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# Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 89 NOVEMBER, 1961

Published first Thursday of the month

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## LION OFF TO S. AMERICA FLAG TURNED OVER TO TIGER

**H.M.S. Lion** (Capt. J. E. Scotland, D.S.C., Royal Navy) sailed from Malta on October 16 having completed the Mediterranean leg of her first commission and arrived back at Portsmouth on October 25. Her stay in Portsmouth, however, will be a short one, for the cruiser is due to sail for South America this month.

The first part of the commission has been full of hard work, intensive "work-up" and exercises, but interesting visits have provided adequate compensation.

The Lion's first duty on arrival was to be the flagship of the Royal Naval Escort to H.M. Yacht Britannia for Her Majesty the Queen's state visit to Italy. This was the first occasion Lion wore the flag of Rear-Admiral J. F. D. Bush, D.S.C., Flag Officer Flotillas, Mediterranean. From Naples Lion paid a brief first visit to Malta before returning to Gibraltar for docking. During this period most of the ship's company visited Spain and for many it was their first experience of bull-fights, flamenco dancing and Mediterranean beaches.

Then came the return to Malta and a concentrated "work-up" programme to weld men and ship into an efficient fighting unit of the fleet. On completion the Flag Officer Flotillas inspected the Lion at sea and on return to harbour signalled: "Lion has shown that she has grown claws and teeth. I rehoist my flag with much pleasure."

### F.A.A. 'Original' at Taranto Dinner

**THE annual Taranto Dinner** to celebrate the successful attack on the Italian Fleet in Taranto Harbour on November 11, 1940, will be held at H.M.S. Ariel, Lee-on-Solent, on November 3, and this year it will have a double significance for the opportunity is being taken to mark the golden jubilee of the Fleet Air Arm.

In March, 1911, four naval officers underwent a flying course at Eastchurch and their enthusiastic reports led the Admiralty to form one of the wings of the Royal Flying Corps and subsequently the Royal Naval Air Service.

One of the four, Air Chief Marshal Sir Arthur Longmore, G.C.B., D.S.O., will be one of the speakers at the dinner. Guest of Honour will be Admiral Sir Alexander Bingley, K.C.B., O.B.E., Commander-in-Chief, Portsmouth.

### THE SPLENDID CATS

Subsequently, Lion has taken part in exercises and visited Trieste, Ancona, Tripoli in Libya, Beirut, Limassol, Rhodes, Leros, and Kavalla. All the visits were much enjoyed by the ship's company. Of particular note were the trips to Venice from Trieste, the hospitality of the British community in Beirut, the memorial liaison established with the British Service garrisons at Tripoli and Limassol and the aquatic olympiad against the Tiger at Leros. H.M.S. Tiger, having completed her work-up at Malta joined Lion at Leros for the latter part of the cruise. This was the first proper meeting of the "Splendid Cats" and a weekend of sailing, swimming, water-polo, tug-of-war and even water-bicycling was thoroughly enjoyed by everyone.

On October 8 Admiral Bush transferred his flag to H.M.S. Tiger at sea and the Lion returned to Malta.

Lion paid a brief visit to Gibraltar on passage to Portsmouth to buy the inevitable "rabbits" and off Cape Trafalgar held a memorial service and lay a wreath on October 21, the 156th anniversary of Nelson's great victory.

There will only be time for a week's leave to each watch in Portsmouth for on November 23 the Lion sails again, this time for the eagerly awaited visit to South America. H.M.S. Lion will then be the flagship of a special squadron commanded by the Commander-in-Chief, South Atlantic and South America Station (Vice-Admiral Sir Nicholas A. Copeman).

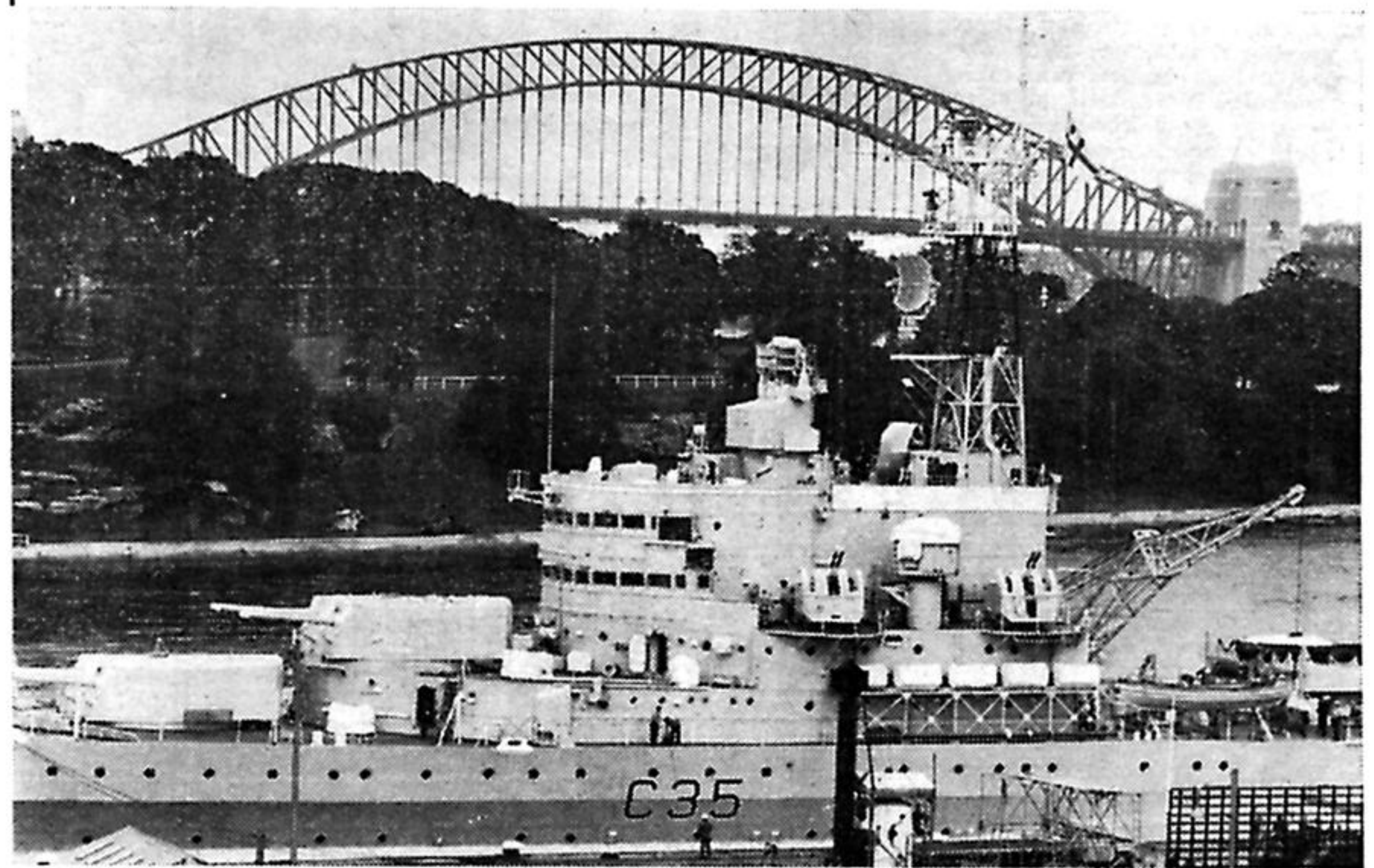
All major ports in the sub-continent are to be visited before return to Plymouth on February 21 to refit and pay off. An opportunity to "show the flag" in this part of the world comes seldom nowadays, if at all, and the cruise is much looked forward to by all on board.

### Frigates visit London

**FLYING** his flag in the frigate H.M.S. Plymouth (Capt. J. C. Cartwright, D.S.C., R.N.), the Commander-in-Chief, Home Fleet, (Admiral Sir Wilfred Woods, K.C.B., D.S.O.) visited the Pool of London from October 3 to 9.

Accompanying him was the frigate H.M.S. Rhyl, (Cmdr. G. J. Dodd,

## A Study in Bridges



H.M.S. Belfast at Garden Island, Sydney—See story on page 14

## FAR EAST FLEET WILL HEAR VOICES FROM HOME

**MORE** than 2,500 Royal Navy and Royal Marine officers and men in the Far East Fleet will get a personal message and song from home on Christmas Day if their relatives and friends take part in a countrywide recording session being organised by the Navy's Electrical School, H.M.S. Collingwood, during the next few weeks.

Seven ships and eight landing craft have been selected to receive the taped messages for playing over their broadcast systems, and for the landing craft at least the whole scheme could not be more welcome or appropriate—they are based on Christmas Island.

The other ships are the Commando carrier H.M.S. Bulwark, the destroyer H.M.S. Cassandra, the minesweeper support ship H.M.S. Hartland Point, the frigate H.M.S. Lincoln, the minesweepers H.M.S. Fiskerton and H.M.S. PuncHESTON, and the submarine H.M.S. Ambush.

Relatives and friends of men serving in any of these ships have only to send a stamped addressed envelope before November 6 to the Christmas Broadcast Officer, H.M.S. Collingwood, Fareham, Hants, saying they want to record a message, and the Navy will do the rest.

Arrangements have been made with a retail firm with local shops in over 350 centres throughout the British Isles to record short messages on tapes. The wives, mums and sweethearts will be told where and when they can record their message and select their favourite recording.

### THE FEMININE TOUCH

When the hundreds of feet of recording tape start arriving back at

H.M.S. Collingwood, a small team will have the mammoth task of re-recording and editing to produce a Christmas goodwill programme from home for each of the 15 ships.

The voice which will be heard introducing each item will be that of 23-year-old Third Officer April Whitby, W.R.N.S., of The Woodlands, Chesham Bois, Buckinghamshire, who has been chosen to provide the continuity and feminine touch which proved so popular for a similar Naval scheme of Christmas messages in the Far East last year.

Third Officer Whitby, who has been in the W.R.N.S. since June of last year, is a member of the secretarial staff of H.M.S. Sea Eagle at Londonderry and will shortly go to H.M.S. Collingwood to link home with 2,500 absent sailors.

### LIGHTS IN CITY OF DIAMONDS



H.M.S. Bermuda (Capt. M. G. R. Lumby, D.S.O., D.S.C., Royal Navy), floodlit during the recent visit to Amsterdam of a squadron of the Home Fleet under the command of the Flag Officer Flotillas, Home Fleet (Vice-Admiral J. G. Hamilton, C.B., C.B.E.). The other ships were H.M. Ships Trafalgar, Jutland, Broadsword and Scorpion. The officers and men from the Home Fleet Squadron, about 1,700 strong, received a very warm welcome from the people of the city of Amsterdam

THE  
 OUTSTANDING  
 CIGARETTE  
 OF THE DAY



WELL MADE · WELL PACKED

VIRGINIA TOBACCO AT ITS BEST

*Handwritten notes:*  
 11/11/61  
 A. J. ...  
 1961



## Navy News

EDITOR

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

### EDITORIAL

"THERE must be a beginning of any great matter, but the continuing unto the end until it be thoroughly finished yields the true glory."

Those words by Sir Francis Drake nearly 400 years ago seem appropriate for the month of November. This month we recall each year, albeit, perhaps, a little perfunctorily, those who died during two World Wars, husbands, fathers, sons and daughters.

It is right that we should honour them, but it is also right and proper that we should remember those who returned to their homes, stricken in body and mind. We talk of the sacrifices made by those who died, those whose last resting place is in Flanders, Gallipoli, Dieppe, the Western Desert, Italy, Malaya or entombed in the ships in which they served throughout the oceans of the world, but let us all spare a thought, and give help too, to those who returned and to those who were left destitute.

Many organisations exist to alleviate the suffering and distress among ex-Service men and their dependants, but it should be a point of pride among those of us who still live in the Free World as the result of the efforts of all who took part in the struggles for freedom that not a single person who suffered through those wars should be left friendless or uncared for.

Cases of distress are reported to these organisations week by week and help is given but more could, and should be done.

Those serving in the Royal Navy today can help in a very practical way. How? By supporting the Navy's own fund—the Royal Naval Benevolent Trust. Present ships' companies can remember the debt they owe to those who died and suffered—and still suffer in many cases—by donating some of their Welfare Funds to the R.N.B.T., on paying off.

The British sailor is of a most generous disposition and, on paying off, the balances of welfare funds are always disposed of to most deserving causes, but it is felt that sometimes the work of the Royal Naval Benevolent Trust for the ex-Service man and his dependants is perhaps not recognised to the extent it should be.

May the Royal Navy find some of the "true glory" referred to by Sir Francis Drake by continuing to support the excellent Trust began by their own folk 40 years ago and which has over the years helped so many deserving cases of hardship.



The late Admiral Sir St. John R. J. Tyrwhitt, Bt., C.B., D.S.O., D.S.C. and Bar

## Admiral dies a month after leaving office of Second Sea Lord

ADMIRAL Sir St. John R. J. Tyrwhitt, Bt., K.C.B., D.S.O., D.S.C. and Bar, who was promoted to the rank of full Admiral as recently as September 11 last, and who relinquished the office of Second Sea Lord which he had held since December, 1959, in September, died aged only 56 at Millbank Hospital, London, on October 10.

Only son of the late Admiral of the Fleet Sir Reginald Tyrwhitt, in charge of the Harwich Naval Forces during the First World War, Admiral Tyrwhitt entered the Royal Navy in 1919 from the R.N. College, Osborne.

He had a long period of service in destroyers and was in command of

H.M.S. Juno when the ship was sunk during the Battle of Crete in 1941. A year later he was awarded the D.S.C. for services in the Mediterranean and in 1943 he was awarded the D.S.O. for operations against Rommel's supply lines. He received a bar to his D.S.C. for his part in the Salerno landings.

Service since the war included Captain (D) Training Flotilla, with the British Joint Services Mission in Washington, Naval Assistant to the Second Sea Lord, Flag Officer Flotillas, Indian Navy and Chief of Staff to the Commander-in-Chief, Allied Forces, Mediterranean.

Admiral Tyrwhitt was made a C.B. in 1957 and created a K.C.B. in the New Year Honours, 1961. He leaves a widow, two sons and a daughter. The new baronet, Reginald Tyrwhitt, is 14.

### Letters to the Editor

## 'Cumshaw' travelled the world

### WEI HAI WEI TO AN ENGLISH GARDEN

SIR.—Your article in October's issue takes me back to Wei Hai Wei and the summer of 1936.

My husband was Captain of the submarine Orpheus, and one day his Chief E.R.A. was at the canteen where he found a Chinese ill-treating a tiny puppy. Kicking the Chinaman in the pants, he took the puppy back on board.

It was soon realised that a submarine was no place for a puppy and so it was put in a Hong Kong basket, brought ashore and presented to me at No. 6 Bungalow.

Cumshaw, from that moment, became a dog of character. Her greatest joy was to chase the sailors and nip their ankles as they passed the Bungalow practising for the Round the Island race.

On the day of the race I was dared by my husband to let her loose, so thought it wisest to take her up to the finishing line. All went well until a cruiser entered harbour firing a salute, the noise of which sent Cumshaw flying with me after her.

Another time my small son and Cumshaw squeezed under the gate and set off to explore the island. They were soon missed and Amahs and Boys sent in search of them.

Cumshaw went down to Hong Kong in Orpheus during which trip the submarine ran into the aftermath of a typhoon. As she insisted on sharing my husband's bunk, and was usually covered with oil, life for my husband wasn't much fun. The Coxswain had the bright idea of making a hammock for her. This had so many ropes and pulleys that there wasn't much room for anything else.

They went ashore in Formosa for

much needed exercise and very nearly got locked up by the Japanese.

Cumshaw eventually took passage home in H.M.S. Berwick, and then did six months quarantine, after which she travelled the length and breadth of England, Scotland and Wales with us, during which she had two puppies from a low-down dog she picked up in Barrow.

Finally to New York in the Queen Elizabeth where she found the food too wonderful after war-time rationing in England.

We took the night train to Montreal and she shot under my bunk luckily unseen by the black porter. His face in the morning was well worth seeing.

Ottawa was better than New York and our cottage up the Gatineau just fine. She was one of the first to greet my husband at the airport when he returned from his twelve days "lost" in the Canadian Bush.

Cumshaw finally died aged thirteen and a half and is buried in a lovely country garden complete with head stone.

I don't think that many dogs can have travelled farther from the canteen of Wei Hai Wei, Yours etc. (LADY) E. STIRLING-HAMILTON, Chichester.

### Portsmouth Brigs

SIR.—Although I have never been a sailor, my one great interest and hobby is the Royal Navy, particularly the "classic" years of Vice-Admiral Lord Nelson and his "Band of Brothers," and the massive wooden ships of England.

It was therefore with much interest, that I read in the September issue of "Navy News," the letter from Mr. F. L. Evans of Portsmouth regarding the Portsmouth brigs. I am very glad to inform him that I have in front of me as I write a framed photograph of H.M.S. Martin, brig. It is one of my prized possessions. The photograph was taken about 1897-8 on a sunny day with Southsea Pier on Martin's port beam. She is ship rigged, i.e. Main. (Continued at foot of column)

## 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) indicates 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. Andrew, December 16 at Singapore for service in Seventh Submarine Division.

H.M.S. Aeneas, January, 1962, at Portsmouth, for service in Second Submarine Squadron.

H.M.S. Tabard, February 2, at Sydney, N.S.W., for service in Fourth Submarine Division.

H.M.S. Artemis, end of February, at Chatham, for service in Second Submarine Squadron.

H.M.S. Thermopylae, March 2, at Chatham, for service in Fifth Submarine Division.

H.M.S. Grampus, April, at Portsmouth, for service in First Submarine Squadron.

H.M.S. Auriga, May 18, at Devonport, for service in Second Submarine Squadron.

### GENERAL

H.M.S. Ashanti, October, 30, at Glasgow for Home Sea Service, First of class trials. General Service Commission, April (tentative date), Middle East/Home (16 months).

706 Squadron, November, at R.N. Air Station, Culdrose, Wessex helicopters.

H.M.S. Virago, November 8, at Devonport for Home Sea Service. Commissions with crew ex Chaplet. U.K. Base Port. Devonport.

814 Squadron, November 28, at R.N. Air Station, Culdrose, Wessex helicopters. For H.M.S. Hermes.

H.M.S. Pellew, end November at Rosyth.

H.M.S. Ulster, December 14, at Devonport for General Service Commission West Indies/Home (21 months), 8th Frigate Squadron U.K. Base Port Devonport.

706 Squadron, December, at R.N. Air Station, Culdrose, Wessex helicopters.

814 Squadron, December, at R.N. Air Station, Culdrose, Wessex helicopters.

H.M.S. Cavalier, December 11, at Singapore for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Kirkliston, December, at Devonport for Home Sea Service, 50th M/S Squadron U.K. Base Port. Portland.

### 1962

H.M.S. Barrosa, January 5, at Devonport for trials. Commissions April 3 for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Loch Fyne, January 18, at Devonport, for General Service Commission, Middle East/Home (18 months), 9th Frigate Squadron. U.K. Base Port. Devonport.

H.M.S. Hermes, January 30, at Portsmouth, for General Service Commission, Home East of Suez (24 months), U.K. Base Port Portsmouth.

H.M.S. Agincourt, February 13, at Portsmouth for trials. General Service Commission May 1 for 5th Destroyer Squadron, Home/Med (24 months), U.K. Base Port Portsmouth.

H.M.S. Murray, February, at Rosyth 845 Squadron, March 6, at R.N. Air Station, Culdrose, for General Service, Second Commando Carrier Whirlwinds. (Tentative Date).

H.M.S. Caprice, March, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Rothesay, March, Home Sea Service. Trickle conversion from General Service Commission Captain (F), 20th Frigate Squadron. U.K. Base Port. Portsmouth.

H.M.S. Lynx, March, at Chatham.

H.M.S. Rame Head, March, at Chatham for trials.

H.M.S. Cassandra, April at Singapore for Foreign Service (Far-East), 8th Destroyer Squadron.

H.M.S. Yarmouth, April, at Devonport, for General Service Commission, East of Suez/Home (18 months), Captain (F), U.K. Base Port. Devonport.

H.M.S. Blackpool, April, at Chatham, for General Service Commission East of Suez/Home (15 months), 6th Frigate Squadron. U.K. Base Port. Portsmouth (C). (See Note.)

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

H.M.S. Loch Alvie, April 24, at Chatham, for General Service Commission Middle East/Home (18 months), 9th Frigate Squadron. U.K. Base Port. Portsmouth (C). (See Note.)

H.M.S. Victorious, April, at Portsmouth.

H.M.S. Whirlwind, April, at Chatham for General Service Commission, Home/W. Indies (24 months), 8th Frigate Squadron. U.K. Base Port. Portsmouth (C). (Tentative Date).

H.M.S. Nubian, April, at Portsmouth for trials. Commissions for Home Sea Service September. General Service Commission Home/Middle East November, 1962 (tentative date) (18 months), 9th Frigate Squadron U.K. Base Port. Portsmouth.

H.M.S. Maidstone, May 2, at Portsmouth for Home Sea Service. Trials/Steaming Crew U.K. Base Port. Rosyth.

H.M.S. Whitby, May 24, at Rosyth for trials. General Service Commission, July 26, South Atlantic and South America/Home (24 months), 7th Frigate Squadron. U.K. Base Port. Portsmouth (C). (See Note.)

H.M.S. Grenville, May, at Gibraltar for Home Sea Service. Trials crew.

H.M.S. Loch Fada, May 24, at Chatham, for trials and for Foreign Service (Far East), June 26, 3rd Frigate Squadron. (Tentative dates).

H.M.S. Protector, June, at Portsmouth for General Service Commission Falkland Islands and Antarctic F.I.D.) (24 months), U.K. Base Port Portsmouth.

H.M.S. Tartar, June, at Devonport for trials. Commissions November, 1962, for General Service Commission, Home/Middle East (18

months), 9th Frigate Squadron. U.K. Base Port. Devonport.

H.M.S. Torquay, end of June, at Portsmouth for trials. Commissions for Home Sea Service, September 4, 17th Frigate Squadron. U.K. Base Port. Devonport.

H.M.S. Owen, July, at Devonport for General Service Commission Indian Ocean (24 months) U.K. Base Port. Devonport.

H.M.S. Londonderry, July, at Portsmouth for General Service Commission, West Indies/Home (24 months), 8th Frigate Squadron U.K. Base Port. Portsmouth.

H.M.S. Albion, July, at Portsmouth. H.M.S. Albion, July, at Portsmouth for Home Sea Service/Foreign Service, U.K. Base Port. Portsmouth.

H.M.S. Cavendish, July, at Gibraltar with Trials Crew. Commissions September (tentative date) at Gibraltar for General Service Commission, Home/Med. (24 months), 5th Destroyer Squadron. U.K. Base Port. Rosyth.

809 Squadron, July, at R.N. Air Station, Lossiemouth for General Service Commission, Strike H.Q. Squadron, Buccaneer.

801 Squadron, July, at R.N. Air Station, Lossiemouth, for General Service Commission. For Ark Royal, Buccaneer.

H.M.S. Salisbury, mid-August, at Devonport for Trials. Commissions September at Devonport for Home Sea Service, 4th Frigate Squadron. Transfers to General Service Commission, April, 1963, Home/East of Suez (24 months), U.K. Base Port. Devonport.

and Mizzen, painted possibly black, with white strakes along six "gun post" lush decked. The sails set are: Sprit, Jib, Main and Mizzen Topsails, Top Gallants and Royals, also "Spanker" The main courses are single reefed.

H.M.S. Martin still retains her bowsprit, with the "dolphin striker" and an ornate "beak." She is making five to seven knots: judging from her bow wave, under a W. by S.W. breeze. I knew that breeze as an old friend, as I spend a week at Southsea in September every year.

J. H. ORME, GLENFIELD, NR. LEICESTER.

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BRISTOL	17/6
SALISBURY	8/3
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CIRENCESTER	21/6
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# LITTLE SHIPS AND THE 'SOB STORIES'

SIR.—My shipmates and I on board H.M.S. Crofton are sick and tired of reading in the last two issues of Navy News of the hardships suffered by ships' companies of the big ships during the Kuwait emergency.

Let's face it, Sir, the majority of ships present in the Persian Gulf were on East of Suez commissions anyway, and so have no cause to complain as to the short time they spent in the Gulf.

If any men had a raw deal they were those of the 108th Minesweeping Squadron, the majority of whose ship's companies were supposed to be in "Married Accompanied" jobs, serving

## MORE LETTERS TO THE EDITOR

on Local Foreign Service Commissions in the Mediterranean. Altogether we spent a total of nine weeks away from our base in Malta.

Despite the intense heat experienced in the Persian Gulf (which made living conditions far more unpleasant aboard our little wooden ships than in the big ships), it was a job that had to be done.

So, please Sir, don't print any more "sob stories" from those hard done by "sailors"—they are breaking our hearts! Yours etc. (NAME AND ADDRESS SUPPLIED TO EDITOR).

[The writer has a point of course, particularly when he says "It was a job that had to be done." It was done and well done, too—big ships and little ships—but it was NEWS and the articles published gave an account of difficulties encountered by the ships which sent in reports. Had reports been received by the Editor from the little ships they too would have been published. Would the "Little Ships" please note for future guidance!—Editor.]

## Responsibility

Sir.—It was a great pleasure to read the article "Responsibility is all mine" (by Aycharbee) in the October issue of "Navy News." I earnestly wish that Lord Nelson's understanding of responsibility could be instilled into the minds of all those who pride themselves and (those who aspire to be) leaders of communities, political parties, trade unions and industry. So much depends on the individual interpretation of responsibility, which now in many cases is, I would suggest, accepted in terms of personal cash values.

When promotion occurs, whether in the Royal Navy or any other walk of life, the thought which, perhaps naturally, becomes uppermost in most people's minds, is "How will I benefit?" The honour and joy of promotion, with its added responsibilities, takes second place.

Lord Nelson has always been my conception of a hero, which incidentally led me to join the Royal Navy many years ago. As I climbed the promotion ladder, I accepted the additional responsibility gladly, without a thought of monetary gain (and pay in those early days of mine was very bad), but I felt in my heart a great sense of pride in having been selected for promotion.

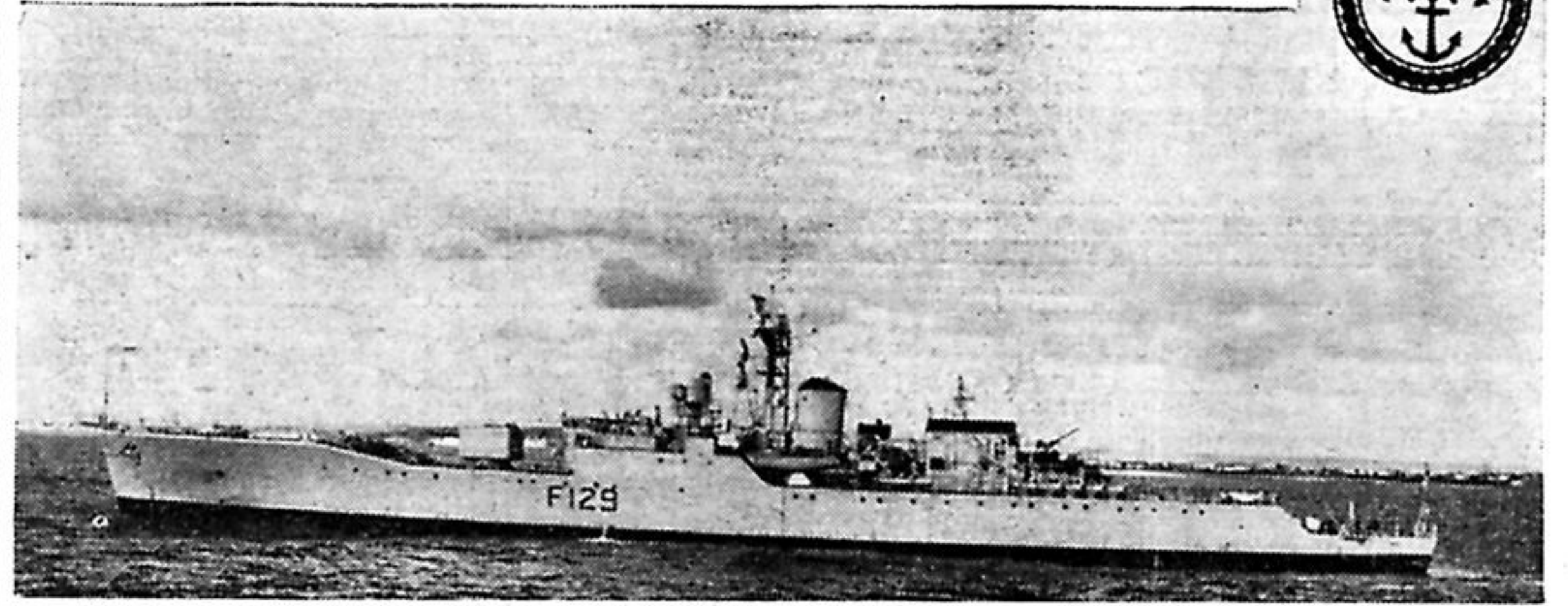
Throughout my life, whether afloat or on shore, I have daily offered up this prayer: "O, Lord, help me to keep well and strong, active in mind and body, young in spirit, ever able and ready to accept responsibility, to do good wherever I can, and serve my country in any capacity in time of need."

(Continued in column 3)

# SHIPS OF THE ROYAL NAVY

## H.M.S. Rhyl

### No. 72



LAUNCHED by Lady Dorothy L Macmillan, the wife of the Prime Minister, on St. George's Day, April 23, 1959, at H.M. Dockyard, Portsmouth and completed on October 19, 1960, H.M.S. Rhyl is a Whitby class Anti-Submarine Frigate of 2,560 tons displacement (full load).

These successful frigates, primarily designed for the location and destruction of the most modern type of submarines, are fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development.

The armament of the Rhyl consists of two 4.5 inch guns in a twin mounting controlled by an electro-mechanical computer system and a single 40 mm. A.A. gun which will eventually be replaced by a Seacat guided missile launcher and director. Two triple-barrelled mortars are fitted for anti-submarine warfare, and also installed are two twin and eight single torpedo tubes.

Rhyl is 370 ft. in length (o.a.) and 41 ft. in beam. Her machinery consists of 2 sets of double reduction geared steam turbines. Two shafts. S.H.P. 30,430—over 30 knots.

The peace-time complement is nine officers and 191 men, of whom about one third are technical ratings.

## Royal Indian Navy (1612-1947) Club reunion

THE Royal Indian Navy (1612-1947) Club had a most successful Reunion in the R.N.V.R. Club, London, on October 7 and about 50 men lunched together. After the Royal Toast had been drunk, a message of good wishes from H.M. The Queen was read by Captain H. P. Hughes Hallett, R.I.N., (Retd.).

Sir Alexander Symon is an honorary member of the Club and he was called on to speak. Some of his reminiscences of the Indian Army and the Royal Indian Navy caused great amusement. He also told those present some of his experiences whilst he was High Commissioner to Pakistan two years ago.

He went on to mention the good co-operation which existed between the Royal Pakistan Navy and the Indian Navy. There was great cheering when

he mentioned that a Royal Pakistan Naval Cadet had won the Sword of Honour at Dartmouth last year.

A message from Rear-Admiral A. R. Khan, Commander-in-Chief, Pakistan Navy, was read and an album of photographs of H.M. The Queen's Review of the Pakistan Navy in February this year was presented to the Club.

Ensigns of three of the Indian Naval Ships were presented to the Club before reports were given on the welfare and other Club activities during the past year.

Vice-Admiral J. W. Jefford was elected a Vice President and Commander E. T. Elliott Hon. Secretary and Treasurer. Captain J. E. N. Coope and Lieutenant-Commander A. T. Bond were elected Members of the Committee.

There were many personal reunions at the At Home after which they transferred to the Indian Club off the Strand where they were Guests at a Cocktail Party given for them and their families by Captain S. Srinivasan.

## Advancements

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

- To Chief Petty Officer**
  - JX581603 K. W. J. Cutting, JX159574 H. R. Parry, JX181920 G. R. Hadden, JX154092 B. A. Bates, JX161753 W. Cleary, JX158882 W. Hearn, JX590942 A. G. Lee, JX607600 J. Mason, JX775401 A. E. McAusland, JX164126 J. Lyons, JX712589 G. R. Phillips, JX801873 S. N. Johnson, JX900553 D. Mace, JX149414 V. A. Porton, JX166670 C. J. Orchard, JX161566 C. J. Hordford, JX712467 N. B. Young, JX159229 W. R. Woods, JX183685 P. W. E. Purfield, JX292587 F. Johnson, JX246255 E. C. Massey, JX961378 K. Ogden, JX844999 R. A. Shilling, JX158547 W. B. Smith, JX660734 P. R. Mann, JX155274 F. J. Colman, JX141606 F. I. Rejallig, JX909737 F. W. Jones, JX140443 I. Rejallig, JX349078 R. B. Derrick, JX161202 T. Wood, JX154867 R. J. Nesbit, JX135740 W. R. McNicholl, JX160300 M. Dahill, JX158365 L. G. Curtis, JX581095 D. C. Sparkman, JX245582 D. Doherty, JX154620 E. J. Murray, JX166486 F. J. Packer.

- To Acting Chief Engine Room Artificer**
  - MX887515 G. S. Nichol, MX855771 L. G. Morris, MX855664 J. A. Hawkins, MX857320 R. G. Cane, MX855758 J. G. Lee, MX855695 K. P. Chivets, MX842999 R. Ainsworth, MX842919 E. R. James, MX857429 G. D. Shaw, MX857401 L. C. Newall, MX842913 A. J. Dorrington, MX857329 J. R. Cole, MX855865 M. B. Cravos, MX855880 K. M. Fuller.
- To Acting Chief Mechanician**
  - KX859634 G. A. Teague, KX884233 C. H. White.

- To Acting Chief Ordnance Artificer**
  - MX888532 P. W. Barker, MX885824 D. A. Jones, MX857636 P. Thompson, MX645778 R. T. Herrod, MX818814 J. E. Single.
- To Chief Petty Officer Engineering Mechanician**
  - KX789138 K. J. White, KX101539 M. Donovan, KX893630 W. C. Bowlcott, KX739706 W. A. Curtis, KX879120 M. J. Wood, KX110364 W. Henderson, KX770236 N. E. Richardson, KX146695 D. G. Reynolds, KX869325 I. D. Anderson, KX788717 A. B. Hendrie, KX757796 C. Binnie, KX803346 K. Beer, KX929315 A. M. Skinner, KX881575 F. Coleman, KX71724 A. C. Mornington-West.
- To Chief Radio Communication Supervisor**
  - MX84468 P. Garrigan, MX855368 N. L. Wheeler, MX875419 N. Carter, MX 874955 G. H. Bonas, MX853692 T. C. Danning, MX85363 R. S. Radcliffe.
- To Acting Chief Electrical Artificer**
  - MX887909 M. T. Watt.
- To Chief Petty Officer Electrician**
  - MX759701 R. J. Dalake, MX801817 A. E. Beech, MX819966 V. E. Hart.
- To Chief Petty Officer Writer**
  - MX848013 J. C. Gillespie, MX809780 A. J. Martin, MX856149 R. F. Pettigrew, MX851594 D. A. H. Chivers, MX856247 D. W. D. Ford, MX801660 W. Wheelton.
- To Stores Chief Petty Officer (S)**
  - MX847951 W. M. Lincoln, MX788027 T. Mayman.
- To Chief Petty Officer Cook (O)**
  - MX743016 B. Haycock.
- To Chief Communication Yeoman**
  - JX371459 D. A. Newell, JX371796 R. M. Lockett.
- To Master at Arms**
  - MX715077 J. J. Murphy.
- To Acting Chief Aircraft Artificer (AE)**
  - L/FX699625 D. G. Whyte.
- To Acting Chief Aircraft Mechanician (AE)**
  - L/FX788791 B. G. Gwilliam.
- To Chief Air Fitter (AF)**
  - L/FX814965 C. Hurlstone, L/FX683432 J. H. Burgess.
- To Chief Airman (AH)**
  - L/FX795959 B. G. Pattenden.
- To Acting Chief Electrical Artificer (Air)**
  - L/FX78331 R. Guse.
- To Acting Chief Electrical Mechanician (Air)**
  - L/FX856031 H. Lambley.
- To Chief Electrician (Air)**
  - L/FX835430 G. J. H. Loxton, L/FX834191 R. N. Pounds, L/FX835297 F. W. Pavitt, L/FX816614 W. Jubb, L/FX789868 F. R. Hutton, L/FX834676 D. S. Wilson.
- To Acting Chief Radio Electrical Artificer (Air)**
  - L/FX42966 J. Bennett.
- To Chief Radio Electrician (Air)**
  - L/FX806898 V. Cooper.

**Association.** The six founder-members are Cdr. G. N. Rolfe, O.B.E., D.S.C. and Bar, R.N., Mr. A. Mann, Mr. H. Knowles, Mr. G. M. Cole, Mr. W. Wesson and Mrs. D. M. Arnott. The chairman is Cdr. Rolfe, the secretary Mr. A. Mann and the treasurer Mr. Knowles.

The inaugural meeting took place on October 27 and this was followed by a social.

The Navy League's annual ceremony—Salute to Nelson—at the foot of Nelson's Column in Trafalgar Square was broadcast in the Home Service of the B.B.C. on Saturday, October 21. The address was given by Vice-Admiral R. A. Ewing, C.B., D.S.C., and the service was conducted by the Rev. Austen Williams, Vicar of St. Martin-in-the-Fields. The band of the Junior Wing, Royal Marines School of Music, was under the direction of Capt. E. S. Ough, M.B.E.

The members of the Aldershot branch are very grateful to all the branches which supported them. Naturally they are elated with the success of the occasion and as time goes on they hope to show that thanks by appearing, as often as possible, at similar affairs.

**TOP STANDARD BEARER** Another feather for their cap came Aldershot's way on Saturday, October 14, when at the Annual Reunion, the branch Standard Bearer, Shipmate R. J. Watts, had the great honour of winning the Standard Bearers' Contest.

The Molesey branch visited Aldershot for the dedication of the Aldershot standard and congratulate the branch on the wonderful show. Molesey shipmates also enjoyed the reunion which, even a foggy journey home could not spoil.

(Continued from column 2)

Let us hope that those in authority will realise their responsibility for what they say or do, wherever they may be, in this very sick world, particularly those in our own beloved country, which is now harassed by strikes or threats to strike. Let us all retain our dignity and sense of responsibility, remembering that any ill-conceived action on our part may jeopardise the internal unity, and destroy the peace, happiness and prosperity of the nation.

SHIPMATE, R.N.A.  
(Name and address supplied to the Editor.)

## New aircraft for 'Clipper service'

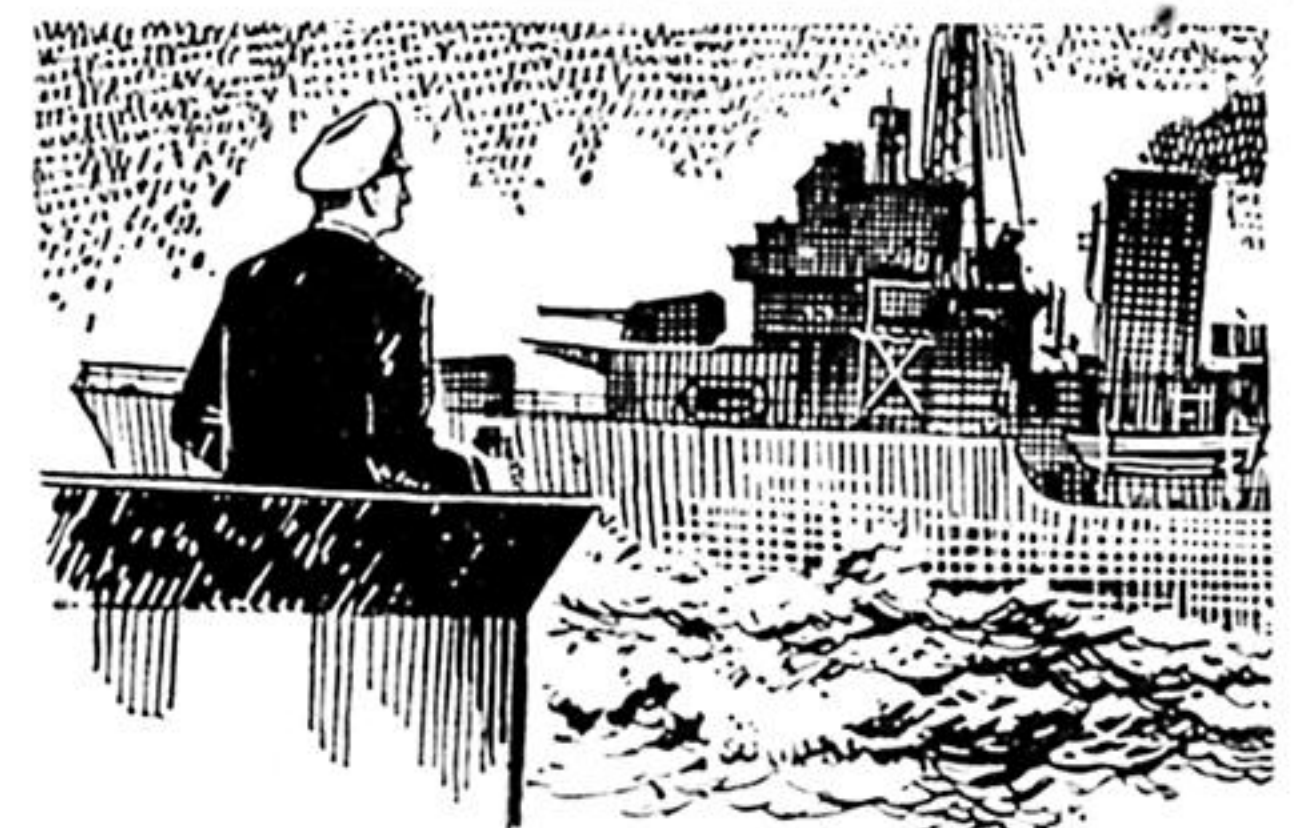
TRAVELLERS on the Royal Navy's inter-air station "Clipper Service," operated from H.M.S. Ariel, Lee-on-Solent, by 781 Squadron (Lieutenant-Commander R. C. Stock, R.N.), can, in future, expect to travel in the four-engined Heron aircraft, two of which have been recently introduced into service.

These 13-passenger aircraft were purchased from Jersey Airlines and have been refitted for naval requirements by the Naval Air Radio Installation Unit, also based in H.M.S. Ariel.

## SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

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



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# WHALE ISLAND WAS 'HOME FROM HOME' IN 1908

- Gladiator in collision
- Reserve fleet mobilised
- I qualify as 'S.G.'

In previous articles "Neptune" has told how he joined the Royal Navy in October, 1904, his early training days and his first commission in H.M.S. King Alfred on the China Station. He now recalls the collision in 1908 of the cruiser Gladiator and his first experiences in Whale Island.

BY NEPTUNE

It was about the middle of April, 1908, that the crew of H.M.S. King Alfred returned to R.N.B. Portsmouth on completion of foreign service leave. For my part, I felt pleased; the novelty of long leave had quickly passed, and I had become bored with long, idle days.

The routine of the Barracks did not appear to have changed. It was inevitable that the drill of "Muster Bag and Hammock" was to be adhered to. "Red Tape" was still very much in evidence, and had to be cut by devious methods.

On this occasion, there was little of my kit that complied with the regulations. Whilst in Hong Kong, Chinese tailors knocked up uniform suits very cheaply from material drawn as slops from the Pusser, but we had no clothing allowance. The cost was debited against our "fabulous" income. No man dressed as a Blue Jacket could feel smart in a Pusser's Regulation rig, so the regulations had been discreetly bypassed during the commission and, providing one did not attempt to be too tiddy, officers of divisions appeared to be quite short-sighted.

Jumpers were cut lower—serge tapes a little longer—trouser legs slightly wider, and no bell bottoms. It was comforting to feel neatly dressed and a credit to the Royal Navy when on shore.

Such breaches of the regulations would not escape the eagle eye of the clothing crusher, but, armed with the knowledge of previous experiences, it was best to come clean, admit one's errors, and contribute to his personal welfare fund. It was the easiest way out of a dilemma.

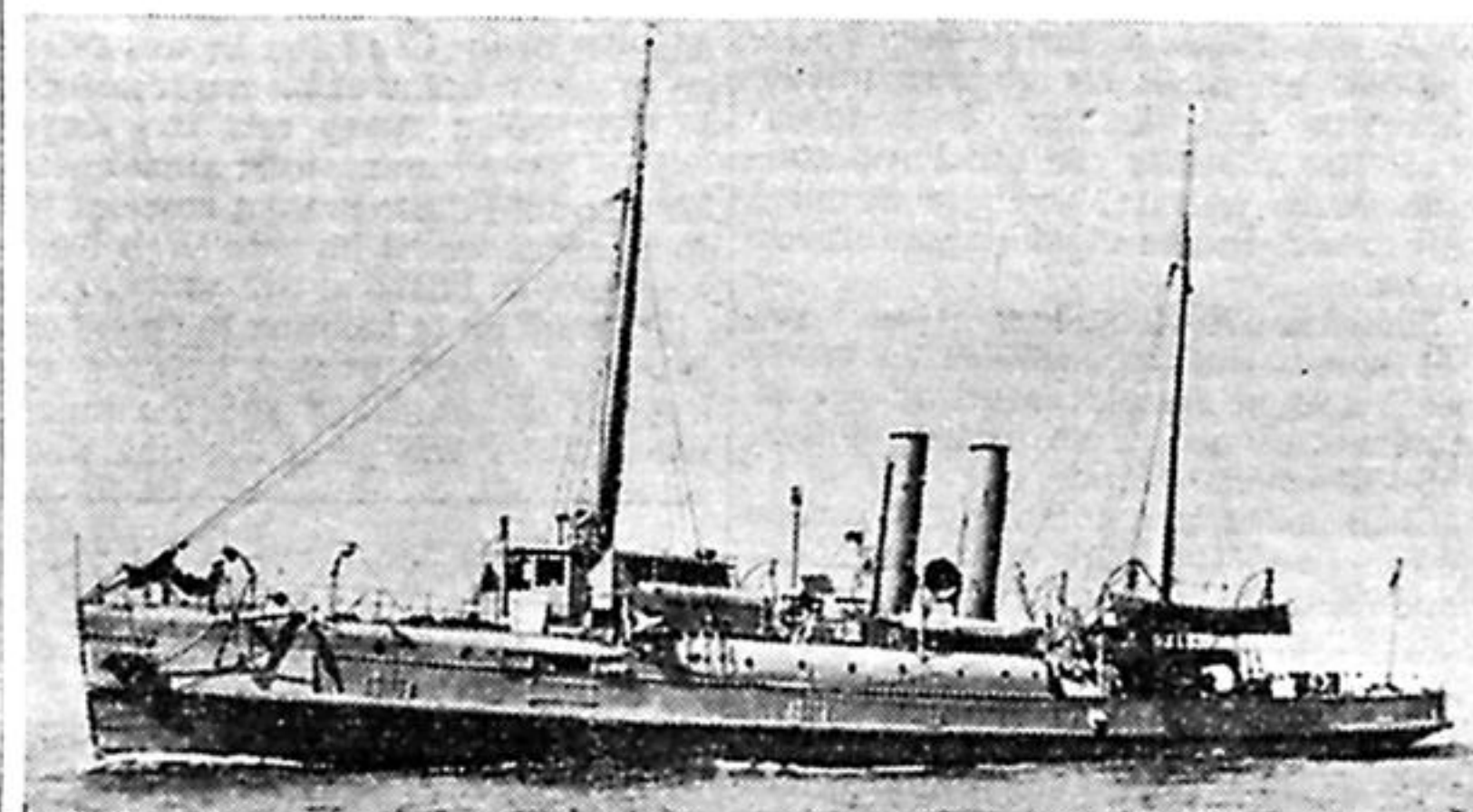
## GLADIATOR IN COLLISION

On Saturday, April 27, 1908, whilst duty division on board, a severe blizzard swept the English Channel during the late afternoon, and it was reported that H.M.S. Gladiator had been in collision with the American steamship St. Paul in the Needles Channel, and required assistance.

The Duty Division in R.N.B. was mustered, and I, with several others, was detailed to join H.M. Tug Seahorse in the Dockyard to replace men on Easter leave. Meanwhile it had become necessary to beach H.M.S. Gladiator, so Seahorse was used to tow out a lighter with salvage equipment, and

return with the lighter filled with stores. This rather damped down the spirit of adventure which had arisen within us at the thought of taking part in a rescue and salvage operation.

However, I did get a thrill on one occasion. As we approached the shore off Yarmouth, I. of W., the captain of Seahorse, an excitable little four-striper, was anxiously awaiting for a sounding from the leadman; he was bursting with impatience. I happened to be lee helmsman, and he turned to me and ordered: "Get into the chains—I want a sounding." This was rather a



The ocean tug, H.M.S. Seahorse, 1908

tall order, which I accepted as a challenge. Heaving the lead had been a hobby with me. Fortunately I got a sounding with my first heave, and continued to do so until Seahorse anchored.

The captain was so pleased that he said he would arrange to have me drafted as Ships Company. My sights, however, were set for the Gunnery School, and when he was informed of this, he let the matter drop.

This incident did illustrate, however, how quickly the path of one's career can be diverted by chance. I felt that

my seamanship training in King Alfred had stood me in good stead. Little did I think then that one day I would be Commanding Officer of an H.M. Tug myself.

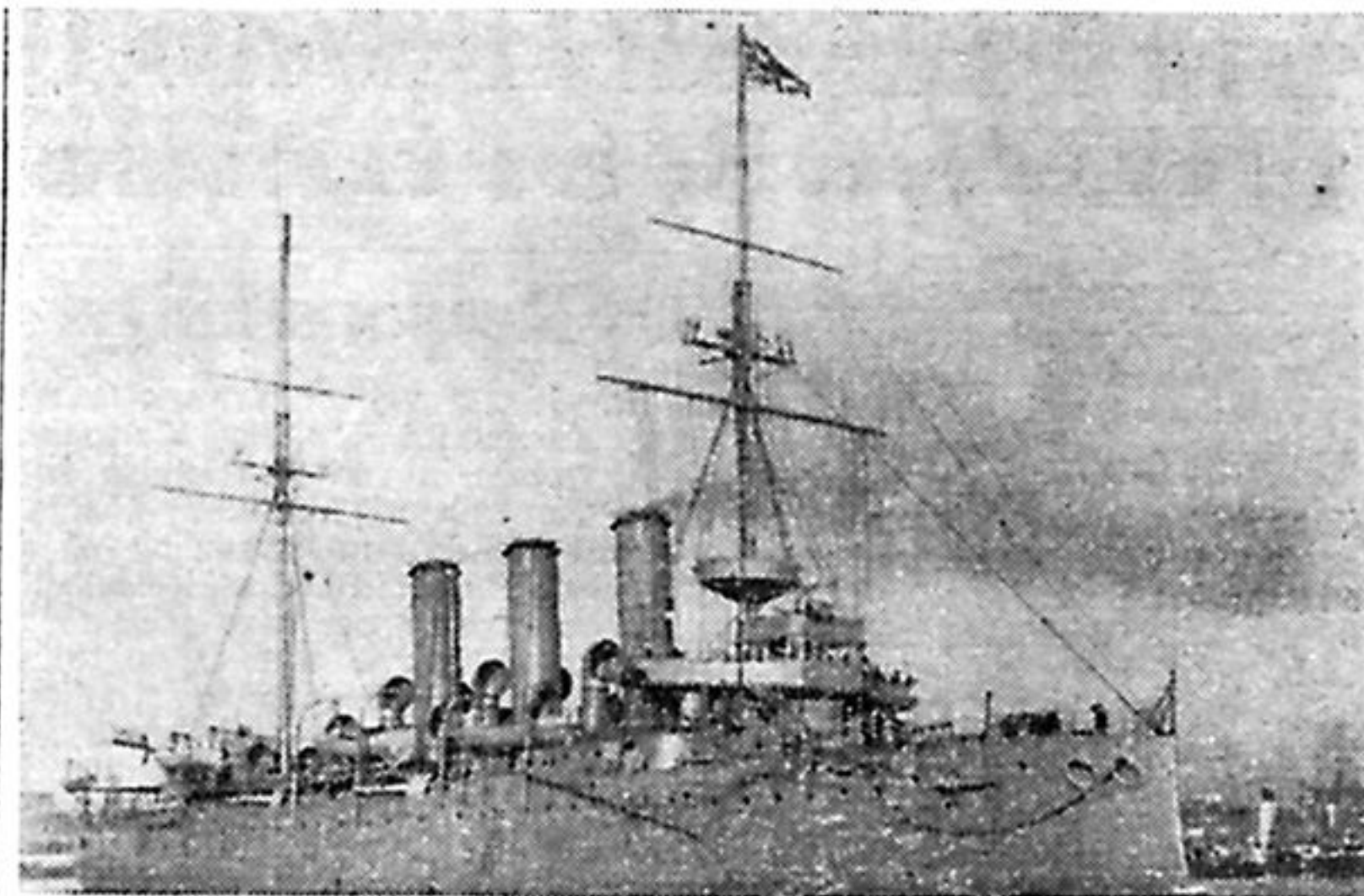
On return to R.N.B. I was drafted to the Gunnery School, H.M.S. Excellent, on May 9, 1908, to qualify for Seaman Gunner.

## WHALE ISLAND

What a revelation the messing, welfare and amenities proved to be. The messes were in four-roomed blocks, two up and two down. Each rating had a bed; the rooms were cosy, with pictures on the wall, and a large double dresser, built into the centre of one of the long walls, on the shelves of which were displayed fancy tea sets and other decorated china. On the stove stood a nice indoor plant.

These homely additions had been purchased from mess funds for the purpose of entertaining friends, sweethearts and wives, of those on duty for the week-ends. For those whose homes were at a distance, Whale Island was a real home from home. A spirit of happiness and contentment prevailed throughout the establishment. How much more happy the lives of those passing through the various naval barracks could have been if this very high standard of welfare had prevailed in all shore establishments.

During instructional hours the



H.M.S. Gladiator collided with the SS. St. Paul and was beached at Yarmouth, Isle of Wight

out of four. Those on board, other than the duty division, were undisturbed, able to study, read or write in their rooms, or go to the canteen, where a liberal supply of beer was always available.

Liberty men could land at any time between 1600-1830. There were no liberty boats—names were ticked off at the footbridge, and permission to land requested from the Officer of the Day. Whale Island was indeed a home from home.

When "falling in," whether on the quarter deck or parade ground, at routine times, it was remarkable to see how self-discipline was exercised and controlled by the clock. About two minutes before the time of assembly, men would have gathered at a focal point; then suddenly a move would originate and without any orders they would fall in, be mustered, called to "attention" and reported correct to the senior officer responsible as the clock chimed.

## OBSTACLE COURSE

The course for Seaman Gunner quickened ones mental and physical activities. The first Gunnery Officer, then Lieut.-Cdr. Backhouse, made sure of our physical fitness. He had devised an obstacle course, between the drill shed and pierhead, running parallel with the shore, about three hundred yards in length. At varying distances were placed hurdles, ropes 30 ft. high, water jumps and ditches, high corrugated obstacles to clamber over. Nobody was excused this exercise, the last man of any class did the course again. The man to do the course in the shortest time for the week, was awarded a prize of 2s. 6d.

Many will remember the hurdles and rope climbing, the parade ground and field gun drill, the West battery for heavy gun drill, the dummy turrets, with the Formidable and Irresistible class of 12 in. guns, and the North battery for Dotter and Splosher.

## RESERVE FLEET MOBILISED

There was much to be learned. The scientific advancement in those days, was as equally intense as today. A

high standard of intelligence was needed. The days of clean paintwork, "Gate and Gafters" had passed for ever. Germany was already challenging our sea power, although the threat was not very great in 1908. It was thought prudent, to close all instructional establishments and mobilise the Reserve Fleet, and I found myself serving as Able Seaman in my first seagoing ship H.M.S. Hawke.

## "QUALIFIED S.G."

On return to Whale Island, my course for Seaman Gunner was nearing completion, and I passed the examination without difficulty. But shooting was the true hall mark of gunnery, and a week out in H.M.S. Grafton, the Gunnery School tender, was rather a nerve shattering experience.

The ship proceeded to Spithead for a week's firing exercise, with some hundreds of ratings to shoot. There was never a second to spare. Target parties rigging trots, classes hoisting up ammunition, others forming gun crews in readiness to shoot. Meals had to be taken when opportunities arose.

I was in poor shape, having caught a chill, and confined to bed in the sick bay. It worried me lest I should miss my shoot so, on the last day, I prevailed upon the Medical Officer to allow me up. My shoot was not a success. Although I got a few hits on the target, I committed the unforgivable sin of knocking down two target masts, and for the time being I had blotted my copybook.

As I stood on that famous stone, outside the Regulating Office at Whale Island, I heard recited: "Qualified Seaman Gunner, available for draft."

During the remaining time at the Gunnery School, I worked with Colonel Cody, whilst he was carrying out kite flying experiments, and during my spare time, working up mathematics, in readiness to take the educational test for Petty Officers, which I successfully passed on December 1, 1908.

On March 27, 1909, I commissioned H.M.S. King Edward VII. Here was a new challenge, what would I make of it?

strictest discipline was exercised, but officers and instructors took a tremendous interest in the classes under training. After instructional hour, men could go on night leave three nights

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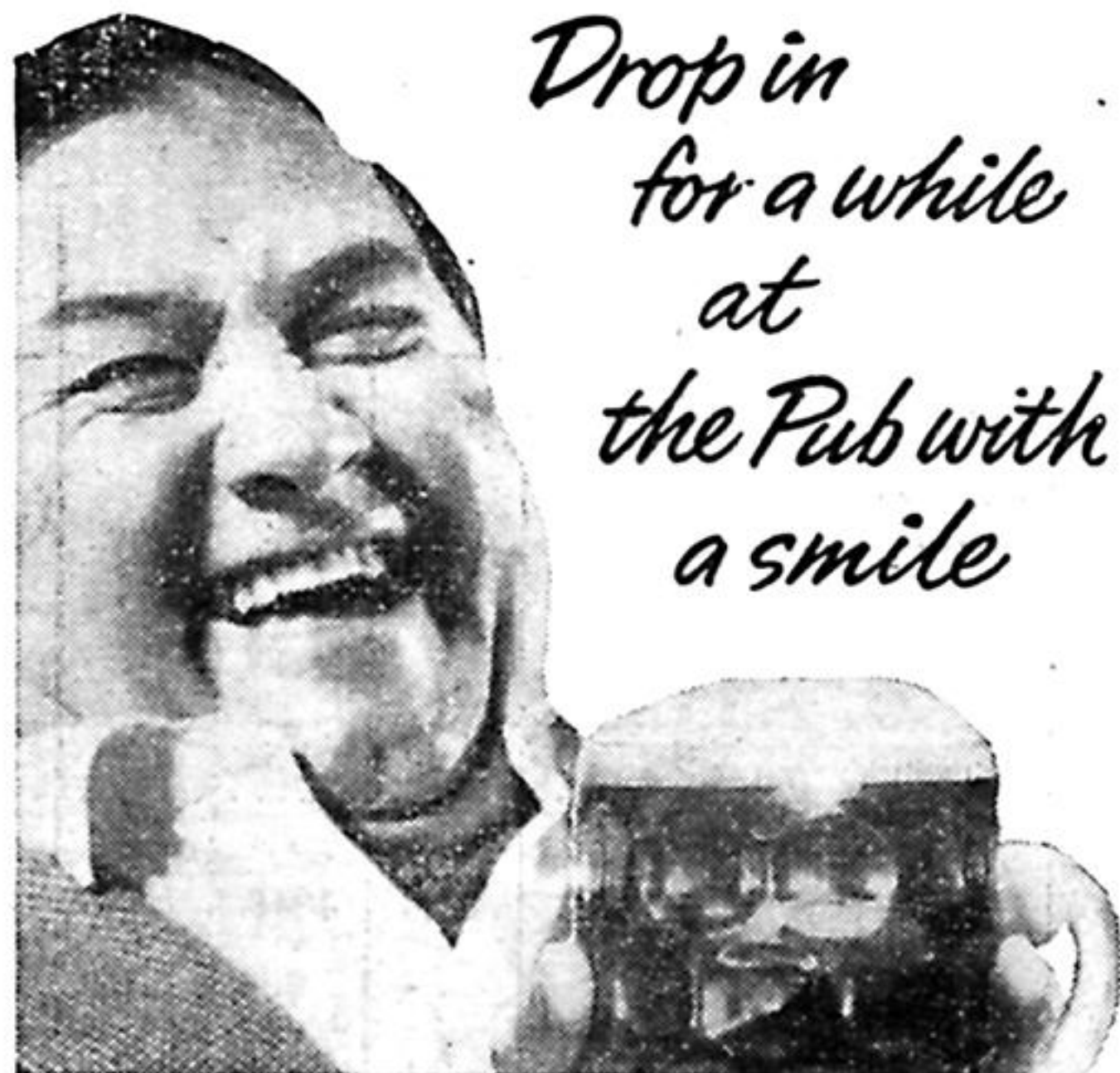
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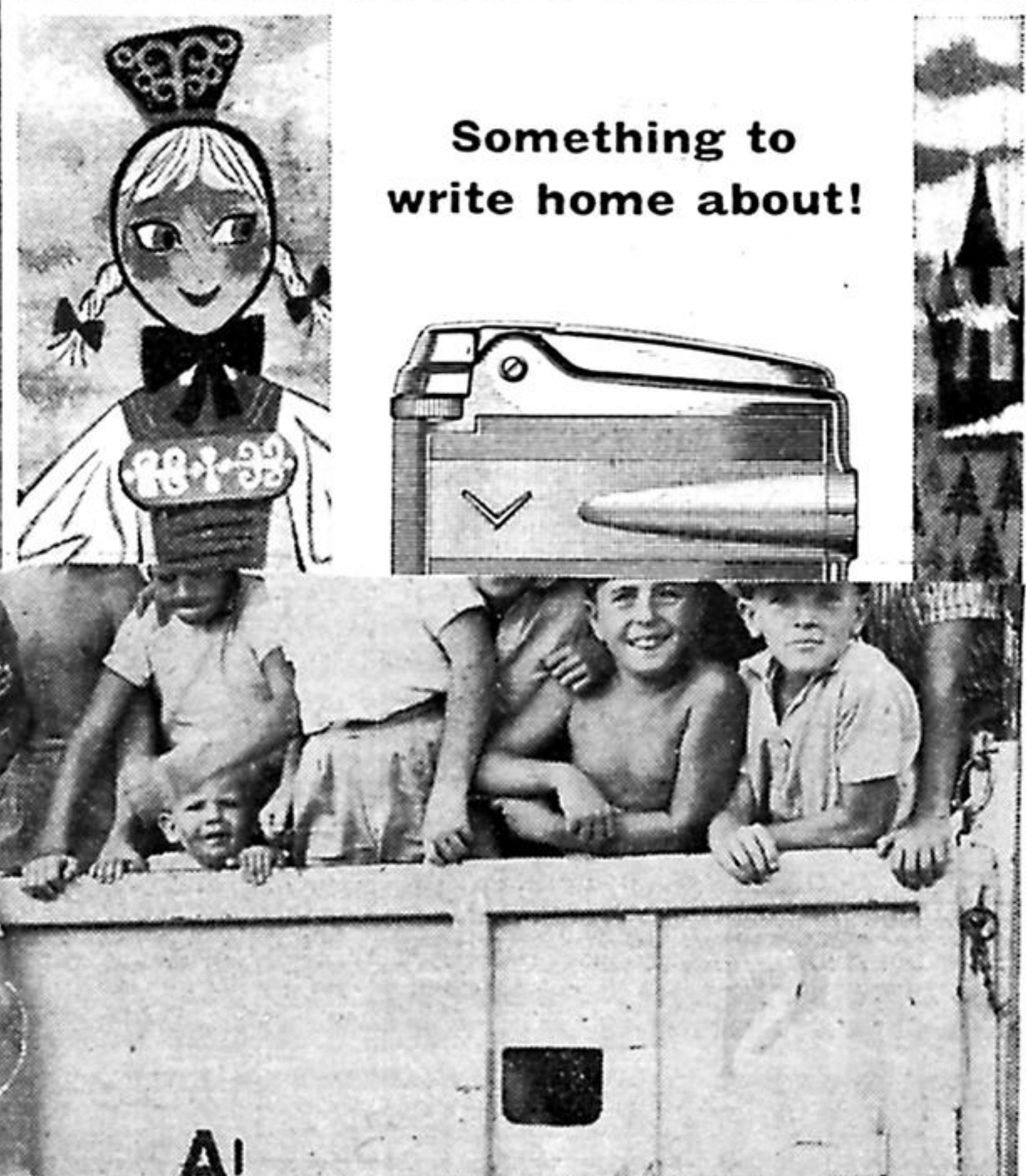
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Something to write home about!

Children will find him. Here is a group of happy youngsters at Dhekelia, Cyprus, with Submarine Tiptoe. The rightful owners of the headgear were playing soccer. Army Service Corps team during the visit of Tiptoe to Cyprus



# Condor honoured with Freedom of the Burgh

THE year 1961 has been a red letter one for H.M.S. Condor. The Air Station has now been in commission for

## HEAD GARDENER RETIRES

ON the occasion of the retirement on October 27 as Head Gardener at Lythe Hill House, Haslemere of Mr. Percy Dimond, of the Bungalow, Shepherds Hill, Haslemere, Commodore R. Hart, D.S.O., D.S.C. and Bar, the Commodore Naval Drafting, made a presentation to him.

Mr. Dimond, who has been at the establishment for over 15 years, has known Lythe Hill House for very many years and well remembers the time when Sir Philip Garton owned the property, employing 15 gardeners.

Peacocks strutted around the lawns and exotic tropical plants abounded. Although this is no longer the case, the grounds are still beautifully maintained with a staff of only three.

It goes to show that, with good planning, the present men can, with hard work, achieve practically the same result. The grounds today are certainly a credit to those who maintain them and Mr. Dimond can look back on a good job well done.

## John English

SIR.—In April, 1961, I retired—pensioned after serving only 20 years in the Navy, and I received a form which stated that should I move within a year of leaving the Service, my expenses would be paid.

However, since then I have been told that this information is incorrect and only applies to people who were in married quarters—yet, again, others have told me it is correct.

Now that I have just moved and because there seemed to be so much doubt I have not made a claim. Perhaps you could enlighten me or clarify the position as to whether one can, or cannot, claim.

The following extracts from the Naval Pay Regulations would appear to be relevant—"Men awarded a pension on completion of full time for pension, provided they re-engaged to complete time for pension on or before June 30, 1952, will be entitled to Removal Expenses on discharge." "Move should be made within a period of twelve months from the date of final discharge."

21 years and the birthday celebrations have been threefold: an Air Day, a visit by Her Majesty the Queen Mother, and the granting of the Freedom of Arbroath to H.M.S. Condor.

The Air Day was a great success from all aspects. Thanks to the efforts of R.N. Air Station Levenmouth, R.N. Air Station Yeovilton, and the Royal Air Force a good flying display was produced, and, together with the local efforts, a lot of people had a lot of fun and a considerable sum was raised for Naval Charities.

On September 26 the Queen Mother visited H.M.S. Condor. Her Majesty made a brief tour of the establishment, meeting many of the officers and ratings, before attending the rededication service at St. Christopher's, the Station Chapel. The Chapel has been extensively enlarged and modernised. Her Majesty unveiled a pair of new stained glass windows to commemorate the occasion. As a link with the past the Queen Mother saw a tree that had been planted in H.M.S. Condor by the late King George VI in 1941.

### FREEDOM OF THE BURGH

Condor's long association with the town of Arbroath was recognised by the station being granted the Freedom of the Burgh. This honour was bestowed on October 14 at a ceremonial presentation and parade in the town. The ceremonies were attended by Flag Officer Air Home and the Secretary of State for Scotland as well as other Naval and Civil dignitaries.

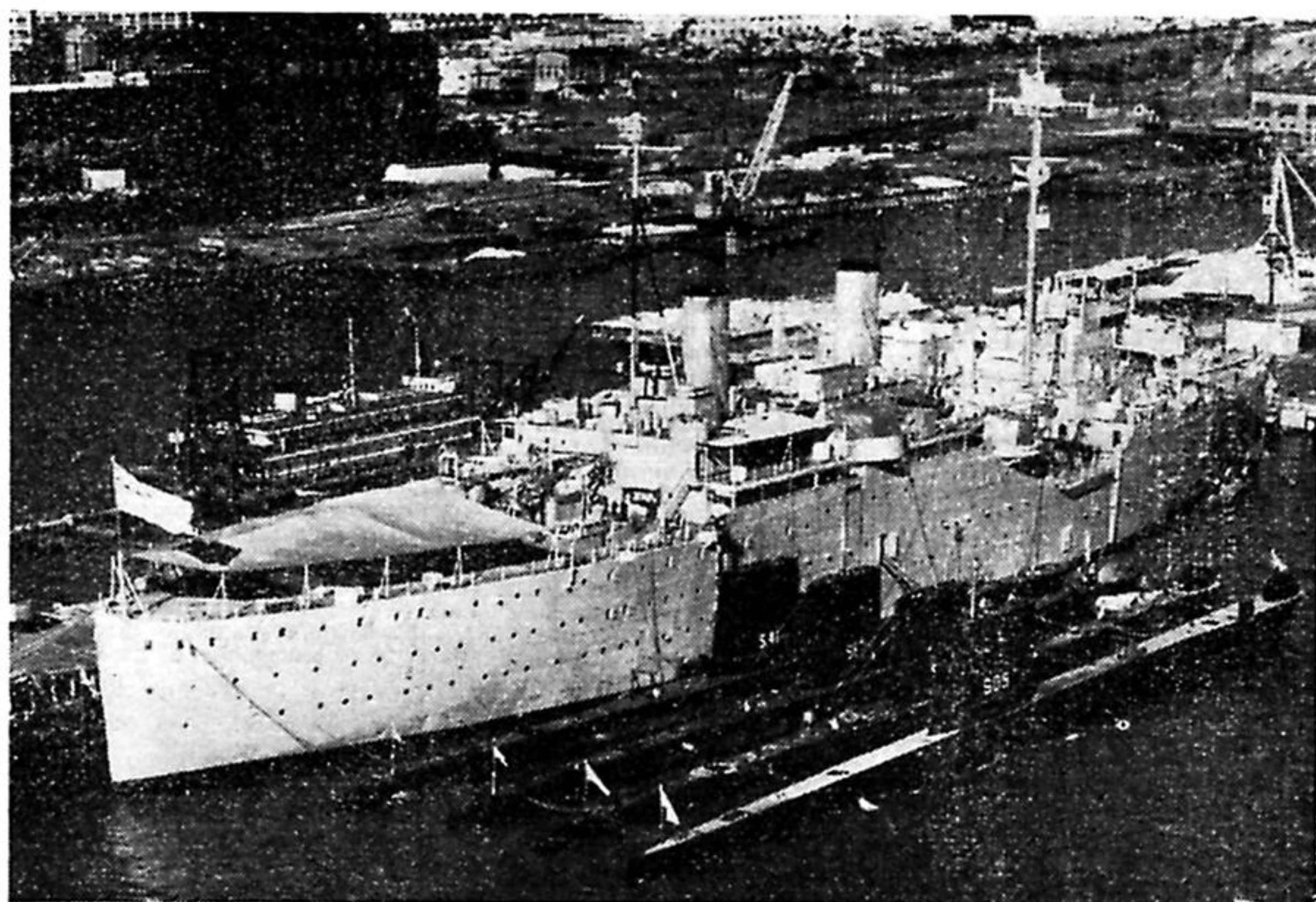
After the Freedom Scroll had been presented it was paraded through the town in a march past of the Ship's Company. The Provost of Arbroath took the salute before giving tea to guests inside the Town House. The participants of the parade were rewarded on its completion with a "pie and a pint" in the local Drill Hall.

## LARGEST SOLAR HEATING PLANT

WORK has begun on the Solar heating plant at the swimming bath in H.M.S. Figsard.

The plant can be likened to a greenhouse in that both can trap the large amount of heat radiated by the sun. Instead of keeping plants warm, the solar unit will heat the bath water as it is pumped through the system, and an increase of temperature of five or six degrees is expected.

The Figsard plant, a prototype of which is being made in the establishment's factory, will be far the largest in the country, and possibly in Europe.



H.M.S. Forth, with four British submarines alongside at the Norfolk (Va) Naval Base

# 'MUM' GETS IN SOME SEA-TIME

## Visits to France, Liverpool, Germany, Gosport, U.S.A.

A DEPOT SHIP conjures up visions of weeks and months spent alongside, or swinging round the buoy, but H.M.S. Forth, during her first year based at Devonport, can "cock a snoot" at all who regard her as always sitting on piles of gin bottles and corned beef tins.

October, 1960 saw her arrival back in the United Kingdom after having spent 12 years in the Mediterranean in continuous commission.

H.M.S. Forth recommissioned under the command of Captain M. L. C. Crawford, D.S.C., on November 1, 1960, and prepared to take under her wing the newly-formed Second Submarine Squadron, consisting of 7 fully operational submarines.

Apart from a short shake-down trip, Forth stayed in Devonport working-up the Squadron, and it was in March, 1961, when the old lady finally left the west country, for France. A week-end in Brest, exercise with the Fleet, and once more Forth arrived back in Devonport, to take up her, now, all too familiar berth alongside the Coal Wharfs. This berth is possibly the most inconvenient for a Ship's Company the size of Forth's, plus additional submarines alongside, but it keeps the submarines unworried by gales and strong tides.

Although the Depot Ship remained tied-up alongside the Dockyard for long periods, the submarines came and went frequently, with exercises ranging from Simonstown to Nova Scotia. The local exercise areas included most of the water around the British Isles, and recently one of the Squadron submarines—H.M.S. Amphion—returned from trials under the Arctic ice.

However, in May "Mum," as she is affectionately known by all submariners, put to sea, this time wearing the flag of the Commander-in-Chief, Plymouth, for the Battle of the Atlantic Ceremony in Liverpool Cathedral.

Possibly the high spot of the year was the Squadron visit to Hamburg in June, Forth, together with H.M. Submarines Alcide and Amphion paid a courtesy visit to this world-famous port, and the long months of boredom tied up alongside Devonport Dockyard were suddenly ended, and it will be a long time before Forth forgets

## DEFENCE BOATS FOR GHANA NAVY

THE keels of two seaward defence boats for the Ghana Navy were laid on October 17 at the Scotstoun, Glasgow, shipyard of Yarrow & Company Limited. When they are eventually launched, the boats will be named the Komenda and Elmina.

The main propulsion machinery for each of these craft will comprise two 500 b.h.p. type 12 YHAXM supercharged diesel engines manufactured by Davey, Paxman and Company Limited and the auxiliary machinery will consist of one 100 b.h.p. Foden FD6 diesel manufactured by Fodens Ltd. of Sandbach, Cheshire.

in the celebrations. From the bridge of the Forth, the entrance to Haslar Creek looked a bit like the proverbial eye of a needle! However, it was made in one, and a pleasant week-end was spent at Fort Blockhouse enjoying the hospitality of the First Submarine Squadron.

In September and October of this year, the Second Submarine Squadron took part in an extensive Submarine Exercise with the United States Navy. This meant a two-way passage of the Atlantic for Forth and three of her submarines—Alliance, Alaric and Alcide. Whilst at Norfolk, Virginia, the Depot Ship flew the Flag of the newly-appointed Flag Officer Submarines—Rear-Admiral H. S. MacKenzie, D.S.O., D.S.C.

"Mum" can now look back on her last 12 months with satisfaction. She has done her work well, and the Second Submarine Squadron is on top of its job.

Hamburg. It will also be a long time before Hamburg forgets the Forth!

### EYE OF A NEEDLE

In July, the Mayor of Gosport extended the Freedom of the Borough to the Submarine Branch of the Royal Navy, and the Flag Officer Submarines sailed Forth from Devonport to Portsmouth especially to take part

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## Sunderland people are 'The Tops'

WAKEFUL  
WARMLY  
GREETED

By RUDYARD OTTER

A HUMBLE north country town opened its fabulous heart to the frigate Wakeful for five unforgettable days. The town was Sunderland.

Never before have I seen such a staggering display of hospitality to members of the Royal Navy as I did on this occasion. As a roving reporter I have encountered much friendliness from people both at home and abroad, especially abroad. But it took a misty, freezing little town like Sunderland to bowl me over completely. The people there are absolutely tops, and the local girls deserve a huge bouquet for their charm, their bounding gaiety, their affectionate ways.

Hospitality? Members of the ship's company in uniform were permitted free travel on the omnibus services by kind courtesy of the Sunderland Corporation Transport Department.

## British ships visit Kiel

H.M.S. Trafalgar (Capt. R. R. B. Mackenzie, M.V.O., M.B.E., Royal Navy) and H.M.S. Jutland (Cdr. J. Honywill, Royal Navy), ships of the Seventh Destroyer Squadron, paid an official visit to the German Naval Base at Kiel, from Thursday October 5 until Wednesday October 11.

The two ships were the guests of the German Navy who entertained them very well. Apart from the usual exchange of visits between messes, the ships companies were invited to a German Musical Comedy, and were also taken to the Naval Monument at Laboe, which is part museum and part monument set in beautiful grounds.

Sport featured frequently on the programme, both against the German Navy and local civilian teams. Sports fields were also made available for inter-ship and inter-mess games. The teams playing the German Navy and civilian clubs acquitted themselves very well. Whereas in soccer the honours were roughly shared, H.M. ships excelled at rugby, but the Germans were the better at hockey.

The ships were open to visitors on Saturday and Sunday afternoons. A great deal of interest was shown by both the local population and the German Navy. Also, 100 children were entertained to games, tea, and a film show on board during the final afternoon of the visit.

Free admission to all the town's cinemas to uniformed members of the ship's company by kind permission of the managements. Honorary members of the Wearside Golf Club (Coxgreen) and a round of golf, if good enough for our Prime Minister, is surely good enough for us as well? Then the Sunderland Y.M.C.A. Centre in Toward Road invited us to enjoy the facilities of their fine establishment. Officers were made honorary members of the Sunderland Club and the Sunderland Cricket and Rugby Football Club (Ashbrooke). The list included the Seamen's Institute in Tatham Street, the Newcastle Road Swimming Baths and High Street Swimming Baths, another miniature golf course at Seaburn (why doesn't former U.S. President Eisenhower spend a holiday here?), the Sunderland Police Recreation Club, the Sunderland Yacht Club club-house, the Royal Naval Association at Roker Avenue, all these institutions made it their business to ensure we would have the time of our lives, and how splendidly they succeeded!

### TELEVISION

The ship berthed at Corporation Quay on September 26 and soon afterwards the Commanding Officer, Commander B. W. K. Hewson, R.N., called on the Mayor at Sunderland's Town Hall. An hour later the Mayor returned the call onboard, and the local television cameras popped out to record the event. In the evening the Officers held a cocktail party in the wardroom. The following day a party of 20 ratings visited the Wearmouth Colliery, a party of 25 thirsty men went on a brewery run, and in the afternoon the ship was open to the public.

### STOP ROAMING

This was the fascinating pattern of our brief visit. Invitations here and there, drinks all round, much back-slapping and romancing, laughs aplenty, singing in the streets and eventually the appearance of many address books and pencils!

Who sang in the streets? Not us sailors, oh no! It was the local people, young and old, who exercised their vocal chords at every corner and often from across the road with their favourite number "Sailor, stop your roaming. . . ." We heard this one all the time.

When we paused and commented on their friendliness, telling them that such a wonderful state of affairs could not happen in the south, they merely shrugged and replied: "We know, down south they don't say nowt to anyone, do they? So ruddy stook up mun!"

Sailor stop your roaming indeed! I should like these cheerful northerners to know that if ever I decide to stop roaming I would be glad to do it in Sunderland, for life here is lived as it should be lived, and what a mighty jolly business it seems to be!

## ADMIRAL 'JACKIE' FISHER RAN OUT OF ADJECTIVES

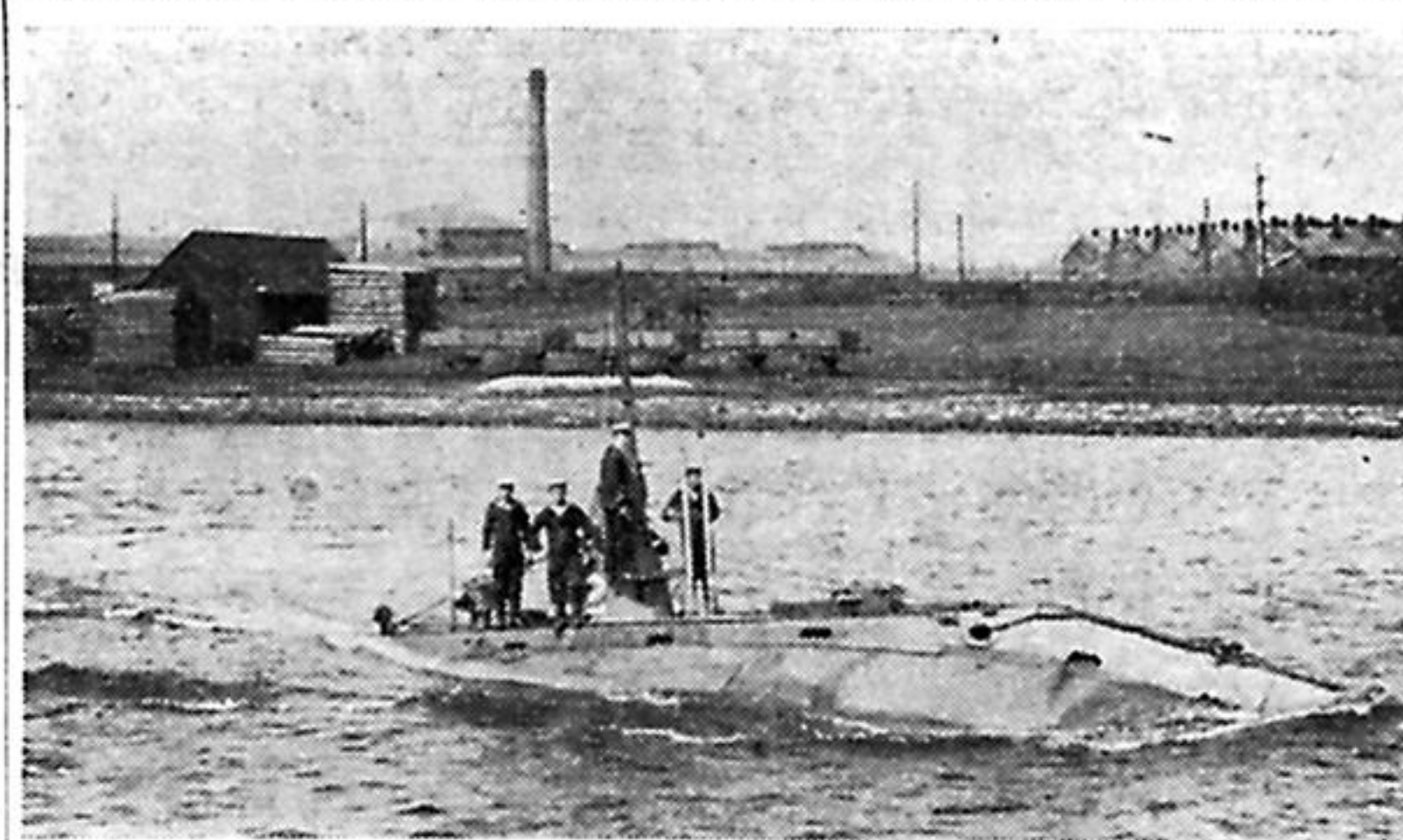
### 60th Anniversary of the Submarine service

IT was almost a hole-and-corner affair, when the first submarine built for the Royal Navy slid down Vickers' yard at Barrow-in-Furness on October 2, 1901. The launching ceremony was kept as private as possible and the new boat received neither a name nor a number. Built from an American design by Mr. Holland, she became known in the Service as "Holland No. 1."

An observer at the launch stated optimistically that "she showed great buoyancy." In dry dock after the launch, the little submarine—she was 63 ft. long with a beam of 11 feet 9 inches—was under the guard of H.M.S. Hazard, a torpedo gunboat commanded, most fittingly, by Captain R. Bacon, R.N., one of the most outspoken protagonists of the submarine.

*The submarines will effect as offensive weapons of war.* The italics are Fisher's.

At the same Barrow yard, now nearing completion is H.M.S. Dreadnought, the Navy's first nuclear submarine, with American propulsion machinery—so closely does history repeat itself. The 60 years that have passed, with its two world wars, have



An early "Holland" submarine under way.

The original purpose behind the building of the five Holland craft at Barrow was to evaluate the capabilities of the submarine for coastal defence. Sir John Fisher saw at once their offensive role and worked unceasingly to gain its acceptance. "I have not disguised my opinion in season and out of season," he wrote to the Controller, "as to the essential, imperative, immediate, vital, pressing, urgent (I can't think of any more adjectives) necessity for more submarines at once, at the very least 25 in addition to those now ordered and building, and a hundred more as soon as practicable, or we shall be caught with our breeches down, just as the Russians have been [the Russo-Japanese war was then in progress]. . . . In all seriousness I don't think it is even faintly realised the immense impending revolutions which

not merely witnessed the establishment of the submarine but almost its supreme importance in the field of naval warfare. The submarines possessed by others have twice threatened our very existence. Submarine and anti-submarine are uppermost in the thoughts of all naval strategists.

What we are now witnessing in the submarine world with its linking of the underwater capability to guided weapon development, may well prove to be the strategic Ace of the future.

H.M.S. Ulster visited Portsmouth during October, her first visit to the port on her present commission. Ulster commissioned in January, 1960, and spent a year in the West Indies before returning to this country in May of this year.

## Lowestoft commissioned

H.M.S. LOWESTOFT, an anti-submarine frigate of the Rothesay class commissioned at the Glasgow shipyard of Alexander Stephen & Sons Ltd. on Wednesday, October 18, to join the 5th Frigate Squadron. Other ships of the squadron are the Berwick, Scarborough and Ursa.

After the religious service, conducted by the Squadron Padre, Rev. David Evans, the whole ship's company assembled on the fore-castle to toast the ship in champagne and to cut the commissioning cake.

The Mayor of Lowestoft was present to continue the association of the town with the ships of the name (the last ship, a sloop, was adopted by the town and also spent the early part of the last war near at hand escorting East-coast convoys, until badly damaged by a mine). This Lowestoft will continue her association with the town by a visit as soon as her intensive programme will allow.

The eighth of a line of small, fast ships of the same name (all have been frigates except for one light cruiser) the Lowestofts have served from 1695 to 1945 and have distinguished themselves in actions as far apart as Gaspé (1711 near Quebec) and Genoa (1795), Honduras (1779) and Heligoland (1914).

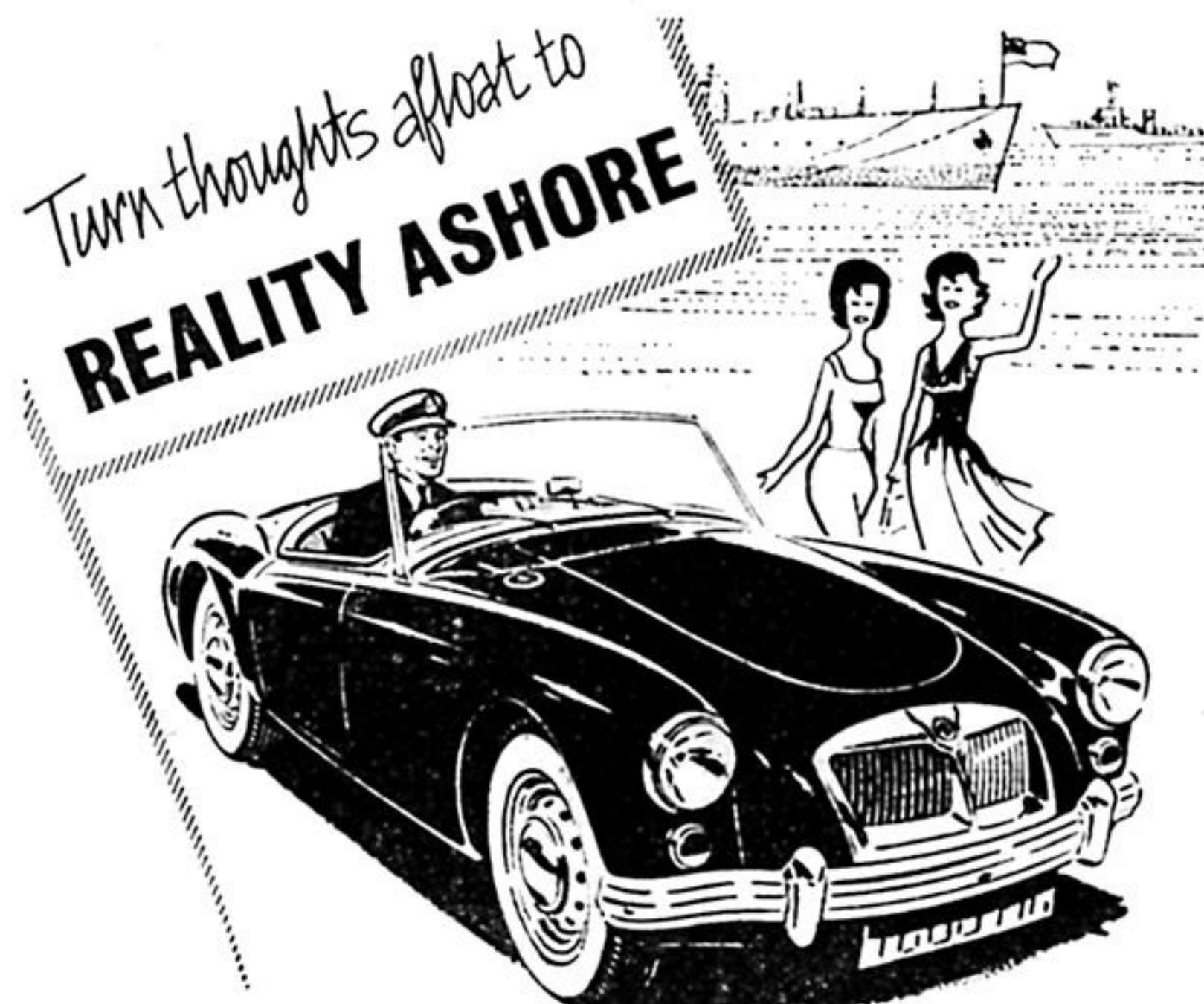
In the fourth Lowestoft, Nelson served for two years on first obtaining his commission as a lieutenant, distinguishing himself by leading a boarding party against an American privateer. His great friend Collingwood, who later became his second-in-command at Trafalgar, also served with him in the same ship.

The Commanding Officer, Commander R. D. Lygo, R.N., from Trottscliffe, Kent, is taking up his first sea command after 19 years of naval navigation as a pilot. He commanded 800 Squadron from September, 1954, to March, 1956, and has recently served on the staff of Flag Officer Aircraft Carriers.

## H.M.S. Brighton Commissioned

H.M.S. Brighton, launched by Lady Reid, wife of Admiral Sir Peter Reid, on October 30, 1959, commissioned at Scotstoun, Glasgow, on September 28.

The third warship of her name, Brighton is an anti-submarine frigate of the Rothesay class.



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No catch. And if I had died at any time my

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

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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.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

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# NEPTUNE'S SCRAPBOOK



## Aviator as C-in-C Portsmouth

**ADMIRAL Sir Alexander Bingley, A.K.C.B., O.B.E.,** former Commander-in-Chief, Mediterranean, hoisted his flag as Commander-in-Chief, Portsmouth, and N.A.T.O. Commander-in-Chief, Channel, on October 17.

The formal turn-over between his predecessor, Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O. and Bar, and Admiral Bingley, took place, according to custom, on board H.M.S. Victory.

Admiral Bingley is an aviator and was a former Chief of Staff to the Flag Officer Air (Home) at Lee-on-Solent, and he is not, therefore, a stranger to the Portsmouth area.

Thirteen dockyard workmen who should have been relieved from duty on the Nab Tower, six miles off the Isle of Wight, were stranded on the tower from October 23 to 28 because of rough weather in Spithead.

**Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O. and Bar,** was placed on the Retired List to date October 25.

**Rear-Admiral M. Le Fanu, C.B., D.S.C.,** was promoted to Vice-Admiral to date October 25.

**Captain P. J. Hill-Norton, Royal Navy,** is to be promoted to Rear-Admiral to date January 8, 1962, and to be Assistant Chief of Naval Staff in succession to Rear-Admiral A. B. Cole, D.S.C., the appointment to take effect in January, 1962. Captain Peter John Hill-Norton who was born in South Africa entered the Royal Navy as a Cadet in 1928. Qualifying as a Gunnery specialist he served in H.M.S. Cairo in the North Western Approaches at the beginning of the Second World War and in 1941 was appointed to the cruiser H.M.S. Cumberland and served in Russian convoys. He served in H.M.S. Eagle from 1951 until 1953 and, after promotion to Captain, became Naval Attaché, Buenos Aires. He commanded the destroyer H.M.S. Decoy in 1956 and from 1957 until 1959 was Director of Tactical and Weapons Policy Division at the Admiralty. Captain Hill-Norton was in command of the aircraft carrier H.M.S. Ark Royal for the past two years.

**M.C., D.L., R.N.R.,** Prime Minister of Northern Ireland, has been appointed Vice-Admiral of the Province of Ulster in succession to the late Earl of Kilmorey.

**Surgeon Captain W. J. F. Guild, M.D., F.R.C.S., R.N.,** has been appointed an Honorary physician to the Queen, to date October 23, in succession to Surgeon Captain J. H. Nicolson, M.B., Ch.B., D.P.H., R.N.

**Admiral A. P. Vago, the Argentine Chief of Naval Operations** was the guest of the Board of Admiralty from October 9 to 13. Admiral Vago had discussions in the Admiralty and visited ships of the Royal Navy at Portsmouth and Devonport.

**Mr. R. R. Darroch** succeeded Mr. D. C. Leathley, O.B.E., as Commodore Chief Engineer, Royal Fleet Auxiliary Service, on Mr. Leathley's retirement on September 28.

## Change at Culdrose



Senior Nursing Sister Sheila Way, Q.A.R.N.N.S. (right), of Devizes, Wilts, is leaving the Royal Naval Air Station, Culdrose, to take another Royal Naval appointment overseas. Sister Way, who departs on November 11, is seen handing over the keys to her successor, Senior Nursing Sister Fay James, of Rottingdean, Sussex, at the sick bay of R.N.A.S. Culdrose

**Surgeon Captain (D) P. S. Turner, Q.H.D.S., L.D.S., R.N.,** is to be promoted to Surgeon Rear-Admiral (D) and appointed Deputy Director for Dental Services in succession to Surgeon Rear-Admiral (D) W. Holgate, O.B.E., Q.H.D.S., L.D.S., the appointment to take effect from November 20. Surgeon Captain Turner has been Command Dental Surgeon, Portsmouth, since September of last year when he was also appointed an Honorary Dental Surgeon to the Queen.

**Captain M. A. McMullen, O.B.E., Royal Navy,** is to be Flag Officer Admiralty Interview Boards, in the acting rank of Rear-Admiral, in succession to Rear-Admiral E. T. Larken, C.B., O.B.E., the appointment to take effect this month. Captain Morrice Alexander McMullen first went to sea as a Midshipman in H.M.S. Nelson in 1927 and is a Supply and Secretariat Specialist. He was promoted to Paymaster Commander in 1944 having been Secretary to Captain (D) in H.M.S. Somali from 1938 to 1941 and Secretary to the Chief of Staff to the Commander-in-Chief, Western Approaches from 1941 to 1943. In 1944 and 1945 he was Secretary to the Rear-Admiral Commanding 15th Cruiser Squadron and subsequent appointments have been Secretary to Assistant Chief of Naval Staff, Secretary to Flag Officer, Ceylon, Secretary to Flag Officer, Submarines, Executive Officer of H.M.S. Ceres and Supply Officer to H.M.S. Triumph. Captain McMullen was promoted to Captain in December 1953 whilst serving as Supply Officer of H.M.S. Vernon, and from 1955 to 1957 was Deputy Director of Manning at the Admiralty before serving for two years as Staff Supply Officer to Flag Officer, Submarines. Since June 1959 Captain McMullen has been Captain of the Fleet, Far East Station, the first Supply and Secretariat officer ever to hold such a position. He received the O.B.E. in the Birthday Honours list, 1945.

**Captain the Right Honourable the Viscount Brookeborough, P.C., C.B.E.,**

## BLOWN UP FOUR TIMES IN WORLD WAR I

**THE Harwich Naval Force Association** held its 18th annual dinner in London on September 30. For various reasons the attendance was not so good as in some previous years, but this did not prevent the dinner being highly successful and memorable.

The most regrettable absentee was that of the Guest of Honour, Admiral of the Fleet Sir John R. Tyrwhitt, Bt., K.C.B., D.S.O., D.S.C., because of illness, and who has since died.

The usual greetings telegram was sent to H.M. The Queen and during the evening a telegram was received from Her Majesty expressing her deep appreciation of the Association's greetings.

The response to the toast of The Guests was given by Mr. A. Chambers, son of one of the members. Mr. Chambers served in the Royal Navy

during the last war.

The time allowed for a member to relate an interesting story or experience was aptly filled by Chief Petty Officer L. Symonds who was blown up four times whilst serving in the following ships during the First World War — Myngs, Torrent, Tornado and Cassandra, and the rescue ship being in collision in dense fog.

The tail piece to the story occurred after the war when C.P.O. Symonds was on holiday at Poole. He suggested to his wife that they should go for a trip in a canoe. The prompt reply was "Not likely—with your record."

The accuracy of some of these incidents was vouched for by Leading Telegraphist W. T. Hiskins and Captain D. C. Morrison. The latter, seeing a slight movement among a pile of bodies lying on the deck, pulled one out, which proved to be C.P.O. Symonds.

# Why, Bernards of course!



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# ICELAND 'PROFESSIONALS' AT WORK

## 'Horse's neck' thaws Thor

By NAVY NEWS CORRESPONDENT

**T**OO often we have read tales of Fishery Protection Patrols by "Amateurs." Home Fleet or General Service ships who have spent a week or two off Iceland and never let you forget it. By way of contrast this is the true eye-witness account of an incident recently in the news, and comes from a veteran of many Icelandic Patrols—H.M.S. Malcolm.

On Saturday September 23, whilst on her way to Seydisfjord to land an injured trawlerman from the Lord Wavell, Malcolm was called up by the Hull trawler Kingston Amber.

Kingston Amber was fishing off Seydisfjord when she was buzzed by a Catalina of the Icelandic Coastguard Service, who had fixed her position by sextant angles and radar as inside the "Line," and dropped green flares to indicate that an arrest was being made. The gunboat Thor, "Villain" of many fishing incidents in the past, then appeared on the scene, and boarded and arrested the trawler after firing several shots across her bows.

At this point it should be noted that the method of fixing used by the crew of the Catalina is known to be very accurate, and with this in mind Commander M. A. Tibby, Commanding Officer of Malcolm, advised the trawler skipper to comply with Thor's orders.

### TWO BIRDS WITH ONE STONE

Killing two birds with one stone, Malcolm followed Thor and Kingston Amber into Seydisfjord, for apart from our original mission of landing the injured man, here was an excellent opportunity to watch Icelandic justice in action, and also to establish a social and operational liaison with the Thor. This latter was of particular importance as Thor has long been an unknown quantity on the other side of the fence.

The proceedings, which commenced on Sunday, were conducted in a small room adjoining the village Police Station. The Court consisted of a local judge who laboriously recorded all the evidence, in long hand, using a "Post Office" pen, in a large bound book. The judge was flanked by two impassive assistants, who were presumably assisting him to reach a verdict. The defence consisted of an Icelandic

lawyer and two Icelandic agents of the trawler owners, with a local lawyer acting as an interpreter.

The first day was spent in collecting all the evidence for the prosecution. The whole business was quite informal and progressed to the noise of sweet papers, cigarette packets, striking matches, and the laborious breathing of the trawler skipper who made it painfully obvious that he would rather pay up and return to his fishing without wasting any more time.

### HEAVY FINE

Late on Monday afternoon the whole process ground to a close and the Court's decision was announced. The trawler skipper was fined £2,150, and his catch and gear confiscated. Nothing daunted however, after lodging a required sum of money as surety pending an appeal, the Kingston Amber sailed to resume her fishing and make up for lost time.

The trawler's crew were made very welcome by Malcolm and came on-board for a film show and canned beer. The liaison with Thor worked very well too, and the Captain and Officers were entertained by the Wardroom. After a slightly formal start the atmosphere eased with an excellent cold buffet and a glass of wine. Two "Horse's Necks" later the "Doc" organised "La-de-dah," and the atmosphere became positively animated.

The ship's company were not slow in taking advantage of an unexpected week-end in harbour, so few in this ship. A football match was quickly organised, some fanatics climbed the 3,500 foot sides of the fjord, while others, less energetically inclined, poached fish over the ship's side and contemplated the rugged but beautiful scenery.

Of course we will be getting in some more sea time coping with our usual gales by the time you read this, but of course we're experienced.



Kingston Amber, under arrest, lying alongside the Icelandic Gunboat Thor

## Fifty-thousand miles in eleven months ROCKET WAS RIGHTLY NAMED

**O**N the morning of October 28, 1960 H.M.S. Rocket was lying in her "coon-coated" crysalis in the Reserve Fleet moorings at Portsmouth, having been out of the active fleet for six years. Ten days later she was at sea, and one month later, on November 26, having worked up and stored for tropical service she sailed from Portsmouth for Service East of Suez with the 16th Frigate Squadron, into the teeth of a south-westerly gale.

On October 23, 1961 she returned to Portsmouth after steaming over 50,000 miles, or twice round the world in the last 11 months.

H.M.S. Rocket's ships company originally commissioned H.M.S. Undine, another Type 15 Anti-submarine Frigate in April 1960. However, when in October 1960 it became impossible to reconcile her operational programme with the time required for docking and work on the ship, it was decided that they should transfer, complete, to H.M.S. Rocket. Thus at the same time it became possible both to meet operational commitments and to test the Reserve Fleet organisation.

On their return to the United Kingdom the ships company had steamed over 76,000 miles, three times

round the world, and with another six months of service ahead in the Home Fleet look like clocking-up 100,000 miles in their two year commission.

Their service in the two ships has ranged from North of the Arctic Circle to South of the Equator, and from the shores of Iceland to those of North Japan.

### TYPHOON ALICE

The Far Eastern leg of the commission has been a very happy and successful one and it is difficult to pick out the highlights, although the visits to Hong Kong and Japan were greatly enjoyed by all. The prelude to the Japanese visit was anything but enjoyable. The ship arrived at Otaru, in the North of Japan, to find that Typhoon Alice had turned back from the Chinese mainland and was heading for the area. The welcoming festivities were rudely interrupted when Rocket had to put to sea in the middle of the night.

An unusual memory is the anti-piracy patrol off North Borneo. In fact this turned out very quietly as far as pirates were concerned but the local "friendly" smugglers certainly got a fright. The ship's football team, which has had a very successful season in the Far East played a match in Tawau, a town whose traders have suffered a great deal at the hands of the pirates. The pitch formed part of a perfect replica of an English village green and the standard of football was such that the spectators cheerfully paid both for the pleasure of watching the game and seeing their home team beaten.

## First Sea Lord visits Ariel

**O**VER 400 aviators and other officers of the Home Air Command assembled at the Headquarters of the command at Lee-on-Solent on 18th October to hear an address by the First Sea Lord, Admiral Sir Caspar John, G.C.B.

Their aircraft packed H.M.S. Ariel's dispersals as they crowded into the wardroom to meet old friends. After lunch the officers gathered in Ariel's new Swann Theatre, which was built with the aid of Nuffield Trust Funds and opened in April.

The First Sea Lord, who had previously attended the funeral of the late Admiral Sir St. John Tyrwhitt, spoke of some of the problems currently engaging the minds of the Sea Lords and outlined future plans for the Navy. He was introduced by the Flag Officer Air (Home), Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C.

The new Commander-in-Chief, Portsmouth (Admiral Sir Alexander Bingley) laid a wreath on the spot where Admiral Lord Nelson fell on Board H.M.S. Victory at the annual Trafalgar Day ceremony on October 21.

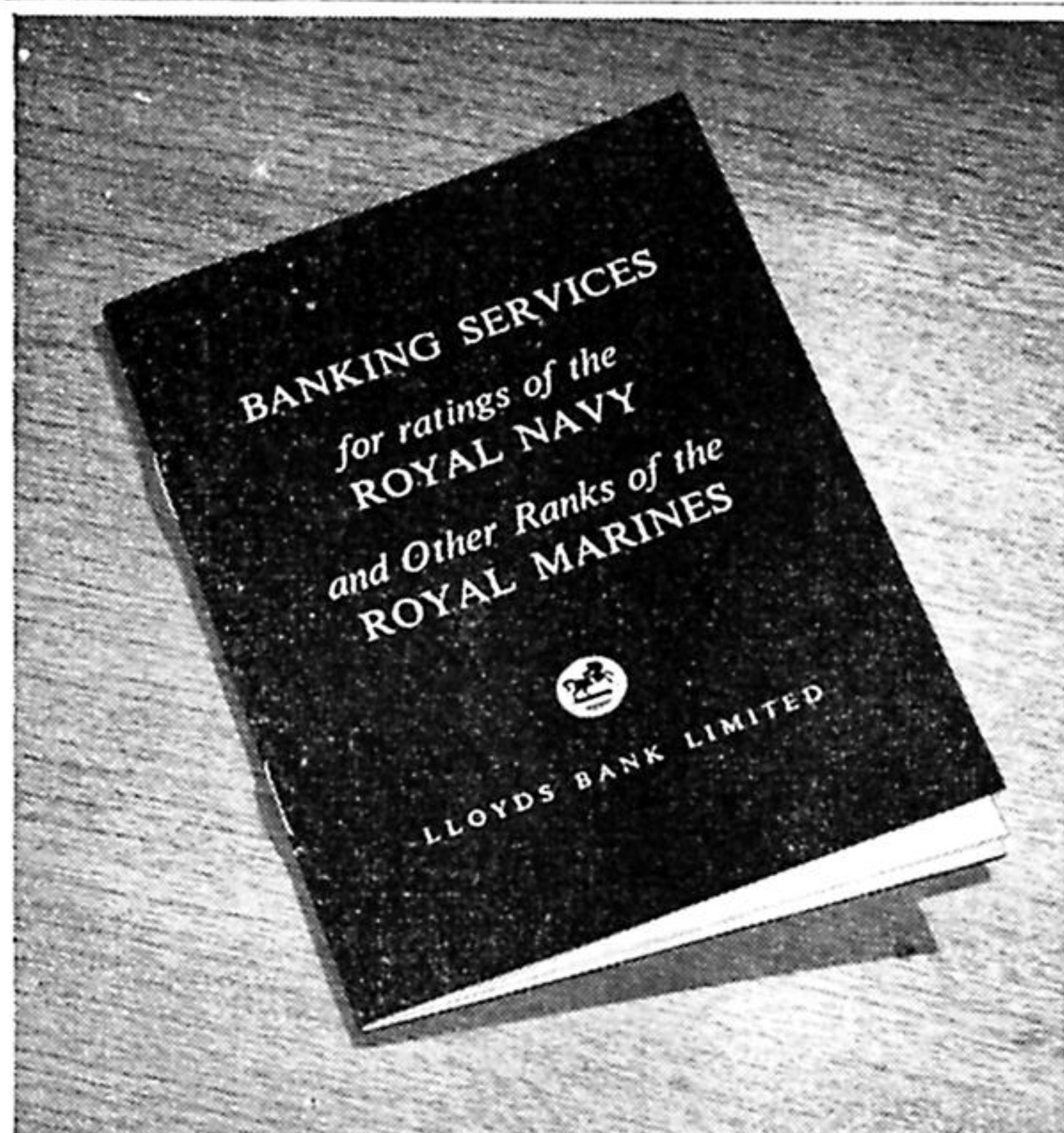
## UNIFORM TRIALS

**T**HE Admiralty is giving consideration to a new dress for every-day wear and minor ceremonial occasions for the Royal Marines and trials of the new uniform are taking place in selected units in Malta, Portsmouth, Plymouth, Poole and Deal.

Of a design similar to the present blue uniform of Royal Marine Officers, the dress is lovat in colour, with turned-down collar, and belted jacket. Three types of material are undergoing trial—worsted, terylene wool mixture and serge.

The aim of the trials is to see how the new designs and material stand up to service use. The new colour uniforms are NOT intended to replace the Royal Marines' world-famous blue uniform on ceremonial occasions.

The photograph shows the new uniform nearest to the camera being worn by Sergeant Raymond Baker of Upper Norwood; wearing a uniform dated 1861 is Colour Sergeant John Salisbury of Ewell and in the background is the 1761 uniform worn by Sergeant Tony Styles of Sidcup.



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## Accident or enemy action?

**E**VER since man started going to sea, ships have been lost in mysterious circumstances, but with very few exceptions indeed, the reasons for the sinkings have been established. There have been fires, collisions, strandings and foundering but the reasons which caused the sinkings, with terrible loss of life of three great ships of the Royal Navy during the First World War, have never been satisfactorily explained.

In an endeavour to solve the mysteries connected with the loss of the armoured cruiser Natal on December 30, 1915, the battleship Bulwark on November 26, 1914, and the battleship Vanguard on July 9, 1917, A. Cecil Hampshire, in his book, *They Called It Accident* (William Kimber, London, 25s.), consulted Admiralty records, findings of naval courts which investigated the tragedies, the documents of the civilian companies which attempted to salvage the wrecks, has spoken to survivors and eye-witnesses and has studied contemporary accounts.

Was the destruction of these ships the work of enemy agents? Was the "mysterious stranger with the military bearing" a journalistic "hare," or was he responsible for the sinking of the Bulwark? Was a dockyard chageman, he had been on board two of the ships, responsible? Were the Germans able to place "lead cigars" on board?

In an absorbing story the author gives the results of his investigations. He tells of "an unparalleled happening in the Navy hurried into oblivion," the time naval courts spent chasing "hares," but leaves his readers to draw their own conclusions.

The result of Mr. Hampshire's researches is a dramatic reconstruction of some of the greatest unsolved mysteries in the annals of the Royal Navy

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# Willowy blonde made up for the 'Lapskaus' WITH NATO IN NORWAY

ONE of the most northerly Naval units in the Fleet is the R.N. Party at the N.A.T.O. Headquarters of the Commander-in-Chief North at Kolsas, Oslo. It consists of one Admiral, one Captain, 12 other officers, chiefs and petty officers, three juniors and eight WRENS.

Life in Norway is always thought to consist of ski-ing and admiring the scenery, both static and mobile. This is certainly true and the picture shows a happy party on the ski slopes.

September is, however, the exercise month and recently all members of the unit disappeared underground for a few days. It was like living in an aircraft carrier but with no flight deck and no scuttles.

There were one or two other differences, too: camp beds, cold shower or no shower at all, and the only wash basins were in the heads. On the other hand, there were no "crushers," no bugles and no divisions.

### 'LAPSKAUS'

Dinner on the first day was "Lapskaus," a sort of greasy stew made with shredded meat and spuds. Any "Pusser" who served this up would have been over the side in "one-one two." As compensation it was served by a willowy blonde who looked rather better than the average "Chef."

Life in Norway has its ups and downs but, by and large, the members form a happy team and anyone wanting a good "accompanied Foreign Draft" can do worse than put "NATO in Norway" on the Drafting preference card.



Enjoying the Norwegian snow. The one on the right doesn't look too happy, does he?

## Strange cargo for H.M.S. Bastion

H.M.S. Bastion, an L.C.T. of the Amphibious Warfare Squadron, based at Bahrain, recently had the unusual task of taking to the Sheik of Abu Dhabi a lavish gift from the Ruler of Bahrain. This gift consisted of two Arab stallions, two mares, six hunting falcons and three large American cars, one of which was air conditioned.

After a series of visits from the Ruler's representative it was decided to beach the ship on Muharraq Hard to embark the load, and the embarkation went surprisingly well despite several setbacks. The Army were loading jeeps on to a "Z" lighter; a major traffic jam had built up outside the Hard and it was necessary to get the terrified horses on board before their bedding and food had arrived, and thirdly the luxurious cars had such soft springing that they could not travel from the ramp to the tank deck without grounding heavily.

### HORIZONTAL JOCKEYS

Good weather was anticipated during the trip to Abu Dhabi. Already two strong shamals had blown during September but these were unseasonable and better things were expected. Calm

conditions prevailed the evening before sailing, but unhappily by dawn it had started to blow. When the rolling began the four Arab jockeys became sick and remained horizontal throughout the voyage. The gleaming cars were soon covered in salt but well secured and suffered no harm. The hooded falcons lost their sense of balance and collapsed on the deck but the horses surprisingly stood up to it well and seemed in good heart and in no way frightened.

The ship arrived at Abu Dhabi after a passage time of 26 hours. A steep gradient beach was found which was suitable but unfortunately the beach exit was over soft sand. All three cars became helplessly bogged down on disembarkation but apparently this is always happening at Abu Dhabi and they have their own methods of dealing with the situation. The complete absence of roads complicates matters. The landing of the horses, falcons and jockeys went smoothly and the ship's company soon got rid of the stable.

The Sheik of Abu Dhabi was clearly delighted with his gift and insisted on entertaining a party of officers and chiefs and petty officers to an Arab luncheon which was an interesting experience. Meanwhile the ship's company enjoyed the excellent bathing and a rather more conventional meal.



Scene at the opening of the Submarine K.13 Memorial Park. The big crowd included about 400 to 500 in naval uniform

## SUBMARINERS' MEMORIAL RECALLS 1917 DISASTER

### Park overlooking Sydney Harbour is dedicated

IT is a far cry from the dark waters of the Gareloch to the sun-drenched beaches of Sydney, New South Wales and from a disastrous day, January 29, 1917, to Sunday, September 10, 1961, but the connecting link was a former submariner of the Royal Navy and the Royal Australian Navy—the late Charles Albert Harry Freestone.

On January 29, 1917, Leading Telegraphist Freestone was one of the fortunate survivors to escape from H.M. Submarine K.13, which was lost whilst undergoing trials in the Gareloch.

On September 10 this year, his widow, Mrs. C. A. Freestone, assisted by the United Kingdom High Commissioner, Lieutenant-General Sir William Oliver, K.C.B., O.B.E., unveiled a monument in a park overlooking Sydney and its harbour, donated by her husband.

After the loss of K.13 the late Charles Freestone transferred to the Royal Australian Navy, serving in J.2 and J.4 and subsequently "took his time" in Australia and became a successful business man and highly respected citizen of the City of Parramatta. When he died in 1958 he left a valuable piece of land overlooking Sydney Harbour for making into a Submarine Memorial Park in memory of his comrades in K.13 and of all submariners lost in British submarines.

The park was completed and opened on September 10. The entire ship's companies of the Fourth Submarine Division formed the parade, supplemented by their current visitors, H.M.S. Teredo, from Singapore.

There was present amongst many distinguished visitors, Rear-Admiral J. B. Frewen, C.B., Flag Officer Second-in-Command, Far East Station, with a large number of Australian ex-submariners, one of whom joined his first boat in 1906. The service was conducted by Rear-Admiral H. M. Showers, C.B.E. (retired), the senior Australian submariner alive and a shipmate of Mr. Freestone.

The ceremony took the form of the Armistice Day service, but with short speeches by Senator Gorton, Australia's Minister for the Navy, the United Kingdom High Commissioner and other distinguished local personalities. A huge block of local stone was unveiled in which had been set bronze plaques listing the submarines that have been lost since the inception of the submarine service. Two of the plaques,

further plaque explaining the memorial was presented by the officers and men of the Fourth Submarine Division.

In silence, current submariners and people from all over New South Wales, remembered the 4,974 men who did not return.

Mr. J. Maguire, ex-Royal Navy and Royal Australian Navy, who knew the late Charles Freestone for over 40 years, says: "I am sure it is just what he visualised as a memorial, and great credit is due to Mrs. Freestone for her interpretation of her husband's wishes."

showing the First World War losses, are from the Thames Embankment Memorial which now has new plaques with all losses recorded together. A

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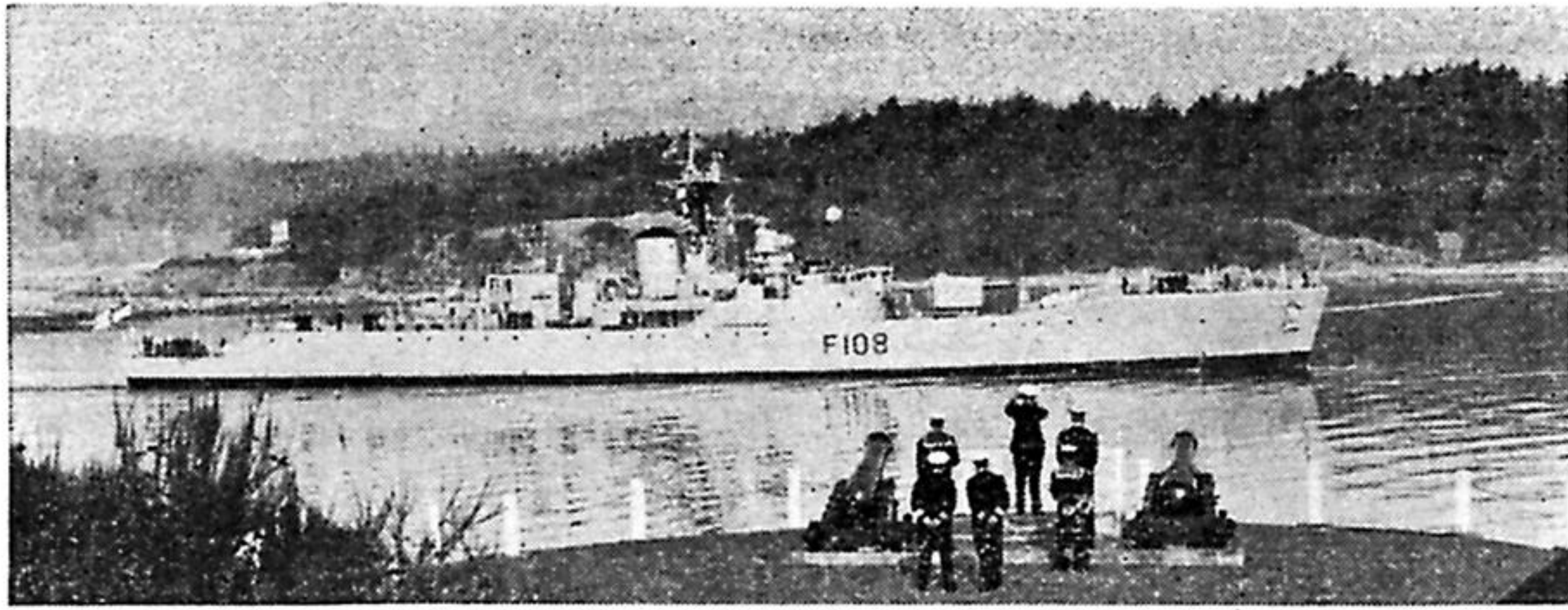
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### Food for thought

IN the October issue of NAVY NEWS reference was made to a book, "Food For Thought," written by Instructor Lieutenant-Commander S. G. Clark on gratuities, retired pay, etc. The Editor is informed that the publishers, Messrs. C. H. Bernard and Sons Ltd., are providing a copy of the book, gratis, to every naval officer, wherever serving.





H.M.S. Londonderry arriving at Esquimalt, British Columbia

## ONLY NUMBER ONE DID NOT LIKE ACAPULCO

### Londonderry has good fun on north west coast of America

IT'S quite some time since a ship of the Royal Navy has been for a cruise along the west coast of North America. When we discovered that H.M.S. Londonderry was going all the way to Vancouver we were naturally delighted. "Bags of jungle ritual," said the Captain, "but it's all good fun." So we set off from Bermuda with high hopes and ready for anything.

We have not been disappointed. The first thing was the trip through the Panama Canal, where electric "mules" warp you through the locks, and you can wash down with fresh water from the huge artificial lake. Everyone took photographs and the Chief Boat-swain's Mate said he saw an alligator.

We stopped for a few days at the U.S.N. base at the western end of the canal, where the U.S.N. were very hospitable and gave us the run of their clubs and canteens. Panama City is only a few miles away, and there the bright lights were shining and a good time was had by all.

#### NO GREEK SWEAR-WORD

Our next visit was to Acapulco, which sounds like a Greek swear-word but is actually a splendid holiday resort in Mexico. The First Lieutenant didn't like Acapulco because there were so many beautiful girls water-ski-ing round the ship that work on the upper deck almost came to a standstill. But I think he was the only one.

There were night clubs and water carnivals and bars and fishing and water-ski-ing. Pepsi-Cola laid on a superb party with all sorts of native dancing, food and drink, including their own brand of atomic warfare. Tequila—later to become known as Tekiller. In fact Acapulco seems to be made for a good run ashore.

Then we sailed a long way north, changed into blues, and found ourselves in Esquimalt, the Canadian west coast naval base. Here we were quite overwhelmed by the kindness and hospitality of the R.C.N. and the local people, who invited everybody out and entertained us magnificently. Esquimalt has beautiful scenery, the best salmon fishing in the world, and lots of nice girls. What more could you want?

Vancouver is just a few miles away from Esquimalt, and was our next port

of call. And although it's a fine city, a fair proportion of the ship's company seemed to be catching the ferry back to Esquimalt, but whether to review the scenery, refight the fish, or rejoin the nice girls was never asked. We don't ask silly questions.

May we say a heart-felt thank you to the Royal Canadian Navy and all our Canadian friends? You gave us a marvellous time.

#### COWGIRLS IN MONTEREY

Next came Monterey, California, in the heart of the cowboy country, where we went to say thank you to the local people for giving H.M.S. Puma a live puma. A lot of sea-lions on the end of the pier greeted us loudly but without much enthusiasm as we arrived, and in fact made noisy and critical remarks throughout our stay. But in spite of that we had a fine time, western-style. We went to a steer-roping contest, and two members of the ship's company were seen with two cowgirls firmly pinioned with lassos. No information is available whether they ever got away.

Some of us went riding. A sailor on horseback is even sillier than it sounds, and stability problems and steering-gear failures worried us all. However, only one of us had to abandon ship when his mount ran away in auto.

Our next stop was Los Angeles, the home of the American film industry, and one of the largest cities in the world. We saw film studios, radio shows, television shows, performing dolphins, jumping whales, and the fantastic world of Walt Disney at his famous "Disneyland." It's a remarkable place, and the traffic has to be seen to be believed.

#### ENERGETIC EXERCISES

Then we discovered it was not all beer and skittles, and some energetic exercises with the U.S. Navy brushed up seamanship and away cobwebs. After a few days in the huge naval base at San Diego we set off again, realising with regret that we had seen the last of California.

We put in at a place called Corinto in Nicaragua, a one-horse place with no roads, no shops, no food, no water, no spikka-da-English, but funnily

enough not a bad run ashore, the natives being friendly and the bars numerous—which makes up for a lot!

We were very sorry to leave the Pacific, after having such a good time and making so many friends. We passed through the Panama Canal uneventfully except that everyone took more photographs and the Chief Boat-swain's Mate said he saw another alligator. It's been a great cruise.

#### PRESENTATION TO H.M.S. BRIGHTON

The Mayor of Brighton (Councillor G. B. Baldwin) presented, on behalf of the town, H.M.S. Brighton with a soft-drinks machine and a tape recorder at a ceremony at Portsmouth on October 23. The Commanding Officer, Cdr. R. L. Garnons Williams, R.N., presented the Mayor with a plaque of the ship.

## Protector off again

H.M.S. Protector, the only ice-patrol ship in the Navy and the ship with the highest percentage of volunteers in the Fleet, left Portsmouth on October 19 for her seventh successive season in the Antarctic.

Her new Captain, Captain R. H. Graham, M.V.O., D.S.C., R.N., together with half the ship's company, will be visiting Antarctica for the first time, but for the remainder it will be at least their second trip to the icy, southern waters, having volunteered for what is often described as the Navy's most unusual commission.

During the summer months, H.M.S. Protector has undergone an extensive refit at Cowes, including the fitting of a new bow. She will be away from this

country until next summer, and most of the ship's company have already done their Christmas shopping.

On December 30, when H.M.S. Protector is deep into Antarctica, she will celebrate the 25th anniversary of her commissioning.

On her way to the Antarctic the ship will call at several South American ports and once in the Antarctic the ship's company will have the opportunity for riding, shooting, fishing and climbing in between an extensive programme of work which will include probing uncharted waters in a series of seismic tests. To assist her in all this work, H.M.S. Protector operates a helicopter from a special platform and hangar on her stern.



Able Seaman Terence Green, of Northampton, takes more than a passing interest in a couple of turkeys held by Petty Officer Cook (S.) Ivor Ralph, of Ipswich, during embarkation of stores



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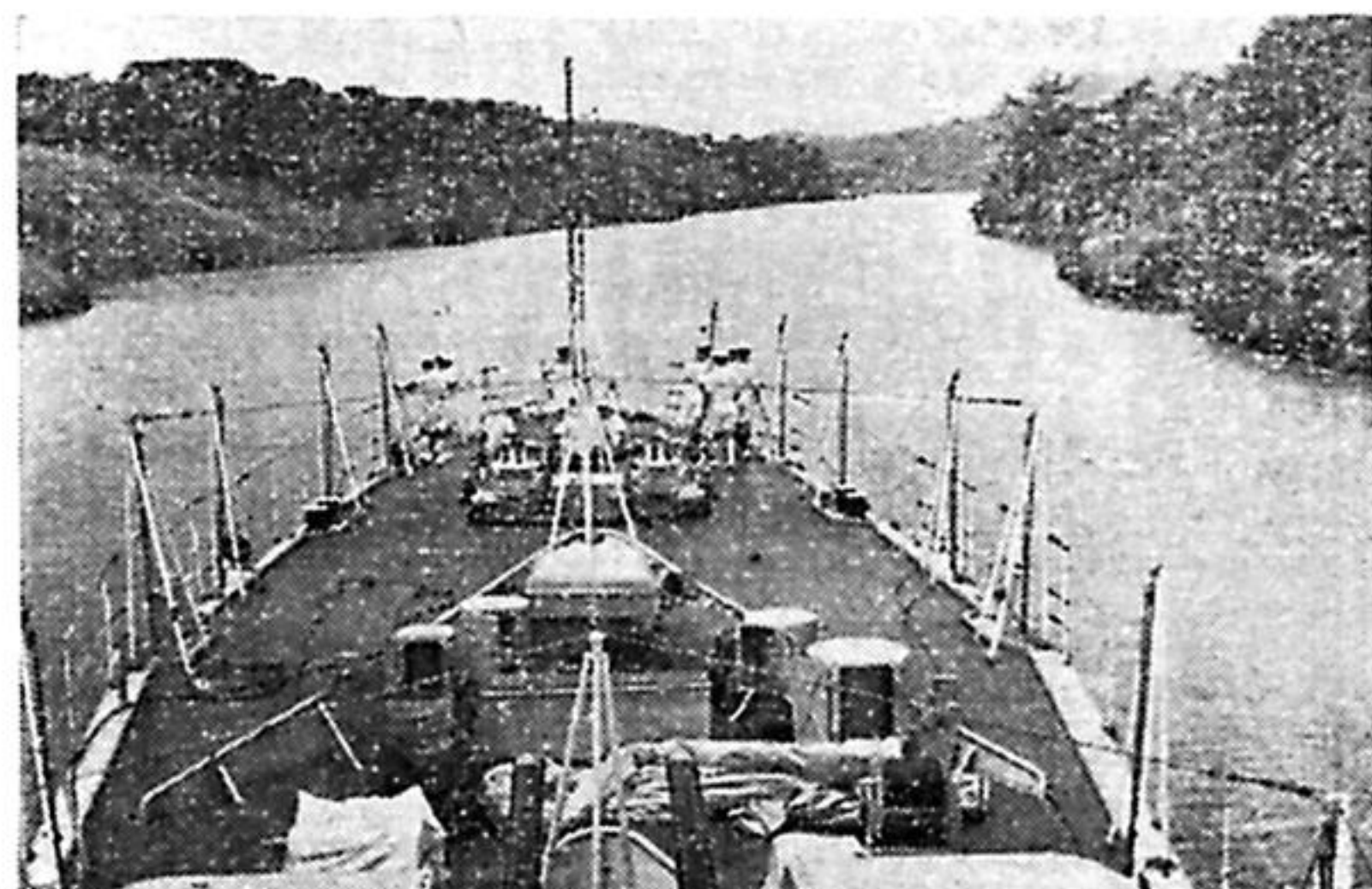
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# 'STRINGBAGS' TO HELICOPTERS

## Number 819 back in Service

ALTHOUGH 719 Squadron went into honourable retirement on October 5 and a familiar squadron number known to many, particularly the Pilots and Observers who were trained in anti-submarine warfare at R.N. Air Station, Eglinton, will disappear from the Fleet Air Arm, its place has been taken by a number equally well known in naval aviation, No. 819.

Until recently the 719 squadron was equipped with three Westland Whirlwind Mark 7 helicopters, but these are now being exchanged for four Westland Wessex Mark 1's.

Recommissioned as 819 Squadron, the task will be the same, but with helicopters of a more advanced design. Owing to the nature of the task as envisaged for the future, and the fact that the squadron may be embarked in aircraft-carriers from time to time, the title has been changed from 719 to 819, as this number designates a front-line as opposed to a second-line squadron.

The commissioning ceremony on October 5 was conducted by the Reverend B. M. Kennedy, Chaplain of H.M.S. Sea Eagle, and was attended by the Flag Officer Air (Home), Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.O., and the Senior Naval Officer, Northern Ireland, Capt. E. N. Sinclair, D.S.C., Royal Navy. Families of the officers and men of the squadron also witnessed the ceremony.

### "STRINGBAGS" AT TARANTO

The squadron was first formed in 1940, at R.N. Air Station, Ford, and was equipped with the famous Swordfish Bombers. The squadron saw service in the carriers Ark Royal, Glorious and Illustrious attacking the Italian Fleet at

sea in the Mediterranean in September, 1940. It was also one of the squadrons to take part in the epic Naval Air Victory at Taranto on November 6, 1940.

In January, 1941, however, most of the squadron aircraft were destroyed by German dive bombers when they attacked and severely damaged Illustrious and, in consequence, the squadron was paid off.

The squadron was re-born again on October 1, 1941, at R.N. Air Station, Lee-on-Solent and again the aircraft were the faithful "Stringbags," and saw service in co-operation with Coastal Command.

At the height of the Battle of the Atlantic (1943) the squadron embarked in the Escort Carriers Archer and Activity in support of the hard-pressed Atlantic convoys. It was during this critical period that the squadron embarked in Activity accounted for five enemy aircraft destroyed and one U-Boat in one day—March 25, 1944.

From April, 1944, until March, 1945, 819 Squadron operated from shore bases in England, France and the Low Countries. It helped cover the D Day landings of Normandy and was finally paid off in March, 1945.

The present Commanding Officer of the squadron is Lieut.-Cdr. J. R. T. Bluett, Royal Navy.



Vice-Admiral D. P. Dreyer, accompanied by Lieut.-Cdr. J. R. T. Bluett, R.N., is introduced to the officers of the Squadron



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# Kuwait incident prevented Blackpool taking 'rabbits' from Australia

## 48,452 MILES IN NINE MONTHS

THE second half of H.M.S. Blackpool's General Service Commission, which started on January 4, 1961, has been full of interest and, from that date until the end of September, the ship steamed 48,452 miles and was at sea for a total of 134 days. Her duties took her from Icelandic waters to Japan with a period of 21 days on patrol in the Persian Gulf during the Kuwait affair.

The ship's first trip was a fortnight on Fishery Protection duties and then, after landing arctic clothing at Devonport, Blackpool sailed for Singapore via Capetown and Aden joining H.M.S. Victorious at Gibraltar as her plane guard.

The first H.M. Ship to visit the port since 1924.

From Miyasu the ship went to Muroran, which is an industrial city in Hokkaido, the northern island of

Japan and is well known for the huge Fuji iron and steel works.

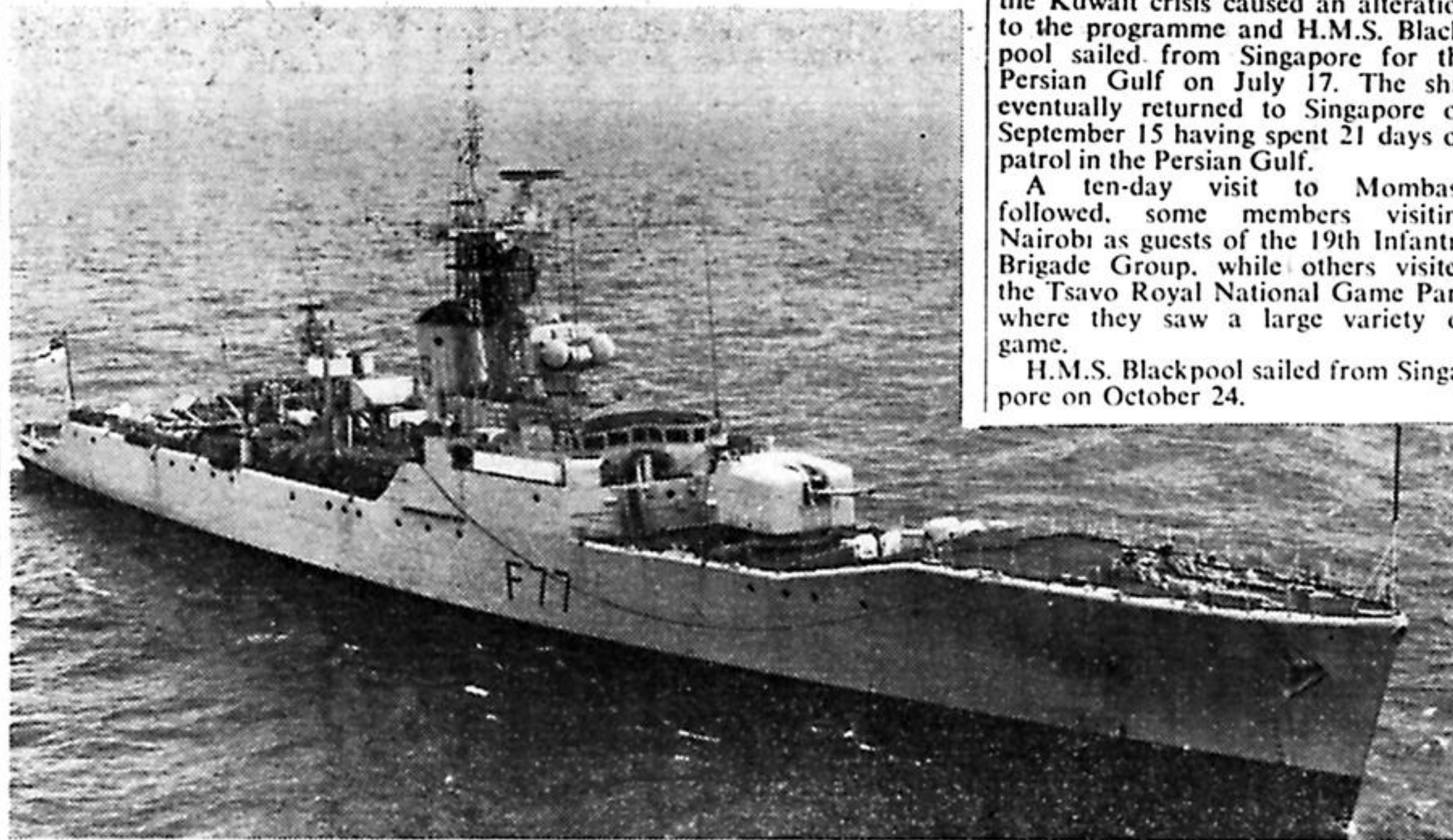
The last call in Japan was Yokohama. Being conveniently situated to Tokyo many of the ship's company travelled by train to visit the capital. Whilst at Yokohama an intrepid Outward Bound party travelled to Mount Fujiyama and succeeded in climbing to the snow-capped summit.

### AUSTRALIAN VISIT OFF

On the way back to Singapore the ship took part in fleet exercises and were looking forward to a visit to Australia in August. Unfortunately the Kuwait crisis caused an alteration to the programme and H.M.S. Blackpool sailed from Singapore for the Persian Gulf on July 17. The ship eventually returned to Singapore on September 15 having spent 21 days on patrol in the Persian Gulf.

A ten-day visit to Mombasa followed, some members visiting Nairobi as guests of the 19th Infantry Brigade Group, while others visited the Tsavo Royal National Game Park where they saw a large variety of game.

H.M.S. Blackpool sailed from Singapore on October 24.



H.M.S. Blackpool

Victorious at Gibraltar as her plane guard.

### SHOP WINDOW AT CAPE TOWN

The visit to Cape Town will be remembered by all the ship's company for a long time. The visit started with a "Shop Window" display given by Victorious, Lynx and Blackpool and the South African Ship Vrystaat. Ten days were spent in Cape Town during which time all the ship's company were most generously entertained.

On the way north to Aden, H.M.S. Blackpool paid a very brief visit to Mombasa to collect stores. The Aden visit lasted three days and nearly everyone took advantage of the duty free prices to buy cameras, watches and radios. Despite the low prices, £1,380 was spent by the ship during the three days.

The ship arrived at Singapore on March 27 having taken part in a short exercise with Victorious and Hermes en route.

### BEST SHOPPING CENTRE

H.M.S. Blackpool remained in Singapore until May 3, when she sailed for Hong Kong. Captain (F) inspected the ship during the first week in Hong Kong and when that was over the officers and men took full advantage of all the island has to offer. Hong Kong, as all sailors know, is without a doubt one of the best shopping centres in the world and the ship soon became filled with "rabbits." Nearly £5,000 worth of goods was bought before the ship sailed.

The first typhoon of the season, Typhoon Alice, hit Hong Kong while the ship was there and although the remainder of the fleet put to sea, H.M.S. Blackpool, suffering from a boiler room defect, weathered the storm secured to a buoy in the harbour.

The Japanese cruise was the next item on the itinerary and, leaving Hong Kong on March 27, very rough weather was encountered by Typhoon Betty which swept the Formosa Strait and caused severe damage in Red China.

The first stop after leaving Hong Kong was Nagasaki to fuel from H.M.S. Belfast. It was difficult to realise, when looking at the flourishing shipyards, that Nagasaki had been devastated by an atomic bomb only 16 years ago.

### FIRST VISIT SINCE 1924

Miyasu, a popular Japanese holiday resort set amidst most picturesque country, was the next port of call. The place, youngest and smallest city in Japan, is almost untouched by Western influence, and H.M.S. Blackpool was

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## A reunion to be remembered SALUTE TO MERCHANT NAVY

### Vice-patron given gold watch

(BY AYCHARBEE)

**"SPLENDID" — "First Class" — "Smashing" — these were some of the verdicts as members of the Royal Naval Association and their friends left the Festival Hall on Saturday, October 14. From first to last the whole evening had been an unqualified success.**

The Royal Naval Association Reunion Day is really composed of three parts. Firstly there is the Cenotaph Parade and Service in the afternoon, and in the evening there is a reunion—held for some years past in the Festival Hall—the first part of which is first class entertainment to suit all tastes and the second part is an endeavour to recreate some particular naval event.

It seemed to me that the Cenotaph Parade and Service does not get the support it deserves. This year we seemed to be a bit thin on the parade. Overlooking that point — and there are many reasons why attendance is not outstanding — it was felt by many of us that the afternoon event was more successful than in some previous years. The bands of the Royal Marines and the Sea Cadet Band of H.M.S. Steadfast soon had the men on parade marching briskly.

The Service at the Cenotaph was a poignant reminder of two World Wars when the Royal Navy suffered such terrible losses. Was my mind far away from Whitehall or was the Reveille forgotten?

Vice-Admiral Sir Royston Wright took the Salute at the March Past and he referred to the occasion as a great one, demonstrating the loyalty of the Royal Naval Association members. He said that the Admiralty appreciates the help of the ex-Royal Navy man to the Navy of today. Admiral Wright mentioned that last year Admiral Sir St. John Tyrwhitt whose early death had so recently occurred, mentioned that recruiting was not so good, but this past year things had got much

better and for this he felt that the Royal Naval Association could claim a certain amount of credit.

#### BATTLESHIPS A LIABILITY

Speaking of the Navy of to-day Admiral Wright said it was a modern Navy of small ships. Battleships and battle-cruisers, in these days, were a liability, but aircraft carriers, destroyers and frigates were the ships needed. In this connection he said that some frigates were not so small after all, being like light cruisers, versatile and powerful.

Admiral Wright concluded by saying there was nothing wrong with the ships of today and nothing wrong with the men of the Royal Navy either. He congratulated the organisers for a splendid turn out and said it was an honour to take the salute.

Reference should be made to the good work of the Parade Marshal, Shipmate "Bob" Pearn of the Portsmouth branch and his assistants. Their's is not an easy task but they did it with the minimum amount of fuss and with considerable efficiency.

To come to the Reunion itself. Some 3,000 were present in the Festival Hall and from the first moments, with

Charles Smart at the organ to the Dedication and Sunset at the end, the attention of all present was held.

For the first time, instead of the massed bands, we had the massed orchestras of the Royal Marines and right worthily did they conduct themselves. Under the skilful direction of Lieut.-Colonel F. Vivian Dunn, C.V.O., O.B.E., F.R.A.M., Royal Marines, Principal Director of Music, the orchestras of the Portsmouth Group, Royal Marines the Royal Marines School of Music, and of H.M.S. St. Vincent, together with the Memorial Silver Trumpets, some 110 instrumentalists all told, almost "stole the show." I say "almost" because there was such a wealth of talent, appealing to all tastes, that it would be invidious to single out just one item for special mention. All were excellent.

#### ROUSING OPENING

"Hearts of Oak," "A Life on the Ocean Wave" and "Rule, Britannia," what a stirring and rousing opening. Such tunes, splendidly rendered, set the scene for the Mazurka and Waltz from the Ballet "Coppelia." Too high-brow for those present? Not a bit of it. The attention of the audience showed how it appreciated the good stuff. A march from the Karelia Suite by Sibelius followed, a march well known as a signature tune — a television programme. I felt that the massed orchestral rendering rivalled the rendering by the symphony orchestra used in that programme.

Those old favourites the Welwyn Garden City Male Voice Choir took us to Ireland, Scotland, Wales and back to England with four songs and finishing with the song "Give" written by the late Glyn Jones and dedicated to the Royal Naval Association.

Then came Leslie Hutchinson — "Hutch," with his friendly smile, charm and talent. He remarked that his one small voice was following a splendid choir, but his act, nostalgic to some, new to some of the younger ones in the audience, captured everyone. He had them "eating out of his hand."

Vic Oliver followed. What can one say about him? Gems such as: A man who takes money from a woman is no man—he's a genius, possibly heard before but put across in his best style, had his appreciative listeners wanting more. Then, from the ridiculous to the sublime. He conducts the massed orchestras, with masterly skill, in Valse Triste. Perhaps one or two in the audience thought he was funning when he started to conduct but almost immediately their amusement was turned to hushed attention.

#### SINGER CHANGES MOOD

A Canadian singer, Doreen Hume, changed the scene and the mood. Those in the hall loved her. Her singing captivated them. Let us hope that we shall hear more of her at future Reunions. Her singing, unaccompanied, of haunting Canadian folk song was perfect.

The massed orchestras, which had previously given us Liszt's Hungarian Rhapsody No. 2—needless to say—in impeccable style, then played the Scherzo from Liszt's Concerto Symphonique. The soloist was Kathleen O'Hagan, who, for years has accompanied singers at the Reunions, and she gave a sparkling performance which was much appreciated.

Greensleeves and the rousing Prelude to Act III of Lohengrin followed. I referred earlier on to the three parts of the Reunion and we now came to the serious side of the evening. The President of the Association, Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E., addressed the shipmates, first reading a telegram sent to Her Majesty and the reply. He then referred to the absence through illness of the Association's first vice-Patron, Admiral of (Continued in column 4)

## Questions and Answers period at Cheam

### VISIT BY SECRETARY TO THE COUNCIL

ONE way of keeping members of a Royal Naval Association branch interested in Association affairs is to have a really good social programme, and, judging by the heavy programme for the following months envisaged by the Cheam and Worcester Park branch, that branch's members should be well in the picture.

Apart from the meetings, which can, of course, be quite a social gathering (after the business of the evening is over), there are dances and socials arranged right up to the end of April.

The ladies' section has its annual theatre and dinner on November 11, there is a dance on the last Saturday in each month except December, and on December 2 there is the annual Presentation Night when the cups and medallions go to the winners of the various indoor tournaments. This night is a social occasion when, as always, branches are invited to attend.

### H.M.S. WAKEFUL LOOKED AFTER THE CHILDREN

MANY and varied were the visitors to the 2,100-ton anti-submarine frigate Wakeful when she paid a five-day courtesy visit to the Wear as she lay at her berth at Corporation Quay, Sunderland recently.

They included parties of school-children, parents with children and teenage boys and girls. One group of children from Sunderland Corporation children's homes found that the crew had provided roundabouts, a conjuror, a film show and a special tea. They were also given the run of the ship.

#### SICKNESS

A number of shipmates of the Wear branch have had rather a trying time this summer due to ill health. The latest of these, Shipmate Charlie Pullen, who, with Shipmate Ernie Harrison, was always to be found in visiting their less fortunate associates, is now out of hospital and back home. It is hoped that Shipmate "Charlie" and Shipmate Hindmarsh, Lincoln, Doby, Halliday, Flack and the rest, are now on the way to complete recovery.

(Continued from column 3)

the Fleet Sir John H. D. Cunningham, G.C.B., M.V.O.

It had been the intention to present Sir John with a gold watch during the evening, but in view of his sickness, Sir Alexander had given it to him in hospital. The vice-Patron was delighted and sent his warmest thanks to the Association.

Referring to the principal guests, Admiral Madden drew attention to the presence of Admirals of the Fleet The Earl of Cork and Orrery, G.C.B., G.C.V.O. and Lord Fraser of North Cape, G.C.B., K.B.E., both of whom were given a great round of applause. Sir Alexander also referred to the wit, beauty, elegance and wonderful melody seen and heard during the evening.

#### AVERAGE AGE TOO HIGH

Admiral Madden appealed to all the shipmates not to treat the Association too lightly. The Reunion itself was a unique gathering typifying the spirit of the Royal Navy itself, but the average age of its members was fairly high and each year that age gets higher. More young men were needed in the Association and he asked the members to devise methods by which they could be obtained.

The last part of the Reunion took the form of a salute to the Merchant Navy. Those present were taken back to the dark ominous days of 1942 and the ordeal of Malta. The continuous air raids on the Island, the decimation of convoys and the impending fall of the Island fortress unless oil and food could be taken in.

While the orchestras portrayed, musically, the dive bombing, the almost continuous action as Convoy WS 21 S fought its way through the Western Mediterranean, Robert Easton and Reginald Johnson told the graphic story of the tanker Ohio, Master Captain Dudley William Mason, G.C.

The Military authorities in Malta estimated that unless help was received the Island would have to capitulate to the enemy during the first week in September. A final bid to save the island was made and a large convoy, supported by battleships, aircraft carriers and destroyers was attacked

Plans are being made for the children's party on January 4.

A farewell party was held recently to say good-bye to the branch padre who is going to a parish in Western Australia. The Cheam and Worcester Park shipmates presented him with a tobacco jar incorporating the R.N.A. crest, and a pipe, and his wife was presented with a brooch from the ladies.

In thanking the members the Reverend Denis Bryant said that the move was a great challenge to him and his wife.

The Reverend George Wood, ex-R.A.F., who is a South African, has consented to succeed the Reverend Denis Bryant.

The Secretary to the General Council, Shipmate Leslie Maskell, visited the branch recently and gave the members an outline of what the National Council hoped to achieve in the future.

A question and answers period followed his remarks. The questions asked covered a wide range of subjects, and the Secretary was able, in most cases, to enlighten the members. About 25 questions were fired at him by the shipmates and a couple of suggestions were made which were considered to be worthy of following up and are being forwarded in writing to the Headquarters.

Branch members enjoyed a day out attending the Aldershot Standard dedication and followed this up with the Annual Reunion and Parade, October has been such a hectic month that the members are fighting valiantly to get their second wind.

The branch is still maintaining a good bill of health, although the branch "baby," 84-year-old Shipmate Jack Young, who has been so sprightly for so many years, cannot get used to the idea of getting old, and is not so good as he was. The branch Welfare Officer, however, is seeing that he is being looked after.

After 17 years with the branch, and seeing many changes and many new faces, Shipmate "George" Burden is leaving the district for Camberley. The members wish him well in his new residence and hope that, as he is not giving up his membership, that he will visit Cheam and Worcester Park occasionally.

nearly all the way from Gibraltar to Malta. Grievous damage was done, ships sunk and many brave men lost their lives, but the island was saved.

#### OHIO WAS MAIN TARGET

One ship, the S.S. Ohio was the main target for the enemy but, to quote the official report, "The violence of the enemy could not deter the Master from his purpose. Throughout he showed skill and courage of the highest order and it was due to his determination that, in spite of the most persistent enemy opposition, the vessel, with her valuable cargo, eventually reached Malta and was safely berthed."

The poor old Ohio, though, almost as soon as the last drop of oil was taken from her, sank.

The gallant Master was present at the Reunion and in a shy, hesitant voice, expressed his thanks to the Association, hoping that circumstances would allow him to continue to grow his roses, one of which is named Peace, in his Hampshire garden.

Chaplain of the Fleet, the Very Reverend Thomas Crick, assisted by the Reverend Gordon Budd, in the presence of the Standards of the branches of the Association, lead the prayers and conducted the dedication.

Dancing and the renewal of old friendships continued until just before midnight and to "See you again next year" we went our separate ways, convinced as always that the Royal Navy was the best of all Services and that, God willing, we would meet again to recapture the friendship and comradeship so apparent among servicemen.

#### SHOP WINDOW

It had been a fine evening—a fine day in fact—one of which the Association could be proud, but why, oh why, could not parts of it have been televised? Such an occasion could be our "shop window" and I am convinced that thousands of serving and ex-serving men who could not be with us, as well as the hundreds of thousands who love the Royal Navy, would have appreciated the opportunity to have laughed with us, to be saddened with us, and to have enjoyed such a splendid Reunion.

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# The day the Navy went to the Home of the British Army

## MILE LONG PARADE FOR ALDERSHOT CEREMONY

### Over a thousand attend Standard Dedication

NOT only was the dedication of Aldershot's Standard the biggest Naval occasion that Aldershot has ever seen, it was also the best-supported Naval Association parade ever staged, certainly in the South of England, and possibly in the whole country. There were over 84 Standards on parade, of which 66 were from R.N. Association branches, Submarine Old Comrades' Associations, Royal Marine Associations and the Women's Royal Naval Service Association.

The standards made a grand, fine sight, and, to quote the proud words of one who took part, "It shook the people of Aldershot rigid."

Over a thousand took part in the parade which was headed by four mounted Military Policemen, the Royal Marine Band of the Commander-in-Chief, Portsmouth, followed by the Queen's Colour of the United Services, Bedford and the new Standard of the Aldershot branch. The Parade was over a mile long and was very ably managed by the Parade Marshal, Shipmate H. Fry.



The new Standard of the Aldershot branch after the dedication ceremony. (Photo: National Fotos, Aldershot.)

The Dedication service was held in the Royal Garrison Church of All Saints and conducted by the Rev. Kenneth J. Till, the branch chaplain. There was not an empty seat in the church which holds 1,200 and the congregation sang the sailors' hymn "For those in peril on the sea," they

### NEW BRANCH FOR DERBY

At a meeting of ex-Naval and ex-A.W.R.N.S. personnel on September 23, it was proposed and agreed to form a Derby branch of the Royal Naval Association.

The six founder-members are Cdr. G. N. Rolfe, O.B.E., D.S.C. and Bar, R.N., Mr. A. Mann, Mr. H. Knowles, Mr. G. M. Cole, Mr. W. Wesson and Mrs. D. M. Arnott. The chairman is Cdr. Rolfe, the secretary Mr. A. Mann and the treasurer Mr. Knowles.

The inaugural meeting took place on October 27 and this was followed by a social.

The Navy League's annual ceremony—Salute to Nelson—at the foot of Nelson's Column in Trafalgar Square was broadcast in the Home Service of the B.B.C. on Saturday, October 21. The address was given by Vice-Admiral R. A. Ewing, C.B., D.S.C., and the service was conducted by the Rev. Austen Williams, Vicar of St. Martin-in-the-Fields. The band of the Junior Wing, Royal Marines School of Music, was under the direction of Capt. E. S. Ough, M.B.E.

remembered in solemn ceremony their fallen comrades and they dedicated their new Standard as a sign of duty towards Queen and country in the sight of God.

#### SPIRIT OF SERVICE

The padre told the shipmates "By deciding to have a Standard in the Aldershot branch you have committed yourselves always to continue your duty to your Queen and country in the sight of God; to keep alive that spirit of service which all of you first appreciated when you joined the Royal Navy.

"But always remember that over and above being members of your excellent association you are sons of God and sons of Britain. There is a fine and deep friendship in all that the term shipmate means. The efficiency of your ship depended on you as individuals, and never has this country needed as much as she does today, this selfsame quality of loyalty, discipline, self respect and leadership."

The Standard was handed after the dedication ceremony to the branch chairman, Shipmate James Ridgeon, who in turn gave it to the Standard Bearer, Shipmate R. J. Watts, escorted by Shipmates W. M. Dawson, D.S.M., G. Grieve, T. H. Eden and E. Morris.

#### COLOURFUL PARADE

There can seldom have been so colourful a parade along Wellington Avenue, Aldershot. The escort of Military Police, the Royal Marines Band, the many coloured Standards, the Bluejacket Band of H.M.S. Collingwood, the naval men of the future, the Sea Cadets of the Training Ship Swiftsure, and those who have occupied their business in great waters in two world wars.

The salute was taken by Vice-Admiral Sir Charles Hughes-Hallett, supported by Vice-Admiral Sir Sidney Raw, President of the Submarine Old Comrades' Association, Major-General D. S. S. O'Connor, the General Officer Commanding, Aldershot District, Rear-Admiral W. L. G. Adams, the Mayor and Mayoress of Aldershot, Councillor and Mrs. F. H. Brown, Captain E. J. Cartwright, R.N., President of the Aldershot branch and leading officials of the Association.

After the parade the Royal Marines Band "Beat Retreat" on Maida Parade, an unprecedented event for Aldershot.

The visitors were the guests of the Aldershot branch and over a thousand teas were served in the Maida Gymnasium. The tea was organised by Shipmate Hutchins who was assisted by the wives of the members.

After tea the branch President and branch Chairman spoke and then followed a very enjoyable evening.

The members of the Aldershot branch are very grateful to all the branches which supported them. Naturally they are elated with the success of the occasion and as time goes on they hope to show that thanks by appearing, as often as possible, at similar affairs.

#### TOP STANDARD BEARER

Another feather for their cap came Aldershot's way on Saturday, October 14, when at the Annual Reunion, the branch Standard Bearer, Shipmate R. J. Watts, had the great honour of winning the Standard Bearers' Contest.

The Molesey branch visited Aldershot for the dedication of the Aldershot standard and congratulate the branch on the wonderful show. Molesey shipmates also enjoyed the reunion which, even a foggy journey home could not spoil.



The sheathed Aldershot Standard being carried to the Royal Garrison Church of All Saints for the dedication ceremony. The photograph gives an idea of the fine array of Standards present. (Photo: National Fotos, Aldershot.)

## TWO HUNDRED AT WORCESTER TRAFALGAR DINNER

#### DINNER COMMITTEE

"I DO believe that the Navy is very slowly on the upgrade, but if we are to survive as a nation we have got to have a lot more ships and always have them ready," said the Lord Lieutenant of Worcestershire, Admiral Sir William Tennant, in proposing the toast of Admiral Lord Nelson at the Trafalgar Day Dinner organised by the Worcester branch of the Royal Naval Association at the Guildhall, Worcester, on October 19.

The attendance at the dinner was a record—nearly 200 being present.

The guest of honour at this most successful function was General Sir Richard N. Gale, K.C.B., C.B.E., D.S.O., M.C., formerly Deputy Supreme Commander Allied Powers Europe, and other official guests of the Worcester branch were the Mayor of Worcester (Councillor John Weaver), Colonel Derek N. Cronin, O.B.E., T.D., Supt. J. R. Davidson, Deputy Chief Constable of Worcester, Brigadier C. P. G. Wills, O.B.E., D.L., and F./Lieut. A. J. Biltcliffe, R.A.F.

Following a splendid dinner the loyal toast was proposed by Shipmate W. C. Badger, the branch chairman, and the Queen's message was read by Lieut.-Cdr. J. McA. Cassidy, R.N.R., chairman of the Dinner Committee. Nelson's prayer was read by the Rev. N. M. Denlegh-Maxwell, Chaplain, Royal Navy, Rector of St. Swithun's, Worcester.

#### EMULATE THE ADMIRAL

General Gale proposed the toast to the Royal Navy and the Royal Naval Association and spoke of the genius of

Lord Nelson. "In this country of ours today, we ought to be aware of what Nelson and his people did in their day and it is up to us—and we are perfectly capable of it—to emulate the admiral," he said.

Describing himself as "a very old man who retired from the Navy 42 years ago," Cdr. the Hon. Humphrey Pakington, O.B.E., D.L., responded to the toast so ably given by General Gale and said he always remembered General Gale as the man who dropped into Normandy early on "D" Day—armed with a walking stick.

The toast to the guests was proposed by Brigadier B. W. Leicester, D.S.O., D.L., R.M., who said he had served under Sir Richard in France and found him a fearless leader. He added, "It's wonderful what you can do on a high morale and with a Gale behind you."

The reply to the toast of the guests was given by Colonel Derek N. Cronin, O.B.E., T.D., who stated: "How often have we wished that the spirit of the Services could be carried into daily life? I am sure that if it were, then many of our present troubles would disappear overnight."

## SERVED ALL WORLD WAR I IN THUNDERER

THE death of Shipmate J. J. Mullins, 73, is a great loss to the Sherborne branch of the Royal Naval Association. Since the branch's formation in 1951, when he joined the Main Committee, he has worked hard on assisting with social and fund raising efforts, collections of subscriptions and the like.

Being in semi-retirement he was able to visit and keep contact with all members from the President downwards, such liaison keeping the branch together and maintaining the interest and support which is so vital to its existence.

Teetotal and a non-smoker throughout over 40 years of service with the Royal Navy, Shipmate Mullins joined

### W.R.N.S. OFFICER IN TWO WARS

THE first Christmas and New Year greetings to all branches comes from a branch whose activities have not appeared very frequently in Navy News. The greetings came from Stratford-upon-Avon.

This branch was inaugurated in November, 1956, and one of the earliest members was Shipmate (or should it be Shipmaid) E. Arnold, S./M. Arnold, who was vice-president, served as a W.R.N.S. officer in both the First and Second World Wars and was a mainstay of the branch with her organising ability and support.

She has now left "Shakespeare's land" for Surrey and the members wish her well in her new abode.

the Royal Navy as a boy at the Training Ship, Queenstown, H.M.S. Emerald, on September 29, 1904.

After service in Impregnable, St. George, and the cruiser Doris, he transferred to the Stoker branch and joined the Hibernia on January 2, 1907, serving four years in her. His first ship as a Stoker i/e was the destroyer Orwell and then, after a period in the Mechanical Training School, he joined the Thunderer as a Leading Stoker. He joined this ship on June 15, 1912, and left her on March 17, 1920, nearly eight years—the whole of the First World War. He was rated Stoker Petty Officer in the ship.

Periods in Devonport barracks and Marlborough followed the war and during a second period in the barracks he served with Admiral of the Fleet, The Earl of Cork and Orrery, the Commodore of the barracks. Service in Volunteer, Diligence, Sandhurst and Benbow followed, being rated Chief Stoker in April, 1924.

Whilst serving in Benbow he was one of a party of 20 officers and 307 ratings which made a pilgrimage to Rome, Bethlehem and Jerusalem, attending Mass at the Vatican, meeting the Pope and receiving his blessing.

Shipmate Mullins was discharged to pension on May 20, 1928, after serving in Ramillies and Adventure. Ten years in the Royal Fleet Reserve followed and on March 10, 1941, he again donned naval uniform being attached to H.M.S. Eaglet, the destroyer depot at Liverpool, where he served as Chief of Boiler and Repair Parties at Gladstone Dock. He returned to civilian life on October 11, 1945.

The Dinner Committee, which received high praise, was composed of Shipmate D. R. Lewis, Shipmate J. H. Griswold and Shipmate J. E. Buxton under the direction of Lieut.-Cdr. J. McA. Cassidy. Shipmate Cassidy says that without the hard work and co-operation of their associates, the dinner would not have been the success it undoubtedly was.

The star prize in a competition held in aid of branch welfare funds was won by Mrs. K. Spilsbury, and was "An Admiral's Breakfast." A turkey was won by Cdr. Caswell. Other winners were Mrs. D. J. Adams, Mrs. Millward, Chief Petty Officer Ward, Cdr. J. N. Hulse, Shipmate John Duffield, Mrs. Warne of Cheltenham, Mrs. Bourne, Cdr. Atkinson, General Sir Richard Gale and Capt. P. Beard, R.A. (T.A.).

The Worcestershire Wrens Association, the Burma Star Association and the Bromsgrove and the Cheltenham branches of the Royal Naval Association were represented at the dinner.

The present officials of the Worcester branch are: Branch patron, Admiral Sir William Tennant; president, Capt. H. M. Spreckley, R.N.; chairman, W. C. Badger, ex C.P.O.; secretary, J. H. Griswold, ex P.O.; treasurer, J. J. Gibson (ex P.O.). Cdr. the Hon. H. Pakington, O.B.E., D.L., is a life member.

## 'THANKS, ALDERSHOT'

THE following letter is a fair sample of letters received concerning the Aldershot Standard dedication. All the letters praised the branch for putting on such a brave show and thanked the Aldershot shipmates for the hospitality received.—Editor.

"I would like to write a few lines through the medium of the 'Navy News' thanking and congratulating the Aldershot branch of the Royal Naval Association for a magnificent and well-organised event on Sunday, October 8, when the old Standard was laid up in the Aldershot Military Church and the new Standard dedicated.

"I met a few shipmates of other branches that I knew and they all agreed it was a wonderful event and must have entailed a considerable amount of hard work.

"The weather was perfect and so were the two bands on parade with us, the Royal Marines of Portsmouth and the seaman band of H.M.S. Collingwood. They were a treat to see and hear.

"Yes, Sir, the Royal Navy certainly took over the Home of the British Army that day.

"The Drum-Major of the Royal Marines band informed me that it was the biggest R.N.A. parade he had ever attended. I think there were 96 standards flying that day.

"Unfortunately we had to leave rather early in order to get back to Bedford at a reasonable hour, but in wishing Aldershot the best of luck for the future I would like, once again, to thank them for a very enjoyable and impressive day."—C. RICHARDSON, Bedford.



# 'Loneliest isle in world' is evacuated

## Leopard completes salvage

WHATEVER may have been the true state of affairs most of us have always regarded Tristan da Cunha as a Robinson Crusoe kind of island—a speck on the map half way between South Africa and South America—the "loneliest island in the world." It had a sort of glamour which excited the explorer's blood which runs through the veins of most of us.

The forces of nature, however, have compelled the "Crusoes" to leave their homeland, and to join the big outside world.

The frigate H.M.S. Leopard (Commander Peter Hicks-Beach, R.N.) was sent at speed for salvage and evacuation work and arrived at Tristan on Friday, October 13. The ship's company worked against the clock to salvage valuable equipment and personal possessions.

When Leopard left the Island on October 15 the British Union Flag had been hoisted by the ship's company on all flagstaffs, all drains in the Island had been disinfected, and buildings secured. Although all valuable stores have been embarked, foodstuffs have been left for the benefit of fishing craft who may in the future visit the now uninhabited island.

As he left Tristan for Capetown with tons of equipment and stores on

board, Commander Hicks-Beach reported that he had walked round the settlement before departure and said: "It is a sad sight. Spring flowers grow in gardens in front of small stone cottages with brightly painted doors. Inside there is evidence of swift but orderly departure. In children's rooms soft toys remain in vacant cots. The contents of most of the Islanders' cottages are pitifully small, but most have a picture of the Queen and Prince Philip.

"All is being left as neat and tidy as time allows. Church, school rooms, village hall, hospital and store—all now deserted—add poignancy to the scene and emphasise the enormity of loss of the Islanders and the full tragedy of their situation.

"Parties from Leopard have systematically searched each cottage, packed, labelled and embarked per-

sonal belongings and a further check made to ensure nothing of value has been missed."

H.M.S. Leopard took the hospital equipment and all linen, blankets and clothing she could find for distribution to the Islanders of Tristan da Cunha at Capetown.

The ship reported as she left that on the island the volcano was growing slowly and it might not be long before boulders started reaching the island's factory and settlement. She reported that the volcano was a weird sight at night with red hot lava streaming down its sides. Apart from the main eruption, which caused Islanders to find refuge on the near-by Nightingale Island, H.M.S. Leopard reports that there was a second eruption in a bog just behind the village but this had petered out.

### CATTLE LEFT

The only living things left behind by Leopard were the 450 head of cattle, sheep and donkeys, and the Island's population of cats. There is adequate grass and water for the animals, which have never received supplementary feeding, and the cats will help to keep down numbers of rats.

The ship's most unpleasant task during her work at Tristan was the destruction of the Islanders' dogs, which had to be taken to Nightingale Island and shot. Only two were kept. They are puppies adopted by H.M.S. Leopard—christened Tristan and Cunha, and now firm favourites on board.

If the Island is ever lived in again a future generation will have one feature to remember H.M.S. Leopard's sad duties. With the agreement of the Administrator, the former Little Beach has been re-named Hicks Beach in honour of Commander Peter Hicks-Beach, R.N., the Captain of the frigate.



The Ace Water Polo Team, back row: Naval Airman Byrne, Air Artificer Hughes, Chief Petty Officer Pollock, Master at Arms Chennell. Front row: Regulating Petty Officer Bailey, Leading Cook Muscat, Leading Air Mechanic Glendenning

## Falcon takes Med. fleet water-polo cups

H.M.S. Falcon won the Mediterranean Fleet Knock-Out Cup and the Mediterranean Fleet League, the latter without losing a match. It is the first time that these cups have been won by Falcon.

In friendly matches against Maltese and other Service sides, Falcon has been the losing side only twice and in recent inter-service tournaments, five of the side represented the Royal Navy.

THE 1961 season has been a very successful one for the H.M.S. Falcon water-polo side. In 20 matches they have won 18 and lost 2, scoring 200 goals and conceding only 61.

## 'HOW DOES IT WORK?'



With Kyrenia Castle in the background, a happy group of Cypriot children swarm over one of the guns of H.M.S. Duchess when the ship recently visited Cyprus. The ship's company gave a party for 50 local children, mostly orphans, and after tea the youngsters were given the run of the upper deck. Most of the crew were in fancy dress

## BELFAST VISITS SYDNEY

H.M.S. Belfast has just returned to Singapore after a 5-day visit to Melbourne and a 10-day visit to Sydney. Before arriving in Australia she had steamed down through the Great Barrier Reef and taken part with ships of the Royal Australian Navy and the Royal New Zealand Navy in a large-scale Commonwealth Naval exercise called "Tucker Box" held in the Coral Sea.

Australian hospitality was as excellent as ever throughout the visit. Some of the Ship's Company visited sheep stations, others were received into the homes of their hosts and not a few renewed acquaintances and friendships made during loan service.

### GIRL FRIENDS

The highlight of the Sydney visit was without doubt the Ship's Company Dance at the magnificent Trocadero Ballroom. Splendid organisation by the local Flag Officer provided some 400 charming partners. The dance was on the second day in port so H.M.S. Belfast's Ship's Company did not lack girl friends for the rest of the stay.

Although, as it was very early spring, the famous beaches of Sydney were too cold for swimming, many officers and men went on trips into the surrounding countryside, including

the world-famous Blue Mountains.

Both on the trip down and back the Ship's Company were hard at work. Gunnery practices as soon as the ship emerged from Sydney Heads ensured that all cobwebs were well and truly blown away.

## 'Publicise the R.N.B.T.'

AT the annual meeting of the Portsmouth Local Committee of the Royal Naval Benevolent Trust on September 25, the then Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, said that there was considerable ignorance on the lower deck about what the R.N.B.T. stands for and urged that those interested in the work of the Trust should publicise the Trust in their messes.

When ships pay off it has always been customary for welfare funds to devote most, if not all, their surpluses to charity. Many deserving causes are helped, but he felt that the Trust, which has helped the serving and ex-serving man and his family over many years, could be given more from these funds.

The annual report showed that £36,216 was made available to the local committee, benefiting 2,761 individuals.

### FILM RELEASES

The Secret Partner, Stewart Graner, Haya Harareet, Bernard Lee, Two Rode Together, James Stewart, Richard Widmark, Shirley Jones, The Guns of Navarone (Colour) (CinemaScope) Gregory Peck, David Niven, Gia Scala, Don't Bother to Knock (CinemaScope), Richard Todd, Nicole Maurey, June Thorburn, Dentist on the Job, Bob Monkhouse, Kenneth Connor, Shirley Eaton, The Absent Minded Professor, Fred McMurray, Nancy Olson, Keenan Wynn, Elmer Gantry (Colour), Burr Lancaster, Jean Simmons, Dean Jagger, Flaming Star (Colour) (CinemaScope), Elvis Presley, Barbara Eden, Steve Forrest, Romanoff and Juliet, Peter Ustinov, Sandra Dee, John Gavin, On The Double (CinemaScope), Danny Kaye, Dana Winter, Wilfrid Hyde White, Mr. Topaze (Colour) (CinemaScope), Peter Sellers, Nadia Gray, Herbert Lom.

The first of two 95 ft. fast patrol boats to be built by Vosper's Ltd., the Pfeil, for the Federal German Government was launched at Portchester on October 26

## Keel laid for another Euryalus

THE Euryalus, sixth of the Leander class frigates, was laid down at the Greenock shipyard of Scott's Shipbuilding & Engineering Company Limited, on October 3.

The Leanders are general purpose frigates with a displacement of about 2,000 tons and each will carry a helicopter for anti-submarine warfare.

The steam turbines for the Euryalus will be built by Messrs. Scott's and the gearing by the Fairfield Shipbuilding and Engineering Company Limited.

Other ships of this class at present building are the Leander, Ajax, Dido, Penelope and Aurora.

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## IN THE RIG OF THE DAY?



Wherever the sailor goes, the children will find him. Here is a group of happy youngsters at Dhekelia, Cyprus, with Able Seaman Cheshire, of H.M.S. Submarine Tiptoe. The rightful owners of the headgear were playing soccer against a Royal Army Service Corps team during the visit of Tiptoe to Cyprus



# 'Debbie' could not stop the Adamant and 41 Commando LANDING ON NORWEGIAN COAST

ON the day that the tail-end of Hurricane Debbie hit Northern Ireland and West Scotland, September 16, H.M.S. Adamant, Depot Ship of the Third Submarine Squadron (Capt. J. C. Y. Roxburgh, D.S.O., D.S.C.\*) sailed for an unusual exercise for this type of ship. Over 400 Royal Marines were embarked from 41 Commando, Royal Marines (Lieut.-Colonel J. C. Waters, R.M.) and on leaving the Gareloch the fierce Force 11 gust drove the spume horizontally up the loch and the sea was smoking. Yachts and cabin cruisers drifted helplessly ashore, but Adamant steamed, in the words of the local newspaper, "proudly and scornfully" to Brodick Bay.

The next day the weather allowed a practice landing to take place using the ship's boats and Gemini from the J.S.A.W.C. Poole, although the sea was still rough. A further landing took place that night on the Island of Isley, on passage for Norway, and a whisky distillery captured. Although the raiders were bona fide travellers, no whisky was liberated!

## "BLUE-NOSE" CERTIFICATES

From Monday to Friday, the ship steamed purposefully towards the Lofoten Islands. On crossing the Arctic Circle "Bluenose" Certificates were

part in the exercise were three Norwegian Infantry Companies and to help in the difficult terrain were 20 pack horses and grooms in charge of 41 Commando, Royal Marines Unit Education Officer (appointment title—Bronco).

## NEVER KNEW WHAT HIT THEM

The Naval platoon, on landing, despatched a patrol to Sanstrand and before a startled enemy patrol knew what had hit them, the stokers had captured them complete with vehicle, maps with dispositions and codes for

made for a feature near Bogen by another very difficult cross-country march through bogs. During this period the senior dental surgeon's socks were eaten by a goat. The exercise was cancelled some 12 hours earlier than expected and all participants were back aboard Adamant at Narvik early the next morning.

Meanwhile H.M.S. Adamant has steamed right round the Lofoten Islands, through the Maelstrom to Narvik, where a cocktail party was held. On the Monday, Capt. J. C. Y. Roxburgh, D.S.O., D.S.C., laid wreaths on the naval graves in Narvik, including



H.M. Ships Adamant and Rampart at Tovik, where the landing was made

awarded by Neptune Rex and Aurora Borealis. The Royal Marines assisted in working the ship and circuits of the shelter deck, well deck and quarter deck were found to be exactly 220 yards. Thus it was easy to plan five-mile route marches with full equipment although the Boatswain from time to time converted these into obstacle courses with gangways and hawsers! Further energy was expended in interpat and inter-troop tug-of-war and this culminated in an R.M. team defeating an R.N. team in the final. The Royal Marines also manned a sea boat during the passage.

It was during this period that the Naval platoon began to make its presence felt. This platoon was drawn from volunteers from the whole ship's company. Slops could not cope with the order for blue berets so caps, Arctic, submarine were issued instead.

The actual landing was made at Tovik, on the north side of the peninsula covering the approaches to Narvik. The landing took place at 0300 and the weather was kind. Covering fire was provided by the Royal Norwegian Navy and H.M.S. Rampart rendezvoused at Tovik with Land-Rovers and DUKW's. Also taking

the day. The platoon then moved down the coast to Kvitness escorting the transport for 41 Commando.

The main body of the Commando pushed inland from Tovik by a difficult cross-country march whilst one troop re-embarked in Rampart and steamed round to Bogen, where a successful raid was made and the bridge on the only road into the peninsula was blown—the troop rejoining Rampart and landing again at Kvitness.

The Naval platoon, together with the troop which carried out the raid on Bogen, and two Norwegian companies, continued to advance down the coast road to Skaanland. Further progress was very slow owing to heavy gunfire, so the Naval platoon was embarked in DUKW's in an effort to trim the enemy's left flank. Both DUKW's grounded in seven feet of water and simultaneously two light tanks appeared. The umpires declared the platoon wiped out but both tanks destroyed.

## MARCH THROUGH BOGS

After a somewhat damp night, the platoon withdrew the next day to Skaanland, whilst the Commando

that of Capt. Warburton-Less, V.C., who was killed in action in April, 1940, during the first Battle of Narvik. The wreck of H.M.S. Hardy is still visible where she went aground during this battle.

## HECTIC SOCIAL PROGRAMME

The ship sailed from the Iron Ore Jetty on Tuesday, September 26, for Bergen, arriving there on Friday, 29th, for a two-day visit. Bus tours were laid on and the trip up the Floien mountain was very popular. Visits were paid to the Norwegian Naval Establishments and a pretty hectic social programme was fulfilled.

The Gareloch was in a much quieter mood when H.M.S. Adamant arrived back on October 4 by way of the Sound of Raasay and Kyle of Lochalsh. The Commando left on foot for Garelochhead Station, where a special train awaited to transport them back to Bickleigh. The pipe band of R.N.A.S. Abbotsinch had welcomed them at the beginning of the exercise and, very appropriately, marched with the Commando to the station and played them "on board."

## ORACLE LAUNCHED

THE seventh of the Oberon class submarines was launched and named Oracle at the Birkenhead shipyard of Cammell Laird & Co. (Shipbuilders & Engineers) Ltd., on September 26.

The naming ceremony was performed by Lady Lambe, widow of the late First Sea Lord, Admiral of the Fleet, Sir Charles E. Lambe, G.C.B., C.V.O.

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Members of the Royal Marine Commando landing at Tovik

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Members of the H.M.S. Terror Rifle Club with some of their trophies. Front row: P.O. M.(E.) R. Conisbee, Writer Bloy. Sitting: Chief O.A. D. Neave, Mrs. B. Thorpe, Capt. G. O. Roberts, R.N., Chief P.O. W. Rudman, Shipwright R. Squires. Standing: A. N. Other, L./Writer C. Thurston, A. N. Other and Lieut. R. R. Hepple, R.N.

## H.M.S. Terror has crack rifle team WINS SEVEN OUT OF TEN TROPHIES

At the Singapore Small Bore Rifle Association Open Meeting at Bukit Timah Rifle Range, H.M.S. Terror won seven of the ten trophies competed for, including the Team Championship.

Petty Officer Mechanic (E) Raymond Conisbee won the Major Individual Award — the Singapore State Championship.

Mrs. B. Thorpe, wife of Lieutenant F. R. Thorpe, R.N., an officer on the staff of the Commander-in-Chief, Far East Station, started 22 shooting whilst serving in the W.R.N.S. 1948-1950, won the Ladies' Open Cham-

pionship, making her the Ladies' Indoor and Outdoor Champion Shot.

In the Services League, organised and run by H.M.S. Terror Rifle Club, A and B Teams are in 1st and 2nd places in Division One, and the C Team is at the top of Division Two.

The Club Captain is Chief Petty Officer Walter Rudman who started shooting in 1936. His past representa-

tions include H.M.S. Excellent, H.M.S. Victory, H.M.S. Mercury, Portsmouth Commando R.M., Royal Navy, Portsmouth District, and Singapore State. His trophy collection is about 40 cups and medals.

### HINCKLEY STANDARD DEDICATED

WHEN the standard of the Hinckley Branch of the Royal Naval Association was dedicated at the Parish Church on September 24, representatives of branches, with their standards, from Leicester, Coventry, Nuneaton, Bloxwich, Leamington, Warwick, Smethwick Lichfield and Central Birmingham attended.

In addition the local Branches of the Old Contemptibles, British Legion, and Royal Air Forces Association were at the parade.

Shipmate A. Orton was the Parade Marshal and there were over one hundred in the parade to the Parish Church where the Vicar of Hinckley, the Reverend E. W. Platt conducted the service of dedication.

The Branch President, Councillor K. Wileman, the National Council Member, Mr. George Young, and the Branch Vice-President, Doctor Wood, were in the Church together with the Area President Shipmate J. Wark and the Area Chairman and Vice-Chairman Shipmates N. Stubbs and J. Middleton.

The Hinckley standard bearer was Shipmate V. Kirby and the escorts were Shipmates A. Thomas and R. Kay.

After the ceremony the guests were entertained to tea by the wives and daughters of the branch members.

### ALDERMASTON FOUNDER MEMBER DIES

THE Aldermaston branch of the Royal Naval Association has lost another founder member by the death of Shipmate William Hood, at the age of 68.

Shipmate Hood was an ex-Gunnery Instructor who served in both World Wars and was the landlord of the Butt Inn, the branch headquarters when the Aldermaston branch was formed in 1949, and he will long be remembered for the interest he always took in the branch and in the Association.

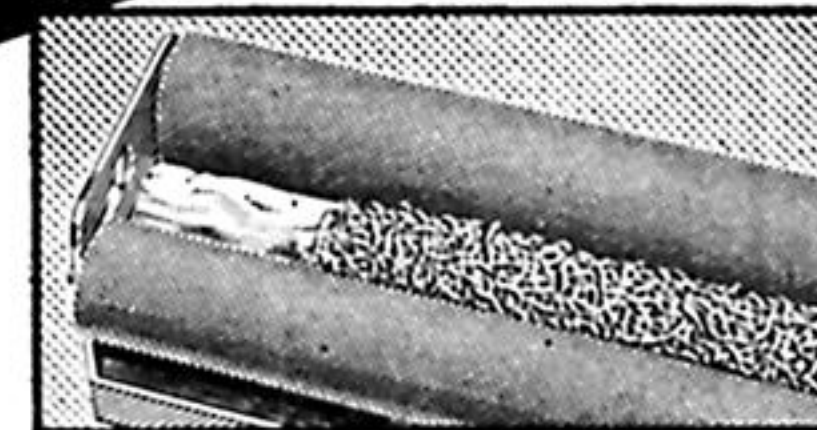
Aldermaston shipmates attended a memorial service in Aldermaston Church on October 22.

### R.N.A. remembers

OVER 40 branches of the Royal Naval Association will be sending representatives to a short service to be conducted by the Very Rev. Thomas Crick on November 9 when crosses will be planted in the Garden of Remembrance.

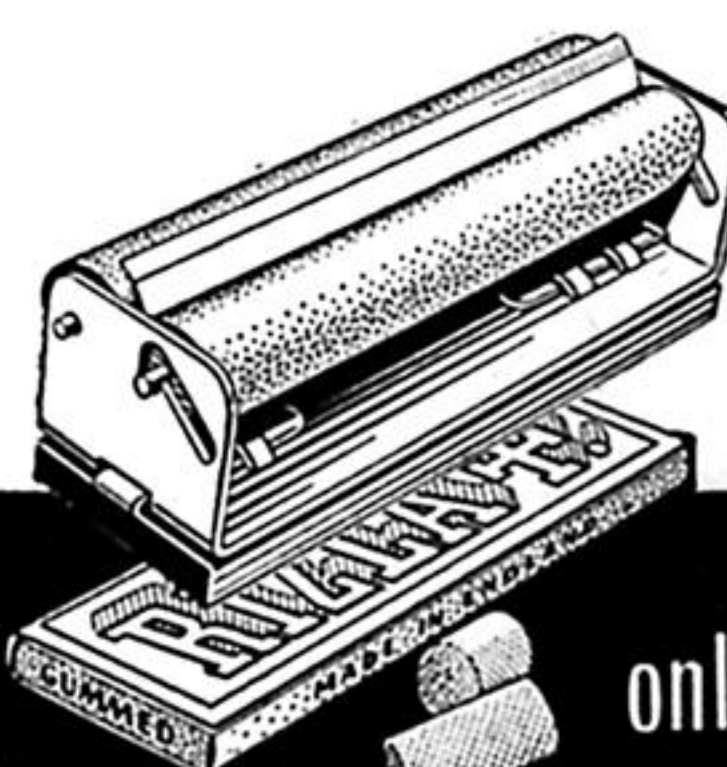


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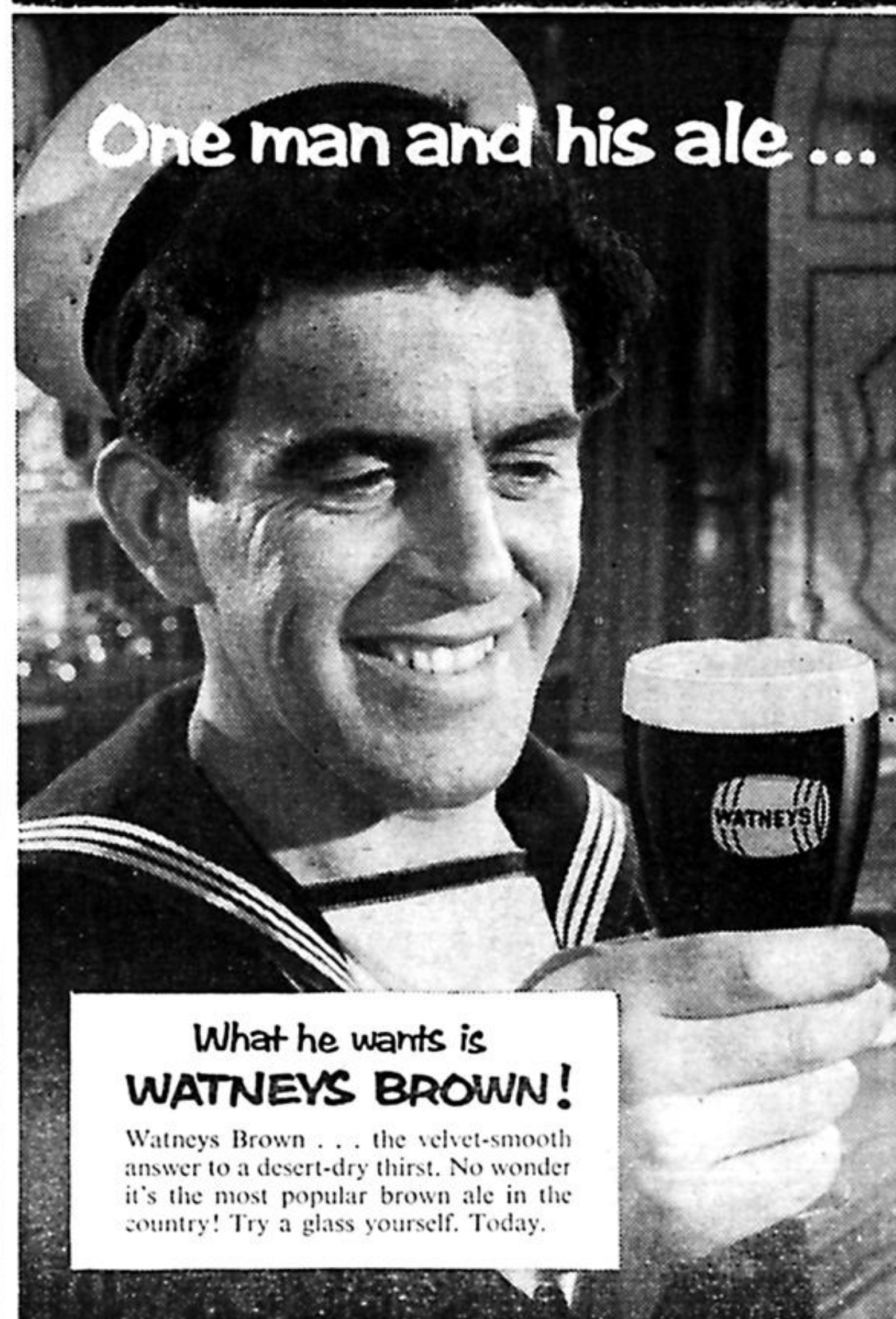


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## THE YEARS OF CHALLENGE AND CHANGE

SINCE the end of the Second World War, the Royal Navy has had to adjust itself to new and complex techniques of warfare, face the stupendous costs of ships and equipment and, while facing this period of challenge and change, has had to meet

commitments off Korea, at Suez and elsewhere.


In his book, "Naval Challenge 1945-1961" (Macdonald & Co. (Publishers) Ltd., 16 Maddox Street, London, W.1., 21s.), Paul E. Garbutt, M.B.E., shows how this challenge has been met during the past fifteen years.

The author talks of the first post-war cuts, the cold war, Korea, new ships and their equipment and the enormous costs involved and goes on to tell of Suez and the various naval occasions since the last war.

Colonel Garbutt discusses, objectively, the part played by the U.S.A. at Suez and, in a chapter on the present and the future expresses his views that "the Royal Navy is at last beginning to come into its own again."

Writing of what has been said and written about the inadequacy of the Royal Navy in recent years the author says "Certainly the British fleet is no longer pre-eminent; but as we have seen, it is by no means negligible, and even though it has lagged behind technically in some fields—such as the development of atomic submarines—it has led the way in others, particularly in naval radar development and in aircraft-carrier design."

Well illustrated with maps and photographs, the book is a much-needed means of bringing all who are interested in the Royal Navy up to date.



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