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Royal launching of Hampshire

NAVY'S SECOND GUIDED MISSILE DESTROYER NAMED BY PRINCESS MARGARET

H.R.H. Princess Margaret launched the Royal Navy's second guided-missile destroyer at the shipyard of John Brown and Co., Clydebank, on Thursday, March 16.

The ship was named Hampshire by Her Royal Highness and the religious service was conducted by the Rev. H. J. N. Purves, O.B.E., Q.H.C., M.A., Royal Navy Principal Chaplain, Church of Scotland and Free Churches.

With a standard displacement of over 5,000 tons, an overall length of 520 feet and a beam of 54 feet, the Hampshire will carry the following armament: One "Seaslug" guided weapons system, four radar-controlled 4.5 inch guns in twin mountings situated forward, and two "Seacat" close-range guided weapons systems fitted abaft the after funnel.

For anti-submarine work the ship will be fitted with the latest underwater detection equipment and a Westland Wessex helicopter carrying dipping asdic and homing torpedoes.

Accommodation for her comple-

ment of about 32 officers and 400 ratings will be of a very high standard. The mess decks are fitted with bunks arranged so as to provide the maximum recreation space in each mess, and allow for such fittings as card and writing tables, cupboards and electric sockets.

FORMER HAMPSHIRE

This present ship is the fifth to bear the name Hampshire. The first a 4th Rate, was built at Deptford in 1653 and carried 46 guns. She was one of the ships under Admiral Blake's command during his battles against the Spanish and also took part in successful actions against the Algerian pirates. After 44 years service she was sunk in action against the French while in charge of a convoy off Newfoundland.

The second ship, also a 4th Rate, was with the Navy from 1698 to 1739, and saw much service in the Baltic before being broken up at Portsmouth.

The third Hampshire, another 4th Rate, was launched in 1741 and spent most of her sea-time in action against the French Navy. She was broken up at Sheerness in 1766.

In 1903, the fourth Hampshire was launched by Armstrong Whitworth at Elswick. She was a twin-screw cruiser of 10,850 tons and took part in the First World War until 1916. In June of that year she was sunk by a mine whilst conveying Lord Kitchener to North Russia.

ANOTHER CRUISER FOR THE NAVY

H.M.S. Blake, the third ship of the Tiger class commissioned, was accepted for service from her builders, Fairfield Shipbuilding and Engineering Co., Ltd., at Govan, Glasgow, on March 8.

Laid down during the Second World War, the Blake was launched in December, 1945, but subsequently work on her fitting out and also on that of her two sister ships, Lion and Tiger, was suspended, and all three ships laid up in a state of preservation.

In 1954 a decision was taken to complete them, but so much new equipment had been developed since their original design was agreed upon, that a vast amount of replanning had to be done to enable the new generation of equipment to be installed in the existing hulls.

The accommodation for the ship's company of 52 officers and 664 ratings is far superior to that of any previous class of cruisers.

H.M.S. Blake's main machinery is largely automatic and can be remotely controlled. It consists of four geared steam turbines which take their power from four Admiralty design boilers and produces a total of 75,500 s.h.p., giving a top speed of over 30 knots.

The ship has a length of 555ft. 6in., a beam of 64ft. and displaces 9,500 tons.

In command is Capt. D. G. Clutterbuck, R.N., who is a navigation specialist. Born at Gloucester in 1913, he entered the Service in 1929 and served at various times in the cruisers Sussex, Dunedin, Ajax and Newfoundland.



H.M.S. Ark Royal, during the trials, "decorated" with ice and snow

From Arctic cold to the warmth of a Queen's welcome

ARK ROYAL AT PLYMOUTH AFTER 80,000 MILES

ALTHOUGH there was bright sunshine to greet Queen Elizabeth the Queen Mother, when she paid a visit to H.M.S. Ark Royal (Capt. P. J. Hill-Norton, R.N.) when the great aircraft carrier returned to Devonport after steaming 80,000 miles in a 15-month commission away from the United Kingdom, those on board had just returned from the cold, storm-swept waters of the Davis Strait, to the west of Greenland.

On her way home via New York (where her crew had created a most favourable impression), the ship's Scimitar, Sea Vixen, Gannet and Whirlwind aircraft carried out cold weather flying trials, when parties of flight-deck personnel had to fight a continual battle with picks and axes against snow and ice to keep the planes flying.

The carrier received nearly 2,000 tons of her stores while underway at sea, and hundreds of tons of fuel oil were pumped into her from R.F.A. Tidesurge in mountainous sea conditions.

The obvious pleasure of the Queen Mother in being able to greet the crew of the ship she launched in 1950, and which she has managed to visit during each of her three commissions added to the warmth of the sun.

The Queen Mother was met when her helicopter touched down on the flight deck by Vice-Admiral Sir Charles Madden, Commander-in-Chief, Plymouth, and she reviewed the divisions from Ark Royal's jeep, accompanied by Capt. P. J. Hill-Norton, in the hangar where, in addition to the ship's company, nearly 200 wives and sweethearts of the men of the ship were present.

Speaking to the assembly the Queen Mother said: "Ark Royal has a very special place in my heart, and it is with constant pleasure when I visit her during her commissions, to find each time the same happy atmosphere, efficiency and comradeship. This ship's company has carried on the tradition of their predecessors in maintaining a high standard."

The Queen Mother presented the "Kelly Memorial Prize"—awarded to the best ex-Dartmouth aviator qualifying for wings—to Lieut. M. K. Johnson, of 800 Squadron.

Capt. Hill-Norton told the Queen Mother that the ship's company was deeply grateful to her for spending time to visit the ship, and asked her to accept a leather-bound book containing photographs of "Nearly everyone on

board" and which gave an account of the ship's activities during the commission.

The Queen Mother was the captain's guest for lunch, together with other ship's officers.

NAVY DAYS

NAVY Days will be held this year as follows. **Portland and Rosyth:** May 20, 21 and 22. **Portsmouth and Plymouth:** August 5, 6 and 7.

R.N. Air Stations "Air Days" will be held—H.M.S. Ariel, Lee on Solent: Sports day and air display, June 15. R.N. Air Station, Yeovilton: Air Day and 21st anniversary of commissioning, June 17. R.N. Air Station, Arbroath: "At Home," 21st anniversary of commissioning, June 24. R.N. Air Station, Abbotsinch: Air Day, July 8. R.N. Air Station, Culdrose: Air Day, July 15. R.N. Air Station, Brawdy: Air Day, July 15. R.N. Air Station, Lossiemouth: Air Day, July 22.

Fifth Tribal launched at Cowes

THE fifth of the Tribal class of General Purpose frigates was launched and named Eskimo at the yard of Messrs. J. S. White and Co. Ltd., Cowes, on March 20, by Lady Durlacher, wife of Vice-Admiral Sir Laurence G. Durlacher, K.C.B., O.B.E., D.S.O., Deputy Chief of Naval Staff and Fifth Sea Lord.

The Reverend Stanley Cumpsty, M.A., R.D., Rural Dean of the West Wight, and Vicar of St. Mary's Church, Cowes, conducted the religious service.

The Eskimo, whose standard displacement is about 2,500 tons, has a hull of 360 ft. and a beam of 42 ft. 6 ins.

Her armament comprises two 4.5 inch guns in single mountings, two 40 mm. guns and anti-submarine mortars. She will be equipped with warning radar and submarine detection gear of the most modern design and carry a helicopter for anti-submarine purposes.

The Eskimo's propulsion machinery will consist of both steam and gas turbines. The steam turbine will provide power for normal cruising and manoeuvring and the gas turbine driving on to the same propeller shaft, will give immediate power for high speed steaming and getting under way in an emergency.

A high standard of living accommodation has been achieved for the ship's complement of 13 officers and 237 ratings. All manned compartments will be air conditioned and bunk sleeping will be provided throughout. The ratings' messing will be on the cafeteria system.

The Tribals already launched are Ashanti (expected to commission in June next), Gurkha, launched at Southampton last July, Nubian, launched at H.M. Dockyard, Portsmouth; last September, and Tartar, launched at H.M. Dockyard, Devonport, also last September. Two others, still to be launched, are Mohawk and Zulu.

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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

TWENTY years ago—March 28, 1941, to be precise—within a matter of ten minutes, British Naval Forces under the command of Admiral A. B. Cunningham, obtained a victory at the Battle of Cape Matapan, a victory which was very necessary to England at that time when our enemies everywhere seemed to be winning the war and which enabled Britain to maintain control of the eastern basin of the Mediterranean and which, subsequently, enabled the Navy to carry the army in Greece and Crete to safety, albeit at such grievous loss.

The time was 10.25 p.m. and Admiral Cunningham in Warspite, accompanied by Barham, Valiant and Formidable, and nine destroyers, was proceeding to investigate an unknown ship which was lying stopped and which it was hoped was the Italian battleship Vittorio Veneto, when, on quite a different bearing, two large ships with a smaller one ahead of them loomed up. They turned out to be the heavy cruisers Zara and Fiume, accompanied by four large destroyers, one ahead and three astern.

The enemy were quite unaware of Admiral Cunningham's presence until the silence was shattered by a broadside from Warspite's 15-inch, and by 10.35 p.m. the Italians had lost the two cruisers and two of the four destroyers.

Before morning the unknown ship had also been located and destroyed. She was another cruiser—the Pola.

This night action proved the value of night-action exercises which the Royal Navy has always practised on every possible occasion. It also showed the value of the strict discipline insisted upon during those apparently unrealistic night exercises to which we had become so used. How many of us have not chafed at being cooped up at night action stations, sweating it out "closed up" below, longing for a breath of fresh air before we turned in and, perhaps, a quiet smoke beforehand? Yet, had not those boring exercises been carried out, who knows but what someone would have tried to have a surreptitious "drag" and perhaps, thereby, have indicated to the enemy of the Navy's presence.

The Battle of Cape Matapan showed, most clearly, the truth of H.M.S. Excellent's motto, *Si vis pacem, para bellum*—If you wish peace, prepare for war.

Letters to the Editor

'JONAH' LIVED TO TELL HIS TALE

SIR—Reference the request to contact survivors of the Tiger-Berwick collision in 1908, postcards were on sale in Portsmouth, of which card-I enclose a copy.

I sent one to Mr. Upton, your inquirer, and his reply is most interesting and I am sending it to you herewith.

Did you ever hear that a rumour went around a year or so before the First World War to the effect that the Drake had been sunk and this was announced from the stage of the Hippodrome, causing much distress, but of course it was only a rumour.

—LESLIE SPELLER, Windermere.

[Mr. Speller's card was not suitable for reproduction. The Drake he refers to was a twin-screw armoured cruiser of 14,100 tons, which was torpedoed off Ireland in 1917. Mr. Upton's letter is as follows:—Editor.]

Dear Mr. Speller. Thank you very much for the postcard. It is the first time I have ever seen one like it. I have a full-size photo of the old Tiger—also one of the crew which was taken after we had the misfortune to run on to Portland Breakwater during night exercises in 1907.

Re survivors of the Tiger-Berwick collision, I have not yet heard of anyone but I had a letter from the son of one member of the crew who was born a few months after his father was drowned.

I presented the two photographs I had had all these years to the Captain of the present-day Tiger and thought I had seen the last of them, but to my pleasure and surprise a few weeks later they came back quite new. The Captain had had them copied and included a photograph of the battle-cruiser Tiger.

The Berwick is my best-remembered ship, for I had dealings with her on four different occasions. First, I steamed her when she was built, about 1903, on the Clyde. Secondly, I got in trouble in Gibraltar with her patrol. Thirdly, I took passage from Corn-

wall to Chatham in her; and fourthly, sunk by her on April 2, 1908.

My "ups and downs" in the Navy started in 1901 when I had my first "overboard," followed by three more collisions and one explosion. So you see I have had my share of accidents and been very lucky with them. I was in a torpedo boat after the Tiger and was in collision with a cross-Channel boat from Southampton—no one was hurt. My messmates used to say I was a "Jonah," but if so I was lucky with it.—A. Upton, Portsmouth.

Ratings played for U.S. before 1936

SIR—As a U.S. rugby player in the 1920s who happened to be vice-captain and hon. secretary from 1927 to 1929, I should like to contest the implication in the March article that ratings did not play for the U.S. until 1936.

In fact, after the First World War, they were always encouraged to do so, and, amongst others, L/S. Bickell was a stalwart. Subsequently he achieved the rare distinction of being made an honorary Lieut.-Commander, R.N.V.R., for his work with the Severn Division.

With best wishes to your paper.—
JOHN CUTHBERT, Vice-Admiral, Andover, Hampshire.

DID NEMESIS SINK THAT SUBMARINE?

SIR—The several pictures of Aden from the harbour which have appeared from time to time in "Navy News," recalls to me, when I was there

Sociable, gracious and courteous 'Arks'

SIR—With your permission I would like to take this opportunity through the medium of your newspaper to compliment the officers and crew of H.M.S. aircraft carrier Ark Royal for the splendid way they handled and carried themselves while visiting New York City this week. Wherever I saw and talked with them they were sociable, gracious, courteous and showed good manners. And not forgetting the clean, tip-top shape of their uniforms. My congratulations to the British Navy for its fine ship Ark Royal and its crew.—WALTER FARRAR, 184 Belmont Avenue, Jersey City 4, New Jersey, U.S.A.

at the end of the Second World War, when I was serving with the 7th Hampshire Regiment, and we were guarding Turkish P.O.Ws. on the isthmus of Khormaksar.

I well remember how we used to look forward to the return of H.M.S. Diana from her usual patrols. And I remember once visiting the wireless station beyond the salt pans, which was manned by Naval personnel.

During April of 1917, when I was going out to Mesopotamia but was switched to India instead, our troopship, the Cameronia, was torpedoed and sunk to the east of Messina. I wonder if any of your older readers who were serving on H.M.S. Rifleman or Nemesis, our escort at the time, would recall the incident, when they so gallantly saved so many of us from certain death?

And I wonder, did Nemesis sink that enemy submarine when she surfaced, with the top of her periscope racing along the top of the water, so very near to us, when Rifleman was picking up survivors from the sea?

I also recall the wonderful send-off we had from the people of Malta when we left Valetta on the transport Saxon for Alexandria, under escort of two destroyers from the Japanese Navy then part of the Allied Fleet.

I have several memories of wartime voyages on the seas. Particularly of the rats that swarmed the riggings of those ships beyond the Suez, and which, after the Cameronia incident, were very welcomed by us. And lastly, I remember the puff of smoke from the noonday gun at Algeiras, across the

bay from Gibraltar, when I went aboard my final ship for Blighty and demobilisation, in company with Devonport men on a similar trend. And I remember the old Himalaya on which we sailed, when she broke her rudder chain in a stormy Biscay Bay, but brought us safely home to Plymouth Sound.

A "souvenir" from the Somme battle of 1916 prevented me from signing on when the war was done. But I am grateful for those far-off days at sea, when we were guarded by those gallant lads in Navy blue.—F. J. OATLEY, Shoscombe, near Bath, Somerset.

Facts wanted—A/S Memorial Fund

SIR—The Captain, H.M.S. Osprey, Portland, is greatly interested in determining the history of the Anti-Submarine Dependents' Fund (later known as the A/S Memorial Fund).

If any reader has any facts about this fund, how it originated, etc., the Captain would be very grateful if they would communicate with the Captain's secretary, H.M.S. Osprey, Portland.—A. A. HERON, Lieut. R.N. (ret.), H.M.S. Osprey.

The Navy Estimates show that 144,200 civilian staff will be borne at April 1, 1961. The corresponding figure in 1956 was 185,000.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes: (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicate ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home 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.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

- H.M.S. Tireless, April 25, at Rosyth for service with the 1st Submarine Squadron.
- H.M.S. Astute, April 28, at Devonport for service with the 6th Submarine Division.
- H.M.S. Alderney, May 23, at Portsmouth for service with the 6th Submarine Division.
- H.M.S. Talent, June 23, at Malta for service with the 5th Submarine Division.
- H.M.S. Porpoise, July 1, at Portsmouth for service with the 1st Submarine Squadron.

GENERAL

- H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months) U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months) U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months) U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Tiger, May 2, at Devonport for General Service Commission, Home/Med. (24 months) U.K. Base Port, Devonport.
- H.M.S. Carysfort, May 15, at Singapore for Foreign Service (Far East).
- H.M.S. Plymouth, May 16, at Devonport for Home Sea Service Commission for General Service Commission July, 1961, Home/East of Suez (21 months) U.K. Base Port, Devonport.
- H.M.S. Bermuda, May 16, at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.

- H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months) U.K. Base Port, Portsmouth.
- H.M.S. Jutland, May 24, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months) U.K. Base Port, Devonport.
- H.M.S. Broadsword, May 25, at Chatham for General Service Commission, Home/Med. (23 months) U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Scorpion, May 30, at Chatham for General Service Commission, Home/Med. (23 months) U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Whirlwind, May 30, at Rosyth for trials. Commissions July 11 for Home Sea Service. U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Berwick, May 30, at Belfast for Home Sea Service. Commissions August for General Service Commission, Home/Med. (19 months) U.K. Base Port, Portsmouth.
- H.M.S. Nimble, tug, end of May, at Devonport for Home Sea Service.
- H.M.S. Scarborough, June 6, at Portsmouth for General Service Commission, Home/Med. (18 months) U.K. Base Port, Portsmouth.
- H.M.S. Ashanti, June, 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. Dampier, June 23 at Singapore for Foreign Service (Far East).
- H.M.S. Ursa, June 30 at Malta with Trials Crew. Local Foreign Service.
- 815 Squadron, July 4, at R.N. Air Station, Culdrose for Overseas Service (H.M.S. Ark Royal).
- 706 Squadron, July 4, at R.N. Air Sta-

- tion, Culdrose, for Advanced Flying Training.
- H.M.S. Dalrymple, July 18, at Devonport for General Service Commission, Persian Gulf/Med. (24 months) U.K. Base Port, Devonport.
- H.M.S. Loch Killisport, July 25 at Rosyth for Home Service. Commissions September 12 for Foreign Service (Far East).
- H.M.S. Falmouth, July, at Wallsend-on-Tyne for Home Sea Service. Commissions for General Service Commission, October, Home/Med. (18 months) U.K. Base Port, Devonport.
- H.M.S. Mull of Kintyre, July 25, at Portsmouth for Home Sea Service. (Steaming crew.)
- H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months) U.K. Base Port, Devonport.
- H.M.S. Alert, August 10, at Singapore for Foreign Service. (Far East.)
- H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months) U.K. Base Port, Devonport.
- H.M.S. Ark Royal, August, at Devonport for General Service Commission, Home/Med (24 months) U.K. Base Port, Devonport.
- H.M.S. Dundas, September 5, at Rosyth for trials. Commissions October 31 for Home Sea Service. U.K. Base Port, Devonport.
- H.M.S. Brighton, September 19, at Glasgow for Home Sea Service. Commissions April, 1962, for General Service Commission East of Suez/Home (21 months) U.K. Base Port, Portsmouth.
- H.M.S. Bulwark, September, at Singapore for Foreign Service (Far East).
- H.M.S. Barrosa, September, at Devonport for Trials. Commissions December, for General Service Commission Home/Med. (24 months) U.K. Base Port, Portsmouth (under consideration).
- H.M.S. Corunna, September, at Rosyth for Trials. Commissions November, for General Service Commission Home/Med. (24 months) U.K. Base Port, Rosyth—under consideration.
- H.M.S. Lowestoft, September 26, at Glasgow for Home Sea Service. Commission for General Service

- Commission Home/Med. (16 months) December. U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Aisne, end of September, at Chatham for Trials. Commissions end December for General Service Commission Home/Med. (24 months) U.K. Base Port, Portsmouth (C). (See note.)
- H.M.S. Loch Ruthven, end of September, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months) U.K. Base Port, Devonport.
- H.M.S. Hardy, September, at Chatham for trials. Commissions October for Home Sea Service. U.K. Base Port, Devonport.
- 814 Squadron, October 4, at R.N. Air Station, Culdrose, for Overseas Service. (H.M.S. Hermes.)
- 819 Squadron, October 4, at R.N. Air Station, Eglinton. Re-equipping.
- H.M.S. Hermes, December, at Portsmouth, for General Service Commission, Home/East of Suez (21 months) U.K. Base Port, Portsmouth.
- H.M.S. Cavalier, December, at Singapore for Foreign Service (Far East).
- H.M.S. Ulster, December, at Devonport, for General Service Commission, West Indies/Home (21 months) U.K. Base Port, Devonport.
- H.M.S. Agincourt, January 16, 1962, at Portsmouth for trials. Commission April 3, Home/Med. (24 months) U.K. Base Port, Portsmouth (under consideration).
- H.M.S. Nubian, January, 1962, at Portsmouth for trials. Commissions for Home Sea Service May, 1962. General Service Commission Arabian Seas and Persian Gulf/Home, August, 1962 (18 months) U.K. Base Port, Portsmouth.
- H.M.S. Petard, July 4, at Chatham, for trials.
- H.M.S. Devonshire, February, at Birkenhead for Home Sea Service. Commission for General Service Commission, July, 1962, Home/Med. (24 months) U.K. Base Port, Portsmouth.
- H.M.S. Tartar, February, at Devonport for Home Sea Service. Commissions August, 1962, for General Service Commission Arabian Seas and Persian Gulf/Home (18 months) U.K. Base Port, Devonport.

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Chopped through ice two feet thick for morning cup of tea

SUBMARINERS PASS SURVIVAL TEST

ON a cold and bleak Tuesday early in January four ratings from H.M. Submarine Auriga, serving with the Sixth Submarine Division in Halifax, Nova Scotia, left their boat to take part in a most unusual course. Those concerned were Able Seamen R. Haywood, D. Jones; M.(E) I L. Brown, M.(E) I D. Brown; and the course was a Bush Survival Course, intended to teach the crews of crashed aircraft how to survive in the Canadian wilds. It was run by H.M.C.S. Shearwater, the Canadian Air Station, near Halifax.

On Wednesday they were dressed in immersion suits and towed out to the middle of Halifax harbour (temperature 27 deg. F.). The idea was that after a period of acute discomfort a helicopter should arrive and pick them up.

However the Angel of Mercy failed to show up and after the survivors had frozen for three and a half hours, during which time most of the members heartily regretted their supposedly opportune meal of bacon and beans, the ice-encrusted bodies were returned to H.M.C.S. Shearwater.

The next day the party went 40 miles up country to the small town of Chester where the members enjoyed their last civilised meal and then pushed on to the edge of the bush until the coach went aground in a snowdrift.

Each member of the party was issued with a ration pack, more or less the same as "K" rations and they struck off into the snow again to their own base camp.

RATIONS SHOCK

Night was beginning to fall when they arrived and there was plenty to do. Firewood to be collected, a meal to be cooked, and the organisation of the temporary home—four log walls with a parachute draped over the top to be arranged. After "big eats" and just before turning in, the instructors arrived to tell of the plans for the next day. A big shock was in store, for the ration packs which had just about been polished off, had been intended as food for the next five days.

The plan for the next day was to go out into the wilds and choose a site for the camp in which the party would live for the next six days. In order to reach the chosen site, frozen Lake Whitney had to be crossed.

The chosen site, aptly named by the submariners as Dolphin IV, was on a small bluff and was well tree-ed, and the four Royal Navy men were left to look after themselves. It took them the remainder of the day to build their hideaway.

By the time a fire was going and a

good supply of fuel gathered in, night had come. Bitterly regretting the repast of the previous evening the submariners prepared to sleep.

FROZEN SUITS

Next morning the party found their boots and flying suits were frozen solid. Thereafter they slept with their flying suits inside the sleeping bags and used the boots as pillows. After relighting the fire the first need was water so they started to chop out a water-hole. This proved harder work than they thought as the ice was about two feet thick.

The next job was to set traps. The thin wire with which the party was supplied was made into nooses for rabbits, squirrels and birds but sad to say they were all ignored.

The following night the meagre remains of the ration packs had finally given out and the "survivors" had to turn to Mother Nature for sustenance. The evening meal consisted of the boiled inner bark of birch trees, but this was very bitter.

STOLEN 'BANGERS'

Twenty-four hours later things were getting really desperate. A measure, taught to them in the Escape and Evasion lectures had to be used. When darkness fell two shadows could be seen creeping across the ice towards the instructors' camp. . . . The party feasted that night on some very welcome "bangers."

A supply drop from a helicopter was scheduled for the next day, the fifth in the bush. A 40-ft. "F" for food was made on the lake with a signal fire at each end of the upright to indicate wind direction. The private air lift did not materialise and the instructors took pity on the marooned individuals and gave them some more supplies from the main camp.

The submariners left H.M.C.S. Shearwater all agreeing that they had enjoyed the course tremendously, and hoping that another opportunity might occur, before the return to England in May, to go again into "the bush".

SHIPS OF THE ROYAL NAVY

H.M.S. ECHO

No. 65



H.M.S. Echo—an Inshore Survey Craft—was built by J. Samuel White & Co. Ltd., Cowes, being launched on May 1, 1957, and commissioned on September 12, 1958.

Of all wood construction, extensive use being made of glued laminated members, Echo's displacement is 160 tons. She is 107 ft. in length (overall) and has a beam of 22 ft. She carries a crew of two officers and 16 ratings.

There are three "E" class (Enterprise and Egeria being the other two) and they were built to carry out coastal and harbour hydrographic surveys around Britain. In wartime they could be used as armed inshore minesweepers.

These Inshore Survey Craft are equipped with two echo-sounding machines and asdics for wreck location. They have the most modern radar with facilities for measuring ranges accurately for position fixing and are also fitted with wire sweeping gear for finding the minimum depths over wrecks and similar obstructions.

A successor to Penelope—the Pepperpot—laid down

THE keel of the fourth ship of the Leander class of general-purpose frigates was laid down by Vickers-Armstrongs (Shipbuilders) Ltd., at the Naval Yard, Walker, Newcastle-on-Tyne, on March 14. This ship, which will eventually be named the Penelope, will be fitted with main machinery, steam turbines and gearing built by Vickers-Armstrongs (Engineers) Ltd.

The ninth ship to bear the name) was a cruiser of 5,270 tons, and carried six 6in. and eight 4in. A.A. guns, was built in 1936, and saw much action during the war, being torpedoed on February 18, 1944.

In 1941 she entered Malta harbour so full of holes that she was nicknamed the Pepperpot.

Admiral Sir Cyril Douglas-Pennant, who joined the Royal Navy in 1907, Second-in-Command, Mediterranean, 1948-50, and Commander-in-Chief, The Nore, 1952-53, died on April 3, aged 67.

The Leanders will have the same hull as the very successful Whitby class but will be of a revised and advanced design, and will fulfil a composite anti-submarine, anti-aircraft and air direction role.

The last Penelope (this latest one is

Retires after over 50 years in the Service

THE retirement, last month, of Cdr. R. T. Young, O.B.E., R.N., from the Service, brings to an end over 50 years continuous service.

Cdr. R. T. Young, born in 1898, joined the Royal Navy as a cadet in 1910 and was, as far as is known, the only officer still serving who has the Mons Star. He served at the Battle of the Falkland Islands in H.M.S. Canopus as a Midshipman and later at the Battle of Jutland in H.M.S. Benbow.

He qualified in gunnery at Whale Island in 1922 and returned there to the Experimental Department in 1934, where he has been ever since. He was the expert in charge of blast trials both for conventional guns and now guided missiles.

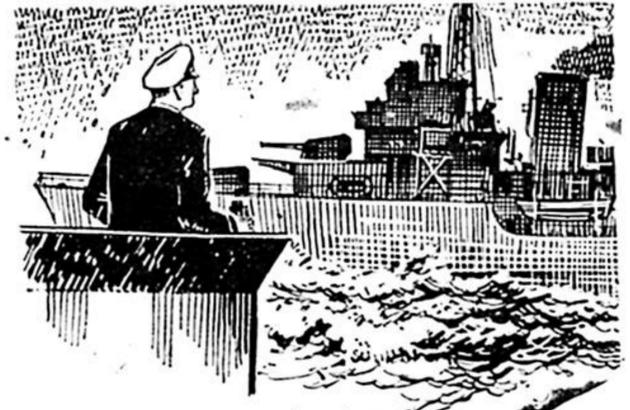
Cdr. Young is a keen historian, particularly that of H.M.S. Excellent, and in 1955 he wrote "The House that Jack Built," a history of Whale Island.

On his departure from the Service Cdr. Young was dined by the officers of H.M.S. Excellent on February 23, at which function no less than eight Admirals and eight Captains, including seven ex-Captains of Whale Island and five ex-X.P. Commanders attended.

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, Tynes, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token and Chichester.



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Churches of the Royal Navy

St. Peter's, Singapore Naval Base, used as Store Room During Occupation

HAS AIR OF VILLAGE CHURCH

WITH the recent rapid growth in importance of the Far East Station, the little Church of St. Peter, a simple building with the atmosphere of a village church, delightfully situated in the "garden city" of the naval base in Singapore, is becoming more widely known to naval men and Admiralty civilians.

The dockyard church in Singapore has a short history dating from December, 1939, when it was dedicated by the Right Reverend B. C. Roberts, the then Bishop of Singapore.

In his first edition of the "Naval Base Bulletin" the Rev. Lovell Pocock outlined the origin of the dockyard Church of St. Peter. The great naval base was developed from jungle and mangrove swamps for 17 years before the church was built. Priests from the cathedral travelled 15 miles from Singapore to visit the naval base for services in the Dockyard Club and Dockside Accommodation building.

In July, 1939, a meeting was held in the bungalow of the Captain of the dockyard for naval base residents interested in a church building plan. This was attended by the Bishop and Archdeacon Graham White (who died later in a prison camp). The Admiralty offered the site and a grant of £150. Local Singapore churches donated cash gifts and the naval base residents the requisite \$1,500 by private subscriptions and garden fêtes. Five months later the Bishop dedicated the temporary church to St. Peter.

Mr. Pocock remained the first Chaplain until the Japanese occupied the naval base in January, 1942, when he escaped with the church plate in his safe custody.

Throughout the occupation St. Peter's Church was used by the enemy to store their tar supplies. Japanese officers lived in the pleasant Vicarage next door.

The Rev. H. Chappell, R.N.V.R., entered the naval base with the liberation forces in September, 1945, and restored St. Peter's to its rightful use as a place of worship.

In the following years the Rev. J. D. Bartlett became the first post-war resident dockyard Chaplain and made "Bungalow 115" the vicarage once more. Families returned to join their husbands in the dockyard and naval staff. Parochial Church life began to develop again.

The temporary pre-war church was too small to accommodate the growing congregations. During the Chaplaincy of the Rev. L. Macmanaway the chancel was extended and clergy and choir vestries were added to the north and south sides. At present the church



St. Peter's Church, H.M. Naval Base, Singapore

seats 150 in the nave and 24 in the choir.

The need was felt for a hall to meet the requirements of a large Sunday school and a variety of parochial activities, and the Vicarage had to act as the parish hall. After six years' work by naval base residents the Bishop of Singapore (the Right Reverend H. W. Baines) dedicated the Church hall in St. Peter's grounds on March 17, 1959.

At its foundation all denominations in the naval base were given the right to use St. Peter's. While, in fact, the other denominations use their own churches, three Asian Christian Communities hold monthly services conducted by their own priests in the dockyard church. Their members are Tamil dockyard men and their families worshipping in their native tongue. At the English Holy Communion it is not unusual to find Indian, Chinese and Eurasian families join with the European congregation.

ENSIGNS OF INTEREST

Unlike the dockyard and naval churches at home St. Peter's cannot claim a wealth of gifts. Two ensigns of interest are laid up on the west wall. One was presented in 1946 on behalf of the Naval Stores and Victualling Stores Issuing Ships working with the Far Eastern Fleets during the last war. The other is the white ensign which flew over the Royal Naval Headquarters until the fall of Singapore. It was taken away by Lieut.-Cdr. Worham, R.N.V.R., who returned with it to Malaya on the day of liberation, September 5, 1945.

Gifts from members of the congregation include a fine processional cross presented by the former Commander-in-Chief, Far East Station, Admiral Sir Gerald Gladstone, G.B.E., K.C.B.

Last November, the Lord Bishop of Maidstone dedicated the most recent gifts indicative of the link between the dockyard and the fleet in the Far East. A bronze lamp delicately made in the form of a Galilean ship by craftsmen in the dockyard was presented by Mr. H. Fulthorpe, R.C.N.C., the Chief Constructor.

A silver alms dish was presented by the former ship's company of H.M.S. Alert and the 'yard craft crews, in memory of the late A. B. Lewington, who was lost at sea from the frigate on the eve of his departure for U.K. in May, 1960.

NEWFOUNDLAND'S BELL

The new church bell came from the cruiser Newfoundland, which serves on the station for a number of years. The invitation to dedicate the bell was made by the present Chief of Staff, Rear-Admiral R. E. Portlock, C.B. O.B.E., and by Capt. A. R. Aldous, R.N. (Captain (F) 5th Frigate Squadron), who served in the ship with the former as his Executive Officer. The ship's Chaplain in the same commission, the Rev. John Marks, is the present Chaplain of St. Peter's. In the presence of his old shipmates he heard the Bishop dedicate "the bell of His Majesty's ship Newfoundland to the Glory of God and the use of His Holy Church, and in memory of the officer and men of the fleet who have worshipped in this place."

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RONSON VARAFLAME

R. Parham, G.B.E., K.C.B., D.S.O., is the chairman. It is hoped to make a presentation to each new Tribal frigate in memory of the old Tribal destroyers who earned such fame during the last war. It is of interest that only one ship in the Royal Navy, H.M.S. Warspite, won more Battle Honours between 1939 and 1945 than a Tribal. H.M.S. Nubian gained 13 to Warspite's 14, and in total the Battle Honours of all the war-time Tribals, of whom there were 16 in the Royal Navy, must be unrivalled by any other class of ship. At the end of the war there were four Tribals in the Royal Canadian Navy, all of which fought in Atlantic and European waters, and three in the Royal Australian Navy whose service was in the Far East.

It is believed that there are many people, both in and outside the Service, in addition to the officers and ratings of the Royal Navy, Royal Australian Navy, Royal Canadian Navy received by the treasurer (Capt. E. N. Sinclair, D.S.C.) and should be addressed to The Treasurer, Captain's Office, H.M.S. Sea Eagle, Londonderry, Northern Ireland. Cheques should be made out to the Tribal Memorial Fund.

Fired 82 torpedoes in last two years

H.M.S./M. Sentinel was paid off on March 24 at the end of her last commission. Built by Scotts Shipbuilding and Engineering Co., Greenock, she entered the Service on December 28, 1945.

Her last commission was spent based on Portland and in the last two years she fired 82 torpedoes.

Only two operational and two non-operational submarines of the "S" class now remain with the Royal Navy of the many built during the war.

'Rats of Tobruk' visit scene of their glory

ROYAL NAVY TO BE PRESENT

SOME forty-odd members of the Rats of Tobruk Association sailed from Australian ports in the P. & O. S.S. Orontes in March, bound on a Pilgrimage to Tobruk in this the twentieth anniversary year of the siege.

The "Rats" are survivors of the 9th Australian Division which held Tobruk Fortress with matchless courage and against great odds from April 10, 1941, until relieved by 70th British Division in the moonless periods of the following September and October. The garrison originally included the 18th Australian Infantry Brigade, later withdrawn, and the Polish Carpathian Brigade and the Independent Czech Battalion, both of which remained on with the 70th Division and bore their share in the Division's break-out which, begun on

November 21, finally linked up with the New Zealanders' of 8th Army.

From first to last the defenders of Tobruk played their part magnificently. They inflicted on the Germans their first defeat on land and they blasted whatever hopes Rommel had of Egyptian conquest in 1941.

The very highest tributes will always be paid to the Royal Navy, the Royal Australian Navy and the many small ships which, by the courage of their commanders and their crews, succeeded in maintaining the Tobruk garrison in the face of almost continuous air and surface attack.

S.S. Orontes with the Pilgrims on board will make an eight-hour call at Tobruk on April 13 and will be met at first light by the Royal Navy who will escort her into Tobruk. A memorial service will be held at the Memorial in Tobruk Cemetery.

The Guard of Honour, Firing Party and bugler will be found by the Royal Navy at the special request of the "Rats" and in appreciation of the gallantry of the Senior Service in the maintenance of the fortress throughout the period of the siege. H.M.S. Loch Fada is the ship concerned.



The Carron's First Lieutenant shouts orders as the first raft, a round R.F.D., is hauled back after some 90 minutes of battling with impossible seas

ROUGH SEAS FOIL ATLANTIC SURVIVAL TESTS

Useful information gained

TWO groups of naval volunteers had a really rough time in the Atlantic at the end of February, when the ocean turned on its vicious worst on five-day survival tests being carried out from the destroyer Carron.

The first group entered the water aboard a round raft which was made unseaworthy within ninety minutes of commencing the battle against gale-lashed racing seas. The sixteen men on board were then picked up by the Carron and the accompanying photograph shows vividly the hazardous conditions.

The following day things went somewhat better, but although an oval canopied Admiralty type raft continued to ride the wave crests as 70-mile-an-hour gales roared around it, the Carron's Captain decided to take the men off, for he could only see the raft for two seconds in twenty-five and decided it bad policy to risk the lives of seventeen men when their safety could not be guaranteed all the time.

The 32 men and a representative of the American Navy who took part in the unsuccessful tests were in the Atlantic looking for the severest conditions possible, short of seriously endangering lives, to spend five days aboard the rafts, living on the absolute minimum of food and water.

Both aboard the rafts and the Carron, medical officers and scientists were to study the reactions of the 'guinea pigs' to cold, heat, boredom, fatigue and short rations. Special equipment was also to be tested.

The spot chosen was some 200 miles west of Ireland, which proved too rough for the tests to be carried out with any safety, but valuable lessons were learned despite the curtailment of the operation.

SHERRY TASTING BY VERNON WIVES

WITH Mrs. H. L. Lloyd in the chair, the Vernon Branch of the Royal Naval Friendly Union of Sailors' Wives held its monthly meeting in Hecla Block, H.M.S. Vernon, on March 1.

The programme for the afternoon was a striking colour film on the making of sherry in Spain and an opportunity to taste types of sherry—made possible by the courtesy of a firm of renown whose representative, Mr. A. Bannister, was ready to answer any questions put by the large audience of naval wives at the end of the session.

A vote of thanks for a most enjoyable afternoon was given by Mrs. Thorpe on behalf of the branch.

FUTURE EVENTS

Due to leave period there will not be a general meeting in April, but on May 3 Mr. A. Griffin (Chief Warden) will attend to give a talk on H.M. Tower of London.

Scrapbook

Admiral Sir Caspar John, G.C.B., the First Sea Lord, visited Bahrain and Aden from March 4 to 11. He visited ships and establishments in these areas and had discussions with the Flag Officer, Arabian Seas and Persian Gulf and the Commander-in-Chief, British Forces Arabian Peninsula.

Admiral Sir Walter Couchman, K.C.B., C.V.O., D.S.O., O.B.E., was placed on the Retired List at his own request to date March 10.

Vice-Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C., and Bar, was promoted to Admiral to date March 10. He is at present holding the appointment of Flag Officer Air (Home), and in June takes up the appointment as Commander-in-Chief, Mediterranean.

Rear-Admiral P. W. Gretton, C.B., D.S.O., and two Bars, O.B.E., D.S.C., was promoted to Vice-Admiral to date March 10.

Rear-Admiral M. Le Fanu, C.B., D.S.C., is to be a Lord Commissioner of the Admiralty, Third Sea Lord and Controller of the Navy in succession to Admiral Sir Peter Reid, K.C.B., C.V.O., the appointment to take effect in November next.

General Sir John C. Westall, K.C.B., C.B.E., has been appointed a Colonel Commandant, Royal Marines. Prior to his retirement from the Royal Marines General Westall was Commandant-General, Royal Marines.

Capt. H. S. Mackenzie, D.S.O. and Bar, D.S.C., R.N., is to be promoted to Rear-Admiral to date July 7 and to be Flag Officer Submarines, in succession to Rear-Admiral A. R. Hezlett, D.S.O. and Bar, D.S.C., the appointment to take effect in July.

ANNUAL DINNER

The Pilgrims are sailing on to the United Kingdom, arriving in London on April 23, and a dinner is being held on April 27 at which the visiting "Rats" will be entertained by officers of the Royal Navy, 70th Division and supporting arms and Polish Carpathian Brigade who served in the defence and maintenance of Tobruk between April 10 and December 10, 1941.

These officers have dined together annually for the past 15 years, usually on the Friday nearest to the date of the break-out on November 21. This year the dinner date has been advanced in order that they may have the pleasure and privilege of dining their Australian comrades.

Vice-Admiral Sir Albert Poland, K.B.E., C.B., D.S.O., D.S.C., who was the Senior Naval Officer in Shore—Tobruk, is the Naval representative on the committee which runs the annual dinner. Among others who will be present are Lieut.-General Sir R. Mack Scobie, K.B.E., C.B., M.C., Commander 70th Division and Tobruk Fortress, Lieut.-General S. Kopanski, C.B., C.B.E., D.S.O., Commander Polish Carpathian Brigade, and the organiser of the Annual Tobruk Dinner, London, Major-General C. E. N. Lomax, C.B., C.B.E., D.S.O., M.C.



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.

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

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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.



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GUESTS OF THE ITALIAN NAVY

DURING the visit of H.M. Ships to Livorno, a two-day tour to Rome was organised by the Rev. D. L. Webster for ships companies of H.M.S. Bermuda and H.M.S. Solebay. Some 80 ratings made the round trip of nearly 400 miles.

On arrival in Rome the party was met by Second Officer W.R.N.S. Miss B. Cornwall Smith, Secretary to the British Naval Attache, whose office had done so much in helping to plan the visit.

Two buses were at the station to transport the visitors to the Italian Naval Barracks, where, by kind permission of the Commanding Officer, the party were given free accommodation for the night, with meals, baths and use of all facilities used by the Italian sailors.

The barracks have no all-night leave but the British party were granted all-night leave and every kindness and attention were shown to the visitors who, on arrival, were taken to the mess set aside for their use, and looked after by an Italian rating detailed to guide a group of six or seven of the party.

SIGHT-SEEING

Having been shown to their quarters the tourists were keen to get out and see the sights. They were free to roam at will as the trip was in effect a 48-hour leave. Their naval uniform was to be seen in all the places of note and interest. In pairs and in threes and

four the sailors wandered around. Heads over guide books, cameras at the ready, relaxed sightseers sitting at the tables of the cafes along the thoroughfares. It was surprising how a party of only 80 could be seen so much in such a large city. There is no doubt that everything that could be seen in time was visited and photographed.

The greater number were back in their beds by midnight and up again early to prepare for the long-anticipated visit of the trip.

Before leaving the barracks the senior rate present formed the party into ranks. The Commanding Officer came down to see the visitors before they left and, in front of the ships' companies from H.M.S. Bermuda and H.M.S. Solebay, the Chaplain presented a plaque and photograph as a token of thanks for all that had been done.

AUDIENCE WITH THE POPE

On leaving the tourists were driven in Italian naval buses to St. Peter's. This was a most impressive morning for the sun was very bright and hot and the prospect of an audience added to the excitement.

As is the custom a place was reserved for the Navy at the audience, and the sailors present made themselves heard when the Ships' names were called out by the Irish Monseigneur. Vive la Papa . . . and a cheer. This effort was commented on by a British lady after the audience.

It would be difficult to express the feeling of those present, especially as several were members of the Pope's own flock.

Out again into the sunshine and warmth and the rest of the day resting in cafes before continuing the search for more history and art.

Not one was adrift for the train at 1700, and the first part of the journey was a buzz of exchanging experiences and trying to out-do someone who had missed the place you had been to. Sleep overcame many long before the journey was half over. The train arrived back in Livorno at 2030 at the end of a very good journey.

The attention shown by the Italian Navy and the friendly exchanges between the two Navies in the messes can only bring goodwill and friendship.

AN OBVIOUS CHOICE



Wren Rosemary Wainwright passed out on March 7 from the W.R.N.S. training depot at Burghfield. Her father, Capt. R. C. P. Wainwright, D.S.O., R.N., is Director of Naval Recruiting, and her grandmother, Mrs. Sybil Wainwright, served as a second officer at the beginning of the last war at H.M.S. Mercury, the Royal Navy's Signal School—where Rosemary will go for training as a communicator. Wren Wainwright commented: "For me the Royal Navy was just an obvious choice." She is seen making a purchase from the clothing store at H.M.S. Dauntless

"AS YOU MAKE YOUR BED . . ." SAILORS IN THE MAKING

(BY NEPTUNE)

AT the beginning of the 20th century the "call of the sea" and the slogan "Join the Navy and see the world" raised considerable enthusiasm in the hearts and minds of boys and youths between the ages of 15½ and 18, especially amongst those who lived in or near Devonport or Portsmouth and near Cork in Southern Ireland (Eire).

For boys between 15½ and 16½ years of age, H.M.S. St. Vincent was moored in Portsmouth harbour, H.M.S. Impregnable at Devonport and H.M.S. Black Prince in Cork Harbour. For older lads, between 16½ and 17½, there was a sea-going squadron in sail, consisting of H.M. Ships Raleigh, Volage, Northampton and Cleopatra. These older lads were sent to sea almost as soon as they had been kitted up.

SCOPE FOR ADVENTURE

At the end of the 19th century the world was in a very disturbed state. Many things had happened, or were happening, to stir the imagination of the younger generation, which brought about a craving for adventure. Boys left the Council Schools, at the tender age of 11, to face up to a dead-end job, long hours at work, and low wages. No wonder that they longed for a life of adventure, and to join the Royal Navy seemed at that time a sure way to obtain it.

There was the Benim Expedition, with British gunboats on the Nile assisting Lord Kitchener when fighting the Dervishes. Earl Beatty, then a lieutenant, was in command of H.M. Gunboat Abu Klea about 1896-97. Then followed the Fashoda incident with the French.

The Spanish-American War broke out in 1898 and the Boxer Rising in China in 1900 and the Boer War about the same time. Naval brigades were landed in China and in South Africa. There was plenty of scope for adventure for adventure's sake: there was no financial inducement and enthusiasm was somewhat blunted by the stories of hardships endured by

the young sailors during their first cruise in the Training Squadron, but not sufficient to make any difference to the spirit of patriotism which was so paramount at that time.

HE JOINS THE NAVY

Let us follow the experience of a young lad of 17½ years who had wished to join the Royal Navy at 15½ and had been able to see the boys of H.M.S. St. Vincent at "sail drill" at Portsmouth harbour.

The more often he saw it take place, the greater became his enthusiasm, which was checked by his father who was then still serving in the Royal Navy and knew from experience the

many pitfalls and would not allow his son to "take the shilling."

But, on Trafalgar Day, 1904, this lad took the bit between his teeth, borrowed his boss's bicycle without permission and cycled to the Hard at Portsmouth where the Recruiting Office stood. A moment's reflection on the Hard to gaze at H.M.S. Victory swinging at her berth in the harbour, with Lord Nelson's signal hoisted.

There could now be no hesitation. Buttoning up his courage he entered the Recruiting Office and after preliminary inquiry and medical examination he returned to his place of work, not having had his midday meal, and armed with the necessary papers for his father's signature; and, in anticipation, he gave his boss a week's notice.

He had been accepted for entrance into the Royal Navy as a youth, subject to his father's approval, which was reluctantly given with an added rider—"As you make your bed, so you must lie upon it."

(To be continued in our next issue)

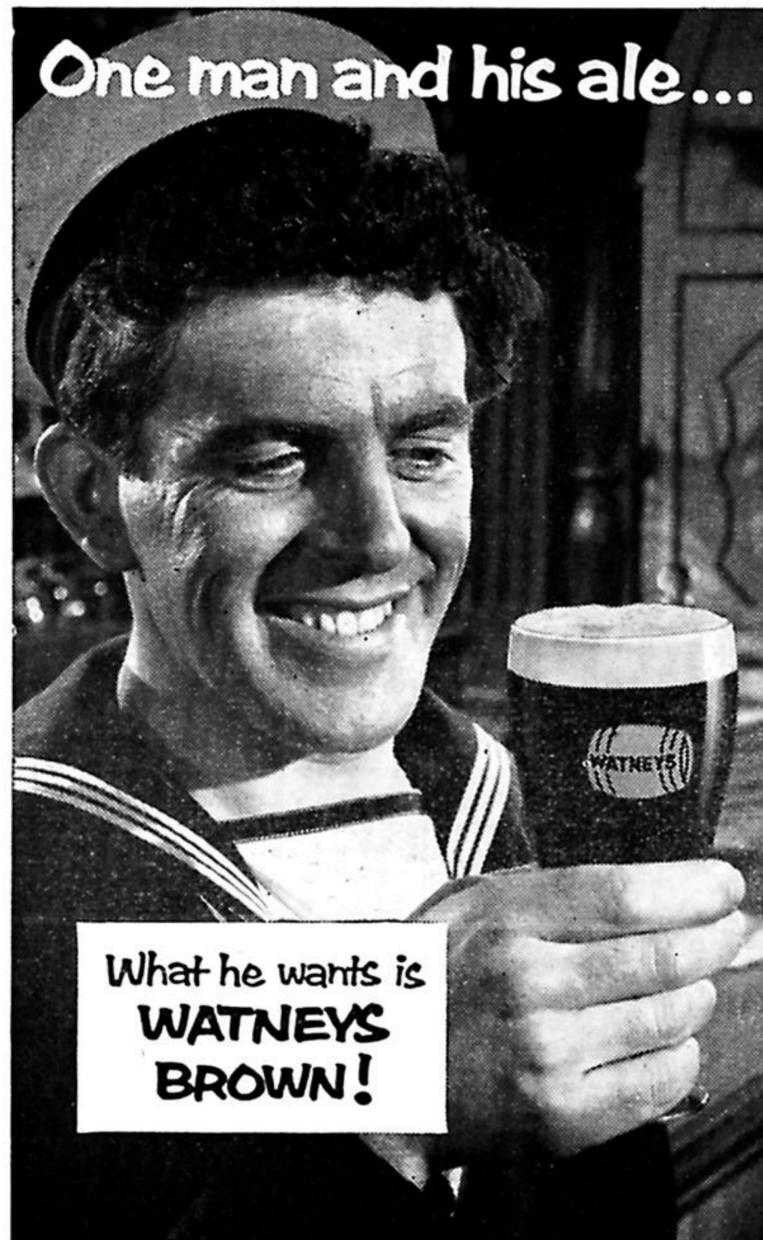
C-in-C's Flag for Friendly Wives, Chatham

A DINNER and dance was given by the Royal Naval Friendly Union of Sailors' Wives at the N.A.A.F.I. Club, Gillingham, on March 4.

The dinner was given as a farewell to Admiral Sir Robin and Lady Durnford-Slater and Commodore and Mrs. Argles.

The Secretary, Mrs. Sharpe, presented a tray to the President, Lady Durnford-Slater and the Commander-in-Chief gave the Union his Flag as a reminder of his time as the Commander-in-Chief, The Nore.

The Treasurer, Mrs. McKechnie, presented the Chairman, Mrs. Argles, with two matching coffee trays, and Mrs. Argles gave the Club a crest of H.M.S. Pembroke.



What we want is WATNEYS

BROWN ALE • DAIRYMAID STOUT • PALE ALE • DRAUGHT RED BARREL

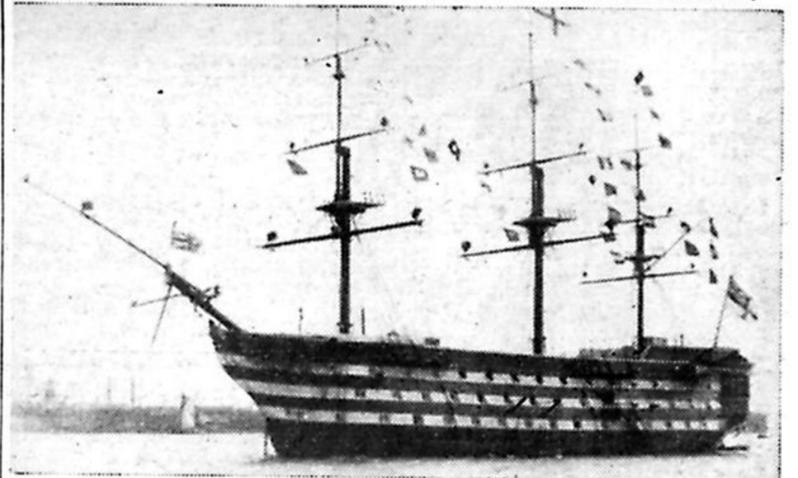
U.S.S. Patrick Henry boarded

THREE members of an anti-Polaris group boarded the United States submarine Patrick Henry as she lay alongside the parent ship Proteus in Holy Loch on March 27. The intruders had previously signified their intention to board the submarine.

Two of the boarders were seized by United States seamen as they clambered up the slippery sides of the submarine, but the third member climbed on to the tail fin and remained there, shivering for half an hour until pulled into a police launch which had been manoeuvred to the tail fin.

The three were charged subsequently at Dunoon with breach of the peace.

Reports from Cheam and Worcester Park, Newcastle and Gateshead, St. Austell, West Ham, Finsbury, Doncaster and Wear branches of the Royal Naval Association have been received. Extracts will appear in later issues.



H.M.S. Victory—in Portsmouth Harbour—as on Trafalgar Day, 1904

In Memoriam

James Pettigrew, Marine, RM. 18582. No. 45 Cdo.RM. Died January 27, 1961.

Cyril Norman Weldon, Stores P.O.(S.) C/MX.842258. H.M.S. Duncansby Head. Died January 29, 1961.

Francis Edward Whittaker, Ch. Radio Communication Supvr., H.M.S. Bellerophon, P/J.107561. Died January 31, 1961.

Leonard James Steed, Ch. Radio Electrician, L/FX.83020, H.M.S. Fulmar. Died February 5, 1961.

Jesse Stephen Whiting, P.O. Cook, C/MX.65698, H.M.S. Loch Fyne. Died February 14, 1961.

Barry Michael Holwill, A.B. P/J.972807, H.M.S. Bulwark. Died February 15, 1961.

John William Baker, Tacl. Comm. Operator, P/JX88693, H.M.S. Goldcrest, Died February 16, 1961.

Margaret McKinnon Clark, Wren, WRNS.118041, H.M.S. Mercury. Died February 16, 1961.

David George Nemes, Tac. Commn. Opr. 3, P/J.977266, H.M.S. Mercury. Died February 8, 1961.

Gerald Thomas Hemming, a/P.O. Mechanic (E), D/KX.907881, H.M.S. Drake. Died February 14, 1961.

Harry Watson, Stores P.O.(V.), P/MX.841143, H.M.S. Lochinvar. Died February 17, 1961.

Reginald Harry George Gomez, Cook (S.), C/M.935943, H.M.S. Ganges. Died February 18, 1961.

Grahame Hurditch, Ldg. Air Mech. (A/E), L/F.944604, H.M.S. Hermes. Died February 24, 1961.

Keith Martin Madgwick, Naval Air Mech 1 (A/E), L/F.965918, H.M.S. Seahawk. Died February 25, 1961.

Peter Charles Sothcott, Supt. Art.1, P/MX.714889, H.M.S. Vernon. Died March 3, 1961.

Leonard Harvey, Able Seaman, D/JX.916319, H.M.S. Forth. Died March 3, 1961.

Graham William Stanton, Shipwright 1, D/MX.102892, H.M.S. Lochinvar. Died March 7, 1961.

Ivan Evans Leves, Radio Elec. Mech. 2 P/M.967391, H.M.S. Collingwood. Died March 7, 1961.

Hugh John Martin, Petty Officer, D/JX856493, H.M.S. Drake. Died March 8, 1961.

Brian William Barnes, Able Seaman, P/J.942256, H.M.S. Scorpion. Died March 9, 1961.

Alfred John Harris, Leading Seaman, P/JX.898386, H.M.S. Excellent. Died March 10, 1961.

Adamant—and Haggis—visits Devonport

FORTH OFFICERS NO MATCH FOR ST. TRINIAN GIRLS

H.M.S. Adamant (Capt. J. C. Y. Roxburgh, D.S.O., D.S.C., R.N.) recently took the opportunity of a few days' lull in her maintenance of the submarines of the Third Submarine Squadron in the Gareloch to go on a brief spring cruise to Devonport. The aims were to seize the fleeting opportunity for a little sea-time, to give the West Countrymen a run (Portsmouth having been visited in the autumn of last year) and to visit the newly formed Second Submarine Squadron, whose depot ship is H.M.S. Forth (Capt. M. L. C. Crawford, D.S.C., R.N.).

however, and her Supply and Secretariat football team scored a resounding victory over their opposite numbers.

ST. TRINIAN'S

There were also two pulling-whaler races. In the first, H.M.S. Forth's engine-room crew defeated H.M.S. Adamant's, but in the second H.M.S. Adamant's wardrobe righted the balance with a keenly contested win against H.M.S. Forth's officers—a victory that was all the more creditable in view of the fact that the H.M.S. Adamant crew were hampered by the somewhat brief skirts they elected to wear, as the girls of St. Trinian's. Admittedly, they had first established a psycholo-



The outsize haggis on its way to H.M.S. Forth

gical advantage by keeping H.M.S. Forth's officers waiting while they bought their hats. No credence is given in H.M.S. Adamant, however, to any claim that the victory was due either to this exercise of their feminine prerogative or to the gallantry of H.M.S. Forth's officers, when pitted against such attractive opponents.

Toys to mend

SOME 230 apprentices serving in H.M.S. Collingwood have formed themselves into a Toy Repair Club with the object of repairing toys to be given at Christmas time to orphans and other children.

The work in making good defects will be done in the apprentices' own time in the evenings, using material purchased from their own funds.

People with broken toys which are too good to be thrown away are invited to the repair club. Such toys should be sent to S/Lieut. Cole, of the Apprentices' Section, H.M.S. Collingwood or, if a postcard is sent to him, he will endeavour to collect them.

WONDERFUL WEEK IN DURBAN

H.M.S. Lynx recently completed a three-week flag-showing cruise of the south-east coast of Southern Africa.

The first week was spent in Port Elizabeth, Cape Province, where many visited the famous snake park, now augmented by an oceanarium, and where the cricket XI beat an army team last defeated by a cruiser! Then on for four days in Lourenco Marques, Mozambique. This is a modern, expanding port with a large holiday industry. A group from the ship took the opportunity and visited the more interesting part of the Kruger Park Game Reserve. They saw all the species of larger game, including lion and elephant. Those who stayed behind enjoyed the local excellent beer brewed by the Austrian Consul.

Durban, Natal, is probably the most British of all cities in Southern Africa, and the whole ship's company had a wonderful week there. Again a considerable number managed to get inland to see some of the country. One party were the guests of the community of a town called Eshowe. They were royally entertained and visited both the St. Lucia and Hluhluwe (pronounced Shloosh-shloolie) Game Reserves. The last is famous for its rhinoceros. On the way between the reserves two officers witnessed the wedding of a Zulu chieftain's daughter, with attendant ceremony.

The Captain and two others went a long way inland to Basutoland, and despite several breakdowns had an interesting four-day trip.

NEW QUEEN'S COLOUR

H.M.S. Lynx had the honour to form the Royal Guard and colour parties for the occasion of the presentation of a new Queen's Colour to the S.A. and S.A. Station. Sir John Maud, G.C.B., C.B.E., High Commissioner for the United Kingdom, presented the Colour on behalf of Her Majesty at a ceremony witnessed by the Commander-in-Chief South Atlantic and South America Station, the Flag Officer Aircraft Carriers, and many South African dignitaries. The parade was held on board H.M.S. Victorious.

SHIPS IN WAR-LIKE EXERCISE

FORTY ships from Britain, Australia, New Zealand, Ceylon, India and Pakistan have been taking part in the eleventh annual Commonwealth Joint Exercises and have now dispersed from Trincomalee after 14 days intensive exercising in the Indian Ocean and the Bay of Bengal.

The exercises started with mine-sweeping by Royal Naval and Royal Australian minesweepers off the Malayan coast. Towards the end of February three groups put to sea, sailing from Fremantle, Trincomalee and Singapore. Having attacked each other, these groups joined forces and raided Royal Australian Air Force positions in Malaya while under attack by R.A.A.F. Canberras. The maritime forces then turned westwards, again split into groups, and conducted a series of exercises covering every aspect of submarine, surface and air warfare.

WAR-LIKE CONDITIONS

In previous Commonwealth training exercises the programme has been phased to a prearranged pattern designed to practise action in a given situation, but for the first time on this occasion the information available to force commanders was limited to that which would be available in time of war. Tactical and strategic situations involved thus provided extremely valuable training under war-like conditions and fully exercised the potential of all taking part in the most realistic way.

The Navy Estimates show that the Pay, etc., of the Royal Navy and Royal Marines for the financial year 1961-62 will amount to £67,872,000.



Sgt. Goodwin and Steward Reeves at the end of their 550-mile journey being congratulated by Capt. Roxburgh

They were led by the Squadron's Sergeant, Royal Marines, who is attached for expeditionary training.

To start the visit propitiously, H.M.S. Adamant's officers presented those of H.M.S. Forth with the largest haggis they had been able to obtain before sailing from Scotland. This was escorted by the Adamant's officers, marching behind their own pipes and drums, the haggis being guarded by two Leading Stewards with drawn cutlasses. Three derisive cries of "Oggy" were given by H.M.S. Adamant's officers at the end of this solemn and moving ceremony.

In addition to the usual exchange of visits, a series of inter-ship games were arranged in which H.M.S. Forth defeated H.M.S. Adamant at rugger, soccer and hockey by narrow margins. H.M.S. Adamant won at water-polo,

gical advantage by keeping H.M.S. Forth's officers waiting while they bought their hats. No credence is given in H.M.S. Adamant, however, to any claim that the victory was due either to this exercise of their feminine prerogative or to the gallantry of H.M.S. Forth's officers, when pitted against such attractive opponents.

The popularity of the visit was demonstrated by the fact that, of a ship's company of some 650 men, over 1,500 took night leave from H.M.S. Adamant over the four nights spent at Devonport, in addition to nearly a 100 West Countrymen who were granted 48 hours' leave. Most creditable was the fact that, of these large numbers taking night leave, only three got into very minor trouble.

Adamant sailed in the exceptionally fine weather which had prevailed



Adamant's officers whaler's crew which beat H.M.S. Forth despite—or perhaps because of—their short skirts

Navy Cooks win Challenge Cup & Medals

THE Royal Navy and Royal Marines, represented by a team from the Royal Naval Supply School, Chatham, has just scored a signal success in the Culinaire and Catering Competition at the Bournemouth Culinaire and Catering Trade Exhibition.

Against stiff opposition, they won two classes. Class 1A (Crustaceous Dishes), which was an open competition, was won by Chief Petty Officer Cook (O) J. Poulton of the Supply School.

In the team competition for the Armed Forces (Class 20) teams were entered from: The Royal Navy and Royal Marines (Royal Naval Supply

School); Army Catering Corps (two teams); Royal Air Force; The Airborne Division; U.S. Armed Forces.

This competition was won by the Naval and Royal Marines team consisting of: Poulton, J., P/MX.59994, C.P.O. Cook (O); Relf, J. A., C/MX.896776, P.O. Cook (O) and P.O./X.5503, Sgt. (K) J. Awcock, R.M., who in addition to receiving the Bury Court Hotel Challenge Cup with special gold medal for the team and individual gold medals, were awarded a special prize because of the high standard of the exhibits.

These awards reflect great credit on the Supply School and on the men concerned, especially as it is believed to be the first occasion in which the Royal Navy has won an inter-Service competition of this nature.

Plymouth ships visit London

THE destroyer H.M.S. Chaplet (Cdr. J. H. Groom, R.N.) and the frigate H.M.S. Ulysses (Cdr. T. H. E. Baird, R.N.) visited the Pool of London between March 23 and 27, and members of the public were able to visit them.

These ships are employed on duties in the Plymouth Training Squadron, and approximately half of their complement is composed of artificer apprentices and junior ratings receiving sea-going instruction.

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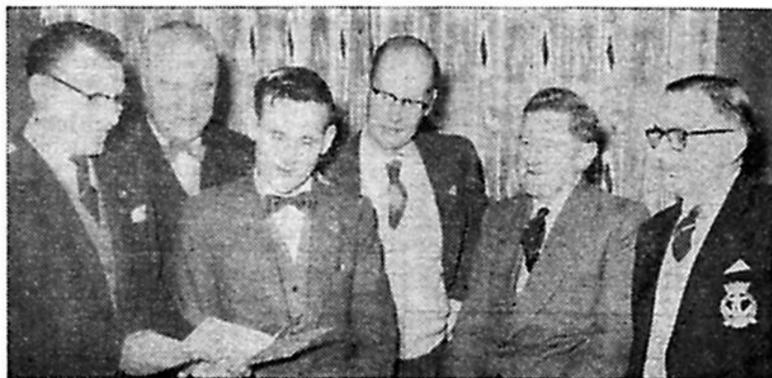
Officers' Shops at Plymouth, Southampton and Portsmouth Members I.N.T.A.





THE ROYAL NAVAL ASSOCIATION

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



R.N.A., Addlestone and Woking, Committee: A. Keenes (secretary), J. Barrow (chairman), T. Coleman (treasurer), G. Stokes, H. Payne (vice-chairman) and P. Walker

SOCIAL LIFE HAMPERED BY DISTANCE

THE Addlestone and Woking branch, which was re-formed in September, 1958, now has its H.Q. at the British Legion, Woking, where it meets on alternate Fridays. The branch covers a wide area, and members foregather from such widely separated places as Chertsey, Byfleet, Ripley, Pirbright and Chobham, as well as the environs of Addlestone and Woking.

The highlight of 1960 was the dedication of the new branch standard at Woking Parish Church on Sunday, November 6, during the morning service. On the following Sunday branch members participated in the memorial service at the Woking War Memorial, and subsequently marched behind their new standard in the procession to the parish church for morning service, at which all local service organisations were well represented.

The social activities of the branch have been circumscribed to some extent by the scattered and wide area which it covers. But a successful and enjoyable dance was held at the Sheerwater community centre on November 19. On Friday, January 27, the branch

held its second annual dinner at the Byfleet Hotel, West Byfleet. This was attended by almost 50 members and their guests, and was pronounced by all to have been the most successful social occasion since the branch was revived.

We will remember them

WE WILL Remember Them — —
Shipmate Cdr. J. R. Poland, President of Sevenoaks Branch.
Shipmate Surg.-Lieut.-Cdr. S. A. Quarterman, R.N.R., vice-president of Leamington Spa Branch since its formation.
Shipmate George Playford, the oldest member, a founder and a former chairman of West Ham Branch.
Shipmate F. Penfold, member of Gravesend Branch.
Shipmate J. Barman, member of New Romney Branch, died February 9, 1961.
Shipmate F. T. Damen, member of New Romney Branch, died February 21, 1961.

R.M. Band for Lewisham Church Service

THE Lewisham Branch of the Royal Naval Association will hold its annual church parade service on Sunday, May 7.

The parade, which will be headed by the Steadfast Kingston Sea Cadet Band, will assemble at the Clock Tower at 10.15 a.m. and march off along the High Street to St. Mary's Parish Church for the service at 11 a.m.

On conclusion of the service the parade will assemble outside the church and march off to the saluting base, at the War Memorial and then to the branch headquarters where the parade will be dispersed.

At the saluting base will be Cdr. A. N. Rowell, O.B.E., D.S.C., R.N., Commodore Sir Roy Gill, K.B.E., R.D., R.N.R., Cdr. R. H. Palmer, O.B.E., R.N.V.R., Lieut.-Cdr. H. M. Pinnell, R.N.V.R., and Councillor M. R. Butler, J.P., Mayor of Lewisham, and Mrs. Butler, the Mayoress.

The Lewisham Sea Cadets will provide an armed escort and the Royal Marine Band of the Portsmouth Command will be present.

The organising committee say that consideration has been given to the older members and the march is only a short one, and the committee extends a cordial invitation to members of other branches and asks for the co-operation of other branches.

MET FOR FIRST TIME AFTER 44 YEARS

SIR.—Last month I had the honour of attending the first annual dinner on board the Carrick, the R.N.V.R. Officers' Club ship at Glasgow, of the Scottish branch of the Submarine Old Comrades Association, and there I met three ex-matelots and a civilian shipworker who last met at the disaster to H.M. Submarine K.13 in the Gareloch, when she was lifted just before midnight on Wednesday, January 31, 1917. The four had met at a Working Men's Club near Motherwell for the first time for over 44 years.

Through the medium of our widely read "Navy News" I would like to get in touch with any survivors of this or any other British submarine that was lost. Those interested in starting a Submarine Survivors' Club with a view to arranging a series of reunions should write to me.

After 42 years I had just succeeded in tracing Leading Telegraphist Charles Freestone, of K.13, who went out to Australia in the "J" boats in 1920, retired from the Navy and settled down and became one of the richest men in that country. In fact he donated £150,000 for a K.13 Memorial Park in memory of his boatmates who lost their lives in the disaster which overtook that submarine on the afternoon of Monday, January 29, 1917, only to learn he had died as our letters crossed in the post.

I am sure that Oscar Moth, the Coxswain, and others are still around and they, no doubt, will remember the Boy Telegraphist, Joe Swift, who is now an Income Tax Officer at Motherwell. Alas, the skipper, Lieut.-Cdr. Herbert, and Number One, Lieut. Singer, have passed on.

There are still several members of Fairfields Staff still with us who would, I feel sure, be interested in this project.—S. H. GLAZEBROOK, 26 Fairmead Crescent, Edgware, Middlesex.

SEVENOAKS LOSES ITS PRESIDENT

COMMANDER John R. Poland, Royal Navy, the president of the Sevenoaks branch of the Royal Naval Association, died on February 23 and his death will cause a void in the branch.



Presentation to Shipmate P. B. Dowling by the president of the Huddersfield branch, Shipmate C. W. Haigh. The chairman, Shipmate Mitchell, vice-president Shipmate Ingleby and the secretary, Shipmate Earle, look on (Photo: Huddersfield Examiner)

WEARSIDERS ENTERTAINED AT DONCASTER

MORE than 50 members of the Wear (Sunderland) Branch of the Royal Naval Association made the journey south to enjoy the wonderful hospitality of the Doncaster Branch. The many individual efforts made on behalf of the visitors were much appreciated.

The occasion for the visit was the annual general meeting of No. 11 Area and it was decided at that meeting that Barnsley should be the venue and May 27 the date for the next assembly.

Chairman "Dick" Gledhill (Wear) was re-elected unopposed, along with the other No. 11 Area officials.

TO THE "POOLS"

Another trip thoroughly enjoyed by the Wearsiders was to West Hartlepool when that branch entertained members, friends and visitors to a cabaret and dinner, and the occasion was most successful.

The ladies' section of the Wear Branch is well to the fore with its "pies and peas" suppers, barbecues and the latest function, a dinner held in one of the local hotels. All these social gatherings are much appreciated.

Dorking's full diary

THANKS to the keenness of those members of the Dorking branch interested in painting, the headquarters have been entirely redecorated and it is hoped to hold many entertainments there.

The "social diary" is pretty full. The popular dances start again on April 15 and, on April 29, the first social in the headquarters for many years takes place. On June 10 a coach load will be visiting the Palladium, calling at Hammersmith on the way back.

On June 18 members will be visiting the Eastbourne branch and already have their fingers crossed, hoping that the weather will be kind.

This year is Dorking's tenth and it is hoped to hold a special evening on October 21—dinner, dance and entertainment. Arrangements are already being made.

Visitors welcome at West Ham

NOW that the better weather and lighter evenings are coming, the members of the West Ham branch of the Royal Naval Association are looking forward to their summer outings, among which are Chatham's Jutland Rally on Whit Sunday and to Worthing branch on August Sunday.

The Easter holiday will be spent repaying a visit to Beer branch in Devon and at the time of going to press almost a full coach load is going.

The branch is expecting a number of visits to its headquarters at 195a Romford Road, Forest Gate, by other branches, and in this connection a warm invitation is extended to all serving men on leave in East London. The club is open on Wednesdays, Fridays and Saturdays from 8 p.m. and at Sunday lunch time, and the members would welcome members of other branches and serving men for a drink, a chat or to join in whatever happens to be on.

Presentation follows award of B.E.M.

THE Huddersfield branch of the R.N.A. held their annual dinner at their headquarters on January 5. A very enjoyable evening was spent at a very successful and well-attended function at which the atmosphere varied from nostalgia and regret to pride and elation, and then settled down to the good old-fashioned conviviality.

The branch was sorry to learn that its President, Shipmate C. W. Haigh, was about to terminate a family and business connection of some 30 years' duration with the Pack Horse Hotel, of which he was the licensee. On the other hand, they were justifiably proud of their Vice-President, Shipmate Percy B. Dowling, who was awarded the British Empire Medal in the New Year Honours List, and as a token of their esteem presented him with an inscribed silver tankard.

New branch at Earls Barton

YET another new branch of the Royal Naval Association has been formed in No. 8 Area.

This is the Earls Barton branch in Northamptonshire and it was officially inaugurated on February 16 by the National Council member, Shipmate G. E. Young, backed by the area secretary, Shipmate J. Monaghan and assistant secretary, Representatives of Peterborough and Finedon branches were also present to give the new branch a good send-off.

There was a good attendance of prospective shipmates present, and it is hoped that the new branch will have a happy and prosperous commission.

The new branch meets at the Old Swan, Earls Barton. The chairman is Shipmate Day and the secretary Shipmate Hager.

BEDFORD TO TRY NEW MEETING NIGHT

MANY members of the Bedford branch of the Royal Naval Association, which meets at the Bedford United Services Association Club, in Howard Street, have felt that the Friday meetings have lost a lot of the R.N.A. flavour.

This has proved a disappointment to those who have looked forward to the Friday "get-togethers" each week for many years—several founder members are still amongst the most regular attenders.

To try and remedy this state of affairs and to attempt to remedy the lack of nautical flavour, Bedford has booked the fourth Tuesday in each month for a meeting reserved entirely for R.N.A. members with their wives and sweethearts.

In common with most other branches throughout the country the meeting will start with a very short formal meeting at which minutes will be taken and any business any shipmate cares to suggest in the cause of the branch. The formalities will not take very long and the remainder of the evening will be given over to the social side.



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

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H.M.S. VICTORIOUS SPREADS HER WINGS AT THE CAPE

R.N.A. Specially Honoured

THERE is always a ripple of excitement when naval vessels visit Cape Town, but the wave of enthusiasm when H.M.S. Victorious visited the city in February, had to be experienced to be believed. Victorious, accompanied by H.M.S. Blackpool and R.F.A. Tidereach spent ten days at Cape Town from February 17 for a self-maintenance period before proceeding to the Far East via Aden and Singapore.

An Operation "Shopwindow" was given before the ships entered harbour, a party of approximately 100 dignitaries embarking in the carrier at sea. Among the special guests were the Governor-General of the Union of South Africa, Cabinet Ministers, Members of Parliament, as well as the High Commissioner of the United Kingdom (Sir John Maud), members of the Diplomatic Corps, Senior personnel of the Union's Forces (including Rear-Admiral H. Biermann), and the Commander-in-Chief and staff of the South Atlantic and South America Station.

The Cape Town Branch of the Royal Naval Association appreciated the honour extended to it when its secretary, Shipmate G. W. Haddon, was included among those invited.

The Flag Officer Aircraft Carriers, Rear-Admiral R. M. Smeeton, and the Commanding Officer, Capt. J. M. D. Gray, R.N., welcomed the guests on board.

Additional citizens of Cape Town were taken on board the frigates H.M.S. Lynx (flagship of the South Atlantic Station) and S.A.S. Vrystaat (flagship of the South African Naval Forces).

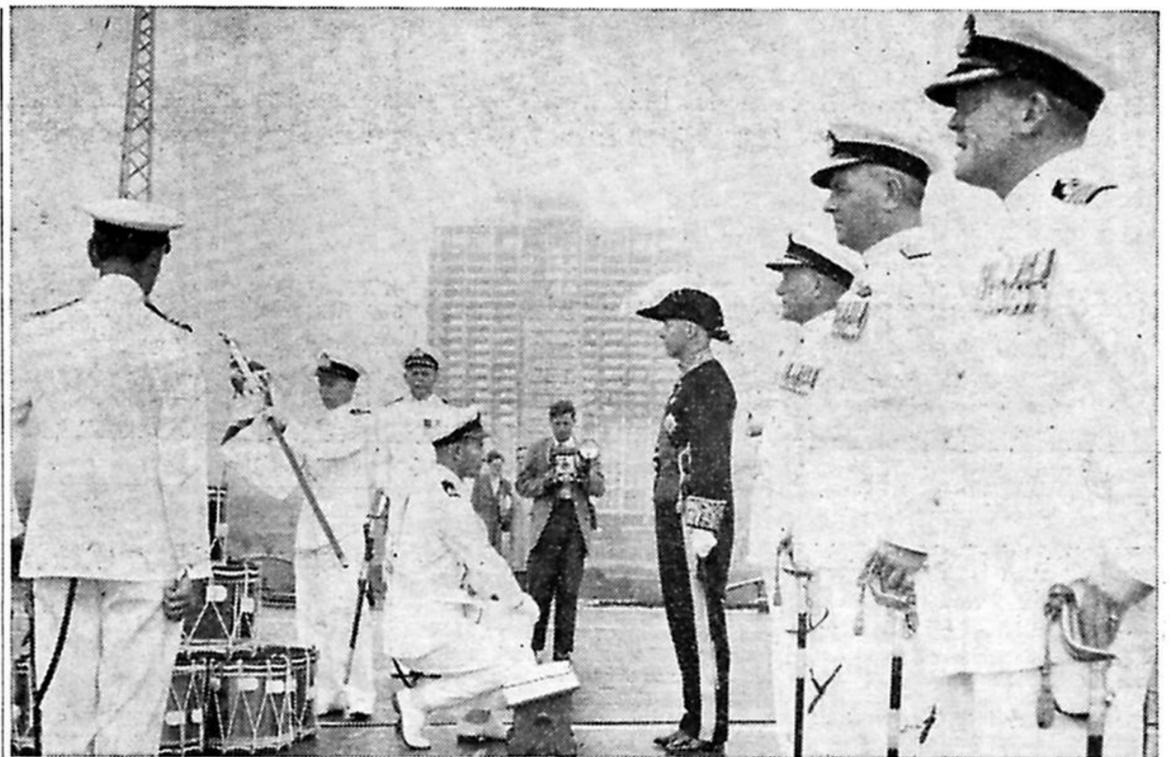
The Shopwindow exercise included demonstrations of high-speed flying

by the Scimitar and Sea Vixen jet aircraft, as well as the various operational functions appertaining to the Gannet and Helicopter squadrons. Depth charges were dropped, there was a jackstay transfer from Lynx to Victorious, Scimitars "crashed" the sound barrier and all four ships loosed off their weapons in a most realistic display which enthralled the visitors.

QUEEN'S COLOUR

On Sunday, February 19, the Queen's Colour was presented to the South Atlantic and South America Station at an impressive ceremony on the flight deck of H.M.S. Victorious. The United Kingdom High Commissioner, Sir John Maud, made the presentation on behalf of the Queen. It is understood that this was the first occasion that a Queen's Colour has been presented on board a ship. The Cape Town Branch was privileged to witness this important ceremony, its chairman, Shipmate G. Andrew, being among the officials invited.

The branch took advantage of the visit of Victorious by arranging, in collaboration with African Consolidated Theatres, for the Royal Marine Band of Victorious to perform at the Colliseum Cinema at three performances. The Royal Marine Band, under



The kneeling man is about to receive the Queen's Colour from the United Kingdom High Commissioner (Sir John Maud) on board H.M.S. Victorious on February 19. Left of Sir John are Vice-Admiral N. A. Copeman (C-in-C, South Atlantic and South America Station), Rear-Admiral R. M. Smeeton (Flag Officer Aircraft Carriers), and Capt. J. M. D. Gray, Commanding Officer, H.M.S. Victorious

the leadership of Bandmaster D. P. Lawrence (the Royal Marine Band's youngest bandmaster) delighted the Cape Town audiences which resulted in the local Press coming out with headlines such as "Band from Victorious was a hit."

The Royal Naval Association

branch executive was honoured to have as guests at the shows several distinguished personages, including Sir John and Lady Maud, the Mayor of Cape Town, Chief of Staff and senior members of the South Atlantic Station. The branch president, Vice-Admiral N. A. Copeman, was leaving the country on a tour of the South America portion of his command and was unable to attend.

UNEXPECTED PUBLICITY

Some unexpected publicity came out of that venture when a political issue was made of the Royal Marine Band, in trying to bring attention to the racial policies of the country. However it must be pointed out that the Band gave a very excellent performance at the public gardens which was thoroughly enjoyed by all races.

The branch supported the local boxing club for a contest between a combined team from personnel of the South African Navy and the Royal Navy and the local club. There are a number of ex-boxers in the Cape Town Branch and, perhaps because of their presence and that of other members of the branch, the Navy's boys won by seven bouts to three and thereby won the South Atlantic Trophy for the first time since the series started in 1947 (when H.M.S. Vanguard brought out the late King George VI to South Africa) and has been regularly contested for by visiting naval vessels during the period of their stay in the Cape.

Members of the branch and their wives attended Divine Service in Victorious on February 26 when the Archbishop of Cape Town, Dr. Joost de Blank, conducted the Anglican service.

Active year for Herts

A GOOD muster of Herts shipmates was present at the 22nd annual general meeting to hear reports on another very active year. The guest of honour for the evening was Admiral Sir Michael Denny, G.C.B., C.B.E., D.S.O.

It was reported that benevolence had experienced a very busy year. In this connection the Royal Naval Benevolent Trust made generous grants in three cases, and had also nominated two shipmates for a holiday at the Lord Kitchener's Memorial Holiday Home at Lowestoft. A number of grants had been made from branch benevolent funds to needy shipmates, and Christmas fare provided for those shipmates on the sick list.

A full programme had been provided by the social section, which included the Christmas bazaar, garden party, children's party, bowls matches and smallbore rifle shooting.

During the evening, Admiral Sir Michael Denny addressed shipmates on world current affairs and the set-up of N.A.T.O.

At the election of branch officials, Admiral Sir Michael Denny took the chair, and during the proceedings his nephew, Lieut.-Cdr. D. B. Cameron was elected as branch chairman for 1961.

The Admiral was afterwards invited to become a branch member, and readily accepted.



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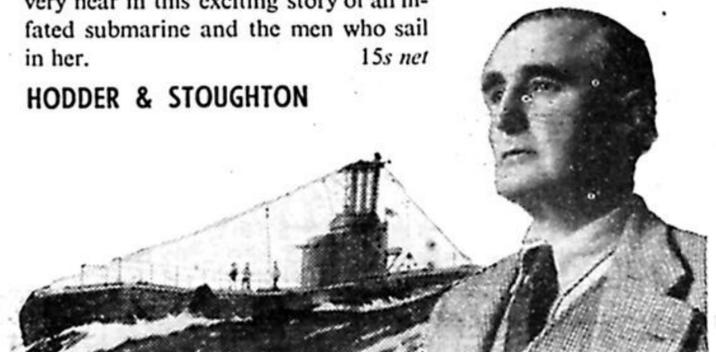
by

Cmdr. Gilbert Hackforth-Jones, R.N. (Rtd.)

Some are lucky ships, some have a hoodoo. Of the latter such was *Pericles*, and when John Winter was given command of her she was the object of gloomy prognostications in the Press. Disaster comes very near in this exciting story of an ill-fated submarine and the men who sail in her.

15s net

HODDER & STOUGHTON





The field gun crews at the brewery

Trip to Brewery did team a power of good

THE Portsmouth Command Field Gun Crew had a welcome break from its strenuous training on March 9.

Both "A" and "B" crews toured Mortlake Brewery after a splendid lunch at Richmond. Mr. W. A. Read, a director of Messrs. Watneys, joined the party for lunch and he presented to the crew a caricature of a gun's crew going pell mell "over the wall" which bore the inscription "What we want is Watneys." Mr. Read was presented with a photograph of the crew by the Field Gun Officer, Lieut. T. J. C. Hodson, Royal Navy.

The tour of the brewery—with "samples perhaps"—took nearly two hours and the crew was exceedingly pleased with the V.I.P. treatment given to it. The tour was followed by "high tea" in the sports pavilion, at which 60 sat down.

The arrangements were made by the Tavern Manager of the Portsmouth Naval Barracks, Mr. R. H. Harrison, and Petty Officer D. Berry. No. 1 trainer said that the break did the crews a world of good.

APOLLO DOLLS FOR SEA RANGERS

H.M.S. Apollo has given her collection of national dolls—presented by more than 30 foreign countries visited by the ship during her service in the Royal Navy—to the Sea Rangers Ship Apollo in Cardiff.

H.M.S. Apollo is to be scrapped shortly. On March 29 a party of Sea Rangers from Cardiff went to Portsmouth to receive the dolls in return for the many gifts which the namesake Cardiff unit have presented to H.M.S. Apollo over a period of many years close association.

News of other Navies

U.S. Seventh Fleet relies on the Regulus guided missile

JAPAN NOW HAS A NAVAL AIR ARM

By DESMOND WETTERN

ALTHOUGH the Polaris is widely believed to be the only effective naval missile contribution to the West's deterrent forces, the U.S. Navy in the Pacific 7th Fleet relies to a large degree on the much less sophisticated Regulus missile.

Powered by a turbojet and relatively slow, Regulus nevertheless has the priceless advantage of all seaborne missiles: mobility. Its range of about

575 miles puts it within striking distance of some of the most important targets in China and extreme eastern Siberia.

At present the 7th Fleet cruisers Toledo and Helena carry it and it is fired from the quarterdeck. Five submarines attached to the 7th Fleet also carry Regulus. These apparently are the nuclear powered Halibut, and the conventionally powered Growler, Grayback, Tunny and Barbero.

While on the subject of missiles, there has been considerable amusement in U.S. Navy circles in London over enquiries from the press and public about the Fleet Ballistic Missile Submarine depot ship Proteus. Many inquirers have asked "How deep can the Proteus dive?" or, "is it true she can fire her missiles from any depth?" Commented one American officer: "The day Proteus starts submerging and firing Polaris I'm going to set up with my old man on the broiler farm in New Jersey!"

ARGENTINA

The Argentine Navy is acquiring a second ship from the Royal Navy as part of the fleet modernisation programme.

Latst ship to join the republic's fleet is the former submarine rescue ship H.M.S. Kingfisher. Recently Argentina disposed of a number of old submarines but in 1960 it was stated that two American submarines were to be taken over. As the Americans still employ the diving bell for submarine rescue operations, the choice of the Kingfisher is obviously highly suitable since she is fitted to handle a diving

bell. That the U.S. Navy has a considerable number of rescue ships similarly fitted, means that the Admiralty achieved a commendable standard of "salesmanship" as a suitable American vessel would almost certainly have been available.

The other British warship to be transferred to Argentina was the aircraft carrier Warrior, now renamed Independencia which was sold in 1958. Her sale at the time aroused considerable comment in both Britain and Argentina as she was, and still is, the only aircraft carrier already fitted with up-to-date equipment, such as the angled deck and mirror landing aid, to be sold by one of the major naval powers to a country outside the British Commonwealth or one of the Western pact countries.

JAPAN

Memories of the war in the Pacific and the kamikazes will be revived by the news that Japan has now re-created a naval air arm.

By the end of 1960 it numbered 250 planes. At present there are no fighter squadrons and the majority of aircraft are designed for reconnaissance duties. American aircraft are used, chiefly Neptunes for long range patrols and Trackers for anti-submarine work. Thirty aircraft of the former type are in service and have been built in Japan under licence from the Lockheed company.

NORWAY

Towards the end of last year the new Norwegian naval academy was opened for the first term of 140 cadets.

The academy is at Haakonsværn, which assumed the duties as principal naval base from Horten a year ago.

The classrooms and other training spaces in the academy can accommodate 256 cadets.

Facilities available include a gymnasium, library, mess hall and auditorium with a stage for amateur theatricals. And of course there is the essential steam bath.

Calling old 'Tribals'

THIS year will see the reappearance in the Royal Navy of the famous Tribal names. Two ships of the new Tribal Class General Purpose Frigates (Type 81) are now completing and five more will follow. H.M.S. Ashanti commissions this summer and H.M.S. Gurkha in the autumn.

Under the patronage of Admiral of the Fleet, Sir Philip L. Vian, G.C.B., K.B.E., D.S.O. (Two Bars) and Admiral Sir R. S. Gresham Nicholson, K.C.B., C.B., D.S.O., D.S.C., a committee has been formed to organise an appeal to be known as the Tribals Memorial Fund. Admiral Sir Frederick R. Parham, G.B.E., K.C.B., D.S.O., is the chairman.

It is hoped to make a presentation to each new Tribal frigate in memory of the old Tribal destroyers who earned such fame during the last war. It is of interest that only one ship in the Royal Navy, H.M.S. Warspite, won more Battle Honours between 1939 and 1945 than a Tribal. H.M.S. Nubian gained 13 to Warspite's 14, and in total the Battle Honours of all the war-time Tribals, of whom there were 16 in the Royal Navy, must be unrivalled by any other class of ship. At the end of the war there were four Tribals in the Royal Canadian Navy, all of which fought in Atlantic and European waters, and three in the Royal Australian Navy whose service was in the Fast East.

It is believed that there are many people, both in and outside the Service, in addition to the officers and ratings of the Royal Navy, Royal Australian Navy, Royal Canadian

Navy, Royal New Zealand Navy and the South African Naval Forces who served in the Tribal Destroyers from 1938 onwards, who will be interested in this appeal.

Contributions, which in the case of individuals it is suggested should be limited to two guineas, will be gratefully received by the treasurer (Capt. E. N. Sinclair, D.S.C.) and should be addressed to The Treasurer, Captain's Office, H.M.S. Sea Eagle, Londonderry, Northern Ireland. Cheques should be made out to the Tribals Memorial Fund.

Fired 82 torpedoes in last two years

H.M.S./M. Sentinel was paid off on March 24 at the end of her last commission. Built by Scotts Shipbuilding and Engineering Co., Greenock, she entered the Service on December 28, 1945.

Her last commission was spent based on Portland and in the last two years she fired 82 torpedoes.

Only two operational and two non-operational submarines of the "S" class now remain with the Royal Navy out of the many built during the war.

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- To Chief Petty Officer: JX 371865 R. S. Pinder, JX 157516 G. R. White, JX 142082 E. A. R. Jarman, JX 156635 K. A. Palmer, JX 150122 W. E. Empson, JX 153451 A. Barrett, JX 160712 F. J. B. Lance, JX 667498 B. G. L. Chinn, JX 154451 L. McCrink, JX 154634 E. A. J. Ball, JX 154877 J. S. Garrard, JX 160024 V. E. J. Dennis, JX 581299 J. Baldson, JX 712923 V. O. Jones, JX 292872 K. T. Harrocks, JX 161117 G. Sutton, JX 166799 W. G. Newton, JX 160794 V. A. Broadway, JX 140361 F. R. W. Flack, JX 155490 J. H. Davey, JX 162804 R. A. Earnshaw, JX 153301 G. P. Wilkins.
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- To Acting Chief Electrical Artificer: MX 70203 R. Timbury.
- To Acting Chief Radio Electrical Artificer: MX 855899 J. D. Inkpen.
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- To Chief Radio Electrician: MX 879223 D. S. Harris, MX 770836 K. W. Canty.
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- To Chief Communication Yeoman: JX 246228 J. R. Watson, JX 218163 H. R. Stranks, JX 292879 R. G. Willie.
- To Sick Berth Chief Petty Officer: MX 833075 P. W. Ellis, MX 758846 J. A. Griffiths, MX 872786 J. A. Hadley, MX 62566 K. B. Buckley, MX 851342 J. E. Goodings, MX 834430 P. C. Richards, MX 861273 I. M. Jones.
- To Acting Chief Aircraft Artificer (A.E.): L/FX669412 G. F. Knight.
- To Chief Air Fitter (A.E.): L/FX813895 P. H. Jones.
- To Chief Airman (A.H.1): L/FX670539 A. C. H. Arseneault, L/FX670248 C. W. Turner.
- To Chief Electrical Artificer (Air): L/FX963436 J. W. Hales, L/FX669621 M. W. Tillet.
- To Chief Radio Electrician (Air): L/FX870164 W. J. Payne.
- To Chief Wren: H. J. F. Emerson, 106981, H.M.S. Dauntless, Category: Regulating.

NO PROGRESS WITHOUT CHANGE

Encourages apprentices to think

(Reprinted by the courtesy of "Caledonia," the magazine of H.M.S. Caledonia, the Royal Naval Apprentices Training Establishment, Rosyth.)

ALTHOUGH sail propulsion has been used for more than 4,000 years, ships were unable to sail closer to the wind than within seven points until about 500 years ago. Four centuries of development were then needed before a fast, reliable service to the Orient could be offered by the great Clipper ships, and only in the last 40 years has the introduction of the Bermuda rig enabled a course closer than four points off wind to be made good.

This seems slow progress, but it shows the pattern of increasing tempo with time that is common to almost all technical advances. Inventions, of course, are not always immediately put to practical use, because their advantages may not be apparent or because they may be uneconomic at the time or because other circumstances prevent it.

Actual practice tends to develop in spurts, and this has been very apparent in the history of mechanical propulsion in the Royal Navy. From a humble start in 1821, when the Admiralty bought the diminutive "Monkey," fitted with beam engine and paddle-wheels, only eight decades elapsed before the introduction of the steam turbine.

This gave warships an engine of great power, limited only by the quantity of steam which could be produced—

battleships of the day had as many as 56 boilers, and the engine-room department, with over 300 stokers alone, was the largest in the ship.

A STRIDE FORWARD

By the mid-1920s, oil-fired water-tube boilers had almost entirely replaced coal-fired boilers, and battleships now needed no more than eight of them, the number of stokers simultaneously falling by two-thirds. Ships were no longer wreathed in thick black smoke whenever they were under way or covered in thick black coal-dust whenever they were in harbour. But, apart from these outward and visible signs of improvement, naval engineering had taken a great stride forward in the change from saturated to superheated steam.

There followed a period of relatively slow development. New classes of ships succeeded one another with only minor variations and improvements in the propulsive department. Financial stringency and lack of research facilities ashore for testing new ideas impeded progress.

But though there was no spectacular advance, some progress was made: rotary auxiliaries, steam and electric, came in; electro-hydraulic steering-gear and Michell-type thrust-blocks were adopted; the steam conditions gradually rose from the 1918 standard of saturated steam at 235 p.s.i. to superheated steam at 400 p.s.i. and 700 deg. F. in 1938.

We had experimented in one destroyer with steam at 500 p.s.i. but lack of money prevented further advances in steam pressures and temperatures. The Americans meanwhile had stolen a march on us and, after some teething troubles, had been able to standardise on 600 p.s.i. and 850 deg. F.

OUT-OF-DATE MACHINERY

Just as it became apparent that shore, and some foreign naval, practice was well ahead of our own, the war came upon us and designs were temporarily frozen. No new, untried machinery could be fitted in ships which might well have to go into action even on their acceptance trials. Such shore research facilities as existed were all heavily overloaded with more immediate and essential projects. Consequently, by the end of the war those of our ships which were not worn out were out of date.

DIMINISHING NAVY

It was now essential to improve the performance—the range, endurance, and speed—of our ships, and also to reduce the weight and space needed for machinery and fuel so that improved weapon-systems could be carried. There were indeed new and improved systems of propulsion waiting to be tried, but the opportunities for testing them would be limited by the rapidly diminishing size of the Navy.

Consequently, nearly every class of ship built since the war has had machinery differing radically from that of its predecessors. The Darings broke new ground with higher steam pressures and temperatures, double-reduction-gearing, all-impulse turbines, and A.C. power supplies.

The frigates of the Whitby and Blackwood classes carried these changes very much further and almost made up the leeway in performance in one bound; the Salisbury and Leopard classes broke away completely with a multiple diesel-engined arrangement. The new County class and Tribal class ships have gas-turbine boost units supplementary to their main steam turbines, while in coastal forces Deltic Diesels and gas-turbines have completely replaced the petrol engine.

Conventional submarines are giving way to those using high-test peroxide, and we have now launched our first atomic-powered submarine. Even in the older big ships we now use gas-turbine-driven pumps and generators, vapour-compression evaporators, and nearly all machinery is fitted with automatic or remote control.

APPRENTICES MUST THINK

This already wide range of equipment is expanding rapidly, and even if we could forecast what today's apprentices might meet at sea ten years from now, there just is not enough training time to teach constructional details of future machinery and how it will work.

Instead, we must endeavour to encourage apprentices to think, to develop their inquisitiveness and to teach them the basic principles of engineering in such a way that they will be able to unravel for themselves the mysteries of new and unfamiliar gear and see how to keep it operating at peak efficiency. To this end about three years ago the technical syllabus was made far more basic than formerly and greater emphasis was given to academic instruction, which is essential to a proper understanding of basic principles.

The new Marine Engineering Syllabus now in preparation will integrate the academic and technical studies even more fully, to the obvious advantage of both. With this and with the aid of improving facilities and machinery in the Erection Shop it is hoped to produce E.R.As. who will have a first-class knowledge of engineering principles and maintenance techniques, and who will be able to take their place with confidence anywhere in the future Fleet.

Classified Advertisements . . .

HASLAR'S RECORD

(Continued from page 10, column 5)

Sick Berth P.O. Fowler and S.B.A. Phillips have done well in the cycling world. Fowler accompanied the Combined Services team as masseur in the Tour of Britain, and came in 28th in the Army C.U. Five-Day Road Race. He also did well in time trials and on the track. Phillips, an ex-Tour of Britain rider is the road race secretary for Portsmouth Command R.N.C.A.

Up to Christmas the Haslar Basketball club had an exceptionally strong team, but seven club members left the area in quick succession. No fewer than five of the club team were selected to represent the Portsmouth Command. Five of the team appeared on Sports Club on Southern Television.

In spite of setbacks the team are undefeated at the top of the second division of the Portsmouth City League, having been defeated only three times out of 22 games.

S.B.A. Streeton and Dougherty have been selected to represent a Royal Navy team against the Polytechnic Basketball Club in London.

MISCELLANEOUS

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SITUATIONS VACANT

APPLICATIONS are invited from non-commissioned officers to manage Off Licences in the southern half of the country. Applicants should be married and preferably under 41 and in possession of a current driving licence. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties, and, when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension. Free living accommodation will be provided together with cash allowance for electricity, gas, coal and coke.—Application should be made to The Gallon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

HAS RATION ALLOWANCE KILLED BOXING SPIRIT?

PRIOR to the Second World War it was generally accepted that the Royal Navy could, and indeed did, produce a boxing team worthy of representation in the I.S.B.A. Tournaments and also in the British Amateur Championships which followed. Win or lose, the Navy boys were always popular as, in the eyes of the British public, Jolly Jack was always recognised as a pretty tough character. What, then, has happened to boxing in the Navy since those days? Is it that we are becoming soft; too much ration allowance, or has the spirit just died?

The remedy is in the Navy's own hands and in an effort to stimulate or, indeed revive an interest in "the noble art," the Royal Naval Air Station, Abbotsinch, can justifiably claim no small measure of success. The formation of a station boxing team was initially a struggle, but happily the untiring efforts of all concerned were rewarded. Although Abbotsinch did not capture the H.A.C. Barbara Trophy, won by Brawdy, the Station was placed a worthy second with Culdrose.

The Home Air Command Championships were, to say the least, exciting and a number of fine prospects were in evidence. "Abbots" produced three novice and one open class champions, of whom three were chosen to represent the Home Air Command in the Inter-Command Championships, which was won for the first time in 22 years by the Home Air Command. From small beginnings . . . !

WHERE IS THE TROPHY?

Flushed with success from the above two meetings and having been "blooded" (literally, in some cases), the next step was to keep alive the interest at "Abbots." Feverish behind-the-scenes activity was initiated to revive the Northern Air Stations Tourna-

ment (there must be a Northern Air Stations Trophy somewhere in the Home Air Command).

Royal Naval Air Stations Arbroath and Lossiemouth were approached, but unfortunately heavy training commitments at Arbroath prevented participation. Lossiemouth, however, professed willingness and, in consequence, a Northern Air Stations Tournament was held last January at the R.N.R. Headquarters in Glasgow. Although Lossiemouth were beaten, the evening's entertainment was first class, the W.R.N.S. supporters providing a good measure of the entertainment.

The boxing seeds have been sown here at "Abbots." Let it be hoped that they may be carefully cultivated to produce—who knows—the Navy champions of tomorrow.

The Indian Naval Ship Vikrant will be engaged in trials off Portsmouth during the next few weeks. The Vikrant is the Indian Navy's first aircraft carrier.

Sir Clifford Jarrett, K.B.E., C.B., has been appointed the Secretary of the Admiralty in succession to Sir John Lang, G.C.B., who will retire from the Admiralty Service on March 31.

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Ganges held Ariel until second half of extra time

DID PENALTY DECIDE MATCH?

H.M.S. GANGES, 2; H.M.S. ARIEL, 5
(After extra time)

GALLANT H.M.S. Ganges finally succumbed to the star-studded H.M.S. Ariel only in the second half of extra time, in a thrilling Navy Cup final played at the Portman Road ground, home of Ipswich Town F.C., on Wednesday, March 1. During that time Ariel took advantage of the rapidly tiring Ganges defence to flash home three goals through Heath and the Olympic burdler Boyes (2), and so win the day, but not nearly so easily as expected. Until then Ganges had put up such a stubborn resistance that at one time they looked like gaining a sensational win.

Their hard tackling defence ripped the high reputation of Ariel to bits. Their constantly attacking but woefully weak finishing forward line was halted in its tracks near Ganges' penalty area, when fighting desperately to peg back a 90-second goal by Richardson for the home side.

Even when Ariel did equalise, a good goal by Heath just after the interval, Ganges quickly pulled themselves together, and to the delight of their 2,000 supporters, they regained the lead through a fine shot by Jaundrill five minutes later.

Although they fought to the last breath for most of the game the Ganges defence brought trouble on itself. They broke up countless Ariel movements but their clearances were weak, and as a result the Ganges forwards did little attacking of their own.

For Ariel their stars were the wing halves Barnes and Bailey who were "lovely to watch," but they failed to inspire the front line whose shooting was off centre and slow.

Despite having to reach five times into the netting no blame for defeat can be attached to goalkeeper Aisbett, who was magnificent and made several brilliant saves.

Just when it seemed that Ganges were going to finish surprise winners a defender handled the ball in the penalty area and referee Balsdon awarded a spot kick from which Barnes made no mistake.

Ganges almost got a last minute winner but Jaundrill with only the goalkeeper to beat shot straight into Laverty's hands.

Nevertheless, a fine game was played in a good spirit and one that proved the old saying "Anything can happen in a cup match."

GANGES.—Mnc. Aisbett; A.B. Dulley, Ldg. Wtr. Johnson; Ldg./Sea. Gillett, Ldg./Cook Parsons, Inst. Lt. Chaffe; Ck(S.) Jaundrill, Sht. S/Lt. Trace, M.E. (1) Richardson, A.B. Copeland, Mech. Withecomb.

ARIEL.—I.E.M. Laverty; R.E.A. Godwin, R.E.A. Marsh; P.O. Barnes, Ldg./Air Horstey, P.O. R.E.L. Bailey; P.O. R.E.L. Gilholm.

L.R.E.M. Bodkin, Ldg./Sea. Atkey, P.O. R.E.L. Boyes, A.A.1 Heath.
Referee: P.O. Balsdon (R.N. School of Physical Training).

The cup and prizes were presented by Rear-Admiral I. W. T. Beloe, D.S.C., Flag Officer, Medway.

St. Vincent owed success to all round strength

THE Royal Naval Junior Boxing Championships were held at Royal Marines Depot, Deal, on February 15-16. There are two classes in these championships—"A" and "B"; the former caters for the 15-16 year and the latter for the 16-17 year age group.

This year H.M.S. St. Vincent deservedly won both competitions and their success was due to all-round strength rather than individual winners, which is as it should be in any team competition.

The final team placings and individual winners were as follows. Class "A": H.M.S. St. Vincent, 17 points; H.M.S. Ganges, 16 points; Junior Wing, Royal Marines, Deal, 13 points. Class "B": H.M.S. St. Vincent, 19 points; Junior Wing, Royal Marines, Deal, 15 points; H.M.S. Ganges, 12 points; H.M.S. Figgard, 7 points; H.M.S. Collingwood, 4 points; H.M.S. Dryad, 3 points.

Class "A"—Middle: J./Sea. Day, H.M.S. St. Vincent; Mosquito: J./Sea. Murray, H.M.S. St. Vincent; Fly: J./Bug. Hall, R.M. Deal; Bantam: J.T.O. Hutton, H.M.S. Ganges; Feather: J.M.(E) Higgins, H.M.S. Ganges; Light: J./Sea. Lunn, H.M.S. Ganges; Light welter: J./Bug. O'Bray, R.M. Deal; Welter: J./Bug. Cressell, R.M. Deal.

Class "B"—Mosquito: J./Mnc. Berry, R.M. Deal; Fly: J./Sea. Gray, H.M.S. St. Vincent; Bantam: J./Sea. Rowell, H.M.S. St. Vincent; Feather: J.E.M. Bannister, H.M.S. St. Vincent; Light: J.Mnc. Brock, R.M. Deal; Light welter: L./J.R.O. Alexander, H.M.S. Ganges; Welter: App. James, H.M.S. Figgard; Light middle: J.Mnc. Bond, R.M. Deal; Middle: J./Mnc. Mackay, R.M. Deal.

ARMY'S MARGINAL WIN

The Junior Inter-Service Boxing Association Championships were held at Aldershot on Saturday, February 25, with the result that the Army gained a marginal win over the Royal Navy, closely followed by the Royal Air Force. The final score was: Army, 35 points; Royal Navy, 34 points; Royal Air Force, 31 points.

The following Royal Navy representatives won their weights:
Class "A": J./Sea. Murray, H.M.S. St. Vincent; J.T.O. Hutton, H.M.S. Ganges; J.M.(E) Higgins, H.M.S. Ganges; J./Sea. Lunn, H.M.S. Ganges; J./Bug. O'Bray, R.M. Deal.
Class "B": J./Mnc. Bond, R.M. Deal; J./Mnc. Mackay, R.M. Deal.
Class "C" (over 17 years): J.E.M. Phillips, H.M.S. Collingwood; Mnc. Powell, R.M. Deal.
Marine Tucker reached the final but was medically unfit to box owing to influenza.

Victory wins all 'kart' trophies

IT is quite usual on Saturday afternoons in the Royal Naval Barracks, Portsmouth, to see and hear miniature motor-cars tearing around a specially laid-out track on the parade ground.

On Saturday, March 18, however, there was a difference. The first race meeting of the newly formed Portsmouth Area Services Karting Association was held. Teams from H.M.S. Collingwood; H.M.S. Vernon, Royal Marine Barracks, Eastney, Royal Naval Barracks, Portsmouth, and the Royal Engineers, Longmoor, Hants, all joined in the fun and thoroughly enjoyed their afternoon's sport in the sunshine. It was hoped that the Royal Air Force would be represented, but none turned up.

The meeting, organised by Mr. F. M. Purkis, hon. secretary of P.A.S.K.A., and attended by 40 drivers and assisted by about 20 marshals and helpers, commenced with four heats of an open race. Lieut.-Cdr. M. D. Martin, R.N., kindly acted as starter throughout the afternoon. The programme showed that the first and second in each heat should go forward. In the event it happened that the finals were made up of seven drivers from Victory and one from Royal Marines, Eastney. As Victory only operate four racing karts, and time did not permit further heats, it was decided that only the winners of heats, plus the brave "Royal" (Marine McCurry) should compete. From then on there was no holding the drivers from Royal Naval Barracks. Between them they won all the trophies. Even the Ladies' Race!

Results were as follows:
Open Race: 1. R.P.O. W. Clayton (Victory); 2. M.E.(D) C. Machin (Victory); 3. P.O. Wtr. W. Keating (Victory).
Ladies' Race: 1. Wren V. Dutham (Victory); 2. Wren V. Gregg (Victory); 3. Wren E. Simcoe (Vernon).
Team Race: 1. Victory Kart Club; 2. R.M., Eastney Kart Club; 3. R.E. Longmoor Kart Club.
Le Mans Race: 1. Sub-Lieut. F. Gay (Victory); 2. Wren V. Gregg (Victory); 3. P.O. Writter R. Haywood (Victory).

The second meeting of the Portsmouth Area Services Karting Association will be held at H.M.S. Collingwood on Saturday, May 13, when Vernon, Collingwood, Eastney and Longmoor all hope to turn the tables. Spectators will be welcomed and are sure of a good afternoon's entertainment.

(Continued from column 2)

ing and his first job was one which many might have envied and, let it be said, from which many have flinched. It was to organise the Women's Services Club Swinging Display for the Royal Tournament. To have seen the precision with which the service women carried out the display bore witness to the skill Petty Officer Binks brought to his job.

In 1959-60 John Binks gained his full cap for Navy hockey and he was also runner-up in the Ratings' Squash Championships.

This year he has achieved his greatest honour by playing for the Combined Services against the East of England, and was captain of H.M.S. Victory's hockey team which won the Navy Cup Knock-out Competition.

Petty Officer Binks is a holder of the F.A. Preliminary Coaching Certificate and the A.S.A. Teachers' Certificate for Swimming.

Petty Officer John W. Binks

1955. Whilst in that ship he gained his first hockey honours—playing for the Royal Navy team which won the Inter-Service Tournament.

It was whilst serving in H.M.S. Newcastle that Petty Officer Binks got his greatest thrill, which was to be at Melbourne for the 1956 Olympic Games.

Returning to England in May, 1957, John Binks took up Squash and whilst in his first season, when serving in H.M.S. Mercury, won the Portsmouth Command Ratings Squash Championship. In the hockey world he gained a place in the Royal Navy hockey team, but a full cap eluded him.

TRAINED DISPLAY TEAM

In April, 1959, he joined the staff of the R.N. School of Physical Training.

(Continued in column 3)

Squash championship won in his first year

A PETTY OFFICER who considers that the special training and experience gained in the P.T. branch has been a major factor in gaining honours in the sporting world is Petty Officer John W. Binks, now on the P.T. staff in H.M.S. St. Vincent.

Petty Officer Binks joined the Royal Navy in September, 1945, as a Boy Seaman, at H.M.S. St. George, completing his training in H.M.S. Ganges. His first ship was H.M.S. Wrangler in which he did his sea training.

His next ship was H.M.S. Cadiz, which he joined as a Boy Seaman in January, 1947, leaving in April, 1949, as a Leading Seaman. During this period he saw service in the Mediterranean and in the West Indies.

The next two and a half years were spent in the Mediterranean in H.M. Ships Liverpool and Peacock and during this commission he played soccer and hockey for the Mediterranean Fleet.

In January, 1952, Petty Officer Binks returned to the United Kingdom and qualified as a physical training instructor, followed by three years



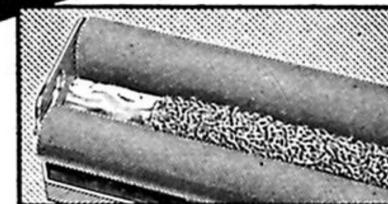
SPORTSMAN OF THE MONTH

with the Air Command at Worthy Down and Bramcote. He played hockey for the Air Command and took part in Air Command Athletics.

After returning to the P.T. School to requalify in August, 1955, his next ship was H.M.S. Newcastle, which he joined at Singapore in November,

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