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QUEEN AND DUKE RETURN TO SCENE OF THEIR FIRST MEETING

In the Captain's Garden at the Royal Naval College

THE FROGMAN WHO SHOULD HAVE BEEN "HUFFED"



The Queen inspects the punishment book in which her father's name appears

It is a tradition that the Queen and the Duke of Edinburgh first met in the captain's garden at Britannia Royal Naval College, Dartmouth, in 1939, when the Duke was a Midshipman and the Queen a school-girl.

Last week (Friday, July 27) they paid a return visit when Her Majesty presented awards to Sub-Lieutenants who were passing out for service in the Fleet, and took the Salute at a march-past of some 500 cadets and midshipmen.

She was greeted by the First Sea Lord, Admiral of the Fleet, Sir Caspar John, and Capt. W. J. Parker, Commanding Officer of the College, and with her were Lord Carrington, First Lord of the Admiralty, and many senior Service officers and civic dignitaries.

Earlier in the day, the Royal couple arrived in Dartmouth in an atmosphere like a Turkish bath, limp and quiet. A grey mist shrouded many of the landmarks of Dartmouth which were so familiar to the Duke when he served there as a Cadet.

As the Royal Yacht Britannia, in which they were travelling, came into sight, the scene burst into life. Ahead of the ship raced small picket boats of the Dartmouth Squadron, which acted as escort, and the Royal Yacht—looking immense in the little harbour—came to anchor opposite the Railway Pontoon.

After attending a civic ceremony

at Coronation Park, The Queen and the Duke arrived at the College, and spent a few minutes at the Captain's House, the scene of their first meeting. Then, precisely at 11 a.m., Her Majesty appeared at the main entrance, watched by thousands of spectators, and received the report by Cdr. James W. Pertwee that the parade was ready for her inspection.

FROM UPPER BRIDGE

Divisions were held with the College Royal Marine Band playing the background music and Her Majesty took the salute from the Upper Bridge and inspected the parade.

After presenting the Queen's sword, gold medals, and telescopes, Her Majesty addressed the assembled company.

She recalled that Dartmouth had been closely connected with her family for a very long time. Her great-grandfather, King Edward VII, laid the foundation-stone of the college 60 years ago, and both her father and husband spent some time there.

"There have been many changes in the Navy since then, but the pattern of training here at Dartmouth has always kept pace with the demands of the Fleet.

"The system of entry and the syllabus reflect the exacting requirements of present-day technical knowledge. But there are other and equally important things that have not changed. "The need for active, progressive leadership and the ability to command the respect, the co-operation of men in every branch of this complex Service, is as great as ever."

PASSION FOR IMPROVEMENT

The Queen said that inspiring leadership and a passion for improvement were the real traditions and ideals of the Royal Navy, and it was those that they must keep alive.

She then commended most strongly to the cadet Sir Francis Drake's words: "See that you hold fast the heritage we leave you, yea and teach your children its value, that never in the coming centuries their hearts may fail them or their hands grow weak."

It was deeply gratifying, continued Her Majesty, to see such a representative gathering from the Commonwealth, and to see cadets from as far afield as Sudan and Thailand taking part in the ceremony.

In reply, Capt. Parker recalled that the Queen and Duke—"so tradition has it"—first met in the Captain's garden 23 years ago.

Capt. Parker ended by saying that when the Queen's great-grandfather laid the foundation stone, he expressed the hope that his successors would always be associated with the college.

Turning to the Queen, Capt. Parker said: "I hope this tradition will continue."

AT CAPTAIN'S HOUSE

Following the speeches, the parade advanced in Review Order, headed by the Queen's Colour (presented by the Duke of Edinburgh on behalf of the Queen in 1958), and after the march-

past, Her Majesty retired to the Captain's House for lunch.

After lunch, there came a tour of the College, including a visit to the swimming baths. Here a game of underwater draughts played by frogmen amused the Royal couple.

Clad in equipment which leaves no tell-tale bubbles, the men played a number of moves until the Queen, turning to the Duke, said: "He ought to have been huffed two moves ago," and the game came to an end.

In the library, the Queen and the Duke were shown the college punishment book, and in it they saw two entries against the name of the late King.

For one offence of "talking before grace," he received an extra hour's

drill, and on another occasion a quarter of an hour's extra drill for "skylarking." Both entries were in 1912.

The Queen and the Duke smiled when they were shown an entry against the name of Sir Caspar John. He, too, had been caught skylarking, and for this had to sit two days at the defaulters' table during meals.

"Skylarking, eh?" asked the Duke; and then turning to Sir Caspar, remarked: "It shows how ineffective the punishment was."

At the end of their visit, the Royal couple were to leave Sandquay, the College jetty on the River Dart, for Totnes. A last-minute decision, however, cancelled the planned trip by Royal Barge, and they left the College for Totnes by road.

SIR CASPAR ALSO "SKYLARKED"



As the inspecting party moves forward Prince Philip has a joke with Sir Caspar John, Admiral of the Fleet

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EDITORIAL

ANOTHER Royal Tournament has taken place and, once again, the Royal Navy field-gun crews have earned high praise. The three crews are to be congratulated upon their efforts, with particular emphasis on the achievements of the Air Command and Plymouth Command.

Like the "four-minute mile," the "three-minute barrier" has been broken—and broken in convincing manner. How has it been done? By superbly fit men, split-second timing and co-ordination of mind and muscle. The long, hard-slogging training sessions have produced their rewards.

It is sometimes said that the present trial of effort and speed is outmoded in this day of rocketry, electronics, and so on. Strangely enough, or perhaps it is not so strange, such remarks are made by present-day Navy men and never by the thousands who are thrilled each year either at the Tournament itself or when seeing the contest on television.

The other items of the Royal Tournament are always first class and deserve the applause they receive, but always, without question, the spectators give pride of place to the field-gun run and vote it the high-light of the evening. Onlookers are thrilled by the display of strength and timing.

It is felt, too, that the very men who decry the continuance of the field-gun contest may be speaking from a sense of inferiority, perhaps not having "made the grade" in this most strenuous trial. After all, it might be said that, as we have speed-boats capable of 50 or more knots, why should we have pulling regattas? Why should men climb mountains? They could get to the top by other means. Why should men attempt to do this, or do that? The answer is that men will always pit their mind and muscle against odds and try to achieve the impossible.

If, in doing so, they provide a spectacle and give delight to thousands—nay, millions—then the job is more than worth while.

The field-gun contest is a team effort, each man working for the others to achieve perfection for the whole, and so long as the Navy can produce men of the calibre of those at Earl's Court last month, then there's not much wrong with the Royal Navy. What can be done in the name of sport can be, and is, done in their work on board, each man striving to make his part of the ship, his ship, his squadron, the best.

Was Brilliant's three-pounder first A.A. gun in a ship?

SIR.—Reading in your June issue of the surface-to-air guided missiles being fitted to ships of the modern Navy, I thought a few notes on what must have been one of the earliest—if not the earliest—anti-aircraft guns in H.M. ships might be of interest to some of your younger readers.

H.M.S. Brilliant, in which I was a young engine room artificer, had been bombarding the Belgian coast in 1914, and when this work was finished she was used as a guard ship, berthing in the Tyne and Humber alternately—a duty consisting of lying at short notice for steam from 0400 to 0900 in case of a raid by surface craft.

Late in 1914, Capt. Harold Christian, R.N., and his gunnery officer enlisted the help of the shipwright officer ("carpenters" they were then, I think) to mount one of the three-pounders as an anti-aircraft gun. This was done by putting a special mounting, made by the blacksmith, on the top of the after capstan. This mounting had a step on which the gunlayer stood, and the whole affair—gunlayer and all—was trained, horizontally, by turning the capstan by one of its bars. A special sight was made by the chief armourer and his staff.

Practice was carried out at sea by Mr. Rose, chief gunner. Large paper

balloons of the parachute type were released from the poop and made to gain height by means of a piece of lighted oil-soaked waste suspended below the envelope. These were the targets.

The gun was used against the zeppelin which raided the Tyne in 1915. No hits were scored, but it was a worthy attempt.

Still on the subject of anti-aircraft guns, I was in H.M.S. Dragon on the world cruise of 1923-24, when Capt. Fairbairn and his gunnery officer were carrying out experiments with a prototype H.A. Director, which had been constructed on board.—W. P. GARNER, Lieutenant (E.), R.N. (retd.), Ashford, Kent.

DIANA'S MEN IMPRESS M.P.

MR. W. Small, Labour M.P. for Scotstoun, Glasgow, recently took passage to Stockholm and Helsinki in H.M.S. Diana, and in a letter to the Civil Lord, Mr. C. I. Orr-Ewing, he has expressed his admiration for the Navy of 1962.

"I was greatly impressed by the quality of the young men whom I was privileged to meet," he wrote. "It was not long before the image of the 'Jolly Jack Tar' of legend was dispelled, as the technical, complicated apparatus of the modern

**A FRIENDLY WAR
Turks got fresh water from Aden**

SIR.—In your issue dated July, 1962, Neptune, in his interesting article, informs us of the fact that the Turks withheld their fire every morning to allow a convoy of lorries to proceed from Aden to gather fresh vegetables and fruit. "I do not know what concession the Turks received in return." Well, sir, the answer is fresh water from Aden.

At the time I was serving on board H.M.S. Juno (Capt. A. R. Palmer, R.N., eventually Vice-Admiral) as a leading seaman and petty officer O.N. C/J 15960.

CAMEL COMIC OPERA
Actually it was a very friendly con-

flict between the Turks and the British. In the early part of 1918 I was a member of our ship's company who visited the Turkish lines. Fun—it was the grandest comic opera ever produced. Four matoles mounted on camels, riding straddle-legged, is a sight of a lifetime. Riding the way we did took the skin off our legs and left us red raw and sore for quite a long time after.

I am also one who was promoted to the rank of Mate on September 11, 1920, and finally served as a Commander-in-Command during the 1939-45 War and, I might add, the only Commander, Seaman Specialist, to hold the D.S.C. and D.S.M.—W. R. BULL, Cdr., R.N., Bridlington, Yorks.

"CAN YOU BE A SAMARITAN?"

A NAVAL rating's 14-year-old daughter who suffers from polio has been offered remedial treatment at Chessington, Surrey, from the end of August. She is able to walk a little with crutches. Transport by car is needed to take her from Cosham, Portsmouth, to Chessington, a.m. on Mondays returning home p.m. following Friday. Any person who might be able to help with transport is requested to contact the Family Welfare Officer, Royal Naval Barracks, 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.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E) Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

- H.M.S. Onslaught, August 14, at Chatham, for 2nd S/M Squadron, at Devonport.
- H.M.S. Aeneas, August 16, at Portsmouth, for 2nd S/M Squadron, at Devonport.
- H.M.S. Otter, August 28, at Greenock, for 2nd S/M Squadron, at Devonport.
- H.M.S. Anchorite, September 22, at Singapore, for 7th S/M Division, at Singapore.
- H.M.S. Narwhal, November 16, at Devonport, for 2nd S/M Squadron, at Devonport.
- H.M.S. Truncheon, December 7, at Rosyth, for 2nd S/M Squadron, at Devonport.

GENERAL

- H.M.S. Torquay, August 9, at Portsmouth for trials. Commissions for Home Sea Service, September 4. 17th Frigate Squadron U.K. Base Port Devonport.
- H.M.S. Salisbury, August 16, at Devonport for Trials. Commissions October 2 at Devonport for Home Sea Service. 5th Frigate Squadron. Transfers to General Service Commission Home/East of Suez (24 months) November. U.K. Base Port, Portsmouth.
- H.M.S. Parapet, September 1, at Bahrain for Foreign Service (Middle East). For Amphibious Warfare Squadron (F).
- H.M.S. Cook, September 3, at Singapore, for Foreign Service (Far East/Pacific) (A).
- H.M.S. Dainty, September 3, at Portsmouth. Increase from C. & M. Party to L.R.P. complement.
- H.M.S. Barros, early September. Change of classification of service. Foreign service (Far East). 8th Destroyer Squadron (C).
- H.M.S. Tenby, September 11, at Chatham for trials Commissions November 26 at Chatham for Home Sea Service. 17th Frigate Squadron. U.K. Base Port, Devonport.
- H.M.S. Tartar, September 13, at Devonport, for trials. Commissions, February for Home Sea Service. Commissions February 12 for Home Sea Service. General Service Commission, March 8, Home/Middle

- East (18 months), 9th Frigate Squadron. U.K. Base Port, Devonport (B).
- H.M.S. Delight, September 17 at Rosyth. Increase from C. & M. party to L.R.P. complement.
- H.M.S. Pellew, September 20, at Rosyth for trials. Commissions for Home Sea Service, December 4 for 2nd Frigate Squadron. U.K. Base Portsmouth.
- H.M.S. Cambrian, September 24, at Devonport for trials. Commissions at Devonport, January 3, for General Service Commission. Home/East of Suez (24 months). 8th Destroyer Squadron. U.K. Base Port, Portsmouth. Transfers to 22nd E.S., February, 1963.
- H.M.S. Caesar, October 1, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron. (A)
- H.M.S. Londonderry, October 2, at Portsmouth for General Service Commission. Home/West Indies (24 months), 8th Frigate Squadron U.K. Base Port, Portsmouth
- H.M.S. Loch Lomond, October 8, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron.
- H.M.S. Nubian, October 9, at Portsmouth for Home Sea Service. General Service Commission. December 5, Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B)
- H.M.S. Devonshire, October (tentative) at Birkenhead for Home Sea Service. General Service Commission, January, 1963. Home/Med. U.K. Base Port, Portsmouth (A).
- H.M.S. Loch Fada, mid-October. Change classification of service. Foreign Service (Far East). 3rd Frigate Squadron (A).
- H.M.S. Lincoln, October 17, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron (A).
- H.M.S. Repton, October, at Devonport for Home Sea Service. Vernon M/S Squadron vice Beachampton. U.K. Base Port, Portsmouth.
- H.M.S. Caryfort, early November at Gibraltar. L.R.P. complement. Local Foreign Service.
- No. 829 Hampshire Flight, November 14, at R.N. Air Station, Caldrose. Home Sea Service. General Service Commission, May, 1963. (Tentative date). For H.M.S. Hampshire, Wessex.

- H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East). Amphibious Warfare Squadron. (B)
- H.M.S. Grafton, mid-November, at Chatham. L.R.P. complement.
- H.M.S. Leopard, November 22 at Portsmouth for General Service Commission. South America and South Atlantic/Home (24 months). 7th Frigate Squadron. U.K. Base Port, Portsmouth.
- H.M.S. Imington, November, at Hythe, for Home Sea Service. 50th M./S. Squadron, vice Kirkliston. U.K. Base Port, Portland.
- H.M.S. Dampier, December 1, at Singapore, for Foreign Service (Far East). (A)
- H.M.S. Eastbourne, December, at Rosyth. L.R.P. complement.
- 809 Squadron, January 1, at R.N. Air Station, Lossiemouth. Strike H.Q. Squadron. Buccaneer. Home Sea Service.
- H.M.S. Duchess, January 3, at Portsmouth, for Foreign Service (Far East). 5th Destroyer Squadron. (A) Transfers to 24th E.S. April, 1963.
- H.M.S. Diamond, January 3, at Chatham for General Service Commission, Med./Home (24 months). 5th Destroyer Squadron. U.K. Base Port, Portsmouth. (A). Transfers to 23rd E.S. February, 1963.
- H.M.S. Diana, January 3, at Devonport for General Service Commission Home/East of Suez (24 months). 5th Destroyer Squadron. Transfers to 22nd E.S. February, 1963. U.K. Base Port, Devonport.
- H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East) Amphibious Warfare Squadron (F).
- H.M.S. Lowestoft, January 24, at Chatham, for General Service Commission, Med./Home (24 months) 5th Destroyer Squadron. U.K. Base Port, Portsmouth. (A). Transfers to 23rd E.S. February, 1963.
- H.M.S. Alert, January 24, at Singapore. Foreign Service (Far East). (A)
- H.M.S. Gurkha, January 29, at Southampton for Home Sea Service. Commissions, March, 1963, for General Service Commission. Home/Middle

- East (18 months). 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).
- H.M.S. Daring, January, at Devonport. Increase from C. and M. Party to L.R.P. complement.
- H.M.S. Hampshire, January (may be delayed) at Clyde for Home Sea Service. General Service Commission, May, 1963 (tentative date). Home/East of Suez (16 months under consideration). (A) under consideration. U.K. Base Port, Portsmouth.
- H.M.S. Eskimo, February 5, at Cowes for Home Sea Service. General Service Commission, April, 1963. Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B)
- H.M.S. Plymouth, February 21, at Devonport, for General Service Commission, East of Suez/Home (24 months). 22nd E.S. U.K. Base Port, Devonport.
- H.M.S. Rhyll, February 21, at Portsmouth, for General Service Commission, Med./Home (24 months). 23rd E.S., U.K. Base Port, Portsmouth. (A)
- H.M.S. Troubridge, February, at Malta. Under consideration L.R.P. complement. Local Foreign Service.
- H.M.S. Loch Killisport, February, at Singapore for Foreign Service (Far East). Captain (F). 3rd Frigate Squadron. (A)
- H.M.S. Manxman, February, at Chatham. Seaming crew. Home Sea Service. Foreign Service from date of sailing (Far East). (A)
- H.M.S. Scarborough, February, at Portsmouth L.R.P. complement.
- H.M.S. Chichester, February, at Chatham L.R.P. complement
- H.M.S. Bulwark, February, at Devonport. L.R.P. complement.
- No. 829 Devonshire Flight, February. For H.M.S. Devonshire, Wessex.
- H.M.S. Zest, March 1, at Malta for trials. Home Sea Service
- 820 Squadron, March 5, at R.N. Air Station, Caldrose, for General Service Commission. Victorious Wessex.
- H.M.S. Ursa, March 7, at Devonport, for General Service Commission West Indies/Home (24 months). 8th Frigate Squadron. U.K. Base Port, Devonport.

(Continued on Page 3, column 1)

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Leander class frigate for New Zealand

MALTA AS POLARIS ANCHORAGE?

THE New Zealand Naval Board has asked for tenders through the Admiralty for the building of a Leander class frigate for the Royal New Zealand Navy. This ship, when completed, will join the two Rothesay class frigates already in service.

The cruiser Black Prince, which has been in reserve at Auckland for several years, has now been sold to Japanese shipbreakers. Her sister ship, the Royalist, which underwent extensive modernisation in Devonport in the early 1950's, is still in active commission and is visiting Canadian ports at the time of going to press.

AUSTRALIA

The Australian carrier, H.M.A.S. Sydney, which was begun during the war as H.M.S. Terrible, has been commissioned for active service after several years in reserve. She will be available as a fast transport for a battalion of the Australian Army's Strategic Reserve. A battalion will be embarked once a year for exercises. During the rest of the year the Sydney, with a reduced crew, will be used as a training and minesweeper support ship.

GHANA

Two corvettes have been ordered by the Ghana Navy from Vosper, Ltd., and Vickers-Armstrongs (Shipbuilders) Ltd.

DENMARK

The Hunt class frigate, Rolf Kraka, formerly H.M.S. Calpe, is likely to be returned to the Royal Navy soon. Denmark is building a number of new warships and many of the former British vessels with which her Navy is at present equipped are becoming obsolete.

AMERICA

The United States Navy is likely to start looking for new support

facilities for Polaris submarines. Next year one of these missile submarines will be joining the Fleet every month, and there is clearly a limit to the number the depot ship Proteus, moored in the Holy Loch, can handle.

NEWS OF OTHER NAVIES BY DESMOND WETTERN

Another anchorage in Britain, the Azores, the Canaries or on the Norwegian coast are some of the places mentioned as possible future spots to be examined. After the Holy Loch the Americans have intimated that their next Polaris anchorage will be in the Mediterranean area. Malta, with its increasing unemployment and economic problems, and its geographical location in the centre of the Mediterranean, would seem to be ideal for providing the necessary support facilities for Polaris submarines.

It is not, perhaps, realised just how comprehensive are the facilities and equipment provided aboard the Proteus and, presumably, the new missile submarine depot ship Hunley. Apparently the job of fitting longer tubes in the submarine Ethan Allen to fire the 1,800-mile range Polaris (instead of the present 1,500-mile missile) was carried out while the submarine was alongside the depot ship.

SHIPS OF THE ROYAL NAVY

H.M.S. Scarborough

No. 81



H.M.S. Scarborough, an anti-submarine frigate of the Whitby class, was built by Messrs. Vickers-Armstrongs Ltd. at Newcastle-upon-Tyne, being launched on April 4, 1955, and being completed on May 10, 1957.

Fitted with the latest under-water detection equipment and anti-submarine weapons, the Whitby class was designed, primarily, for the location and destruction of the most modern type of submarine.

The vessels are all welded and the structural arrangements were designed to achieve the lightest possible structure. The Whitby and the Modified Type 12 Rothesays are considered to be the most useful class of small ships yet to be in the service with the Fleet.

Scarborough's displacement is 2,560 tons (full load); her length is 370 feet (o.a.) and the beam is 41 feet. She has two 4.5 inch, two 40 mm Bofors AA and the A/S weapons are two Limbo three-barrelled depth charge mortars.

The ordinary peace-time complement is just over 150.

Other Whitby class ships are, Blackpool, Eastbourne, Tenby, Torquay, and Whitby. The names of the Rothesays, which are similar to the Whitbys, but with modifications in lay-out are Berwick, Brighton, Falmouth, Londonderry, Lowestoft, Plymouth, Rothesay, Rhyl and Yarmouth.

Last of new Tribal's launched

THE last of the Tribal Class of General Purpose Frigates was launched and named Zulu at the yard of Alexander Stephen and Sons Ltd., Glasgow, on July 3 by Lady Begg, wife of Vice-Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C. (Vice-Chief of Naval Staff).

Zulu, whose standard displacement is approximately 2,500 tons, will be of all-welded, prefabricated construction. The hull, which is 360 ft. long with a beam of 42 ft. 6 in., has been specially treated to prevent corrosion, and Denny Brown stabilisers are to be fitted to reduce rolling. The hull shape will ensure good sea-keeping qualities.

Like her sister ships of the Tribal Class, H.M.S. Zulu will have a combination of both steam and gas turbine machinery. The steam turbine and gearing are manufactured by Parsons Marine Turbine Co. Ltd., and the gas

turbine by John Thornycroft and Co. Ltd.

Living accommodation for the ship's complement of 13 officers and 237 ratings will be of a high standard and all manned compartments in the ship will be air conditioned. Bunk sleeping is provided throughout, and the ratings' messing will be on the cafeteria system.

Her armament comprises two Seacaf systems and anti-submarine mortars, and two 4.5 in. guns in single mountings controlled by a radar-operated fire-control. The latest types of warning radar and submarine detection equipment are also being installed. She will carry a Westland Wasp helicopter.

Previous ships bearing the name Zulu have won the following Battle Honours: Belgian Coast 1915-16; Norway 1940; Atlantic 1941; Bismarck 1941; Malta Conveys 1941/42; Libya 1942; Sirte 1942 and Mediterranean 1942.

A photograph of a sister ship, H.M.S. Ashanti, appears on page 4.

DRAFTING FORECAST—Continued

(Continued from page 2, column 5)

- H.M.S. Jaguar, March 14, at Chatham for General Service Commission, Home/South Atlantic and South America (24 months). Seventh Frigate Squadron. U.K. Base Port, Portsmouth.
- H.M.S. Blake, March, at Devonport, for General Service Commission, East of Suez/Home (24 months). U.K. Base Port, Devonport. (A)
- H.M.S. Hartland Point, at Singapore, for Foreign Service (Far East). (A)
- H.M.S. Berry Head, March (tentative date), at Chatham, for trials.
- H.M.S. Russell, April, at Rosyth. L.R.P. Complement.
- H.M.S. Anzio, April, at Gibraltar, for Foreign Service (Middle East). (B)
- H.M.S. Decoy, April 11, at Devonport, for General Service Commission Home/Med./East of Suez (24 months). 21st E.S., U.K. Base Port, Devonport.
- H.M.S. Berwick, April 11, at Portsmouth, for General Service Commission Home/East of Suez. 21st E.S., U.K. Base Port, Portsmouth.
- H.M.S. Lynx, April 18, at Chatham, for trials. Commissions May 30 for General Service Commission Home/South Atlantic and South America (24 months). 7th Frigate Squadron. U.K. Base Port, Portsmouth.
- No. 829 Kent Flight, May, at R.N. Air Station, Culdrose, for Home Sea Service. General Service Commission,

- October, 1963 (tentative date). For H.M.S. Kent, Wessex.
- H.M.S. Puma, May, Portsmouth. L.R.P. Complement.
- H.M.S. Tiger, May, at Devonport for Home Sea Service. General Service Commission, February, 1964. Home/East of Suez (24 months). U.K. Base Port, Devonport. (A)
- H.M.S. Centaur, May (tentative date), at Portsmouth. General Service Commission, Home/East of Suez. U.K. Base Port, Portsmouth.
- H.M.S. Kent, June 27 (tentative date), at Belfast for Home Sea Service. General Service Commission, October, 1963 (tentative date). Home/East of Suez. U.K. Base Port, Portsmouth.
- H.M.S. Messina, June, for Foreign Service (Middle East). Amphibious Warfare Squadron.
- H.M.S. Dalrymple, June (tentative date) at Devonport for Home Sea Service. U.K. Base Port, Devonport.
- H.M.S. Mohawk, June (tentative date) at Barrow for Home Sea Service. General Service Commission August, 1963 (may be delayed). Home/Middle East (18 months). Frigate Squadron. U.K. Base Port, Portsmouth.
- H.M.S. London, June (may be delayed) at Wallsend-on-Tyne for Home Sea Service. General Service Commission October, 1963 (may be delayed). East of Suez/Home. U.K. Base Port, Portsmouth.

In Memoriam

- Ronald Albert Osborn Irwin, Able Seaman, P/JX 923079. H.M.S. Lochinvar. Died June 9, 1962.
- Roy George James Clarke, Petty Officer, P/JX 661934. H.M.S. Terror. Died June 11, 1962.
- Michael David Brennan, Engineering Mechanic 1st Class, P/K965641. H.M.S. Forth. Died on the night of June 12-13, 1962.
- Kenneth Jones, Marine Corporal, R.M. 13883, 42nd Commando, Royal Marines. Died June 24, 1962.
- Maurice Arthur William Hillier, Chief Petty Officer Writer, P/MX 55457. H.M.S. Narvik. Died June 26, 1962.
- John Charles George Evemy, Chief Petty Officer, P/JX 162228. H.M.S. Vernon. Died June 28, 1962.
- Margaret Lillian Luke, Wren Stores (V). W.R.N.S. 117641. H.M.S. Raleigh. Died June 29, 1962.
- Lieut. Glyn Jones, R.N. H.M.S. President. Died July 5, 1962.
- Instructor Lieut.-Cdr. Richard Lionel Miles, B.Sc., R.N. H.M.S. Excellent. Died July 22, 1962.

SHIPS OF THE ROYAL NAVY

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

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



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Field Gun record is broken 11 times 'BARRIER' OVERCOME

FOR the third year running the Air Command won the Inter-Command Cup in the Field Gun contest at the Royal Tournament. In the most astonishing Tournament for years, from the Royal Navy point of views, runs of under three minutes were made on eleven occasions—seven by Air Command and four by the Plymouth Command.

For years men spoke of the "barrier" in relation to the four-minute mile and yet, once broken, it has become, almost, commonplace. In the same way, Navy men have spoken of the "three-minute barrier" in the Field Gun contest. Experts calculated that by saving a second here, half a second there, by just a little extra speed "through the wall," etc., and with a little bit of luck, under three minutes could be achieved.

CRITICS CONFOUNDED

And in this year, to confound the critics who said, like the four-minute mile, "that it was impossible," two crews got under three minutes—and handsomely at that. The 1961 fastest time—a record—was 3 min. 1.8 sec. The new record set up by Air Command is 2 min. 54 sec., and Plymouth was only a second behind with 2 min. 55 sec.

Had it not been for one calamitous run, when the Air Command team was

disqualified, the Fleet Air Arm would have taken all three cups—the Inter-Command, the Fastest Time and the Aggregate—for, despite the one bad run, Air Command was only 11.6 sec. behind Plymouth Command in the aggregate.

The three crews are to be congratulated upon their fine efforts. Air Command and Plymouth Command for their winning of the cups and Portsmouth for its battle against, this year, superior teams. Portsmouth's best time was 3 min. 9.4 sec., a time which was 2.2 sec. better than the record set by Portsmouth in 1957, which in itself was 10.2 sec. better than the 1953 record time.

RESULTS

Inter-Command Cup: Air Command—28 pts., Plymouth Command—26 pts., Portsmouth Command—17 pts.
Aggregate Time Cup: Plymouth Command—49 min. 57.6 sec., Air Command—50 min. 9.2 sec., Portsmouth Command—55 min. 17.6 sec.
Fastest Time Cup: Air Command—2 min. 54 sec., Plymouth Command—2 min. 55 sec., Portsmouth Command—3 min. 9.4 sec.

TALENT ENDING LAST COMMISSION WORKING FROM DEVONPORT

ON June 18, H.M. Submarine Talent arrived in Devonport from Malta to join the 2nd Submarine Squadron.

Talent had just completed 19 months' service with the 5th Submarine Division based at Malta. In November, 1960, she was taken in hand for refit by Bailey (Malta) Ltd., and recommissioned on September 3, 1961.

Since commissioning, Talent has steamed over 12,000 miles and taken part in several N.A.T.O. exercises as well as local running from Malta, and visits to Italy, Turkey, Greece, Spain and Sardinia.

THE OTHER HALF

Whilst in Malta a friendly liaison was established between the submarine and the 1st Battalion Royal Highland

Fusiliers. Talent and "C" Company adopted each other and as well as seeing how the other half lived, games of hockey and soccer were played against the soldiers.

Talent won the Submarine Cup at the 5th Submarine Division sports and the Ship's Company acquitted themselves well at rugger, cricket, hockey and soccer.

At Gibraltar an impromptu "shop window" for the army garrison was organised and 25 members of the Somerset and Cornwall Light Infantry were taken to sea for a day while an equal number of the Ship's Company tried their skill with the FN rifle and Bren.

After Foreign Service Leave, Talent will operate from Devonport for the remainder of her last commission.



The General Purpose Frigate H.M.S. Ashanti leaving Portsmouth Harbour on June 22

A 'TRIBAL' IS AT SEA AGAIN Ashanti handles well

IT was a bleak, cold morning in late November, 1961, as H.M.S. Ashanti moved out down the Clyde to start her acceptance trials and, after a break of well over 10 years, the Royal Navy had a Tribal class warship at sea.

Built by Yarrow and Co. Ltd., of Scotstoun, Glasgow, the Ashanti is the first of the seven proposed Type 81, general purpose frigates. The others of the class (Eskimo, Gurkha, Mohawk, Nubian, Tartar and Zulu) will follow at regular intervals over the next two years.

It is a sign of the times that her size is greater than the old Tribals despite possessing the label of "frigate." Designed to fulfil an anti-submarine, anti-aircraft or air direction role her 2,700 tons displacement (full load) seems to be made up primarily of weapon systems. Two 4.5 inch dual purpose mountings are supplemented by two 40 mm. Bofors anti-aircraft guns (the ship is designed for the Seacat close-range missile system).

A/S STRIKING POWER

Her anti-submarine striking power

is achieved with the triple barrelled A/S mortar and the revolutionary concept of the gas turbine powered Wasp helicopter which is provided with its own hangar and lift. The Wasp is now being brought into production by the Westland works.

The experiment of COSAG (combined steam and gas turbine) for main propulsion is proving most successful—the combined power of the two can be clutched into the ship's single shaft or they can be used by themselves as required. Almost instant starting of the gas turbine enables the ship to leave harbour as soon as the need arises.

AMENITIES

Every effort has been made to provide the complement with the amenities of life. There is bunk sleeping throughout the ship; air condition-

ing in all living (and most working) spaces; self-service, cafeteria system of messing; a large electric galley; new "gash" disposal units; electric shaver connections in all living spaces and numerous other conveniences.

The influence of modern ship design is shown in every department of the 360 foot, all-welded hull. The main propulsion machinery is handled completely remotely from a machinery control room; the totally enclosed, spacious bridge is also air-conditioned; the high speed "gravity" type davits can get the ship's boats away in under a minute; the Denny Brown stabilisers enable the ship to operate at maximum efficiency in almost any weather and her handling characteristics at high speed are quite exceptional.

ROYAL MARINES IN CREW

Despite the complex nature of her equipment there are still a large number of seamen on board. The ship also carries 21 Royal Marines as part of the regular complement.

Other countries have shown an interest in the basic concept of the new Tribals. West Germany is now building six new construction fast frigates with combined diesel and gas turbine propulsion; the French La Galissoniere anti-submarine destroyer also shows a marked similarity to our type 81s. The Americans are also known to be very interested in gas turbine machinery.

Although Ashanti's lines may not have the classic grace of the older generation ships, however, there is a certain power in her outline which does not auger well for any enemy. Her two funnels; the "bedstead" air warning radar; the helicopter hangar and her squat, powerful stern are excellent characteristics for the ship recognition exponent.

Yangtze river exploit recalled

A PLEASING ceremony took place in the Chief Petty Officers' Mess of the Royal Naval Barracks, Portsmouth, on July 25, when the medals of the late C.P.O. F. W. Warburton were presented to the Mess by Mrs. Helen F. Quinton, his eldest child.

The medals suitably encased, included the Conspicuous Gallantry Medal awarded when, as a P.O., serving in H.M.S. Kiawo, Frederick William Warburton took part in an action at Wanhhsien, Yangtze River, China, on September 5, 1926.

The citation in the "London Gazette" of May 6, 1927, stated that P.O. Warburton had been awarded the Conspicuous Gallantry Medal "for showing conspicuous courage and fearlessness on taking command of the boarding party after Lieut. A. R. Higgins, R.N., was killed in an action at Wanhhsien, Yangtze River, China, on September 5, 1926."

The late Chief Petty Officer Warburton served in the Royal Navy from 1906 to 1931 and again from 1939 to 1945 and the other medals presented, in addition to the C.G.M. and the Long Service and Good Conduct Medal, included four First World War medals and four Second World War campaign medals.

Chief Petty Officer Warburton received his early training in H.M.S. Ganges and was a member of the Portsmouth Field Gun Crew in 1919. In the Second World War he served in Defensively Equipped Merchant Ships and subsequently as a Gunnery Instructor in North Wales, Glasgow, Liverpool and Belfast.

Mrs. Quinton and her family, after meeting the Commodore of the Naval Barracks, Commodore O. H. R. Bromley, D.S.C., and the Commander, Commander C. D. V. Nicholl, R.N., were taken to the C.P.O.'s Mess and presented the medals to the President, Chief Joiner R. W. Hankers, in the presence of officials and members of the Mess, during a small reception, for safe custody Chief Petty Officer Hankers thanked Mrs. Quinton for her kind and thoughtful action, saying that he considered the late Chief Petty Officer Warburton's gallantry would be an inspiration to those now serving.

Mrs. Quinton, her husband and their two children were entertained to lunch in the C.P.O.'s Mess.

The Wanhhsien exploit took place when a Naval expedition was sent up the Yangtze to rescue six British

officers held captive by General Yang-Sen. The expedition which included H.M.S. Widgeon and H.M.S. Kiawo (converted merchant steamer of about 700 tons) was received with gun fire which it was not able fully to return for fear of imperilling the lives of the captive officers. Eventually, with the assistance of H.M.S. Cockchafer, five of the officers were rescued, one was drowned. Naval casualties were three officers and four seamen killed, and two officers and thirteen seamen wounded.



irrency was used in Hong Kong as legal tender pending the supply of Hong Kong currency

were being removed from entrance, and H.M.S. was laying a telephone cable on Hong Kong and Kowloon. If relieved Springdale for the current of the dock-station. Springdale went to adjacent to the civil Hong Kong station and, with her sufficient current was made to operate the electric trams, a telephone service and noric needs.

most encouraging to see the energy, enthusiasm and on all sides in this mighty Hong Kong back to normal dockyard was a really ern. Ships were being reed, boilers cleaned and iirs carried out. In this con-M.S. Artifex, with her up-

The question of rates of pay was still a tricky one and a committee was preparing a schedule to apply to the various categories of craftsmen, labourers, etc.

PENNIES FROM HEAVEN

Hong Kong currency had become available and all the employees were paid up. There was sufficient currency available for the banks and civilians, and so Japanese money was declared illegal. This decision caught out the shopkeepers overloaded with Japanese Yen, and at the same time brought to an end the spending spree the ratings had had using Japanese money, found in many mysterious ways. They had made hay, whilst the Japanese yen had been, shall we say, raining like pennies from heaven.

(To be continued)



All hands to the
GUINNESS

Life is never dull in the Dartmouth Squadron

THE ships at Dartmouth? How are they called? The 17th Frigate Squadron or Dartmouth Training Squadron? "Day Runners" or "Cadet Cruises"? Few people, not having served in the Squadron, can answer these questions and a hazy curtain of uncertainty cloaks their minds when taxed on the subject. This article is an attempt to dispel some of that haze and to let people know of the progress and changes affecting the Dartmouth Entry training.

Based at Devonport, the 17th Frigate Squadron consists of two divisions. The First, H.M.S. Urchin (Captain (F)), 17th Frigate Squadron—Capt. T. T. Lewin, M.V.O., D.S.C., Royal Navy), H.M.S. Wizard, H.M.S. Roebuck and H.M.S. Vigilant. The Second, H.M.S. Virago and H.M.S. Venus.

THE MURRAY SCHEME

The overall task for the First Division is mainly to give sea experience to Dartmouth Midshipmen and Cadets. The Squadron works on a cycle of three terms a year, the most active part of the term being a ten-week Spring, Summer or Autumn cruise. Previously, the Cadets have spent their second or third term at sea as an introduction to life afloat. They would then return for a cruise as Midshipmen to gain practical experience in Navigation and Watchkeeping duties.

However, starting with the Autumn Cruise 1962, all Midshipmen will come under the Murray Scheme and, as such, will spend their Midshipmen's time in the Fleet before returning to the Britannia Royal Naval College, Dartmouth, to pass out as Acting Sub-Lieutenants. Royal Marine Young Officers spend a term with the Squadron as a part of their overall training, thus providing some very strong competition for the Midshipmen.

APPRENTICE TRAINING

The First Division also has the important task of training Ordnance and Engine Room Artificer Apprentices from H.M.S. Caledonia, giving

them an introduction to Seamanship in addition to further training in their Technical subjects.

The Second Division has been responsible for the practical training of Supplementary List Seaman Cadets. With the introduction of the Murray Scheme, this task will now be undertaken by the First Division. H.M.S. Virago continues to run for H.M.S. Raleigh, training Specially Selected Engineering Mechanics and also lower deck entries. H.M.S. Venus runs for H.M.S. Ganges and H.M.S. St. Vincent, training Seamen new entries.

AN OPERATIONAL SQUADRON

Why the 17th Frigate Squadron? Because these ships form an operational squadron, despite their large complement of officers and ratings under training. During the Spring Cruise 1962, the First Division were able to render assistance to the Governor of Georgetown, British Guiana—providing landing parties, technical parties and even volunteer firemen.

Life is never dull in the squadron. Ten foreign ports were visited in the first six months of 1962, ranging from the West Indies to the Baltic Sea. Not bad for Home Sea Service!



H.M.S. Decoy—the Seacat Guided Missile trials ship

H.M.S. DECOY'S TRIALS WORK COMING TO AN END To refit in Devonport

H.M.S. Decoy (Capt. E. F. Hamilton-Meikle, M.B.E., Royal Navy) has probably been in and out of Plymouth harbour more than any other ship of the Royal Navy during the past two years. Her task has been trials of the Navy's new Seacat Guided Missile fitted in new construction ships and which will replace the old 40mm. Bofors gun as the close range Anti-Aircraft weapon of the Fleet.

The complex trials instrumentation equipment which records the system performance is installed in a specially designed trials room manned by members of the Royal Naval Scientific Service.

Also carried are KD2R-5 pilotless target aircraft (P.T.A.), now known in the Fleet as "Shellducks." They are launched from X gun deck and controlled by a controller on the bridge. If undamaged the aircraft is parachuted into the sea and recovered to

be flown again after repair and overhaul in the P.T.A. Unit's workshop in Morice Yard, Devonport.

INTERESTING VISITS

The trials have naturally taken first place in H.M.S. Decoy's busy programme, but interspersed with day running from Plymouth several interesting visits to places abroad have been arranged to provide an interlude for the ship's company, to show the flag, and in some cases, the new

missile, to other nations. These visits have been of particular interest to the youngest members of H.M.S. Decoy's crew, the 20-30 junior rates (ages 15-17) who come to sea with the ship for fortnightly periods from the new entry training establishments, H.M.S. Ganges and H.M.S. St. Vincent.

Recently H.M.S. Decoy had the privilege of taking the Civil Lord (the Rt. Hon. C. I. Orr-Ewing, O.B.E., M.P.) and the Controller of the Navy (Vice-Admiral M. Le Fanu, C.B., D.S.C.) to sea to witness missile firings. Other distinguished visitors have included the Commander-in-Chief, Plymouth, Admiral Sir Charles Madden, Bart., K.C.B., who visited Cherbourg (Plymouth's twin town) in the ship, and Admiral Sir Wilfred Woods, K.C.B., D.S.O. and bar, the Commander-in-Chief, Home Fleet. Scientists and naval officers from Sweden and Germany have also been to sea for trials as well as a large number of British officials who have close interests in the new missile.



The anti-submarine frigate H.M.S. Ursa

H.M.S. URSA RETURNS TO DEVONPORT

AFTER three years away from the United Kingdom, H.M.S. Ursa (Commander S. S. Brooks, D.S.C., R.N.) returned to Devonport on June 21.

The ship was in Bailey's Yard, Malta, undergoing a long refit from the time that Baileys took over the Yard from the Admiralty in April, 1959, until she commissioned November 10, 1961. The Ship's Company joined the ship in Malta between June and September, 1961, and lived at Hal Far during this period.

Ursa "worked-up" in the Malta area and after a good many teething troubles and problems joined the remainder of the Fifth Frigate Squadron early in 1962. In spite of her twenty years, Ursa remains vigorous and can show the others a clean pair of heels when the occasion demands.

SOMETHING FOR EVERYBODY

Since February, the hard work of commissioning the ship has been amply rewarded. With the other ships of the Squadron, visits have been paid to Patras, Greece, during the annual carnival, Taranto, Istanbul, Athens, the Island of Milos, Naples, Barcelona and Palma. An excellent cruise with some-

(Continued in column 4)

(Continued from column 3) thing for everybody to enjoy at one or more of the places.

It has also been possible to undertake ambitious MEDFOBA activities which included M.F.V. cruises to Sicily and a three-week cruise round Corsica and down the coast of Italy. Three members of the Ship's Company also hitch hiked from Barcelona to Gibraltar and can now ask for almost anything in Spanish.

Ursa will remain with the Fifth Frigate Squadron until March, 1963, when she transfers to the West Indies Squadron.

(Note.—MEDFOBA means Mediterranean Fleet Outward Bound Activities.)

His Royal Highness The Duke of Edinburgh witnessed the recommissioning of H.M.S. Albion as a Commando ship at Portsmouth on August 1.

NAZARETH HOUSE

One of the closest associations H.M.S. Decoy has with Plymouth is with the Nazareth House Orphans Home situated on the sea front near Millbay. Every day, as the ship passes by, greetings are exchanged by signal lantern from H.M.S. Decoy and with shouts and waves from Nazareth House. Parties are arranged on board from time to time and at Christmas the ship's company take them all to a local pantomime.

The trials period is now drawing to a close and H.M.S. Decoy will soon be undergoing a refit in Devonport before recommissioning in the New Year. Her links with Plymouth will always remain strong even though the familiar sight of H.M.S. Decoy will not be such a regular feature in the local panorama in the months to come.

SEAMAN FALLS FROM MAST

RECENTLY, while on passage from Hong Kong to Singapore, an urgent signal was received in H.M.S. Hartland Point from R.A.F. Changi. Two seamen on board the Liberian-registered freighter S.S. Green River had been injured and required medical assistance. With the aid of a Shackleton of 605 Squadron of Coastal Command, H.M.S. Hartland Point was soon on the scene. A whaler was lowered and took the Medical Officer and his staff to the Green River.

On arrival on board the freighter it was found that an Italian seaman, Michele Campagna, who had been painting the mast, had fallen about 25 ft. In falling, he had hit another seaman, Salvatore Cloroffilla, as he landed on deck. Michele Campagna was suffering from severe head injuries and a fractured leg. The other seaman was suffering from less severe head injuries, cuts and bruises.

Meanwhile, the motor cutter had been lowered and both the injured men were embarked and taken on board Hartland Point. The whaler picked up some welcome mail which was dropped by the friendly Shackleton. The Medical Officer, Surg. Lieut.-Cdr John Ross, and his Sick Berth staff did all they could to make the two men comfortable and attended to their injuries.

Hartland Point arrived off Keppel Harbour, Singapore, just under twenty-four hours later. A harbour launch was awaiting her arrival, and the two patients were landed and taken to the Singapore General Hospital. Salvatore Cloroffilla soon recovered sufficiently to be discharged from hospital. However, Michele Campagna, who never recovered consciousness, died a week later as a result of his injuries.



The S.S. Green River with Hartland Point's whaler alongside



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.



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Address

Rating or Rank

Age next birthday

Getting Hong Kong back to normal

ARRIVAL OF FIRST COLLIER SPEEDS UP WORK OF PORT

(Captain Waight, who was appointed as Captain Superintendent of the various dockyards in the Colony of Hong Kong upon its re-capture from the Japanese, was present at the signing of the Surrender Document on Sunday, September 16, 1945. This article continues the story of the effort necessary to get the life of Hong Kong back to normal.)

THE ceremony of the official surrender of the Japanese armed forces was conducted with great dignity before a gathering of distinguished officers of the Commonwealth Armed Forces, civil authorities and observers representing the Government of Nationalist China.

Rear-Admiral Harcourt, who, in addition to being Commander-in-Chief, Hong Kong, was also now the Governor, solemnly read the Instrument of Surrender to the Japanese admiral and general—"We, Major-General Umekichi Okada and Vice-Admiral Ruitako Fujita, in virtue of the unconditional surrender to the Allied Powers of all Japanese armed forces, and all forces under Japanese control, wherever situated, as proclaimed in Article Two of the Instrument of Surrender signed in Tokyo Bay on 2nd September, 1945, on behalf of the Emperor of Japan and the Japanese Imperial Headquarters, do hereby surrender ourselves and all forces under our control to Rear-Admiral Cecil Halliday Jepson Harcourt, C.B., C.B.E., and undertake to carry out all such instructions as may

be given by him, or under his authority, and to issue all necessary orders for the purpose of giving effect to his instructions. Given under our hands this 16th day of September, 1945, at Government House, Hong Kong. . . ." (Note.—Major-General Umekichi Okada was Garrison Commander, Hong Kong and Vice-Admiral Ruitako Fujita was in command of the Japanese South China Fleet.)

It was indeed a most impressive sight to see these two Japanese officers signing their names to this document, and handing over their swords. How humiliated they must have felt.

At the end of the ceremony, Rear-Admiral Harcourt announced—"We will now proceed to the ceremony of the re-hoisting of the Union Jack in the grounds of Government House.



Kowloon Docks—view from Hong Kong

After which we will repair to our several tasks of repairing the ravages inflicted on this colony by the war, so that, in conjunction with our Chinese, American and other allies, we may play our part in the re-establishment of peace and prosperity in the Pacific."

UNION FLAG RE-HOISTED

So now, once more, we had the pride and joy of seeing the Union Jack flying proudly over Government House, and the many H.M. ships in the harbour flying that glorious emblem of the Royal Navy, the White Ensign. Thus the curtain rolled down on Act III, the last and final act of the Second World War.

I felt that my destiny had been so shaped: that I had been guided to return to Hong Kong, my first love of the early part of the century, and see the people once again living in perfect freedom. I felt both privileged and honoured to have been present at the ceremony, and that I would be taking a very active part in the rehabilitation of the colony and re-activating this very lovely harbour.

THE HONG KONG STORY

By
Captain H. F. WAIGHT
O.B.E., R.N., (ret.)

The surrender of all Japanese Armed Forces and their internment in prisoner-of-war cages at Kowloon having been completed, it was possible to concentrate on the rehabilitation of Hong Kong Island and Kowloon territory. Unfortunately the lack of coal acted as a brake on activities, particularly water transport and pumping stations in the dockyards.

On September 18, 1945, Cdre. D. H. Everett, R.N., arrived from Australia on board H.M.S. Striker and assumed the duties of Commodore Hong Kong. In peace time this appointment embraced that of Superintendent of the Dockyard. It was, therefore, with some surprise and, it seemed, disappointment, that he found that I had been particularly appointed for these duties. He soon realised, however, the immensity of the task confronting him, and the many problems with which he would be faced, and he was happy to leave the Dockyard Harbour organisations in my hands.

AMENITIES—PRIORITY No. 1

In addition to rehabilitation there were two major problems. The one was accommodation for the rapidly increasing Base personnel and the other was the provision of amenities for the ships' companies of the relatively large fleet. In fact amenities became priority No. 1. The union club for ratings, which had been badly damaged, made night leave for ratings afloat, for the time being, impossible. Arrangements were made, however, to construct a temporary bar where beer, landed from the Fleet Train N.A.A.F.I. ship, could be obtained. There were no glasses, or even cups, and the precious liquid had to be drunk from the bottles. This did not appear to present any great difficulty to the lads on shore leave.

The Hong Kong Officers' Club had

also been badly damaged, but there were quite a number of hotels available. Camps were organised at the many bathing beaches. Cricket and football pitches were established and everything possible was done to provide good clean recreation. To help those ratings who were tectotallers, the local church authorities provided clubs with reading rooms and rest rooms where tea could be obtained.

The dockyard offices could no longer be used for accommodating base personnel and to provide the necessary accommodation I requisitioned several hotels and houses, some for use as officers' messes and others for ratings. Cdre. Everett chose his own house. It was a beautiful house with a lovely view of the harbour. I chose to live in the hotel in which my staff officers were accommodated, close to the dockyard, as my duties kept me occupied all day, and much of the night.

ROYAL MARINES CLEAR UP

H.M.S. Striker, in addition to bearing Cdre. Everett, brought motor transport, boats and stores of all descriptions and, for service in reconstruction, a detachment of 300 Marine engineers. They were not experienced artisans, but, directed by highly skilled officers, they were of very great value. They quickly undertook the repair of electric cranes, dock walls, plumbing, drainages, and even railway engines at Kowloon. General Festing, the Army Commander, had approved the use of the Wellington Barracks, adjoining the dockyard, by the Royal Navy. When taken over by the Royal Marines it was filthy dirty, with drains blocked and all sanitation out of order, but within a short time it was in a condition to compare with any home Royal Marine depot.

On October 1 a typhoon warning was received which could not be ignored. The danger period extended over several days, but by October 4 it was possible to renew minesweeping. Salvage operations in the harbour were continued, whilst H.M.S. Springdale was secured inside the dockyard basin and connected cables to the power station, to boost the supply of current hitherto carried out by a submarine.

The two dry docks at Kowloon were now in continuous use. The large power station was kept in operation by the use of wood, which was in plentiful supply from near-by forests. All the Go-downs along the Kowloon water front, which included the Naval Victualling Store, Torpedo Store and

Naval Stores, were rapidly being prepared for the reception of stores coming from Australia and those held by the Fleet Train Supply Ships. Everywhere that one looked intense activity was apparent. Even the prisoners, who were formed into working parties, seemed to enjoy the work that they were doing.

The caisson of the Naval Dock had been prepared and placed into position and pumping out the dock commenced. This took a long time, as steam could not be maintained for long periods whilst using wood fuel. But the effort was crowned with success, which revealed the bottom of the dock covered in mud and slush, odd pieces of machinery, and the chocks were out of place and some needed repair. Fortunately the large travelling electric crane on the dock side had been repaired, enabling clearance to proceed apace.

V.E. AND V.J. DAYS CELEBRATED

October 9 and 10 were proclaimed public holidays for the celebration of both V.E. and V.J. days. On the evening of October 10 a dinner party was given by the Chinese (Nationalist) Delegation, in the Peninsula Hotel, Kowloon. It was probably a nice gesture, but to all those making an all-out effort to get conditions back to normal in as short a time as possible, they (the Chinese Nationalists) were a perfect nuisance. At some period the British Government had promised the Chinese Nationalist Government that, on the recapture of Hong Kong, all water transport and stores of various kinds would be handed over to them. Consequently they were continually demanding those very things which were so necessary to the daily needs of the port. This led to some very plain speaking. However, a motley collection of old gunboats, Japanese destroyers and river boats, of no use to the port, were assembled in an unfrequented part of the harbour, and accepted by the Delegation with good grace.

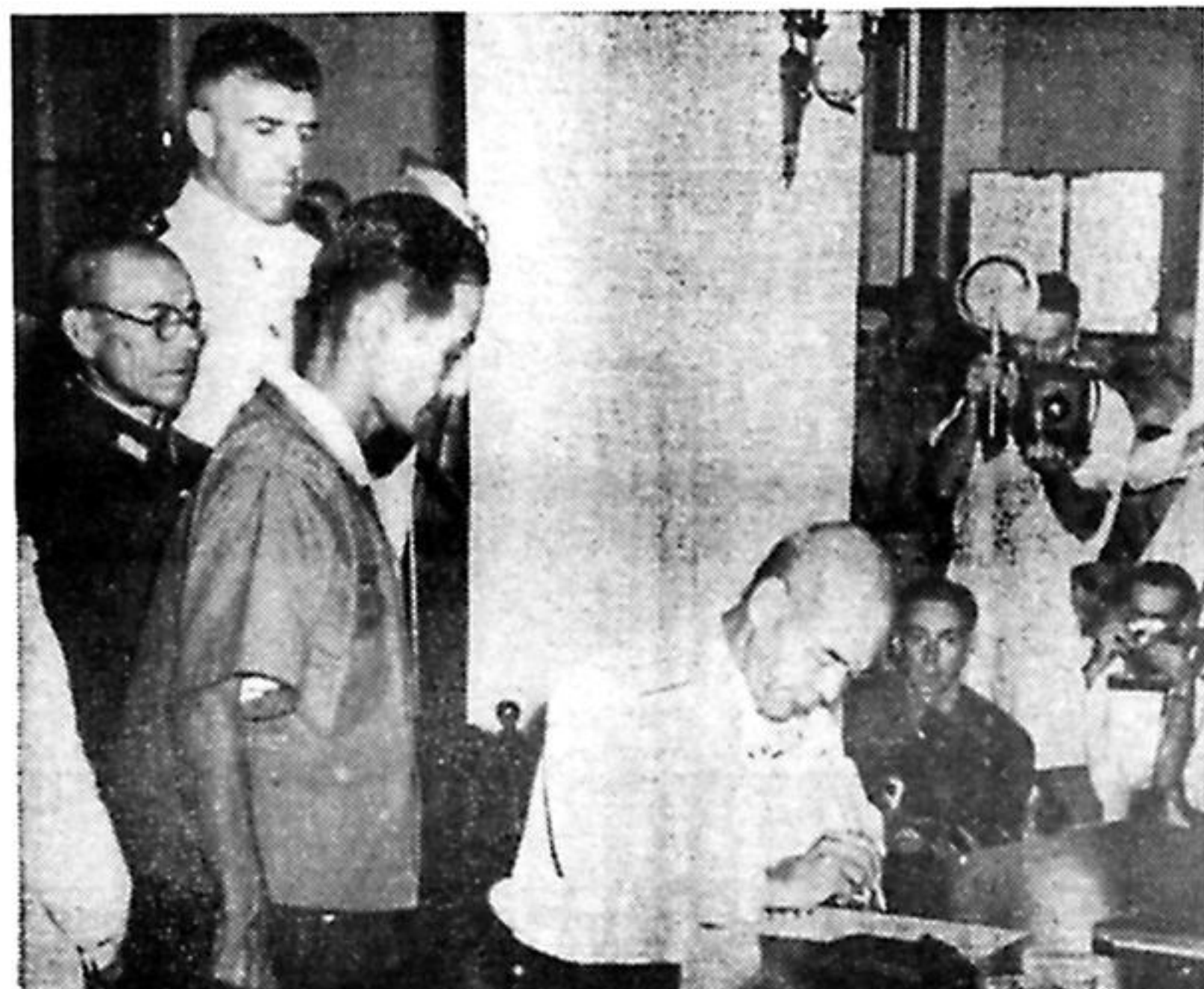
COAL ON ITS WAY

By mid-October news had been received that a collier with a shipment of coal was on passage to Hong Kong and would arrive by the end of the month. It was essential, if at all possible, to berth the collier alongside. After investigation and survey, a berth was decided upon at North Point, which could safely secure the collier, and even the light carriers now ferrying stores and personnel from Australia. On October 15 H.M.S. Challenger arrived to make a complete survey of the harbour. The salvage party were doing splendid work, and with the help of H.M.S. Challenger, all obstructions within the harbour could be located and eventually cleared.

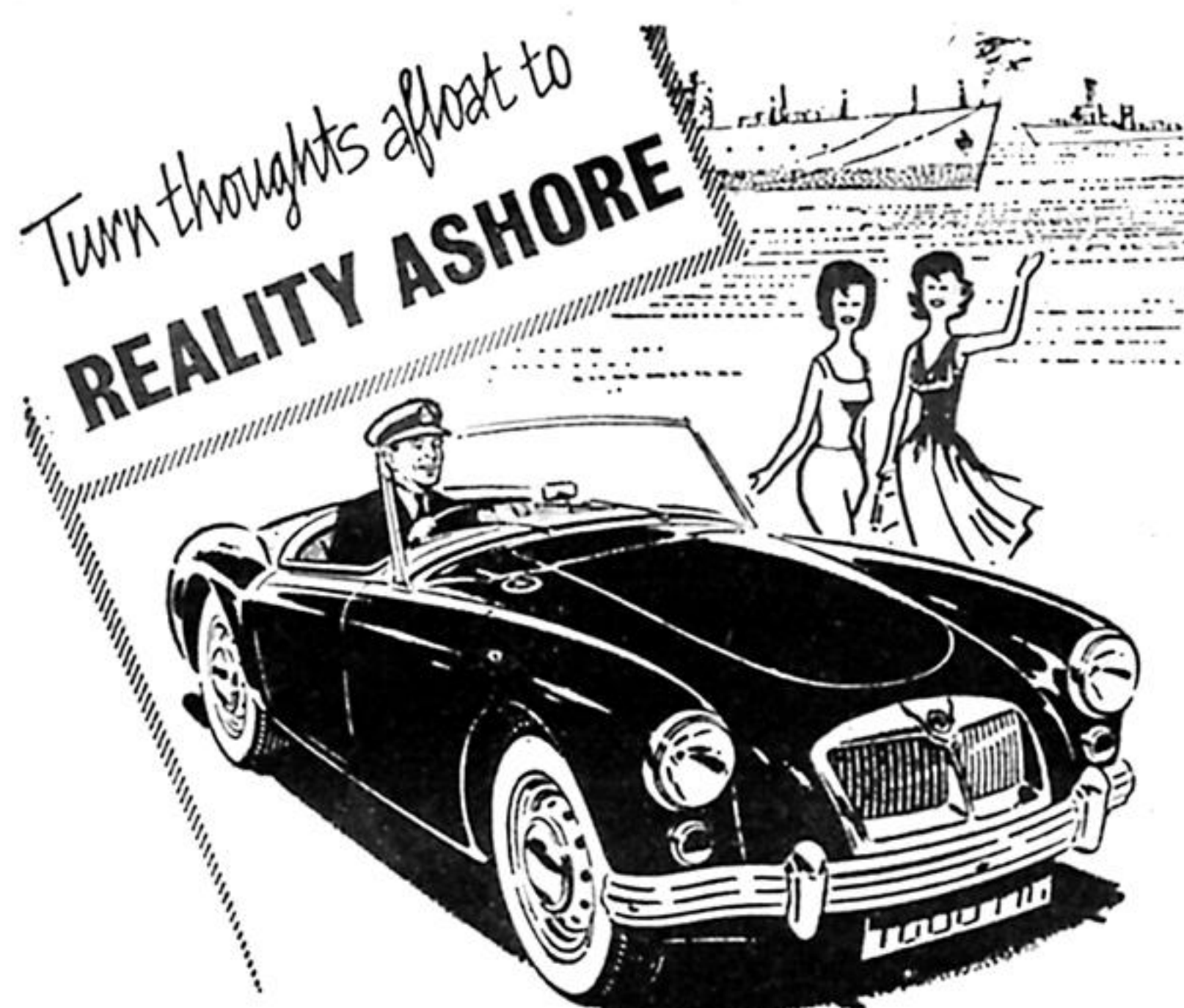
WAVE KING DOCKED

The first ship for entry into the naval dock was now in port. She was the 8,000-ton oiler, Wave King, which had a bent propeller shaft. So, on the morning of October 19, the caisson was removed. It was a fine morning, with little wind, and only one tug, using wood fuel, was available, but the tug successfully placed the bow of Wave King in the entrance to the dock. There was no power available on the

(Continued on Page 14 col. 3)



Vice-Admiral Ruitako Fujita signing the surrender document at Government house, Hong Kong, November 16, 1945.



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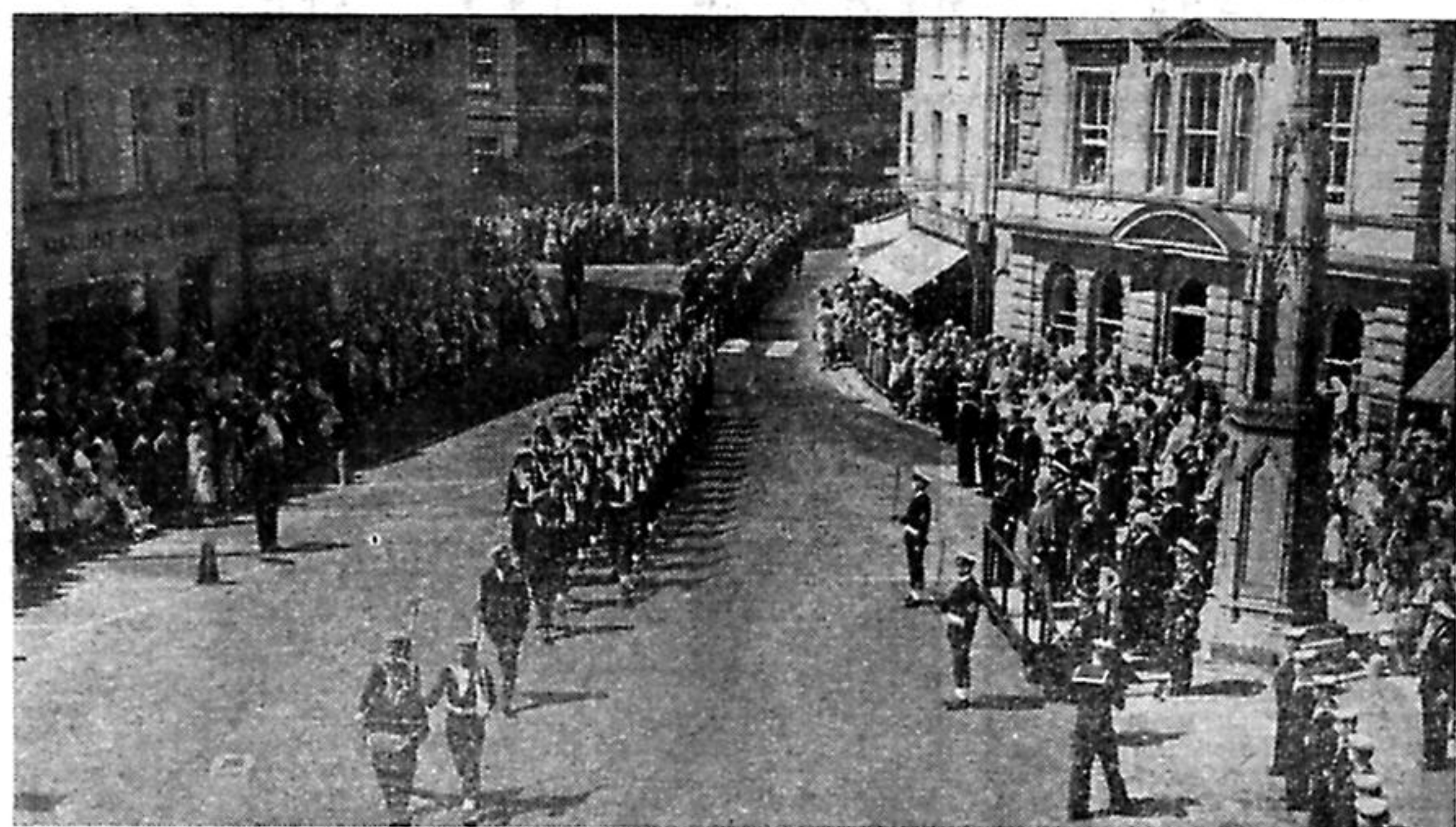
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The Honorary Freedom of the Borough of Yeovil was bestowed on the Royal Naval Air Station, Yeovilton, H.M.S. Heron, on June 16. Photograph shows the ship's company marching through the town headed by the casket containing the Certificate of Freedom

Frigate takes on job of Presidential Yacht

VIRAGO'S CAPTAIN GIVEN LIBERIAN DECORATION

THE honour of conveying President and Mrs. Tubman of Liberia across the English Channel for their State Visit to Great Britain on Tuesday, July 10, fell to H.M.S. Virago (Commander M. Magnus Osborn, R.N.).

Virago berthed at Calais on the evening of Monday July 9 and finishing touches were put to the ship's paint and bright-work and preparations were made to dress the ship overall.

The Presidential train arrived at Calais dockside just before nine o'clock and after brief introductions to the British Minister, Sir Anthony Rumbold and other British and French officials, President Tubman crossed the narrow quay from the train and embarked in H.M.S. Virago where a Presidential guard was waiting for his inspection.

The Captain then led the President and Mrs. Tubman to his cabin which was put at the disposal of the President and his immediate Household, consisting of Senator Anderson and the Hon. and Mrs. Stephen Tolbert. The rest of the Liberian Suite, numbering 23 were accommodated in the wardroom and C.P.O.s' messes and included an Ambassador, a General, various other officials of state and members of the President's private Staff

The Liberian flag, which prior to the President's arrival had been at the truck of the ship, now dressed overall, was replaced, as he stepped aboard, by his personal standard at the starboard masthead where it remained until he disembarked.

VIGILANT AS ESCORT

As soon as Virago crossed the three mile limit of French territorial waters H.M.S. Vigilant, another ship of the Dartmouth Training Squadron, closed to 200 yards on the port beam and fired a 21-gun salute in honour of the Liberian President, then took station astern as escort for the crossing.

Just after the cliffs of Dover had come into view in the summer haze, a sight which delighted those of the Liberian party who had made their way on to the boatdeck; H.M.S. Vigilant bade farewell by steaming close up the port side with the ship fully manned giving three cheers for the President, almost immediately afterwards three Javelins of Royal Air Force Fighter Command flew past in salute.

A little after midday Virago secured at the Ceremonial Berth in Dover harbour and the ship was again dressed overall, and as His Royal Highness the Duke of Kent, who was accompanying the President to

Victoria station where Her Majesty The Queen would greet him in person, stepped aboard, his personal standard was broken at the port masthead adjacent to the President's.

As Mr. Tubman stepped ashore to the sound of a 21-gun salute from Dover Castle the band of the Middlesex Regiment struck up the Liberian National Anthem, and the President's and Duke's standards were struck aboard ship. H.M.S. Virago's role as the Presidential yacht was completed.

The President invested Commander Osborn as a Knight Commander of the Order of African Redemption.

CADET CORPS NEARLY 60 YEARS OLD

ON two evenings each week, boys of all shapes and sizes, aged between 9 and 15, enter one of seven establishments in the Portsmouth Command. Their purpose in life—or so it seems—for the next hour and a half is to make as much noise as possible, to be as saucy as possible and to see how many instructors they can "drive up the wall" in that time.

They are the boys of the Volunteer Cadet Corps run for the sons of serving and ex-serving members of the Royal Navy and Royal Marines at

VIRAGO AND VENUS AT KIEL

KIELER Woche (Kiel Week) is a famous international regatta for all types of craft, both sail and motor, taking place on the waters of Kiel Fjord in Germany, at the eastern end of the Baltic and this year ships from Germany, France, Norway, Belgium, Denmark, Holland and America took part in this international Navy Week which also included operatic and musical performances and lectures ashore. The Royal Navy was represented by the Second Division of the 17th (Dartmouth) Frigate Squadron; the ships H.M.S. Virago (Commander Magnus Osborn, R.N.) Leader, and H.M.S. Venus (Commander R. A. Hoskyn, R.N.).

Virago preceded Venus through the Kiel Canal from Cuxhaven to Kiel Fjord, and it was an unusual experience to be under way with the lark singing high above the truck and views of the unspoilt Schleswig Holstein countryside stretching away to the horizon on either side.

TURNED ON A PLATE

After passing through the locks at the Kiel end of the Canal, Virago and Venus, in line ahead prepared to fire a co-ordinated salute of 21 guns; the newspaper "Kieler Chrichten" dated 18th June commented: "They ran up in a seaward direction turned about like on a plate and passed Friedrichsort a second time where the salute was exchanged. Later on, as both ships were secured to the Tirpitzmole, after a perfect berthing manoeuvre, the captain of Virago, Commander Osborn, fetched a silver cup from his cabin which the Royal Navy had won in the cutter races last year. Smilingly he said: 'We will fight to take it back with us to Devonport.'"

During the following few days many official and unofficial invitations were received by both ships, they included a football match and visits to local firms and breweries, cocktail parties, dances, dinners, beer evenings and trips around Kiel and the surrounding countryside.

CUP LEFT BEHIND

In return in addition to a cocktail party, the two British frigates invited nearly a hundred Kiel children to a party aboard which was much

appreciated by the youngsters and was well spoken of in the Press.

The British crew had to yield the Naval Cutters Sailing Regatta Cup to the Dutch Navy; but a good time was had by all aboard the British ships, many new friendships were established and much good was done to further our relationship with the German and other navies.

In his farewell to Commander Magnus Osborn, Flottillenadmiral Kähler expressed his appreciation of the smartness of the British ships, and in his farewell message to the two captains before their departure the Lord Mayor of Kiel sent the following message: "The town of Kiel wishes to thank the captain, officers and crew for their friendliness during your Kiel Week visit. We wish you a safe journey."

(Continued from column 4)

comradeship into these boys, and to give them an interest outside normal school hours. The instructors are all volunteers and they do an extremely good job.

The activities of the boys are wide and varied, and include instruction in naval customs and seamanship. They are encouraged to take part in sporting activities within each corp and between the corps in the command. Besides the normal sports—acquatics, athletics, boxing, cricket, shooting and soccer—the cadets compete against each other in a Field-Gun competition.

The guns, replicas of those used at the Royal Tournament, are seven-pounders of 1900 vintage and weigh approximately 700 pounds. A crew of 19 boys run the gun over a 200-yard course, changing wheels twice and carrying out an action at the half-way mark, and they do this in an average time of 80 seconds.

NAVY DAYS DISPLAY

Not only do the boys compete for the two main trophies, the "Albion Cup" and the "Victory Gala Day Trophy" in this event, but they perform at galas and garden fetes throughout the Southern Counties.

This year two crews are giving a display in the "Victory" arena during Navy Days—August 4, 5 and 6. The competitive spirit between the crews will be as keen as that between crews at the Royal Tournament.

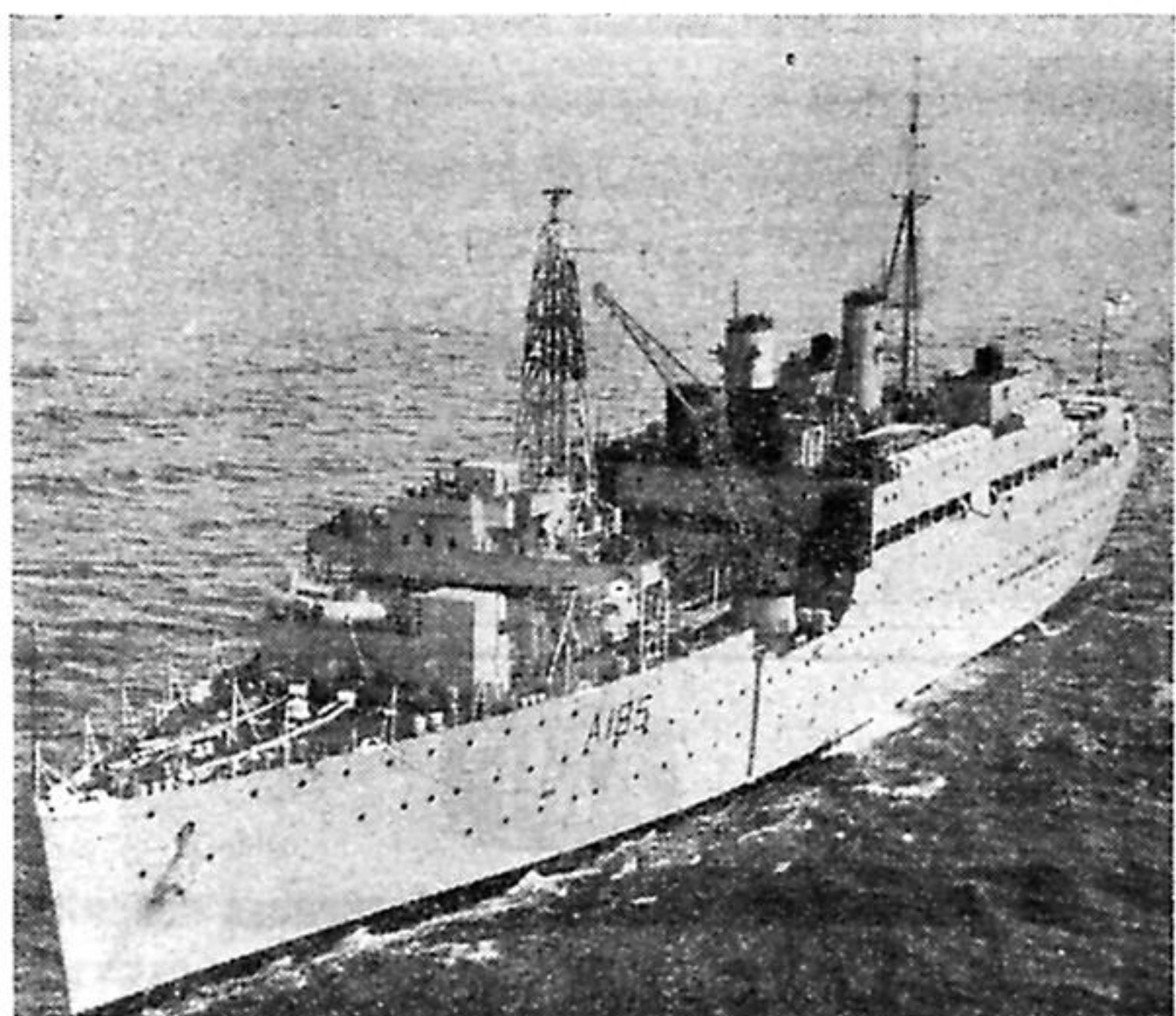
H.M.S. Collingwood, Dryad, Dolphin, Excellent, Vernon, R.N. Barracks and R.M. Barracks.

The history of the Volunteer Boy Cadet organisation goes back to 1906, when the first corp was founded and called the R.N. Barracks, Portsmouth, Boys Brigade. H.M.S. Excellent formed its corps three months later, and in 1918 the name was changed to the one used today.

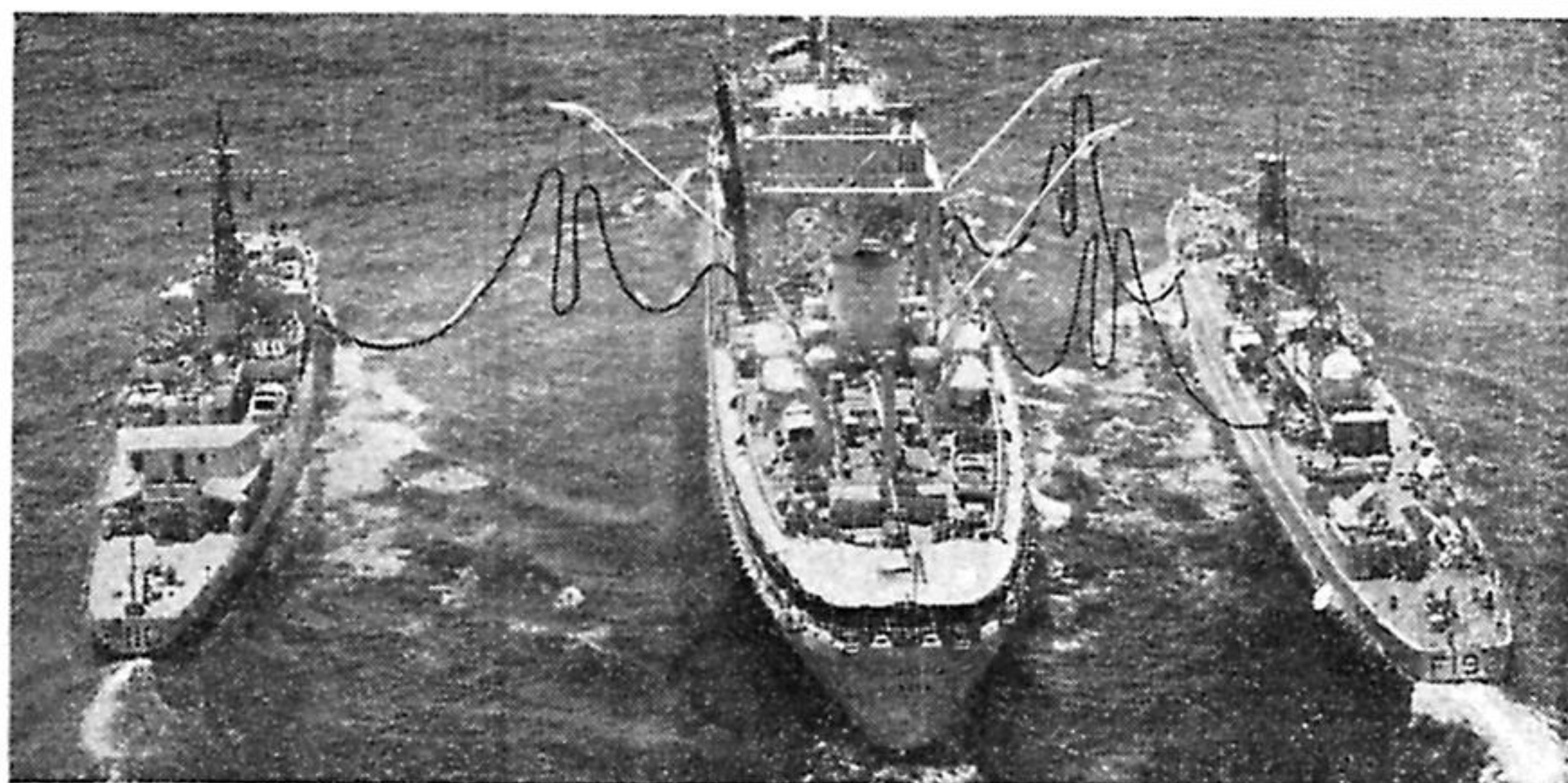
SPORTING ACTIVITIES

The aim of the corps is to inculcate a spirit of patriotism, discipline and (Continued in column 5)

Nice to come home to!



A new photograph of H.M.S. Maidstone, a Submarine Depot Ship of some 12,700 tons (full load) displacement, converted and modernised in H.M. Dockyard, Portsmouth, 1959-1962. With laundry, canteens, bakery, cinema and so on Maidstone acts as parent ship for a number of submarines. Designed for looking after nine operational submarines, she was made capable during the recent refit to look after Britain's first nuclear submarine, the Dreadnought



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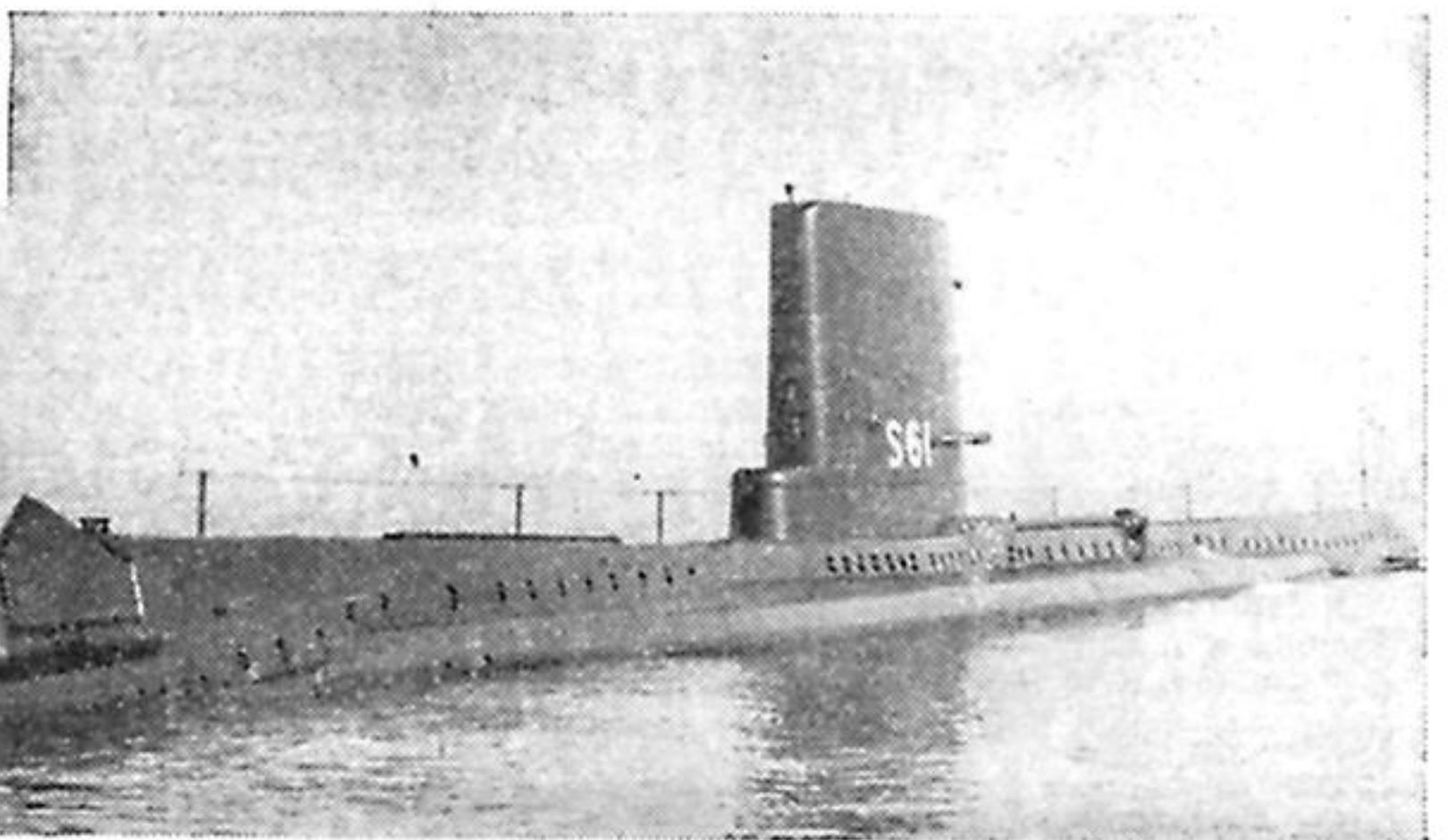
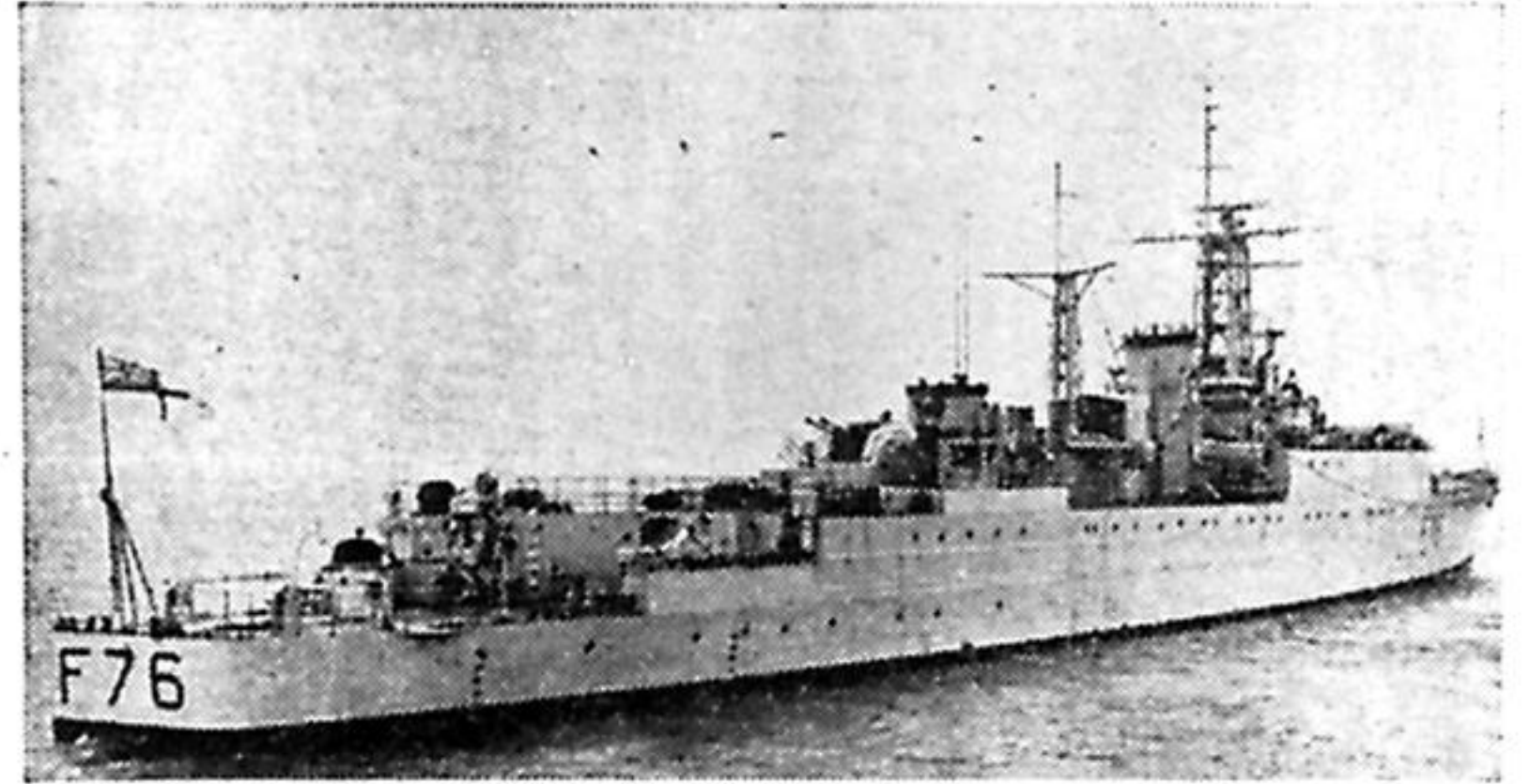
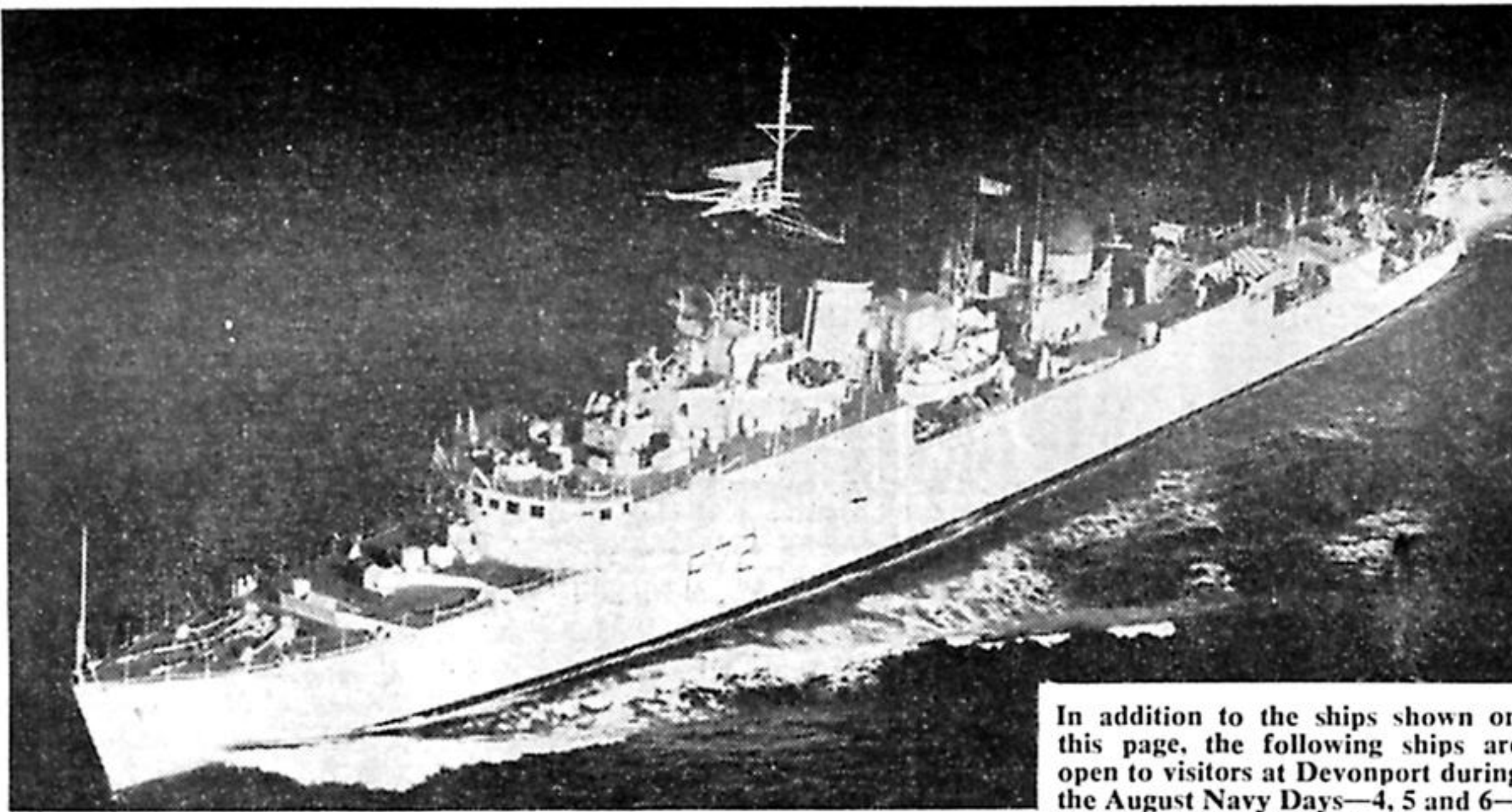
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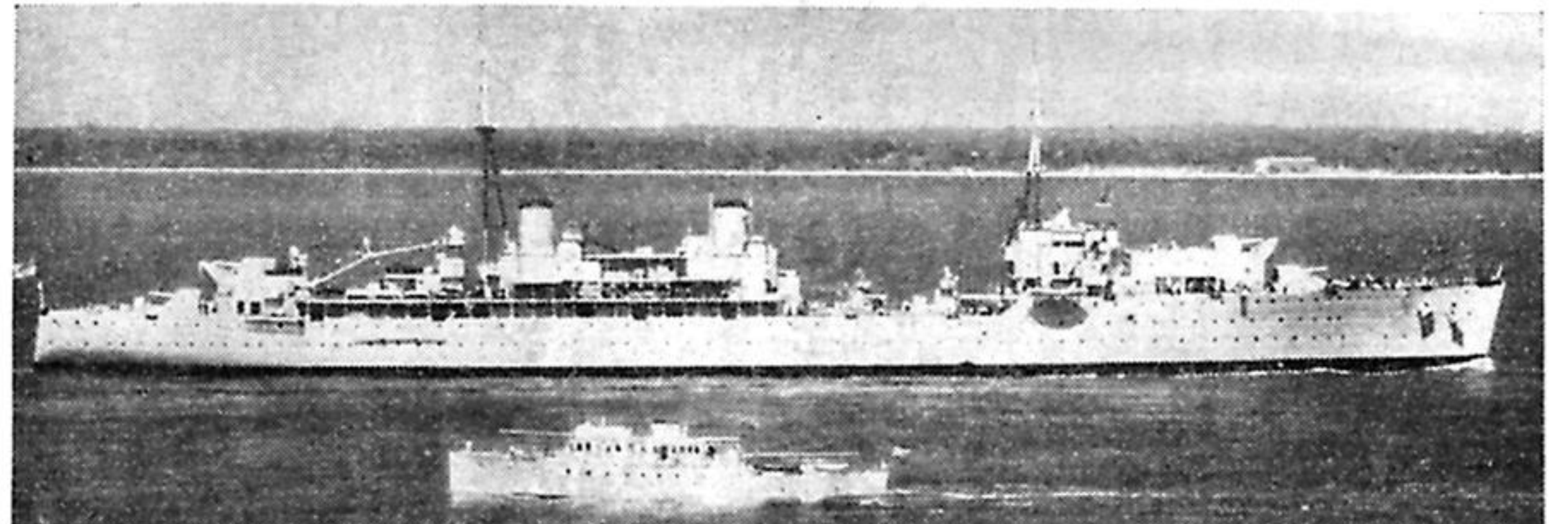
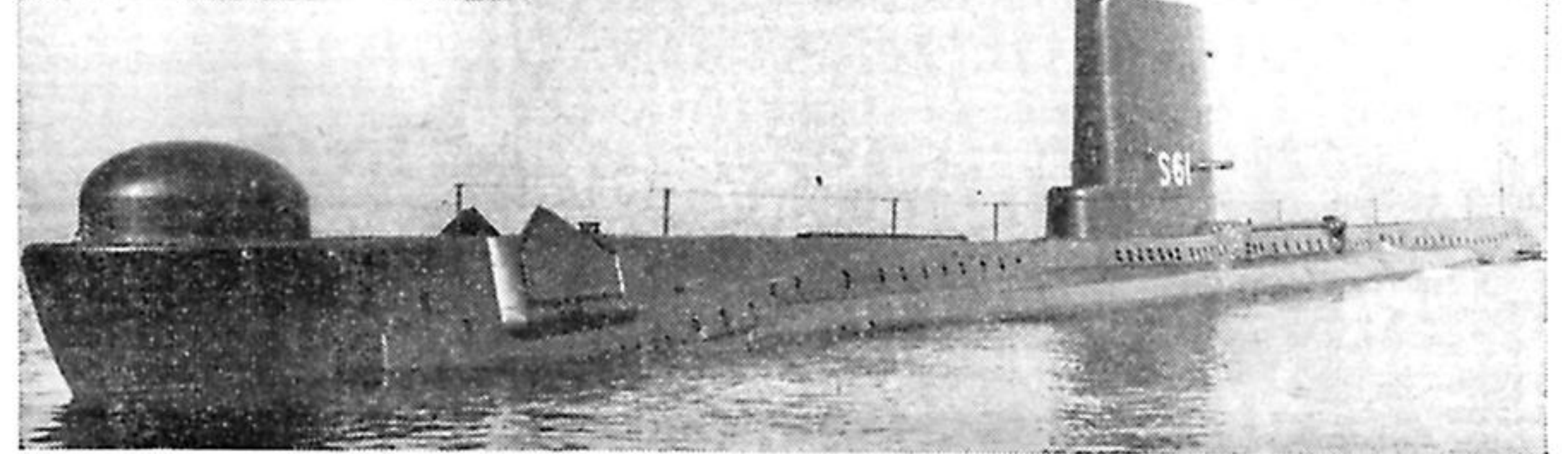


In addition to the ships shown on this page, the following ships are open to visitors at Devonport during the August Navy Days—4, 5 and 6—Urchin, Vigilant, Roebuck, Venus and Alaric. Above is H.M.S. Wizard, a fast anti-submarine frigate, fully converted from destroyer in H.M. Dockyard, Devonport, in 1954. Top right is H.M.S. Sluys, an "Early Battle" class destroyer now in reserve at Plymouth. Right is H.M.S. Virago, an anti-submarine frigate, Second Division, 17th Frigate Squadron, used mainly for training purposes at Dartmouth. Below is H.M.S. Acheron, an "A" class submarine, laid down in 1944 and designed, primarily for service in the Pacific. Of 1,120 tons (standard) displacement, Acheron was built in H.M. Dockyard, Chatham

Aircraft direction frigate

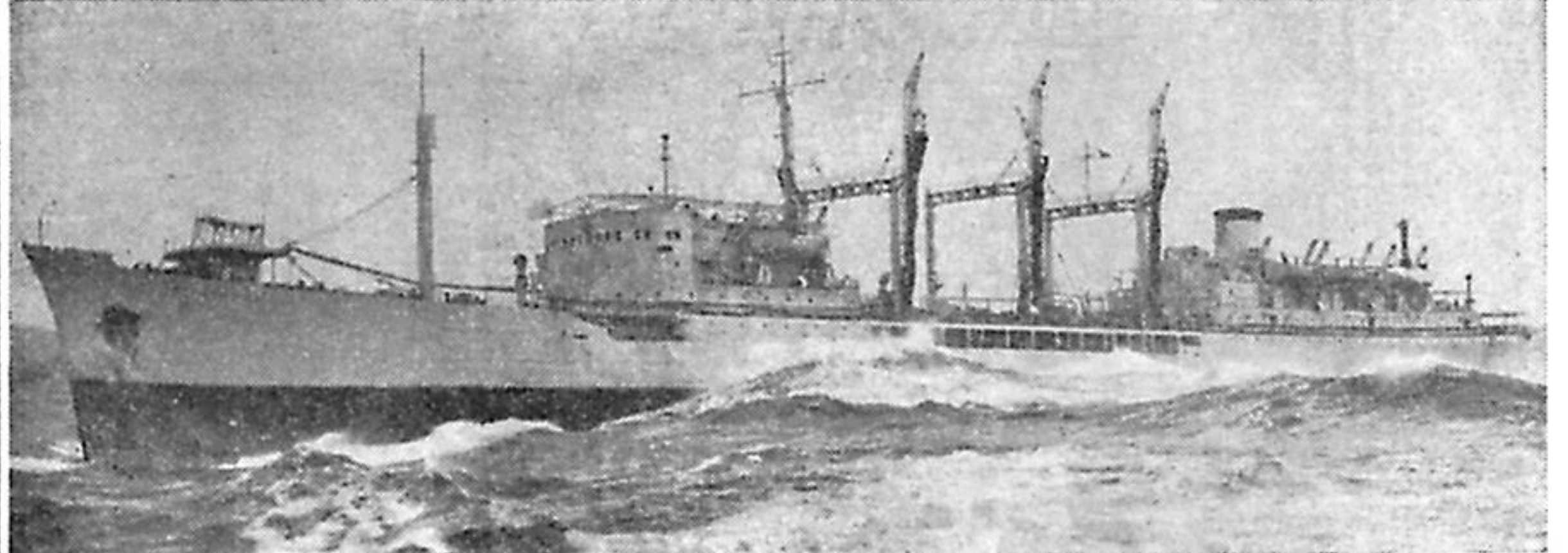


H.M.S. Llandaff (above), an Aircraft-Direction Frigate of the Salisbury class. Built by Messrs. Hawthorn Leslie (Shipbuilders) Ltd., Hebburn-on-Tyne, 1955-58, the ships of this class, Chichester, Lincoln, Llandaff and Salisbury, are named after cathedral cities



MOBILE SUPPORT

H.M.S. Adamant, Submarine Depot Ship, 16,500 tons displacement (full load), was built by Messrs. Harland & Wolff Ltd., Belfast, 1939-42. She can act as "parent ship" to six submarines, and has a complement of 520, including repair staff, but excluding the crews of submarines



There are three "Tide" class Fast Fleet Replenishment Ships in the Navy. R.F.A. Tideflow is open to visitors at the Plymouth Navy Days. Similar is R.F.A. Tidesurge (above). The ships are designed for the support of the Fleet and the replenishment of its supplies under way. The "Tide" can carry 15,000 tons of fuel cargo. Displacement is 26,000 tons full load

In eight months over £300 has been collected in H.M.S. Figgard to purchase a Dormobile van for the Spastics Association in Plymouth.

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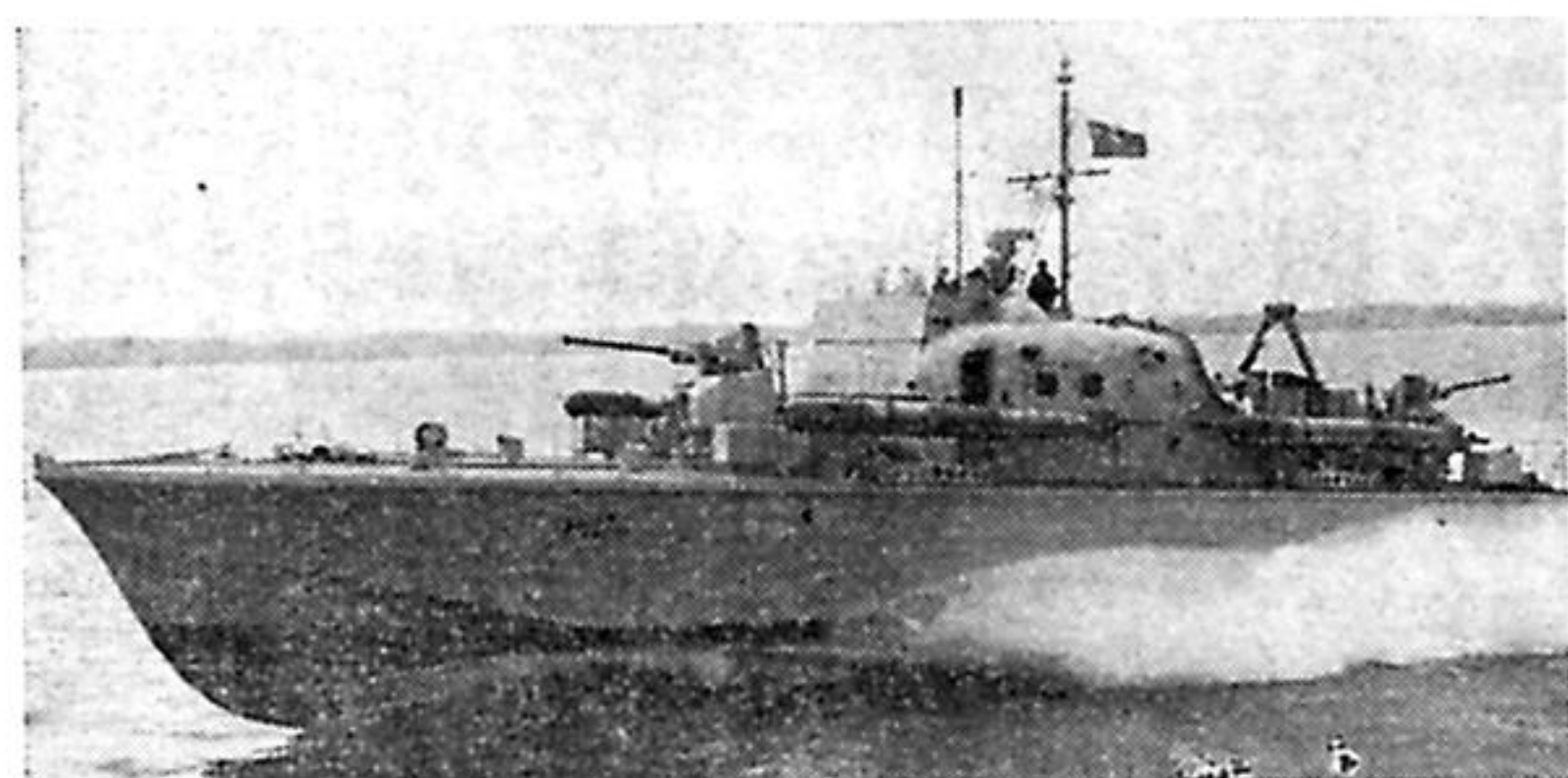
A destroyer open to visitors at Portsmouth during the August Navy Days this year is H.M.S. Corunna. Built as a "Battle" class destroyer by Swan, Hunter & Wigham Richardson Ltd., at Wallsend, Corunna has been converted into a Fleet Radar Picket (aircraft direction destroyer). The "double bedstead" radar aerial is a prominent feature. The complement of this ship, in peace, is 232 to 268. Displacement is 3,430 tons (full load)

A seeker of submarines

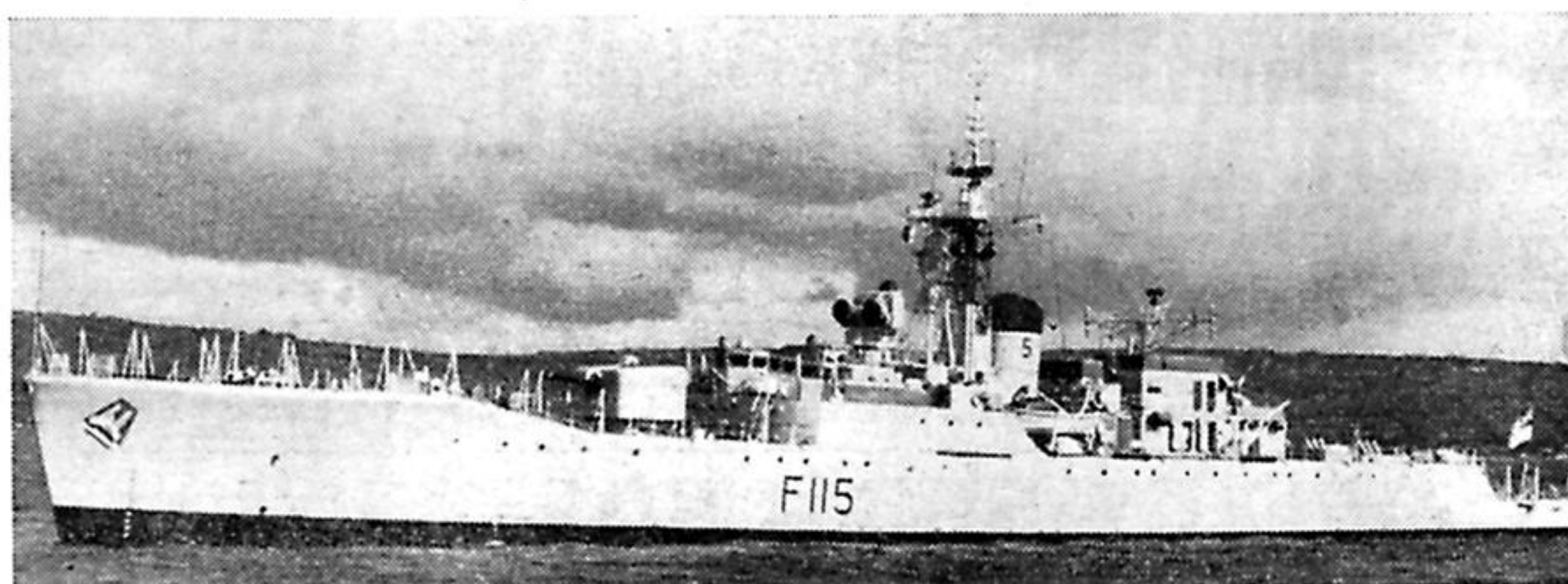


H.M.S. Keppel, an anti-submarine frigate of 1,536 tons (full load) displacement, built in 1954-1956 by Yarrow and Co., Ltd., Scotstoun. Of the "Blackwood" class, these frigates are named after famous Captains of British Naval history

Patrol boat can do 50 knots



The fast patrol boat H.M.S. Brave Borderer, a gas turbine type convertible torpedo gunboat achieved in excess of 50 knots during trials. It has been announced recently that, together with Brave Swordsman these fast patrol boats are to be temporarily attached to the Fishery Protection Squadron



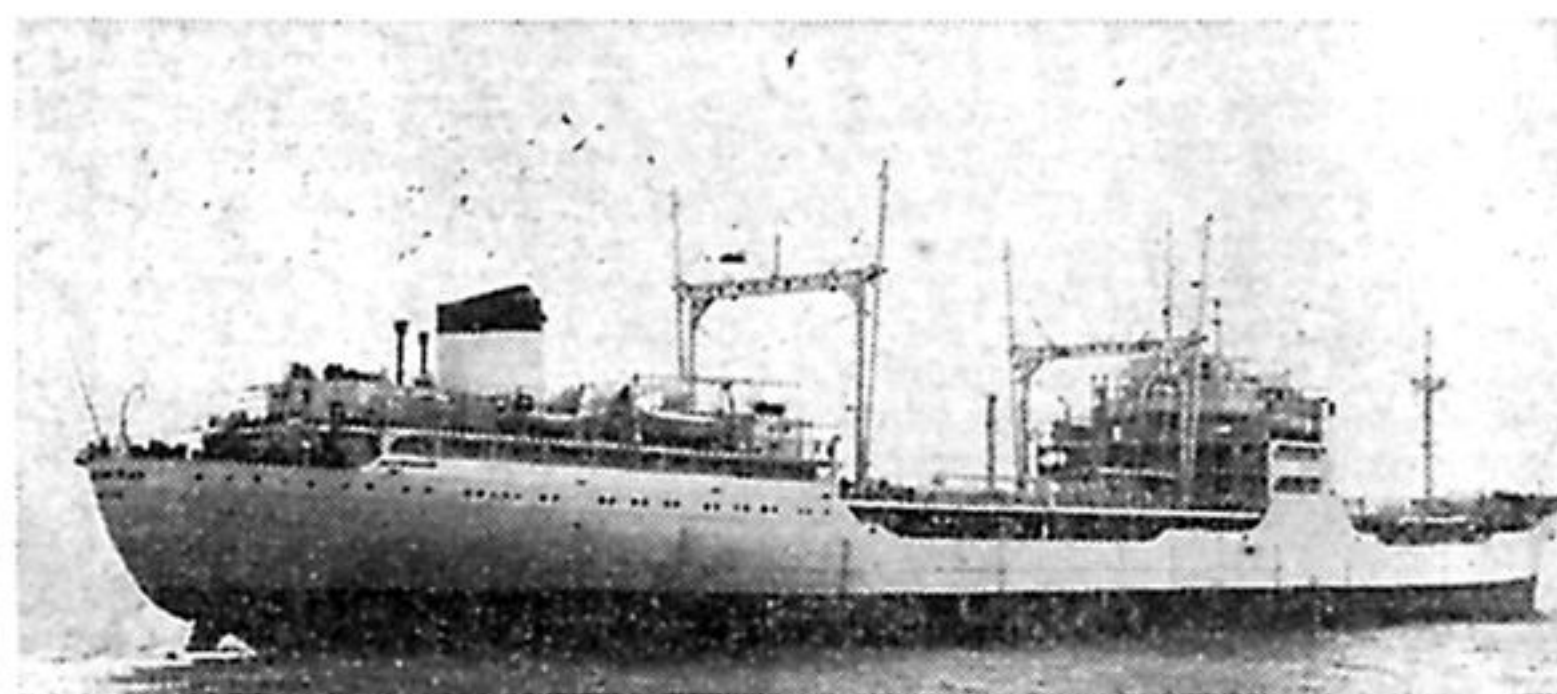
H.M.S. Berwick (above) is a "Rothesay" class anti-submarine frigate with a displacement of 2,560 tons (full load). H.M.S. Monkton (left) is a "ton class" coastal minesweeper of 425 tons (full load) displacement. The R.F.A. oiler Orange Leaf (right) is one of a class of ships of increasing importance in the mobile support of the Navy



OPEN TO VISITORS

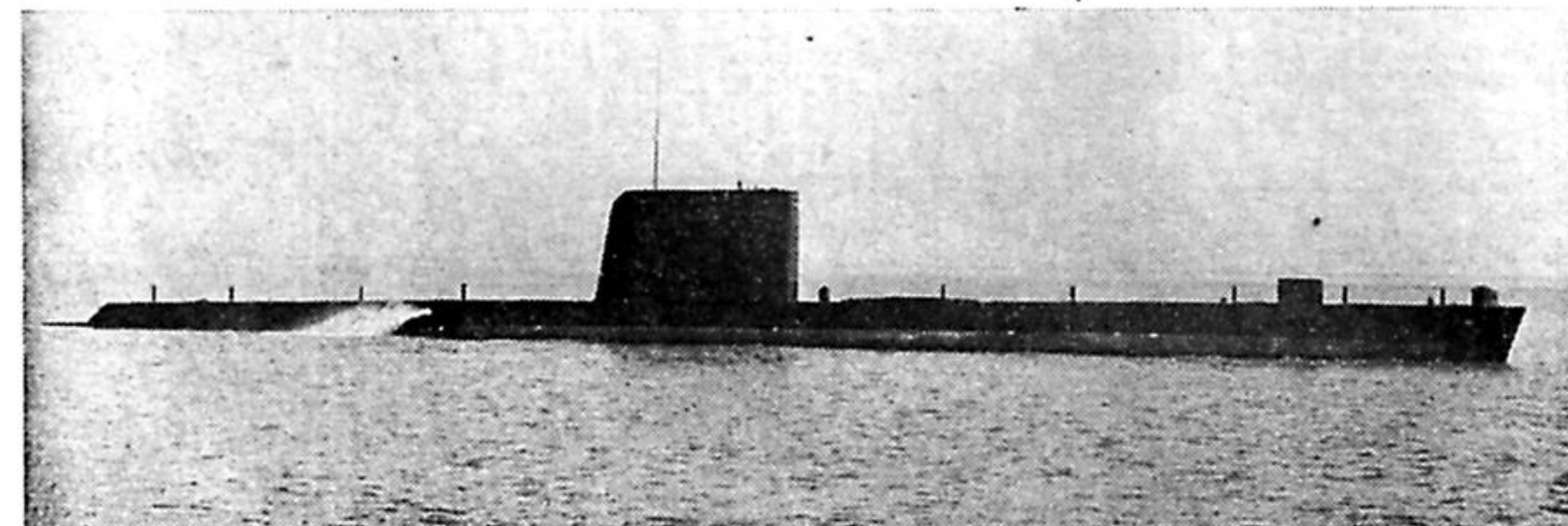
IN addition to the ships shown on this page, the following ships are also open to visitors at Portsmouth during Navy Days—August 4, 5 and 6. Albion, Scarborough, Rothesay, Tally Ho, Seraph, Sheraton, Plover and Brave Swordsman.

There are also a number of static and other displays which will be of considerable interest to visitors.



H.M.S. Brighton is a "Rothesay" class anti-submarine frigate built by Messrs. Yarrow and Co., Ltd., Scotstoun, 1959-1961. Capable of firing the Seacat guided missile, the "Rothesays" are basically similar to the "Whitbys" but with modifications in layout. All the ships of the "Whitby" and "Rothesay" class are named after seaside resorts and coastal towns

Silent attack



H.M. Submarine Porpoise was the first operational submarine designed since the Second World War to be accepted into service, and this class and the new "Oberon" Class, which are practically repeat editions of the Porpoise, are capable of undertaking continuous submerged patrol in all parts of the world

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German families "At Home" to Submariners

H.M.S. AUROCHS, in company with H.M.S. Centaur, visited Hamburg from June 30 until July 4. The visit attracted considerable publicity before and after arrival and during the passage up the Elbe. A large crowd welcomed the ships and a message of greeting was passed by loudhailer at the Willkommboeft. Aurochs secured opposite Centaur at Ueberseebrücke.

From that moment, until the ships left, the hospitality of the German families was almost overwhelming. Nearly 40, prompted by a television report of the ships' arrival, phoned to invite submariners to their homes, some as far away as 150 miles. The kindness and generosity shown to the sailors on these visits was outstanding.

BREWERY 'RUNS'

A number of other entertainments had been arranged, including tours of the zonal frontier and the city of Hamburg; visits to a B.P. refinery; a hydro electric power station; a model ship experimental station and three brewery runs, all of which were very much enjoyed.

Members of the ship's company were also present when the Commanding Officers of Aurochs and Centaur laid a wreath on the 1914-18 War memorial.

An enterprising philatelist had provided a special stamp to commemorate the visit and nearly 1,000 letters were stamped and posted to collectors all

over Europe and to places as far afield as the United States of America and Argentina.

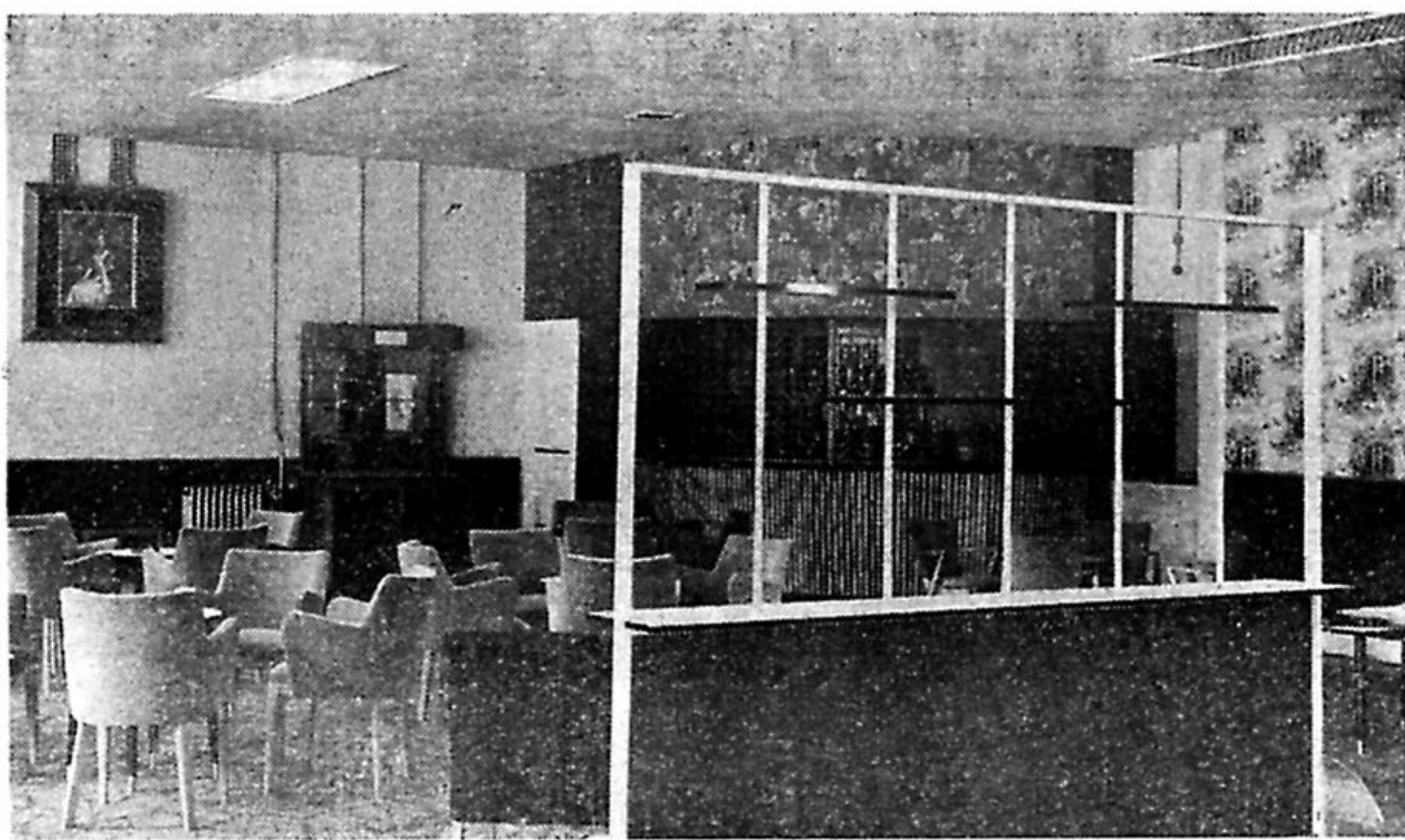
During the "Open to visitors" afternoon nearly 1,400 people walked through the submarine. Three hundred other visitors were given conducted tours on other days.

PRESENTATION OF CRESTS

The Senate of the Free and Hanseatic City of Hamburg presented a city crest to Aurochs at a special luncheon at the Rathaus (town hall) and the Commanding Officer gave the President of the Senate a ship's crest in return.

In addition to the above activities there remained plenty of time to discover the advantages of Hamburg as a "run ashore," and the Reeperbahn, in particular, was well and truly "done."

Aurochs left Hamburg early on July 4 having had a splendid visit, and proceeded direct to Shotley to be present at the families day ceremonies at H.M.S. Ganges.



Part of the new Whaley Club opened for all ratings in H.M.S. Excellent

NAVY DAYS

PLYMOUTH & PORTSMOUTH
AUGUST 4, 5 and 6

Canteen transformed into Modern All-Ratings Club

H.M.S. Excellent is the latest of the many naval establishments to convert their old canteens into a modern, all-ratings club. The opening ceremony of the Whaley Club was performed by the Command-in-Chief, Portsmouth, Admiral Sir Alexander Bingley, G.C.B., O.B.E., who then toured the club.

The transformation of the old canteen cost £7,000; the money being provided equally by N.A.A.F.I. and H.M.S. Excellent's Welfare Fund. The ground floor now contains a comfortable lounge and a fine dance floor, with a guest room, snack bar and cocktail bar on the upper floor.

The club got off to a flying start

with a grand opening dance, the highlight being the appearance of Sid James, the famous television star, which was enjoyed by all.

The club committee are providing a full programme of entertainment each week, including five nights, tombola and regular dances. The lounge and dance floor is to be available for private mess functions.

MEN OF SIXTH S/M DIVISION ARE NOT IN HIBERNATION

ALTHOUGH it is some time since news of the Sixth Submarine Division, based on H.M.S. Ambrose in Halifax, Nova Scotia, Canada, appeared in "Navy News," it is apparent that the men of the Division are not hibernating with the bears and the beavers.

At present the Division consists of two streamlined "A" Class submarines, H.M.S. Alderney and H.M.S. Astute, and these two boats, about 10 per cent. of whose complement are Royal Canadian Navy men, provide the "opposition" for Canada's anti-submarine forces on the East Coast.

to Halifax and provides some variety and excitement for exercises.

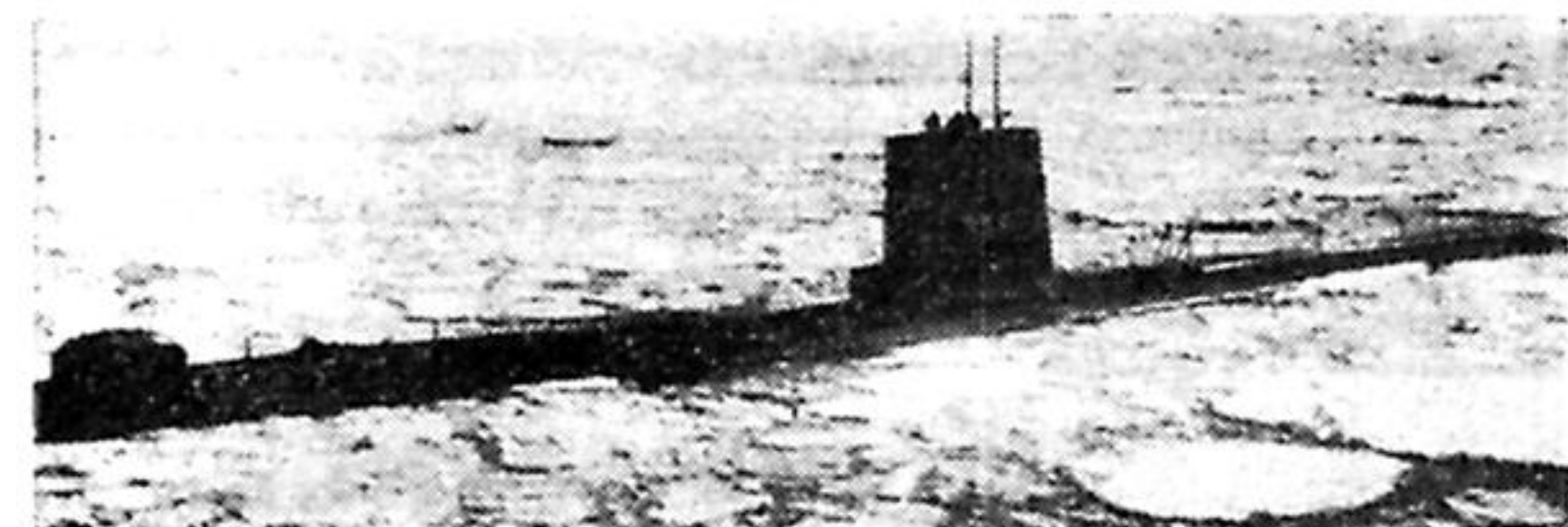
ICE-HOCKEY 'BASHERS'

There is plenty of sporting activity. In the summer soccer and cricket take pride of place but winter necessitates a change of habits for most in the Division and the members may be seen "having a bash" at ice hockey and five-pin bowling and, thanks to a generous gift from the Nuffield Trust, on the ski slopes.

The physical and recreational staff of H.M.C.S. Stadacona have been very patient in providing the men of the Division with much needed experience on the ice rink, while exuberance is provided by officers and ratings of the Division itself, as three partly broken bodies can confirm.

The Division's three teams did quite well in the bowling league and of 16 teams the Division's best one finished third. Ski-ing is a comparatively new venture, but a petty officer and a leading seaman successfully organised a week's ski camp for some teenage boys.

"Exped" activities planned for this summer include long-distance whaler sailing and bicycle camping. This spring a successful expedition set the ball rolling with a 20-man liferaft



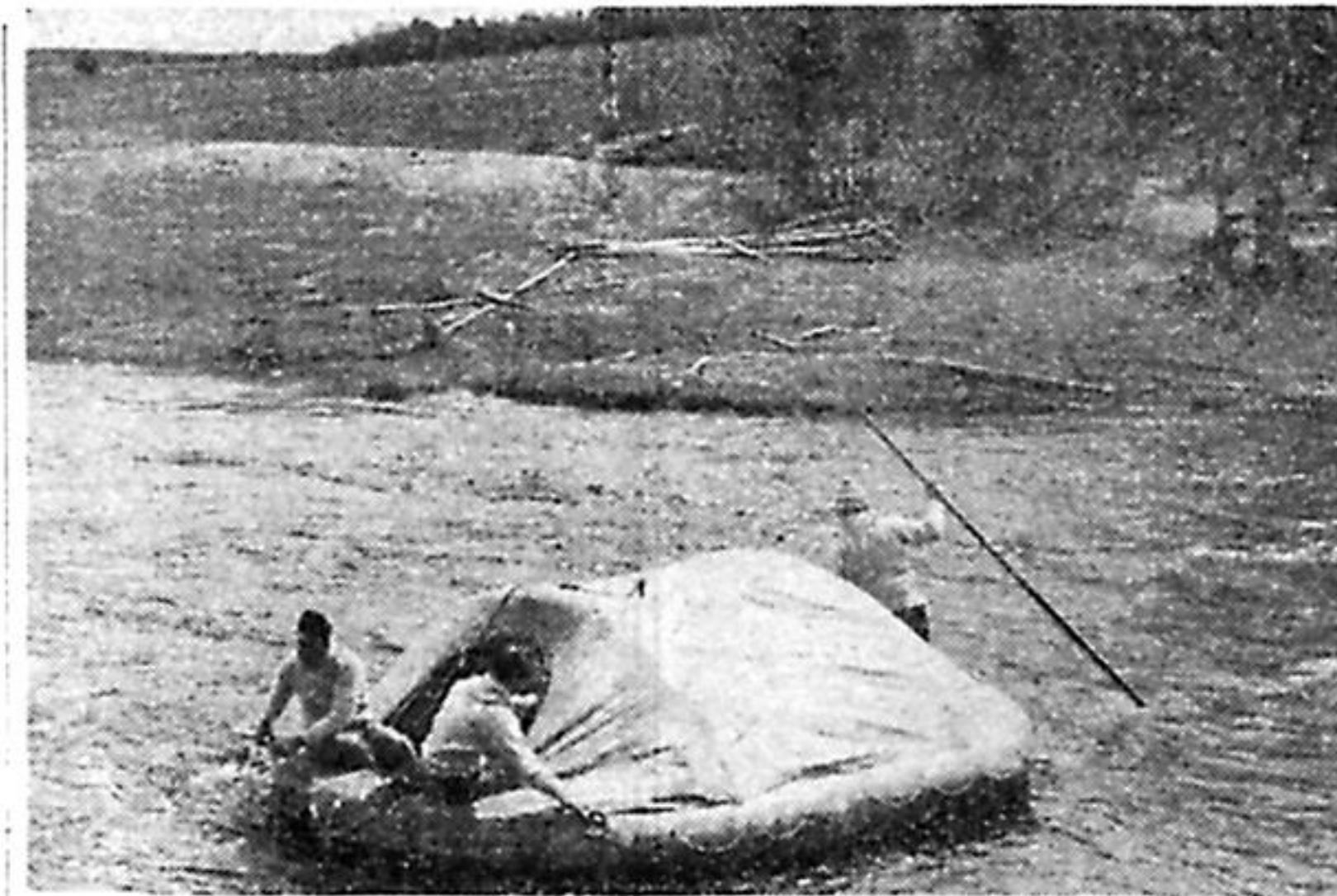
H.M.S. Alderney in the Gulf of St. Lawrence, March, 1962. (Photo R.C.A.F.)

These A/S. forces consist of Restigouche D.D.Es. (Destroyer Escorts), H.M.C.S. Bonaventure with trackers and helicopters, aircraft of the Royal Canadian Air Force and so on.

THREE "OS" TO BE BUILT

In March this year the Canadian Minister of National Defence announced that, subject to satisfactory completion of negotiations with the British Government, three modern submarines of the Oberon Class will be built in Britain, but for some time yet the Sixth Submarine Division will continue to represent the Royal Navy on the Eastern Seaboard of Canada.

The men of the Division get plenty of sea time and they find themselves on exercises anywhere between Florida, where the water is really warm and the Hudson Strait, where one has to pick one's way between the icebergs. In the winter the sea ice gets near



Exercise "Liferaft." The expedition's raft on the Musquodoboit River.

"jaunt" down the Musquodoboit River.

FIRST CATCH PORCUPINE

An "escape and evasion" exercise (diet mainly porcupine, ferns and rice) is tentatively planned for the autumn in conjunction with the Canadian Army and the Fleet Air Arm.

APPRENTICES FOR DARTMOUTH

At least four apprentices will join Britannia Royal Naval College, Dartmouth, in September. They are C. J. G. Lapsley, J. C. Addo, P. S. Wilson and D. L. P. Evans, who are now in Part 2 Training Establishments. Two apprentices, M. J. Hakes and R. C. Moore, passed the Preliminary Selection Board for Permanent Commissions in June and now await the final Admiralty Interview Board.

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The scuttling of the German High Seas Fleet solved problem for Allies

BACK TO SCHOOL AFTER FOUR YEARS OF WAR

(In his previous articles Neptune, who entered the Royal Navy in 1904, and who was promoted to "Mate" and subsequently to Lieutenant, has told of his service life up to the end of the First World War. In his last article he mentioned that, after a strenuous period in small craft at Sheerness and a hot, sticky time in H.M.S. Proserpine in the Persian Gulf, he was appointed to join the Royal Naval College, Greenwich, 24 hours after arriving back in the United Kingdom.)

To have become a student at the Royal Naval College, Greenwich, was, I suppose, an achievement in the progress of one's career, and I must confess it brought to me an inward glow of pride and pleasure. I found Greenwich to be of old and interesting buildings, dating back to the 16th century. It was not only a college, but also the Royal Observatory which, being situated on the meridian of 0 degrees, the time kept throughout the world was based upon it, and all nautical manuals and tables referred to Greenwich Mean Time (G.M.T.).

The painted hall was beautiful and impressive. The large wardroom, with its pillars and long tables, gave it an air of distinction and the whole building was steeped in naval tradition. It followed, therefore, that a strict service routine was adhered to. Senior officers maintained their dignity according to rank, which induced a sense of discipline and respect. This had a steadying effect on some of the younger lieutenants and sub-lieutenants, who had graduated from Dartmouth, of whom there were several hundred.

There were about 100 lieutenants, ex-mates, who were older and much steadier in outlook. As a lieutenant there was nothing in the uniform to distinguish us from the Dartmouth breed. With only one stripe we had the appalling tag of "mate," which indicated from whence we came, but now, in this great college, there was no distinction and no cause for embarrassment.

RETURN TO SCHOOL

It had come as a hectic jolt to be called upon at short notice to return to school at the age of 30 plus — to recommence the art of chasing cosines, tangents, secants, etc., after four and a half years' strenuous war-time responsibility. However, one could not take things lightly. Much depended on the results of the examinations and I felt, strongly, that I owed it to the ranks from which I had risen to show that I was a worthy representative.

The course was completed in four months, and we were then sent to the Navigation School at Portsmouth (H.M.S. Dryad) for a two months' course in pilotage. Here our sea-going instruction was severely restricted due to a strike of miners.

FLEET SCUTTLED

It was whilst we were doing this course that, in June, 1919, the Germans scuttled ships of the High Seas

Fleet in Scapa. Although the news came as a surprise it also brought a feeling of intense satisfaction to the personnel of the Royal Navy. This was what the Grand Fleet had hoped to achieve at the Battle of Jutland. It was the valour displayed at Jutland which, indirectly, drove the Germans to commit this act of total despair, after the humiliating experience of their surrender of the High Seas Fleet. Both these episodes had been accomplished without any ship of the Royal Navy firing a shot.

SAILORS IN THE MAKING By NEPTUNE

Unwittingly perhaps the problem of allocating the German ships between the allies was settled in advance, whilst at the same time providing for Britain facilities for training the new poorly equipped Salvage Corps.

PAY INCREASE

In July, 1919, an increase in pay for naval personnel had been approved. Lieutenants, ex-Dartmouth, were, at the age of 22, to receive 16s. per day, and lieutenants, ex-mates, whose age varied between 30 and 35, were to receive 16s. 6d. per day. Little thought had been given to this age gap, or to the probability of these officers having a family to maintain. Mr. Walter Long, Civil Lord of the Admiralty, very kindly consented to come down to the navigation school and discuss points which had been raised. He was impressed and very sympathetic, and promised that action would be taken. He kept his promise and a year later, 1920, the pay of lieutenants, ex-mate, having a certain seniority, was increased to £1 per day, and, moreover, back-dated to 1919. The pilotage course being completed

we were appointed to H.M.S. Actaeon, Sheerness, for a torpedo course, followed by a gunnery course at the Gunnery School, H.M.S. Pembroke, at Chatham, which was completed by the middle of December, 1919. Thus we became fully qualified lieutenants; having taken the same courses as those taken by lieutenants, ex-Dartmouth. I had gained five months' seniority as the result of my examinations.

I was discharged to the Royal Naval Barracks, Portsmouth, for Christmas and Foreign Service Leave and to await an appointment. From the officers' mess I was able to see the massive gates of the barracks, through which I had passed some 15 years earlier as a raw recruit.

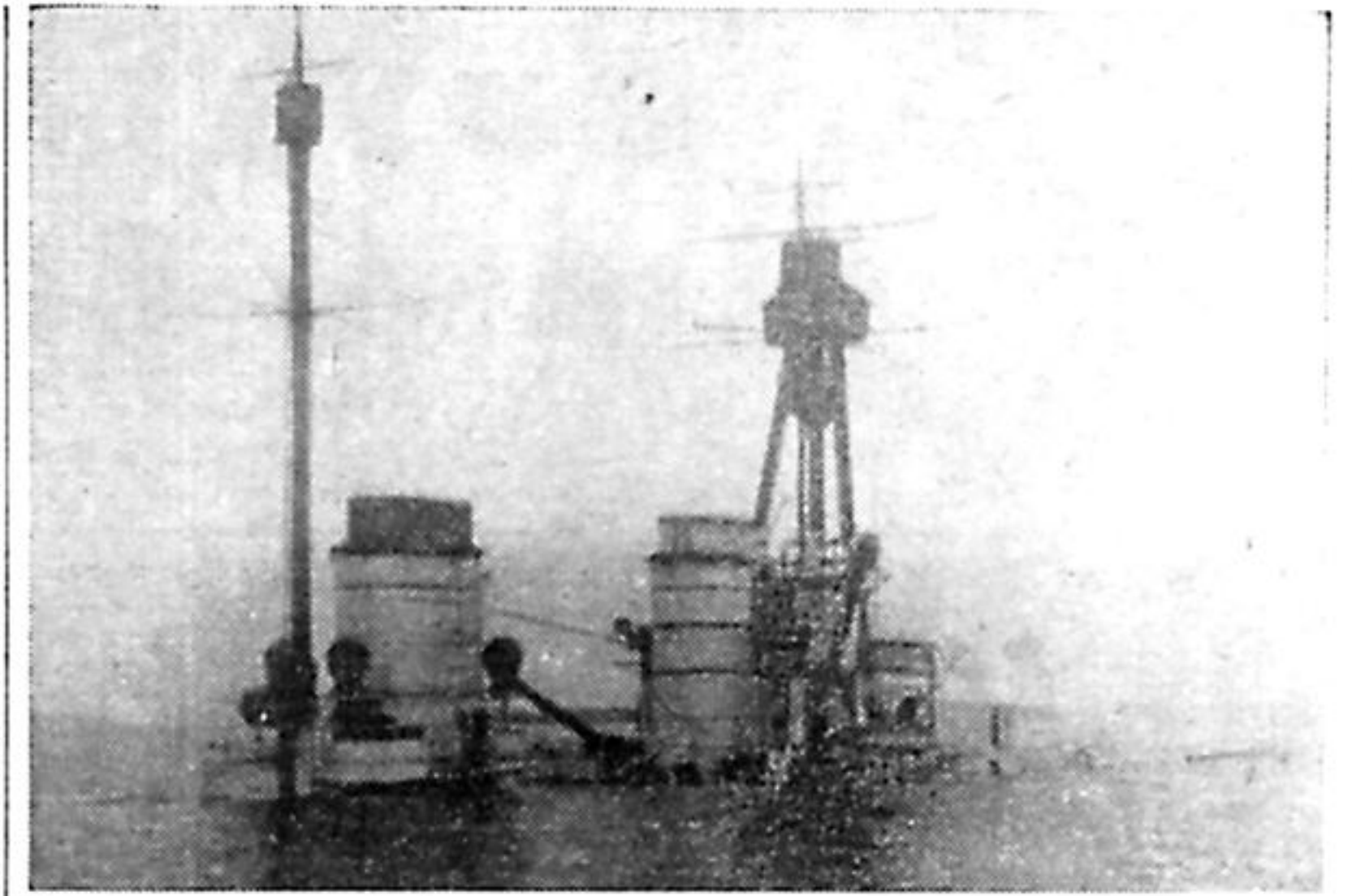
BACKWATER APPOINTMENT?

I received an appointment whilst on leave early in January, 1920, directing me to join the battleship, H.M.S. Thunderer, at Portland on January 20. So my ration of leave, after almost five and a half years without any, was rather short. But I was most happy to have been appointed to the first ship to have been fitted with director firing. She was still in full commission, so I felt that I would be in my element in a "big gun ship." Alas, my hopes were to be short lived, as I learned on joining that she was reducing to reserve complement on April 1.

This news unsettled me, as the one thing I had hoped to avoid was to be appointed to a backwater appointment, and here I was positively committed to one. At that time the Admiralty had some difficulty in finding sufficient candidates for the "Long G" course so, once again, I thought "have a go." I applied and the Admiralty's reply was "noted." It was obvious that the door through which lieutenants, ex-mate, could pass for specialisation was barred and bolted. It was convenient for the Admiralty, however, to appoint such officers for gunnery duties in lieu of a specialist and pay them at the reduced rate of 1s. per day.

TRIP TO MALTA

When H.M.S. Thunderer paid off into reserve I remained as a Watchkeeper in the big, empty ship, swinging at the buoy, with very little to do, although, owing to weather conditions, anchor watches were frequent. Fortunately, information was received that Thunderer would be required for a trooping trip to Malta



The German Battle Cruiser Hindenburg resting on the bottom at Scapa Flow in June, 1919

and incentives to a dedicated career in the Navy?

BACK TO SHEERNESS

Sure enough my fears seemed about to come true as I received an appointment to join H.M.S. Erin at Sheerness, flagship of the reserve fleet, The Nore. Erin was a battleship built for the Turkish Navy, but had been transferred during the war to the Royal Navy. I was very near despair, feeling like a cork upon the water, but I had the great consolation of knowing that I was still employed when there were some hundreds on the "unemployed list." During the nine months in Thunderer, I had five different commanding officers.

Sheerness Harbour, at the best of times, is very grim, and the prospects of a winter swinging at a buoy was not inspiring. I joined Erin on October 9, 1920, feeling quite resigned to the course of events. My duties were to be those of Senior Watchkeeper, Main Derrick and Confidential Book Officer.

STILL LEARNING

The duties of Main Derrick Officer proved to be quite exciting. In ships in which I had served these duties had been carried out by the commander or, at least, a senior lieutenant-commander. I felt very much a learner. However, all went well and I quickly gained confidence with experience. It required coolness and judgment when hoisting a barge or picket boat out of a rough sea.

A NEW APPOINTMENT

At the end of November, 1920, I was feeling quite reconciled to spend-

ing the winter at Sheerness when, one morning, the captain's secretary remarked, "You are not staying long." I thought, "Have I blotted my copy-book?" But I was greatly relieved and most pleasantly surprised when he continued, "You have been appointed Lieutenant 'G' of H.M.S. Dartmouth on the South American station." This was news indeed, far beyond any dreams I may have had. H.M.S. Dartmouth's main armament was eight six-inch guns and she was fitted with a director.

On reporting to the Admiralty I was instructed to proceed on leave and join the S.S. Darro at Southampton on December 13, 1920, and report to the Commander of H.M.S. Dartmouth who, with the remaining officers and ship's company, would sail from Southampton on that day. We were to recommission the ship at Montevideo, South America.

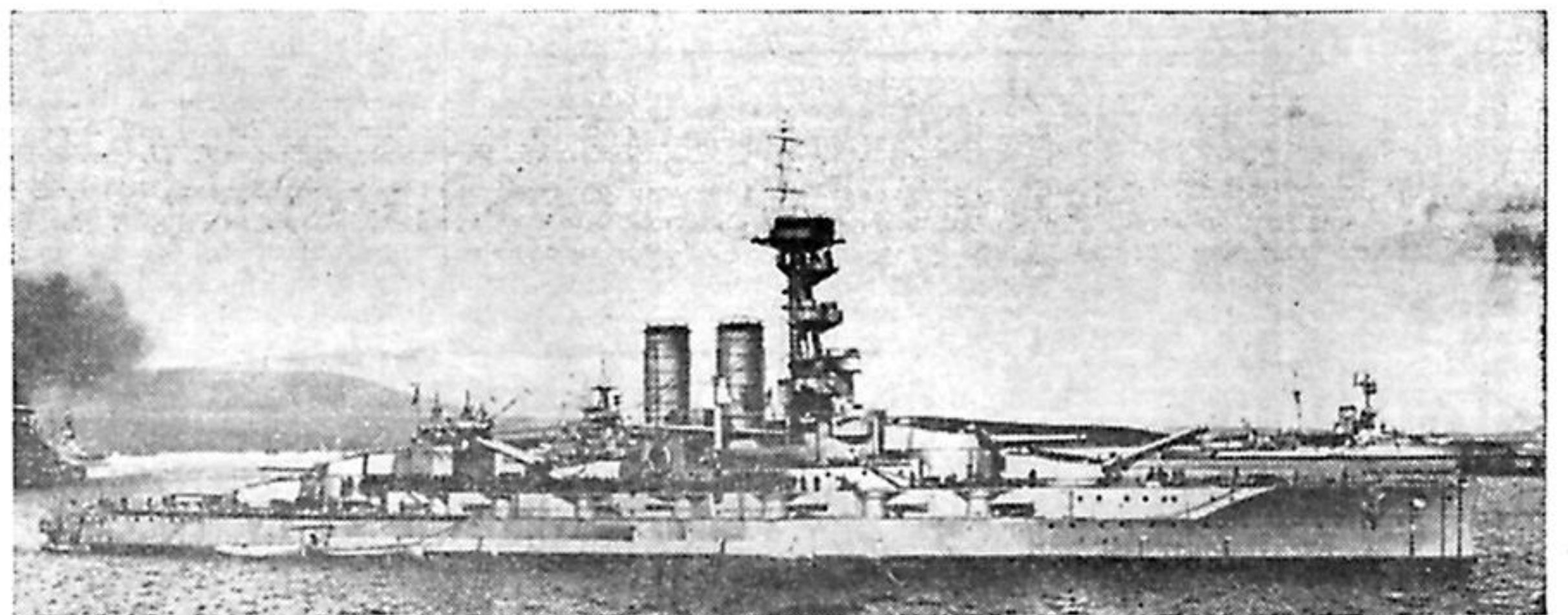
(To be continued)

PRESENT LIONS INVITE OLD LIONS

A RECEPTION is to be held in H.M.S. Lion at Devonport on Wednesday, September 19, at which all who served in the battle cruiser Lion will be most welcome.

Admiral of the Fleet Earl Mountbatten hopes to attend and Admiral of the Fleet Lord Chatfield has been invited.

Those wishing to attend should write to the Commander, H.M.S. Lion, c/o F.M.O., Devonport.



H.M.S. Erin in 1920. This ship was built for the Turkish Navy and taken over during the First World War

early in July, which meant completing with stores, ammunition, etc. So life was not to be so dull after all.

During the period of storing I became "Jack of all trades" and had few idle moments. For the trooping trip I had the distinction of being Senior Watchkeeper and Mess Secretary. (Quite a tricky business collecting mess bills.) The voyage was interesting and instructive. As soon as the drafts from the Mediterranean had been discharged at Portsmouth, Thunderer again returned to Portland to reduce to "Care and Maintenance."

So far I had not found life very dull in the reserve fleet. In September, when thoughts of a winter in Portland Harbour began to arise, came the news that H.M.S. Thunderer was to become the flagship at Portland and that the officers of H.M.S. Conqueror would transfer with the flag. So what next? Were we to revert to the flotsam and jetsam of the post-war Navy, to drift with the tide, and possibly deeper into the backwaters? To lose all interests

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The wreath bearers on board Tattershall Castle at Hull prior to proceeding to Spurn Point for the annual Naval Memorial Service. (Photo.—By courtesy of "Hull Daily Mail")

Impressive Spurn Point tribute LARGE NUMBER AT NAVAL MEMORIAL SERVICE AT SEA

THE annual memorial service at sea, held aboard the Humber ferry steamer "Tattershall Castle" off Spurn Point on Whit Sunday attracted shipmates with their wives and friends numbering 743. They represented many Branches in No. 9 and 11 Areas besides other Associations not affiliated to the R.N.A., notably the Castleford and District R.N.A., Submariners' O.C.A. and the British Legion. Shipmate A. G. Woonton and Mrs. Woonton were welcome visitors from No. 1 Area.

Shipmates paraded outside the Guildhall at Hull and were inspected by the Mayor of Castleford before marching to Hull Pier headed by the Frickley Colliery Band who played selections on deck during the passage to Immingham, where No. 9 Area mustered at the lockpit to embark.

ASHES COMMITTED TO SEA

The ashes of the late Thos. Lockwell, founder and inspiration of the Federation of Yorkshire Naval Associations, who for many years organised this annual pilgrimage, were carried in the parade at Hull, and the ashes of the late James Mellwrath, former President of the City of Sheffield Branch were carried aboard at Immingham, and both were committed to the sea to the accompaniment of suitable honours during a service conducted by the Rev. Clifford C. Barker, M.A., C.F. (T/A), Vicar of All Saints Church, Hull.

Sea Cadets from the Hull Unit piped distinguished guests aboard at both ports, whilst the bugler—and a very good one—came from the Grimsby and Cleethorpes Unit.

A pleasing ceremony followed the service, when a mace given by the Grimsby and Cleethorpes Branches was presented to the band of the

Grimsby and Cleethorpes Sea Cadets by Lt. W. W. Brown, President of the Grimsby Branch.

During the wreath-casting ceremony a helicopter from No. 228 Search and Rescue Squadron, R.A.F., based at Leconfield in East Yorkshire came over and dropped a wreath for the R.A.F.

Amongst those on board were the Mayor and Mayoress of Castleford (Ald. and Mrs. J. Smart), The Deputy Mayor and Mayoress of Castleford (Ald. and Mrs. W. Harrison), Shipmates F. Stephenson (National Council), R. H. Gleadhill (No. 11 Area

Chairman) and the Mayor and Mayoress of Cleethorpes.

Wreaths were cast on behalf of the Lord Mayor, Corporation and Citizens of Hull, The Mayor and Mayoress of Castleford, Mrs. E. Lockwell and Mrs. J. Mellwrath (both of whom were present), the Castleford and District Royal Naval Association, South Kirkby R.N.A., former members of the Goole Association—now unhappily defunct—and the following Branches of the Royal Naval Association: Barnsley, Blackhall and Coastal, Brighouse, Dewsbury, Batley and Birstall, Doncaster, Durham, Grimsby, Hull, Lincoln, Sheffield and Wear (Sunderland).

One hesitates to single out any Branch for special mention, but the "invasion" of Hull by over a hundred from Wearside, involving a start at 0700 should, one feels, be recorded.

Well attended event boosts Wear's Welfare Fund

IT is true to say that a charitable cause never goes unheeded in the Wear (Sunderland) branch of the Royal Naval Association, and in May the Leukaemia Research Fund was the reason for a concert and social evening. In June it was an event to boost the welfare funds of the branch.

Some very attractive prizes (donated by the branch, members and local tradesmen) were won, one of which, a fully equipped picnic case, was given by the family of late Shipmate Lincoln in his memory and in tribute to the

At the end of the evening the useful sum of £28 6s. had been realised and handed over for use by the welfare committee.

It is fitting, too, that the Wear branch, as "flagship" of the association, should have among its members such a princely purveyor of edible commodities as Shipmate "Mattie" Davidson, who once again excelled himself in catering for the demands of the 200 members and friends who enjoyed the evening.

120 AT SPURN HEAD

Quite a good contingent from Wear branch turned out for the day to the annual Commemoration Service of Numbers 9 and 11 Area, held off Spurn Head. Two coach loads of members with many more going by car made a goodly representation of around the 120 mark.

The good wishes of all branch members go to Shipmate C. Pullen and his wife, and to Shipmate Middlemiss, for speedy return to health.

Letter to the Editor

A lot of re-thinking is necessary

SIR,—The National Conference of the Royal Naval Association on June 23 was one of the best I have attended.

Due to the unfortunate illness of our President, Admiral Sir Alexander Madden, whose full recovery we hope will be very soon, an able deputy took his place in the person of Admiral Sir Frederick Parham, who spoke clearly and concisely and used tact and firmness to ensure the success of the Conference, and I am sure that all delegates will agree with this.

The resolutions were dealt with in an orderly manner and, again, I am sure the good ones were passed and the others rejected.

UNITY AND LOYALTY

The general secretary's remarks about lack of unity and loyalty to the National Association were long overdue and I trust that when read in conjunction with the hon. treasurer's report and speech, a lot of rethinking has to be done in branches and areas if we are to live up to the standards laid down in the Royal Charter. Branches and areas are not just parochial or county bodies to do as they like, using the name of the Association to boost fund-raising efforts which have nothing in common with the Royal Navy or the Royal Naval Association and, at the same time, moaning and groaning when they are asked to increase their subscriptions to the national body.

I am of the older generation, fighting for Service welfare before the 1914-18 War started, and have been on welfare work ever since, in Service and civilian life. It amazes me that today so many sneer and snigger at the mention of the Royal Naval Benevolent Trust and the British Legion, but I notice they are always ready for a helping hand when a spot of trouble arises.

NO VISITORS

Again, I often notice in my journeys men and women who have grown old and given years of voluntary service in the past to their own localities and now are alone and helpless in hospitals and homes. They never get a visit from their own relatives, let alone the members of organisations for which they worked in the past.

Clubs, whether licensed or not, children's parties, outings, rallies and even dedication ceremonies are quite all right in their place, but the foremost call of any branch or area is the care of the aged and disabled members, and the widows of those who helped to start their branches, and the war widows and dependants of men who lost their lives on active service in peace time or in war.

Look around your own locality and you will find plenty to keep you thankful that you are sound in sense and limb. You will not only benefit those you visit but will add to the prestige of your own branch and area and the good name of the Royal Naval Association throughout the land.—STEPHEN HILL, Welwyn Garden City.



Back: Capt. Torrens-Spence, Commodore Shillington, Capt. Roberts, Lieut.-Cdr. Osborne King, Lieut. C. A. Maxwell (Chairman). Front: T. Brown (Secretary), Capt. D. H. Mason, Capt. Sir R. Pim (President), Capt. Earl of Roden (Area President). (Photograph by courtesy of "Northern Whig," Belfast)

Belfast welcomes its new President

WHEN the new President of the Belfast branch of the Royal Naval Association, Capt. Sir Richard Pim, K.B.E., V.R.D., D.L., R.N.V.R., paid his first official visit to the club headquarters, the Senior Naval Officer Northern Ireland, Captain D. H. Mason, R.N., of H.M.S. Sea Eagle, Londonderry, the Senior Naval Officer

Belfast, Capt. R. D. Roberts, R.N., and Cdr. P. D. Sturdee, R.N., of H.M.S. Sea Eagle were also present.

The Irish Area President, Captain the Earl of Roden, R.N., and Commodore C. A. R. Shillington, C.B., V.R.D., A.D.C., R.N.V.R., Capt. F. M. A. Torrens-Spence, R.N., Lieut.-Cdr. J. Osborne King, D.S.C., R.N.V.R., Lieut. R. D. Rolston, R.N.R., Vice-Presidents of the branch, and Surgeon Commander Bennett, R.N.R., chairman of the Lisburn branch were also welcome guests.

The Hon. Secretary of the branch, Shipmate T. Brown, Shipmates A. Henderson and J. Nesbitt, and other committee members are to be congratulated for their splendid efforts.

The branch was strongly represented at the local ex-service parade held to commemorate the Battle of the Somme in 1916 when so many of Ulster's sons fell in action. With the Irish Area Standard at the head and the branch standard in attendance, the Belfast branch paraded as a complete unit led by the Ormeau Military Band.

POSTAL SHOOT RESULTED IN A TIE

LAST June, the .22 club of the Portland branch of the Royal Naval Association threw out a challenge to other branches. The challenge was taken up by the Stevenage branch, and a rifle shoot was arranged.

In a sportmanlike manner the ultimate result was a draw—a score of 465 out of a possible 500 for each team.

The Portland branch hope that in the future they will be able to meet Stevenage team and hold a shoulder to shoulder shoot.

The Secretary of the Portland Rifle Club, Shipmate S. J. Barnes, of 34 Pound Place, Portland hopes that other branches will accept Portland's challenge. He says "the number of challenges we get will determine whether it is possible to form a R.N.A. League."

In the meantime he thanks Stevenage adding "good luck to you in the next shoot—you'll need it. We are cleaning our guns ready for it."

NATIONAL CONFERENCE

After hearing reports of the National Conference, from the Belfast delegate, Shipmate David Campbell, the Belfast branch send its congratulations to the Secretary to the General Council, Shipmate-Lieut.-Cdr. L. H. Maskell, and his staff, for the arrangements made for the delegates and for the conference. Shipmate Davidson, and Shipmate Maxwell, congratulate and thank the "126" Committee for the splendid hospitality and entertainment on the evening of the conference and on the success of the impressive Dedication Service held on the following forenoon.

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SEVENOAKS LOOKED AFTER 18 ORPHANS FOR THE DAY

THE Sevenoaks branch of the Royal Naval Association went to Littlehampton for its annual outing, and members took 18 children from a local orphanage with them.

Each family adopted one child for the day. The children were each given 5s. spending money and, for one day at least, enjoyed family life. It was a grand day and the children really "let off steam." There were three coaches—the weather was grand—and everyone went to sea. The organisers were glad that no sailormen were sea-sick, but one "Royal" looked a wee bit groggy.

The branch was represented in the Sevenoaks exhibition and had on show

a model of an inshore minesweeper kindly lent by H.M.S. President. A good result was that at least six new members joined the branch.

NO DULL MOMENTS

In bringing to the notice of any serving man who lives in the locality how welcome they would be the Sevenoaks reporter states that the branch meets at the Bat and Ball every Tuesday and there is never a dull moment. The branch shoots against the local T.A., and there is swimming, cricket, and bowls as well as social events to suit all tastes.

Never saw club he helped to build

MANY branches of the Royal Naval Association still have to make do with a hired room in their "local" to hold their meetings—some fare better than others.

The Hanworth branch did so until Shipmate George Hills, a founder member and branch secretary, who worked in the Air Park Hotel, got permission to use the old gatehouse at the entrance to the Air Park as a headquarters and club when flying ceased after the war.

This was no palace; in fact it was a ramshackle building and a case of "All hands in and make her shipshape." As funds mounted, an ex-W.D. 50 ft. hut was purchased and spliced on to the brick building. This became the mess deck, and was large enough to

DORKING MYSTERY

THE old song asks "Where do flies go in the winter time?" The secretary of the Dorking branch of the Royal Naval Association asks "Where do members go on branch meeting nights?" He feels that the reminders he sends out are still "propping up the clock."

Gardening, decorating, television—these are reasons given for non-attendance, but the secretary points out that the officials also have these chores and amenities, and they manage to attend.

Social activities have been arranged including an informal evening in September at the branch headquarters to meet all members, their wives and friends. There is to be a dance in November and on December 1 the branch is to help the Dorking Hospital League of Friends by running the dance and evening's entertainment at the Dorking Halls.

New branch commissioned at Waterford

BELFAST CHAIRMAN STATES AIMS

THE inauguration and commissioning of the Waterford branch of the Royal Naval Association was held on June 8. Shipmate R. Barry, the honorary secretary of the branch introducing the National Council Member, Shipmate Lieutenant C. M. Maxwell, D.S.C., M.B.E., R.N., chairman of the Belfast branch, who had travelled from Belfast for the occasion, to the members of the new branch.

Taking the chair, Shipmate Lieutenant Maxwell, after the two minutes silence in honour of fallen shipmates, gave a short address on the aims and objects of the association. These he summarised as follows:—To perpetuate the comradeship begun in the service, to foster good fellowship, to render service to one another, to act as intermediary between the ex-Naval man and the special organisa-

tions established for his benefit, to advise in the matter of pensions and employment, to assist serving Naval personnel and their dependants in such matters as may come within the presence of the association and to bring together the greatest possible number of Naval and ex-Naval men by the formation of branches throughout the world.

REPULSE SURVIVOR

The branch chairman, Shipmate M. O'Sullivan then took over the chair and thanked Shipmate Maxwell for his advice and encouraging remarks. Shipmate J. Ware associated himself with the chairman's remarks saying how glad he was to see Shipmate O'Sullivan in the chair and congratulated him on his escape from H.M.S. Repulse.

Shipmate Barry, the secretary, read telegrams and letters from the secretary to the General Council and from the Cork, Belfast, Londonderry and Bangor, Co. Down, branches. The letter from the last named branch included a gift of £5 5s. to help the new branch. The meeting thanked the branches for their kindly interest and Bangor Co. Down for their generosity.

The president of the Irish area, Captain The Earl of Roden, sent his congratulations and his regrets at not being able to be present but saying he hoped to visit the new branch at some future date.

Shipmate Cdr. C. M. Mulcahy, a founder member, was unable to attend. Cdr. Mulcahy joined the service in 1902.

NEW MEMBERS WANTED

Shipmate Barry asked all Shipmates present to use their good offices in obtaining their members and through "Navy News," expressed the hope that officers and men who are now serving would join the branch now and not to wait until their discharge from the services. By so doing they give strength to the members of the new branch to carry on. The secretary said that he knew of a number of serving officers and men from the Waterford area and hope that they would all become members.



Some of the members of the Coventry branch of the Royal Naval Association who took part in the Coventry Godiva Carnival on June 30. (Photograph by courtesy of "The Coventry Standard")

Newcastle gets Conference report

AT the General Meeting of the Newcastle and Gateshead Branch of the Royal Naval Association, members heard from the branch delegate to the Annual Conference, Shipmate Lockford, an interesting and full account of the proceedings.

Many and varied were the questions fired at the Shipmate, and all were fully answered. The National Vice-President, Shipmate Anderson, pointed out that National meetings could only be held within a certain area because of the expense involved, but he assured members that the National Council did everything possible to spread meetings as far afield as finances permitted. The delegate was warmly thanked.

Shipmate Wilson was also thanked for the valuable recruitment he has been doing lately. Two of the latest shipmates welcomed through him were Shipmates Drummond and Pierson.

The branch also showed its appreciation of the loyal support given to it by the Submariners' Branch, including Shipmates Scott, Wilson, Walter and Gray.

Members are looking forward to the annual trip in September and to the visit to Blackhall on September 16 to support the dedication of Blackhall's Standard.

COVENTRY BRANCH REPRESENTED AT CATHEDRAL

THE Coventry branch of the Royal Naval Association was represented at the consecration of the new Coventry Cathedral, by six shipmates (including two lady members), and the standard bearer, lining the route as H.M. The Queen and other members of the Royal Family drove in procession through the city streets.

The Association was again represented on parade for the Combined Services and Association Parade on Sunday, June 10 for a service in the new Cathedral.

CUT THROATS?

The branch entered a float in the Coventry Godiva Carnival on June 30. The branch called its tableau "Treasure Island," but a local newspaper captioned its story as "Cut-Throats." Readers of "Navy News" can form their own opinion from the above photograph.

The Rootes group kindly provided the branch with a vehicle and the Coventry shipmates spent many hours of hard work in preparing a float that was to turn out a great success.

The Royal Marines, Portsmouth Division, also entered a very smart float and the branch had the pleasure of entertaining the Royal Marines in the evening at the branch club where, every one still in carnival mood, there were plenty of good old Naval songs.

COVENTRY SEA CADETS

The members of the Coventry branch took a very great interest in the Coventry Sea Cadets and were pleased to hear that the Coventry unit band, competing against seven other bands in a contest in Bedfordshire, won the challenge cup for the best Drum Major, the challenge cup for the runners-up in the competition, the trophy for the second smartest band, and certificates of distinction in each event.

H.M.S. Lion, open to visitors at Plymouth Navy Days, leaving Pietta, Malta, to take part in an exercise in the Mediterranean. Lion recently recommissioned at Devonport for service at home, the Mediterranean and East of Suez



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H.M.S. ALBION COMMISSIONED

H.R.H. The Duke of Edinburgh visited Portsmouth on August 1 to be present at the commissioning of H.M.S. Albion following her conversion to a commando ship.

As a result of the experience gained from operating the first ship of this type, H.M.S. Bulwark, alterations have been made to H.M.S. Albion which will make for greater all-round efficiency.

put on annual dinners, etc. The next addition was another building to take a full sized billiards table.

Improvements were made from time to time. Then, in 1957, there was talk of developing the old Air Park and the club's days were numbered.

The committee, still with George Hills as secretary, persuaded the council to lease to the branch a site on which to build a new headquarters and club. Meetings, plans, ways and means all followed. George had to go to hospital and had to give up as secretary.

The branch decided to make Shipmate Hills a vice president, for services rendered, but before the news could be got to him he had a relapse and "crossed the bar."

The same day the builders put in the finishing touches of the roof of the branch's new headquarters. Although he never saw the headquarters he did so much for, Shipmate George Hills will always be remembered at the club.





R.N. Aircraft Yard, Belfast. The hangars and workshops are grouped in the foreground close to the new Sydenham by-pass road. The shipbuilding yard of Harland and Wolff and Belfast docks can be seen in the top right-hand corner. (Photo.—By courtesy of "Belfast Telegraph")

SYDENHAM YARD WILL DEAL WITH ALL FUTURE NAVAL JETS

Eighty new jobs a year

IN the same way that a naval dockyard reconditions a ship, so an aircraft repair yard reconditions an aircraft, the ultimate purpose being to produce a perfect aircraft with a new lease of life. Last month "Navy News" told of the work done at the various Home Air Command Naval Air Stations, and the purpose of this short article is to tell of the work of the R.N. Aircraft Yard, Sydenham. The experience of many years has proved that an aircraft repair yard offers the most reliable, economical and expeditious system for repairing and modernising naval aircraft.

R.N. Aircraft Yard, Sydenham, is on the outskirts of Belfast. It shares Sydenham airfield, belonging to the Belfast Harbour Commissioners, with the aircraft firm Short Brothers and Harland. The yard covers an area of over 80 acres and has a labour force of about a thousand, mainly local people.

The yard is very similar to a dockyard including both service and civilian management and civilian craftsmen.

EIGHTY A YEAR

The yard is responsible to Flag Officer Air (Home) at Lee-on-Solent for its day to day administration. Policy

affecting its individual tasks are decided by the Director-General Aircraft at the Admiralty. Although total aircraft output varies according to the tasks allotted to the Yard by Director-General Aircraft about 80 fully modernised aircraft are produced each year.

Sydenham is ideally placed for repairing aircraft. Because it is adjacent to the airfield, receipt, test flying and the dispatch of aircraft are made easy. Since it also has wharfage facilities, aircraft which cannot be flown can be sent to the yard by sea and then unloaded at Sydenham wharf.

R.N. Aircraft Yard, Belfast, has now been allotted the task of modernising and repairing all future Naval jet aircraft and a comprehensive expansion programme has been planned. This includes greater hangarage for increased working space, new and better equip-

(continued in column 4)

MANY WHITE ENSIGNS AT GREAT YARMOUTH

SINCE Easter Leave there have been two major minesweeping exercises which have involved H.M.S. Lochinvar. N.A.T.O. exercise High Jump/Wolf Brun took place from May 8-19 in the North Sea. The 51st Minesweeping Squadron operated from Grimsby in company with two Belgian minesweeping squadrons. H.M.S. Reclaim, the Headquarters ship of the Captain, Mine Countermeasures (Home) supported 15 minesweepers, operating from Great Yarmouth.

This flotilla comprised the 100th Minesweeping Squadron, the 101st (R.N.R.) Minesweeping Squadron, Vernon Squadron and ships of the Home Division Fishery Protection Squadron.

The exercise was a great success and, Great Yarmouth being a pleasant run ashore, the fortnight was enjoyed by all taking part. This was the largest number of white ensigns seen in this ancient harbour for many years. Lying alongside the main road, the

ships aroused considerable local interest.

A SUCCESSFUL EXERCISE

The national exercise "Peter Davey" was held at Portland from June 18-22 and the 51st, 100th and 101st Minesweeping Squadrons with H.M.S. Wasperton from the Fishery Protection Squadron and H.M.S. Dingley took part. H.M. Ships Reclaim and Plover provided forward support. Again a successful exercise with an opportunity to see how the "other half" live in the ships working up.

Apart from H.M.S. Shoulton which is at present in the Mediterranean the programme of visits has been very restricted. The 100th Minesweeping Squadron have visited Wick, Peterhead, Grimsby and Cleethorpes. H.M.S. Reclaim has been carrying out diving trials off Bergen.

H.M.S. OLYMPUS COMMISSIONED

H.M.S. Olympus, an "Oberon" Class submarine, was commissioned on July 7.

Commanded by Lieut.-Cdr. G. J. Tottenham, Royal Navy, Olympus is to join the Third Submarine Squadron at Faslane. Lieut.-Cdr. Tottenham formerly commanded H.M.S. Cachalot, a "Porpoise" Class submarine.

The commissioning service was conducted by the Rev. Ian Marchant, who is a former submarine commanding officer. He is now curate to the Bishop of Carlisle.

Olympus is the second submarine to bear that name. The first was completed on June 14, 1930, and served largely in the Far East before the war and, during the war, in the Mediterranean. She was sunk by a mine off Malta in May, 1942.

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THE HONG KONG STORY—Continued

dockside capstans, so the berthing depended entirely upon manpower. There again good luck attended our efforts and the caisson was replaced and the Wave King settled safely on the chocks and was well shored up.

October 29 was really a great day for Hong Kong. The collier, the S.S. Port Louisberg, arrived and berthed at North Point where immediate discharge of coal commenced. Lorry loads were sent to Aberdeen Dockyard at the back of the island to enable steam to be raised in the power station and enable this small but useful dockyard to break into activity. Supplies were also transported into the naval dockyard for use at the pumping station and other ancillary machinery; also to the coal-pounds used by the Kowloon Ferry steamers and dockyard tugs. Never was coal so urgently needed—it was the blood stream of all activities. There were ample supplies for the Kowloon Power station and, what was more important, future supplies were assured.

ABERDEEN YARD READY

At the Aberdeen Dockyard, manned by a working party from H.M.S. Artifex, under the command of a young lieutenant, full speed was the order of the day. A large passenger river boat, which had been lying in the wet dock was towed to Hong Kong Harbour. Steam was raised in the power and pumping stations. The caisson, which had to be shared by the two docks, was placed in position, and both docks pumped out in turn, cleared of mud and other deposits of unwanted machinery. The electric cranes and machinery in the workshops were tested so that within a few days this fine little dockyard was a hive of industry, and able to dock and refit M.F.V.s., minesweepers and even destroyers.

In Hong Kong Harbour, the Salvage Officer with his party were well in their stride. Small vessels in the dockyard basin had been sunk by the Japanese alongside every wall, some on top of another. It was a difficult task, but lifting them was being tackled successfully. Other small wrecks in or near the fairways were raised to the surface and, whilst waterborne, moved to shall-

low water in convenient positions, and lowered again to rest on the seabed.

CIVILIAN NEEDS CATERED FOR

The main salvage operation was that of raising the large Japanese vessel, the S.S. Yamato Maru, alongside Taikoo Dockyard, abreast the caisson of the dock, which could not be used until the Yamato Maru was raised. Meanwhile boom defence nets and

to-date workshops did a remarkably good job.

There was now a long and comprehensive list of ships for docking and refit. There were the two docks at Kowloon, the naval dock, two at Aberdeen Dockyard, and the one at Taikoo Dockyard would soon be available, whilst there were several slipways in use.

The Chinese employed in the various yards were now more than 5,000.



Japanese currency was used in Hong Kong as legal tender pending the supply of Hong Kong currency

large buoys were being removed from the harbour entrance, and H.M.S. Guardian was laying a telephone cable between Hong Kong and Kowloon. H.M.S. Artifex relieved Springdale for boosting up the current of the dockyard power station. Springdale went to a berth adjacent to the civil Hong Kong power station and, with her assistance, sufficient current was made available to operate the electric trams, hotel lifts, a telephone service and normal domestic needs.

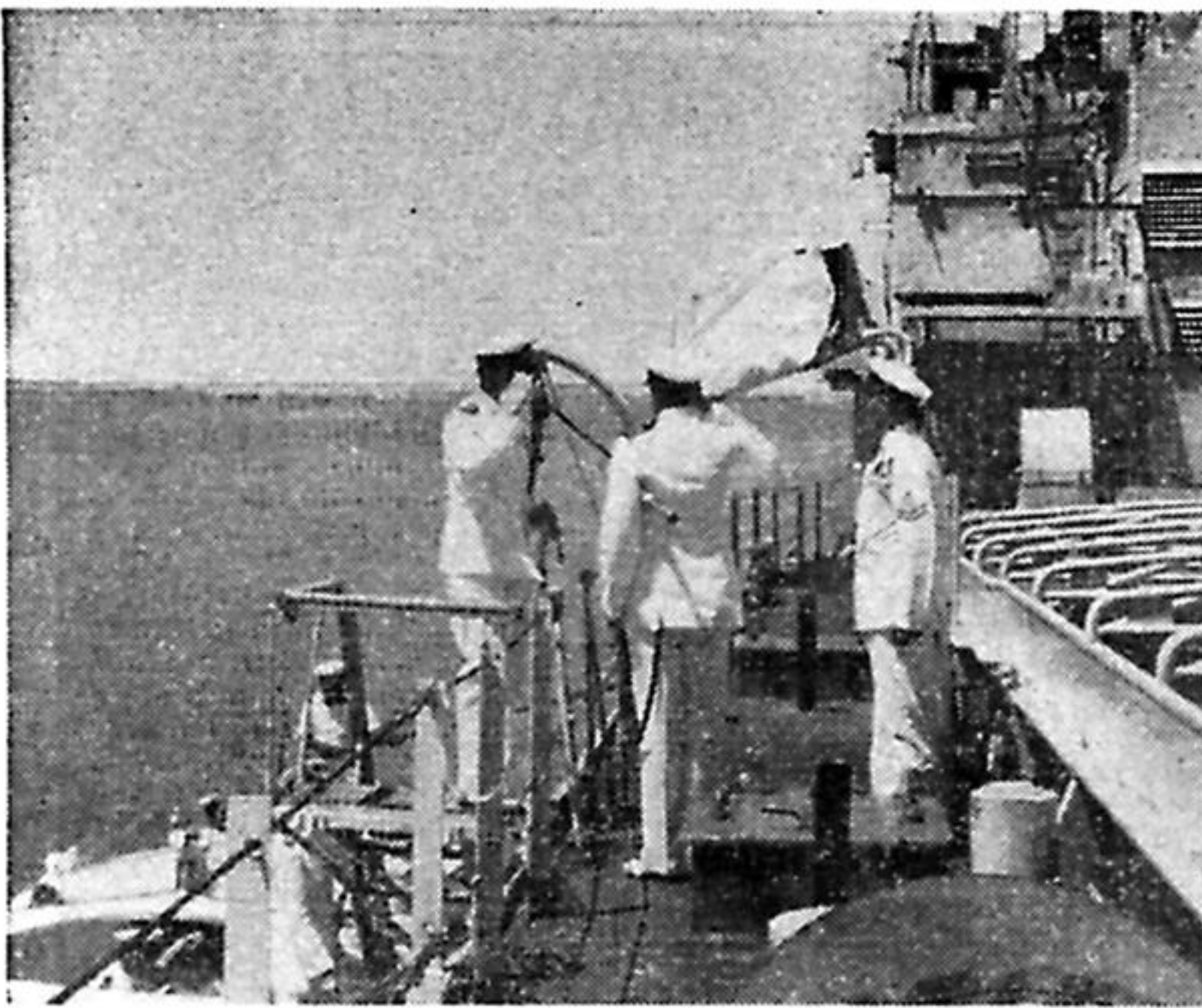
It was most encouraging to see the amount of energy, enthusiasm and goodwill on all sides in this mighty effort to get Hong Kong back to normal. The naval dockyard was a really going concern. Ships were being refitted, docked, boilers cleaned and general repairs carried out. In this connection, H.M.S. Artifex, with her up-

The question of rates of pay was still a tricky one and a committee was preparing a schedule to apply to the various categories of craftsmen, labourers, etc.

PENNIES FROM HEAVEN

Hong Kong currency had become available and all the employees were paid up. There was sufficient currency available for the banks and civilians, and so Japanese money was declared illegal. This decision caught out the shopkeepers overloaded with Japanese Yen, and at the same time brought to an end the spending spree the ratings had had using Japanese money, found in many mysterious ways. They had made hay, whilst the Japanese yen had been, shall we say, raining like pennies from heaven.

(To be continued)



Capt. M. D. Kyrle Pope, M.B.E., R.N., the Senior Naval Officer Persian Gulf, going on board H.M.S. Redoubt for the recommissioning ceremony

Redoubt recommissions at Bahrain

THE shrill call of the Boatwain's pipe echoed across the calm Gulf waters, mingling with the cry of a gull circling in the hot morning sunshine. The Commanding Officers of other H.M. Ships in Bahrain, and the Senior Naval Officer Persian Gulf, Capt. M. D. Kyrle Pope, M.B.E., were coming on board for the recommissioning service of H.M.S. Redoubt.

It was June 1, the anniversary of Admiral Lord Howe's great victory over the French Fleet, and the ship's company were also making Naval history, for H.M.S. Redoubt is the first of Her Majesty's Ships to be recom-

missioned in Bahrain. A tank landing craft, H.M.S. Redoubt first came to Bahrain at the end of 1960 and during the last month has undergone a refit prior to the new crew taking over. In the past it has been the practice to replace a few members of the crew from time to time but in future it is planned to recommission with an entirely new ship's company.

A short but impressive service was held in a shaded part of the ship conducted by the Reverend C. C. H. M. Morgan, M.A. The Ship's company, immaculate in white Summer rig, joined heartily in the singing of "Eternal Father, strong to save" and after the National Anthem, Capt. Kyrle Pope addressed the Ship's com-

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pany, congratulating them on being the first to recommission in Bahrain and wishing them all success and good fortune during their tour of duty

AIR DAY AT LEE

H.M.S. Ariel, Lee-on-Solent, the Royal Naval Air Electrical School will be "At Home" on Saturday, August 11.

In addition to flying displays by Seimitars, Sea Vixens, Giders, Helicopters, Buccaneers, and Sea Hawk and Hunter aerobatics, the victorious Fleet Air Arm Field Gun Crew, which achieved such excellent results at the Royal Tournament this year taking two trophies, will give demonstration runs and there are a number of static displays of aircraft, engines, models of ships, guided weapons, etc.

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Ganges triumph

SUFFOLK JUNIORS WIN 13 OUT OF 16 ATHLETIC EVENTS

IN conjunction with the Royal Naval Youth Athletic and Royal Naval Junior Swimming Championships at Portsmouth on July 13, and 14 were the Annual games between H.M.S. St. Vincent and H.M.S. Ganges and Junior Wing Royal Marines from Deal. Unfortunately H.M.S. Figsard could not participate this year due to Admiralty Examinations.

The geographical situation of H.M.S. St. Vincent provided the usual headache of not being able to witness everything, for the sailing, cricket, shooting and some water-polo matches were at Gosport whilst the athletics and swimming were on the Portsmouth side.

FIVE NEW RECORDS

In the Royal Naval Junior Athletic Championships some outstanding performances were recorded and a fine overall win by Ganges. Ganges also won outright the swimming, shooting and sailing, tying with St. Vincent in the water polo and losing the cricket. H.M.S. Ganges were particularly strong in the athletics, for of the 16 events in the competition no less than 13 were won by the juniors from Suffolk, and throughout the championships five new records were set up as follows:—

One mile: Marshall, Ganges, 4 min. 39.4 sec.; **High jump:** Willard, Ganges, 5 ft. 4 in.; **440 yards:** Fielder, Ganges, 53.9 sec.; **Steeplechase:** Alexander Ganges, 4 min. 50.1 sec.; **880 yards:** Douglas, R.M., 2 min. 7 sec.

The swimming provided a partisan crowd of spectators with many thrills and although St. Vincent came second to Ganges in overall points they succeeded in winning five events out of the nine. Four new records were attained:—

100 yards freestyle: Lockyer, St. Vincent, 60.6 sec.; **100 yards backstroke:** Wilson, St. Vincent, 72.4 sec.; **66 yards 2 feet butterfly:** Lockyer, St. Vincent, 45.8 sec.; **100 yards breast:** Jamieson, Ganges, 78.8 sec.

TRAINING MAKES CHAMPIONS

Critics who say that the entry of two juniors per event favour Ganges may be right; although how many times in the fleet have we seen a frigate beat a carrier or cruiser? Admittedly, the choice is wider but nothing can gainsay the tremendous training effort which made the Ganges athletes quite outstanding. In the same way it is well

known in Portsmouth how much effort had gone into the St. Vincent water polo and swimming team.

The lesson is that only hard training, conscientious coaching and good facilities—here Ganges have an advantage—will make champions.

These games provide a tremendous fillip to the juniors in the Royal Navy and they do enjoy meeting up with one another.

RESULTS

Swimming: 1. H.M.S. Ganges, 66 pts.; 2. H.M.S. St. Vincent, 62 pts.; 3. Junior Wing R.M., 37 pts.
Water polo: St. Vincent, 24 pts.; Ganges, 24 pts.; R.M., 1 pt.
Athletics: 1. H.M.S. Ganges, 147 pts.; 2. H.M.S. St. Vincent, 101 pts.; 3. Junior Wing R.M., 73 pts.
Cricket: St. Vincent, 3 pts.; R.M., 2 pts.; Ganges, 1 pt.
Shooting: 1. Ganges, 584 pts.; 2. R.M., 575 pts.; 3. St. Vincent, 565 pts.
Sailing: 1. Ganges, 604 pts.; 2. St. Vincent, 591 pts.

In the Triangular analysis, H.M.S. Ganges took first place with 14½ points, H.M.S. St. Vincent was second with 11½ points, and the Junior Wing Royal Marines, Deal, was third with 7 points.

Advancements

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

- To Chief Petty Officer: JX 160865 H. W. P. M. Coles, JX 581302 A. E. Bird, JX 891061 H. G. S. Watterworth, JX 712955 T. I. Robinson, JX 371375 D. Berry, JX 160100 D. C. Wheeler, JX 802151 J. P. Kenny, JX 844396 A. E. West, JX 863601 M. Symes, JX 154738 R. N. S. Plummer, JX 292862 S. W. McClarnon, JX 162097 G. W. Hallam, JX 159856 J. P. Donovan, JX 156320 L. M. Haddock, JX 184650 D. A. Lines, JX 712163 W. R. C. Hooker, JX 144529 J. W. S. Wiseman, JX 712507 M. P. Day.
- To Chief Shipwright Artificer: MX 718386 A. C. Gauden, MX 804238 R. R. Precey.
- To Chief Petty Officer Cook (S): MX 71162 J. Stewart, MX 884009 C. S. Allan, MX 788572 C. M. Webb.
- To Chief Petty Officer Steward: LX 776767 D. W. Harper.
- To Master-at-Arms: MX 759539 H. T. Savage, MX 715784 A. E. Davis.
- To Acting Chief Engine Room Artificer: MX 777597 J. I. Willis, MX 888954 W. Diggie, MX 778207 P. J. Trean, MX 667748 W.

(Continued in next column)



H.M.S. Figsard teams await the start of this year's Ten Tors expedition

ROYAL NAVY SHOWS UP WELL IN TEN TORS EXPEDITION

Royals miss a point

THE third Ten Tors expedition took place on Dartmoor at Whitsun. Fourteen hundred young men and women, in patrols of six, set off from Haytor Rocks early on Saturday, June 9, to challenge the moor over 60-, 50- and 35-mile courses.

This expedition was conceived and organised by the Junior Leaders Regiment, Royal Signals, at Denbury Camp, Newton Abbott. The first Ten Tors took place in September, 1960. This "pilot run" was a great success, and it was decided to make it an annual event. Last year over 900 competitors took part. Next year, it is hoped that 2,000 will enter.

The object of the exercise is for each patrol, carrying everything needed except water, to complete the course, the length of which depends on age and sex, in two days, checking in at ten top-top check points en route.

BRILLIANT WEATHER

This year, of the 235 teams which started, only 83 finished the course complete, and in time. The brilliant weather, and, no doubt, lack of training defeated the remainder.

The Royal Navy have been repre-

sented in all three Ten Tors so far. In 1960, four teams from H.M.S. Figsard, the Apprentices Training Establishment at Torpoint, took part at very short notice. One team won the medals awarded to teams finishing complete.

Last year, 41 Commando entered one team, Britannia Royal Naval College entered two, H.M.S. Figsard entered four and H.M.S. Raleigh entered a team of W.R.N.S. The "Royals" coasted round and were first to finish. It was rumoured that they had to be stopped early on the Saturday as they were in danger of finishing the course in one day! The W.R.N.S. succeeded, as did one of the Dartmouth teams. All four Figsard teams won medals.

NAVY'S GOOD RECORD

This year, in the senior group, 41 Commando again entered a team and

B.R.N.C. entered six. This time the "Royals" did too much doubling and even missed a tor, but two of the Dartmouth teams finished complete. In the junior (16-18 yrs.) section, three of the four Figsard teams won medals, and the fourth, which lost one of its members early on the first day, got round in the fastest time. H.M.S. Raleigh, too, did well, two of their three teams earning medals. In this section Figsard and Raleigh provided one eighth of the successful teams! Last, but by no means least, the teams of W.R.N.S. from Raleigh were successful in the girls' section. One of their team, Wren Sandra Higgins, who took part last year as well, is now one of the very few "Torrens" with two Ten Tors' medals.

The Royal Marines have, therefore, a very good record of success in Ten Tors. Let us hope that we will maintain it next year and, in fact, as long as the Army continues to throw down the gauntlet.

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(Continued from previous column)

- Walls, MX 855623 R. Bartlett, MX 857390 C. D. Menzies.
- To Acting Chief Mechanician: KX 881196 R. Goldspink, KX 877286 C. P. McCaughtrie.
- To Chief Petty Officer Engineering Mechanician: KX 790220 L. M. Youngman, KX 88345 H. Booth, KX 852613 M. H. Stone, KX 850425 E. W. Hunter, KX 891470 R. Broadhead.
- To Chief Radio Communication Supervisor: JX 646388 L. H. Holding, JX 182065 T. Parlett, JX 371765 J. W. McNeir, JX 371869 A. T. McDonald, JX 321674 G. W. Magee.
- To Chief Communication Yeoman: JX 712721 J. H. Panter, JX 760381 D. W. Izzard.
- To Acting Chief Ordnance Artificer: MX 887977 D. A. K. Frost.
- To Chief Petty Officer Electrician: MX 818162 D. B. Solomon, MX 652169 D. Turner, MX 669382 A. A. Seymour, MX 766279 G. Howlett, MX 667985 R. W. Watmough, MX 766182 W. R. A. Coulstock.
- To Chief Petty Officer Radio Electrician: MX 849364 M. Stubbs, MX 856321 D. Laverty, MX 864398 J. Rae.
- To Acting Chief Electrical Artificer: MX 902234 M. J. Butt, MX 888669 D. R. Thorne.
- To Acting Chief Radio Electrical Artificer: MX 902206 R. Ashurst.
- To Chief Wren (Steward (G)): 47975 E. E. Smiles.
- To Acting Chief Aircraft Artificer (AE): L/FX 668421 J. L. Kingston, L/FX 668455 S. J. Rayfield.
- To Acting Chief Aircraft Mechanician (O): L/FX 837923 M. W. Cross.
- To Chief Air Fitter (AE): L/FX 821685 C. J. Strawson.
- To Chief Air Fitter (O): L/FX 684865 T. McLaughlan.
- To Chief Airman (A.H.1): L/FX 875620 R. E. Bailey, L/FX 670709 A. Laidlaw.
- To Chief Electrician (Air): L/FX 834606 D. Fisher, L/FX 848679 K. H. Everett.
- To Chief Radio Electrician (Air): L/FX 872539 H. C. Jeffries.

AT THE PALACE

Two apprentices, Apprentice Marks of H.M.S. Collingwood and Apprentice Kirkman of H.M.S. Condor, went to Buckingham Palace recently to receive their Gold Awards from the Duke of Edinburgh. Both apprentices did the majority of their work for the Award Scheme whilst they were at H.M.S. Figsard.

Fleet Air Arm planes took part in a flying display at R.A.F., Upavon, on June 16 to mark 50 years of military aviation.

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