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The Newspaper of The Royal Navy and The Royal Naval Association

No. 87 SEPTEMBER, 1961

Published first Thursday of the month

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Navy's largest carrier to be recommissioned TO CARRY SQUADRON OF TARANTO FAME

AFTER a refit in H.M. Dockyard Devonport, which has lasted about six months, H.M.S. Ark Royal, the Navy's largest aircraft carrier, (Capt. D. C. E. F. Gibson, D.S.C., R.N.), recommissions on September 12 for further service with the Fleet.

Of 53,340 tons (full load) and with peace-time complement of about 2,300 when the Air Squadrons are embarked, the "Ark" is the most powerful addition to the seagoing fleet and a force to be reckoned with. A sister ship, H.M.S. Eagle, is undergoing a refit in Devonport Dockyard, but she will not be ready for service for another couple of years.

After recommissioning (the service is expected to be televised), H.M.S. Ark Royal will commence her sea trials and later on her squadrons will "fly on" for the necessary air trials.

The "working-up programme" will, it is expected, in view of the more suitable weather, take place in the Mediterranean.

When commissioned for General Service the ship will carry No. 800 Navy Air Squadron, which is composed of Scimitars. It is interesting to record that it was No. 800 Squadron which, in 1940, when flying Swordfish, made the successful attack on Taranto. This squadron also took part in the battle of Matapan. Other squadrons to be embarked are No. 890 (Sea Vixens), No. 815 (Wessex Helicopters) and No. 849 (Gannets).

During the refit many hundreds of items were dealt with—one new propeller has been fitted and her catapults now have the most powerful thrust in any carrier in the world.

The ship recommissions for her fourth commission with many volunteers, including one man who has already served seven years in the ship.

Ark Royal was built by Messrs. Cammell Laird & Co. at Birkenhead, being laid down on May 3, 1943, launched on May 3, 1950, and completed on February 25, 1955.

SAINTES WAS THERE

In the issue of "Navy News" for August, it was stated that H.M.S. Centaur was accompanied by the destroyers Solebay, Finisterre and Camperdown on her voyage through the Mediterranean and the Suez Canal on her journey to Kuwait. Solebay did not make the journey to the Persian Gulf, H.M.S. Saintes accompanied the other ships.

Gun Crew acted as 'Guides'

FLYING operations on the airfield at H.M.S. Ariel were suspended for a while on August 31 during the annual walking race for war veterans of St. Dunstan's organisation, some 48 of whom spent their annual camp in the establishment.

The winner was Stan Southall, who has competed in most of the races held every year round the perimeter track at the air station since 1945.

An ex-Royal Artilleryman, he lost most of his fingers at the same time as his sight. He was presented with a silver medal after the race by Rear-Admiral C. B. Pratt, C.B. Second was Bob Young, a veteran of the First World War, who has usually won this handicap race.

Acting as "guide-dogs" for the race, and throughout the 10-day visit, were members of the Fleet Air Arm Field Gun Crew who were so successful in the Royal Tournament at Earls Court this year. This was their last commitment before draft to their new ships and air squadrons.

Other highlights for the St. Dunstan's party were sailing in the Solent, flying trips, a visit to a submarine at Fort Blockhouse and a tour of a liner at Southampton.

The first camp was held in 1945 when Mrs. Avis Spurway, wife of the then vicar of Titchfield, was granted permission by the Commodore of the former Royal Naval Barracks, Lee-on-Solent.

The Welfare Committee of the then H.M.S. Daedalus decided to meet the

cost of the camp and their dozen civilian helpers, and this arrangement was so successful that it has been repeated every year since. The Welfare Committee of H.M.S. Ariel unanimously voted to continue the close association between Lee-on-Solent and St. Dunstan's when the Air Electrical School moved from Worthy Down and the establishment was renamed.

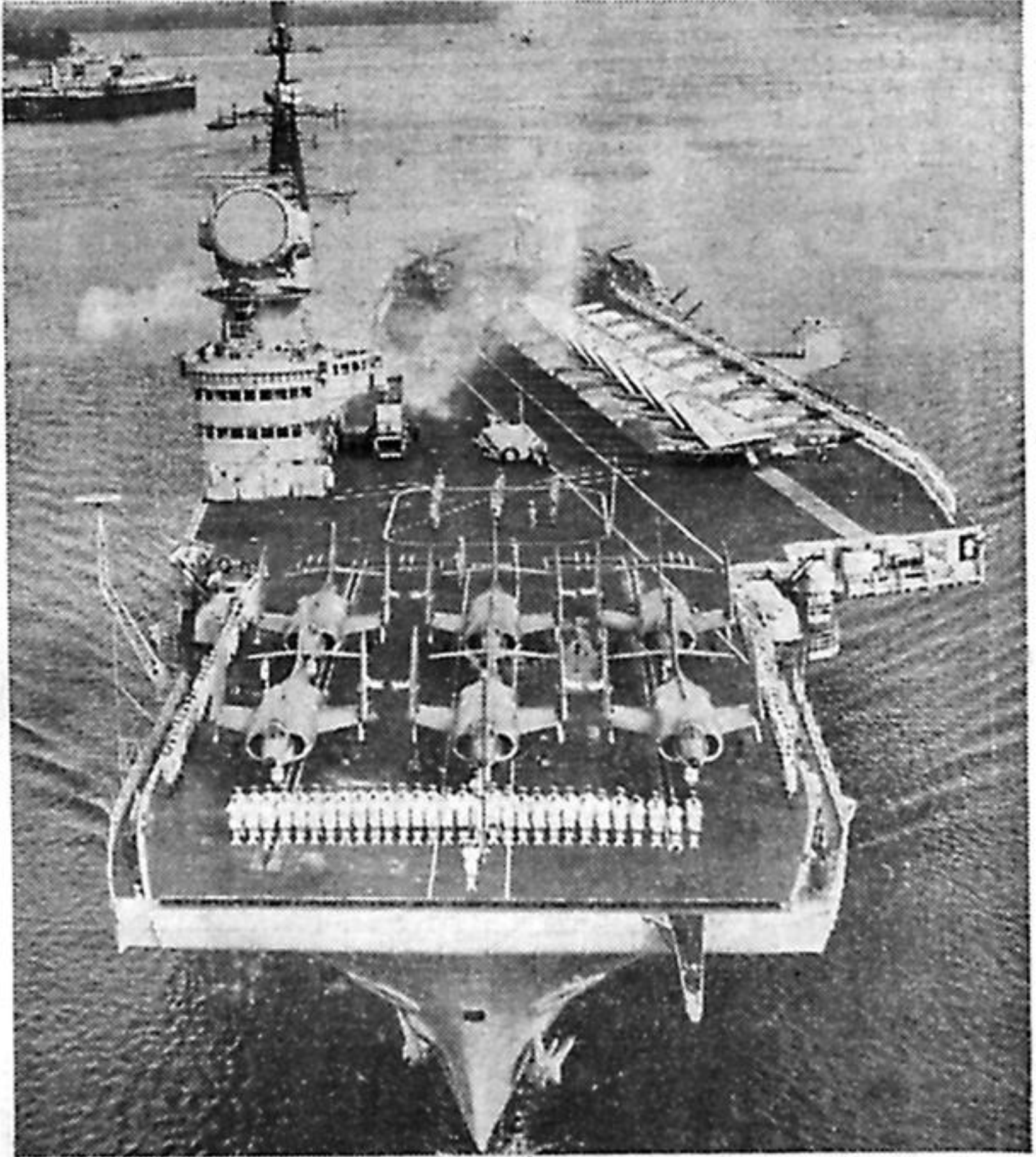
AN EX-NAVY MAN LEADS 'ROUND THE WORLD' TRIP

MR. A. H. J. WAKEFIELD, a 39-year-old ex-Royal Navy Chief Engine Room Artificer and submariner, and two young companions left Bristol with an Admiralty send-off on August 26 to sail round the world the hard way—from west to east in an 18 ft. 6 in. boat, the smallest ever to attempt the circumnavigation. Experiments for the Royal Navy will be carried out on the way.

With Mr. Wakefield in his boat, Spartan Spirit, will be 17-year-old Merchant Navy seaman Ian Dunham, and former painter and decorator Tom Cox, aged 20, who saw Mr. Wakefield's newspaper advertisement for a sailing companion nearly six months ago and promptly got on his bicycle to join him immediately. He has been working until the early hours of the morning at Mr. Wakefield's house in Overn Hill Road, Downend, Bristol, ever since, helping to complete preparations for the 30,000-mile ocean voyage which will bring the three mariners back to Bristol in September, 1963.

Spartan Spirit is of wooden con-

Splendour and Power



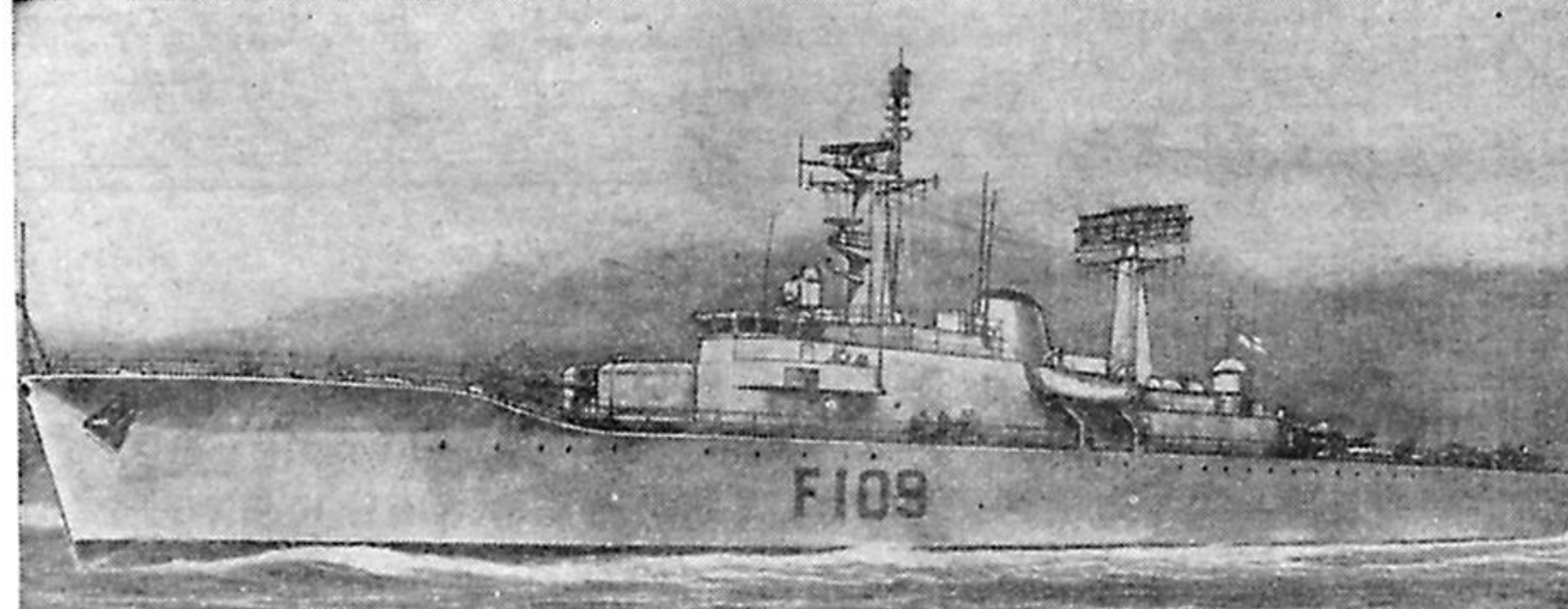
An impressive new picture, from an unusual angle, of H.M.S. Victorious, the ship's company lining the flight deck for leaving harbour. Aircraft ranged on deck include Scimitars, Sea Vixens and Gannets

struction to Ian Procter's well-known design, but adapted and built in Mr. Wakefield's garage to suit the special requirements for long ocean sailing. It has a Bermudan rig.

The boat is so small that only a very limited amount of food and water can be carried. The water ration will be barely more than that provided in liferafts and it is expected that much useful data on survival is therefore likely to result. The three voyagers will carry out experiments with shark repellents and evaluate various items of equipment for the Royal Naval Life-Saving Committee.

On Spartan's Spirit first trip down the Avon from Bristol docks, water seeped through an inspection panel, and delayed the start of the adventure. Mr. Wakefield expects to reach Gibraltar by the third week in September.

THE NEW H.M.S. LEANDER



Leander class has been developed from the successful Whitby and Rothesay class frigates which are noted for their manoeuvrability, performance at high speed and sea-keeping qualities. The Leander's displacement is about 2,000 tons (standard), is 372 feet long with a beam of 41 feet.

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Navy News

EDITOR
Lieut (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
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EDITORIAL

PERHAPS one of the branches of the Service whose praises are seldom sung, whose work is, more often than not, taken for granted, is the Survey Service. Yet without the care and attention given by the officers and men of this arm of the Royal Navy, the ships of the world, naval and mercantile, would be beset with difficulties innumerable.

The job is arduous, often monotonous, and the results of weeks of work, even months, are often pages of figures—depths, tides, currents, temperature and so on, and yet, without these masses of figures, transcribed so painstakingly to charts, ships would be in danger every time they put to sea.

The survey ships of the Royal Navy operate in all parts of the world and information for the safety of ships at sea is supplied to almost every country. Over two million charts were printed in 1960 and thousands of square miles were surveyed.

In the same year surveys were made in the West Indies; Malaya, Borneo and Hong Kong; Persian Gulf; oceanographical surveys in North and South Atlantic as well as surveys around the coasts of the British Isles. Wrecks were swept for least depth—43 of them along the east and south coasts of England.

Thousands of miles are steamed by the survey ships on their duties—H.M.S. Owen steamed nearly 12,000 miles in 1960—and, like all R.N. ships are "on call" in emergencies. Dalrymple, for instance, gave valuable assistance to the tanker Polyana in the Gulf. Shackleton assisted with the survey for the recovery of parts of the Victor bomber which crashed off south-west Wales and also assisted the trawler Starbank which was making water faster that it could be pumped out.

Surveying is now in the electronic age, enabling a high standard of accuracy, but of necessity the traditional methods involving theodolites, sextants and station pointers are still employed to provide checks on the absolute accuracy of the new methods.

Life in the Survey Service is a hard one, calling for brains and brawn, but it is very rewarding and interesting.



The Commander-in-Chief, Plymouth, Admiral Sir Charles Madden, Bart., names Figsgard's guide dog "Tiffany"

Figsgard guide dog is named by C-in-C

IN just over a term and a quarter the officers and men of H.M.S. Figsgard have raised £266 for the purchase and training of a guide dog for the blind. This is a first-class effort and NAVY NEWS congratulates the organisers and all those who contributed.

(The editor wonders if those responsible for raising such a large sum realise that Hymn 266 in Hymns Ancient and Modern is "Lead, Kindly Light.")

On July 25 the Commander-in-Chief, Plymouth, Admiral Sir Charles Madden, Bart., visited H.M.S. Figsgard and duly named the guide dog "Tiffany," a most appropriate name which earned Apprentice Holland, of Hawke

Division, a prize of £1 donated by "Fis-bits," the weekly news-sheet of H.M.S. Figsgard.

GUIDED MISSILE DESTROYERS FOR AUSTRALIA

THE Royal Australian Navy is to purchase two guided missile destroyers from the U.S. Both will be built in American shipyards. The deal has caused a rumpus among Australian trade unionists, who say that both ships could have been built in domestic shipyards. The R.A.N. had first negotiated with the Admiralty to buy two ships of the new "County" class—but without success.

Letters to the Editor

A naval wife looks back fifty years

SIR.—In an article by Neptune in the August issue of NAVY NEWS he mentioned Aggie Westons. How well I remember the cheap and tasty food that was served in Commercial Road, Portsmouth, and very thankful to that good lady who, to many a lonely sailor's wife, was a blessing.

Dinners were 9d.—a good helping at that. Mind you, I could not afford that very often; sometimes it was only a 2d. basin of soup and a thick slice of bread just before my pay day. I only drew £2 10s. per month, so you can see we had so very little to live on in those days.

I never complained though—it was no use. My husband gave me all he could, but we were happy although he was always away on foreign service—two years at a time. How lucky are the present-day naval wives. We were unable to be with our husbands on those long years of separation which seemed to be always happening to us.

However, we have been together now for 50 years come April 14. We were often broke, but we look back on those days with contentment and waiting for the next monthly pay day that always seemed such a long way off. A visit to "Uncle's" with my keeper ring was often necessary. However, I look at my rings now and think of those old Navy days.—(Mrs.) C. M. PRATT (wife of ex-C.Y.S.), Pembroke Dock.

DISTINGUISHING AIRCRAFT

SIR.—Seeing the aircraft on H.M.S. Hermes during Navy Days reminded me of the practice of painting coloured bands on the fuselage of pre-war planes (1920-39). Could you please give me, if possible, just one or two instances of the colours used and their corresponding aircraft carriers, e.g.,

Courageous, Glorious, Furious, Hermes and Eagle. If this is not possible, perhaps you could refer me to an appropriate source.—F. W. WIZZELL, Sidlesham, nr. Chichester.

(By Editor: As far as can be recalled, the characteristic colours were as follows: Glorious, yellow; Courageous, light blue; Furious, red; Eagle, black; Hermes, green; Ark Royal, purple. These colours were painted in a diagonal band round the fuselage with the aircraft number superimposed in white. This scheme was abandoned on the outbreak of war. The Editor is indebted to members of the Association of Telegraphist Air Gunners for this information.)

GOLD DUST!

SIR.—Since being here in Sea Eagle I have found that anyone in possession of the NAVY NEWS is treated like a prospector who has struck gold.

I would therefore be much obliged if you would forward to me a few order forms so that I can not only get myself a copy but also give some to interested parties.—(NAME AND ADDRESS SUPPLIED).

Portsmouth brigs

SIR.—In your August issue a reader asked for information concerning the rigging of brigs. Although I cannot supply details of the rigging, etc., there used to be two brigs, the Martin and the Seaflower, also two sloops, the Dolphin and the Wanderer, attached to Portsmouth in 1900.

I joined the Seaflower from H.M.S. St Vincent (she was then moored head and stern just off Haslar Creek) in 1900. All the four ships used to train Boys in sail training off Portland. I well remember the Seaflower. Around the stern, in brass letters, was the ship's motto: "As a tree is trained—so it grows." I used to have to clean the letters with brickdust and water.—F. L. EVANS, Portsmouth.

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. Acheron, September, at Devonport, for service in Second Submarine Squadron.
- H.M.S. Rorqual, end of October, at Devonport, for service in First Submarine Squadron.
- 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. Bulwark, September 5, at Singapore for Foreign Service (Far East)
- H.M.S. Loch Killisport, September 12, at Rosyth, for Foreign Service (Far East).
- H.M.S. Ark Royal, September 12, at Devonport for General Service Commission, Home/Med. (24 months) U.K. Base Port Devonport.
- H.M.S. Dundas, September 14, at Rosyth for trials, Commissions October 31 for Home Sea Service, U.K. Base Port, Devonport.
- H.M.S. Corunna, September 21, at Rosyth for Trials, Commissions November 30 for General Service Commission, Med./Home (24 months), U.K. Base Port, Rosyth.
- H.M.S. Lowestoft, September 26, at Glasgow for Home Sea Service Commissions for General Service Commission, Med./Home (16

- months) December, U.K. Base Port, Portsmouth (C.) (See note.)
- H.M.S. Loch Ruthven, September 27, at Rosyth for General Service Commission, Home/Middle East (18 months) U.K. Base Port, Devonport.
- H.M.S. Brighton, September 27, at Glasgow for Home Sea Service, Commissions April, 1962, for General Service Commission East of Suez/Home (21 months) U.K. Base Port, Portsmouth.
- H.M.S. Virago, September, at Devonport for Home Sea Service, U.K. Base Port, Devonport.
- H.M.S. Hardy, September 28, at Chatham for trials, Commissions December 5 for Home Sea Service, U.K. Base Port, Devonport.
- H.M.S. Ursa, September 29, at Malta for General Service Commission, Med./Home (18 months), U.K. Base Port, Portsmouth.
- 819 Squadron, October 4, at R.N. Air Station, Eglinton Re-equipping
- H.M.S. Aisne, October 10, at Chatham for Trials, General Service Commission, Med./Home (24 months), U.K. Base Port, Portsmouth.
- H.M.S. Ashanti, October 31, at Glasgow for Home Sea Service, General Service Commission Middle East/Home (16 months).
- 706 Squadron, November, at R.N. Air Station, Culdrose.
- H.M.S. Pellew, end November at Rosyth.
- 814 Squadron, December, at R.N. Air Station, Culdrose.
- H.M.S. Cavalier, December 11, at Singapore for Foreign Service (Far East).
- H.M.S. Ulster, December 14, at Devonport for General Service Commission West Indies/Home (21 months) U.K. Base Port, Devonport.
- H.M.S. Kirkliston, December, at Devonport for Home Sea Service, U.K. Base Port, Portland.
- 1962
- H.M.S. Barrosa, January 5, at Devon-

- port for Trials, Foreign Service (Far East).
- H.M.S. Loch Fyne, January 18, at Devonport, for General Service Commission, Home/Middle East (18 months), 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 Home/Med. (24 months), U.K. Base Port, Portsmouth.
- H.M.S. Murray, February, at Rosyth.
- 847 Squadron, March 6, at R.N. Air Station, Culdrose, for Foreign Service.
- 809 Squadron, March, at R.N. Air Station, Lossiemouth.
- 801 Squadron, March, at R.N. Air Station, Lossiemouth, for Overseas Service.
- H.M.S. Caprice, March, at Singapore, for Foreign Service (Far East).
- H.M.S. Lynx, March, at Chatham
- H.M.S. Rothesay, March, Home Sea Service, U.K. Base Port, Portsmouth.
- H.M.S. Rame Head, March, at Chatham, for trials.
- H.M.S. Cassandra, April, at Singapore, for Foreign Service (Far East).
- H.M.S. Yarmouth, April, at Devonport, for General Service Commission, East of Suez/Home (18 months), U.K. Base Port, Devonport.
- H.M.S. Blackpool, April, at Chatham, for General Service Commission, East of Suez/Home (15 months), 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, at Chatham, for General Service Commission, Middle East/Home (18 months), 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), U.K. Base Port, Portsmouth (C.).
- H.M.S. Nubian, April, at Portsmouth for Trials, Commissions for Home Sea Service September, General Service Commission Middle East/Home, November, 1962 (18 months), U.K. Base Port, Portsmouth.
- H.M.S. Maidstone, May 2, at Portsmouth for Home Sea Service, U.K. Base Port, Rosyth.
- H.M.S. Whitty, May 24, at Rosyth for trials and for General Service Commission, South Atlantic and South America/Home (24 months), U.K. Base Port, Portsmouth (C.). (See note.)
- H.M.S. Grenville, May, at Gibraltar for Home Sea Service.
- H.M.S. Loch Fada, May 24 at Chatham, for trials and for Foreign Service (Far East).
- 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 January, 1963 for General Service Commission Middle East/Home (18 months) U.K. Base Port, Devonport.

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

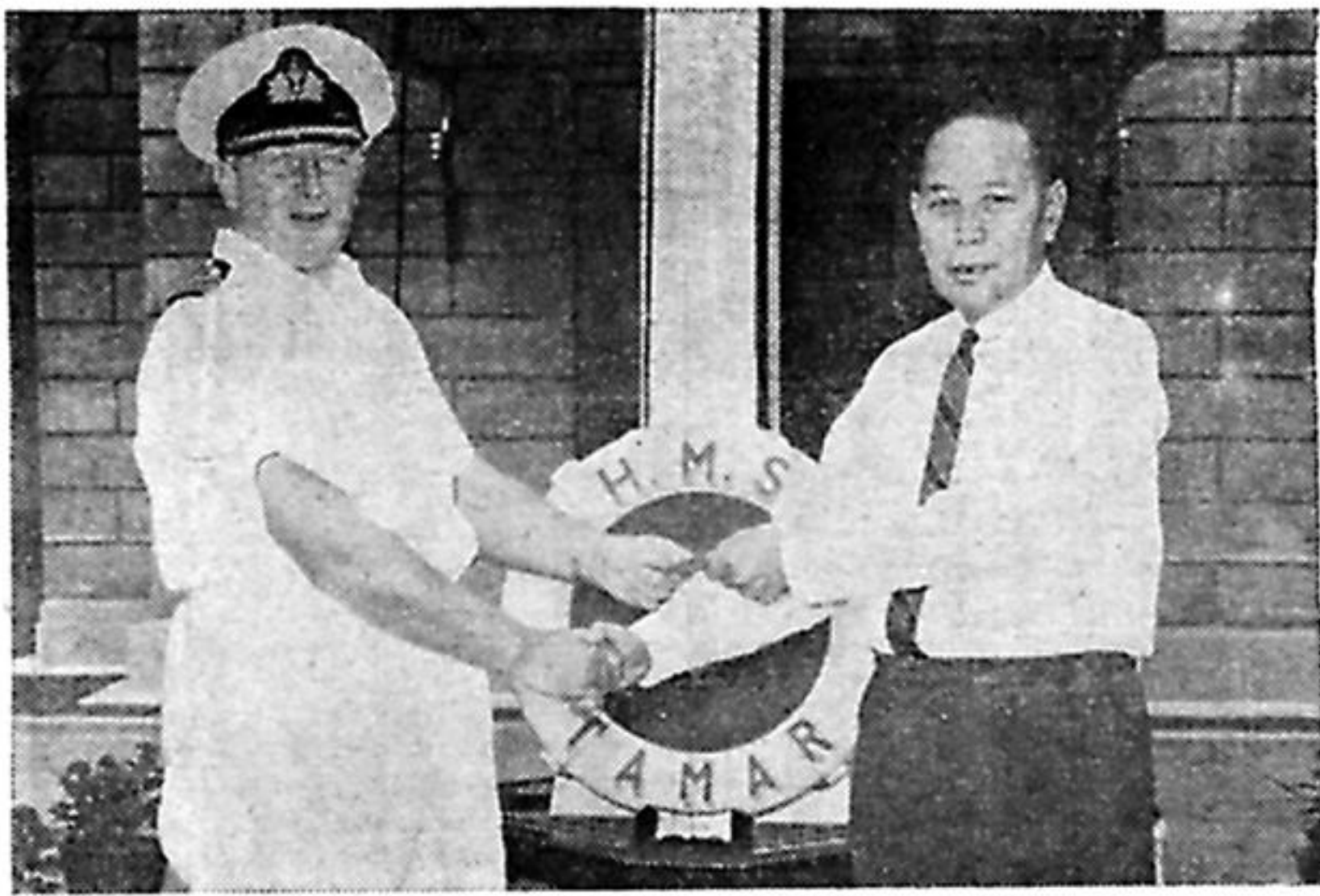
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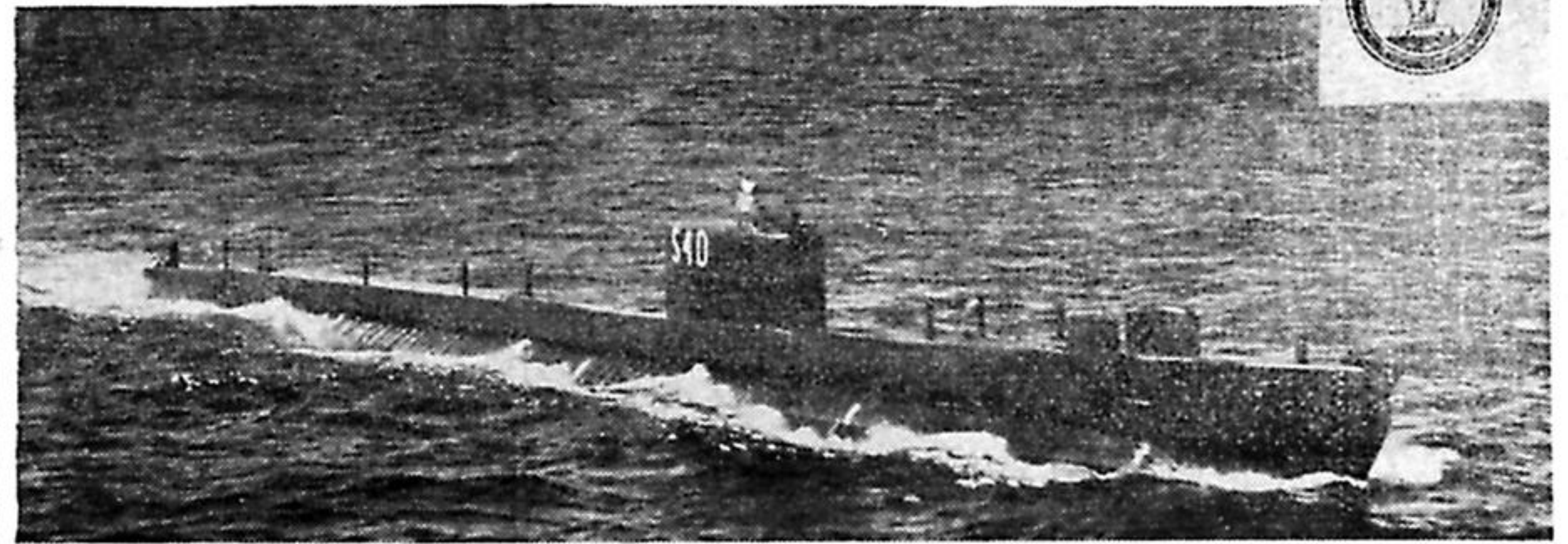


Capt. McMullen and Ah Pan, the Chinese ex-messman

SHIPS OF THE ROYAL NAVY

H.M.S. Excalibur

No. 70



H.M.S. Excalibur, an Experimental Submarine, capable of high underwater speed, was built (1955-1958) by Vickers-Armstrongs at Barrow-in-Furness.

Excalibur has conventional means of propulsion at low speeds, but for high speeds the main propelling machinery consists of turbines supplied with steam and carbon dioxide produced by burning diesel oil in an atmosphere of steam and oxygen formed by the decomposition of H.T.P. (high test hydrogen peroxide). Believed to be one of the fastest submarines apart from those nuclear powered.

PRE-WAR MESSMAN FOUND AND HELPED

DURING a recent visit to Hong Kong, the Captain of the Fleet, Captain M. A. McMullen, O.B.E., R.N., sought out and found Ah Pau, messman of the Hawkins, Kent and Cumberland for the 21 years preceding the war.

This magnificent and benign-looking old man of 71, who many of the Navy knew, has fallen on hard times. He put his life savings into property in Foochow and, of course, has lost everything to the Communists. Except for his wife and one grandchild, his family are all in China, quite unable to help him. He lives in one room in Kowloon.

Captain McMullen wrote a letter which was included in the annual report of the Association for Retired Naval Officers, with the result that there have been several letters received enclosing gifts for the former messman. Among the letters was one, fairly typical, an extract from which read as follows:

"As one who has served on the China Station, I send a small contribution to your fund to assist Ah Pau, formerly messman for 21 years of H.M. Ships, Hawkins, Kent and Cumberland.

I do not know Ah Pau and did not serve in those ships. I served on the China Station from 1910 to 1912 on board H.M.S. Minotaur.

The Squadron at that time was of considerable size consisting of the Minotaur (flag), Bedford, Kent, Monmouth, Flora and Astraea (cruisers).

No. 804 Naval Air Squadron (six Scimitars) pays off at R.N. Air Station, Lossiemouth, on September 14. The squadron's aircraft are to reinforce No. 800 Naval Air Squadron.

Alacrity, Bramble, Britomart, and a number of destroyers and gunboats.

All these had Chinese domestic staff, and I enclose a draft money order as a small mark of appreciation for all that Ah Pau and other messmen of the Fleet did for the comfort and well-being of the officers."

The photograph shows Captain McMullen presenting Ah Pau with the subscription.



Mrs. Ferguson-Innes presents the cup to Gareth, held by a proud Mrs. Shirley Hughes

NAVAL BABY TAKES THE PRIZE

FIRST prize-winner in a baby show held in Hong Kong recently was Gareth Llewelyn Hughes, son of Petty Officer Ivor L. Hughes and Mrs. Shirley Hughes.

Mrs. Hughes is the former Miss Shirley King whose mother still resides at 8 Somerset Place, Undercliffe Bradford. Petty Officer Hughes' mother, Mrs. A. E. Davies, lives at Abergale, Denbighshire.

The baby show, which was organised by the Victoria Families Club, attracted over 50 entries from Navy, Army and Air Force families living in Hong Kong. Petty Officer Hughes is serving in H.M.S. Tamar.

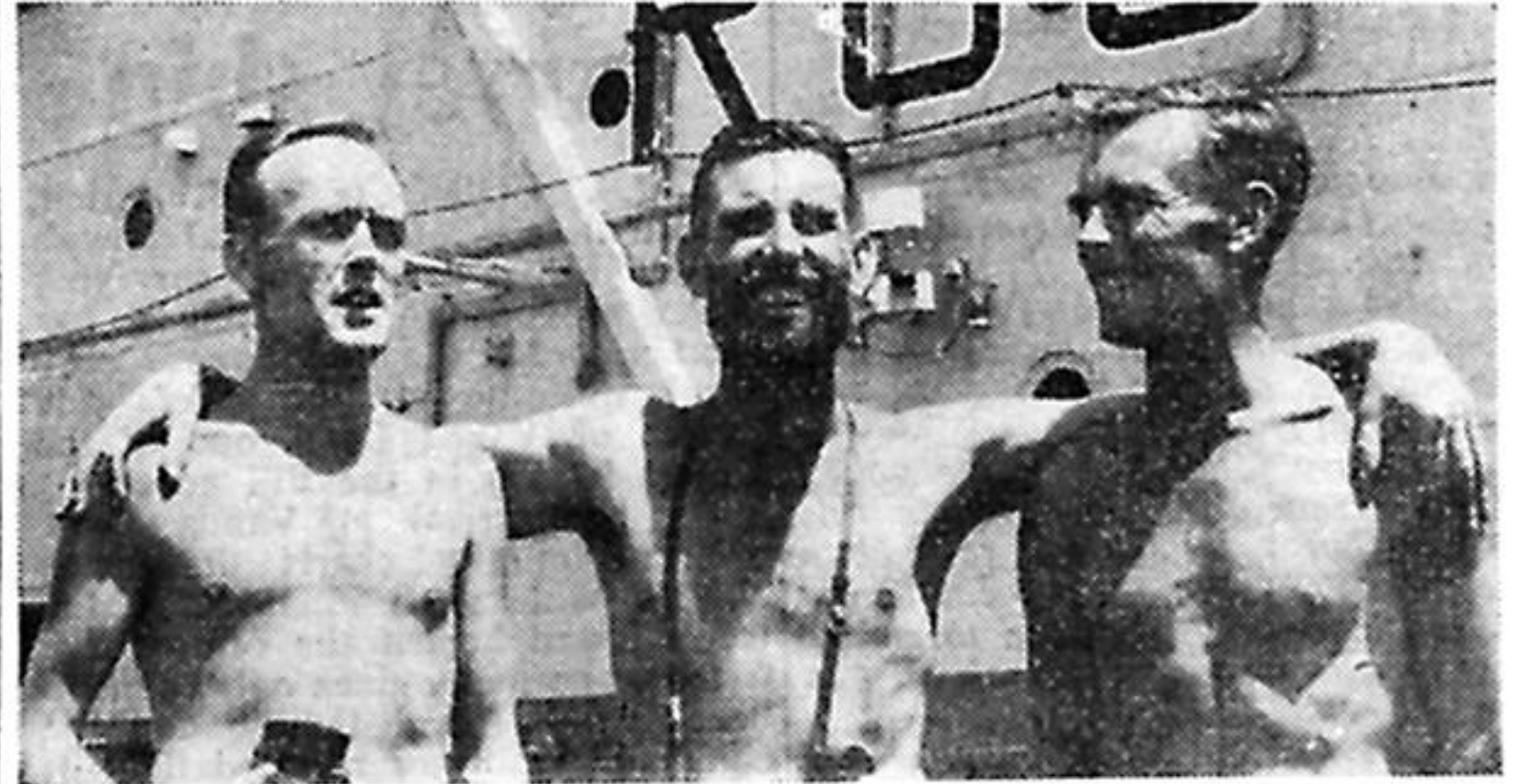
Baby Gareth received a silver cup from Mrs. I. R. Ferguson-Innes, wife of the Chief of Staff to the Commander British Forces, Hong Kong.

SHIPS OF THE ROYAL NAVY

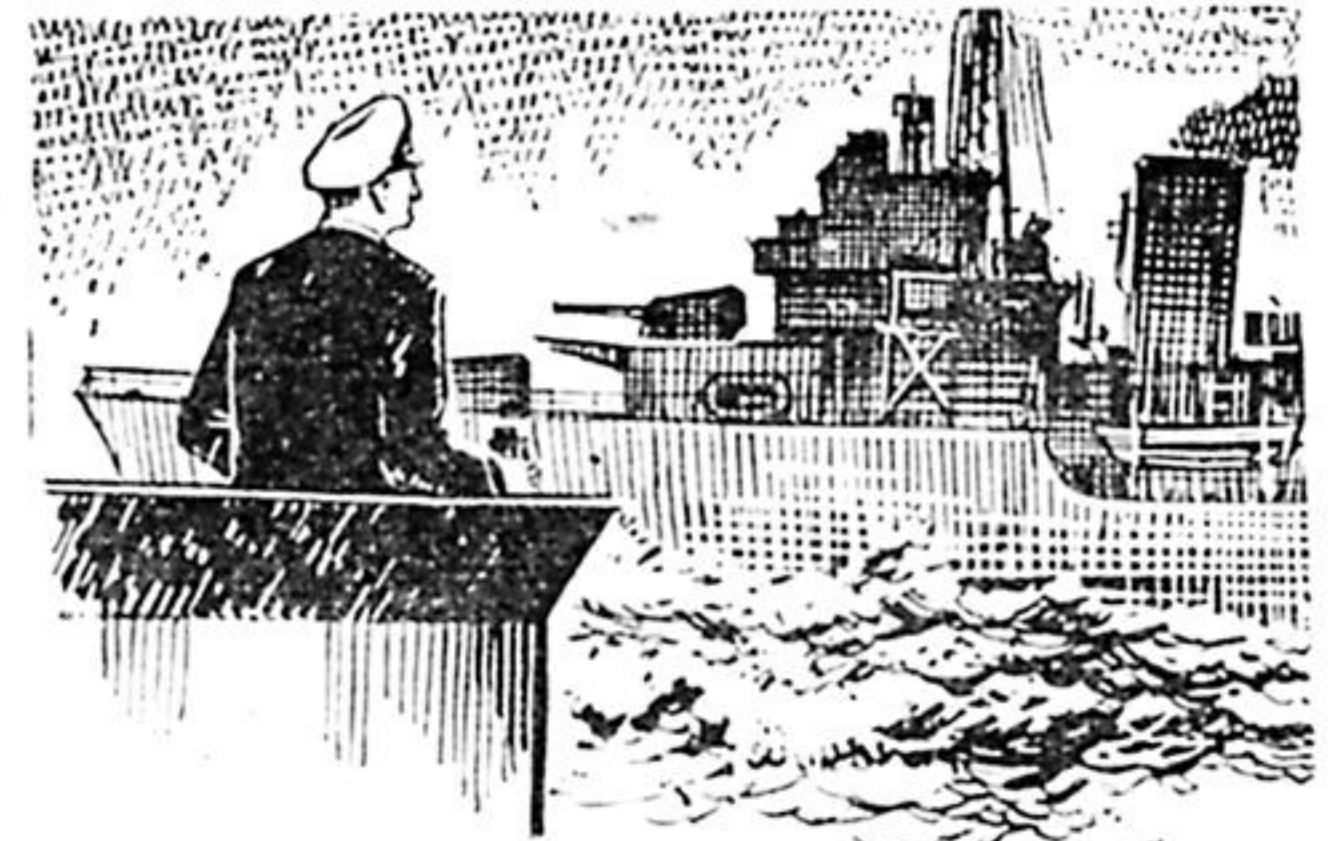
POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, Navy News, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

- 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 and Blake.

THREE OF A KIND



It was thanks to the Kuwait emergency that the three Rennie brothers were able to meet on board for the first time. It happened when the aircraft carrier H.M.S. Centaur took over from H.M.S. Victorious in the Persian Gulf as flagship of the Kuwait operation Naval Task Force. E.R.A. William Rennie, 33 (left), of Woodville Road, Plymouth, who is serving in Victorious, went aboard Centaur to meet his brothers Chief Shipwright Jame Rennie (38), of Saltburn Road, St. Budeaux, Plymouth, and C.E.A. Alan Rennie (36) (right), of Shine Green, Sheffield, 5.



COMING HOME ON LEAVE? ON YOUR WAY OVERSEAS?

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Have YOU a personal problem...? ASK JOHN ENGLISH

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

Very few on 'Fifth Five'

I WOULD be obliged if you could solve a problem which I know has been baffling quite a number of prospective senior ratings for quite a while.

We are led to understand that Chief Petty Officers and Petty Officers are urgently required in the Royal Navy and yet senior ratings, who have already completed their time for pension, are allowed to sign on for a further five years' service.

Men who have already waited five or six years for advancement still have to wait patiently.

Please explain why these elder senior ratings are allowed to sign on when all, or the majority of these rosters, are overbearing and supposed to be working the trickle system.—LEADING COOK (O).

The retention of certain senior ratings for a Fifth Five Engagement (to complete 27 years service) does tend to block the advancement rosters and it is obvious that those waiting for advancement cannot favour such a policy. I understand, however, that the number of men serving on this engagement is very few.

The Navy follows the same policy as the Army and Air Force in this respect, but I believe not to such a great extent. There are two conflicting factors here—one, the need to ensure a satisfactory career for such men as yourself—the other, the need to retain highly trained and valuable men whose services can ill be spared. This is particularly the case in certain shortage categories. Once the principle is accepted for one branch, however, it would be unfair not to allow further service in another. It may be that you yourself will one day wish to take on for a "Fifth Five" and would see this in a different light!

I understand that in the whole of the Cook Branch only seven men have been accepted for Fifth Five this year and only two of these have been C.P.O. Cooks (O). No Cooks at all are now on trickle advancement and I think you will find when the A.F.O.

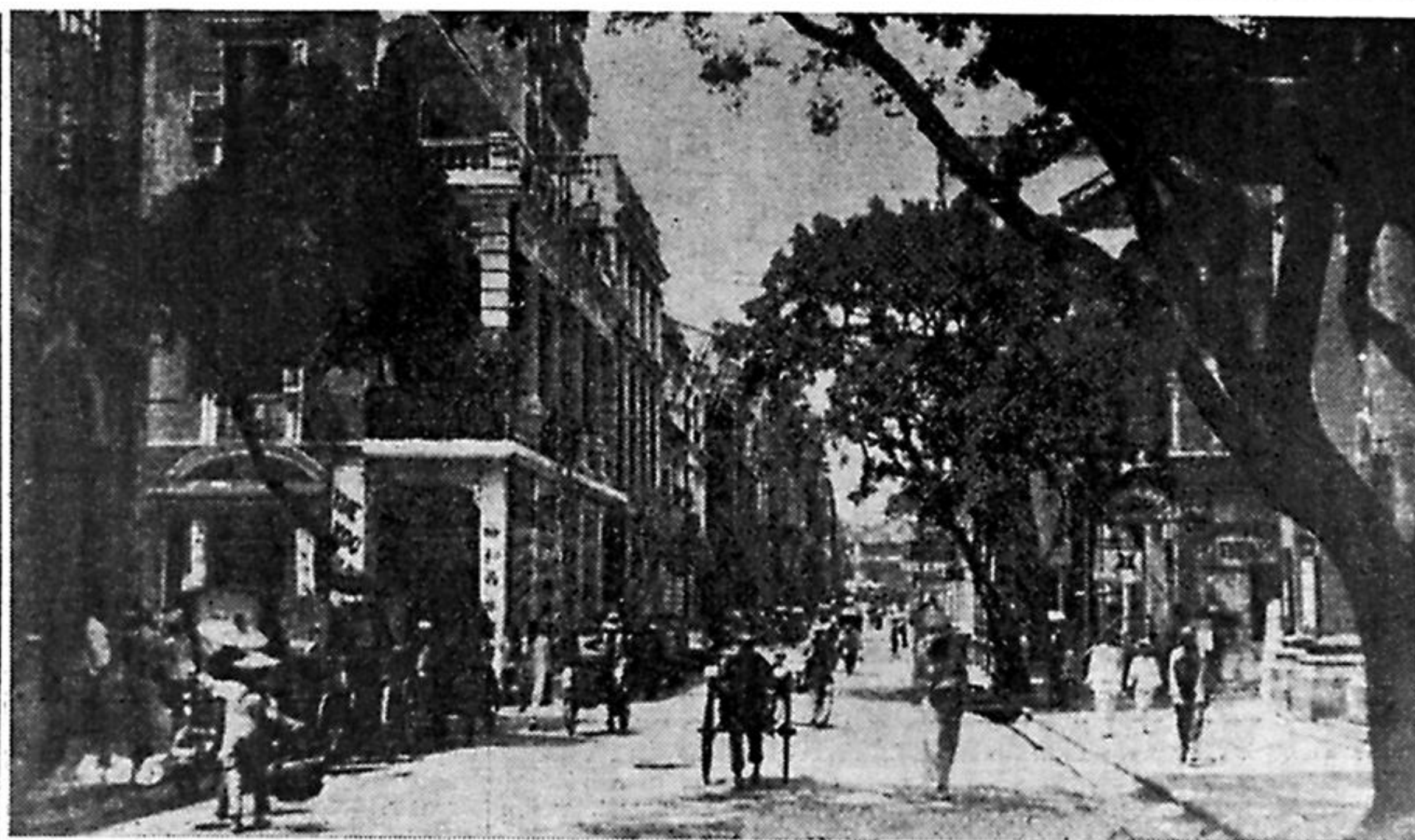
concerning advancement comes out about October it will show that considerably more men have been advanced in your branch than the numbers shown in A.F.O. 3099/60 last year.

Whale's tooth welcome for survey ship

H.M.S. COOK (Cdr. J. Paton, R.R.N.), one of the Royal Navy's survey ships at present surveying water around the Fiji Islands, has been accorded the rare honour of a royal welcome by the chiefs and people of Vanua Levu, one of the largest islands in the Fiji group.

On her arrival at Vanua Levu, using Admiralty charts drawn by H.M.S. Waterwitch in 1895, H.M.S. Cook found herself the centre of a welcome normally given only to members of the Royal family, and the commanding officer received the gift of a whale's tooth signifying the eternal friendship and loyalty of the Fijian people. Accompanied by nine other officers and 35 ratings from the ship, Cdr. Paton presented the senior chief with the ship's crest as a memento of a rare visit by an H.M. ship.

Part of the ceremonies included the traditional mixing of the native drink kava, after which Cdr. Paton and the other members of his ship's company were required to down the brew from a coconut shell in one draught, the silence broken only by a round of applause at the end of each drink.



Queen's Road, Hong Kong, some fifty years ago

King Alfred visits China and Japan A TYPHOON AT WEI-HAI-WEI DAMAGES BOATS

(Having joined the Royal Navy in October, 1904, Neptune at last commissions a ship bound for China. In his last article he told of the journey to Hong Kong and his first views of the beauty and activity of Hong Kong harbour.)

HONG KONG proved to be a sailors' paradise. On return of King Alfred from working-up exercises in Mirs Bay, the order of the day was "coal ship." This was relatively an easy job, using Chinese labour of both sexes, to carry the coal from lighter, up to upper deck, where seamen and marines worked it down the chutes to the stokers, who had the arduous duties of trimming the bunkers. On completion of coaling, 24 hours, general leave was given to each watch.

For most of us it was a novel experience. Libertymen were ferried ashore in sampans, at a cost of 10 cents a head (about 2d.). The sampan's crew consisted of father (bow oarsman), mother with baby on her back (coxswain), numerous children (deck hands) worked the sail halyards.

On landing, we found dozens of rickshaw men, battling with each other to obtain patronage. For 10 or 20 cents we were conveyed at the run to the entrance of Wellington Street, the main shopping centre, at least for sailors: Queen's Road was for the elite.

I felt rather shy at using this form of conveyance so naturally accepted by East and West.

Although there were trams these were only used by the Chinese.

Sailors are eagerly welcomed in the shops, it being well known that sailors and their money are easily parted.

The street was thronged and burning incense produced a sickly smell. By nightfall, I had had enough and was glad to return on board into a more tranquil atmosphere and the wholesome smell of shipboard air.

HELPFUL, FRIENDLY CHINESE

After several weeks at Hong Kong we sailed for a cruise in northern waters. Those of us on the lower deck were really sorry, in a sense, to leave. We had become accustomed to the friendliness of sampan crews. Not only did they ferry libertymen to and from the shore, but the children came on board after meals and did the washing up for the cooks' messes, taking in payment whatever gashings there were.

In addition, our laundry was collected and returned, cleaned and ironed for a very small sum.

It seemed rather hard to have to forgo such luxury, especially we young Ordinary Seamen, who had been detailed as a steerage hammock man, whose duties embraced slinging and scrubbing midshipmen's hammocks, for the payment of the large sum of 1s. 3d. a month.

These duties, coupled with having to do physical jerks in the dog watches, made a great inroad to our spare time. Although such duties were irksome, they were taken with good grace, we had to gain our experience the hard way. Perhaps unknowingly our self-discipline and characters were being built up, for we were still "sailors in the making" and little thought then that our power of endurance and self-discipline would be severely tested in the First World War.

TO THE YANGTSE

Our cruise north took us to Nan-king, some hundreds of miles up the Yangtse River, where we met some of

the old gunboats. These helped to preserve the peace, and give a sense of security to British and Europeans alike living in these remote parts of China. In those days the "White Ensign" meant so much to all people under its protection.

From Nanking we proceeded to Wei-Hai-Wei to coal from the fleet collier Mercedes and then proceeded to Korea and Japan.

We were given a great welcome in Japan, especially at Yokohama and Tokyo, where general leave was given.

SAILORS IN THE MAKING

A free railway ticket was given to all who wished to visit Tokyo, where hundreds of students acted as guides. We were the first Britishers to visit Japan after the Russo-Japanese War, and it was remembered that the Japanese Navy had been developed by British naval instructors.

"PASSING THROUGH THE BATH"

It was in Tokyo that I slept my one and only all night on shore during the two-year commission. I, together with other messmates had a very polite student as a guide, and at nightfall he found us accommodation. As bedtime approached, it was intimated by signs that it was the family bathing hour, which caused quite a lot of fun. In the midst of the excitement I slipped away and got into the bath, only to be joined by one of the very young members of the family. This was rather embarrassing, and when I got out of the bath I was met by the many laughing females of the family.

rated Able Seaman shortly afterwards. After the northern cruise, which had included a visit to Vladivostok, we proceeded to Wei-Hai-Wei and moved ship off the island of Lio Kung Tao, which, to all naval officers and ratings, was Wei-Hai-Wei. It was very small, but had a few playing fields and a naval beer canteen.

SWEPT BY TYPHOON

On the night we arrived, for some reason or other, the sheet anchor was not cleared away. Unfortunately, during the middle watch, the tail end of a typhoon swept across the anchorage. Everybody was suddenly awakened by the pipe, "clear lower deck," "secure quarterdeck awning," but alas, before the quarter deck could be reached, the awning had been wafted away into the blue.

This was not the only trouble, the steam pinnace, secured at the lower boom, had broken away, and sunk, whilst the admiral's barge, also secured at the boom, had had a hole knocked into her side and was in danger of sinking.

As soon as the situation had been summed up, foreccastlemen were piped to "clear away" and let go "sheet anchor," whilst the remainder of the hands were piped to "clear away main derrick."

With the wind at about 90 knots, and blinding rain, it was a difficult task, but by daylight the barge had been hoisted in, and the sheet anchor dropped. So the pipe "hands to breakfast and clear," was very welcome.

CHINESE DIVER

During the forenoon, the weather moderated, and a sweep was carried out in an effort to locate the steam pinnace, without success. But lying off in a small boat, was a Chinese diver, who claimed to have located the pinnace and to have put down a marking buoy.

At first, his assumption was not taken seriously, but later, the Commander had our own diver to investigate, and surely enough, the mark buoy had been secured by a rope, to the funnel of the steam pinnace.

The sailing launch and pinnace were moored over the spot, and divers passed wires under the wreck, and with the ends hauled taut and secured between sailing launch and pinnace, with a rising tide it was possible to

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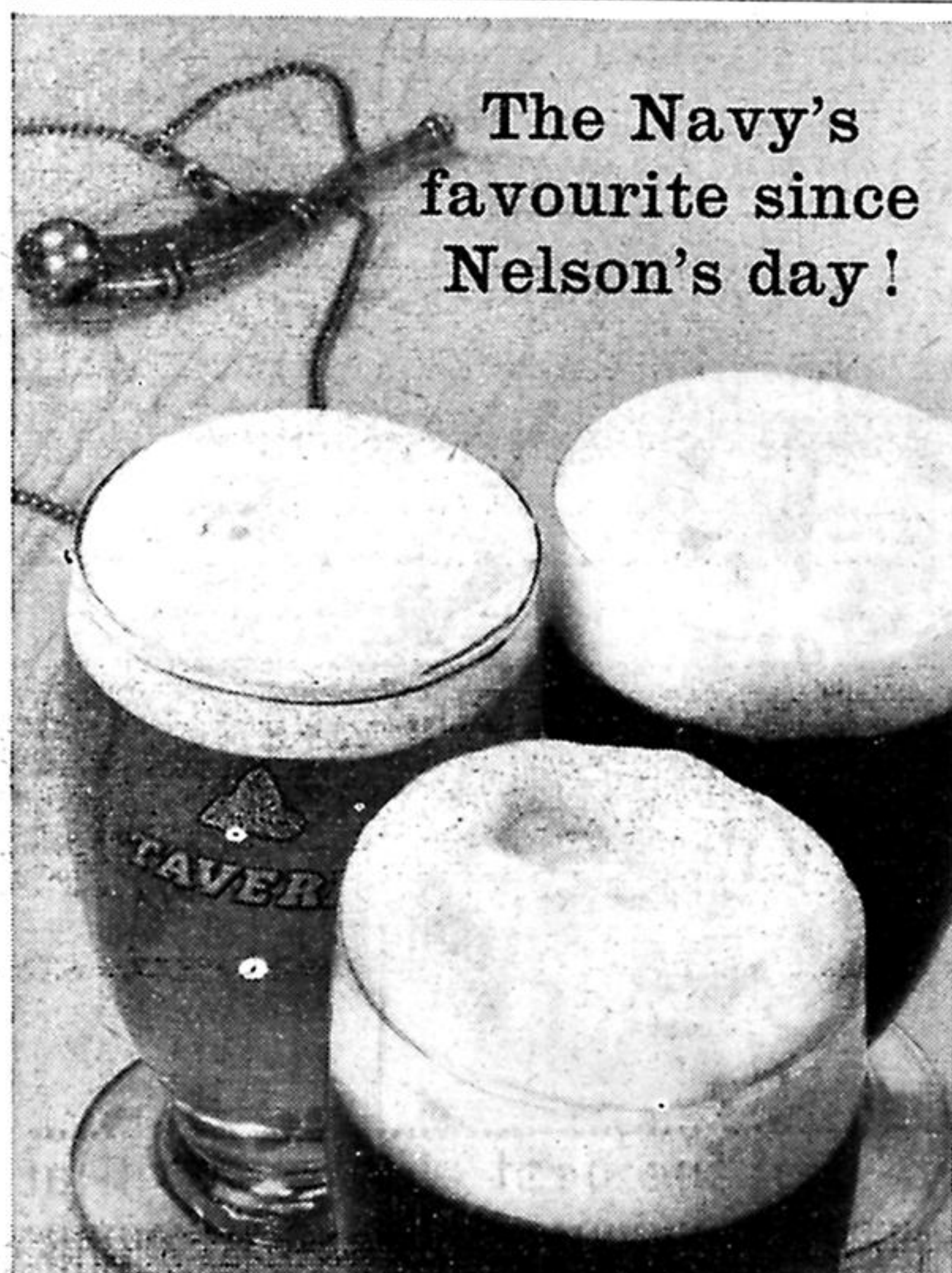
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NEPTUNE'S SCRAPBOOK

COLONEL J. L. A. Macafee, Royal Marines, has been selected as the first Director of the new Security Department at the Admiralty. The appointment was announced in Parliament on August 2.

Col. John Leeper Anketell Macafee is an Ulsterman from Ballymoney, Co. Antrim, and was born in 1915 and educated at Campbell College, Belfast. He entered the Royal Marines in 1934.



Col. J. L. A. Macafee, R.M.

Rear-Admiral **F. H. E. Hopkins, C.B., D.S.O., D.S.C.**, is to become the Flag Officer Aircraft Carriers, in succession to Rear-Admiral R. M. Smeeton C.B., M.B.E., the appointment to take effect in January, 1962.

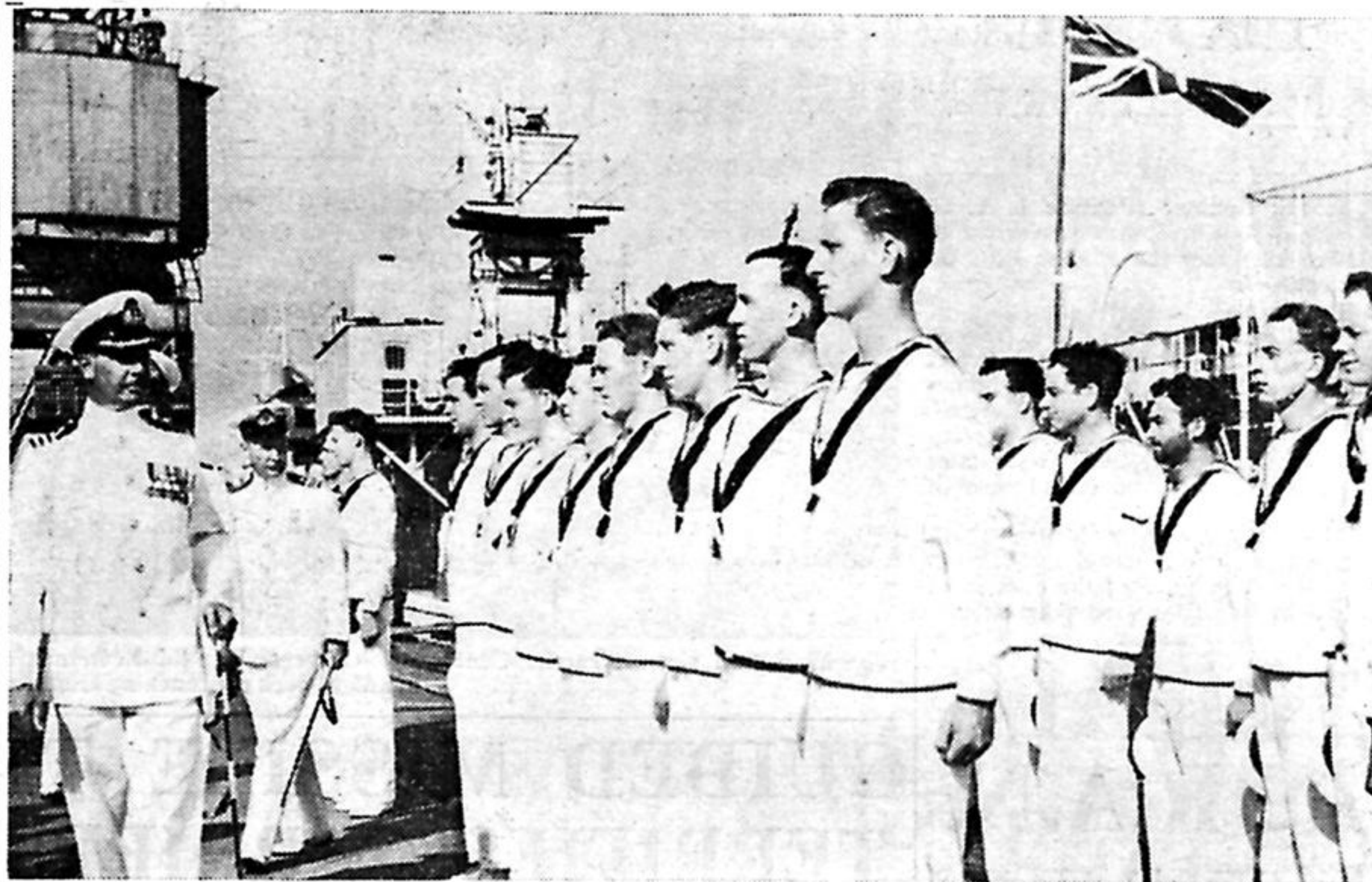
Rear-Admiral Frank Henry Edward Hopkins joined H.M.S. Erebus as a cadet in 1927 at the age of 17 and qualified as an Observer in 1934. He was awarded the D.S.C. for his services in 1940, taking part in the air operations at Dunkirk, Dutch and Belgian coasts, Italian Somaliland, Eritrea, Battle of Matapan, evacuation of Crete, the bombardment of Tripoli and during Army support in the Western Desert. He was given the immediate award of the D.S.O. for attacks on a German troop convoy in 1942 when in command of 830 Squadron. He completed a fighter course and in 1950 joined H.M.S. Theseus as Commander (Air).

Admiral Hopkins was in command of H.M.S. Ark Royal in 1956, and in August, 1958, became Captain of the Britannia Royal Naval College, Dartmouth. He was promoted to Rear-Admiral in January, 1960, and has been Flag Officer Flying Training since September, 1960.

Surgeon Rear-Admiral (D) **W. Holgate, O.B.E., Q.H.D.S., L.D.S.**, is to be placed on the Retired List, at his own request, with effect from November 20.

Admiral Holgate entered the Royal Navy in 1928 and has been Deputy Director-General for Dental Services since October last year. While serving in the Royal Naval Medical School at Alverstoke immediately prior to taking up his present appointment, Rear-Admiral Holgate pioneered research into the Strontium 90 burden of human teeth, consequent on fallout from the testing of nuclear weapons.

DAMPIER'S CREW IS INSPECTED



H.M.S. Dampier, a Cook class survey ship, a modified Bay class frigate, recommissioned at Singapore in July. The crew is seen here being inspected by the Captain, Cdr. J. D. Winstanley, R.N.

'WRENNERY' OPENED AT DEVONPORT

THE General Secretary of the Royal Sailors' Rests opened a residential wing for members of the W.R.N.S. at the Royal Sailors' Rest at Devonport recently. It is the second of its kind, the first having been constructed at Londonderry, and it is hoped that similar Wrenneries will soon be available at Portsmouth and Weymouth.

The new wing has been designed to cater for girls for long or short periods of leave. It has eight private cabins decorated in the modern style with attractive colours and completely and tastefully furnished. There is a communal lounge and a kitchenette where light refreshments can be prepared. The cost of a cabin is 5s. a night or 30s. a week.

NAVAL OFFICERS IN EXPLORATION PARTY

LIVING on pemmican and dehydrated vegetables, 30 cadets and officers of the three Services are exploring many square miles of wild and sparsely populated country in Norway.

In some areas they are making the first substantial land survey of territory hitherto seen only from the air.

Leader of the expedition is Lieut.-Cdr. M. K. Burley, R.N., of H.M.S. Protector, the Antarctic ice patrol ship, now refitting at Cowes, and his second in command is Mr. Michael Hosford, a science tutor at Britannia Royal Naval College, Dartmouth.

About 20 naval officers are in the party, the others coming from Sandhurst, Cranwell, the School of Military Engineering, Chatham, and the R.A.F. Technical College, Henlow, Bedfordshire.

MILES OF ICE

Base camp on the expedition is near Jostedalbreen, the largest glacier in Europe. It has an area of 480 square miles with an icecap about 6,000 feet high.

From here the explorers, in four groups, travel in all directions, under instruction in ice climbing, glaciology, advanced ski-ing and mountaineering. As one part of their adventure, they are to climb peaks of 9,000 feet in the Jotunheimen ("Giant's House") Mountains, which inspired "Peer Gynt."

Whatever the weather they are living under canvas and occasionally in the open.

The party left London airport on August 10 and return on September 8.

Although officers contribute to expenses, the Nuffield Trust have made a generous gift to the funds, and the enterprise, organised and led by the Royal Navy, is staged under the auspices of the Royal Geographical Society.

NEW COMMANDANT-GENERAL

MAJOR-GENERAL M. C. Cartwright-Taylor, C.B. has been appointed Commandant-General, Royal Marines, in the rank of Lieutenant-General, in succession to General Sir Ian Riches, K.C.B., D.S.O., the appointment to take effect in February, 1962. Major-General Malcolm Cartwright-Taylor entered the Corps in 1930. At the outbreak of the Second World War he was serving in H.M.S. Renown. He was appointed to the Pay

and Records Office, Royal Marines, on its formation in 1947 and was responsible for the introduction into the Corps of the centralised drafting system.

Since early in 1959 Major-General Cartwright-Taylor has been Major-General, Royal Marines, Plymouth Group.

He received the C.B. in the New Year's Honours List, 1961.

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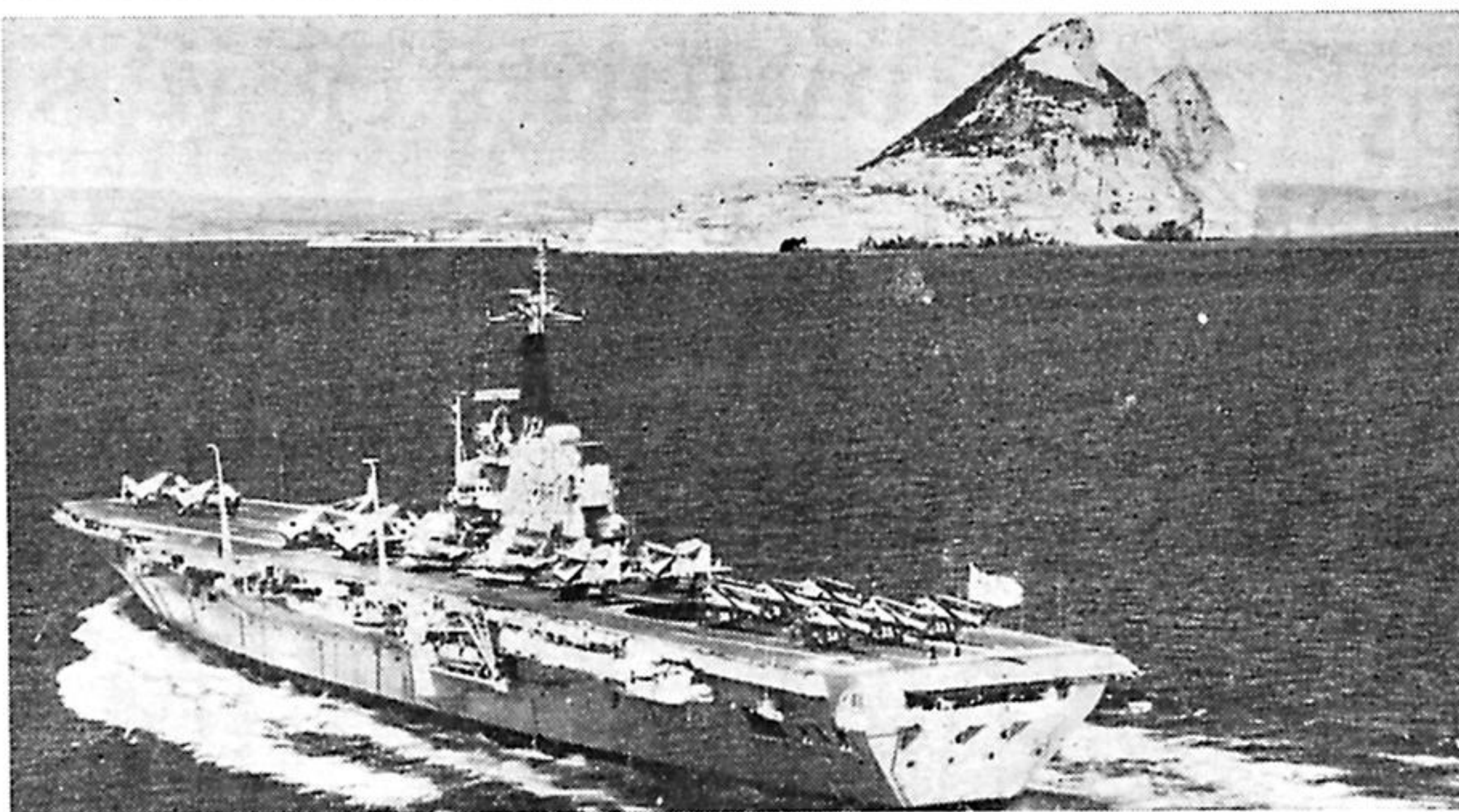
CENTAUR HOME

Marriages had to be put off

H.M.S. Centaur (Captain J. A. C. Henley, D.S.C., R.N.) returned to Devonport from the Middle East on September 2.

The ship's company, consisting of about 1,600 ratings and 150 officers, had been taking part in Fleet exercises in the Mediterranean and was homeward bound when she was diverted, first to Aden and then to the Persian Gulf, where she relieved the carrier Victorious during the recent Kuwait incident.

About 40 members of the ship's company were to have been married in August but in view of the change of plans the weddings were postponed.



The 27,000-ton aircraft carrier Centaur which began her third commission in March seen with aircraft ranged on her flight deck approaching Gibraltar

TRIBALS IN R.A.N.

THE article in the August issue of NAVY NEWS concerning Tribal Class destroyers, which he describes as 'most enjoyable reading,' prompted a reader to mention that ships of this class served with distinction in the R.A.N. and R.C.N. during the war and in subsequent years.

The Pacific theatre received a worth-while contribution from R.A.N. Tribals—Arunta, Warramunga and Bataan (named as a courtesy to the United States Navy at about the time the United States Navy named a Canberra—but that is another story).

R.A.N. Tribals served in Korean waters and, although converted, the Arunta and Warramunga are in reserve in Sydney, still capable, it is thought, of commissioning at short, or relatively short, notice. Bataan has by now probably been disposed of.

All three were built in Sydney at Cockatoo Docks and a fine job was made of them. They were indeed handsome, powerful and fast ships (Warramunga, from necessity, did 36.5 knots in initial sea trials—and over 20 knots astern). The Captain of the commissioning crew was Cdr. E. F. V. Derchaineux, D.S.C., R.A.N. The Tribal Class in the Pacific were, it was considered by all, superior to any "cans" the United States Navy were driving at the time—1942-43.

GUIDED MISSILE TRIALS SHIP TERRIFIES CARRIERS

News of H.M.S. Girdle Ness

(BY "NAVY NEWS" CORRESPONDENT)

FOR some years now the commonest sights to be seen on the horizon south of Malta have been Filfa and H.M.S. Girdle Ness. There she makes the best use of the cloudless skies to fire her "Sea Slugs" at drone Meteors and Canberras from 728B Squadron at Hal Far. Most weekdays will find her south of Delimara Point searing the beehives out of sea-gulls and terrifying any aircraft carrier that dare come near. Her comfortable, matronly lines conceal the Navy's very successful guided weapon system and the men who light the blue paper.

But no one can say we leave our mark on nothing but aeroplanes, for success in sport (amongst other things) sometimes comes our way, such as in hockey, boxing and swimming. The secret of this is to have a little skill, a lot of enthusiasm and enter everyone who is not actually crippled.

A hit revue called "Too Late for Christmas" rocked 'em in the aisles at the Manoel Island Theatre; Banyan and Medfoba parties scrambled all over Sicily and Gozo at the drop of a request chit, and the fish in the Blue Lagoon are no longer safe from the guided spear.

Still, no mention of our doings would be complete without a tally of

visits. Ios and Piraeus have both felt the impact of "Girdle Plonk" and both proved most successful. In Ios the weather was kind—too kind, as it turned out, for the teams of cross-country hikers that were landed along the coast and had to make their way back to the ship over the rocky barren mountains, hills and dales, across ravines and valleys, burros and ducks. The race was held in scorching heat and was won by a team from the Royal Naval Scientific Service, who haven't stopped rubbing it in ever since.

A veritable "Never on Sunday" mood prevailed in Piraeus, however, and the combination of glowing hospitality and a beautiful setting made a beautiful run ashore, even for those who fought and lost their first battle with Ouzo.

renewed her missile firings and also began to prepare for the homeward voyage in April. Cabins and mess-decks boasted whole hordes of canaries, and you couldn't move for cars on the upper decks, scooters on the tweendecks and refrigerators on the messdecks. That the ship's bell is wearing thin at the base from the names of all children christened therein is ample evidence of how many families are going home with more than they came out with.

The ship returned to U.K. on April 26 to fit new equipment for further trials and to have some essential repairs done in H.M. dockyard, Devonport. During our two months stay in Guz no time was wasted either in or out of working hours. The first of the weekly trips by M.F.V. to the Scillies was nearly the last, thanks to storms and bad visibility. Nevertheless these long voyages (12 hours) proved to be most popular, not least among the girls of St. Marys.

Other healthy activities include canoeing, camping and golf, in the last of which the wardroom excel, reportedly by cheating better than the Petty Officers.

In July the ship returned to Malta and the buoys of Pinto Steps where Rafael and Crazy Horse (the ship's Dghaisa men and champion drinkers of quartermasters coffee) were waiting.

NO BANKS BROKEN

Genoa, too, turned out to be an excellent run, and the only sign of January weather was the layer of cloud on the distant Alps. Once alongside the ship soon emptied—some going skiing, where they broke no legs, to casinos, where they broke no banks and to pleasant Italian bars where they broke no heads. Bus tours and entertainments were laid on by the Italian hosts and even the ration allowance men stood up to their tummy absence (not holiday, please) from their wives with commendable fortitude and stamina.

On the way back to Malta an M(E) was taken ill with appendicitis, (he claims it was grape-pips in the "screech") and had to be landed at Bastia, Corsica, where he was extremely well cared for and treated.

Back in Malta again the ship

SOUTH AFRICAN NAVAL RESERVE

The South African Naval Reserve Historical Committee is compiling a history of the S.A. Naval Reserve since its birth: as the Natal Naval Volunteers in 1885, until the present day. The Secretary (Mr. F. J. FitzGibbon, The Regent Place, Durban North, South Africa) would like anyone who can help him in his task to get in touch with him.

SALVAGED

The S.S. White Sea of 7,000 tons, which went aground on Pulau Busting after bunkering at Singapore on July 22 has been successfully refloated by the Fleet salvage organisation and is now anchored in Singapore Roads. Employed in the task was H.M.S. Barfoam (Lieut.-Comdr. J. E. Need, R.N.).

Soviet ship for Romania

THE Romanian Navy is the recipient of a Soviet naval "cast-off." The 26-year-old cruiser Kertch, 7,527 tons, is to be handed over by the Russian Navy.

She was given to Russia as part of Italy's war reparations and in Italian service she was called Emanuele Filiberto Duca D'Aosta—which must have made one of the longest cap tallies on record. She is armed with eight 6-inch and six 3.9-inch guns as well as six 21-inch tubes.

After the war the warships handed to Britain and America by Italy, including a number of battleships, were scrapped without ever being taken into service.

In Memoriam

Frederick James Nicholls, Able Seaman, P/J.958600, H.M.S. Blackpool. Died July 2, 1961.

William George Sagar, Able Seaman, P/J.930992, H.M.S. Ambush. Died July 4, 1961.

David Henry Winter, Able Seaman, C/J.942099, H.M.S. Whirlwind. Died July 3, 1961.

Ronald John Richardson, Able Seaman, P/J. 947264, H.M.S. Jaguar. Died July 8, 1961.

Stella Peglar-Smith, Chief Wren 98910, H.M.S. Condor. Died July 14, 1961.

John Elder, Marine, R.M.17630, Pay and Records Office, Royal Marines. Died July 15, 1961.

Albert Keith Watson, Naval Airman Mechanic 2 (A/E), L/F.974848, H.M.S. Ariel. Died July 17, 1961.

Brian Henry Heap, Able Seaman, P/J.979751, H.M.S. Excellent. Died July 19, 1961.

Frederick Charles Wiseman, Chief Petty Officer, P/JX.161482, H.M.S. Vernon. Died July 27, 1961.

Donald Brian Cribb, Engine Room Artificer, 1st class, P/MX.919083, H.M.S. Hartland Point. Died August 7, 1961.

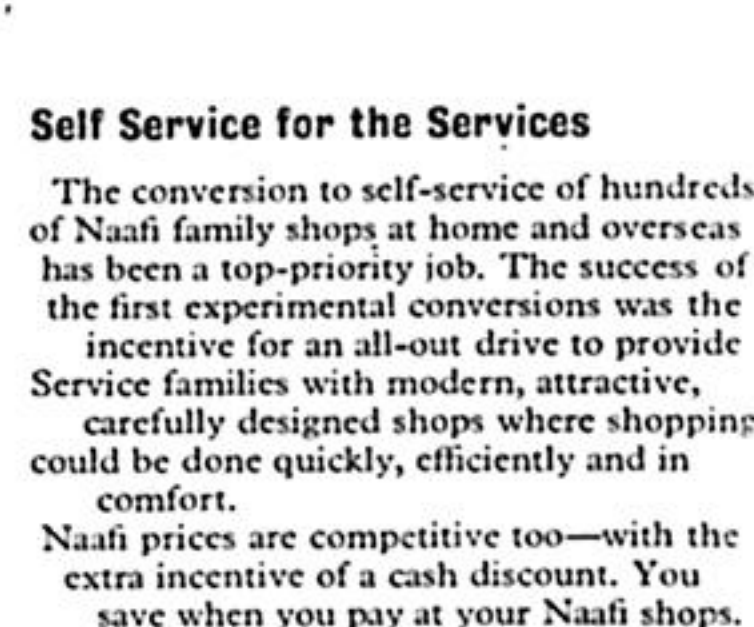
Bruce William Mallin, Naval Airman Mechanic 1st Class (A/E), L/F. 973839, H.M.S. Goldcrest. Died August 5, 1961.

Carl Leslie Gaskell, Able Seaman D/JX.904533, H.M.S. Finisterre. Died August 3, 1961.

Shipmate Charles Henry Gilder. A member of Leicester branch. Died August 7, 1961.

George Merrett, Naval Airman, L/F.976266, H.M.S. Fulmar. Died August 2, 1961.

Bruce M. Mallin, Naval Air Mechanic, L/F.973839, H.M.S. Goldcrest. Died August 5, 1961.



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Londonderry's first impressions — beaches

banyans and band 20,000 VISITORS AT BARBADOS



Sunshine, palm trees and coral sands one of Bermuda's lovely beaches

WHEN H.M.S. Londonderry, the Whitby class anti-submarine frigate, left Portsmouth on May 1, it was the start of her overseas year of the commission. There was, of course, the usual feeling of sadness at leaving home, but there was, also, a feeling of excitement, for the West Indies have the name of the best commissions.

The first port of call was Ponta Delgada in the Azores, where the ship topped up with fuel. "Do you stop at Bermuda, señor?" asked a small boy on the jetty. "If we don't, there'll be the most almighty smash" was the reply. The smash was avoided, all right, and the ship's company found the sun "ashining" as those who do not know Bermuda always expect.

It was soon discovered that one can get an over-optimistic view of Bermudian weather by reading the guide

books. It can rain a lot there, although, fortunately, it doesn't seem to last very long. Londonderry had its share of fine weather, when blue skies, clear waters, beaches of pink coral sand and masses of gay flowers all combine to make Bermuda, the mid-ocean paradise (to quote the guide books) it is supposed to be. Everything is fabulous, including the price of a bottle of beer.

The ship stayed at Bermuda five days and then embarked the Senior Naval Officer West Indies (Commodore H. C. J. Shand, D.S.C.), for its first cruise round the Caribbean.

QUIET RUN ASHORE

St. Thomas, one of the American Virgin Islands, was the first island the ship called at, and there was a pleasant three days among softly waving palm trees. St. Kitts was the next island and it proved to be a fairly quiet "run ashore," with good bathing but not much to do in the evenings. In fact it was soon found that visits to West Indian islands usually fell into two classes: the banyan-palm beach and bathe type, and then rum, calypso and steel band type.

The visit to Bridgetown, Barbados, was of the second kind, and the introduction to the light amber Bajun rum was an occasion for rejoicing all round.

The ship went alongside in the Deep Water Harbour, which had only just been opened, and so great was the interest in the first Royal Navy ship to berth in the new harbour, that Londonderry was besieged with over 20,000 visitors. This figure is no exaggeration. There were far more than could possibly be taken on board.

The officers and ship's company enjoyed a sailing race with the Royal Barbados Yacht Club, played cricket with a local team, or just bathed and lay in the sun.

LIMBO, BONGO AND SHANGO

Port of Spain, Trinidad, claims to have invented calypsos and steel bands. There were certainly many bands to hear and bands to dance to, and some members of the ship's company, perhaps rather surprisingly, found themselves being hailed as experts at the Limbo, Bongo and Shango. The ship's two-day visit was all too short, and those on board are hoping to visit Trinidad again before long.

H.M.S. Londonderry next visited Jamaica to take part in the Queen's Birthday Parade. This was quite an impressive affair, with contingents from the Royal Hampshire, the West India Regiment, the Jamaica Police, and of course the ship's own guard of 50 on the right of the line. Two saluting guns were also landed and were dug in on the polo ground. The Governor took the salute and the whole parade was a great success.

There was plenty to do amongst the fleshpots of Kingston—one of the largest cities in the Caribbean—and officers and men were generously entertained by the local people. It is



Members of the Petty Officers' Mess take advantage of the sun

said that most on board can now sing with special feeling the old calypso "I've got a little girl in Kings own town."

SPORT AT BERMUDA

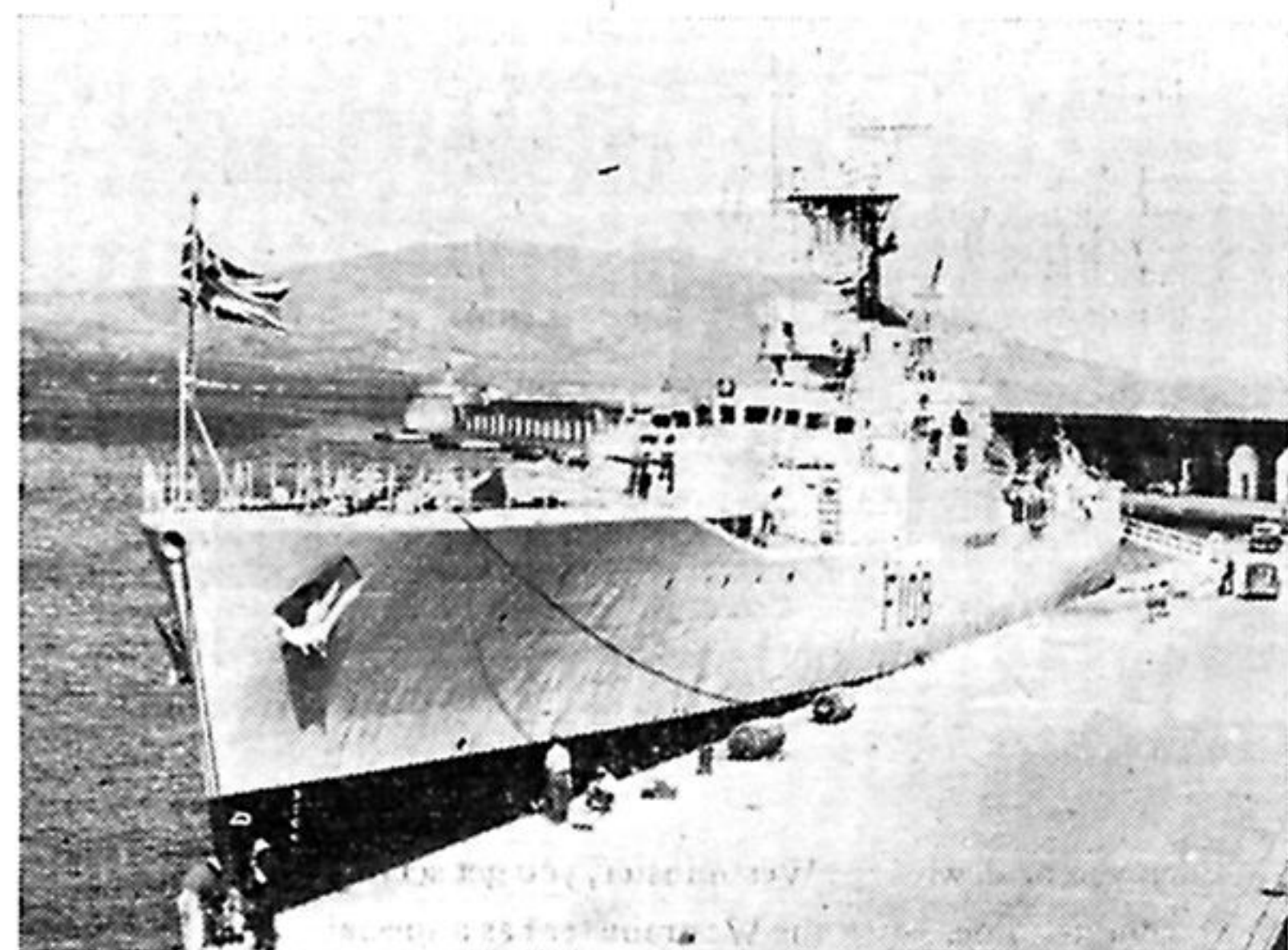
After Kingston the ship returned to Bermuda for some self-maintenance and the chance to see a bit more of its base port. It was fine weather for sport (and in the West Indies cricket, football and hockey can be played all

the year round). All three were played and during the six weeks stay the ship managed to get in a total of 45 inter-part matches. During this stay Commodore J. E. L. Martin, D.S.C., relieved Commodore Shand.

The ship's first birthday was on July 20 and the Captain cut a special cake with Chief Mechanician R. F. Earp, who started standing-by Londonderry in August, 1959, and is the oldest member.



"Ship open to visitors"—some of the 20,000 who visited the ship at Bridgetown, Barbados



H.M.S. Londonderry alongside at Ponta Delgada, Azores

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H.M.S. Paladin placed on disposal list

THE TV catch-phrase "Have Gun—Will Travel" means more to the Ship's Company of H.M.S. Paladin than to the most avid ITV fan. Paladin may be either a Western hero or a mythical knight errant, but in its more down-to-earth form the name also belongs to a Type 16 A/S Frigate which has just completed its sea-going life with the Royal Navy.

Laid down in July, 1940, as a Fleet Destroyer and completed in December, 1941, she had an adventurous war, during which she steamed 210,000 miles and assisted in sinking two submarines and five surface ships. One of these submarines, the German U.205, was sunk off Derna with the assistance of an aircraft of the South African Air Force. This was in February, 1943, and it must have been one of the first instances of successful Air/Sea A/S co-operation.

The ship was reduced to Reserve in 1945 and remained so until 1958. In

the interval she was converted into an A/S Frigate and fitted for minelaying.

Since commissioning as the Nore Local Division in January, 1958, the ship has steamed nearly 100,000 miles and carried out nearly as many tasks. The term "Local" is a misnomer, as the commission has involved the ship in over 60 days on Icelandic Patrol.

The ship's last duty, before being placed on the Disposal List, was to act as Escort to Her Majesty The Queen during her recent visits to Northern Ireland and Scotland. A fitting end to a busy life.

SUBMARINES' VISIT

H.M. Submarines Finwhale (Lieut.-Cdr. J. R. Wadham, R.N.) and Alcide (Lieut.-Cdr. P. N. Hamilton-Jones, R.N.) paid a four-day visit to London during August, berthing in the West India Docks. They were visited by several hundred London and Home Counties Sea Cadets as well as by the general public.

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R.N.A. parade in 'Home of the British Army'

ALDERSHOT STANDARD TO BE DEDICATED

There will be quite a touch of blue at Aldershot on Sunday, October 8, when the "Home of the British Army" will be visited by contingents of the Royal Naval Association for the dedication of the Aldershot standard.

The Dedication ceremony will take place at the Royal Garrison Church, Aldershot, at 3 p.m.

Vice-Admiral Sir Charles Hughes Hallett, K.C.B., C.B.E., will take the salute at the march past, and the Royal Marines Band, Portsmouth Division, supported by the Band of H.M.S. Collingwood, will lead the parade. The Guard of Honour is being supplied by the Training Ship Swiftsure Sea Cadets.

The members of the Aldershot Branch extend a hearty welcome to all branches of the Royal Naval and Royal Marine Associations to attend, however distant. Because Aldershot is the Home of the British Army the Aldershot Branch of the Association wishes to put on a really good parade and to show the Army that England still has a Royal Navy to be proud of.

Association branches wishing to attend should notify the Secretary, Shipmate H. C. Crocker, 93 Gloucester

Road, Aldershot. The parade will muster on the Salamanca Parade Ground, Aldershot, at 2.30 p.m. There are ample car and coach parking facilities in the immediate area of the parade ground.

There is to be a social "get-together" in the branch's club room after the parade.

NEWS OF THE ROYAL NAVAL ASSOCIATION

WEAR'S WELFARE OFFICER DIES

It was with extreme regret that the Wear Branch of the Royal Naval Association learned of the rather sudden death in hospital of Shipmate James Laurence White, of East Boldon, at the age of 43.

His service during the war was in the Royal Navy as a sub. lieutenant with the Fleet Air Arm. Afterwards he gave a great deal of his time and interest to the branch and his ex-Service colleagues as branch welfare officer, where his astute mind and deep voice will be noted by their absence. Other Service interests included the Fellowship of the Services and the Whitburn Branch of the British Legion.

In business as a chemist, James L. White was a member of the Pharmaceutical Association. He leaves a widow, two sons and two daughters.

EVENTS OF THE MONTH

Recent visits by members of the Wear branch included one to Consett branch's dedication ceremony, and others to Doncaster and Hartlepoons. In addition a small contingent of submariners took the opportunity to visit the Taciturn and Sea Scout at Newcastle. Members of Castleford branch visited Sunderland and promised to return again soon.

CUP FOR CADETS

The Newton Abbot branch of the Royal Naval Association held a most successful social on August 11, entertaining guests from the Royal Marine Cadets Parents' Association Plymouth.

Captain E. C. Fenton, R.N. (ret.), the president of the Newton Abbot branch, presented a cup, on behalf of the members, to the Association, to be competed for each year by the Cadets.

The cup was accepted by Mr. Bernard, who, in thanking the Newton Abbot members, said he felt sure that the Trophy would be competed for with enthusiasm.

Refreshments during the evening were provided by the Ladies' Section of the branch.

The Editor has been asked to make it known that commencing with the September meeting, the monthly branch night will take place on the last Wednesday of each month instead of the last Friday. The meetings will take place at the usual time and venue. The Social Card for 1961/62 is now being prepared and all members will receive a copy.

The social season starts with a Talent Night on September 27 and the organisers hope that all shipmates of Newton Abbot will be there and help to make the evening a success.

Barham's crest stolen from Westminster Abbey REUNION OPENED OUT

The 20th anniversary of the sinking of H.M.S. Barham falls on Saturday, November 25, 1961, and, as is customary, the H.M.S. Barham Survivors' Association will be holding a reunion. This year, however, wives, lady guests and dependants of those killed will be able to be present.

The wreath-laying ceremony and service will take place in Westminster Abbey on November 25, and afterwards everyone will proceed to H.M.S. President for a buffet supper. It is hoped that the buffet supper will enable everyone to move around and chat with each other more than would be possible at a formal dinner. The committee also felt that the less formal arrangements would allow those who have to leave early to do so, whilst allowing those who wish to make a night of it, to enjoy themselves without any formality.

The secretary of the association, Mr. Len Horner, 10 Astbury Road, Peckham, London, S.E.15, says that the cost of the supper would be 12s. 6d.

A most regrettable theft has taken place. As many will know, there is a memorial book in the abbey and the association had the ship's crest and an engraved plate fixed to the case holding the book, but last Whit-Monday the crest was stolen. The Dean of Westminster is having another one fixed as soon as possible.

Mr. Horner states that he has been able to copy the complete lists of casualties and survivors of H.M.S. Barham. There were 879 officers and ratings killed and 396 officers and ratings saved. To date, 213 of the survivors have been traced, but Mr. Horner is still hoping to trace most of the other 183.

During the past year Admiral Lord Barham's crest has been copied and a ship's crest has been presented to the chief petty officers' and petty officers' mess of H.M.S. President—the association's way of saying "thank you" for allowing it the privilege of using the mess for committee meetings and for their kindness in assisting the association with the reunion dinners.

Ex-Barhams will be sorry to read of the death of Mr. Ron Prince, who died on Christmas Eve last.

MORE VISITS SHOULD BE MADE

OCTOBER 22 is to be the big day of the year for the Newcastle and Gateshead branch of the Royal Naval Association, for on that day the Standard is to be dedicated. Invitations have been sent out and the Newcastle shipmates are expecting a big response from all branches in No. 11 Area.

The annual outing to Banborough took place on September 3, but at the time of going to print it is not known whether the weather favoured the branch. Past experience has proved that although the elements can soak the members and their friends, they cannot dampen their spirits. The annual trip is always a success.

The "Tynesiders" consider that many more visits should be made to branches by members holidaying or visiting other towns. On the occasions when shipmates from other towns visit the Newcastle headquarters, they receive a great welcome, and similarly Newcastle members visiting other branches have always been warmly greeted. Much good can come from these casual visits.

The Newcastle chairman, Shipmate R. Finch, has recently returned from a holiday in the south, and met Shipmates Coleman and Barnes of Portland. Shipmate McCabe of Hanworth and the secretary of the Ashford branch, Shipmate Finch sends his regards to all those he met and his thanks to them for so enriching his holiday. Shipmate Bugg also sends his regards to the Jersey branch and Shipmate Lackford sends his greetings to all the branches he visited.

Canterbury wins own cup

ON July 15 the Canterbury branch entertained the Gillingham, Ramsgate and Folkestone branches. The first part of the evening was taken up by the playing off of the Bat and Trap Tournament heats, with Gillingham beating Folkestone and Canterbury beating Ramsgate.

In the finals Canterbury ran through and its president, Lieutenant-Commander H. W. Kenny, R.N.R., presented the cups. These had been donated, the winner's cup anonymously and the runners-up cup by a shipmate, "Bill" Gardiner.

Refreshments were served after the Tournament and a social evening followed.

It is hoped to extend this tournament in future years and any branches in No. 2 Area will be welcome to compete for the "Canterbury" Cup.

No. 800 Naval Air Squadron is to take part in the Battle of Britain display at R.A.F. Gaydon on September 16.

CHEAM'S BUSY TIME

LIFE in the Cheam and Worcester Park Branch of the Royal Naval Association is going along with a swing, and the branch is still maintaining a steady flow of "new blood." To date, since last February, eight new members have been enrolled, and two, who had fallen by the wayside, have returned to the fold.

The Welfare Officer has been having a slack time—a sign of the good health

SUBMARINES VISIT HULL

H.M. Submarines Seraph and Tudor paid a welcome visit to Hull from August 18 to 21, and the Hull Branch gave a successful dance for the visitors on the evening of their arrival.

Rumour has it that another of H.M. ships may be coming in October, and the branch sincerely hope that in this case the visit may coincide with their big dance planned for October 20 at the Beverley Road Baths. (Accommodation for 900—boarding parties welcome!)

Tankard for chaplain

THE Herts Branch of the Royal Naval Association has recently lost the services of its branch padre, the Rev. G. C. P. H. Briggs, M.A., R.N.R., who has left Holy Trinity Church, Benger, Hertford, to take up another appointment as Vicar of Holy Trinity Church, Cookham-on-Thames, Berks.

The Rev. Briggs had been branch Padre for 15 years and was also a member of the branch main committee.

To express their appreciation a large company of shipmates and ladies recently assembled at the branch headquarters for the presentation of an inscribed tankard to the Rev. Briggs, and a heatproof tray for Mrs. Briggs.

Before asking Lieut.-Cdr. D. B. Cameron, branch chairman, to make the presentation, Shipmate Eric C. Knight, branch secretary and National Council Member, No. 6 Area, paid tribute to the outstanding services of the Rev. Briggs not only to the branch, but also to No. 6 Area.

The Rev. Briggs in reply spoke of his happy commission with Herts Branch and said that his "draft chit" would not appear so hard, as his new appointment would still be within No. 6 Area.

A garden fete was held recently in the Hertford Castle grounds, when a useful profit was realised for branch funds.

A party of shipmates and ladies, with standard, attended No. 6 Area Rally during June and in this connection the branch is grateful to Newbury shipmates and ladies for their kind hospitality.

Forthcoming events include an inter-branch cup competition for small-bore rifle shooting at Hitchin on September 28 and a ladies' night dinner which is being held at the Shire Hall, Hertford, on Saturday, October 21.

Take command of the future

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy . . . furnishing a home, children to educate. . . .

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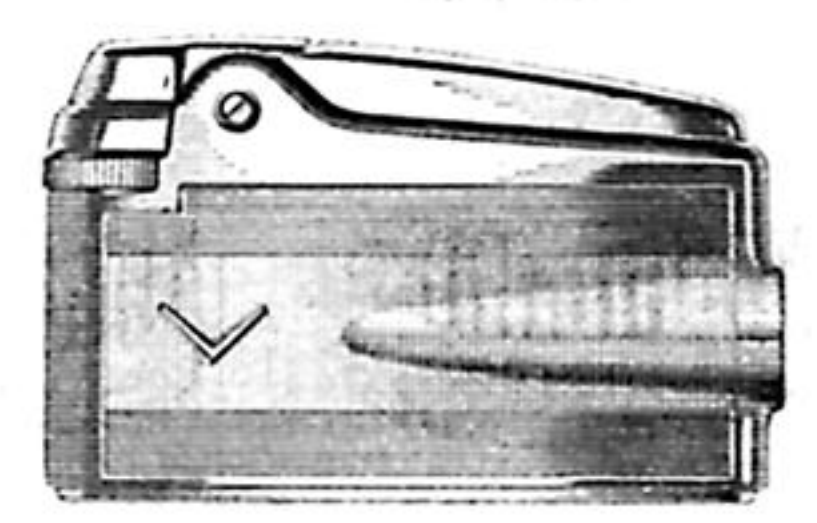
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"Desert Mounties" of H.M.S. Loch Ruthven. They are from left: Able Seaman R. W. Pannewitz (of Gearemont, South Africa), J. Angus (of County Cork) and D. Broadley (of Bristol). They were pictured after a nine miles' camel ride while on short leave in Pakistan during which they lived in beach chalets lent to the ship

Persian Gulf frigate returns home

40,000 MILES IN COMMISSION

THE frigate H.M.S. Loch Ruthven (Capt. D. B. Law, M.B.E., D.S.C., R.N.) returned home to Devonport on August 9 after a year's commission in the Arabian Seas and Persian Gulf. She was the first ship to return from the Kuwait operations.

The ship has steamed nearly 40,000 miles in a commission which has taken her to Muscat, Karachi, Zanzibar, the Trucial Sheikdoms, Mombasa and other East African ports, and to Jask in Iran, which had not been visited by a British warship for nearly 100 years. Parties from the ship have made trips to the centre of Iran, the North-West Frontier and deep into Africa, and the ship's company have played sport in 16 different countries.

H.M.S. Loch Ruthven took part as a member of the task force in support

of the Ruler of Kuwait and had previously taken part in several major British and SEATO exercises. Among her other duties, the frigate took part in the successful salvage of the burning 22,000-ton motor tanker Polyana in the Persian Gulf, and the attempted salvage of the 5,000-ton cargo liner Dara which sank within three miles of safety.

H.M.S. Loch Ruthven left Plymouth on August 14 for refit at Rosyth.

Advancements

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

TO CHIEF ENGINEERING MECHANIC
 KN770783 R. Gulliver, KN855194 E. J. S. Dundas, KN891648 L. Hall, KN790481 A. Hassall, KN664140 L. Daley, KN852627 D. Nutley, KN840804 L. H. Bishop, KN108594 T. C. F. Miles, KN770822 J. Head, KN838097 A. Graham, KN833723 P. Jordan, KN98778 B. W. G. Richard, KN877803 J. A. Clabby, KN833036 H. Cross.

TO CHIEF PETTY OFFICER
 JX154294 N. G. Newham, JX188581 G. Jardine, JX161402 R. Henthorn, JX929206 W. A. Alexander, JX581859 S. Roberts, JX136872 E. J. Martin, JX804081 A. W. Hubbard, JX160219 D. W. F. Wells, JX152726 S. Mercer, JX159211 A. T. Goodgroves, JX157268 J. S. Mullan, JX371670 F. E. P. Browning, JX171874 B. C. Chittleburg, JX163448 E. T. Thorn, JX712285 R. Wisler, JX712915 D. R. Brooks, JX646217 A. J. Phillips, JX766053 J. P. Watters, JX157134 J. M. Ingram, JX517229 N. M. Shouls, JX660667 R. E. Pennycook, JX155508 A. E. Collins, JX640456 S. L. Connell, JX145171 E. H. E. Knight, JX760037 D. H. Iles, JX712431 F. D. Tiplady.

TO ACTING CHIEF ENGINE ROOM ARTIFICER
 MX896550 T. G. Crawley, MX667797 O. G. Jones, MX818803 A. W. Potter, MX919754 E. Heap, MX923315 H. W. Anderson, MX855733 J. A. Graham, MX855919 F. T. Macdonald, MX66721 D. A. Brook, MX919644 R. W. Ricketts, MX919753 B. M. Clarke, MX855589 G. J. Coster, MX842965 A. V. Taylor, MX803673 G. A. Everett, MX645927 I. A. Fyle.

TO ACTING CHIEF ORDNANCE ARTIFICER
 MX888562 M. Collingwood, MX766817 J. Driver, MX857614 G. C. Hurst, MX888652 G. J. Ruby, MX887753 D. N. Tee.

TO CHIEF ELECTRICIAN
 MX646012 T. B. T. Pirie, MX783961 E. E. Mitchell, MX803949 G. A. Showell, MX863583 P. J. Fuller, MX666815 G. Hardy, MX833819 E. Longstaff.

TO CHIEF PETTY OFFICER WRITER
 MX849427 R. K. Stokes, MX826831 J. A. Campbell, MX834839 P. Oakman, MX840923 R. Carter, MX804045 E. E. Crilley, MX853132 I. J. Dunn.

TO STORES CHIEF PETTY OFFICER (V)
 MX869730 J. Kettlewell, MX661056 J. Hamilton, MX866902 K. C. Freeman, MX726415 F. Edwards, MX809750 C. J. Coombes.

TO CHIEF COMMUNICATION YEOMAN
 JX155174 C. M. B. Farnell, JX660895 A. D. O'Brien, JX158663 R. E. Jupp.

TO CHIEF RADIO COMMUNICATION SUPERVISOR
 JX646072 R. A. Strangeway, JX292848 R. D. Long, JX661821 A. D. Shuker.

TO CHIEF PAINTER
 MX802710 E. G. George.

TO ACTING CHIEF MECHANICIAN
 KN848245 J. W. Thomas.

TO ACTING CHIEF RADIO ELECTRICAL MECHANICIAN
 MX835098 R. F. Stead.

TO STORES CHIEF PETTY OFFICER (S)
 MX863540 R. Smith.

TO CHIEF PETTY OFFICER STEWARD
 LX870655 M. O. Johnson, LX832338 F. G. Woodcock.

TO SICK BERTH CHIEF PETTY OFFICER
 MX85356 W. D. Jones, MX850172 G. S. Varnham, MX859448 D. Ambrose.

TO CHIEF WREN
 49913 M. C. Cowell, Category Regulating.

TO ACTING CHIEF AIRCRAFT ARTIFICER (AE)
 L/FX669957 F. A. Bryant, L/FX100849 G. T. Duncan.

TO CHIEF AIR FITTER (AE)
 L/FX8952 F. Holbrook, L/FX822857 L. D. Walker.

TO CHIEF AIRMAN (AH)
 L/FX819207 E. Newbury, L/FX670455 T. S. Gibbs, L/FX670688 R. A. Wiseman, LFX646242 R. H. McKenzie.

TO CHIEF AIRMAN (SE)
 L/FX646190 C. A. Sutton.

TO ACTING CHIEF ELECTRICAL ARTIFICER (AIR)
 L/FX668404 F. H. Howling.

TO CHIEF ELECTRICIAN (AIR)
 L/FX77134 E. A. Easlick, L/FX817777 G. P. Striddle.

News of other Navies

U.S. TO COMMISSION 35 RESERVE WARSHIPS

Lexington is being retained

BY DESMOND WETTERN

AS one of the moves to strengthen the U.S. Navy during the present crisis, 35 warships are being commissioned from reserve.

They include four L.S.Ts., a dock landing ship and 15 transports. The carrier Lexington, 30,000 tons, is being kept as a front-line attack carrier, and the new 60,000-ton Constellation, which was to have replaced her in the active fleet, is now an additional unit.

The carrier Antietam, which was formerly the training carrier attached to the Pensacola naval training air station, is to be brought up to operational status as an A.S.W. carrier. A destroyer and five destroyer escorts are being retained in commission to support her.

Eleven fleet support ships, including refrigerated cargo ships, oilers and ammunition ships, are being brought forward from either naval or mercantile reserve.

Thirty-two years with the Reserves

RETIRING from the Royal Naval Reserve after nearly 32 years' service in the Reserve is Captain R. Clarke, R.D., R.N.R., who severed his connection with active service last month.

Captain Clarke was commissioned as a Probationary Paymaster Sub-Lieutenant on December 23, 1929, and joined H.M.S. Furious at Spithead the following May for his initial period of training. Having seen service each year from then until 1939, he was mobilised in August, 1939, and served on the East Coast until he joined H.M.S. Edinburgh in 1940.

During his spell in H.M.S. Edinburgh the ship was a "maid of all work" and most of the time the ship was on convoy work to the Cape, to Malta and elsewhere. The ship also took part in the Bismarck action.

Subsequently, after a brief appointment as secretary to the Senior Officer, Western Patrol, Captain Clarke was appointed as Supply Officer of H.M.S. Blenheim with the acting rank of Commander in May, 1942. He remained in that appointment for three and a half years.

Promoted to commander on December 31, 1951, and to captain on June 30, 1958, Captain Clarke was, at his retirement, the Senior Supply Officer in the Royal Naval Reserve and a member, for the past 12 months, of the R.N.R. Advisory Council.

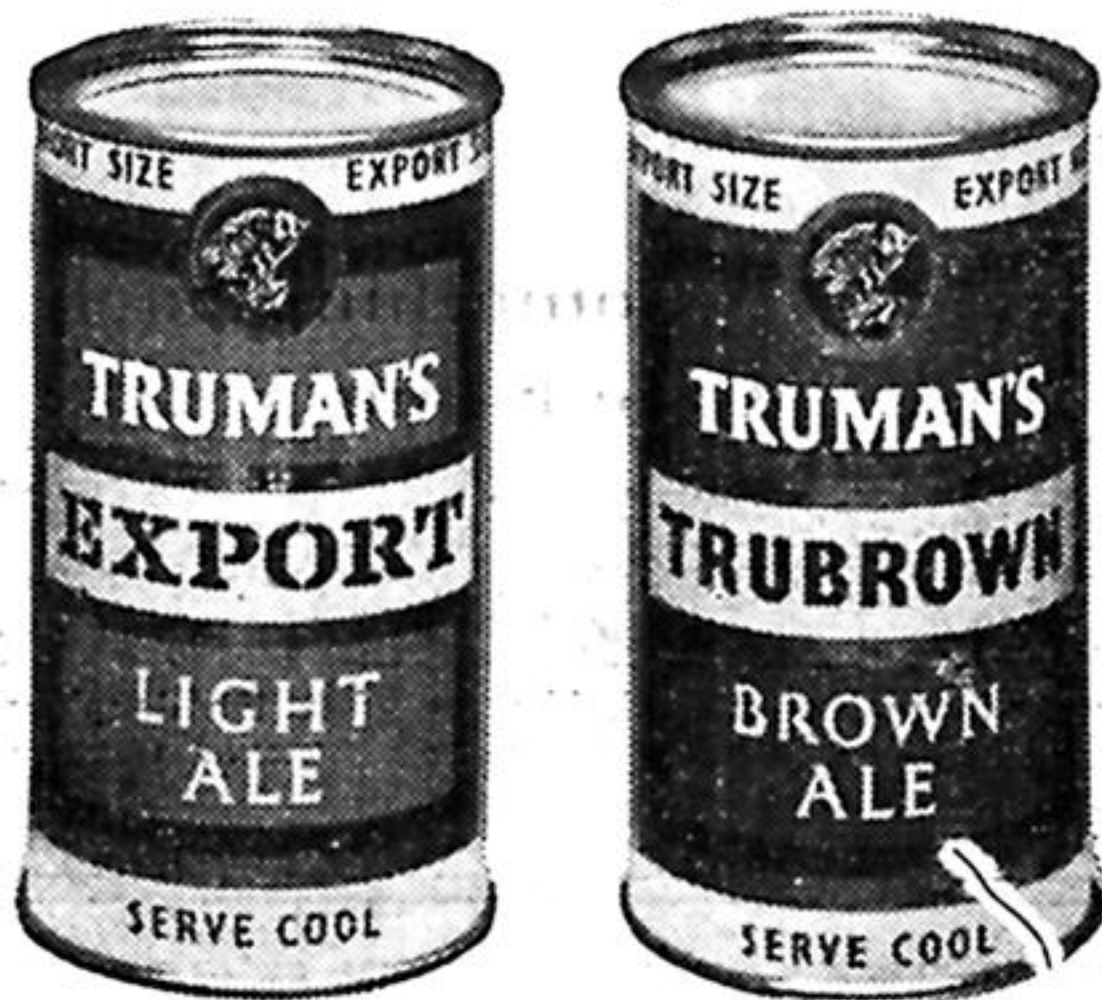
Captain Clarke was mentioned in despatches in 1941 for services during operations in the Mediterranean. In 1942 he was awarded the Reserve Decoration and in 1956 the Clasp to the decoration was added.

TROOP-CARRYING SUBS

Two troop-carrying submarines, the war-built Perch and Sealion, are also commissioning from reserve. The latter was in very low-degree reserve, being immobilised as a Naval Reserve static training ship. These two boats are designed to land guerilla or commando-type forces on defended coasts. It is possible they may be used in conjunction with the guerilla-type force now being trained as a unit of the U.S. Army.

Commenting on the build-up of amphibious warfare forces, Admiral H. P. Smith, U.S.N., Commander-in-Chief, U.S. Naval Forces Europe, told me in his headquarters in London that "the increased amphibious lift will mean that our Marines' strength at sea with the Sixth Fleet can be doubled and still keep our commitments in other areas of the Atlantic. These increases will have little visible effect on U.S. naval forces in Europe as we always keep our manning levels at, or above, NATO commitments, which means 24-hour readiness."

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Royal Hospital School wants a new pavilion for its 250th anniversary

OLD STORE ROOMS TO BECOME MODERN CLASS ROOMS

THE end of the school year came with the visit of Sir John Lang, G.C.B., for Speech Day, and it was indeed most appropriate that he should be the principal guest on this special occasion as, in his capacity as Secretary of the Admiralty from 1947-1961, he worked unceasingly for the good of the school. This memorable occasion commenced with a full ceremonial parade, with all the houses drawn up flanking the parade and with the guard and band paying their due respects on the arrival of Sir John Lang, who was escorted by the headmaster, Mr. N. A. York, M.A., the Civil Lord, Mr. C. I. Orr-Ewing, O.B.E., M.P., and the Director of Greenwich Hospital, Mr. H. D. Samuel. Following the inspection of the guard, the houses were inspected and then came the march past.

Prize-giving followed in the assembly hall and the headmaster gave his annual report on the progress made in the school during the past year. Mention was made of the inspection by the H.M.I.s, who reported most favourably on the school, and this was reflected in the number of G.C.E. Advanced and Ordinary Level passes, which had reached a new high level of 24 Advanced Level and 282 Ordinary Level in the 1960 examinations.

The headmaster then went on to speak of the planning for the future development of the school — of the vast amount of work which was taking place in the modernisation of the

kitchens—which, when completed at the end of the summer holidays, would make them completely up to date.

He continued by stating that with the removal of the store rooms to their new quarters adjacent to the kitchens, plans were being drawn up for the alterations of the old store rooms into modern class rooms and seamanship rooms and that a new laboratory and printing room would be installed. A new boat-house was also being provided for the school at the Creek.

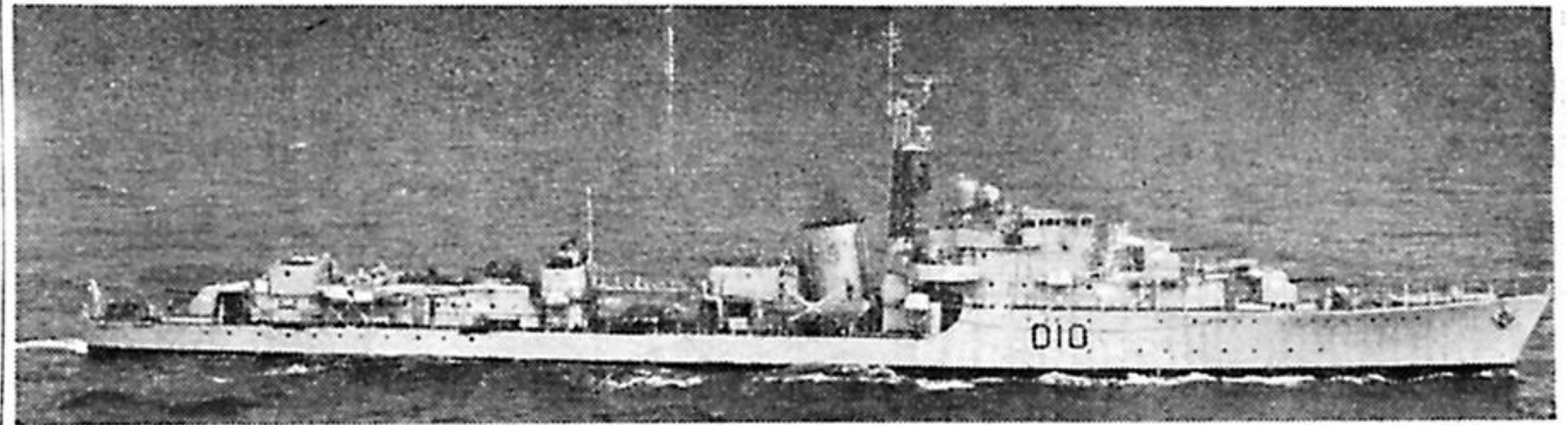
The headmaster had hoped that a further sum of money could be found to provide the school with a new sports pavilion — but by what ways and means this could be found was not certain. Possibly some other source could be tapped to provide this new pavilion to mark the school's 250th anniversary which would be celebrated next year; a sum of £5,000 was mentioned. In the meantime, classrooms were being redecorated and during the coming year the assembly hall would also be redecorated and the stage brought up to modern standard for lighting and new curtains provided for the stage.

FINANCES SECURE

All this emphasised the sound financial position of the school and the careful planning for the school's future by the Board of Admiralty.

Sir John Lang in his remarks stated that he could pay no higher complement to the school than to say that,

WORKING IN THE FAR EAST



H.M.S. Cassandra, a destroyer of the Eighth Destroyer Squadron, is operating on the Far East Station. Built by Yarrow and Co. Ltd., Scotstown, in 1943-44, Cassandra is of 2,600 tons displacement (full load) and has a complement of 186

if he had a son of school age, he would have no hesitation in sending him to the Royal Hospital School.

Commemoration Sunday service was well attended next day by parents and friends who had remained after Speech Day and the address was given by the Rev. Owen Roebuck, C.B.E., Chaplain at the school 1933-1938, and former Principal Chaplain, Church of Scotland and Free Churches, R.N.

Another high-light of the summer term was the inspection of the combined cadet force by Rear-Admiral R. E. Washbourn, C.B., D.S.O., O.B.E., Director-General of Weapons, on June 5.

The cadets paraded in glorious weather with a full ceremonial guard and after the inspection the Admiral inspected cadets at their instructions, including sailing and boat pulling on the river in cutters, whalers, dinghies and Fireflies.

The official report spoke most highly

of the efficiency of the C.C.F., who in their first year had had a successful camp for arduous training on Exmoor during the Easter holidays, despite the rainy conditions and an M.F.V. cruise on the Clyde.

During the summer holidays the Basic Section went to the Guards Depot at Stoney Castle, Pirbright, and the Naval Section went to H.M.S. Sultan.

Above all, great strides have been made during this last summer with the sailing and boat pulling on the river and as many as 100 at a time on some occasions have participated.

RECORDS BROKEN

Sporting activities have again played an important part, and at this year's sports a great number of records have once again been broken, and the cricket teams have held their own against their opponents.

The general feeling in the school is high, not only in the classroom but also on the playing fields, and in all activities which the school undertakes. The King's Banner was won this year by Nelson House for the first time; competition was keen and the results were in doubt until the last hour, with Cornwallis just being defeated by a very narrow margin to take the First Lord's Cup.

The school is sorry to have to say good-bye to Mr. D. E. Cook, who has been housemaster of Anson House (with his wife as housematron) and to Mr. A. W. Faint both of whom are leaving to take up other appointments.

Mr. F. Garrett, who watched the school being built and can be said to know where every plug is in the school, retired this July after many years' service. As he is living in Ipswich it is hoped he will keep his close connections with the school.

It was with much regret that the school learned of the sudden death of Mr. S. Stallard, who had been there since 1948, and was one of the senior cooks. Mr. Stallard took a keen interest in all activities in the school community and his loss is indeed a grievous one.

OLD BOYS' REUNION

This year the Old Boys' reunion at the school was attended by an increased number of Old Boys and it was especially pleasant to find that the younger members of the association were now taking an extremely active part.

The new system of life membership with the boys paying in instalments whilst at school, has got off to a very good start; it is hoped that all Old Boys will become members of the association and thus keep their contact with the school and participate in all activities of the association.

The Royal Hospital School at Holbrook is the Navy's own boarding school, to which the sons of serving and retired officers and men may be sent. Application should be made to the Director of Greenwich Hospital, Admiralty, 13, Devonshire Square, Bishopsgate, London, E.C.2.



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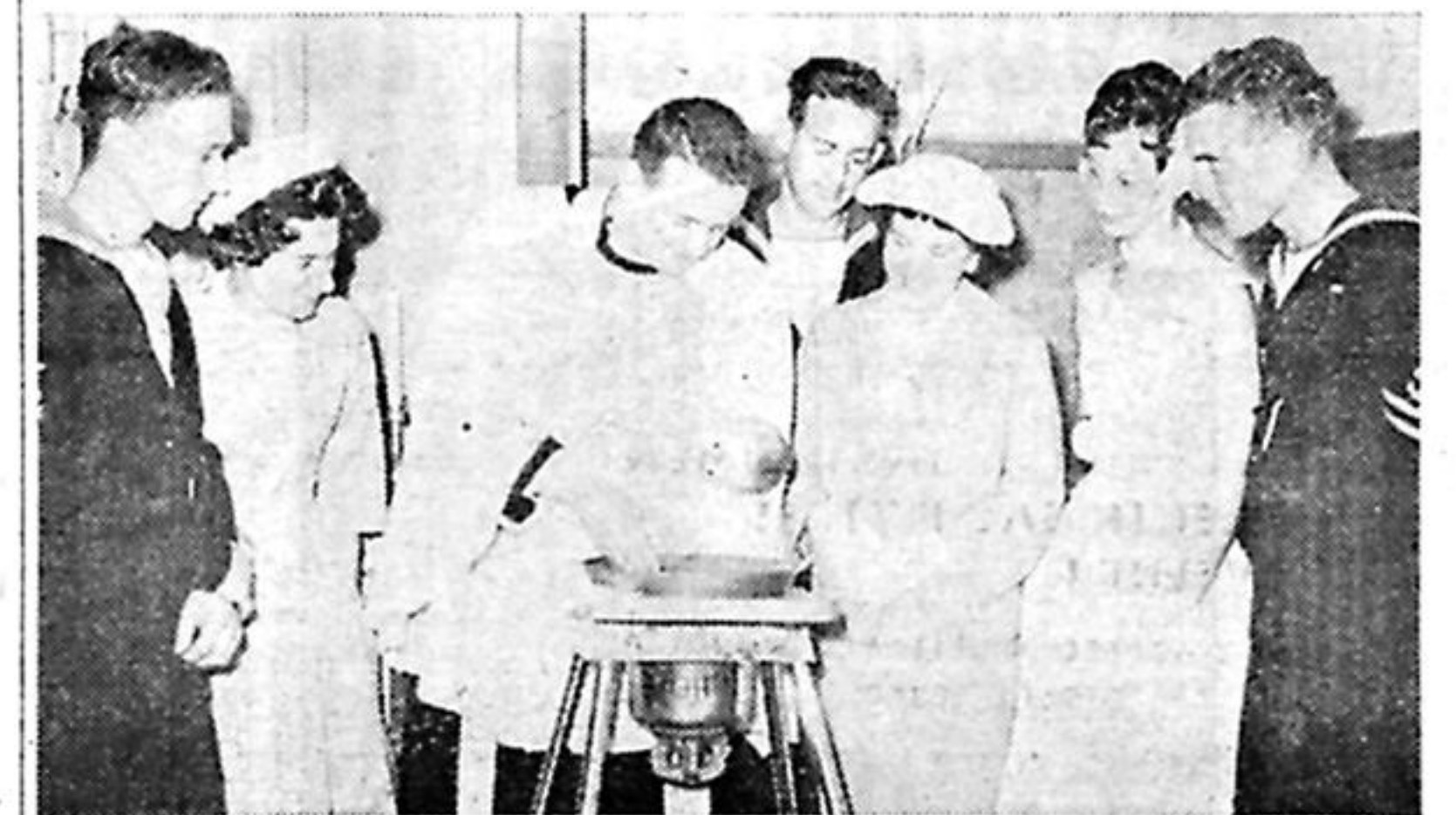
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HERMES BAPTISM



The scene in the chapel of H.M.S. Hermes when the daughter of L.A. D. A. Butterfield (left), of Scarborough, was christened. On extreme right is L.A. L. Standen, of South Woodford. The baby girl appears to be regarding the water with a certain concern

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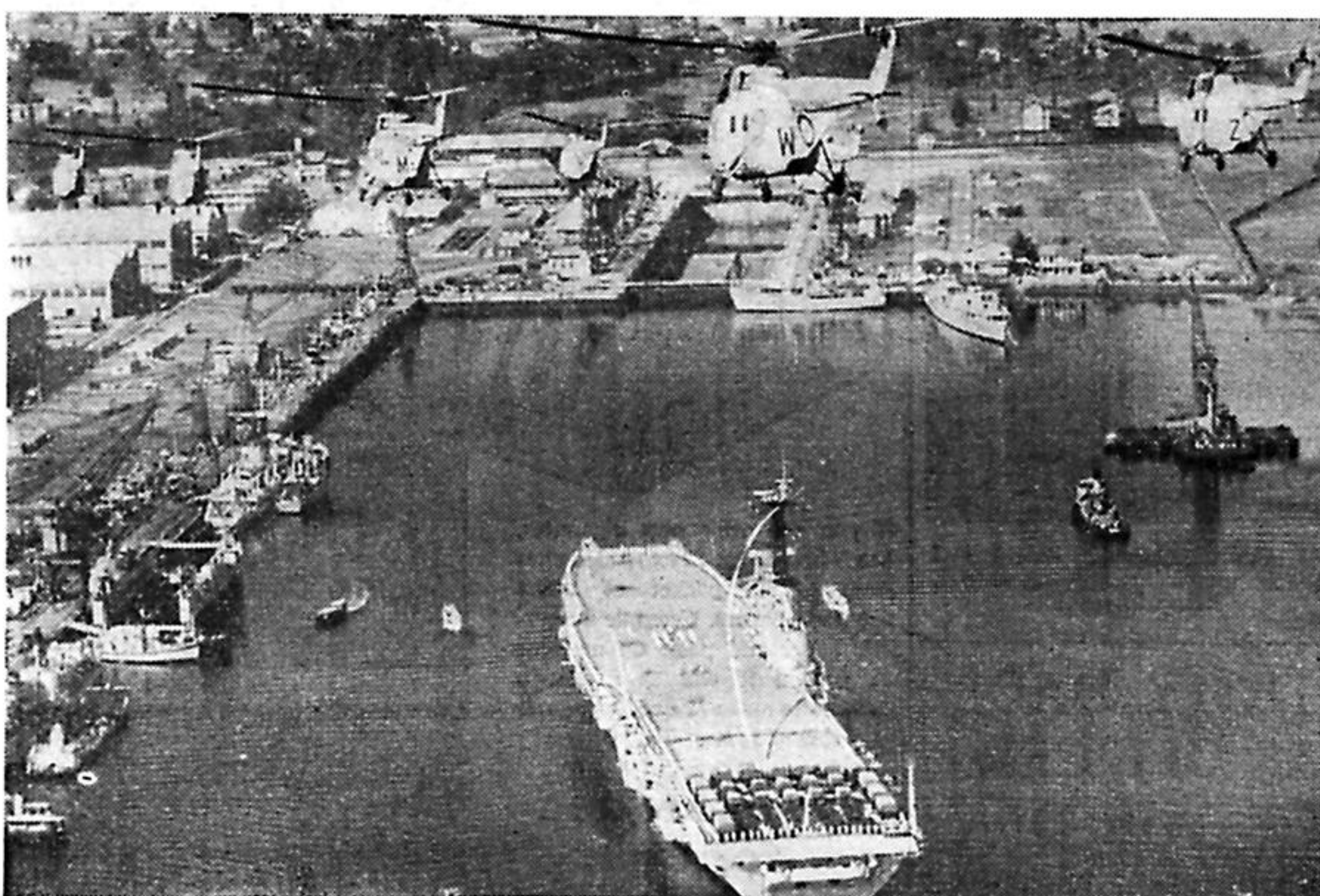
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H.M.S. Bulwark returned to H.M. Naval Base, Singapore, on July 30 from Kuwait. Her Captain, Capt. R. D. Franks, D.S.O., O.B.E., D.S.C., R.N., and ship's company flew home during August and the new ship's company, under Capt. J. S. Dalglish, C.V.O., R.N., took over. The photograph shows H.M.S. Bulwark approaching the dockside, flying her paying-off pennant and with her aircraft of 848 Squadron, Fleet Air Arm, flying overhead

NOT THE SHIP
A reader has kindly pointed out that the name of the Turkish ship portrayed in the picture in the top right hand corner of page 9 of the August issue of "Navy News" is Kilic Ali Pasa and not as printed.

No. 814 Naval Air Squadron (eight Whirlwinds) pays off at R.N. Air Station, Culdrose, on September 14, after a busy commission in H.M.S. Hermes in which it has participated in a large number of A/S and other exercises.

NAVY AT THE RADIO SHOW

THE main feature of the Royal Navy Stand at the 1961 Radio Show was a panoramic display depicting the establishing of a beach-head by a Royal Marine Commando from a Commando Carrier Task Force. It demonstrated the communications network used in this type of action, and supporting displays showed some of the actual equipment used.

Also on show were displays of modern communications equipment used in the Fleet, compass equipment, Fleet Air Arm equipment and a number of demonstrations. A cinema screen showed the latest Naval films.

Facilities for sending free greetings telegrams to Naval personnel serving at sea were available and for those who wanted to test their skill at handling a fast patrol boat at sea, there was a steer-a-ship unit.

Explorer's Tiger

LEUT. J. B. Herklotts, R.N., recently led a party of eight from the submarine H.M.S. Ambush on an exploring expedition of the Seduli Besar river which rises in the Endau Kota Tinggi wild life reserve and flows some 65 miles through primary jungle and tidal swamp to the sea at Jason Bay.

Hardly had the expedition left the road and civilisation when a shout drew attention to a group of black monkeys jabbering about in the tree above. From that moment onwards there was always something interesting or exciting at hand. The river flowed through a long, low tunnel of dark trees. Fallen dead trees were a constant obstacle, but the first day was cool, and the one-and-a-half-knot river was a big help in keeping the boats moving. Nine miles were covered before dark on the first afternoon.

The following morning the party restarted their canoeing. During the forenoon, a Chinese appeared suddenly out of the jungle—appearing to be quite unconcerned at the unusual sight of eight "Orang Orang Uteh" in four boats. The party understood from the Chinese chattering (in Malay) that he wanted a lift, and, as his destination was only a few miles downstream, he and his belongings were divided between the four boats. He was subsequently transferred to a long dugout canoe, sculled by another Chinese, who was obviously coming upstream to fetch him.

That day the canoes covered 18 miles, and camp was made at another partly cleared site. A large number of flying foxes, as well as squirrels and monkeys, were seen during the day, but the greatest excitement was when large fresh tiger tracks were discovered barely 200 yards from the camp. Most people had parangs handy when they turned in!

Mawai was reached early the following morning; here the water bottles were filled from the village well, and eggs, potatoes and beer purchased. Another 18 miles were then covered before nightfall.

The following day, after some difficulty refloating the boats across the mud (the river is tidal and it was low water), the party reached the sea at midday, and a further day and a half was spent happily swimming, fishing and exploring the trading village at the mouth of the river before being picked up by a Naval lorry—which had been arranged to take them back to the ship.

Classified Advertisements . . .

SITUATIONS VACANT

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

VACANCIES for Constables exist in the Admiralty Constabulary. Initial appointment will be on a temporary basis with prospects of transfer to permanent and pensionable service. Commencing pay of entrants is £550 per annum, with nine annual increments of £25, making a total of £775. After 17 years service a further increment of £25 is awarded, making a final total of £800 per annum. Uniform and boots are issued free of charge. There are good prospects of promotion. Candidates must be between 21 and 48 years of age, at least 5 ft 7 in. in height (in bare feet), of British nationality and of exemplary character. They will be required to pass a medical and educational examination prior to appointment. Educational examinations are held quarterly at H.M. Dockyard, Portsmouth, Devonport and Rosyth, and at the R.N.M.Y., Londonderry, Northern Ireland. The next is due in early October, 1961. For further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James's Park, London, S.W.1. Serving personnel wishing to make application should do so through their Commanding Officer, in accordance with Admiralty Fleet Order 20 0-00.

TRAFFIC WARDENS

The Commissioner of Police of the Metropolis invites applications to fill vacancies for Traffic Wardens for duty in Central London, mainly in connection with the enforcement of the law relating to parked vehicles.

Age limits: 25-55.
Pay: £635 to £705 a year (Inner London).
Training with pay.
Uniform provided.
Opportunities for permanent pensionable appointment.

POSTCARD to Secretary, Room 165(V), New Scotland Yard, S.W.1, for further information.

MISCELLANEOUS

C. H. BERNARD & SONS LTD. are always happy to consider purchasing second-hand swords with or without outfits, and any Officers wishing to sell should write in the first instance to Anglo House, Harwich, Essex, or at the Naval Ports to contact the local branch.

FORBES SELF-DRIVE HIRE. Cars delivered alongside on ships' return to the United Kingdom at no extra charge. New Morris 1000s—comprehensive insurance. Special low rates. Apply c/o White Rose Engineering Company, Liss, Hants. Phone Liss 2121.


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FORMER PETTY OFFICERS. The Petty Officers' Mess, Royal Naval Barracks, Portsmouth is according associate membership to all former Petty Officers and Sergeants, R.M. For further details please contact the Mess Secretary.



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How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

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

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

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

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

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That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



Send this coupon to 246 Bishopsgate, London, E.C.2

Please send details of the Progressive Savings Scheme

Name

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Rating or Rank

Age next birthday



A 'Double' for 744 Course

PRAISE FOR RESERVISTS

It was unfortunate that the glorious weather experienced in May and June was not in evidence at H.M.S. Royal Arthur on July 10 when the swimming gala took place. The swimming bath at the Petty Officers' School is in the open air, and a cold wind and pouring rain were not conducive to the raising of enthusiasm in either spectators or competitors. However in spite of the depressing weather conditions, a spirit of enjoyment prevailed.

No. 744 Course followed up their success in the Inter-course Athletics Match by winning the Inter-course Aquatic Shield also, thus completing the "summer double."

The Physical Training Officer had arranged a programme which catered for everyone and, following the policy of fostering team spirit, each petty officer had to compete in at least one team event for his course. This very naturally brought out the partisanship in the onlookers, and, while cheering for their team mates the waiting competitors forgot about the rain and the cold.

A special word of praise must be mentioned for No. 77 Course, the

R.N. Reserves. These petty officers arrived in H.M.S. Royal Arthur two days before the gala took place and in spite of the fact that the majority of them were non-swimmers, raised a very enthusiastic team. There were one or two prizewinners amongst them as well, and although they were placed last in the order of merit, this position belies the splendid spirit with which they entered the competition.

On completion of the gala, the captain, Cdr. D. M. H. Stobie, D.S.C., R.N.), presented prizes to the following: Free style—1, A.B. Haggis; 2, P.O. Poole. Breast stroke—1, A/E.R.A.2. Jackson; 2, L.T.O. Smith. Back stroke—1, A.B. Wright; 2, E.R.A.2. Bristow. Butterfly stroke—1, A/E.R.A.2. Parhams; 2, A/P.O. Crouch. Plate diving—1, L.M. (E) Black; 2, A./P.M.E. Brooks. Obstacle Race—1, Steward Huron; 2, M. E. Phillips. Life Saving Race—1, Wtr. Mason and A.B. Thompson; 2, P.T.I. Binks and P.O. (E1) Tetlow. Medley Relay—744 Course. Free style Relay—Ship's Company. Water-polo—744 Course. Aquatic Shield winners—744 Course.

During 1960 the Hydrographic Supplies Establishment at Taunton sold 1,410,094 charts, to the net value of £381,513.

744 Course, Aquatic Shield and athletic match winners at H.M.S. Royal Arthur

'DUTY DADS' AS OFFICERS OF THE DAY

WHEN 120 boys and girls from all over the country arrived at H.M.S. Excellent, Whale Island Portsmouth, last month for a five-day sailing regatta they found their parents and relatives had been enlisted as duty dads, uncles and aunts to keep a 24-hour watch looking after their comfort and discipline at the Royal Navy's Gunnery School.

The duty dads were "officers of the day" to see competitors in the regatta put the lights out at 10 o'clock and got up at 7 a.m., and they also ensured the youngsters made up their beds in the morning and attended lectures on nautical subjects in the evening. They were assisted by the duty uncles and duty aunts with the operation of safety boats during each day's racing.

The regatta was for international cadet class boats, and entries from competitors between 13 and 17 years of age were received from as far afield as Cornwall, Warwickshire and Herefordshire. The boys, as on the two previous regattas held at Whale Island, were accommodated in Naval quarters in H.M.S. Excellent, and the girls stayed ashore in a local hostel. They arrived at the Establishment on August 21 and races were run twice a day until August 25, with visits to H.M. Ships and Portsmouth Dockyard during spare-time periods. Competitors sailed a five-mile course between Whale Island and the Hardway Buoy in Fareham Creek, and the overall winner of the five days' racing received a mounted replica of an international cadet class yacht, with other trophies awarded to the winner of each days events.

In addition to racing their own yachts, boys and girls were given opportunities to crew the Royal Navy's 50-metre ocean-going yachts.

BATTLE OF BANTRY

FROM Thursday, August 10, until Tuesday, August 15, H.M.S. Trafalgar (Capt. R. R. B. Mackenzie, M.V.O., M.B.E., R.N.) and H.M.S. Dunkirk (Cdr. O'Brien, R.N.), ships of the 7th Destroyer Squadron, paid an informal visit to Bantry Bay, Irish Republic.

The visit was originally planned for Glengarriff, where inter-ship competitions and some "outward bounding" was to be carried out. However, at the last minute it was changed to Bantry, to coincide with their annual regatta.

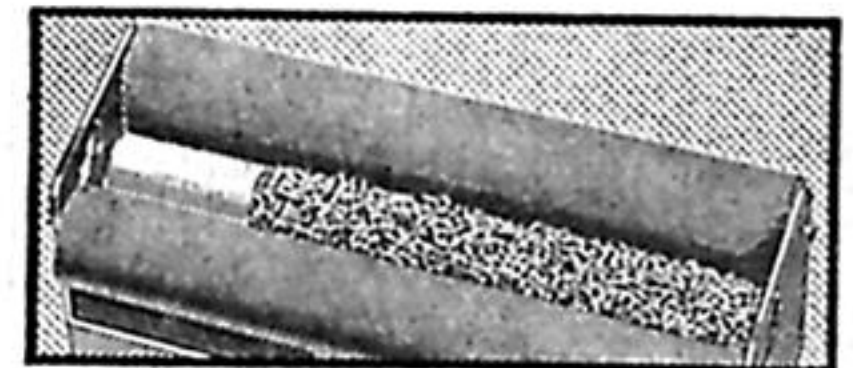
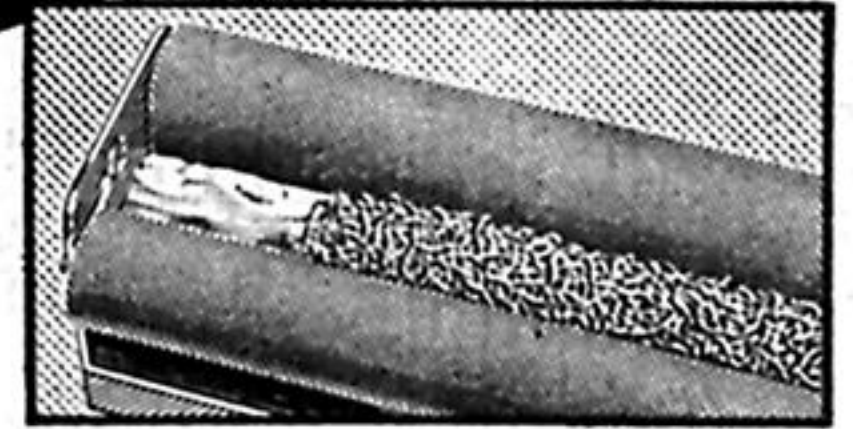
Both Trafalgar and Dunkirk competed in the regatta, with their dinghies and whalers. But interest mainly centred upon the mock "Battle of Bantry" staged by the ships' whalers within 50 yards of a spectator-lined shore, which was a great success.

Camping parties were landed on each of the five nights in Bantry. These parties reported a very friendly welcome from the local population, and their only complaint was that they could not camp for a longer period.

Inter-ship competitions included whaler and dinghy relay races, a fishing competition, uckers, water-polo, soccer and a treasure hunt. The success of a number of these was due to the kind co-operation of the people of Bantry.



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20 cigarettes for 8d

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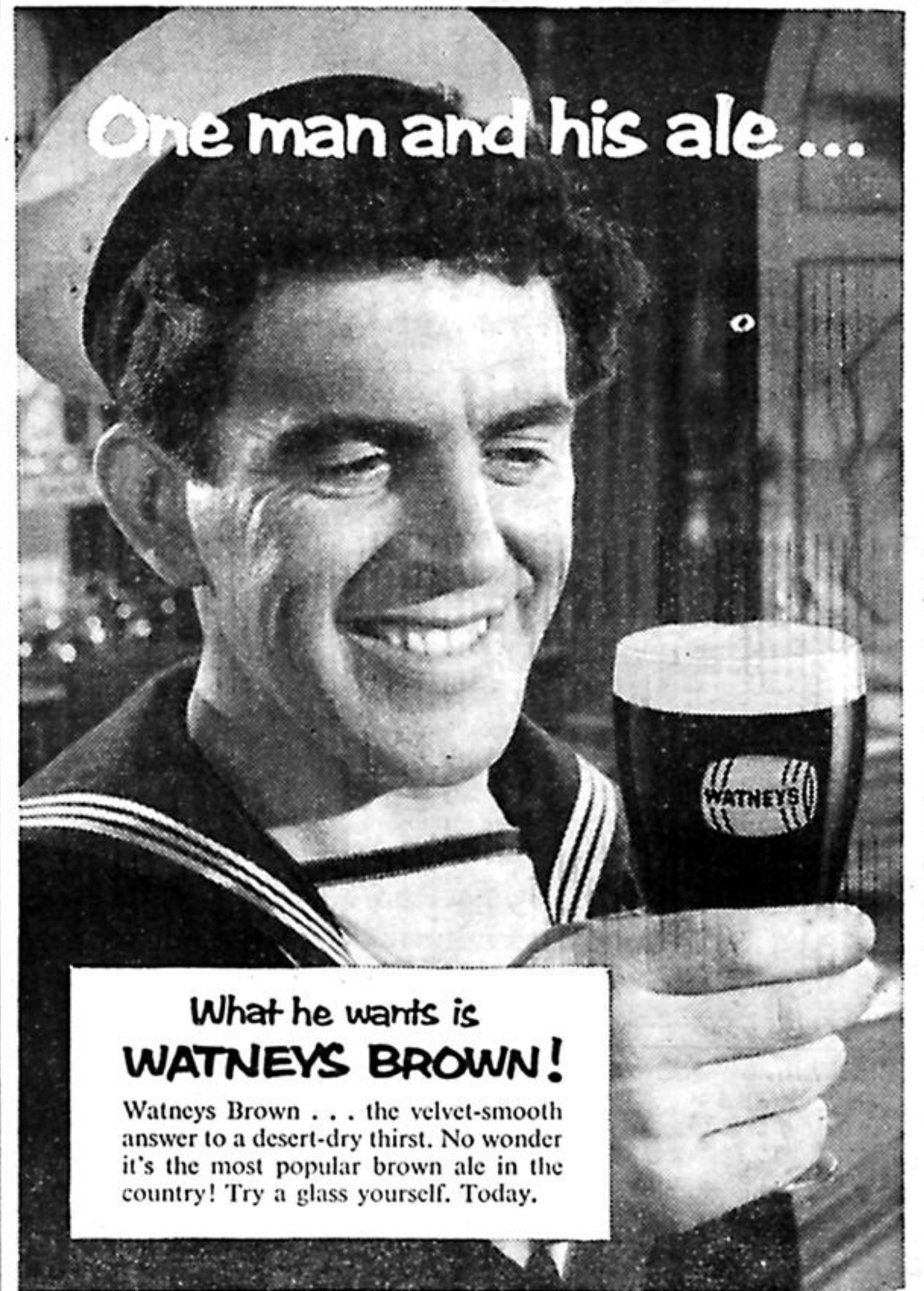
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