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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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Vanguard Fought Rearguard Action RUNS AGROUND ON WAY TO BREAKERS' YARD

THE hundreds of sightseers who had gathered near the floating bridge and the Still and West public house in Old Portsmouth to see the last of the Vanguard as she was being towed out of Portsmouth Harbour on August 4 at the start of her journey to the breakers' yard at Faslane, Gare Loch, had a thrilling experience.

The huge warship ran aground a few yards from the Customs House jetty and remained embedded in the mud for nearly an hour.

Capt. B. Pengelly, R.N., Captain of the dockyard, said that as Vanguard was being towed she suddenly sheered towards H.M.S. Dolphin. The tugs corrected this swing but the warship developed a swing towards the other side of the harbour and the tugs were not able to arrest this turning and Vanguard ran aground in about 12 inches of mud.

The 44,500 tons battleship came off the mud fairly easily under the combined pull of eight tugs, but it was a near thing, for the tide was ebbing fast and the possibility was that the warship might slew across the harbour, thus blocking the entrance until the next high tide.

In command of Vanguard for the tow was Lieut.-Cdr. W. G. Frampton, R.N., and the tow master was Mr. R. D. Otley, both of whom showed quick thinking in the moments when the huge ship seemed certain to plough her way into the crowds massed around the Still and West.

Vanguard arrived at the Gare Loch on August 9 after an uneventful trip after the initial excitement and already the breakers' men have started on their huge task—a task which will take about two years to complete.

A PREVIOUS GROUNDING

Many will remember when H.M.S. Nelson ran aground at the start of the Home Fleet Spring Cruise in January, 1943. Nelson was aground for a whole day and was not refloated until her ammunition had been unloaded and destroyers had steamed by her to create a wash to give her lift.

Helicopter rescues helicopter crew



The Naval rescue helicopter at the Portland Helicopter Station winches to safety a member of the crew of another helicopter from the same station which ditched in the sea off Portland Bill. The helicopter, a Whirlwind, was exercising at the time and went into the water about a mile from Portland Bill. The pilot was rescued by the frigate Carron and the other two members of the crew by helicopter. In this photograph Leading Seaman R. S. Counsell is being pulled up from the rough water. H.M.S. Carron and her sea-boat stand by

APOLLO, TORN FROM WALL BY BATTLEAXE, RAMS WAKEFUL

AN event which might have had disastrous results took place in Portsmouth Dockyard on August 25 when H.M.S. Wakeful (Cdr. R. B. Knight, R.N.) was rammed whilst alongside in the South-West Wall Tidal Basin.

H.M.S. Battleaxe (Cdr. J. E. Maidwell, R.N.) a radar picket destroyer, was berthed outboard of the fast minelayer, H.M.S. Apollo (Capt. L. D. Empson, R.N.), and was undergoing a normal steam test to check gauges and other machinery before sailing, when for some reason which is to be investigated, steam was let into the starboard engine, turning the screw and sending the ship ahead.

Apollo's wires were snapped and she was dragged by Battleaxe towards the stern of Wakeful. H.M.S. Wakeful was struck by Apollo (2,650 tons and 418 feet o.a.) on the port quarter, several plates being buckled. In doing

so Apollo was holed in two places in the stem.

As a result of the crash Wakeful's wires were parted and she was pushed forward, striking the centre of No. 9 Dock caisson. Her bows were severely damaged.

The caisson suffered no real damage. No. 9 Dock had men working on the bottom and had the Wakeful damaged the caisson enough to let the water in, the situation could well have been calamitous.

H.M.S. Battleaxe was undamaged. There was no casualties in any of the ships concerned and, naturally, there will have to be an enquiry.

LEANDER CLASS WILL BEAR FAMOUS WAR-TIME NAMES

IN the article written by the First Sea Lord which appeared in the supplement to the August issue of NAVY NEWS, Admiral Sir Caspar John referred to "modern escorts such as the Whitbys and the new Leander Class."

The new Leander Class, which will carry the famous war-time names of Ajax, Dido, Leander and Penelope,

are to be Improved Type 12 anti-submarine frigates. The original Type 12—the Whitby class—all named after seaside resorts and coastal towns, are considered to be the most useful class of small ships yet put into service.

The "Whitbys" are of over 2,800 tons displacement (full load) and are 370 ft. (o.a.).

TALENT WILL BE OPEN TO VISITORS

THE red and yellow signal flag for the letter "O" will have a special meaning when worn by H.M. submarine Talent at her masthead during visits to south and east coast ports starting this week.

It will indicate "open ship" to the public, for the purpose of her cruise is to enable visitors to inspect a submarine at close quarters and learn something of the life of a submariner.

At each port, however, the accent will be on youth and periods are being set aside for parties of schoolchildren, sea cadets, sea scouts and similar organisations to go on board.

Ports to be visited are as follows: Dover—Tuesday, August 30-September 2.

Ipswich—Friday, September 2-September 7.

Hull—Thursday, September 8-September 12.

Great Yarmouth—Tuesday, September 13-September 16.

Parkston Quay—Monday, September 19.

Southampton—Tuesday, September 20-September 23.

Between September 16 and September 19 H.M.S. Talent, commanded by Lieut.-Cdr. A. N. Derrick, R.N., will be at Harwich for the benefit of H.M.S. Ganges, the Boys' Training Establishment, and from September 24 to 30 the submarine will be visiting Plymouth for visits organised by H.M.S. Raleigh, the Naval training establishment at Torpoint.

Admiralty drive for the Supplementary Reserve

THE Admiralty drive for Direct Entry Officer candidates for the Royal Naval Volunteer Supplementary Reserve is being intensified. The Admiral Commanding Reserves has sent a personal letter to over 600 yacht clubs and to Universities and Technical Colleges with full details of the scheme under which young men, preferably between 20 and 30 with an interest in the sea, can qualify for dormant commissions in the Royal Naval Reserve.

A point of special interest to yachtsmen is that, in connection with the scheme, the Ministry of Transport has

THIRD TRIBAL TO BE LAUNCHED

THE third "Tribal" class General Purpose Frigate, H.M.S. Nubian, will be launched at Portsmouth on September 6.

The ship will be launched by the wife of the Flag Officer Air Home (Vice-Admiral Sir Deric Holland-Martin) and in doing so Lady Holland-Martin will be launching the namesake of a destroyer her husband commanded during the war in the Mediterranean and in which he won the D.S.O. for action against enemy shipping.

revived the examination for the Yachtmasters' (Coastal) Certificate and new entry R.N.V.S.R. candidates will be expected to work up to this standard. To assist them, special navigational courses have been arranged in H.M.S. Dryad and "Meet the Navy" Divisional Courses at Royal Naval Barracks, Portsmouth.

At present, the R.N.V.S.R. consists largely of veteran wartime R.N.V.R. officers who receive "no pay and no promotion." The aim is to prune the present membership and strengthen the Reserve with the introduction of younger blood to the 32 flotillas and units organised throughout the country.

(Those interested should apply in writing to the Secretary of the Admiralty.)



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.)
Roya: Naval Barracks, Portsmouth.
Tel: Portsmouth 26421 (Ext. 2194)

EDITORIAL

WHAT an ugly word is "sabotage"—ugly in sound as well as in meaning. "Sabot"—the French wooden shoe has, as its English equivalent, the clog, and so, perhaps, we can aptly describe sabotage as "clogging." This is, possibly, an even uglier word but its meaning is virtually the same. Both words are "dirty."

In the Royal Navy cases of sabotage are, happily, rare, but occasionally some misguided individual allows his own personal problem to overcome his judgment.

In war such men would be called traitors and the act one of treason, and even in peace such acts as would appear to have taken place in H.M.S. Dainty last month can be regarded as traitorous, for the perpetrator is one who has betrayed his trust.

If sabotage is proved in Dainty the culprit has "let down," not only his officers and shipmates, but also the Royal Navy and if caught he should be punished most severely.

H.M.S. Delight has been ordered to take Dainty's place on an Icelandic patrol. Did the culprit give a thought to the possibility that there might be someone in Delight whose personal problem was as great as his own? Of course not. Men capable of damaging their ships, perhaps endangering men's lives, must be so selfish that they are incapable of reasoned thought.

Requests for compassionate leave and assistance with personal problems are treated with commendable thoroughness and speed in the service and any man who feels he has a genuine grievance can obtain a fair hearing—without any intimidation—his plea being taken to the Board of Admiralty if he so wishes.

There is never the slightest excuse for sabotage in one of H.M. ships and if it is proved in Dainty it is to be hoped that the saboteur may be found very quickly and so remove the suspicion which may rest on innocent people and which could clog the harmonious spirit which must obtain if a ship is to be happy and efficient.

Short Service Commissions in Seaman Branch

AS part of the new career structure of the Royal Navy first announced in 1956, the Admiralty announces that a limited number of short service commissions in the Seaman specialisation is now being awarded to suitably qualified young men between the ages of 17 and 23.

It was recommended by the committee on Officer Structure and Training that many of the junior posts should be filled by short-service officers. This is the scheme now being implemented.

The Admiralty is hoping that the scheme will appeal to a variety of young men, including ratings in the Fleet, some R.N.R. officers, and boys who cannot quite attain the academic standards required for the General List.

In the main these officers will be employed on general seaman duties in all classes of ships, including submarines. Some will have the opportunity of becoming Aircraft Direction officers, Hydrographic Surveyors and possibly of specialising in other branches.

Applicants should be in possession of five "O" level certificates in the G.C.E. (or equivalent), including English and mathematics. Appointments will be in the first instance for ten years on the Active List, followed by four on the reserve; but officers will have the right to leave if they wish on completion of five years' service, with a reduced gratuity.

ENTRY AS CADETS

Successful candidates will be entered as Cadets. On completion of initial training at the Britannia Royal Naval College Dartmouth, they will be appointed Midshipman for twelve months' training at sea. Promotion to Sub-Lieutenant and Lieutenant follows according to age and progress during training. Permanent commissions on the Supplementary List will be awarded to a proportion of these officers on completing eight years' service; these officers will be eligible for selective promotion to Lieutenant-Commander, and, in a limited way, to Commander. In exceptional cases officers on the Supplementary List may be transferred to the General List with a permanent commission.

On leaving the Active List on completion of ten years officers will be eligible for a tax-free gratuity of £1,550. Officers who leave on completion of five years will be eligible for a

tax-free gratuity of £775.

Entry to Dartmouth will start in January, 1961, and continue with a small number each term. Applications for the January entry should be received by the Officer Entry Section, Room 751, Queen Anne's Mansions, St. James's Park, S.W.1., by October 15. Regulations and application forms will be supplied from this address.

DEATH OF REAR-ADMIRAL WATSON

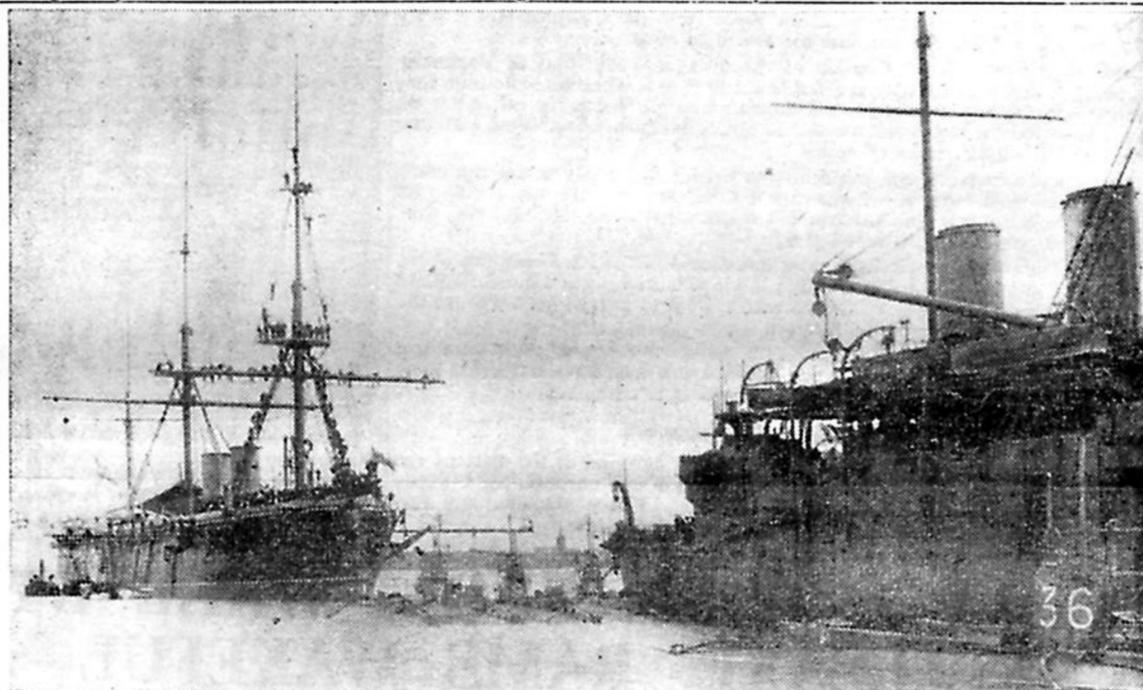
The death occurred during August of Rear-Admiral F. B. Watson, of Bosham, Hants. He was 75.

Admiral Watson retired at his own request in 1933 but served again during the Second World War as Commodore of Convoys. He was awarded the D.S.O. in 1917 and was awarded a bar in the last war.

In his young days he was an outstanding rugby football player, representing the Navy 1907-11 and England in 1908-09.

The Director of Naval Recruiting, Capt. R. P. C. Wainwright, R.N., visited Portsmouth on August 15.

Recruiting figures for the period April to June show that 1,325 entered the Royal Navy and Royal Marines during that period.



H.M.S. Boscawen (Ganges II), some "A" class submarines and H.M.S. Camperdown, off Shotley in 1909

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. 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. Orpheus, October, at Barrow for service in 3rd Submarine Squadron.

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

H.M.S. Walrus, February, at Greenock for service in 3rd Submarine Squadron.

H.M.S. Oberon, February, at Chatham for service in 3rd Submarine Squadron.

GENERAL

H.M.S. Centaur, September 6, at Portsmouth for Home Sea Service. Commissions January for General Service Commission (Home/East of Suez) (24 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. Wizard, September 13 at Chatham for Home Sea Service. U.K. Base Port, Devonport.

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

H.M.S. Rhyl, October 19 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, October 18 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. Narvik, September at Malta for Local Foreign Service.

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. 23 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, November 22, at Devonport for trials. (Commissions January 11, 1961, for General Service Commission. Med./Home. 23 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. South Atlantic and

Letter to the Editor

Will today's training produce men as good as their fathers?

SIR,—Your article on H.M.S. Ganges which appeared in the July issue of "Navy News" evoked a lot of memories for me and must have done the same for many others who received their early naval training in H.M.S. Ganges.

What a picnic Ganges must be today compared with 50 years ago! All modern conveniences—lots of leave—money which to us "old-timers" would have made us feel as rich as Croesus, rich beyond the dreams of avarice—entertainment and sports facilities all laid on regardless of cost—and conditions which, to my mind, savour a little of the "nimby-pimby."

Is it training which will fit the present-day youngsters for the rough and tumble of everyday life in the Service? Maybe I am a little envious—I don't think I am—but at the same time there could not have been a great deal wrong with a "set-up" which produced men who fought so well through two world wars. I say "Good luck" to the present juniors—they'll probably "size up" to their predecessors should the occasion arise.

To the "old-timer," with his nostalgic memories, the present Navy, with an eight to four mentality,

palatial shore establishments with bars, single cabins with running hot and cold water, bedside lamps and with ships fitted out as luxurious liners, is no longer the Service he knew and he wonders, sometimes, whether it is as efficient, despite the far-reaching scientific advances, as in the past.

Most likely it is, but the "couldn't care less" attitude of some in the Service today makes one wonder.

I was in Ganges II, the old Boscawen, moored off Shotley in 1909, and I hope you can find space to publish the enclosed photograph of Boscawen and Camperdown with some "A" class submarines alongside.

Looking back over 50 years it is only natural to remember mainly the good things but, taking everything into consideration, my time in the Service was an extremely happy one, the foundations for which were firmly laid in Ganges.

J. MUNDY

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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South America/Home (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. Home/Med. (23 months) U.K. Base Port under consideration.

H.M.S. Blake, January 24 at Clyde for Home Sea Service. Commissions June 1961, for General Service Commission. Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. JAGUAR, January. Place of commissioning under consideration. General Service Commission. Home/South Atlantic and South America (24 months). U.K. Base Port under consideration.

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. Anzio, mid-February at Malta for Foreign Service.

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

H.M.S. Loch Lomond, March 14 at Chatham for General Service Commission. Home/Arabian Seas and Persian Gulf (16 months) U.K. Base Port under consideration.

H.M.S. Eastbourne, 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. 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.

H.M.S. Ashanti, June 6, at Glasgow, for Home Sea Service trials. Re-commissions February 27, 1962, for General Service Commission. Arabian Seas and Persian Gulf/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Lowestoft, June, at Glasgow for General Service Commission. Home/Med. 19 months. U.K. Base Port, Portsmouth.

H.M.S. Falmouth, June, at Wallsend-on-Tyne for General Service Commission. Home/Med. (19 months). U.K. Base Port, Devonport.

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

H.M.S. Dalrymple, June, at Devonport, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, June, at Portsmouth, for General Service Commission. Home/Med. (18 months). U.K. Base Port, Portsmouth.

Supplement brings forth an apology

SIR.—I am writing this letter with but one purpose in mind—this being to extend my most humble apologies to the numerous persons in official positions at the Admiralty, whom I have so wrongly accused of negligence concerning the planning of the Royal Navy.

The instrument by which you brought me to my senses was the Supplement in the last edition of Navy News. I found this very inspiring and it has shown me that we British people still have a Navy of which we can be extremely proud.

Mind you, I am still not going to surrender completely on a few points, namely:

(a) Why not use the remaining ships of the Colossus Class carriers for Helicopter Commando carriers instead of larger vessels.

(b) The scrapping of ships before their replacements are ready.

However, I am very impressed at the present building programme and can find nothing to complain about. It showed a very good building up of forces in the near future.

One thing does strike me as rather odd, and that is designating the new

were several hundred men saved from this ship I have heard from only a few.

My purpose in asking them to get in touch with me is for the compilation of a history of certain British warships, and the more personal stories I receive the better. I would also be very grateful to hear from any eye witnesses of the disaster to the Natal, probably ex-members of the ships' companies of the cruisers Shannon, Achilles and Cochrane.

Another point on which I would appreciate enlightenment is the origin of the practice of saluting the wreck of the Natal with the boatswain's call by ships entering and leaving Invergordon and Cromarty for many years afterwards.

I would also be greatly interested to hear from any survivors of the Bulwark and Vanguard, both blown up in the First World War, and from any eye witnesses of these disasters.

Yours,
A. CECIL HAMPSHIRE,
6 Southbourne Gardens,
Eastcote, Ruislip, Middx.

A BADGE FOR SUBMARINERS

SIR.—For many years I have had an idea which I think should be put before the Admiralty for consideration, but not being conversant with the procedure for approaching that Ministry I am forwarding the suggestion to you. If you think it worth while no doubt you will forward it on.

I feel that submariners should be issued with a badge something like the wings of a pilot to wear on their uniforms. After all, commandos, parachutists, pilots, divers and many others all proudly wear an indicating badge and yet the sailor only has his cap ribbon which means of course that P.O.s., C.P.O.s. and Officers have nothing to indicate service in a very arduous branch of the Royal Navy.

Yours,
C. R. ELLWOOD,
ex-Submariner
Hastings.

Long journey was worth while

SIR.—We spent a very pleasant and interesting day at the dockyard on Sunday, July 31, my husband, nephew age six and myself.

We travelled from the Midlands, but it was worth every minute of the long journey, if only to see the baking section on H.M.S. Centaur. It was all very interesting and we shall certainly try again next year.

Yours,
E. T. HILTON (Mrs.)
255 Bloxwich Road,
Walsall.

TRINIDAD CAP RIBBONS

SIR.—I have in my possession a limited number of naval cap ribbons—H.M.S. Trinidad, cruiser of Colony Class, sunk off Russia in May, 1941.

These have been specially manufactured for me by Messrs. Bernards of Harwich and as I only need one of these ribbons for my own collection, I have a limited number for disposal. If any of these would be of interest to your readers, if they will please contact me I shall be happy to let them have them.

KENNETH ADDISON,
70 Rose Avenue,
Horsforth, Nr. Leeds.

Short of something like this I don't think we shall ever get a picture or write up either in the National papers or the B.B.C.

Several coaches travelling the same route could rendezvous outside London and all steam in together in convoy. A phone call to editors that several coaches were approaching London "dressed over all" might help.

Yours,
R. T. GILES
55 Southlands Avenue,
Horley, Surrey.

Annual parade EYES OF LONDON WILL BE UPON US

AS chairman of the Social and Ceremonial Committee it would be appreciated if your columns could

SHIPS OF THE ROYAL NAVY No. 58 H.M.S. ARMADA



WRENS ENTERTAIN FAMILIES AND FRIENDS

On Wednesday, July 20, W.R.N.S. officers and ratings of H.M.S. Dauntless, the W.R.N.S. Training and Drafting Establishment at Burghfield, were "At Home" to their families and friends to celebrate the 21st birthday of the W.R.N.S.

With the Commander-in-Chief, The Nore's, Royal Marine Band playing on the lawn and a fine afternoon, conditions were ideal for visitors to walk round the establishment and to enjoy the sideshows and exhibitions put on for their entertainment.

The highlight of the "At Home" was the birthday tea and the cutting of the four tier cake. A film show, which included the film about the W.R.N.S., "Alongside the Navy," and "Fighting Fortress," was a popular item in the programme. A P.T. display to music, given by Wrens under training was very well received and concluded a successful and enjoyable 21st birthday.

H.M.S. Armada was built by Hawthorn Leslie, Hebburn on Tyne, and was laid down on December 29, 1942, launched December 9, 1943, and completed July 2, 1945.

One of the early "battle" class, she was fitted as a leader and has a displacement of 2,325 tons (standard). Her overall length is 379 feet, her beam 40½ feet with a mean draught of 12½ feet.

The "Battles" were designed for work in the Pacific and were the first ships with all the main armament sited forward.

From August, 1945, to February, 1947, she served with the British Pacific Fleet and has since seen service with the Mediterranean and Home Fleets.

She is now in reserve and as the First Lord stated in the House of Lords on May 25 that some "Battle" Class destroyers were surplus to requirements and were being put up for sale, it is possible that Armada may be one of these.

The name, which commemorates

Lord Howard of Effingham's victory over the Spanish Armada in 1588 has only been used once before in the Royal Navy when it was borne by a third rate of 1810 which was sold in 1863.

The ship's badge—"A lion statant gardant within a chaplet of laurel, all gold" on a blue field—is derived from the crest of Charles, Lord Howard of Effingham.

FILM RELEASES

The League of Gentlemen, Crime Melodrama, Jack Hawkins, Nigel Patrick, Richard Attenborough. The Man from Laramie (colour) (Cinemascop), Outdoor, James Stewart, Arthur Kennedy, Cathy O'Donnell. Hell Bent for Leather (Cinemascop), Outdoor Melodrama, Audie Murphy, Felicia Farr, Stephen McNally. The Day They Robbed the Bank of England, Crime Melodrama, Aldo Ray, Elizabeth Sellers, Peter O'Toole. Operation Petticoat, Naval War Comedy, Cary Grant, Tony Curtis, Joan O'Brien. Rise and Fall of Legs Diamond, Gangster Melodrama, Ray Danton, Karen Steele, Elaine Stewart. Babette Goes to War (colour), War Comedy, Brigitte Bardot, Jacques Charrier, Ronald Howard. Follow That Horse, Comedy Drama, David Tomlinson, Cecil Parker, Mary Peach.

MORE LETTERS TO THE EDITOR

County Class missile ships as destroyers when their tonnage puts them in the light cruiser category.

Concerning the new Leander Class ships, of which this is very sudden news, have you any idea what type of ships these will be?

Finally, I have seen a photograph of a Second World War U.S. cruiser, still in service with the U.S. Navy, which has had its rear six-inch gun turret taken off and missile launchers put in its place, thereby making her up to date despite the fact that she is an old ship. Couldn't this be done on such cruisers as H.M.Ss. Gambia, Bermuda, Belfast, Birmingham and Swiftsure until guided missile cruisers are brought into service? I'm sure the cost would not be too high.

G. BARRIE-MEREDITH,
18 Attlee Way,
Tredgar.

WERE YOU THERE?

SIR.—Some time ago you were kind enough to publish a letter of mine asking survivors from the cruiser Natal, blown up in the First World War, to contact me. Although there

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:

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast and Hermes.

A Johannesburg branch of the Royal Naval Association has started and in July, when a social evening was held, the "skipper" had quite a job to get the "crew" to go home.

At the August meeting the "Uckers Contest" started. The teams were mixed and the Shipmaids were the coolest players. One or two shipmates got so excited that they shook their whisky glasses instead of the dice glass.

Preparations have started for the Trafalgar Ball to be held on October 1 and on Sunday, October 23, there is to be what is hoped will become an annual event, a parade and church service. It is a pity that only one L.N.A. Standard will be on parade.

The "bush telegraph" reports that branch of the Association has been started in Oranjemund, South West Africa. One of these days the National conference will be startled to see a delegate from South Africa walk in.

Advancements

- Confirmation has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rates:
- To Acting Chief Engine Room Artificer: MX900962 G. Pagett, MX 842914 R. L. Fields, MX 818825 D. M. Weaver.
 - To Acting Chief Mechanician: KX 840426 S. A. Blakeway, KX 770505 J. W. Wright, KX 160974 N. Reeve, KX 788705 I. F. W. Kelland, KX 835395 A. C. Cook.
 - To Chief Engineering Mechanic: KX 94532 A. E. Capon, KX 107775 T. H. West, KX 92527 E. N. Oatley, KX 86401 N. Andrew, KX 98780 W. W. Cann.
 - To Chief Petty Officer: JX 149709 J. B. Luke, JX 157501 A. J. Newberry, JX 162056 U. Kearns, JX 150758 J. W. G. Tigges, JX 148093 J. Stewart, JX 159704 D. G. Ancombe, JX 292831 C. G. Stebbing.
 - To Chief Shipwright Artificer: MX 73075 K. E. W. Young.
 - To Chief Plumber: MX 802493 R. Monk.
 - To Acting Chief Ordnance Artificer: MX 857693 R. Goddard, MX 923113 R. Thomson, MX 842624 J. Turner.
 - To Acting Chief Electrical Artificer: MX 855944 W. E. Richards, MX 857500 J. W. Boucher.
 - To Chief Electrician: MX 922817 R. Wye.
 - To Chief Radio Electrician: MX 850496 W. Sharples, MX 834418 D. R. Lord.
 - To Chief Petty Officer Writer: MX 834834 G. W. Hooper.
 - To Chief Petty Officer Steward: LX 22946 E. R. Douse.
 - To Acting Chief Radio Electrical Artificer: MX 857382 N. A. McKerrow.
 - To Chief Radio Communication Supervisor: JX 712932 W. H. G. McMinn.
 - To Sick Berth Chief Petty Officer: MX 801890 R. R. Arnold.
 - To Acting Chief Aircraft Artificer (AE): L/FX669655 P. M. Seager.
 - To Acting Chief Aircraft Mechanician (AE): L/FX814573 J. C. Williams.
 - To Chief Air Fitter (O): L/FX838155 F. D. Wilson.
 - To Acting Chief Electrical Artificer (Air): L/FX669393 I. G. S. Hamilton.
 - To Chief Electrician (Air): L/FX741707 W. J. Powell.

CALLING 'OLD PALS'

SIR.—While appreciating the fairly full coverage you offer in your esteemed NAVY NEWS, might I suggest a little corner under the heading "Calling Old Pals," where shipmates of former days can endeavour to contact each other through the medium of your columns.

I feel that a little paragraph might do a big service.

Yours sincerely,
CRUACHAN.



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

Royal Hospital School continues to produce winners

PRIZES PRESENTED BY EARL MOUNTBATTEN

IT is almost inevitable that any news of a place like the Royal Hospital School must include information concerning draftings and changes for the benefit of the many Old Boys who read NAVY NEWS and other readers who know the school.

It is with regret that we have to report the loss, through death of several well known and respected members of the staff during the past few months. Mr. N. E. Lee, Headmaster of the School, 1947-1951 passed away very suddenly in May; Mr. C. W. Showell, Assistant Master and Housemaster of Nason House for many years died following an operation in April; Mr. S. R. Hewitson who was Headmaster 1920-1929 and returned again as Headmaster during the Second World War, 1941-1945. Mr. C. E. Lamport, one of the Naval Instructors died suddenly in the Christmas holidays. All these will be much missed by the school and by the many Old Boys who knew them and owed so much to their teaching and examples.

Another well known figure has left the school. Major A. H. R. Buckley, R.M., who has been for 11 years the Chief Naval Instructor, retired at the end of the Spring Term and has been succeeded by Lieut.-Cdr. J. R. Lamb on retirement from the Navy. There has also been a change in Chaplains, the Rev. L. L. R. Griffiths has gone to H.M.S. Condor being relieved by the Rev. J. N. C. Holland also on retirement from the Navy.

STILL PRODUCING WINNERS

It is hoped that news of successes both in the academic world and also on the athletic fields may help to show that the school still continues to produce winners. During this past year three Old Boys are serving in Britannia Royal Naval College and three more have been awarded Cadetships or Scholarships for the coming years. Several other boys have gained places at various universities. In the G.C.E. examinations 75 boys sat and achieved various successes, 13 of them at Advanced Level, the remainder at Ordinary Level.

In the world of sport the school won the Suffolk Cross Country under-16 Championship and one boy is to represent Suffolk Schools in the All England Schoolboys Championships at Shrewsbury. Two boys reached the quarter finals of the All England Boys' Boxing Championships and the

swimming team are unbeaten this term.

The various School teams for rugby, soccer and cricket can, usually more than hold their own against their school opponents, age for age, the cricket team having done particularly well this season.

At the end of the summer term Admiral of the Fleet Earl Mountbatten of Burma came to take the salute and give away the prizes at the end of the School year.

It is on this day that the School is on view and it is hoped that those who visited the school on that day or indeed on any occasion, will "spread the buzz" that Royal Hospital School is going as strong as ever and still continues to be a school for the Navy and the Navy's school.

ADMISSION TO THE SCHOOL

For the benefit of those who know little about the school the following points should be noted. Admission to the School is restricted to the sons of (a) commissioned officers, non-commissioned officers, petty officers or men serving, or have served in the Royal Navy or Royal Marines, (b) officers and men of the Royal Naval Reserve, (c) other seafaring men and men drowned on Lifeboat Service; priority being given to those whose fathers have been killed or have died on service. Other things being equal, preference is given to the sons of those who have served as ratings.

Boys are normally admitted between the ages of 11 and 12; the normal leaving age between 15 and 16, but boys selected to enter the Sixth Form as G.C.E. Advanced Level candidates remain for a further two years beyond this age.

The cost of maintaining the school having risen appreciably over the last few years it was decided in 1956 that a fee should be charged for each boy entering the school. This fee has now been fixed at £100 per annum.

Clothing is provided free, but parents and guardians are responsible for maintenance during the school holidays, about 15 weeks a year, for fare to and from the school and for reasonable pocket money.

Information regarding possible assistance towards fees by the Local Education Authorities will be furnished on application to the Director of Greenwich Hospital; A.F.O. 2795/57 also applies.

APPLICATIONS EXCEED VACANCIES

As applications for admission tend to exceed the vacancies available, it is normally not possible to place boys for whom applications are made after they are aged about 11½.

Parents who are considering entering their sons are advised to communicate with the Director of Greenwich Hospital, Admiralty, 13 Devonshire Square, Bishopsgate, London, E.C.2, not later than when the boy is aged about 10½ so that the application may be registered in good time to be dealt with after the boy has turned 11.

Radio Electrical Artificer Lucas, of H.M.S. Fulmar, won the Home Air Command Tennis Singles Championship.

THREE WRENS VISIT IONA AND ISLE OF PILLARS

(A journey made and story told by three W.R.N.S. drivers of R.N. Air Station, Abbotsinch)

THREE of us from the M.T. Section at R.N. Air Station, Abbotsinch, with haversacks and camping gear borrowed from the "Exped" Store, set off one sunny Friday, our destination, we hoped, the Isle of Iona.

Not having our own transport, we relied entirely on lifts, and were lucky in managing to get to Oban in one stage, namely a laundry van, which dropped us at a suitable place to camp for the night. After the tent had been pitched and we had had a meal, we went into the town to make some enquiries from Macbraynes, and learned that their steamer King George V was leaving Oban at 0900 the following morning to make a round trip to Iona and back again.

Unfortunately the next morning dawned wet and dreary, but somehow we managed to get aboard the boat, and promptly at 0900 left the shelter of Oban and set out to sail down the Sound of Mull, passing country wild and rugged yet full of history. Near the end of the Sound lies Tobermory the capital of Mull, and it was here we stopped for an hour and did some shopping.

It is said that somewhere in the bay lies a sunken Spanish galleon with a cargo of gold scattered in her holds, but the tides are so treacherous that it is virtually impossible for divers to recover this treasure.

Then off again, the King George V took us around the tip of Mull, and heading south we made for Staffa, passing the Treshnish Isles on our right. Staffa is small, and seemingly uninteresting, but what a spectacle one beholds on getting closer to this uninhabited island.

The name Staffa means the Isle of Pillars, and that is what it is, with peculiar walls of lava formed meticulously in fluted shapes dropping over a hundred feet into the sea. In this immense cliff is the Fingal's Cave of Mendelssohn's famous overture. We were taken off the steamer in little boats, and ploughing through very rough seas, were landed on the Isle. A small railed path leads one to the cave where the sea rushes in and pounds heavily on the black rocks.

A PEACEFUL SPOT

What a contrast it was to get to Iona, one of the most peaceful spots in Scotland. Here we said farewell to

THE SEA IS IN THEIR BLOOD

SERVING in the aircraft carrier, H.M.S. Albion, in the Far East is a man whose family has one of the strongest links in the Royal Navy.

He is Petty Officer Air Fitter John Turner, of Westgate Cottage, Gittisham, Honiton, Devon.

Petty Officer Turner's father was in the Navy for 26 years and his four brothers are all serving—two of them in submarines. In addition, Petty Officer Turner's three sisters were all in the Wrens before they got married.

DISASTER BY FIRE

How the R.N.B.T. helped a widow

THE National Press has given publicity to quite a number of serious fire outbreaks and the public are now perhaps a little more conscious of the fact that what at one moment might be regarded as a winter comfort could, for some reason or another, suddenly be a roaring monster capable of considerable destruction and extremely difficult to control.

Not all outbreaks have been quoted and this is perhaps one instance where a little publicity might bring it home to the reader what is done by welfare organisations and in particular the Royal Naval Benevolent Trust.

The focus is on the home of a naval widow living in the Dominion of Canada whose husband died in December, 1957, leaving her with eight children to maintain. The eldest was 13 years of age and the youngest 3 years of age.

A fire occurred and with it the awful tragedy of three children losing their lives. The widow was badly

burned in trying to rescue them and the upstairs section of the house was completely gutted.

Resulting from the tragedy the widow suffered severe depression and the children had to be sheltered elsewhere until the home could be repaired and replacements obtained to make it habitable again. The R.N.B.T. gave £100 toward bedding and furnishings and it invited the co-operation of two other Funds with the result that a further £95 was raised.

Nothing can replace the human loss but human kindness can go a long way when one is confronted with real tragedy and distress. The R.N.B.T. is always ready to stretch forth a helping hand whether in the U.K. or abroad and its accomplishments in this case were renovations and replacements to the home, with the result of reuniting the surviving children with their parent more speedily than perhaps many imagined.

the steamer for two days and after landing on the jetty, walked up the Street of the Dead, where so many Scottish, Irish and Norwegian kings lie buried. At the top of the street are the ruins of St. Margaret's Nunnery with its well kept gardens, and it was not far from here that a farmer very kindly allowed us to pitch our tent on his land.

The evening was warm and sunny, which induced us to take a walk, so we sauntered northwards and were amazed to find how quickly we reached various points of interest on the island. This is easily explained, however, because the island is only three miles long and 1½ miles wide. Iona is beautiful, though a little primitive, but there is a great deal to see, from the glitter of Sardeel's Bay to the Spray of the Spouting Cave, and the Isle even sports a golf course.

There is, of course, the restored Cathedral dedicated to St. Columba, who stepped ashore in 563 to set about converting Scotland to

Christianity and where now, week by week, Community Groups arrive from the mainland to take part in retreats and discussions. We were very lucky in attending one of these services.

That night the rains came down and our tent leaked, but the farmer kindly let us dry ourselves and our things in his kitchen. This is just a small example of Highland courtesy which you will find everywhere you travel in Scotland.

HIGHLAND COURTESY

All too soon our stay came to its conclusion, and as we sailed away we saw the magnificent Cathedral standing majestically against the background of mountains and pastures, and the sea rushing in over the rocks, and white sands of the island's western seaboard.

A day later saw us back at Abbotsinch where we hoped it would not be long before, once again, we could set out for Iona, that religious island which witnesses so many annual pilgrimages.

Heron club likely to burst at the seams ANNIVERSARY BALL A BIG SUCCESS

TO celebrate the second anniversary of the opening of the Heron Club at R.N.A.S. Yeovilton the Committee and Management arranged a ball which turned out to be a huge success. The main conclusion drawn by those who attended was that the club is now so popular that it will have to be made bigger if it is not to burst at the seams.

The ball was graced by the presence of the charming Miss Anne Shelton who with her sister Jo and members of the cast from the Summer show at the Alexandra Gardens, Weymouth, came up shortly after midnight to entertain the dancers. She then cut the anniversary cake, and was presented with a bouquet of flowers.

The Committee also invited local civic dignitaries from Yeovil, Weymouth and Taunton, senior N.A.A.F.I.



Miss Anne Shelton at the Heron Club.

by the pipers from the neighbouring Houndstone Army Camp and by a skiffle session performed by the ship's company skiffle group.

The success of the evening must have been a source of satisfaction to the Ratings' Committee and to the able and popular Wally and Caroline Monroe, the Club's untiring managers.

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THE TWO YEARS' RULE

On September 1, 1961, I am due to leave the Service on pension and hope to be rated C.P.O. before that date, as my basic date on the roster for C.P.O. is June, 1948 (Perm.). It appears that after waiting all these years I won't be entitled to the C.P.O.'s pension and gratuity, not having held the rate for two years.

My first query is why has this "two year" qualification been introduced? It seems to be biased against certain branches such as the seaman branch whose members (at this particular period) find it nearly impossible to get rated C.P.O. within two years of pension time. Most branches can reach C.P.O. rate in plenty of time to reach the higher pension and gratuity.

My second query is, how can I air my grievances without finding myself in hot water?

I have a great deal of sympathy with you over your first query, but it is very difficult to give you a satisfactory answer to it.

You will probably remember that prior to the introduction of the 1959 pensions code, pensions were based on length of service and the time spent in each rate. The Grigg Committee on Recruiting, which made many recommendations from which we are all now benefiting, considered this was unfair as the speed of advancement in different branches and at different times varies a great deal, so that equally deserving men did not have equal opportunities to earn the same pensions. The new arrangement, which is that a pension is based on the length of service and the highest rate held for two years in the last five years, means that nearly all ratings who are in the first place worthy of advancement to the Chief Petty

Officer rate are able to qualify for the highest rate of pension applicable to their length of service. Generally everybody's prospects have improved a great deal as a result. However, you and a number of others will "dip-out" because of this two-year rule, through no fault of your own.

I don't know why two years was laid down as the minimum time to qualify, but I think you will agree that a line had to be drawn somewhere. For instance, it would be ridiculous, would it not, for a rating to draw a Chief Petty Officer's pension after serving only three or six months in the rate? Perhaps the line should have been drawn at one year or 18 months, but still there would be people who would suffer, missing the qualification through no fault of their own.

As to your second query about airing your grievances, it really is unlikely that anything you said or did would alter the position since these regulations, once made, must be applied if they are to be of any use at all. Only in most exceptional circumstances can they be waived or stretched. However, if you feel you must protest, and you want to try the very slim chance of "getting something done," the best course would be, I think, to request to see your Captain and ask his approval for you to submit a written representation for forwarding "through the usual channels" to the Admiralty. I'm sure I don't need to remind you that such a representation should only be about your own personal problems.

BREAK IN SERVICE

I was "demobbed" in January, 1954, after 7 years 3 months man's

(Continued in column 3)

Mail carried with zest



During a recent visit of H.M.S. Zest to the island of Lesbos, the mail had to be taken 10 miles for despatch from the town of Mitilini. H.M.S. Zest which commissioned at Portsmouth in June, 1959, returned to that port on August 15 after spending nine months in the Mediterranean.

A.M.P.

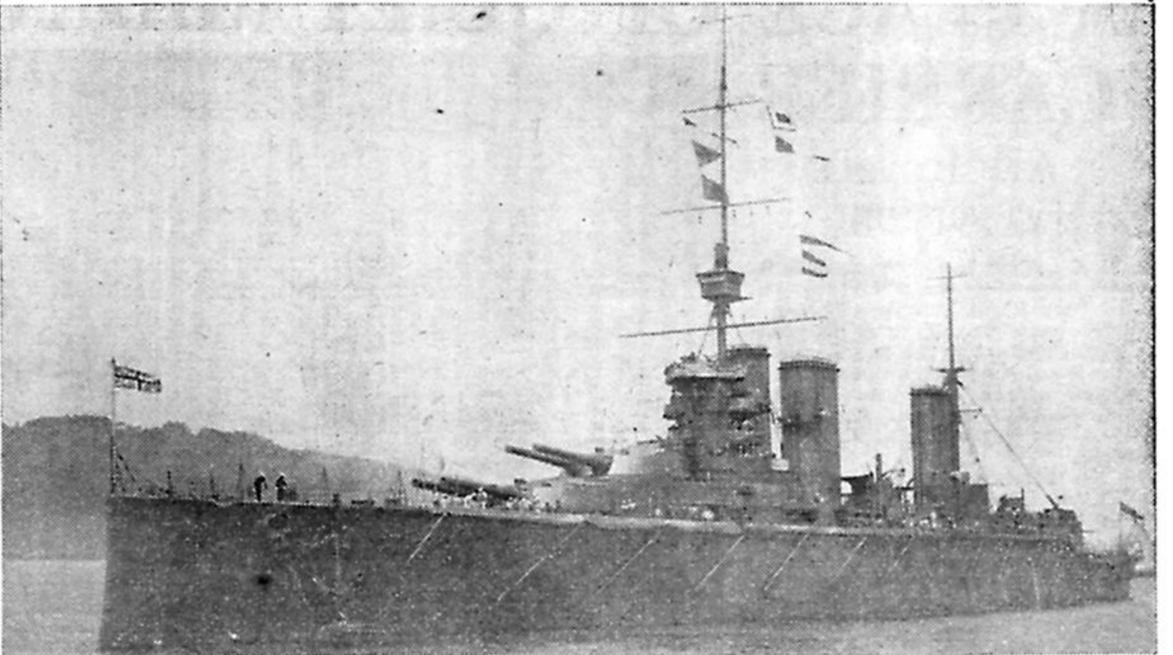
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The 'Lions'—the old and the new



The upper photograph will probably bring back memories to many First World War sailors. It is H.M.S. Lion, the 26,350-ton battle-cruiser, armed with eight 13.5-inch and sixteen 4-inch guns, Admiral Beatty's flagship at Jutland. The lower photograph is of the new Lion, now at Portsmouth

(Continued from column 2)
time on a 7 and 5 engagement. After just over 2½ years in the R.F.R. I re-entered on November 20, 1956, and signed to complete 14 years. As things stand now I finish the 14 years in August, 1963. My question is, am I entitled, if I go out, to the £130 bounty for 12 years' man's time and £40 for each year after, making, in my case, £210? What I'm thinking of is my break in service.

I'm pleased to confirm that a break in service of less than 5 years does not make any difference to the payment of the service gratuity. If, in the aggregate, you have 14 years' service over the age of 18 you are entitled to a gratuity of £210.

L.S. AND G.C. MEDAL NOT WANTED

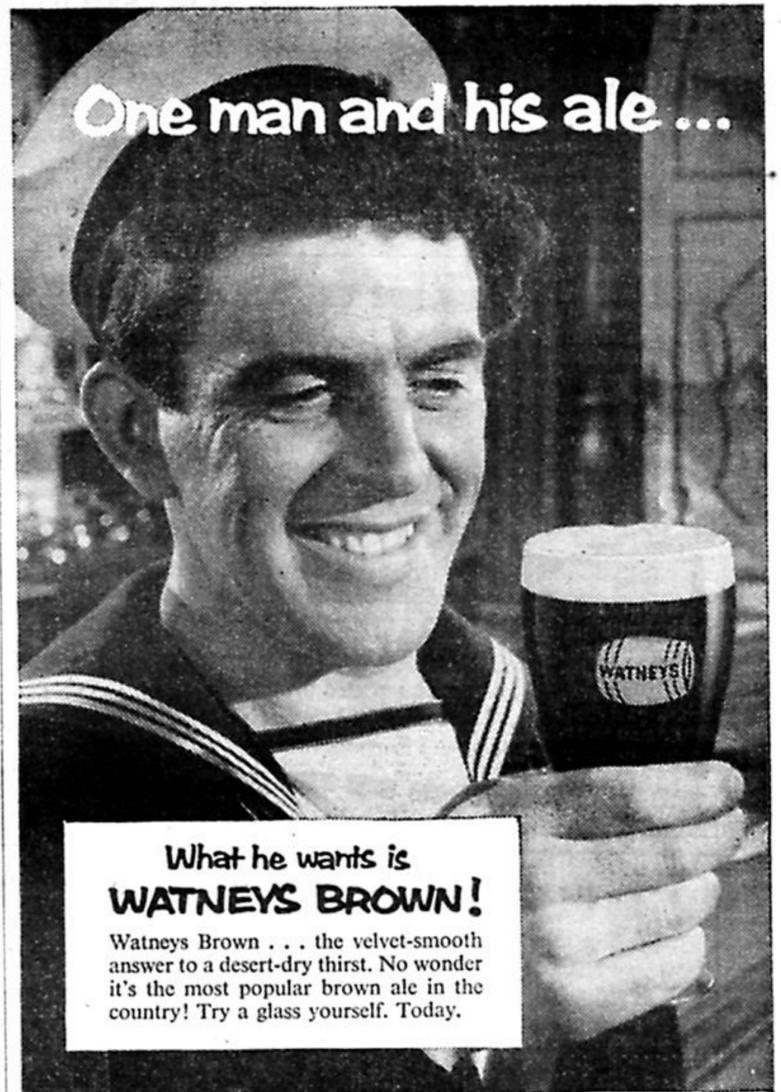
Could you please let me know if, after 15 years' man's time, one must accept the "Good Conduct Medal." If it isn't compulsory would you be kind enough to let me know which part of Q.R. and A.I. deals with this.

This is indeed an unusual question, and an interesting one. I assume that you do not wish to accept the Long Service and Good Conduct Medal when you become entitled to it. It would be very interesting to know why, if you would care to write to me again?

The relevant articles in Q.R. and A.I. are numbers 1885 to 1898, but none of these makes any mention of refusing to accept the medal, nor indeed of it being necessary to request to be awarded it. I should say that since the medal is intended as a commendation for a high standard of behaviour over a long period—or for 15 years of undiscovered crime, if you like—it is open to a rating to refuse it if he wants to. I suggest that you check through your Divisional Officer to find out the exact date on which it is due and, if you are sure you don't want to accept it, to put in a request "not to be awarded the L.S. and G.C." What you should not do in any circumstances, no matter how strongly you may feel about it, is to commit some offence which would automatically debar the award. But I'm sure there is no need for me to point out how ill-advised that would be.

The title of Flag Officer Commanding Rescue Fleet ceased to exist on August 29, Read-Admiral J. Grant will continue to act as Rear-Admiral Rescue Ships temporarily. Rescue Fleet ships are now under the control of the respective Commanders-in-Chief.

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CHURCHES OF THE ROYAL NAVY

A PLACE OF QUIET MID NOISE OF A CARRIER

Ark Royal's silver font

NO name is more honourable in the annals of the Royal Navy than that of "Ark Royal." The present ship is the fourth to bear this illustrious name, and she is the largest ship in the Royal Navy with a complement of 2,500 officers and men. She was launched by Her Majesty Queen Elizabeth the Queen Mother on May 3, 1950.

As befits such a great ship, the Chapel is undoubtedly one of the finest in the fleet. We are indebted to the ship-builders, Messrs. Cammell Laird of Birkenhead, for the furniture in light oak. The wooden style pews are particularly worth notice; they are to the design of Mr. John Skelton, architect and sculptor. The sanctuary chairs were presented to us by the city of Leeds who adopted the ship when her keel was laid in 1942. The chairs were made by the famous Mr. Thompson, an old Yorkshire craftsman who has not used a single nail in their construction. On the arm of each chair there is a little wooden mouse, Mr. Thompson's trade mark.

The Altar frontals were originally in H.M.S. Implacable and have been altered to suit our requirements. The Altar linen was all bought in the first commission which subscribed in three months, over £100 for chapel purposes. The Great Bible on the lectern was a present from the chairman of Cammell Lairds, and his wife, Mr. and Mrs. T. C. Mather.

Mounted in the Sanctuary are the Crests of some 14 Squadrons which have served in Ark Royal including some very famous squadrons which saw service in the third Ark Royal and took part in some of her major engagements in the last war—notably 800, 820, 824, 803 and 892. It is customary for a new squadron on joining the ship to present a crest for the adornment of the Chapel.

CHRISTENING FONT

The silver candle sticks on the Altar were presented in memory of Lieut. Kenneth Spurway, D.S.C., who lost his life while flying from the third Ark, and the pictures which surround the walls of the Chapel were presented by past members of the ship's company.



The chapel in H.M.S. Ark Royal

By far the most prized possession in Ark Royal, however, is the ship's bell which is used as a christening font. This bell which weighs over a hundredweight and is made of solid silver, was presented by the officers and Ship's company of the third Ark Royal. The inscription reads—"From the company who sailed in the Ark in the years 1939-1941 to those who follow."

Visitors are agreeably surprised to see such a lovely chapel in a ship, but it is not a museum piece, but a place of worship. The Chapel holds some 60 people, and is used for celebrations of the Holy Communion and Evensong, and is also a place of quiet, where a man can withdraw from the noise and clamour of an aircraft carrier, to spend a few moments of peace with his Maker. The Chapel is well used.

NEARLY 60,000 AT PORTSMOUTH NAVY DAYS

NEARLY 60,000 people visited Portsmouth Navy Days during August week-end.

The actual figure was 59,659 and this total was the second best number since the Second World War. There were over 8,000 visitors to H.M.S. Centaur.

SIXTY-YEAR OLD SHIP AS RECRUITING OFFICE

AFTER an absence of five months, H.M.S. Discovery returned to her usual berth on the Victoria Embankment on August 4, to become London's first floating recruiting office for the Royal Navy and Royal Marines.

Her masts and rigging, removed to enable the ship to pass under the Thames bridges for her refit in Chatham Dockyard, still have to be restored and it will be early September before the Discovery will be employed in her new role.

While still administered as one of the three ships of the London Division of the Royal Naval Reserve, she will be the recruiting headquarters for the London Area and replace the existing offices in Charing Cross Road. The Discovery will also be the flagship of the Admiral Commanding Reserves (Vice-Admiral R. A. Ewing, C.B., D.S.C.).

During her time in dockyard hands (she arrived at Chatham in May), the

Discovery had the necessary internal alterations made to enable her to serve as a floating recruiting office, but the historical parts of the ship, which attract several hundred visitors a day during the summer months, have not been touched.

She will continue to be open to the public after work on her has been completed and also available for the training of Sea Cadets and Sea Scout training.

H.M.S. Discovery, built in 1901 for Capt. Scott's first expedition to the Antarctic, was taken over by the Admiralty from the Boy Scouts Association in 1955 for use as one of the three drill ships of the London Division R.N.R.

Large crowds greet Papal Legate's arrival in Surprise

THE month of July saw the highlights of the celebrations in Malta to mark the 19th centenary of St. Paul's shipwreck. The Papal Legate, His Eminence Cardinal Louis Joseph Muench, took passage from Naples in the Commander-in-Chief's despatch vessel, H.M.S. Surprise (Commander W. D. S. Scott, R.N.), and his arrival in Malta on July 20, escorted by three coastal minesweepers, was acclaimed by large crowds and many small craft.

The three Services in Malta made their contribution to the St. Paul's centenary celebration on July 12 when 600 Roman Catholic Service men attended Episcopal Low Mass in St. John's Co-Cathedral in Valetta. As the detachments from the three Services marched from the Cathedral, the salute was taken by the Commander-in-Chief Mediterranean, Admiral Sir Alexander Bingley, K.C.B., O.B.E.



A relic of St. Paul, brought from Naples to Malta in H.M.S. Surprise, is taken from the ship to Valetta for the centenary celebrations

Fulmar rally drivers do well

SOME months ago a group of members of the Forces Motoring Club were gathered together discussing Motor Sport in general, and the Inter-Service Motor Rally in particular. The outcome of this matter was that these members were "fed up" with the Army pulling off the pots for this event Rally after Rally, and it was about time something was done about it.

The result of this matter came to a head with three cars belonging to members of the North of Scotland Group, Forces Motoring Club from "Fulmar" speeding over the border at dawn on June 18, heading for the start of the 1960 Summertime Rally, and as they were the only "Pusser" team in the event they were representing the Air Command and the Navy.

The crews for each car were made up as follows: C.P.O. Blakey and his M.G. with C.P.Os. Williams and Mason as navigators, C.P.O. Southcott's Borgward with C.P.Os. Pelham and Elson as navigators, P.O. Story's Consul with P.O. Wedge and C.P.O. Davies as navigators. They started from north of Leicester, the nearest point from Lossiemouth, winding up in the Whipsnade area for lunch, where the contestants met up with the entrants from the other two starts, south of Reading and south of Colchester. The next two legs were done by all competitors, with the final control near St. Albans, where directions to rendezvous at the Water Splash at London Colney near St. Albans were received.

The outright winner was L/Cpl. Cook of Eastern Command "A" from the Army Topographical Unit, followed by two R.A.F. cars from Tech. Training, with the Borgward fourth, M.G. fifth, and the Consul eighth. This brought the Fulmers into second place to the R.A.F. in the team prize. This combined air attack achieved the original intention, and it is hoped to do better in the next Rally.

THERMOSTAT

Book Review

DAD'LL WANT IT TO!

A COMPLETELY revised edition of the "Boys' Book of the Royal Navy," by Lieut.-Cdr. P. K. Kemp, R.N. (Retd.), head of the Historical Section and librarian to the Admiralty (Burke Publishing Co. Ltd., 10s. 6d.) is now available.

With 150 photographs, charts and diagrams (the jacket is a fine, eye-catching photograph of H.M.S. Victorious in colour) this new edition will delight not only the present-day youngster, but also his father and, who knows, his grandfather too.

Well written and accurate (how could it be otherwise when the Admiralty Archivist is the author?) this book tells of the tasks of the Royal Navy and of the men, ships and aircraft which undertake those tasks.

The photographs have been chosen with care and are right up to date, and they, alone, are more than worth the price of the book.

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His Eminence Cardinal Muench, the Papal Legate (centre) on board H.M.S. Surprise with His Grace the Archbishop of Malta, Mgr. Gonzi, the Governor of Malta, Admiral Sir Guy Grantham, and the Commander-in-Chief, Mediterranean, Admiral Sir Alexander Bingley

NEPTUNE'S SCRAPBOOK



Admiral Sir Caspar John, G.C.B., has been appointed First and Principal Naval Aide-de-Camp to the Queen in succession to Admiral Sir William Davis, G.C.B., D.S.O. and Bar.

Admiral Sir William Davis, G.C.B., D.S.O. and Bar has been placed on the Retired List to date August 17.

Born on October 11, 1901, Admiral Davis was promoted to Commander in 1935, to Captain in 1940 and to flag rank in January 1950. Flag Officer, Second-in-Command, Mediterranean and Flag Officer Air, Mediterranean, from October 1952 until February 1954, and Vice-Chief of the Naval Staff from April 1954 to May 1957, he was Commander-in-Chief, Home Fleet, from January 1958 to July 1960.

Acting Admiral Sir Alexander Bingley, K.C.B., O.B.E., has been promoted to Admiral to date August 17.

Born in 1905 Admiral Bingley joined the Royal Navy in 1918 and qualified as an Observer in 1929. Promoted to Captain in 1944 he commanded the aircraft carriers Slinger and Biter. He was promoted to Rear-Admiral in 1954 having commanded H.M.S. Eagle in 1952 and 1953.

Sir Alexander has been Commander-in-Chief, Mediterranean, since February 1959, serving in the acting rank of Admiral.

Rear-Admiral N. S. Henderson, C.B., O.B.E., has been promoted to Vice-Admiral to date August 17.

Born on August 1, 1909, Vice-Admiral Henderson joined the Royal Navy in 1926 from Cheltenham College. A gunnery specialist, he was Fleet Gunnery Officer to Admiral Sir Andrew Cunningham in the North African, Sicily, Italy and South of

France operations. Admiral Henderson commanded the cruiser Kenya from October 1955, to April 1957, and was promoted to Rear-Admiral in July 1957. He has been Director General of Training since April 1960.

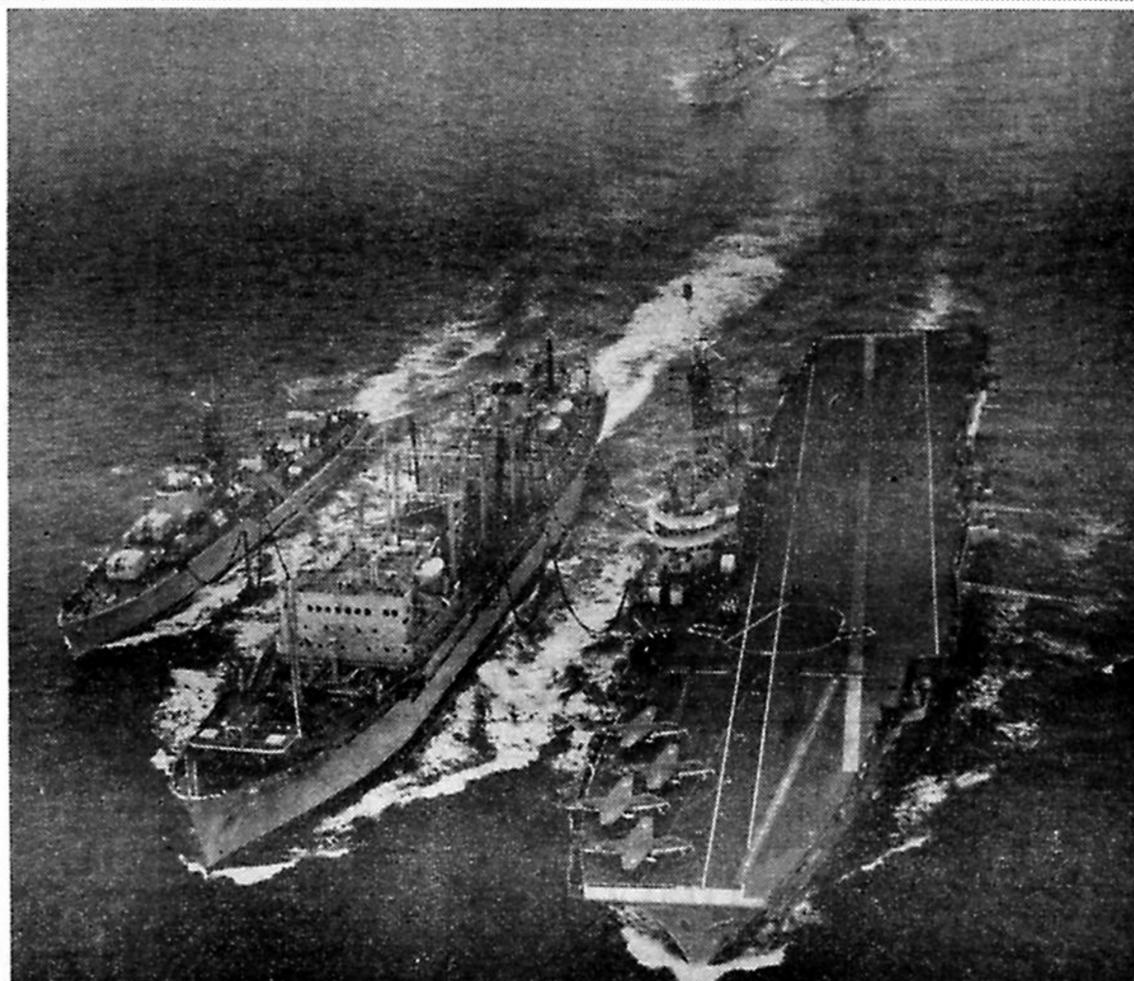
Rear-Admiral A. S. Bolt, C.B., D.S.O., D.S.C. and Bar has been placed on the Retired List to date August 10.

Surgeon-Capt. J. H. Nicholson, M.B., Ch.B., D.P.H., R.N., has been appointed an Honorary Physician to the Queen with effect from July 2 in succession to Surgeon-Capt. J. C. Gent, M.R.C.S., L.R.C.P., R.N.

Mr. Geoffrey W. E. Ghey, M.B.E., M.A., A.M.I.E.E., has been appointed Director of Studies at the Britannia Royal Naval College, Dartmouth, in succession to Mr. J. W. Stork, C.B., C.B.E., M.A. Mr. Ghey, who has filled the post temporarily since his predecessor retired through ill-health in December last, was previously the Assistant Director of Studies at the College.

The H.M.S. Barham Survivors Association will hold its Fourth Reunion Dinner in H.M.S. President on Saturday, September 24. This year's dinner is a "stag" dinner. The date of the Abbey visit is November 26, and all members and dependants attending the Abbey will be invited to return on board H.M.S. President for a social evening. So far 134 survivors have been found and it is hoped that more will be found as time passes. Full details of the association and its activities may be obtained from the Hon. Secretary, Mr. H. L. Horner, 10 Astbury Road, Peckham, London, S.E.15.

KEEPING 'EM MOVING



The aircraft carrier Centaur and the destroyer Dainty being refuelled in the Channel by the Royal Fleet Auxiliary Tidesurge during "Shop Window" in July when official guests were taken to sea for the day. Astern are the destroyers Delight and Battleaxe

COPENHAGEN TO PORTSMOUTH BY LANDING BARGE

Six hundred miles through canals

A 36-FOOT Landing Craft (Personnel) from H.M.S. Bermuda recently completed the passage from Copenhagen to Portsmouth, travelling through the canal systems of North-West Europe.

With a crew of three officers and six ratings, the boat left H.M.S. Bermuda at Copenhagen on July 7, arriving two weeks later at Portsmouth, travel-stained and with a weary but happy crew. During the fortnight

almost a 1,000 miles were covered, 600 of which were spent in the canals, and the small craft passed through Denmark, Germany, Holland, Belgium and North-West France on the way.

The crew was formed by Lieuts. R. H. Urry and A. G. T. Groom, Sub-Lieut. J. A. Percival, E.R.A. F. Howard, L.R.O. K. Langshaw, A.Bs. M. Braund and D. Fisher, M. (E).I. R. Thomson and Marine (Cook) M. Flanagan, all from H.M.S. Bermuda.

Throughout the trip the crew was enthusiastically received by the local populace, especially by the German Navy at Wilhelmshaven, where the boat and the crew were speedily supplied with everything from medical aid and showers to writing paper and free telephone calls half-way across Europe.

As the trip wore on the crew was very grateful for an occasional night at anchor clear of towns and villages where they could get a good night's sleep away from friendly natives and their welcoming "brews."

Apart from getting thoroughly lost one night in the entrance to Wilhelmshaven and breaking one of the crew's fingers on anchoring; having a small altercation with a French bridgekeeper, who threatened all nine with a quick and quiet draft to the Foreign Legion in the Sahara; and having an argument with a barge in Holland (the boat came off worse—a copper tingle on the starboard side bears witness), the passage was without untoward incident. (All of the crew left the boat after the trip with a new respect for the Perkins' motor boat engine, whose only breakdown was caused by not giving it enough diesel to keep it satisfied, and also a very high regard for Royal Marine cookery, the Royal Marine cook having produced good hot meals throughout the voyage, despite the most difficult conditions, including an occasional flame-thrower effect from his petrol primus stoves.

COLLINGWOOD C.P.O.s PROVIDED A NIGHT TO REMEMBER

THIS year No. 1 Chief Petty Officers' Mess H.M.S. Collingwood broke away from its usual routine of having an end of term "Summer Ball" for members and guests. Instead the Mess made an all-out effort to entertain 120 of the local and "near local" "Darby and Joan" clubs. It was felt that this would be a far more gratifying and pleasant way of ending a strenuous summer term. And in the words of the Mess president—"We wanted to make this a night to remember in the autumn of their lives."

The event was held on Saturday August 6, in Buckley Hall, H.M.S. Collingwood.

The response by the Mess members of No. 1 Mess was "really wonderful," with many gifts and presents being offered. Gifts of groceries, clothing and many useful articles were brought to the Mess. No less enthusiastically did the local tradesmen and business people offer their assistance.

A very full evening's entertainment was laid on, with four bands in attendance and many other acts including the winners of a local TV Talent Show. There were prizes and presents for all. Nobody went home empty-handed from this party! Each lady was presented with a spray of flowers on entering the Hall.

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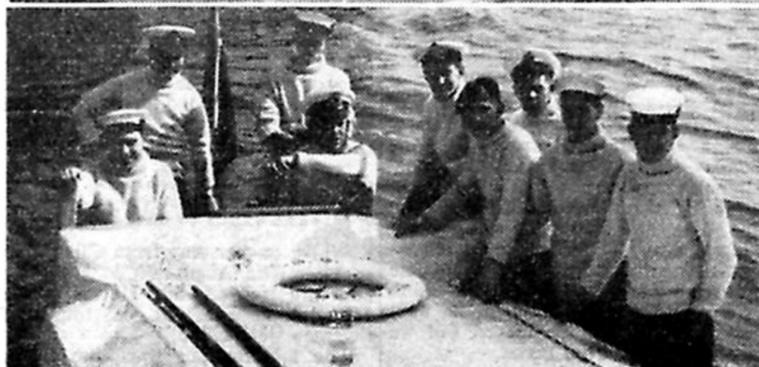
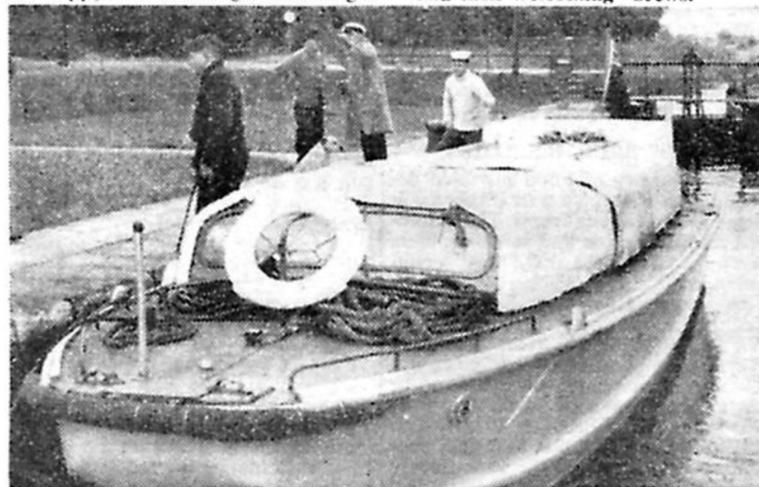
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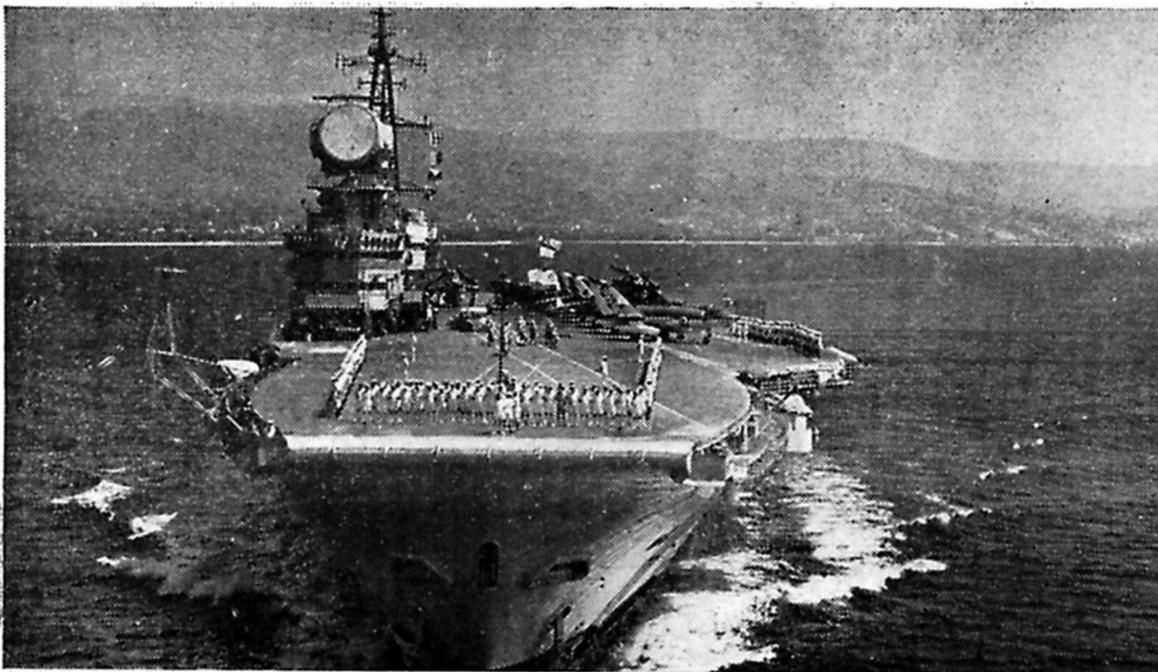
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The crew (top) and the landing-craft (personnel)

HERMES IN THE 'MED'



H.M.S. Hermes recently paid a four-day visit to Messina and is here seen entering the harbour. Hermes, the latest carrier, built by Vickers-Armstrongs, Barrow-in-Furness, is on her first commission in the Mediterranean after extensive trials in home waters

Thousands visited Navy Days Cookery and Bakery Display

NAVAL CHARITIES HELPED

COO—look, pineapple on cheese. Don't think I'd like that—don't seem right some'ow. Whats it called?—What?—Pineapple cheese rabbit. Don't see no rabbit there. Oh—rarebit—well, how was I to know?—why didn't you spell it then?"

Where did the conversation take place? In the cookery display at Portsmouth Navy Days. This year, a combined effort by the Cook staff of the R.N. Barracks Cookery School, Bakery, and General

Mess galleys, enabled Navy Days visitors to view and taste food which is provided from day to day in the Royal Navy. The display was in a good position, in the "main street" so to speak. Last year we had to share and compete with Wren's Handiwork, Mercury's Sparkers, Life Saving Rafts, etc., and this curbed our efforts, but with more room available this time, we were able to enlarge our scope.

(BY A NAVY NEWS CORRESPONDENT)

Many of the visitors were kind enough to express appreciation. Some of course were dubious—"Bet tha's only for show"—sort of thing, and we wished we could have whipped them up to R.N.B. to see the food there. The day's General Mess menu—taken off the serving counters in R.N.B. and sent down to the dockyard in hot food containers for all to see, but regretfully not to taste (there would have been few profits for Naval charities if all who wished to taste had tasted), was one of the many features.

The bakery staff daily made buns, cakes and pastries and during the three days of the display nearly 5,000 of these were given away, mainly of course to small boys and girls whose Mums and Dads were good enough to contribute about £34 for the kids to get a nice cream bun half-way round their faces.

CONSCIENCE MONEY?

Oddly enough, we got more in the voluntary contribution box on Sunday than on Saturday or Monday—conscience money? *Quién sabe?*

Also displayed were wheatsheaves, cornucopias, and assorted bread and rolls which were a source of delight and amazement to the visitors. We were pressed to sell them, take orders for supplies, lend them for Harvest Festivals all over England, and we could, literally, have got rid of hundreds. Many, many, people said how nice to see them—they hadn't seen them for years. Evidently we have discovered a way to make a small fortune, so we pass this tip on free to those about to go to pension—set up a central agency for supplying wheatsheaves and what-have-you to churches for Harvest Festivals—not forgetting the loaves and fishes for Easter.

From the cookery school we had Solebay's commissioning cake which made an excellent focal point in the exhibition, a 3-tier iced and decorated cake which had been made for a forthcoming Naval wedding, and a Navy Days cake to represent the aircraft carriers.

Additionally, there were some excellent examples of haute cuisine, sirloin of beef, saddle of lamb, Norwegian salmon, lobster and crab (dressed to spare their blushes), glazed chicken and the like, and a mouth-watering example of flans various, mousses and other sweet dishes; most of which were given away on the Monday evening to the kids who made short and quick work of getting rid of it all.

"The" thing that really interested and intrigued the ladies was the cake

(continued in column 4)

Puma prowls around Africa

TRISTAN HAS THE BEST MANNERED "BORROWERS"

(BY OUR SPECIAL CORRESPONDENT)

THIS is the first article from "Puma" for quite a while. Our last correspondent has left the ship for the United Kingdom and as his previous report took us as far as Gibraltar, I will try and give you a brief account of what has happened since.

We left Gibraltar in early February after painting ship, and proceeded to Las Palmas, where we spent a pleasant week-end before commencing our cruise down the West Coast of Africa as the flagship of the Commander-in-Chief, Vice-Admiral Sir Dymock Watson, K.C.B., C.B.E. We had many ports of call, to name but a few, Dakar, Bathurst, Freetown, Takoradi and Port Harcourt. The last mentioned place had the majority vote for the best hospitality, though everywhere we went the local people did their utmost to entertain us.

The "line" was crossed with great ceremony and usual sacred rites on March 22. Very few, from the highest to the lowliest, missed being seized by the bears. Eventually we berthed in Simonstown, after two months away from home, on April 1. When the first liberty boat was piped large numbers of men mustered all mumbling something that sounded like "must find an up-homers."

TRISTAN DA CUNHA

After nearly a month propping up the dockyard wall and savouring the renowned hospitality of the South Africans we sailed for Tristan da Cunha and Gough Island. These are remote islands 1,500 miles away from any other habitation and there I met the best mannered "borrowers" I've ever come across. A great story could be told about this far flung outpost and the simple life carried on by its 300 inhabitants. Despite adverse weather we managed by good boatwork both by Puma and the islanders to land stores—which was the ultimate aim of our visit. A firework display was given one night and it was very much appreciated as was shown by the many letters of thanks received from the schoolchildren who had never seen a firework display in their lives.

On returning to Simonstown we had a change of First Lieutenants, Lieut.-Cdr. A. R. V. Thompson left us and was given a rousing farewell. He has been relieved by Lieut.-Cdr. R. S. Agar, who is "ex-Jaguar," so we cannot "flannel" him over.

Our most recent cruise has taken us to East London, Mauritius, where the effects of a cyclone could be seen. Diego Suarez in Madagascar, the scene of the combined landing of the Royal Navy and Royal Marines in 1942, and to Lourenco Marques, where a party from the ship visited the famous Kruger National Park. Our last call was at Durban, which proved to

(continued from column 3)

icing demonstration, which, as far as they were concerned, could have continued non-stop. We just could not give enough demonstrations, and the supply of cakes, icing sugar, marzipan, etc., could not have held out much longer. Nor the patience of the demonstrators, who were bombarded with questions and requests for more.

"THIS" BECOMES "THAT"

The Ministry of Food provided dehydrated foods which were displayed in original and cooked forms. This attracted much attention and some doubters who didn't believe that "this" could become "that."

A bread barge from the old royal yacht, Victoria and Albert, lent by the Victualling Yard, was greatly admired. Years of spit and polish had given it a "bloom" which is not often seen these days. There was also an original Provision Muster Sheet of 1725 which showed how easy it was to muster provisions in those days, with lovely phonetic spelling—in many ways just like modern spelling.

We estimate that we entertained about 12 to 15,000 visitors during the three days we were open and one day there was a lucky winner of a prize iced cake which was presented to a visitor on Saturday from Gosport, Sunday—Whitley Bay and Monday—High Wycombe.

To all who helped us in any way, and to those who paid us a visit, we say "Thank you." To those who made suggestions for improvement next time we are grateful, and to those who didn't visit us we say "Try and come next time." It may not be bigger, but we hope it will be even better.

"COOKIE"

be a very good run ashore with the July Handicap thrown in for lovers of horse racing and a four-day visit to Zululand by 23 members of the ship's company who were splendidly entertained by the citizens of Eshowe.

CHILDREN'S PARTY

We gave a children's party for 70 orphaned children and it was difficult to decide who enjoyed it most, the children or the ship's company. After being "sung away" by the Lady in White we cruised down to Simonstown where we are now carrying out our periodic docking.

We now have the honour of being the first ship I know of to assume a

Dreadnought



The badge approved for H.M.S. Dreadnought, the Royal Navy's first nuclear propelled submarine which will be launched by the Queen at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd., on Trafalgar Day—October 21. The design incorporates a mailed fist grasping a golden key—symbolically, perhaps, the key to the future. The heraldic description of the badge is "Per fesse blue and Barry wavy white and blue; a dexter gauntlet proper grasping a key in bend sinister ward to the dexter gold"

state of watertight integrity in dry dock, owing to a flood in, of all places, the Captain's cabin. This was due to pressure of water shooting up through the plughole in his bath. The Captain most fortunately was not using it at the time.

During this commission Puma upheld the good name of the Royal Navy by competing in all fields of sport against local, and sometimes national, teams and have shown very good sportsmanship no matter what the opposition.

Our next prowl takes us to a new continent, South America, where we shall be visiting Buenos Aires, Santos and Rio de Janeiro.

"READY TO LEAP"

Crash-landed 300 yards from houses

A SEA DEVON aircraft, piloted by Lieut.-Cdr. V. Sorapure, R.N., crash-landed at Fareham on August 16 after skimming the top of a housing estate.

Although the undercarriage was ripped off in the landing the plane was relatively undamaged and the pilot escaped unhurt. The aeroplane landed in a field about 300 yards from the houses.

FIVE KILLED IN MINESWEEPER

Whilst on her way from Charleston to Miami on August 12 an explosion and fire rocked the United States Minesweeper Exultant (665 tons) and five men were killed.

The minesweeper was later towed to Savannah.

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Second journey to the weather factory of world after 'listening' for Antarctic silence

TWO SEASONS AT HALLEY BAY

I wanted to do a real man's job

(BY AYCHARBEE)

"THE depressing effect of the absence of the sun is almost unbelievable and has to be experienced to be really appreciated. Before winter, three months of darkness does not seem too terrible a prospect, but the eventual longing for the sun towards the end of winter becomes almost intolerable."

"As it peeps over the horizon for the first time a great wave of lethargy and gloom is suddenly swept away and there is an enthusiastic awakening of interest and desire for work."

"By this time a sense of tolerance is made manifest. By this time people begin rushing about busily, lost senses of humour are recovered and the worst of the ordeal is over."

So writes Lieut. G. R. Lush, M.B.E., R.N., who was Base leader of the Halley Bay base in Antarctica in 1959-60.

George Lush, now 37, an ex H.M.S. St. Vincent boy who was promoted Boatswain in 1949 from Chief Torpedo Coxswain took part, under Surg. Lieut.-Cdr. Dalglish, in the British effort for the advanced party for the International Geophysical Year. He left England in November, 1955, in the Totton and returned in March, 1957, in Magga Dan.

"But George, why on earth did you want to go South again?"

ANTARCTIC SILENCE

"It is really difficult to say. I found myself 'listening' for the Antarctic silence—a silence so deep that it can almost be felt and I suppose, like the Penguin who always returns to his own rookery, I felt I would like to go back and when I was offered the position as leader of the Falkland Islands dependencies survey (FIDS), who were on the point of taking over the base from the Royal Society, I jumped at the idea."

"But why? You must have had a reason—a sense of purpose—a desire to achieve something?"

"Well, all through my service life, I had been in active jobs and now I found myself tied very much to an office desk. I did not like this very much. At the same time I wished to 'do' some-

thing. Not necessarily to have my name inscribed in the hall of fame but a personal desire to get on and do a real man's job somehow or another."

"When did you leave England to go South for the second time?"

"We left in November, 1958, in the Totton, after three months of very hard work making arrangements for stores and for the selection of men."

"How did you find Halley Bay on your second visit?"

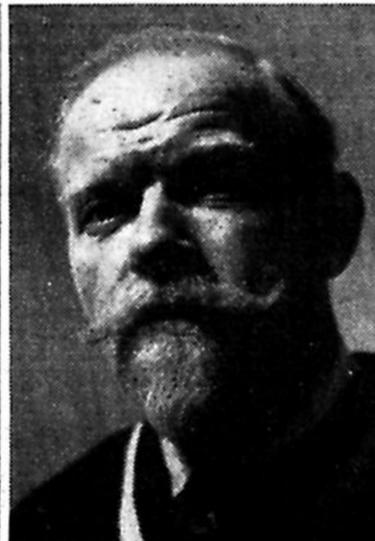
HUT WAS BURIED

"The hut which we had so laboriously built in 1956 was in excellent condition but buried in deep snow. My party relieved twenty men who had been taking part in I.G.Y. activities and our job was to carry on with the activities that these men had been carrying out, for another year, in continuation in what is known as the International Geophysical Co-ordination."

"We had been set a very intensive programme which entailed observations into geo-magnetism, radiation, seismology, aurora, radiosonde, surface meteorology, ozone, glaciology, psychology, biology, radio-echo and ionospheric."

"Our first job was to land the 150 odd tons of food and stores that we had brought in Totton and this job was made more difficult by a blizzard which broke up the ice for four days."

"But how do you go about working



Lieut. G. R. Lush, M.B.E., R.N.

in such tense cold? How, in one word, would you describe your duties?"

"In one word—digging. Whether it was for water, coal, stores, or getting into the living quarters, every day there was always digging to be done. Drifting snow is the main problem. One couldn't leave a hammer on the snow for a couple of hours without it being buried and lost for ever. Consequently every item of stores had its place and was mustered regularly and by the end of our time at Halley Bay it became second nature never to leave a tool on the ground."

"What sort of hobbies did you have?"

JOB WAS OUR HOBBY

"We could not be said to have hobbies—in fact our work took all our time and energy. A little bit of carving and rug making was done and a fair amount of reading, but the reading was usually in connection with one's job. Frankly, we were as a general rule, too tired after a day's work to indulge in hobbies."

"Did you have any radio?"

"At certain times of the year radio was possible but it was not possible at all during the Aurora and at other times was not so good. We used to broadcast regularly to Port Stanley."

"What was the health of the team?"

"On the whole very good indeed."

"Did you have any real accidents?"

"No, we had no real accidents but clumsiness caused by the intense cold caused minor accidents. A knock on the hand which would not be noticed at the time would probably break the skin and take weeks to heal."

"How did you go on about food?"

"We had plenty of stores. The difficulty was in trying to make the meals attractive, for even the best meals can become unpalatable if turned up in exactly the same way every time. We used to take it in turn to be 'cook of the Mess' and I was extremely grateful for the baking instruction that I had had in the Royal Naval Barracks, Portsmouth, before going to Antarctica."

NO VEHICLES

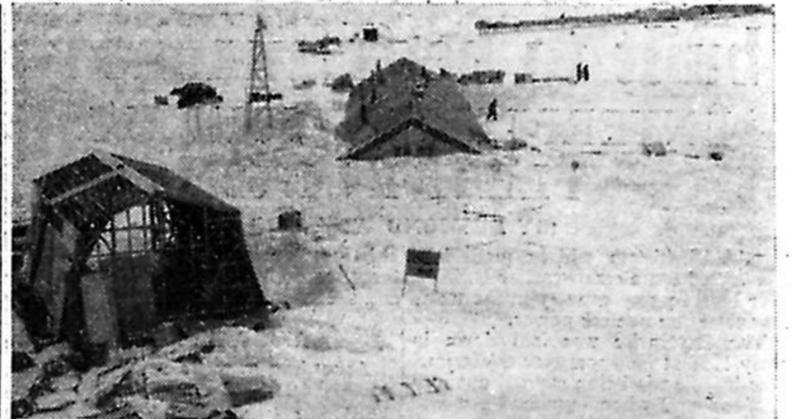
"How did you get about?"

"Well we had tractors for hauling for the first part of our stay at Halley Bay but for the last four months we were without vehicles because they had broken down, although they had given us extraordinary good service under the most adverse conditions. On ground which had not previously been walked over we used skis otherwise it was a question just getting around as best one could."

"How long did it take you to get acclimatised?"

"About six weeks."

"What did you wear?"



A general view of the Halley Bay camp with the main hut half buried. The generator hut in the foreground was connected to the main hut by tunnel. Note the "scaffolding" in the background on which stores were placed to keep them above the build-up of snow

"A string vest, shirt, submarine jersey and a wind-proof suit. Those members of the team who might be termed static workers, such as people taking theodolite readings, wore electrically warmed suits."

"How much wind did you get?—We are always told it is the most windswept place in the world."

"Maximum wind was about 70 knots. Half of the month we would have, what we used to call wind days, with a wind of about 30 to 40 knots. It is most unpleasant working in wind and, of course, impossible when the winds got over 40 knots. With the snow being blown into one's face one had absolutely no visibility and complete loss of direction and a feature of the Antarctic are the 'white-outs.' When first met up with these are quite frightening—one hardly knows where to put one's feet and when driving a tractor it seemed that one was not on the ground."

"What sort of wild life did you see out there?"

"There is no life during the winter months, apart from the penguins, but during the summer months when, of course, the penguins are also there, one does see a number of birds such as the skua and the Arctic petrel. They always seem to be on the wing but the skua will always dive down for any dark item."

Lieut. Lush brought back from Antarctica a tremendous number of photographs and coloured slides. It is only by seeing these pictures and by hearing Lieut. Lush's descriptions that one can really appreciate the enormity of the ice, snow and cold of the Antarctica.

Having seen the photographs Lieut. Lush brought back it must have been with mixed feelings that he renewed his acquaintance with his hut at the base. He had built it, or had helped to build it, during his previous visit and when he saw it, as leader of his own party, it was buried within an ice block, and was eventually 30 feet below the surface. I can readily appreciate it when he says that "the difficulties such a situation involves can be appreciated only by personal experience."

A WORTH-WHILE JOB

Lieut. Lush has now taken up an appointment in Gibraltar. He will find the conditions there vastly different to Halley Bay and I wonder if he will find himself "listening for that Arctic silence."

He has been the leader of a party of explorers who have been doing a worthwhile job in what may be called the world's deep freeze—the weather factory of the world—a job which is a

(Continued on page 11, col. 3)



These three photographs show: Top.—the main hut in course of erection; middle.—half covered in snow when Lieut. Lush left it in March, 1957, and bottom.—as it was at the end of 1959, completely buried, with ventilation shafts and access hatches. Note the husky on the snow

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NEWS OF OTHER NAVIES

Largest Warship ever built to be 'Launched'

ENTERPRISE TO JOIN U.S. FLEET IN 1962

(BY DESMOND WETTERN)

NAVAL history will be made later this month with the launching of the 75,700 ton aircraft-carrier U.S.S. Enterprise. She will be the largest warship ever built by any country in the world and she will also be the largest ship to rely solely on nuclear power.

The Enterprise was laid down in early 1958 at Newport News, Virginia. Her building is being carried out in a drydock and when launched she will be simply floated off her keel supports. It is expected that she will join the Fleet in 1962. As with earlier carriers, she will have a fully angled deck, steam catapults and mirror deck landing aids, as well as four side lifts. She will be capable of steaming for five years without refuelling. Most recent estimate of her cost, made last year, was £155,400,000.

Another unusual feature of the ship will be that she is likely to be the first ship to be armed solely with guided missiles. She will carry eight Terrier surface-to-air missile launchers. Her crew will total 4,440 officers and ratings.

Aircraft to be carried will include the Douglas A3D "Skywarrior," the largest carrier-borne aircraft in the world. With a range of 2,000 miles these aircraft represent a further extension to the system for delivering the deterrent. Their wing span is 72½ feet and length 73½ feet.

MERCY SHIPS

The White Fleet Organisation of mercy ships, mentioned in this column last month, is gaining considerable support in Britain and a number of industrialists have pledged material aid. President Eisenhower said recently that the idea "merited close study." It is likely that a fund may be set up in Britain.

SMALL CARRIER FOR JAPAN

For some time there have been rumours that Japan is to build a small aircraft carrier. Though official confirmation is still lacking, it is possible that the Japanese parliament may be asked to vote funds for a carrier in the 1961-62 budget. Japan, as one of the first countries to show keen interest in the possibilities of naval aviation, is unlikely to remain much longer without possessing at least one carrier.

WEST GERMANY

According to some recent press reports, West Germany has expressed considerable interest in the fast patrol boat Ferocity, a private project of Vosper Ltd., the Portsmouth ship-builders. This craft is likely to have a similar performance to H.M.S. Brave Borderer and Brave Swordsman but will be some 10 ft. shorter in length and considerably less costly. The hull form is based on that of an 80 ft. 37 knot tender which the company built for Shell for service on Lake Maracaibo, Venezuela.

MODERN NAVAL FORCE FOR SOUTH AMERICAN POWERS

Modernisation of the light fleet carrier Minas Gerais, formerly H.M.S. Vengeance, is nearing completion in a Dutch shipyard for the Brazilian Navy. As refitted the Minas Gerais will have the angled deck, steam catapults, mirror landing aids and new armament fire control and radar systems.

The modernisation of this carrier is one further stage in the creation of more modern naval forces by several South American powers. In 1958 Argentina acquired the light fleet carrier H.M.S. Warrior while Vickers-Armstrongs' yard at Barrow has completed the destroyers Almirante Williams and Almirante Rivros for Chile. The same company last year modernised the Venezuelan destroyers Nueva Esparta and Zulia, which were built at Barrow in 1951-54. Peru recently bought the cruisers H.M.S. Ceylon and Newfoundland.

Vice-Admiral Sir David Luce, K.C.B., D.S.O. and Bar, O.B.E., has been promoted Admiral to date to date August 22. Admiral Luce was born in January, 1906, and entered the Royal Navy in 1919. A submariner, he gained his D.S.O. for successful submarine patrols. He took up his present appointment as Commander-in-Chief, Far East Station in April this year.

Going to sea fifty years ago (contd.)

I join the Impregnable as a 'special entry'

ONE OF THREE TO MISS THE BATTLE OF CORUNNEL

LAST month we told the story of two young lads who, determined to join the Navy, altered the chest measurement written by a doctor from 32 to 33½ by putting a "3" in front of the one already there and a figure "1" over the "2." Mr. Rundle now continues his story.

SO we did. We obtained our parents' consent, and, with a reference from the Sparson and the schoolmaster, we returned next day to the Coastguard Station. Opening the envelopes the C.P.O. perused the documents. "Yes, you're both all right," he said—"Report here tomorrow morning for a railway warrant and meal vouchers all ready to proceed to Plymouth, where you will be met and taken to H.M.S. Impregnable.

On arrival at Plymouth we were met by a Petty-Officer who escorted us to the ship. We expected to find an old battleship or cruiser, but instead, Impregnable was one of the old wooden walls of England, not unlike Nelson's Victory.

SPECIAL ENTRY

It being July, the boys were on midsummer leave. We were ordered to take a bath—cold water—and present ourselves at the sick bay, where the ship's doctor was to check up on the findings of the doctor at Swansea. We had not yet put our names on the dotted line. He checked Poole first, ticking off each item on the document. Finding him fit, he turned to me.

"This is it" thought I, thinking of the chest measurement wangle. Height, two or three inches to spare, weight, a little doubtful. Now came the chest. "Take a deep breath," he said. I did, till my lungs were nearly bursting. Looking at me, he said, "Are you taking a deep breath? Just try again." I did, with no better result. Adjusting the tape over the shoulders, he tried once more. "All right," he said, "We'll leave that for the time being," and he proceeded with the other details of the examination.

"Now let's have another look at that chest of yours" and, glancing at the document, added "There seems to be some mistake here—why, you can only just pull 32 inches—do you really want to join the Navy?" A voice from the corner shouted "If he can't, I don't want to." "You keep quiet," said the doctor. "I'm not speaking to you." "Yes Sir," says I,

"I do hope I can." "Very well, then, you have a couple of inches to spare in height—you are otherwise physically fit and I've no doubt you'll pull out after a few weeks P.T." So, taking his pen, he wrote across my papers:—"Special Entry." We both signed on the dotted line, and we were in the Navy.

The next day we were kitted up and told to do odd jobs about the ship until the boys returned from leave. We were then classed up—learned knots and splices—bends and hitches—boat-pulling and boat sailing—how to sling a hammock and to swim.

CANINGS

We were only allowed ashore on the Cawsand side of the river. This afforded an opportunity for a crafty smoke, one of our number keeping an eye for the patrols. Over the mast-head every morning barefooted was the routine, the last boy down getting a rope's end. Morning prayers were said, and Grace before meals. The Padre was our friend to whom we could confide our troubles. Quarrels were settled by putting on the gloves, the contestants afterwards shaking hands and their differences forgotten.

I was unfortunate enough to get 12 strokes for overstaying my leave in Cawsand. I am glad that this punishment has been done away with. The victim was placed downwards over a hammock on an upturned tub—his hands and feet secured with webbing to the grating taken from the stern sheets of a boat. The boy had to drop his underpants and his duck trousers drawn up tightly over the buttocks. The ship's police administered the beating, the doctor looking on, who may stop the beating if, in his opinion, the boy had had enough. The sick berth steward afterwards applied an iodine swab to the bare flesh.

Boys were selected for the Signals or Seaman branch according to the educational standard reached. To take up "Signals," a good standard was necessary, and those selected were sent to H.M.S. Ganges, the training establishment at Shotley.

I made the grade, and with six others from my class, was drafted to Shotley. That list of names read: Rundle, Norgate, Watson, West, Lucas, Hare and Squires. I was sorry to leave my friend Poole, who did not quite make the grade. He later lost his life in the First World War.

After some hard work in the signal school, both wireless and visual—W/T was then in its infancy and signal ratings had to qualify to keep a wireless watch—I was drafted to my first real ship, H.M.S. Hannibal, a battleship of the Home Fleet.

WAS IT WORTH IT

I served in other types of ships until, on the outbreak of the First World War, I was serving in H.M.S. Mutine, surveying in the Bahamas—which was the landfall of Columbus in 1492. The survey was interrupted by the appearance of H.M.S. Essex on the horizon calling us frantically on her searchlight. The signal, when decoded, intimated that Britain was at war with Germany and ordering us to Bermuda. Securing all sounding gear and raising steam for full speed, we proceeded as ordered.

Bermuda dockyard was a hive of activity—cruisers coaling and taking in stores, H.M.S. Good Hope, the flagship of Admiral Craddock lay alongside and to this ship went the ship's company of Mutine, some 80 officers and men, with the exception of one warrant officer, one officer's steward, and myself. We three took over the signal station at St. Georges, Bermuda.

Good Hope and Monmouth were

later sunk with all hands, by Admiral von Spee at the battle of Corunna.

My good luck held, as I later survived the sinking of the Laurentic in Loch Swilly, after which I was sent to the Admiralty House at Queens-town on the staff of the combined command of the British and American Admirals.

Hardly a day passed without our destroyers landing survivors from torpedoed ships. It was now 1917, all ships, regardless of nationality were being sunk on sight. Hardly a convoy got through unscathed. Many thought the war had been lost. Capt. Gordon Campbell, V.C., with his mystery ships, the "Q" boats, helped to change the course of events.

The promised "land fit for heroes to live in," did not materialise. Food was dear and scarce, and unemployment increasing. The British Empire lost 946,023 killed, and 2,121,906 wounded, and people were asking "Was it worth it?"

WAR AGAIN

1939 again found us at war with Germany and I found my Naval training was to be of use. I was engaged by the Air Ministry as a Morse and Procedure instructor and appointed to Blackpool for the training in Morse of wireless operator/air gunners. 3,108 of these young men passed through my hand in some phase or another of their training—a fact of which I am particularly proud.

1942 again found me back in the Navy, when I was made a C.P.O. signals instructor at Cardiff University where undergraduates were trained for commissions in the R.N.V.R. Many of these young men later commanded the small ships, M.T.B.s and Tank Landing Craft. On demobilisation, I returned to Air Ministry where I resumed instructional duties until I retired at 66.

I would like to conclude my story by recommending any lad of 15 or 16 who cannot make his mind up as to a career to consider the advantages of entering one of the Services as a Boy Entrant. The pay and conditions are good, and the training calculated to be of use both during and after their service, not to mention the pension and gratuity which may be earned.

LEONARD G. RUNDLE.

In Memoriam

Alan James Gardner, Able Seaman, P/SSX.921475. H.M.S. Pembroke. Died July 17, 1960.

Idris Wyn Jones, Able Seaman, P/JX.852239. H.M.S. Harrier. Died July 23, 1960.

William McCartney, Leading Engineering Mechanic, D/M. 950104. H.M.S. Loch Insh. Died July 23, 1960.

Francis Tony Heath, Leading Stores Assistant (S), D/MX.924476. H.M.S. Orion. Died July 24, 1960.

David Anthony Rawson, Steward, D/L.948114. H.M.S. Centaur. Died July 27, 1960.

Ronald Arthur Wood, Petty Officer Cook, P/MX.58497. H.M.S. Excellent. Died July 29, 1960.

Norman Nicholson, Able Seaman, P/J.952680. H.M.S. Urchin. Died July 30, 1960.

Brian Norrington, Engine Room Artificer 2nd class, D/M.928624. H.M.S. Verulam. Died August 2, 1960.

Charles Frederick Amis, Stores Chief Petty Officer (V), C/MX. 59757. H.M.S. Pembroke. Died August 2, 1960.

Edward William Roberts, Sick Berth Attendant, P/MX.900294. H.M.S. Phoenicia. Died August 10, 1960.

Lieut. (E) John Stuart Barlow-Smith, R.N., H.M.S. Sanderling. Died June 29, 1960.

Lieut. James Hay Lynch, R.N., H.M.S. Sanderling. Died June 29, 1960.

Capt. Antony Laurence Easterbrook, R.M., R.M. Lympstone. Died June 30, 1960.

Midshipman Francis Marcus Croston, R.N., Britannia Royal Naval College, Dartmouth. Died July 15, 1960.

Colonel Thomas Malcolm Gray, R.M., H.M.S. President. Died July 20, 1960.

Lieut. (S) John Garson Arnold-Foster, R.N., H.M.S. Pembroke. Died July 29, 1960.

Lieut.-Cdr. Charles Arthur Rookshaw, R.N., H.M.S. Cochrane. Died August 4, 1960.



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.....

Address.....

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



H.M.S. Scarborough, a Whitby class frigate and leader of the Fifth Frigate Squadron

Scarborough in the Far East COMING HOME IN DECEMBER

H.M.S. SCARBOROUGH, the leader of the Fifth Frigate Squadron which comprises four new frigates, three primarily designed for anti-submarine duties and the fourth for aircraft direction, recommissioned at Portsmouth on September 29, 1959, for a General Service Commission in the Home Fleet and East of Suez.

After spending a strenuous work up period, and docking the ship sailed from Portsmouth for the Far East on March 4, and arrived at Singapore one month later. The outward passage was uneventful and included brief visits to Gibraltar, Malta, Aden and Colombo. Everyone quickly became acclimatized to the ship's new tropical surroundings after crossing what can only be described as the Heat Barrier, in the passage of the Suez Canal.

Sightseeing tours proved popular right from the start, particularly the trip from Colombo to Kandy, the ancient capital of Ceylon.

After a short stay in Singapore, the Squadron took part in the annual S.E.A.T.O. naval and air exercise with Australian, New Zealand, American, French, Pakistan, Thai and Philippine ships. For the major part of the exercise the ship was on the anti-submarine screen of the American carrier Yorktown.

The exercise started at Manila, which, although an expensive city, was notable for the great hospitality of the small British community.

The high-light of our Far East Station time so far has undoubtedly been the three weeks of June the ship spent visiting Japan. The ship's company has been able to see the bright lights of Tokyo and Yokohama, the beauty of the Inland Sea and experience the welcome of the Japanese

people. Although our visit coincided with considerable internal strife, we were made to feel that the Japanese have a particular admiration for the British, and wish to revive past friendships.

BRICKS FROM ENGLAND

H.M.S. Scarborough spent several days at Etajima in the Inland Sea which is the site of the principal Japanese Naval Training Establishment. The Naval Academy was founded early in the present century on the lines of the Royal Naval College at Dartmouth, even to the extent of importing bricks from England for the building of the main block.

The ship is now taking her turn as guardship at Hong Kong, which is a very popular port with everyone on board. The colony is very much alive with every form of activity and it is the best buyers' market in the world.

So far we have kept clear of the typhoons which visit the China Sea in summer. Everyone has thoroughly enjoyed their time on the Far East Station and has acquired a taste for oriental food, and is now doing their Christmas shopping early, in anticipation of their return to Portsmouth in December.

A submarine chaser, the first to be built by Indonesia, was launched at Sourabaya on August 22.

Own disability made him anxious to help others

THE Royal Naval Benevolent Trust has suffered a great loss in the death on August 15 of Mr. Sidney Hubert Howe.

Mr. Howe was a Founder-Member of the Portsmouth Local Committee and continued his great interest in the welfare of his fellow men by serving on the Committee as an Ex-service representative up to the time he was admitted to hospital for the illness preceding his decease.

This great interest continued despite the fact that Mr. Howe, a pensioner Chief Petty Officer Writer, had himself suffered the loss of one arm during the 1939-45 War and subsequently the loss of one eye also.

In fact his personal losses appeared to make him more anxious in his efforts to help others, his main interests being the betterment of other limble and sightless individuals.

VACANCIES ON LOCAL COMMITTEE

At present only four survive of the original thirty Founder Members. None of them unfortunately are able to give their services to the Committee, the membership of which is somewhat sadly depleted, and despite efforts in other directions vacancies as they occur remain unfilled.

It is wondered therefore if Ex-serving Naval men living in the vicinity of the Portsmouth R.N.B.T. Local Office would care to volunteer to serve on the Local Committee to help in carrying on the great work which was started by such men as Sidney Hubert Howe.

To be an effective member attendance at the Local Office at least once a week on Monday or Thursday afternoon is an essential, and the Local Secretary will welcome enquiries from interested persons.

(Continued from page 9, col. 5)

challenge to any man and I think it may be said that his desire to "do" something has been amply achieved.

I have always been interested in Arctic and Antarctic exploration—Capt. Robert Falcon Scott, R.N., was a boyhood hero—and I feel that, although not commensurate with "The Worst Journey in the World," as Capt. Scott's epic has been justly described, Lieut. Lush has followed in his footsteps and upheld that indomitable man's courage and thereby enhanced the Royal Navy in the field of Antarctic exploration.

Naafi girls wanted for service in Germany

NAAFI is making one of its rare appeals for volunteers to serve the British Serviceman overseas.

Last time, the call was for 500 men and girl volunteers for service in Cyprus during the troubles—and Naafi Headquarters in London was swamped with 17,000 applications in three days.

This time the immediate need is for

100 British girls to work in Naafi clubs for Servicemen throughout the British Zone in Germany, including Berlin. They will go straight to Germany and receive their training there; they will then work as Managers, Assistant Managers or Counter Assistants. Their two-year contracts will entitle them to 20 days' leave a year, including one free holiday passage home during their two years' stay, or a cash grant towards a Continental holiday.

"Full employment in Germany today," said a Naafi spokesman, "is making it more and more difficult to staff Naafi clubs and maintain a high standard of service. We must have some volunteers from home if the service to the troops is not to suffer. We want a hundred girls immediately and the marriage "wastage" is so high that we shall be planning replacements almost as soon as the first batch arrives in Germany! To enable these girls to see something of the country we shall arrange for occasional changes of location.

"It is a great chance for a girl who would like to see something of life in Germany today and at the same time do a really worth-while job for the young men in the Forces there."

FINWHALE JOINS THE NAVY

H.M. Submarine Finwhale, the sixth boat of the Porpoise class, was accepted for service with the Royal Navy on August 19.

Built by Cammell Laird & Co. (Shipbuilders & Engineers) Ltd. at Birkenhead, the Finwhale was launched in July 1959 by Lady John, wife of the First Sea Lord, Admiral Sir Caspar John, G.C.B.

Boats of the Porpoise class have a standard surface displacement of 2,000 tons, a length of 295 feet 3 inches and a beam of 26 feet 6 inches. They are powered by diesel-electric drive from Admiralty Standard Range engines which give a high underwater speed and long endurance.

Air conditioning ensures even temperatures in both tropical and polar regions and the ability to carry large quantities of all types of stores enables these boats to remain on patrol for months without any outside support.

The Finwhale's complement of six officers and 65 ratings will have amenities of the highest possible standards to help combat the boredom of long submerged patrols.

The other boats of this class already in service are the Porpoise, Rorqual, Narwhal, Grampus and Cachalot.

The Finwhale is commanded by Lieut.-Cdr. J. R. Wadman, R.N.

Old Timers' Club Outing

THE members of the Royal Navy and Royal Marine Old Timers' Club, Portsmouth, with their Lady Associate members and friends recently had a most enjoyable day trip into the New Forest.

Leaving Portsmouth at 9.30 and stopping for coffee en route, lunch was taken at Tuckton.

Lunch was followed by a river trip and then the party made for Lyndhurst and enjoyed a very nice tea.

A most enjoyable musical evening was spent at Horndean, Mr. C. Norris being at the piano, several members giving songs, and the pleasant day came to an end all too soon.

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Quarterdeck staff of H.M.S. Scarborough, Sub-Lieut. K. J. Pharoah, R.N., of Rochester, Ord. Sea. R. E. Ward of Horndean and A.B. F. W. Parker of Fawley, looking after visitors at Yokohama.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



Earl Mountbatten and the Mayor of Bangor (Councillor Valentine) surrounded by members of the Bangor branch and No. 14 area. The branch chairman, G. M. Simpson, is on the extreme left and between him and Earl Mountbatten are A. E. Greenfield (branch hon. treasurer), F. Goldstein (branch vice-president and president of the club) and B. E. Cook (branch hon. secretary). (Photograph: G. H. Pidduck, Bangor)

Bangor's 'proudest day of all'

CHIEF OF THE DEFENCE STAFF VISITS MOUNTBATTEN HOUSE

Navy's brilliant future

FRIDAY July 29, 1960, is a date recorded in red in the records of Mountbatten House, the Headquarters of the Bangor, County Down Branch of the Naval Association, as, on that date the Earl Mountbatten of Burma in fulfilment of an earlier promise visited the house which was proudly named Mountbatten.

The morning was clear and dry and enabled the distinguished visitor to come from Belfast by helicopter to a Municipal car park by the sea where he was met by the Mayor of Bangor (Councillor Valentine) and Commander W. S. Thomas, D.S.C. (deputy branch president), and by George Simpson (branch chairman). The party then proceeded by car to the Headquarters where Shipmate Norman piped the Chief of Defence Staff aboard, after which Commander Thomas presented the following officials to Lord Mountbatten: Mr. F. Goldstein (vice president); Lieutenant W. L. Irwin, R.M. (vice president); Mr. H. C. Rutter (vice president); Mr. J. C. Bartlett (area chairman); Mr. E. J. Rohu (area hon. secretary); Mr. R. Gaw (area hon. treasurer) and Lieutenant C. A. Maxwell, M.B.E., D.S.C. (National Council delegate and chairman, Belfast Branch).

After meeting the members of the Management Committee and the officers of the Ladies' Committee, Lord Mountbatten made a tour of the Headquarters and seemed to be impressed as he remarked that the members must be wealthy to have such a luxurious headquarters.

PROUDEST DAY OF ALL

The whole "ship's company" then assembled in an upper lounge when Shipmate Simpson in addressing Lord Mountbatten thanked him for graciously permitting the use of his name and for the great honour of his visit. "We are all deeply honoured by your presence here," Shipmate Simpson said. "There have been many occasions, both ceremonial and social, since the formation of our branch just under ten years ago of which we are justly proud—but this is our proudest day of all." Shipmate Simpson then invited Lord Mountbatten to address the Ship's Company before "Up Spirits" was piped.

Admiral Mountbatten opened by saying that before leaving London he had had a short conversation with Rear-Admiral Sir E. L. Rebbeck (branch president) who assured him that of all things the Bangor Branch

would not expect a speech—he might have a few words to say when he next met the branch president! In more serious vein the Admiral of the Fleet stated that the Royal Navy had a very optimistic and brilliant future and although the day of the battleship had now ended with the passing to the breakers of Vanguard, a new era had commenced and this was underlined by the fact that on Trafalgar Day H.M. The Queen would launch H.M.S. Dreadnought, the first nuclear submarine of the Royal Navy.

Speaking of the R.N.A. Earl Mountbatten said that he was the deputy president but he only accepted this position on condition that he would not be asked to do anything until he finally retired. This has not yet happened and he found it a frightening thing that he was the only person still serving in uniform and wearing First World War medal ribbons. Finally, Earl Mountbatten stated that the Royal Naval Association was the finest public relations organisation the Navy could have.

"SHARK STUNNER"

"Up Spirits" was then piped and after a toast in champagne, Lord Mountbatten circulated and chatted to many of the branch members until all too soon it was discovered that the official visit of 30 minutes had overrun by a further 20, so members proceeded to the front door to cheer their visitor away. Before leaving, Shipmate Simpson presented a blackthorn stick as a memento. "It might," said Shipmate Simpson "be useful in stunning the sharks which Lord Mountbatten was understood to be hoping to catch."

All in all it was a most enjoyable and successful visit to which the main contributors were Lord Mountbatten, who in the writer's opinion is the Royal Navy's most valuable Public Relations Officer, and the Bangor branch secretary, Shipmate B. E. Cook whose fine organisation as usual ensured that all went with a swing. J. A. C.

NEWCASTLE IS READY FOR TRAFALGAR DAY DANCE

IN Newcastle excitement is rising as the main social event of the year approaches. It is, of course, the Trafalgar Day Dance, which this year is held on October 14.

This night includes Newcastle and Gateshead branch's famous Miss Neptune contest when all the beautiful belles of Tyneside gather under the same roof and parade around in front of a panel of judges which it is hoped will include the branch president, Cdr. H. Row, R.N.R. (ret.), Capt. R. Renwick, R.N., the guest of honour, and other notabilities of the Senior Service. The rest of the shipmates will be watching, hoping that their wives and sweethearts will not see the gleam in their eyes!

It is hoped that the Royal Marines will be present with a recruiting display.

Tickets are 8s. 6d., obtainable from the secretary of the branch.

The Newcastle and Gateshead chairman wishes to send greetings to the chairman of Headquarters branch, whom he met when he stayed at John Cunningham House when passing through London. Newcastle branch appreciates the hospitality extended to their chairman on this occasion and assures Headquarters branch that any shipmates from Tyneside who are

DOUBLE-DECK BUS NEEDED FOR TRIP TO SEVENOAKS

THE Sevenoaks branch of the Royal Naval Association, now over 50 members strong, reports that the Chatham branch cricket team recently visited Sevenoaks and had a good day's sport and a good evening's social enjoyment. A double deck bus was needed to bring the team and supporters. The return visit took place on August 28.

On July 10 members of the Sevenoaks branch visited Eastbourne and were entertained by members of that branch. Shipmates and friends from Willesden and Fulham branches were also at Eastbourne.

Wimbledon's R.N.O.C.A. Standard to be laid up

WHO WON THE CRICKET MATCH?

TWELVE years ago, on June 6, 1948, the Wimbledon branch of the Royal Naval Old Comrades Association dedicated its first branch Standard. That Standard today is one of the very few R.N.O.C.A. Standards remaining in the No. 1 Area and on Sunday, October 2 of this year, our old Standard will be on parade for the last time.

It will proudly lead the parade that will accompany it to St. Mark's Church, Wimbledon, where it will be laid up. At the same time the new Wimbledon branch of the Royal Naval Association will dedicate its new branch Standard, presented to the branch by Lady Dowding, the wife of the branch president, Vice-Admiral Sir Arthur Dowding, K.B.E., C.B., R.N.

The Rev. Alwyn Wrang, R.N., chaplain of the Royal Naval College, Greenwich, will officiate at the ceremony, assisted by the Rev. D. Hill, vicar of St. Mark's.

The Salute, at the parade after the service, will be taken by the Second Sea Lord and Chief of Naval Personnel, Vice-Admiral Sir St. John Tyrwhitt, Bt., C.B., D.S.O., D.S.C., who is a vice-president of the branch. The secretaries of the branches that have received invitations to attend the dedication are requested to let the Wimbledon secretary know if their branch Standards will be on parade and the expected number of shipmates and friends attending.

SUCCESSFUL DANCE

The first of two dances organised in aid of the branch Dedication Fund was held at Merton Public Hall on Saturday, June 18, when members had the pleasure to welcome the shipmates and friends of the Camberwell, Cheam and Worcester Park and Kingston

branches. The evening proved a great success and despite the fact that the catering went awry Wimbledon feels sure that all those present had an enjoyable evening.

The second dance is scheduled for Saturday, September 10, and it is hoped that there will be the same measure of success as with the first. On this occasion the catering will be provided by the Ladies' Section, so visitors can rest assured that there will be plenty of food for all.

Saturday, July 16, found the branch at the Cheam and Worcester Park branch dance where it spent a very fine evening and all shipmates and their ladies thoroughly enjoyed themselves.

NOT SERIOUS CRICKET

On Sunday, June 26, members once again had the pleasure of playing cricket against the shipmates of the Camberwell branch in Dulwich Park. Never for one moment was the game serious and a splendid afternoon's entertainment was provided for shipmates of all ages.

After the cricket both branches set course for the "Stiling Castle," the Camberwell branch H.Q., where a first-class tea awaited some very hungry players.

The social that followed was really first class and when the evening finally came to a close it was a very happy but tired crew that set course for Wimbledon. A return match between the two branches was played at the King's College School ground, Wimbledon, on Sunday, August 28, followed by tea and an evening social.

Thanks to the efforts of the social secretary, Shipmate Doug Scarlett, and the active support of the members of the branch, approximately £30 has recently been put into the Dedication Fund.

HALLING IN NEW HEADQUARTERS

THE Haling branch of the Royal Naval Association is settling down in its new headquarters—the Homeward Bound, High Street, Haling, Kent.

The three meetings held at the new place have seen a few old faces returning and new members are in the offing.

Some good social evenings have been arranged for the winter months in the club room in conjunction with the local branch of the M.O.T.H.s—an ex-servicemen's association with roots in South Africa where there are hundreds of "shellholes."

OVER 10,000 VISIT BERMUDA IN TWO DAYS

DURING her six-day visit to Sunderland H.M.S. Bermuda was visited by more than 10,000 people during the two "open" days and some even had to be turned away.

"From every section in the life of the town we have received a hearty welcome and genuine friendship," said Vice-Admiral Sir Charles Madden, before the Bermuda sailed from the Wear.

"All on board have been enthusiastic in their praise of everything that has been done for them, both in official engagements and in many private homes."

One of the high-lights laid on by the Bermuda was a day to remember for the 140 children in the care of the local authority and other orphanages. An aerial roundabout, side shows, cartoon film shows, fun and games, balloons, ice cream and jelly were enjoyed to the full.

Another event, this time at the headquarters of the Wear Branch of the Royal Naval Association, was voted "the best night we've had since the branch opened," when members of the Bermuda crew and the R.N.A. really got down to the job of entertaining each other.

After a visit to her home port the Bermuda visits Lisbon for the fifth centenary of Prince Henry the Navigator, when the Presidents of Portugal and Brazil are to review a fleet comprising ships of 18 nations. Vice-Admiral Madden will command the British contingent consisting of Bermuda and destroyers Lynx and Wakeful.

Five admirals for new branch

THE inaugural meeting of the Weymouth branch of the Royal Naval Association was held at Weymouth on July 21, area officials from Plymouth and Bridport, and representatives of branches at Portland, Sherborne, Blandford, Twickenham and Maidstone being welcomed by the president, Lieut.-Cdr. J. Rigby, R.N. (ret.).

"We are continuing that spirit of good fellowship and comradeship which was bred into us in the Service," he said. "The term 'Jolly Jack' is by no means a misnomer—Jack is always Jolly."

The prime mover for a branch of the association in Weymouth was Mr. Fred White, who had worked tirelessly, and the new branch has a long and impressive list of members and prospective members, including five Admirals.

The chairman is Lieut.-Cdr. J. M. H. Ogden, R.N. (ret.).

Capt. G. D. Pound, R.N., Captain-in-Charge and Chief Staff Officer, Portland Naval Base, in promising support and wishing the branch success, said that the Flag Officer Sea Training, Vice-Admiral W. G. Crawford, regretted he was unable to attend.

Mr. J. P. Cotter is vice-president, the secretary is Mr. S. E. Dawe and the treasurer is Mr. F. White. The secretary's address is 80 Clearmount Road, Rodwell, Weymouth.

IRISH AREA PASSES IMPORTANT MILE-

STONE Standard is dedicated

ASSOCIATION MEMBERS FROM ALL OVER IRELAND

EVERY important mile-stone in the history of No. 14 Area of the Royal Naval Association was passed recently with the dedication of its first ever Area Standard at Ward Park, Bangor, County Down. On parade, in addition to a fine turn-out of Association members from all over Ireland, was a guard of honour from H.M.S. Sea Eagle, Londonderry, detachments of R.N.R. and W.R.N.R. from H.M.S. Caroline and members of the Sea Cadets Corps under their Commanding Officer Lieut.-Cdr. Mallon, R.N.R.

The parade assembled at Central Pier and, headed by Ballyholme Brass Band and branch Standards, marched through positions under the orders of the unit commanders and awaited the arrival of the official party.

The official party included the Senior Naval Officer, Northern Ireland, Capt. E. N. Sinclair, D.S.C., R.N., the Mayor of Bangor, Alderman Valentine, J.P., Cdr. C. A. R. Shillington, C.B., V.R.D., A.D.C., R.N.R., Surg.-Capt. Hopkins, O.B.E., M.O., M.R.C.P., R.N., Cdr. McArdle, R.N., H.M.S. Sea Eagle, Cdr. D. L. J. Corner, R.N., Cdr. J. C. H. Kortright, R.N., Cdr. D. G. Morrison, R.N., all from R.N.A.Y. Belfast; Lieut.-Cdr. Glendinning, president of Portadown branch, Lieut. Tullis, R.N., Flag Lieutenant, Cdr. W. S. Thomas, R.N., deputy president of Bangor branch, Lieut. W. L. Irwin, R.M., Mr. F. Goldstein, Mr. H. C. Rutler, all vice-presidents of Bangor branch, Mr. W. T. Osborough, chairman Bangor branch British Legion, Mr. G. A. M. Simpson, chairman Bangor branch, and Mr. T. B. Graham, Town Clerk, Bangor.

WREATHS LAID

Capt. Sinclair then inspected the R.N. guard, under its Guard Commander Sub-Lieut. J. Mullen, R.N. The Irish Area chairman, Shipmate J. Bartlett, reported the R.N.A. ready for inspection and S.N.O.N.I. passed along the ranks, meeting some old ships on the way.

The religious ceremony commenced, conducted by Rev. B. Kennedy, R.N. Chaplain, H.M.S. Sea Eagle, and culminated with the dedication of the new Standard.

Following upon the playing of the National Anthem, the Parade Marshall, Shipmate R. Cheyne, marched off the parade to Mountbatten House, headquarters of Bangor branch, where the parade dismissed.

All units were entertained to tea as the guests of Bangor branch. Thus concluded a memorable day, a fine turn-out in glorious weather and a show of strength by a steadily growing Irish Area.

E. J. ROHU

THEY DIDN'T WANT TO GO HOME

THE busiest half of the year in the Johannesburg branch of the Royal Naval Association has started and in July, when a social evening was held, the "skipper" had quite a job to get the "crew" to go home.

At the August meeting the "Uekers Contest" started. The teams were mixed and the Shipmaids were the coolest players. One or two shipmates got so excited that they shook their whisky glasses instead of the dice glass.

Preparations have started for the Trafalgar Ball to be held on October 21 and on Sunday, October 23, there is to be what is hoped will become an annual event, a parade and church service. It is a pity that only one R.N.A. Standard will be on parade.

The "bush telegraph" reports that a branch of the Association has been started in Oranjemund, South West Africa. One of these days the National Conference will be startled to see a delegate from South Africa walk in.



Captain E. N. Sinclair, D.S.C., R.N., Senior Naval Officer, Northern Ireland, accompanied by the Irish Area President Shipmate J. Bartlett has a word with an "old ship." (Photograph: G. H. Pidduck, Bangor)

Commander-in-chief, Portsmouth to attend annual dinner

DURING the past two months the Portsmouth Branch of the Royal Naval Association has had the pleasure of the company of shipmates from many branches, but August weekend must surely have seen the greatest number ever.

During that period members from Finsbury, Reading, Wakefield, Manchester, Oldham, High Wycombe, Darlington, Basingstoke, Grantham, West Ham and Lewisham visited the branch headquarters in Pitt Street. The Pompey Branch is always pleased to welcome members from so far afield and having the chance of exchanging views etc. Shipmates can always be sure of a welcome if they are in the city.

The branch paid its usual visit to the Royal Tournament in July and as always it was much enjoyed. After a wonderful show the members were entertained by the Battersea Branch which rounded off a most enjoyable day.

Arrangements are now well in hand for the Annual Dinner and Dance to

be held a little earlier this year—November 18 at Kimbells, Southsea. The guest of honour this year is to be the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power.

This function has always been most successful and much looked forward to by all members and this year's "get-together" will be no exception.

The branch was pleased to learn that one of its members, namely Shipmate F. M. Lenton had been honoured with the award of the British Empire Medal. The members offer Shipmate Lenton their sincere congratulations.

It is with regret that the branch learned of the passing of one of its life members, Shipmate S. Firth Bernard.

The Portsmouth Branch expresses

its sympathy to its near neighbour, Gosport, over the loss of two such staunch members of their branch as their chairman, Shipmate T. Bates, who passed away in June and their President, Vice-Admiral Agnew in July. They will long be remembered by all who came in contact with them.

LETTERS TO THE EDITOR

DRESSED COACHES FOR THE ASSOCIATION REUNION?

SIR,—I have been a conference delegate for several years past and at each conference the same old question on publicity comes up. Why do not the National papers cover the reunion and parade? Why is the Festival Hall show not televised? Cannot the National Council do something?

The conference is always informed that the papers and the B.B.C. are informed with no result.

Never have I heard it discussed that the branches might do something in this matter.

I am convinced that something unusual must be done to "get into the papers." I therefore suggest that all coaches coming to London for the annual parade and reunion in a few weeks should "dress ship" with pennants, lifebuoys, etc., with posters announcing Royal Naval Parade and Reunion. When near London Standards should be hoisted and a drive down Whitehall with, of course, appropriate dignity and decorum.

Short of something like this I don't think we shall ever get a picture or write up either in the National papers or the B.B.C.

Several coaches travelling the same route could rendezvous outside London and all steam in together in convoy. A phone call to editors that several coaches were approaching London "dressed over all" might help.

Yours,

R. T. GILES

55 Southlands Avenue, Horley, Surrey.

Annual parade EYES OF LONDON WILL BE UPON US

AS chairman of the Social and Ceremonial Committee it would be appreciated if your columns could

be used to draw attention to the annual parade at the Cenotaph on Saturday, October 15.

Most people know of the general arrangements but detailed instructions will be in the hands of branch secretaries by the time this letter to you appears.

Members of the Royal Naval Association are earnestly requested to support, to their utmost, this year's parade and so make it an event to remember.

The pattern of the parade will follow that of last year except that the positions of the even and odd columns have been reversed. The Social and Ceremonial Committee has made what it considers to be a few improvements.

Standards will be massed and every effort has been made to ensure that branches march behind their own Standards.

We shall be performing in the centre of ceremony and tradition where experienced and critical eyes will be upon us. Let us remember, above all else, that it is the Association's day and that we are marching with Association members behind Association Standards. Remembering this we shall uphold the Navy's boast—Smart, loyal and united.

In this connection may I suggest that the lunch-time ale is taken in moderation and then there will be no need to "fall out" before "dismissal" by the Parade Commander. Nothing looks worse than seeing men "dropping out" en route.

The annual parade can be regarded as a little bit of publicity for "our" association—a splendid parade and service would show Londoners and visitors that the Royal Navy, past and present, is very much alive to tradition and comradeship, and who knows, branch membership throughout the country could get a well deserved "shot in the arm."

Yours,

W. GOWER

13 Clarence Road, Luton, Chatham.

KINGSTON THANKS GOSPORT

THE annual outing of the Kingston and District branch of the Royal Naval Association took place on a day of brilliant sunshine.

The venue for the day was Gosport and right royally did the Gosport branch members look after their visitors. The journey down to the sea was broken at Hindhead for refreshments.

At Gosport the Kingston members were met by Shipmate J. A. Radford who acted as guide.

A trip around the dockyard had been arranged and this was enjoyed, not only by the womenfolk, but by the members who were reminiscing about this and that all the time.

The ex-submariners were very much at home when visiting Dolphin and were able to relieve their guide for a spell.

A very nice tea was served by the ladies at the Gosport branch's very fine headquarters and the whole party spent a most enjoyable evening.

Members of the branch felt that the day had been a most memorable one during this, the silver jubilee year and all who were able to be present wish to thank Gosport for their fine hospitality.

Tribute to Plymouth

SIR,—To the many glowing reports of the 23rd Annual Conference which I am sure you will already have received, I, as delegate of one of the (numerically) smallest branches of the Association, would like to add my own tribute to Plymouth branch, under whose auspices it was held.

Shipmates everywhere will have had a full account of the actual proceedings from their own delegates, so I will skip those details. Instead, I should like first of all to congratulate Plymouth branch as a whole on the general excellence of their arrangements.

It is attention to detail which makes or mars such an occasion and which can lift it from the merely satisfactory to the memorable. For that reason alone, I am sure the 1960 conference will be

remembered for many years to come by everyone fortunate enough to be present.

Thank you, Plymouth shipmates, for the wonderful and heart-warming welcome you gave us all.

Thank you, Shipmate Gray, for the hard work you put in to arrange accommodation for all those who required it. I speak from personal experience and with much gratitude.

Thank you, ladies of the branch, for your untiring and highly successful efforts to ensure that no one ever went hungry during the festivities that followed the conference itself on Friday and Saturday evenings.

Congratulations and thank you, one and all, at Plymouth. DELEGATE, WESTMINSTER BRANCH

A WINDMILL LOVELY



Vivacious Shendah Pearce in one of the costumes she wears at the Windmill Theatre. She made her stage debut at the Windmill in October, 1958.

A blonde with blue/grey eyes, her recreations are swimming, riding, skating and watching speedway, and her measurements are: 34", 24", 36".

Death of Sir Charles Lambe

A KINDLY MAN

ADMIRAL of the Fleet Sir Charles Lambe who had to relinquish the post of First Sea Lord on account of ill health in May last died at his home at Newport-on-Tay, Fifeshire, on August 29. He was only 59.

Sir Charles first went to sea in H.M.S. Emperor of India at the end of the First World War and later specialised in torpedoes. He also qualified as a pilot in 1929.

Promoted to Captain in 1938 he commanded H.M.S. Dunedin at the beginning of the Second World War, and then for four years was in the Plans Division at the Admiralty. In 1944 he commanded H.M.S. Illustrious in the Eastern Fleet.

Further air appointments followed his service in Illustrious and these were Assistant Chief of Naval Staff (Air), Flag Officer Flying Training, Rear-Admiral Commanding 3rd Aircraft Carrier Squadron and Flag Officer Air (Home).

Sir Charles was promoted Vice-Admiral in 1950 and Admiral in 1954. He was Commander-in-Chief, Far East Station 1953, Second Sea Lord in 1955 and Commander-in-Chief, Mediterranean, in 1957. He became First Sea Lord in May, 1959.

Admiral of the Fleet Sir Charles Lambe—he was promoted to that rank upon giving up his high position—was a kindly man. The men with whom he served had great regard for him as did his officers. It has been stated that he was Britain's most popular Admiral, and there is no doubt that his pleasant smile and willingness to listen endeared him to all who met him.

Read-Admiral G. B. Teale succeeded Rear-Admiral R. W. Paffard as Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, on August 10.

THE SAILOR AND HIS UNIFORM

Do clothes make the man? THE ORIGIN OF THE BLAZER

(BY AYCHARBEE)

STANDING by my office window the other day a party of sailors marched by. The smart bearing, well-cut uniform, shoulders well back and a lithe healthy keenness about them made me proud to think that I had once served with such men.

Then came the trim figure of the young Wren, her hat jauntily placed on her dark hair. I thought to myself no wonder there is a big "marriage wastage" among the Wrens.

The next party to pass my window were half a dozen sailors, belted and gaitered—a real credit to the service to which they belong.

Finally, as I stood there some sailors dressed in the sloppy "working rig" slouched by. It is obvious that this working rig is a useful dress for the ordinary duties a sailor is called upon to perform—the dirty everyday chores—but although I would not go so far as to say that clothes make the man it was obvious to me, standing at that window, that the wearing of the traditional naval uniform gave an air to the wearer which, perhaps sub-consciously, made him carry himself in a real seamanlike manner.

Why is it one never sees polished boots or shoes with working dress?

FASCINATING STORY

The story of the sailor's traditional uniform is a fascinating one, but it may surprise many to know that it is only just over a 100 years ago that the first uniform regulations for the lower deck were issued by the Admiralty and during these hundred years the changes have not been startling ones. There has been an unwavering preference for the style of dress that still finds favour today and this dress is not so very different to that which obtained even years before the advent of the uniform regulations.

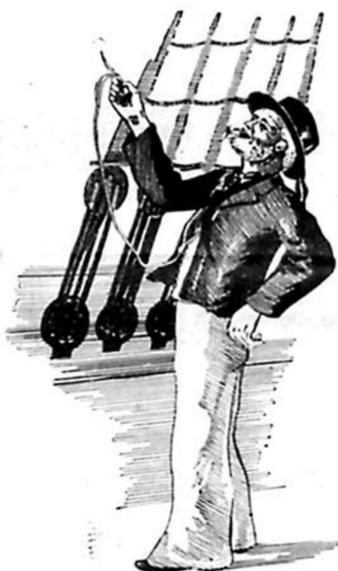
The methods of recruiting seamen in the past, the enormously long commissions afloat, the inadequacy of the Naval supply system in the past com-

pared to prevent the maintenance of an intricate uniform. In any case, until possibly the beginning of this century, the sailor was always regarded as a man apart from his fellows, undergoing a life of extreme physical hardship, in unusual surroundings and in touch with strange and, to his kinsfolk ashore, alarming stories of the world.

Pressed men remained on board in the clothes that they had brought on board until they had worn out but the long commissions enabled all on board to fit themselves out in a way at least uniform in their own ships and in close approximation each ship to another.

ORNAMENTED JACKET

From the years before the issue of the first uniform regulations the sailor's uniform had become recognisable. The blue jacket, check or striped shirt, canvas trousers and tarpaulin hat. With his neat seamstress hand the sailor ornamented his jacket with stripes of canvas marking the seams and with polished brass buttons, a knotted neckerchief was at his throat and he wore white stockings and low-quartered shoes with a brass buckle. His low-cut hat wore a ribbon with the name of his ship painted on it.



THE BO'SUN

The present-day collar with its three rows of tape may well have been worn to protect the jacket or shirt from the unhygienic and complicated pigtail which appears to have gone out of favour by 1826.

One of the reasons perhaps which brought the uniform regulations into force was the idiosyncrasy of individual captains who, with a long purse, fitted out their boat's crew with their own fancy dress. In the 1830's the captain of H.M.S. Vernon ordered his men, on fitting out, to wear red serge frocks with red woollen comforters. The captain of the Blazer chose blue and white striped guernseys (hence the name blazer today) whilst Capt. Wilmott, of the Harlequin, dressed his gig's crew as harlequins.

The tarpaulin hat and the blue jacket disappeared about 1890 and the bearded impressive Victorian seamen with his dark blue serge uniform, of a cut easily traced in today's rig, with the badge of his calling, came into his own.

NAVAL TAILORS

About the turn of the century the sailor himself began to take a lively interest in his clothes. His jumper and bell bottom trousers easily made on board did not always suit his fancy. Whilst conforming generally to the Admiralty pattern he wanted those little embellishments which suited his particular build or fancy and there came into being on shore tailors whose intentions were to fulfil those wants. Starting in a very small way, possibly the shore-side tailor was one who had done his stint in the Navy and whilst there had made suits for his shipmates. These men fulfilled a want and over the years have satisfied millions of their customers.

Among the foremost of these naval

tailors was Charles Henry Firth Bernard who, having himself served in the Royal Navy, commenced tailoring naval uniforms at Harwich and founded the present-day firm.

In 1898 he tailored sailor suits for the sons of the then Duke and Duchess of Cornwall and York and in 1902 received the Royal Warrant of Appointment as tailor to H.R.H. The Prince of Wales, later King George V.

VAST ORGANISATION

I was privileged recently to visit this firm's headquarters in Harwich and found a modern, airy and efficient work place with a huge crowd of work-people.

Although a vast organisation—there are over 30 branches—I was conscious, during my tour of the factory and my talks with senior officials and workpeople, that the whole business has been built up on an individual basis and with a desire always to please the individual customer.

This has been no easy task as certain statistics given to me showed that during the last war this one firm produced 2,591,596 uniform garments, using in the process 4,419 miles of cloth.

I was particularly interested in the care with which Messrs. Bernards take regarding the Naval allotment service. Scrupulous care is taken in maintaining customers' records and to aid the firm in this work the latest accounting machines are used and although the staff operating these machines never see the customers I had the impression that they regarded their important job as an essential link with the customer.

It is a far cry from the pigtail to the

present-day electronic Navy, but over the years the Naval tailors—formed into an association to give the sailor a fair deal—have performed a useful service, abused by a few, but greatly appreciated by the many, and in time of war have enabled the Admiralty to clothe the serviceman—a job which might have been most difficult had their organisation not been available.

(Acknowledgement is made to Messrs. Bernards for permission to make use of information contained in their booklet "Rig of the Day.")

The hunt goes on

THE Royal Navy's search for the Victor Bomber, which crashed August, 1959, in the St. George's Channel, has now resulted in the recovery of 50 per cent. of the wreckage.

An area 25 miles off the southwest coast of Wales is being painstakingly combed by a force of 11 trawlers specially chartered by the Admiralty on behalf of the Ministry of Aviation and altogether since the search began last September over 150,000 pieces of the wrecked aircraft, ranging from fragments as small as half-crowns to others weighing several hundredweights have been landed and flown to the Royal Aircraft Establishment at Farnborough. There experts are putting together a mammoth "jig-saw puzzle" to determine the cause of the crash.

Despite the deep water, very strong tides, poor underwater visibility and, on occasions, appalling weather, it has been estimated that a maximum of about 92.5 per cent. of the aircraft may be recovered.

COMMANDER-IN-CHIEF, PORTSMOUTH AT APPRENTICES' PASSING-OUT PARADE

THE Electrical Artificer Apprentices' Passing-Out Parade and Prizegiving Ceremony took place in H.M.S. Collingwood on August 9.

The Parade was inspected by Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O., the Commander-in-Chief, Portsmouth.

The passing-out class which formed the ceremonial guard marched past to the tune of "Auld Lang Sync" played by the Apprentices' Volunteer Band and the Parade then formed up in review order before marching off.

Prizegiving took place in the theatre, the prizes being presented by Lady Power, who was presented with a bouquet by Senior C.P.O. Apprentice J. Balmforth on behalf of the apprentices.

The Commander-in-Chief addressed the assembled guests and apprentices, this being followed by coffee on the theatre lawn. Apprentices' guests were entertained to lunch in the apprentices' dining hall followed by a tour of the

instructional laboratories and in the evening the apprentices held their end-of-term dance at Kimbell's Ballroom, Southsea.

PRIZEWINNERS

The St. George's Prize for the best all-round apprentice passing out was C.P.O. Apprentice D. Harrison, of Mansfield Woodhouse, Notts., who also won the 12th Term Technical Examination Radio Prize.

The 12th Term Final Technical Examination Electrical Prize was won by Leading Apprentice J. Dickson, of Lisle Street, London.

The 9th Term Technical Examination Electrical Prize was won by Apprentice P. Redmond, of Broadstone, Dorset, and the Radio Prize for this term was won by Apprentice W. Lucas, of Bookham, Surrey.

Apprentice T. Price, of Hucclecote, Gloucester, won the 7th Term Craftsmanship Examination Electrical Prize and Apprentice A. Felix, of Leitchworth, won the 6th Term Craftsmanship Examination Radio Prize.

The 11 Class Physical Training Prize was won by C.P.O. Apprentice R. A. Birch, of Netherfield, Nottingham; the 6 Class Physical Training Prize by Apprentice D. Jordan, of Rugby; and the Band Prize by Bandmaster Apprentice C. Corner, of Finghall, Yorks.

The Brazilian training ship Custodio de Mello visited Portsmouth August 14-18.

How Do You Choose Your Tailor?



There are many answers to this question, among them, by looking for the best selection of styles and materials, expert fitting and tailoring, reasonable prices, good delivery, etc. All these can be obtained from FLEMINGS who are specialists in the creation of good clothes—consulted by men who insist on being well-dressed.

We suggest with conviction that it will be well worth your while to consult us regarding all your clothes problems, as it is only natural that in the course of fifty years we should understand the requirements of those who serve in ships and on shore.

The service that we now offer is so all-embracing that you can shop with us and find all your requirements available to you, whatever they may be. Credit facilities either by Admiralty Allotment or Banker's Order are always at your disposal.

ONE account with US will help to solve ALL your problems

Good Clothes are made by

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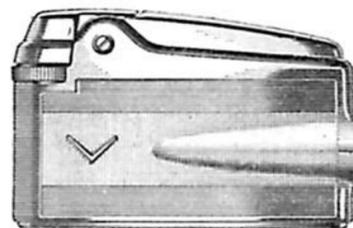
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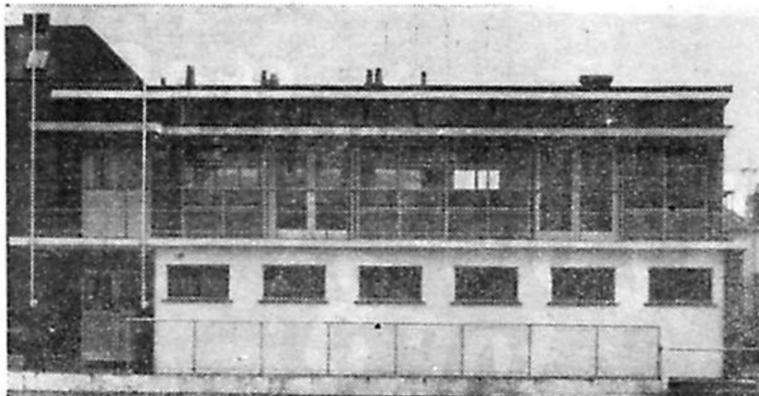


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PITT STREET HAS A FINE NEW PAVILION

THANKS were expressed by the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power), on July 7, to the Nuffield Trust Fund for the £7,000 presented to the Royal Naval Athletic Association.

The occasion was the opening of the new pavilion at the Pitt Street Athletics Ground.

In opening the pavilion Admiral Power said "It means that the Portsmouth Command can welcome other naval teams, and other Services, to Portsmouth and to be proud of Pitt Street. Within the next few weeks the Royal Naval Championships and the Inter-Service Championships would be staged at Pitt Street and without alterations we have been able to make to the track, and the pavilion, we could not have faced up to those engagements with the proudness we now feel."

The Brazilian aircraft carrier Minas Gerais—the former H.M.S. Vengeance—is expected to visit Portsmouth during October.

There are two dressing rooms in the new pavilion as well as a fine club-room on the first floor.

'Met' men do not control the weather!

THE weather during the past month might have led us to suppose that the Naval Weather Service had gone into voluntary liquidation, but instead, it shows signs of survival no less sure than those of the Ark in an earlier deluge.

Mention of the Ark inevitably spells "Fleet Air Arm," and this, where the Naval Weather Service is concerned, is entirely apt; it is with the Fleet Air Arm that the work and fortunes of the Naval Weather Service have always been most closely linked.

Its earliest beginnings took shape in 1916 under the wing of the Royal Naval Air Service as a meteorological section of the Naval Air Department. At the end of the First World War, the care of this infant was inevitably transferred to the newly formed

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approved medical and educational standards prior to appointment.

Further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James's Park, London, S.W.1.

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R.A.F., with the result that Meteorology, as an organised science, declined considerably in the Royal Navy. It was the Naval Observers of the Fleet Air Arm who, in the late twenties, found themselves being increasingly employed in forecasting for carrier aircraft, and this led to the eventual establishment by the Board of "a self-contained, fully equipped and adequately staffed forecasting service within the Fleet," and Instructor Officers, qualified in meteorology, began to take over.

When the Fleet Air Arm became an integral part of the Navy in 1937, this change was, once again, reflected in the forecasting service, which became the Naval Meteorological Branch of the Hydrographer's Department in the Admiralty. An independent status, together with its present title, in 1950, and the new department can be said to have fully "arrived."

The core of the present day Navy is the carrier; the successful operation of its aircraft is, in no small part, influenced by weather factors and it is here that the Naval Weather Service fully comes into its own. If we unjustly blame the Weather Service for a saturated leave, it is only right that we should recognise that at the heart of the Navy's carrier task force effort lie the deliberations of those who we might call "unsung heroes of the Occluded Front."

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Nine new records show Pitt Street's track is good

BUSY SUMMER SEASON FOR COMMAND P.T. STAFF

THE 1960 Summer Season has kept the physical training staff of the Portsmouth Command at full stretch. Apart from their own various duties in the Barrack's sporting world, a large amount of preparation was necessary for the Inter-Services Athletics Championships at Pitt Street Recreation Ground.

The Royal Navy becomes host to the other two Services once every three years for these Championships, and every one concerned intended to make this an enjoyable afternoon's sport.

Pitt Street track had been relaid at the beginning of last season, and a new pavilion had been built. This pavilion has been the dream of many past naval athletes and the Staff Physical Training Officer, Lt.-Cdr. Taylor, with the Inter-Services in mind, finally brought the idea to fruition.

As for the track, many people, both Service and civilian condemned it, and said it had been a waste of money. In answer to these track critics it is interesting to note that no less than NINE Inter-Services Records were broken on it this year. This does not seem to substantiate their points of view very well.

Under the direction of the Staff Physical Training Officer, a great deal of work was put into Pitt Street Ground. The main supervisor was Chief Petty Officer Bland, who has

been largely responsible for the "face lift" that the whole ground has received. At times working parties for this task were negative, and "Clubs" was once again asked to don his overalls (if he had any). Every effort was appreciated though, and both Army and Air Force athletes, with internationals among them, were full of praise for the whole meeting.

This, by the way, was Lt.-Cdr. Taylor's "Swan Song." He has now taken over a business in "civvy street," where his constant wit and good humour is apparently drawing in the custom. Looking at the size of his dog "Winston," custom is extremely necessary to feed a brute of that size. Talking of Winston, have you ever wondered what it feels like having a great St. Bernard after you? If you have ask P.O. Burnett, he has had first hand experience.

Lt.-Cdr. Mackenzie, whose last appointment was H.M.S. Centaur, has relieved Lt.-Cdr. Taylor as Staff Physical Training Officer.



Back row: A.B. Barwise, P.O. Kendall, P.O. Barrie. Centre row: L./Seaman Sever, P.O. Burnett, P.O. Eden, P.O. Reed. Front row: C.P.O. Thompson, Lieut.-Cdr. Taylor, Sub./Lieut. Traynor, Winston.

The triumphant trouts

NORE COMMAND WINS CUP



Nore Command team—Navy Swimming Champions, 1960. (Photo. R. A. Fisk, H.M.S. Ganges)

THE Nore Command had a convincing win over the other commands in the Navy Swimming Championships held at H.M.S. Ganges on July 14 and 15. This was particularly satisfying to the swimmers and their coaches because of their retention of the Navy Championship Cup in the last year that the Nore will participate.

Navy Champions from the Nore Command were:

App. Braund—100 yards Butterfly: 63.3 secs. App. Braund—200 yards Breast Stroke: 2 mins. 34.8 secs. App. Hewitt—100 yards Back Stroke: 66.3 secs. L.E.M. Humphries—Firmboard Diving.

All swimmers are to be congratulated on securing a total of 51 points, with Devonport 33 and Portsmouth 24. Air Command entered as individuals.

Less than 3 minutes separated first three after 26 miles

THE Royal Navy's non-stop runner, Sub.-Lieut. "Bob" Pape managed to beat the course record he himself set up in 1958 for the City of Liverpool marathon (26 miles 385 yards) by just over two minutes, but he could only manage third place.

The winner was J. Tarrant (Salford), 2 hr. 22 min. 34 sec. and the second was F. Howe (Blackpool) 2 hr. 24 min. 21 sec. Pape's time was 2 hr. 25 min. 6 sec.

The previous record was 2 hr. 27 min. 9 sec.

BELMORE WAS FIRST IN HER CLASS

THE sloop rigged ocean racer Belmore, manned by a Naval and Marine crew, and wearing the burgee of the Royal Naval Sailing Association, has won the class in which she was entered in the 3,500 mile Transatlantic race from Bermuda to the Skaw lightship off the north-east tip of Denmark.

The 12-ton Belmore owned by Mr. T. W. M. Steele, a farmer living at Upham, near Southampton, has been skippered by Cdr. Erroll Bruce, R.N.

Reporting to the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power), Cdr. Bruce states "Belmore won class. Hard race with persistent gales from ahead. Very fast time to Scotland, then calms."

The Belmore was entered in the class for the smallest boats in the race, organised by the Royal Swedish Yacht Club.

In May, with the same crew, she was second in the fleet of over 100 yachts in the 635-mile Bermuda race from Newport (Rhode Island).

Captain of the Olympic's team

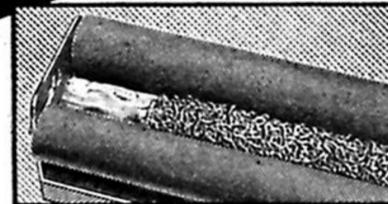
Surgeon-Lieut. John Wrighton has been appointed captain of the British Olympic Games team, Surgeon-Lieut. Wrighton is the European 400 metres champion.

NAVY'S HURDLER FOR ROME

THE Royal Navy's champion hurdler, P.O. Max Boyes, has been selected for the Great Britain team for the Olympics in the 400 metres hurdles event.

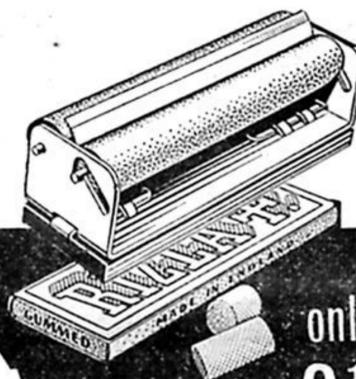
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