the branch.

The Vice-President, Shipmate G. L. Lane, proposed the toast of H.R.H. Princess Margaret and Mr. Antony Armstrong-Jones, whose wedding had taken place that day. The branch had sent a telegram to the Princess hoping that the happy couple would celebrate a 25th anniversary, and Her Royal Highness sent a telegram in reply.

Shipmate Gower proposed the branch toast. In doing so he said that despite the difficulty in getting younger

members, the branch must go on. All other associations were having the same difficulty.

In replying to the toast, Shipmate French thanked the organisers for the splendid job they had done.

Shipmate King expressed his pleasure at seeing so many guests present, especially mentioning Lady Hall, the ladies' section president. He also spoke of the co-operation which existed between the branch and the British Legion, saying the branch members were always pleased to welcome Legion members to their functions.

Lieut.-Colonel N. A. Williams, Deputy Mayor of Bexley, in reply said how pleased he was to be among the Navy.

After the dinner the pipe was "Hands to Dance and Skylark" and right merrily did the members and their guests join in the dancing. During an interval Mrs. Ray Booth sang a few songs which were received with much applause.

"Auld lang syne" came much too quickly, but members agreed that the whole evening had been a splendid success and are looking forward to more such occasions.

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The (N.D.) Officers' Annual Dinner will be held in H.M.S. Dryad, Southwick, near Fareham, on Friday, July 22. Detailed information will be issued personally to members on application to the Secretary (N.D.) Dinner Committee, H.M.S. Dryad.

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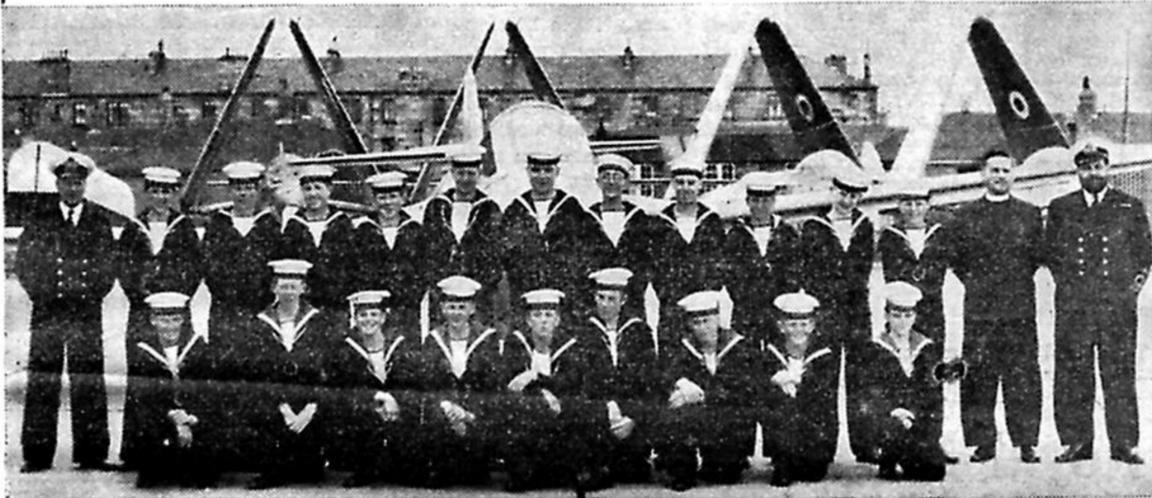
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Sea cadets at naval air station



Twenty Sea Cadets from all parts of Britain recently spent an enjoyable week at R.N. Air Station, Abbotsinch. Seen with the Cadets in this photograph are Lieutenant-Commander Richardson and Lieutenant (S.C.C.) Gray, and the Reverend H. D. Sharpe, Chaplain, R.N.A.S. Abbotsinch

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A Chapter in the life of a Naval Officer



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by
Gilbert Hackforth-Jones
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Home Air Command Cricket Week

SIX MATCHES IN ONE WEEK

THE Home Air Command Cricket Week was held between June 1 and 6 and, until the last day, it had been a happy and uninterrupted week of good games. In all six matches were played, the Home Air Command winning two, losing two, one drawn and one match abandoned.

The team had been selected after trials and 14 players took part. They were:

Instr. Lieut.-Cdr. R. K. Alcock (captain), R.N.A.S. Yeovilton; C.P.O. J. Stuchbury, H.M.S. Ariel II; C.R.E.I. R. Chaplin, H.M.S. Ariel; P.O.A.F. R. H. Farmer, H.M.S. Ariel; Leading Writer Tomlinson, H.M.S. Ariel; L.R.E.M. R. Lavery, H.M.S. Ariel; Surg. Lieut. J. R. Currey, H.M.S. Ariel II; Sub-Lieut. T. K. Black, R.N.A.S. Culdrose; R.E.A. D. N. Akam, H.M.S. Ariel; R.E.A. T. Robinson, R.N.A.S. Yeovilton; P.O.A. F. W. Coverdale, R.N.A.S. Yeovilton; L.A. J. Cross, H.M.S. Ariel; L.E.M. M. G. McCreadie, R.N.A.S. Lissiemouth; S.B.A. Sharpe, H.M.S. Ariel.

All these players played in at least three games, and the first six played in every game during the week.

The trials had shown that although the batting was fairly sound there was a lack of penetration in the bowling and in consequence the tactics were to try and get sufficient runs to enable the Home Air Command bowlers, in particular Leading Writer Tomlin-

son, an accurate slow left hander, to buy their wickets. In the event it was possible to do this in every game except the first.

The first match played was against the Portsmouth Command and the match was lost by eight wickets. With the exception of C.R.E.I. Chaplin the batsmen found the pace and accuracy of the opponents too much for them.

The second match, against Nore Command, was lost by four wickets. Home Air Command scored 225 (Chaplin 55, Stuchbury 35, Lavery 30, Akam 26) but Instructor Commander Vaughan and Leading Seaman Newson put on 140 for the second wicket and by the time Commander Vaughan was out for 96, Nore Command, with 192 for 2, were well up with the clock. Several wickets then fell quickly, but Nore managed to win on the fourth ball of what may well have been the last over.

Aldershot Services was the third match and this was drawn, Chaplin scoring 104. The Home Air Command side declared at 240 for 8. When stumps were drawn Aldershot were still 40 runs behind and had only three wickets to fall.

FIRST WIN

The fourth match resulted in a win against Solent Garrison by four wickets. By lunch time the Garrison had lost six wickets (Tomlinson 4 for 31 in 16 overs). The Garrison side was all out for 92. Lavery batted well for 31 and at one time H.A.C. was 70 for 2.

The highlight of the fifth match, against the Hampshire Hogs, which resulted in a win for the Home Air Command side by 81 runs, was a hard-hit 56 by Sharpe. Set to get 171 the "Hogs" were all out for 90, Farmer and Tomlinson each taking four wickets.

The last match of the week against Eastbourne was abandoned at lunch time owing to rain. At this time the Eastbourne side had lost four wickets for 102 and H.A.C. considered this a

good morning's work on a true, hard, wicket. High hopes for a good game were dashed when rain started.

The fielding throughout the week was always keen and some very good catches were taken.

SAPPERS NOT UP TO NAVY STANDARDS

IN their two-day match against the Royal Engineers at Aldershot on June 18 and 19, the Royal Navy, although running out easy winners, were not too elated, for the Sappers turned out a very mediocre side.

The ground was poor and the wicket worse. In fact the wicket prepared for the game was not used and one, previously played on and recut while the teams waited, was finally used.

The Royal Navy scored 249 for 3 declared, top scorer being M. B. V. Moorhouse, who scored 95 not out. This score was very "if-ish." M. D. M. Sear had a good knock of 49.

In their first innings the Royal Engineers scored 89, 33 of these runs being scored by Captain M. A. Bromage. In this innings, G. G. Tordoff took 6 wickets for 40. In the second innings the Engineers applied the bat to the ball with a little more determination but with only limited success. Their score was 129, 2/Lieut. P. G. Hatch scoring 29, Captain W. N. J. Withall scoring 29 and Captain Bromage 21.

J. D. Sayer had the best bowling average in the second innings, taking 5-35.

The Royal Navy thus ran out winners by an innings and 31 runs.

Royal Navy Should Have Done Better

THE Royal Navy cricket XI played a two-day match with Hampshire II at Southampton on June 13 and 14, the Hampshire team beating the Royal Navy by four wickets.

The scores were—Royal Navy 138 and 89, Hampshire 163 for 5 declared and 65 for 6.

For the Navy side Norrie batted steadily for two hours in making 32. Harries got his 30 in 50 minutes. Oakley, batting at No. 8 saw the score double from 69 to 138 before he was out, having made a very useful 26. The Navy took 173 minutes to reach the total of 138.

Rayment, medium pace with a marked in-swing was Hampshire's best bowler taking 6 for 60. Harrison who bowled quickish but not really fast took 2 for 45.

Hampshire took 161 minutes to make 163. Beel, for the Navy, had an average of 3 for 64 but he really deserved a better analysis. He frequently beat the bat.

In the Navy's second innings Scurr's late out-swingers at medium pace fooled seven of the Navy players. Harries again batted nicely for 27 not out in one hour and Martin's 21, which included a perfectly good six and two fours was made without any apparent difficulty. The innings took 118 minutes.

Hampshire needed only 65 to win in 3 hours 45 minutes, but the Navy made the job as hard as possible. They took 115 minutes and lost six wickets before winning.

Beel again bowled very well and might well have got more wickets. He took 2 for 22 and Martin who managed to beat the bat quite frequently, took 4 for 32.

Nore Command win Challenge Cup

A CHALLENGE cup, presented by a Vice-Admiral Sir Ballin I. Robertshaw, (Commodore of the Royal Naval Sailing Association) was competed for on June 29 off the Seaview Yacht Club by teams from Portsmouth, Plymouth, The Nore and Air Commands.

Nore Command beat Plymouth Command in the final by only two points.

Air Command win golf trophy

THE first inter-command golf championship was held at Hayling Golf Club on May 17.

Portsmouth, Plymouth, Nore and Air Commands each entered a team of six players. The championship was decided over 36 holes stroke play, all scores counting, and was won by Air Command, to whom the trophy was presented by Rear-Admiral E. N. V. Currey, D.S.O., D.S.C., the president of the Royal Naval Golfing Society.

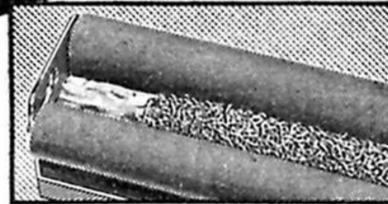
Results.—Air Command, 983; Nore Command, 995; Portsmouth Command, 1,002; Plymouth Command, 1,027.

Leading Individual Scores were: C.P.O. How (Air), 74 and 72-146; Sgt. Ridyard (Nore), 79 and 76-155; Surg. Cdr. J. H. D. Taylor (Nore), 82 and 77-159; Major A. D. MacPherson (Portsmouth), 79 and 81-160; Surg. Capt. (D) J. C. Benson (Nore), 80 and 81-161; Lieut.-Cdr. F. H. Ashworth (Nore), 81 and 80-161; Rear-Admiral E. N. V. Currey (Portsmouth), 82 and 80-162; Cdr. H. E. Bailey (Portsmouth), 81 and 81-162; Surg. Lieut. (D) Gilbert (Plymouth), 82 and 80-162.



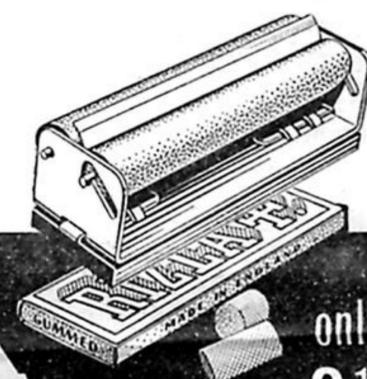
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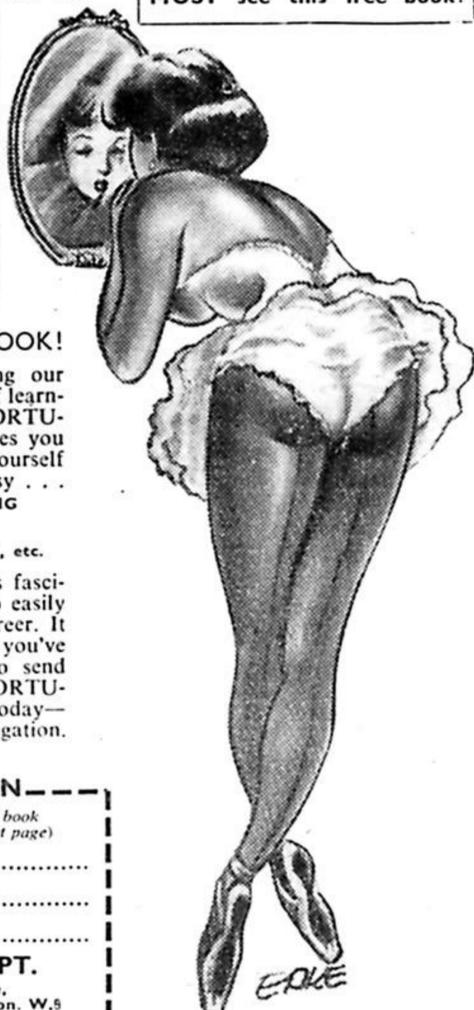
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