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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 93 MARCH, 1962

Published first Thursday of the month

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Over £422,000,000 needed to run Navy for year

NO NEW CARRIER

'Would like to go all nuclear'—First Lord

ALTHOUGH out of a net total of £422,273,000 that Parliament is asked to grant for the Royal Navy in the financial year 1962/63, £91,522,000 is for contract work, i.e., new construction, conversion and modernisation, no new major units for the fleet, apart from a second assault ship and extra vessels for afloat support, are to be laid down this year.

The emphasis in the Explanatory Statement on the Navy Estimates, 1962/63, issued by the First Lord of the Admiralty, is on the afloat support and mobile strategy. Afloat support is the term used to describe the role of those ships maintained by the Royal Navy which are designed to supply the Fleet at sea and to provide it with mobile repair and maintenance services.

During the forthcoming financial year the plans of past years come to fruition. Three guided-missile ships are expected to undergo trials and two of these will, it is expected, be in commission by March, 1963. Five ships of the existing destroyer fleet will complete their modernisation or conversion. Dreadnought—the nuclear submarine—is due to commission.

Four more ships of the Tribal class frigates, the Nubian, Tartar, Gurkha and Eskimo, are expected to be ready by the end of the year and to join H.M.S. Ashanti, now in commission.

BUCCANEERS FOR ARK ROYAL

Service trials of the low-level, long-range strike aircraft, the Buccaneer, which can deliver conventional or nuclear weapons in all weathers by day and night are continuing satisfactorily and the first operational squadron forms up this summer and, after working-up ashore, will embark in H.M.S. Ark Royal early in 1963.

Orders have been placed for the Wasp, a light torpedo-carrying helicopter formerly known as the Westland P. 531. This helicopter will operate from the new Leander and Tribal class frigates, greatly increasing the

speed and range at which submarines can be attacked from these ships.

The Wessex anti-submarine helicopter, which can carry both homing torpedoes and dipping Asdic, will embark not only in aircraft carriers but also in the guided-missile destroyers.

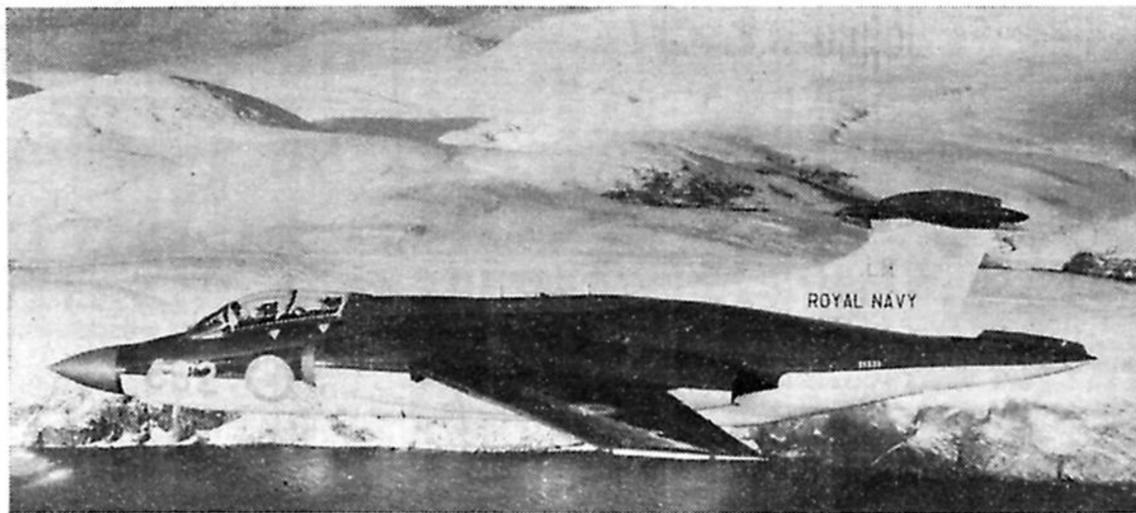
Regarding submarines, the First Lord, in answer to a question, stated that "the Navy would like to go all nuclear," but as a nuclear submarine at present costs about £20,000,000 to build as against approximately £4,000,000 for a conventional submarine, costs make this wish impracticable.

MANPOWER

The Navy Estimates provide for a Navy of about 100,000 officers and men, and the First Lord, who pointed out that the re-engagement rate was, last year, 62 per cent., expressed the opinion that there would be no difficulties in maintaining this figure.

There is to be considerable replacement of naval ratings by industrial civil servants next year in the Naval Barracks at Devonport and in Portsmouth.

(Continued on page 9, column 3)



The low-level, long-range striker aircraft, the Buccaneer, to embark in H.M.S. Ark Royal early in 1963, on a standard training flight over the Moray Firth.

Portsmouth Film Gala

THE Portsmouth Committee of the King George's Fund for Sailors has been fortunate to secure the film, H.M.S. Defiant, for Portsmouth and it will be shown at the Odeon, North End, Portsmouth, on the evening of Tuesday, April 3, commencing at 11 p.m.

H.M.S. Defiant features Alec Guinness as a British naval captain fighting against Napoleon's fleet, and Dirk Bogarde, his insolent first lieutenant, at the time of the 1797 Spithead Mutiny. The film tells of the conditions which led to the revolt, the antagonism between the men and their officers and the struggle for supremacy between the captain and his subordinate.

The battle scenes are exciting and realistic and the film tells how the mutineers redeem themselves and save the fleet, and the overthrow of the designing first lieutenant.

Lady Bingley, wife of the Commander-in-Chief, Portsmouth, and her Committee have worked very hard to bring this film to Portsmouth and they are hoping that the King George's Fund for Sailors will derive considerable benefit. A Royal Marine Band will be present.

The King George's Fund for Sailors was established in 1917 to assist officers and men, past and present and of both sexes, of the Royal Navy, the Merchant Navy and Deep Sea Fishing Fleets, and their dependants and in 1960 gave help to the extent of £271,000 to about 120 societies who between them cover all the welfare and benevolent needs of sailors.

Tickets for the premiere 3s. 6d. to £2 2s. may be obtained throughout the city or from Lady Bingley, office of the Commander-in-Chief, H.M. Dockyard, Portsmouth.

SEACAT LAUNCHER FITTED IN CORUNNA

AFTER an extensive modernisation the Battle class destroyer Corunna commissioned for service on February 23 at H.M. Dockyard, Rosyth. She is one of four ships of her class being refitted with new and additional radar which will give them a vastly

improved early warning capability. The other three ships are the Aisne, Barrosa, and Agincourt.

Little remains of the original Corunna save the hull (with a new bow) and the engines and boilers. Internally the ship has been completely rebuilt, with new layouts of messdecks, galleys and offices to give a higher standard of living and fighting efficiency. The most noticeable of the alterations is the large superstructure of the foremast which carries the new "bedstead" type radar aerial. This radar greatly increases the cover that Corunna is able to give to the fleet; with it she is a most valuable link in the chain of action information required for the latest developments in air defence.

In place of the conventional close range 40 mm guns, the Corunna is now fitted with a Seacat guided missile launcher mounted on the after end of the superstructure.

After completing trials in the Forth area, H.M.S. Corunna will work up to operational standard at Portland and then join the Seventh Destroyer Squadron in the Mediterranean.

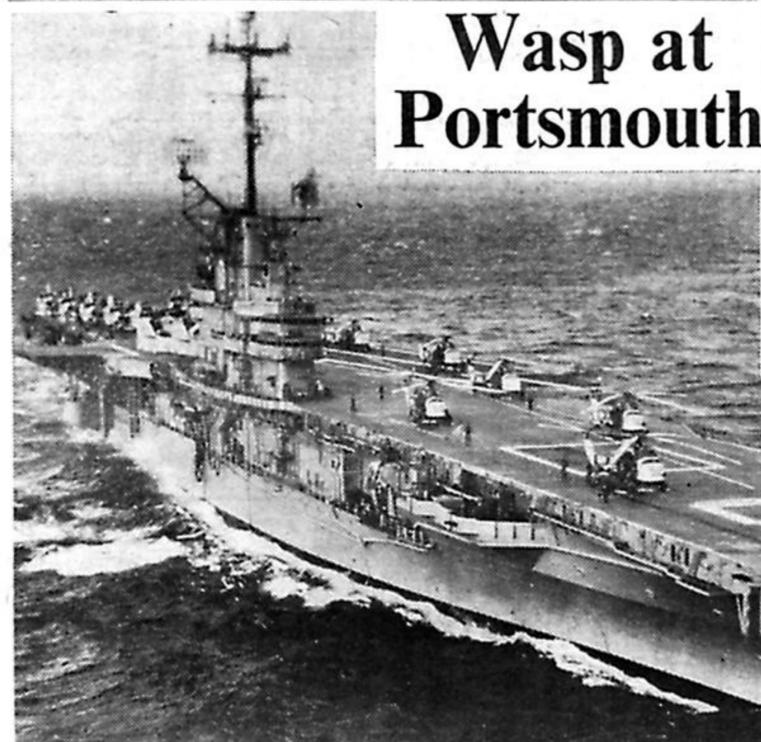
SIX RESCUED

A ROYAL Naval helicopter from Londonderry recently rescued six men from a Dutch ship in distress off Eagle Island on the north-west coast of Ireland.

The vessel was the Stientje Mensinga of 470 tons gross. Her captain had reported that she had a list of 15-20 degrees to starboard in rough weather with winds gusting to gale force.

The helicopter, in very difficult conditions, took the six men off the ship and landed them on the Irish coast.

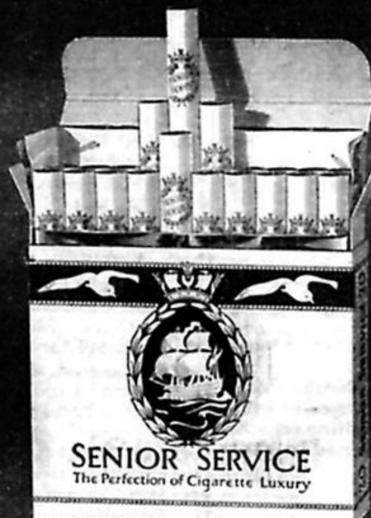
It then flew to Donegal racecourse to refuel, after an R.N. party had gone to the racecourse for this purpose.



Wasp at Portsmouth

One of nine United States warships visiting Portsmouth is U.S.S. Wasp, the 32,000-ton support aircraft carrier, flagship of Rear-Admiral Paul D. Buie, U.S.N., Commander Carrier Division 14. The nine ships form an anti-submarine hunter killer task group. With Wasp at Portsmouth are eight 3,500-ton destroyers, the United States Ships R. A. Owens, New, Holder, Rich, R. L. Wilson, Basilone, Damato and McNair. The group has just completed extensive anti-submarine training exercises in the North Atlantic. They visit European ports after leaving Portsmouth on March 7.

THE
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CIGARETTE
OF THE DAY



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Navy News

EDITOR

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

EDITORIAL

THE Navy Estimates always make interesting reading, and those for 1962-63 are no exception. To some they may make depressing reading—depressing in so far as individuals—and groups—may have wished to see the huge sum involved spent in a way, or ways, different from that proposed.

In the last two or three years emphasis has been laid on the fact that planning and building were for the future. This was quite true, but this year and the next two, the results of that planning will be at sea.

This year very little new construction for the fleet is envisaged. Emphasis is on the afloat support. It is true that the First Lord has stated that consideration is being given to the design for new aircraft carriers, but as it takes up to three years to design a ship of that size and from four to five years to build, are we not taking too great a chance?

It must be agreed that our number of carriers is down to the minimum. What would be the position if even one was put out of commission by accident? With our carrier force at rock bottom it would seem that the absence of even one would make things extremely difficult.

In this context the commando ships position should also be considered. One (Bulwark) is in service; the second (Albion) commissions this year. Bulwark has done a lot of good work since she was commissioned, and the experience gained has proved beyond any doubt the worth of such ships. But all this work takes its toll and a lengthy refit cannot be too far off—certainly long before a new one can be in service. At least two commando ships should be in service at the same time, and to do this a third such ship is essential.

The cost, perhaps, is the major factor why the building of a carrier and a commando ship is not envisaged this year, but the costs in building a ship are comparatively small during the first year or so and it seems to many that the absolute necessity for at least one more of each type overrides the cost question.

Apart from the absence of new construction, the Estimates reveal the build-up of a really efficient and well-balanced Navy with no problems regarding manpower, as is shown by the high percentage of re-engagements (62 per cent.) last year.

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

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'WE'LL NEVER GO TO WAR WI' THEY'

British ships at Kiel—1914

SIR—As a regular reader of "Navy News" your article concerning the visit to Kiel of certain British warships, recalled memories of my younger days in the Service, and of a visit to Kiel in 1914 when Winston Churchill was First Lord.

This visit caused quite a stir at the time, as war seemed imminent and subsequent events proved that the latest squadron in the British Navy was very nearly bottled up in Kiel Harbour when war was declared.

The occasion was the opening of the Kiel Canal and the ships taking part were the First Division of the Second Battle Squadron, King George V, Centurion, Audacious and Ajax, the cruisers Southampton, and Nottingham (or was it Birmingham?). There was a destroyer escort, but I cannot remember the details. Sir George Warrender was flying his flag in King George V and Capt. Goodenough was the Senior Officer, Cruisers, in Southampton.

It would be too lengthy a business to describe the whole visit, but Southampton found her way into Kiel and tied up to a buoy whilst the rest of us, including the German escort, were lost in a fog outside.

As far as the ship's company were concerned the visit was a complete success. We just cleaned ship each morning and "piped down" after breakfast for the rest of the day.

German girls used to come on board, play the piano and sing to the and there were impromptu dances. There was gymnasium gear on the upper deck for the youngsters and I was most impressed with the fitness of the young fellows.

Ashore there was so much going on that it was hard to make up one's

mind as to where to go. We competed against the Germans in athletics, football, gymnastics, boxing, rifle and pistol shooting, boat-pulling and sailing. In the main we were opposing German national or fleet champions, but we managed to put up a pretty good show. We were well beaten in athletics,

LETTERS TO THE EDITOR

Did a forbidden smoke cause loss of Bulwark?

SIR—I was given a copy of the December issue of "Navy News" and, in "Letters to the Editor" I read the letter of Shipmate R.N.A. concerning H.M.S. Bulwark. Your correspondent correctly gave my name as one of the survivors.

If anyone is now interested there were 12 men picked up alive, but only six lived to come out of hospital. I can remember the names of only two of them Sgt. Budd (R.M.L.I.) and a seaman called Pitter.

I was an able seaman (S.G.) lent to the Gunnery Office under Lieut. Ferguson until the Gunnery Office Writer came aboard which, I understand, was to have been the day the ship was destroyed.

but we did well in nearly everything else, particularly in boxing. In the Ajax we had quite a few who were later to win Grand Fleet championships.

The Kaiser presented many of the trophies. The one I remember best was won by a young Blue Marine of my own age. It was a magnificent gold cup and it was presented for the best individual rifle shot.

The Emperor reviewed the British ships before we left and as his yacht passed our ship I remember the man on my left saying: "We'll never go to war with them, they're bloody fine people." He said this in a broad Lancashire accent, so he actually did say "bloody." He was still in the ship with me when war was declared and we both served the whole war in the ship.—Yours, etc.,
S. E. H. MITCHELL, Lieut., R.N.

(See Picture on page 15)

hot inside, would come into the passage and, although it was forbidden, would often have a smoke.

On the morning in question a large working party had been employed getting cordite sorted into separate lots, so, at the time of going to breakfast, the ammunition passages were full of cordite bags.

I was in the Gunnery Office almost over the after passage, but two decks higher up, so by the time the fire had raged around the ship and had got to me she must have been full of fumes—thus the explosion.

What caused it? In my opinion, the stoker had been disturbed having his smoke by the sentry and threw away his lighted cigarette or match, causing the fire which lost us about 800 officers and men.

I trust that I have made myself clear and, as I say, that's what I think happened.—Yours, etc.,
JAMES STAIT

(Address supplied to the Editor.)

ETNA CLIMBED IN 1945

SIR—I have read in your February edition of how a Royal Navy party from H.M.S. Ausonia has recently climbed Mount Etna successfully, and that it was the first R.N. party to do that.

It is sad to have to disillusion those men because I know what a terrifically tough ordeal it is to get to the top of Etna.

In 1945 18 ratings with myself as Chief Petty Officer in charge, under our First Lieutenant left Augusta, Sicily, where we were stationed temporarily, and tackled and overcame the ascent of Etna.—Yours, etc.,
JAMES C. CANSELL,

Leytonstone, E.11.

(More letters on page 15)

DRAFTING FORECAST—YOUR NEXT SHIP

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

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

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

SUBMARINE COMMAND

H.M.S. Thermopylae, March 2, at Rosyth for service with Fifth S/M Division, at Malta.

H.M.S. Excalibur, March 2, at Barrow for service with Third S/M Squadron, Faslane.

H.M.S. Tabbard, March 20, at Sydney for service with Fourth S/M Division, Australia.

H.M.S. Odin, May, at Birkenhead for First S/M Squadron at Gosport.

H.M.S. Grampus, mid-May, at Portsmouth, for service in First S/M Squadron, Portsmouth.

H.M.S. Auriga, May 18, at Plymouth for service (1) in Second S/M Squadron, Plymouth, and then (2) service with Sixth S/M Division, Canada.

H.M.S. Turpin, early June, at Portsmouth for service with Fifth S/M Division, Malta.

H.M.S. Aeneas, June, at Portsmouth for service with Second S/M Squadron, Plymouth.

H.M.S. Olympus, June 15, at Barrow for service with Third S/M Squadron, Faslane.

GENERAL

H.M.S. Coronna, February 22, at Rosyth for General Service Commission, Med./Home (23 months), 7th Destroyer Squadron, U.K. Base Port, Rosyth.

H.M.S. Lynx, mid-March, at Chatham, L.R.P. Complement.

H.M.S. Murray, mid-March, at Rosyth, L.R.P. Complement.

H.M.S. Rame Head, March 22, at Chatham for trials.

H.M.S. Caprice, March 26, at Singapore, for Foreign Service (Far East) 8th Destroyer Squadron

H.M.S. Defender, mid-March, at Chatham. Increase from C & M Party to L.R.P. Complement.

H.M.S. Cassandra, April 2, at Singapore for Foreign Service (Far East) 8th Destroyer Squadron

845 Squadron, April 10, at R.N. Air Station, Culdrose, for Home Sea Service/Foreign Service, H.M.S. Albion.

H.M.S. Kirkliston, April 11, at Devonport, for Home Sea Service, 50th M/S Squadron U.K. Base Port, Portland.

H.M.S. Lanton, H.N.S. Penston, H.M.S. Dufton, April 16, at Singapore for 120th Minesweeping Squadron, Local Foreign Service.

H.M.S. Barrosa, April 17 (Tentative date) at Devonport, for Home Sea Service, and Foreign Service (Far East), July, 8th Destroyer Squadron.

H.M.S. Whirlwind, April 17, at Chatham for General Service Commission West Indies/Home (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, April 25, at Chatham, for General Service Commission Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, April 26, at Portsmouth, for General Service Commission, East of Suez/Home (24 months), Captain (F), 6th Frigate Squadron U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April 26, at Chatham, for General Service Commission East of Suez/Home (15 months), 6th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Brighton, April 26, Change classification of service, 6th Frigate Squadron, General Service Commission East of Suez/Home (21 months), U.K. Base Port, Portsmouth.

H.M.S. Victorious, April, at Portsmouth, L.R.P. Complement

H.M.S. Nubian, April, at Portsmouth for trials, Commissions for Home Sea Service October 9, General Service Commission, December for Home Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Messina, May 1, at Gibraltar for Foreign Service (Middle East), Amphibious Warfare Squadron.

H.M.S. Maidstone, May 1, at Portsmouth for Home Sea Service Trials/Steaming Crew, U.K. Base Port, Rosyth

846 Squadron, May 8, at R.N. Air Station, Culdrose for Home Sea Service/Foreign, H.M.S. Albion, Whirlwind.

H.M.S. Chilcompton, end May (Tentative date), at Northam, for Foreign Service (Middle East).

H.M.S. Llandaff, May 10, at Devonport for General Service Commission East of Suez/Home (20 months), 6th Frigate Squadron, U.K. Base Port, Devonport

H.M.S. Whitby, May 24, at Rosyth for trials, General Service Commission,

July 26, South Atlantic and South America/Home (24 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

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

H.M.S. Meon, June 1, at Malta for Foreign Service (Middle East), Amphibious Warfare Squadron.

H.M.S. Redoubt, June 1, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron.

H.M.S. Appleton, June, at Northam, for Foreign Service (Middle East).

H.M.S. Kemerton, June, at Southampton, for Foreign Service (Middle East).

H.M.S. Flockton, June, at Southampton, for Foreign Service (Middle East).

H.M.S. Protector, June 14, at Portsmouth for General Service Commission, Falkland Islands and Antarctic (F.I.D.) (24 months), U.K. Base Port, Portsmouth

H.M.S. Owen, June 19, at Devonport for General Service Commission Indian Ocean (24 months), U.K. Base Port, Devonport.

H.M.S. Tartar, June 21, at Devonport for trials, Commissions December 11 for Home Sea Service, Commissions January, 1963, for General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron U.K. Base Port, Devonport.

H.M.S. Torquay, June 28, at Portsmouth for trials, Commissions for Home Sea Service, September 4, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Dainty, June at Portsmouth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Delight, June, at Rosyth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Ashanti, July, Change classification of service, 9th Frigate Squadron, General Service Com-

mission, Home/Middle East (16 months), U.K. Base Port, Devonport.

809 Squadron, July 17, at R.N. Air Station, Lossiemouth, Strike H.Q. Squadron, Buccaneer.

801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission, For Ark Royal, Buccaneer

H.M.S. Cavendish, end July, at Gibraltar with Trials Crew. Commissions end August at Gibraltar for General Service Commission (24 months), 5th Destroyer Squadron, U.K. Base Port, Rosyth

H.M.S. Albion, July 17, at Portsmouth for Home Sea Service/Foreign Service, U.K. Base Port, Portsmouth.

H.M.S. Lion, July 31, at Devonport for General Service Commission (24 months), U.K. Base Port, Devonport.

H.M.S. Salisbury, August 16, at Devonport for Trials, Commissions September 27 at Devonport for Home Sea Service, 4th Frigate Squadron, Transfers to General Service Commission, April, 1963 (24 months), U.K. Base Port, Devonport

H.M.S. Londonderry, September 13, at Portsmouth for General Service Commission, Home/West Indies (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Tenby, mid-September, at Chatham for trials, Commissions mid-November at Chatham for Home Sea Service, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Parapet, September 18, at Bahrain for Foreign Service (Middle East), For Amphibious Warfare Squadron.

H.M.S. Pellew, September 20, at Rosyth for trials, Commissions for Home Sea Service November 15 for 2nd Frigate Squadron, U.K. Base, Portsmouth.

(Continued on page 3, col. 1)

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TWENTY-THREE YEARS AS COXSWAIN

ONE of the first boys to join H.M.S. St. Vincent—he joined on June 30, 1927, when the training establishment had been opened only about one month—Chief Petty Officer Arthur Edward Cockings finishes finally with the Service on March 14.

Born in Toronto, Canada, in 1912, of English parents, C.P.O. Cockings was made a Leading Seaman in 1935, whilst serving in the Mediterranean in H.M.S. Cyclops, made a Petty Officer in 1938 when undergoing courses in H.M.S. Excellent and was advanced to Acting Chief Petty Officer in 1941 when serving in Combined Operations.

Holder of the D.S.M., awarded whilst serving in Combined Operations—he was also Mentioned in Despatches—Arthur Cockings was awarded the B.E.M. in the 1961 Birthday Honours. He holds the Long Service and Good Conduct Medal and Bar. Altogether he has eight medals and campaign stars.

Apart from the time spent in the Gunnery School undergoing courses, Chief Petty Officer Cockings served as Captain's and Admiral's Coxswain for 23 years, i.e. 1935 to 1958. He was Captain's Coxswain to Capt. Troubridge as a Leading Seaman when Capt. Troubridge, later Admiral Troubridge, was commanding officer of H.M.S. Cyclops. Altogether he served as Coxswain to Admiral Troubridge for about eight years and then served in the same capacity for nearly five years to Admiral McCall. Other admirals to whom he was coxswain were Admirals Campbell and Eaton.

Vice-Admiral V. C. Begg

Vice-Admiral V. C. Begg, C.B., D.S.O., D.S.C., the Vice-Chief of Naval Staff attended the 16th Reunion Dinner of the R.N. and R.M. Gunnery Instructors' Association at Portsmouth on January 19.

In 1958 Chief Petty Officer Cockings returned to General Service and spent 18 months with the Fishery Protection Squadron in H.M.S. Duncan, operating in Icelandic waters for most of the time.

In 1938, when at Whale Island, he was a member of the Portsmouth Field Gun Crew.

SWAM FOR IT

He spent nearly all the war in Combined Operations and was in all the Malta convoys with the exception of one and took part in all the landings—in the Mediterranean. He was also in the landing at Madagascar when he was serving in H.M.S. Indomitable. He was somewhat reticent about his exploits during the war—this is usually the case with men holding decorations—but he did say that he had to "swim for it a couple of times."

Chief Petty Officer Cockings is not only a man with a proud naval record. He is also a builder, for he built with his own hands, brick by brick, in 18 months, the three-bedroomed bungalow at Chichester to which he is retiring.

It would seem that the Service in the Royal Navy—almost 35 years of it—has agreed with Chief Petty Officer Cockings. At 50 this month he looks very fit and alert. He is one of the last people to be serving on a "Sixth Five"—certainly he is the last Seaman Chief Petty Officer.

When asked to comment on the present-day Navy he said that the Service is so much more technical than in his youth and there is so much more specialisation that although there appears to be a more educated type of man in the Navy today, he has found that, perhaps, there is not so much adaptability. He has now "geared" himself to go out, but asked if he would choose the Service if he could have his life over again, he unhesitatingly said "Of course."

SHIPS OF THE ROYAL NAVY

No. 76

H.M.S. Blackpool



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 159944 E. J. Harriss, JX 151315 R. W. Collar, JX 156721 P. Leadbetter, JX 155636 F. W. P. Jeynes, JX 581358 J. H. Smeeth, JX 85054 H. F. Woodward, JX 890998 W. D. Watson, JX 161942 J. F. P. Evans, JX 896118 R. A. Kneller, JX 182047 R. R. Prior, JX 760238 R. R. Ayres, JX 371586 E. L. Durrant, JX 145073 J. Robinson, JX 162874 B. Woodthorpe, JX 159729 E. Butler, JX 371324 L. G. E. Millett, JX 760483 L. Carter, JX 166755 J. Sedgewick, JX 760286 M. H. Jones, JX 159947 G. E. Mercer.
- To Chief Petty Officer (Cook (S))**
MX 85067 J. J. Rayner, MX 80153 S. C. Hillier, MX 944505 G. R. A. Shakeshaft, MX 65682 J. Marlborough, MX 809469 R. Owens, MX 80739 A. J. Ticehurst.
- To Chief Petty Officer Steward**
LX 766297 N. R. Lintott, LX 871565 S. E. Walsh, LX 808712 R. Withey.
- To Chief Petty Officer Engineering Mechanic**
KX 161175 D. F. W. Handle, KX 841363 E. W. Morris, KX 666291 G. S. Dodd, KX 817807 P. J. J. Forbes, KX 868427 A. Crosby, KX 870517 F. C. Toms, KX 788726 L. R. Jones, KX 769527 E. A. Rush, KX 833784 R. Ather, KX 833503 E. B. McEachan, KX 841864 J. P. Hesselden, KX 853668 A. E. Jowett.
- To Stores Chief Petty Officer (V)**
MX 810797 F. Raggett, MX 832589 R. Parry.
- To Acting Chief Engine Room Artificer**
MX 855743 J. Scott, MX 857677 B. L. Dorling, MX 857510 L. A. Chapman, MX 857666 M. A. Charlesworth, MX 888506 J. B. Bradshaw, MX 888900 V. J. G. Thompson, MX 857699 J. T. Gwilt, MX 888662 M. I. E. Stow, MX 888623 J. F. X. Marney, MX 857503 P. Bradley.
- To Acting Chief Mechanician**
KX 832017 A. J. T. Longhurst, KX 769566 R. G. Steele.
- To Chief Petty Officer Electrician**
MX 834571 T. R. Woodley, MX 801598 G. H. Parkinson, MX 876734 A. J. Oak, MX 862537 A. R. F. Carmichael, MX 864326 P. H. Hancock.
- To Acting Chief Radio Electrician**
MX 867578 P. J. J. Mulvaney, MX 873007 H. W. Smith.
- To Master at Arms**
MX 767627 G. Charlton, MX 729689 T. G. Church.
- To Chief Shipwright Artificer**
MX 759236 D. W. J. Smith
- To Chief Ordnance Artificer**
MX 855946 K. G. Rolfe
- To Acting Chief Electrical Artificer**
MX 667784 K. F. Davey, MX 857529 J. T. Gosling, MX 857365 J. H. Humphries.
- To Acting Chief Electrical Mechanician**
MX 759372 I. K. Maryon.
- To Sick Berth Chief Petty Officer**
MX 816644 A. W. Ronald, MX 866986 H. W. Page.
- To Chief Petty Officer Writer**
MX 832479 D. P. Lewis, MX 811699 J. D. Hoodless.
- To Chief Wren**
111831 H. Kelsall Radar Plot Category; 112588 D. A. Vinney, Education Category.
- To Chief Air Fitter (A/E)**
FX 622461 A. J. Vecqueray.
- To Chief Air Fitter (O)**
FX 684712 K. R. Windsor.
- To Chief Airman (AH)**
FX 581639 L. J. Bailey, FX 646412 E. Haynes, FX 712409 R. H. Street, FX 646352 R. A. Goughly.
- To Chief Airman (PHOT)**
FX 835280 E. M. Moss.
- To Chief Electrician (AIR)**
FX 817615 G. L. Oulton.

THE Whitby class frigate H.M.S. Blackpool was built by Messrs. Harland & Wolff Ltd., Belfast, being launched on February 14, 1957, and completed on August 12, 1958.

Designed, primarily, for the location and destruction of the most modern type of submarines, the Whitby class frigates are fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development. The operations room is considered to be the finest ever put into a small ship. These ships have an enclosed bridge which is spacious and with splendid vision.

This type of frigate is capable of over 30 knots on only 75 per cent. of the power required by older destroyers of comparable displacement.

The displacement of the "Whitbys" is 2,560 tons (full load) and they are 370 ft. in length (o.a.) with a beam of 41 ft. They carry two 4.5 in. (twin

turret) and two 40mm. Bofors AA (twin). They have twelve 21 in. torpedo tubes and are fitted with two Limbo three-barrelled depth charge mortar mountings.

The complement is seven officers and 145 ratings.

H.M.S. Whirlwind visits London

H.M.S. Whirlwind, leader of the Second Frigate Squadron, visited the Pool of London from February 6 to 8.

The frigate is commanded by Capt. I. D. McLaughlan, D.S.C. and Bar, R.N., who is also Captain F.2 of the Portland Training Squadron.

Schoolchildren and Sea Cadets visited the ship during her stay in the Pool.

DRAFTING FORECAST—Continued

- H.M.S. Cambrian, September 27, at Devonport for trials. Commissions at Devonport, December.
- H.M.S. Cook, September, at Singapore, for Foreign Service (Far East/Pacific).
- H.M.S. Picton, September (Tentative date), at Chatham for Home Sea Service, Vernon M/S Squadron vice Beachampton. U.K. Base Port, Portsmouth.
- H.M.S. Caesar, October, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron.
- H.M.S. Lincoln, October, at Singapore, for Foreign Service (Far East). 3rd Frigate Squadron.
- H.M.S. Loch Lomond, October, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron.
- H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East). Amphibious Warfare Squadron.
- H.M.S. Grafton, mid-November, at Chatham. L.R.P. complement.
- H.M.S. Leopard, November, 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. Zest, November, at Malta for trials. Home Sea Service.
- H.M.S. Duchess, December, at Portsmouth. U.K. Base Port, Portsmouth.
- H.M.S. Decoy, December, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.
- H.M.S. Diamond, December, at Chatham for General Service Commission (24 months). U.K. Base Port, Portsmouth.

- H.M.S. Diana, December, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.
- H.M.S. Carysfort, December, at Gibraltar. L.R.P. complement. Local Foreign Service.
- H.M.S. Eastbourne, December, at Rosyth. L.R.P. complement.
- H.M.S. Dampier, December, at Singapore, for Foreign Service (Far East).
- H.M.S. Gurkha, December (may be delayed), at Southampton for Home Sea Service. Commissions February, 1963, for General Service Commission, Middle East/Home (18 months). Ninth Frigate Squadron. U.K. Base Port, Rosyth.
- H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron.
- H.M.S. Kent, January (may be delayed), at Belfast for Home Sea Service. General Service Commission, May, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.
- H.M.S. Lowestoft, January, at Chatham, for General Service Commission (24 months). U.K. Base Port, Portsmouth.
- H.M.S. Berwick, January, at Portsmouth, for General Service Commission (24 months). U.K. Base Port, Portsmouth.
- H.M.S. Ursa, January, at Devonport for General Service Commission, Home/West Indies (24 months). 8th Frigate Squadron.
- H.M.S. Scarborough, January, at Portsmouth. L.R.P. Complement.

at times, been hard, but the struggle is, in the end, worth while.

Dorking was formed in September, 1951 with 15 members. In the first two years the branch had three meeting places, the third being its present headquarters at the Imperial Services Club, West Street, Dorking. The chairman has changed every second year; the secretary has not been quite so lucky (?). There as had to be a new treasurer this year for the founder treasurer has taken up a position at Swansea. Shipmate "Laurie" Jenner—one of the stalwarts—has taken over this onerous position.

The last nine years or so had left the headquarters rather "soiled" and last year the members decided on a "D.2" and went into refit. The premises were completely redecorated and new furniture and bar were installed. Shipmate McDonald has, on occasions, been most capable as bar steward.

man, shipmate Arthur Searns founder member.

The outstanding event in the history of Dorking is the Standard Dedication on September 10, 1955, when a R.M. Marine Band from Portsmouth present and 900 members from various branches supported the ceremony. Other events have been the dances held yearly in aid of the George's Fund for Sailors and local charities and, each year, "F. Christmas" looks out for the old "Naturally," says the "scribe," could do with more members, there are many in the town and rounding district who could be brought into the fold.

The secretary, Shipmate R. Vinson on behalf of all the members, extends an invitation to any branch who would care to visit Dorking for a social evening and he says that any branch which does "come alongside" can be sure of an enjoyable evening.

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, Cañon, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blaké, Excalibur, Troutbridge, Rhyll, Camperdown, Oberon and Cachalot.



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NAVY COOKS TAKE MEDALS AT HOTELYMPIA DESPITE STIFF OPPOSITION

Portsmouth sweeps board in Senior Hot Competition

WATERLOO, it is said, was won on the playing fields of Eton. Someone else once said "An army marches on its stomach." It would seem that nothing, in the future, will ever stop the Royal Navy, for although its cooks have yet to gain a gold medal at Olympia, they have, at Hotelympia this year, more than made their mark.

For the first time the Royal Navy entered some of the open classes of the competition at Hotelympia and, although these classes were open to international competition, two bronze medals were won and two certificates of merit awarded.

Assistant Cook (S) D. Cooper, of H.M.S. Mercury, who has been in the service only six months, was awarded

a Certificate of Merit for Junior Confectionery and a similar award was earned by Assistant Cook (S) M. Hawk, of R.N. Barracks, Portsmouth, who has been in the service for ten months, for Junior Icing and Cake making.

Two members of the R.N. Supply School, Chatham, won Bronze Medals, Chief Petty Officer Cook (O) L. Blakely, for a Decorated Ham and Chief Petty Officer Cook (O) J. Poulton, for Potato Works.

INTERNATIONAL OPPOSITION

Considering the high standard of the international opposition the achievements of the senior ratings was most creditable and, in the case of the junior ratings, remarkable. Other open classes entered were for Hors d'oeuvres, Cold game, etc., and the general impression given by the judges that even in the cases where no awards were made the Royal Navy had by no means been let down.

The results show that the training the naval cooks receive is first class and is a good augury for the future meals of the men in the service as well as a passport to good jobs when the cooks leave the Navy.

The Royal Naval School of Cookery, R.N. Barracks, Portsmouth, did extremely well in the Inter Royal Naval Competitions. In the Senior Naval Competitions. In the Senior competitors had to prepare, and serve in 90 minutes, a three-course meal consisting of Grilled Turbot and Maitre D'Hotel butter, Fillet of Beef Bouquetiere, Brussel Sprouts, Chateau Potatoes and Caramel Creams. This

was no mean task and the Cookery School swept the board. Chief Petty Officer Cook (O) D. Haycock won the Challenge Trophy, Gold Medal and Dunhill Cigarette Lighter. Petty Officer Cook (S) A. Pinner won the Silver Medal and Chief Petty Officer Cook (O) L. Organ the Bronze Medal. Leading Cook (S) J. McNully, of H.M.S. Ariel, was awarded a Certificate of Merit. Combining as a team C.P.O. Haycock and P.O. Pinner also won the Navy Challenge Cup for Portsmouth in this event.

FANTASTIC ADVANCES

The judges considered that fantastic advances had been made in the Senior Naval Cold Competition in which Sergt. G. Snell, R.M., of the Chatham R.N. Cookery School was awarded the Gold Medal. Chief Petty Officer Cook (O) B. Newton, of the R.N. Cookery School, Portsmouth, and Colour Sergeant J. Allcock, R.M., of the R.N. Cookery School, Chatham, both won Silver Medals and Chief Petty Officer Cook (O) L. Organ won the Bronze Medal. In this competition the cooks had to produce a display of three cold dishes consisting of fish, poultry or meat, and sweet.

SILVER MEDAL FOR WREN

The Women's Royal Naval Service were not outdone at Hotelympia. They competed against the Army and the Royal Air Force, and each individual was expected to prepare a Mixed Grill consisting of cutlet, kidney, sausage, bacon, tomato, mushrooms, watercress, saute potatoes followed by Scotch Woodcock. This meal had to be prepared and served in 60 minutes for four persons.

The W.R.N.S. was represented by Leading Wren Cook (S) D. Lenton, of the Duchess of Kent Barracks, and Leading Wren Cook (S) C. Taylor, of H.M.S. Heron. This team gained second place in the overall marking and Leading Wren Lenton won the Silver Medal. The winning team was the Women's Royal Army Corps.

Gisborne's welcome was the same 55 years ago

SIR—Reference your February Sissue's report of the visit of H.M.S. Trump to Gisborne in North Island, N.Z., we had a similar experience of the people's generosity there early in this century.

While serving in H.M.S. Challenger, 1905-1907, we provided a guard of honour at the unveiling of a memorial erected on the spot where Capt. Cook first landed in New Zealand, and, due to his reception, named Poverty Bay.

We landed 100 of the best characters in the ship for this ceremony, which was attended by the Governor-General of Australia and a number of V.I.Ps. from home.

The programme included our captain landing on the beach from his galley in the face of a large number of "hostile" (?) Maoris.

After the ceremony we marched back to the township and were entertained lavishly. At the finish the attendants said "We have a lot of beer you sailors must finish before you leave!" This was duly attended to. I was nearly T.T. but my recollections were very vague from then on. I remembered dancing down to the jetty with an old Maori lady tattooed all over her face.

The ship lay some distance off and we were taken off to her in a tug.

The beer was beginning to talk—everyone shouting and no one listening. On nearing the ship the officer in charge kept ordering "Bugler—Sound the 'Still.'" There was very little response. Somehow we got aboard and owing to the occasion, no adverse things happened to the 100 characters.

At this period we were starting the Australian and N.Z. Navies and had a lot of colonials among our messmates. There were no training ships, as such, so it was quite the thing for "new entries" to loom up at Sunday morning

divisions wearing South African or China medals.

At some special occasions such as "Clear lower deck—everyone aft," the order sometimes came "Imperials port side, colonials starboard." "Imperial" was about the most titled rank the majority of us ever achieved. Yours, etc., J. R. KERLE, Bath.

SPANISH SHIPS VISIT MALTA

FOR the first time since before the Spanish Civil War, Spanish warships visited Malta recently. The visit was in connection with an Anglo-Spanish Maritime Exercise, conducted by the Flag Officer Flotillas, Mediterranean, the aim of which was to further Anglo-Spanish Maritime co-operation following similar successful exercises in Spanish waters in 1959 and 1960.

The visiting squadron, under the command of Captain D. Pollanco, consisted of five destroyers of the 21st Destroyer Squadron and the submarine Almirante Garcia. The Flag Officer Flotillas, Mediterranean (Rear Admiral J. F. D. Bush, D.S.C.) flew his flag in H.M.S. Blake during the exercise and other British units taking part included destroyers of the Fifth Destroyer Squadron, submarines of the Fifth Submarine Division, Royal Fleet Auxiliaries and R.A.F. Shackletons.

After the exercises, two days were spent in sport and recreation in Malta and an Exercise Critique was held. The visit was considered generally to have been successful and most friendly.

The Royal Naval Benevolent Trust expenditure for the past year was £173,832.

If you are living within your income, it's probably still early in the week.



Sgt. G. Snell, R.M., winner of Gold Medal in Senior Naval Cold Competition.



C.P.O. Cook (O) D. Haycock, winner of Gold Medal in Senior Naval Hot Competition.

ADMIRAL IN NEW GUISE

THE Commander-in-Chief Plymouth, appeared in a new guise at Plymouth on February 7. Usually the Commander-in-Chief attends functions, opens meetings and addresses gatherings in his capacity as the chief naval authority of Plymouth, but on this occasion Admiral Sir Charles Madden and Lady Madden were honoured by the city of Plymouth for their hobby.

Both Sir Charles and Lady Madden are competent artists and, at the City Art Gallery Mr. Edward Halliday, the portrait painter and president of the Royal Society of British Artists, in the presence of the Lord Mayor of Plymouth (Alderman A. Goldberg) and Alderman N. W. Lamb, chairman of the Public Libraries and Museum Committee, opened an exhibition of paintings and drawings by Olive and Charles Madden.

Lady Madden's pictures were mainly landscapes in oils and her subjects included places where her husband has served or where she and he have spent their holidays. Sir Charles's water colours and drawings were concentrated on scenes of the West Country and Europe, although a notable exception was his "Ship of the Line."

Mr. Halliday, in opening the exhibition, said that both artists were to be complimented on relying on Nature—fields, flowers, trees, hills and the sea—in their painting, which was of a very high standard of competence.

'Management Team' sails in Ashanti

THE Third Sea Lord and Controller of the Navy, Vice Admiral M. Le Fanu, C.B.E., D.S.C., took his "management team" to sea on February 6 in the frigate H.M.S. Ashanti, the first ship in the Navy to be equipped with a combined gas and steam turbine propulsion machinery.

The "management team" consists of the Controller, the Fourth Sea Lord and Vice-Controller, the Deputy Controller (Research and Development), the Directors General of the Dockyard and Maintenance, Ship, Aircraft and Weapon Departments, and the Under

Secretary Material.

Meetings have previously been held in London. When convenient, future meetings will be combined with visits to the Fleet so that the team can see the results of its work at first hand.

For the first time, therefore, the team held its meeting at the R.N. Base, Portland, see the Underwater Weapons Establishment and have talks with Flag Officer Sea Training and at the end of the day they took the opportunity to take passage in H.M.S. Ashanti to Portsmouth during her first-of-class-trials.



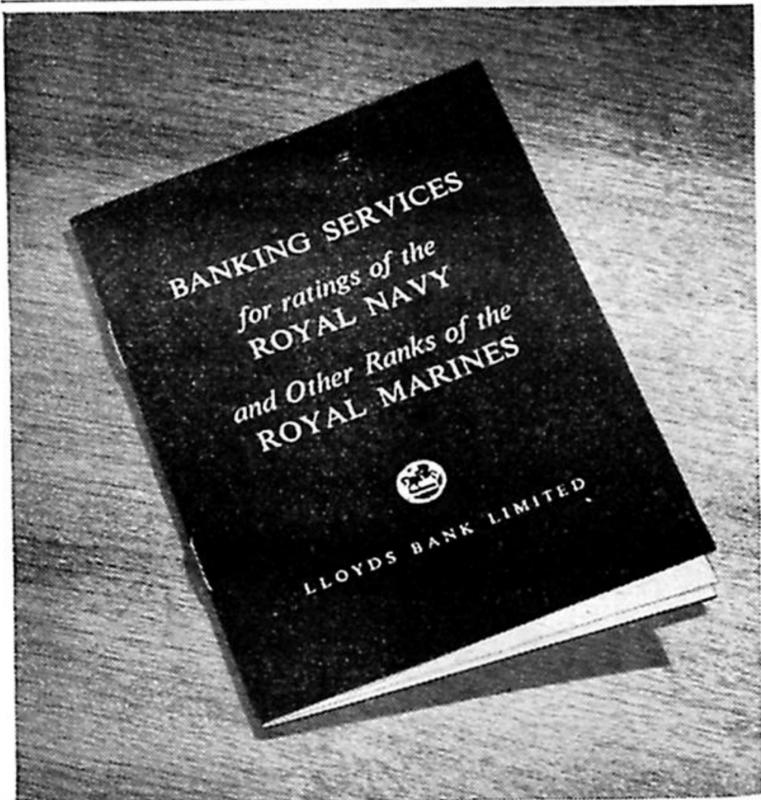
ould be in action. tough H.M.S. Hogue, Cressy and sir, had been sunk by German mines in the North Sea, the idea of mines ever entering the English Channel, was dismissed immediately. It was whilst on one of these s to La Havre that T.B.109 was ed to search for a ship reported ve been torpedoed by a sub- e. At daylight she was found and priately enough, was named S.S. acket. Although she had a heavy he was able to steam into Spit- under the protection of T.B.109 ort. On January 1, 1915 H.M.S. idable was also sunk in the sh Channel.

the Germans were sweeping gh Belgium early in 1914, on Churchill as First Sea Lord, ed to form a Naval Brigade, to in the defence of Antwerp. This led to me tremendously but gh I promptly volunteered, my es were not accepted. I was there-

increased, the Admiralty decided to promote those officers who were qualifying for "Mate" when war broke out, so I was promoted to the rank of "Acting Mate" on October 16, 1914. I had therefore become a "Commissioned Officer" in the Royal Navy. This at once produced a snag, because a "mate" was senior to a "Commissioned Warrant Officer." This was amicably settled for the time being, as I agreed to carry on in the junior position, out of respect for the Commissioned Gunner.

On September 3, 1915, I was appointed First Lieutenant of H.M. T.B. No. 2—an "Oily Wad" in the Nore Defence Flotilla. As I had now got my sea legs, and become accustomed to the ups and downs of life on a T.B. I looked forward with a new enthusiasm to taking up my new appointment in an oil burning torpedo boat.

(To be continued next month)



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The recently redecorated St. Andrew's Church, R.N. Barracks, Portsmouth

DOUBLE-DECKER CHURCH HAS SERVED MANY PURPOSES

Friendliness and warmth in spite of drab exterior

BETWEEN "J" and "K" blocks, in the Royal Naval Barracks, Portsmouth, opposite the cinema, canteen and theatre, and almost dwarfed by the splendid new chief petty officers' and petty officers' blocks, stands a double-storied wooden building looking slightly incongruous today.

Built just before the war to accommodate the ever-growing Signal School, the Victory Hut is now the Church of Scotland and Free Churches St. Andrew's Church. Its creosoted exterior, quite unprepossessing, hides the warmth and comfort of a remarkable little church which has seen many changes.

Prior to the last war, the only Free Churches meeting place was a small, dark, oblong room next to "K" Block which served as a chapel. Nevertheless, it became the centre of activities when the new entries began to pour in from all over the Commonwealth.

The needs of the Signal School precluded the continued use of this room, and an excellent hut right on the edge of the parade ground made a good chapel and office.

On April 27, 1941, a land mine fell on the then warrant officers' mess and this new centre was destroyed. Some of the furniture was salvaged and the double-decker hut, which subsequently became chapel, office and recreation room, was taken over. The upper floor was furnished

as (1) quiet room and (2) games room and the lower floor became the chapel and chaplains' offices (to house all Church of Scotland and Free Churches' activities inside the barracks).

The hut served very well right to the end of the war.

Some curious things happened at times. There was one period, when, because of the blitz, the chapel was used for Church of England communion, Roman Catholic mass as well as the Church of Scotland and Free Churches' holy communion. This arrangement went on for a short while until repairs were carried out at the Roman Catholic Chapel (near the P.T. School), and until a Nissen hut had been provided for the Church of England.

Also, each week for some long time, the following services were held: Gaelic services (twice a week), Free French Protestant services (weekly), a group of three Jews met each morning for Jewish prayers, morning prayers at divisions for Church of Scotland and Free Church personnel,

Sunday evening film service for anybody and also, at 12 noon each day, a short service of intercession shared by the Anglican brethren.

When "compulsory" church services were stopped there was a re-shuffle of accommodation and the Church of England was allocated the double-decker hut, and the previous occupants took over a small chapel and offices nearby. When the Church of England left, the Church of Scotland and Free Churches took the place over again, but this time the upper floor became the chapel and the lower floor the chaplain's offices and a large room adjacent was used for recreational and social activities—which is still the case today.

Recently redecorated, the present church, as the photograph shows, is a lovely place of worship, where regularly the praises of God are sung and from which His work is carried out.

Isle of Wight libertymen missed ship

THE high winds and rough weather of Monday, February 12, meant that ten libertymen who had spent the week-end in the Isle of Wight whilst their ship was anchored at Spithead could not rejoin the ship before she sailed for Portsmouth.

The men later joined R.F.A. Tide-reach and transferred to Victorious at Portland.

H.M.S. Victorious is taking part in a N.A.T.O. exercise and visiting Brest, Gibraltar, and Vigo before returning to Portsmouth early in April. The carrier is expected to go into dockyard hands in May for a long refit.

MINESWEEPER FINDS WRECKED BOMBER

H.M.S. Shoulton, one of the Navy's smallest ships, a minesweeper of the "Ton" class (524 tons full load), is almost constantly at sea, either demonstrating her unique all-British Asdic equipment to friendly navies or assisting in the search for crashed aircraft and other objects on the seabed.

Over the past two years more than 14 nations have seen Shoulton's equipment and she has been called on several times to locate crashed aircraft at sea after more conventional methods of searching have failed. On one occasion she located a crashed helicopter after only four minutes' operation of the detection equipment.

Little more than a clue, accurate to within a few miles, is all that is needed to enable her quickly to locate unknown positions of underwater objects with what is believed to be the most effective method of mine-hunting at present in existence.

Shoulton's latest feat was finding the wreckage of a crashed U.S.A.F. bomber within 24 hours of being given only an approximate position.

Ambush men had best seats for last test

H.M.S. Ambush (Lieut.-Cdr. J. B. Hervey, Royal Navy) arrived in Karachi on February 3 to carry out preliminary training with the Pakistan Navy prior to the start of Exercise "Jet, 1962," and throughout the last 24 hours of the long passage from Singapore much speculation had centred round the possibility of some of the ship's company being able to attend the final Test Match of the England/Pakistan series, which would be in its second day when the ship arrived. Contact was therefore established the following day with Mr. Pearce (manager) and Ted Dexter (captain) of the touring team, who both said immediately that they would be only too pleased to arrange seats.

When they arrived, the guests were escorted into the very best seats in the ground, the first, second, and third rows in the players' enclosure—and were thus able to meet the various members of the touring side. At lunch time they were invited into the players'

dressing room for drinks and food with the team, and at close of play were again entertained by the players, both at the ground and subsequently at their hotel.

PLAYERS VISIT SHIP

During the day's play, amongst other things, the ship's company saw Ted Dexter score his first double-century in first-class cricket—a faultless display of Test batting skill and an absolute pleasure to watch. Altogether it was a memorable day, and as a small measure of gratitude for their kindness and generosity, as many of the team as could come were invited to visit H.M.S. Ambush on their rest day. Despite a very heavy programme of official engagements the invitation was accepted and the following members of the touring side visited the ship at lunch-time for drinks and a look round the submarine: Mr. T. Pearce, manager; Ted Dexter, captain, Sussex; Ken Barrington, Surrey; David White, Hampshire; and James Binks, Yorkshire.

The visitors thoroughly enjoyed their first visit to a submarine and when they left, as a parting gesture, very kindly presented 10 complimentary tickets for each of the remaining two days' play. H.M.S. Ambush was sailing early the following day to start her exercises with the Pakistan Navy, so these tickets were passed, at Mr. Pearce's request, to the officers and men of H.M.S. Redoubt.

CREST FOR LORDS

Before the players left H.M.S. Ambush they were in turn presented with a mounted ship's crest which will be put up in the M.C.C. Museum at Lord's, together with other trophies of the 1961-62 tour of India and Pakistan.

DO DEGREES STUMP YOU?

Is your wife, or are your children, stumping you when they ask what on earth is all this business about centigrade and fahrenheit?

Do you try to look big and say it is simple and then attempt to brush away the question, because you cannot translate degrees fahrenheit into degrees centigrade or vice versa?

When someone says that the temperature is 15 degrees centigrade don't dig out your duffle coat and scarf and gloves. The relative temperature in degrees fahrenheit is 59.

How do you find the equivalent temperature? If you are given the temperature in fahrenheit deduct 32 and then multiply the resultant figure by 5 and divide by 9. For example if you are given 212 degrees fahrenheit (boiling point) by taking away 32 you are left with 180. Multiply this by 5 and you get 900. Divide the 900 by 9 and you have 100 which is the boiling point in centigrades.

Supposing, however, someone says the temperature is 15 degrees centigrade. To turn this into degrees fahrenheit multiply 15 by 9, which gives you 135. Divide 135 by 5 and you get the figure of 27. Now, in this case, add 32 and you get the temperature of 59 degrees fahrenheit.

Simple, isn't it? Or is it?

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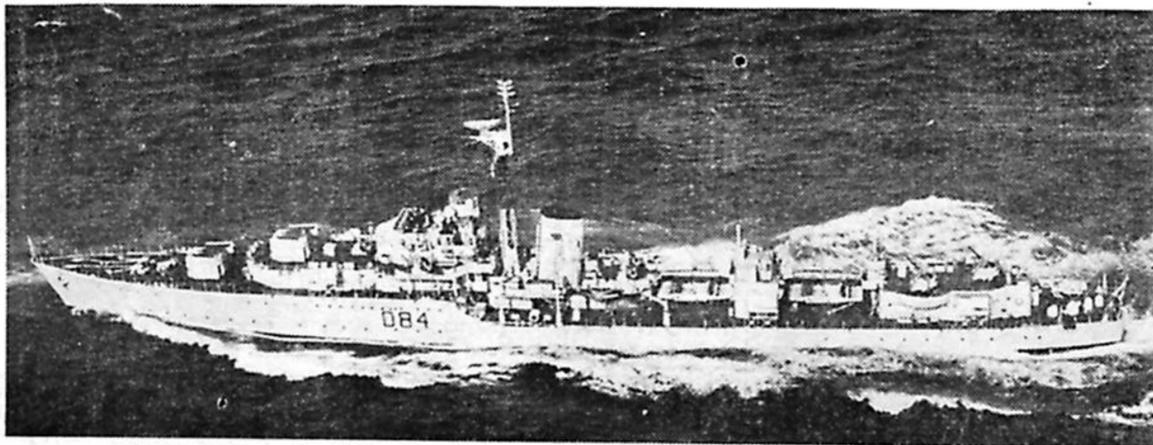
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H.M.S. Saintes—the Battle class destroyer built by Hawthorn, Leslie & Co., Hebburn, Tyne

H.M.S. SAINTES ENDING HER FINAL COMMISSION

Families to go on last trip

ON completion of her final commission with the Royal Navy, H.M.S. Saintes (Cdr. M. J. Porter, R.N.) will steam into Plymouth for the last time as a living ship on April 10. She will carry families and relatives of the present ship's company, having sailed from Portsmouth with them that morning.

To mark the occasion of Saintes' final de-commissioning it is intended to hold a dinner in Portsmouth on the previous evening, and to invite three distinguished past commanding officers to attend. They are Admiral Sir Laurence Durlacher, late Fifth Sea Lord, Vice-Admiral Sir Peter Dawnay, late Flag Officer Royal Yacht, and Vice-Admiral D. P. Dreyer, present Flag Officer Air Home.

During Saintes' present commission she has steamed some 70,000 miles—

farther than any other commission—visited 28 foreign places, taken part in the Kuwait Crisis, and escorted the Royal Yacht on cruises to the Mediterranean and West Africa.

Saintes' travels over the last two years typify the variety of the General Service Commission in which a ship's company get together and build a composite team which remains a team until she pays off. She has been on Iceland Patrol, in the Arctic Circle, in the boiling cauldron which is the Persian Gulf in summer, through the beautiful Greek Islands, to most of the countries that flank the shores of the Mediterranean and to West Africa.

The powerful armament and fine lines of the 'Battles' made them extremely attractive vessels. Some are to be sold, some scrapped and several have been converted to radar pickets.

New Patrol boat for West Germany

THE second of two fast patrol boats, similar to the Brave class, to be built by Messrs. Vosper, Ltd., for the West German Navy, was named and launched on January 10 at Portsmouth.

The launching was carried out by Frau Hassa von Etdorf, wife of the West German Ambassador to Great Britain, and the boat was named Strahl. The religious service was conducted by the Rev. Noel Chamberlain.

The first of these powerful boats was the Pfeil, launched last year. With a length of 96 feet the Strahl will be capable of over 50 knots and can carry four 21-inch torpedoes and one 40 mm. Bofors. She can also act as a gunboat with two 40 mm. Bofors or as a torpedo-gunboat with two torpedoes as well as two Bofors.

Her complement is 22 officers and men.



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CFH/7K/26

More in Bahrein than palms and camels

ISLE OF THE LIVING

By P.O. WRITER N. J. MARGERRISON

TO the uninitiated the name Bahrein conjures up thoughts of a mystic desert island; but to those who consider themselves "in the know" it is just a lousy run ashore—with no bars, no cinemas and no women! Yet, in the profundity of their knowledge, they are woefully ignorant of the variant attractions of this mass of sand, sprinkled with palms and occasional camels.

Admittedly they are not the normal attractions which appeal to "Jack ashore." But, variety is the spice of life—so why not join me in a mystery tour of the island?

Once through the town of Manama we part company with the main road, and head off across the desert tracks, until we arrive at a 16th-century Portuguese fort. The ruins pay tribute to the soldiers of the ancient Portuguese empire, which, for a short space of time in history, held sway at the top of the Persian Gulf. Skirting these ruins, we find the remains of seven ancient cities built one on top of the other and dating back to 3,000 years B.C. These impressive remains have been uncovered by the excavations of the Danish archaeological team which, for several years now, during the cool season, have been digging in this area. Their labours have brought to view remains of walls, buildings, palaces, rooms, water systems, innumerable pieces of pottery and flint tools which together give us a composite picture of life many years ago.

Back behind the wheel of our Land-Rover, we set out across the desert, through an old-world Arab village, where the inhabitants are living much as did their ancestors many desert moons ago. Our destination is an ancient temple at the village of Barbar, revealed by excavations as being the third and largest of three built on the same site—age—a youthful 2,500 years B.C. Objects found here bear a striking resemblance to those found in the famous Royal Graves at Ur in Mesopotamia.

PLENTY OF FRESH WATER

Once more on the comfortable main road, we speed towards the Government experimental farm, where the wonders of science, combined with an abundance of fresh water and the skill and patience of the workers and administrators have produced a fruitful expanse of greenery, flowers and vegetables—a reminder of home in a foreign clime. Chickens, cows, pigs, all have their homes here, and one is wistfully reminded of a day on the farm, say, in sunny Devon (unfortunately, there is no Devon cream, no strawberries and no oggies!) The presence of so much fresh water where rainfall is low is explained by the presence of a fresh-water table which has collected below the Gulf at a depth of 12 to 15 feet and spread over a large part of this area.

Our wanderings lead us on to the desert again, and towards the outskirts of the village of A'ali, where the inhabitants produce pottery and cloth. Here, alas, Europeans are not too welcome, as the villagers show a dislike of the camera, without which the modern tourist feels naked. On the right we see large mounds, apparently of sand. These are funeral mounds—the whole area is a mass of tombs, covered with drifting sand—the final resting places of the bones of people who walked these deserts several thousands of years ago.

CARS AND ARAB HORSES

Ahead we see the old palace of the reigning sheikh (he has several)—a vast

dwelling in a wilderness of sand. In the front of the palace a multitude of modern cars contrast with the beautiful Arab horses from the sheikh's stables, as they are fed and watered in the courtyard. Their glistening coats of black, brown and white pay tribute to the care and attention which are showered on these proud animals.

Next stop is the oil town of Awali, where the people employed by the Bahrein Petroleum Company live in suburban comfort; a truly surprising sight, where one expects to see only sand and more sand, and the occasional Arab barasti or shack. The near-by refinery is a sight worth seeing—but if you have seen one refinery you have seen them all—nor will you ever forget the distinctive aroma.

On the road back to H.M.S. Jufair we turn off and have a look-see at the Adari Pool (English translation—Virgin's Pool); unfortunately the reason for it being so called was not readily apparent. This is a spring-fed pool—fresh water, which, surprisingly, is warm in the winter, and ice-cold in the summer—nature apparently having provided her own built-in thermostat. In the summer season this spot is a great attraction, both for the residents and the "grey funnel line" tourists.

DIVING FOR PEARLS

Back once more at H.M.S. Jufair, the Naval shore establishment, having seen a few of the attractions that Bahrein has to offer, we realise that there is still a lot to see. In the local market, at Manama, Arab craftsmen labour, as did their ancestors, at the local crafts of pottery, silver and gold working—leather and metal work—their small shops and primitive tools contrasting with the modern buildings of the main-road shops and offices. The opportunity exists to go deep-sea fishing for shark, kingfish, barracuda and such other denizens of the deep, all of which make welcome additions to the daily menu (even shark, which is delicious if cooked properly). The pearl fishers at work from their dhows are well worth seeing, if you get the chance. As many as 60 men live and work on a small dhow for as long as three months without returning to harbour. They dive with large stones tied to their feet, being pulled to the surface on ropes attached to their waists. Strangely enough they never want for fresh water. They dive to the seabed, and fill their goatskins from the fresh-water springs which gush forth at a multitude of spots—the location of which is passed from father to son along with the rest of the "tricks of the trade."

In addition there are one or two good beaches on the far side of the island, and Jufair boasts a small but refreshing pool, where sharks and other weirdies are not permitted; so life in Bahrein can be interesting. Let me hurriedly add that I am not recommending this place as a holiday resort. It is not the Riviera. However, the ancient name for Bahrein is "Island of the Living," because of the abundance of life-giving fresh-water springs in a country, where this is a valuable commodity.

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DRAMA FESTIVAL SEASON UNDER WAY

THE Royal Naval Drama Festival season is upon us and shortly companies from the various establishments in the several Commands will be doing their best to impress the adjudicator and to give pleasure to—it is hoped—large appreciative audiences. The days are gone when one-act plays, or extracts from larger ones, were acted in a central theatre and audiences could watch a number of performances and judge the relative merits of the different teams. In the past up to three teams a night, for four or five nights, occupied the stage.

Today, establishments produce their plays in their own theatres and there is no "Theatrical Royal Tournament" to rig the theatre for each different company. The adjudicator sees only one play a night and can, the more easily, assess the merits of acting, promotion, sets, lighting, and award the marks which will later decide the best all-round performance in the Command, and eventually in the Festival.

This year some 13 full-length plays are being produced in the Portsmouth Command. The Victory Players, in the Victory Theatre, are reproducing "The Gioconda Smile" by Aldous Huxley—the thrilling drama of a man convicted of a murder he did not commit and which was first produced in London in 1948 with Clive Brook and Pamela Brown. There are to be four performances, Saturday, March 24 (when two reserved seats will be available for the price of one) and on the following Monday, Tuesday and Wednesday when the reserved seat prices are 4s., 2s., 6d. and 1s. 6d.

The whole company is looking forward to an interesting and, they hope, successful production, with full houses for every performance. This hope is echoed, of course, by the other 12 companies for their performances.

Although, out of London, theatres are finding it difficult to compete with the attractions of radio and television, Amateur Dramatic Societies are flourishing, and naval men and their families, by supporting the companies of their own establishment, can be assured of an evening's fine entertainment. Although the players get a "kick" from their performances, their pleasure is immeasurably more if they know they are playing to a full house composed of their own friends and shipmates.

Bermuda visit

THE last of the Colony class cruisers, H.M.S. Bermuda, which has always enjoyed a very close liaison with the island visited Bermuda during February. Flying his flag in the cruiser was the Flag Officer Flotillas, Home, Vice-Admiral J. G. Hamilton, C.B., C.B.E., a most appropriate name for a visit to Hamilton, Bermuda.

H.M.S. Bermuda carried out exercises with ships of the Royal Canadian Navy and then spent six days at Hamilton where the 750 officers and men enjoyed the hospitality of the people of the island.

Men from Wei Hai Wei still serve the Navy

EVER since the Royal Navy entered the waters of the Far East, a lot of the donkey work which, on other stations, has to be done by the ship's companies, has been most effectively dealt with by the Chinese.

In addition to coaling ships, side-parties, bumboat work, dhobeying, shoe repairing, tailoring, mess cleaning and the like, the Chinese have been Stewards and Cooks travelling around the Station in their ship for the whole of a commission.

A lot of the men came from Wei Hai Wei, and when this port was no



Mr. T. C. Khoo

Hermes, in which ship he will return to the Far East in due course, is Mr. Ku Chun Hao, an ex-Chief Petty Officer Steward, who possesses commendations from senior naval officers of today and yesterday as, for some years, he was on the retinue of Admirals on the station.

Although now pensioned he lives and works on board Hermes managing his compatriots in their work as laundrymen, tailors and shoemakers. Along with a number of men from Wei Hai Wei a company has been formed which has offices, both in Singapore and Hong Kong, and which undertakes the work mentioned. Mr. Ku Chun Hao's nephew Mr. T. C. Khoo looks after the Far East end with offices at 3-28 Chua Chu Kang Road, Singapore, and 57 Hennessey Road, Hong Kong.

The men of this company, all from Wei Hai Wei, can never go back to the country of their birth, and they will be known to all those whose ships have ever touched Singapore and beyond.



Mr. Ku Chun Hao

longer available to the ships of the Royal Navy they left their homes and emigrated to Hong Kong and Singapore and have carried out their useful work from these ports. The Royal Navy has been, and still is, their whole life, and they have an intense pride in their connections with the service.

At present working in H.M.S.



A naval canteen transformed

THE cold, cheerless, inhospitable-looking canteen of the Royal Naval Barracks, Portsmouth, known to the many thousands who have ever served or passed through the barracks has been transformed into a light, cheerful asset to the establishment with the atmosphere of a well-run club.

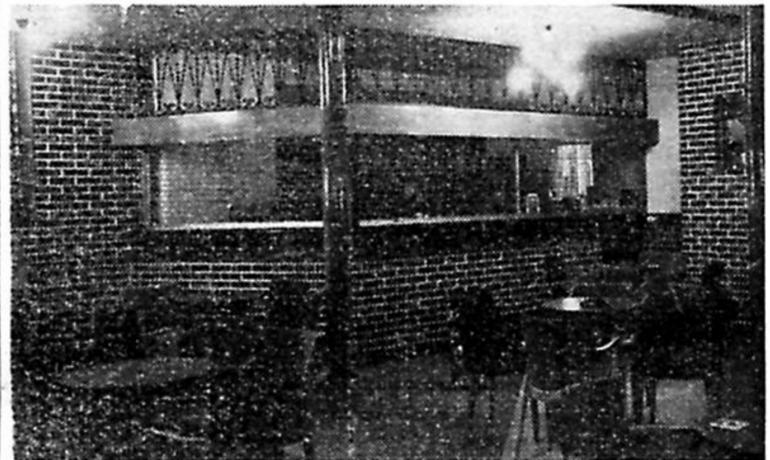
The Welfare Committee of the barracks gave £2,000 towards the project and a further £2,000 was provided by the N.A.A.F.I. As the picture shows, excellent use has been made of the £4,000.

Attractive wallpaper has replaced the old green-and-cream distempered walls, the windows are curtained with bright, cheerful material, the floor of the lounge is carpeted with carpets which would not be out of place in the Ritz, with comfortable armchairs in which to relax.

The restaurant portion of the canteen has been modernised and is in keeping with the remainder of the room.

Adjoining the lounge is the Tavern Bar—a first-class hotel-type lounge, with more small tables and easy chairs.

The whole has been thought out on a club concept basis and is a place where one could take one's wife or lady friend and feel proud of it. "Old-timers," at first glance, may wish to say "The Navy is too pampered today," but after partaking of a little liquid refreshment and sampling the comfort of the chairs and carpets, they would soon be saying "I wish I could get back into the Navy."



The club-concept canteen of the Royal Naval Barracks, Portsmouth. The upper picture shows part of the lounge and restaurant and the lower picture is of the Tavern Bar

FOR THE LOWER DECK

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

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

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In Memoriam

David Albert Seton, Leading Radio Electrical Mechanic, P/M 974252, H.M.S. Collingwood. Died January 13, 1962.

Kenneth Brian Rook, Musician 1st Class, R.M.B./X/3306, H.M.S. Ganges. Died January 15, 1962.

Brian Kindleysides, Aircraft Artificer 2nd Class, L/FX 888618, H.M.S. Seahawk. Died November 10, 1961.

Mervyn Atkinson, Naval Airman Mechanic 1st Class, L/F 963811, H.M.S. Heron. Died January 21, 1962.

Keith Tuck, Marine, R.M. 19139, 45th Commando, Royal Marines. Died January 31, 1962.

Bernard Stead, Electrical Artificer Apprentice, 055319, H.M.S. Collingwood. Died February 3, 1962.

Surgeon Captain A. E. Flannery, O.B.E., L.R.C.P., L.R.C.S., R.N., has been appointed an Honorary Physician to the Queen with effect from January 5 in succession to Surgeon Rear-Admiral W. P. E. McIntyre, C.B.

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The Lion's men become spare-time painters

THE five ships of the special "Show-the-flag" squadron have now completed their round trip of South America, the aim of which was to foster friendly relations between the United Kingdom and South American nations.

When H.M.S. Lion visited Valparaiso, with the other four ships of the Special Squadron, fifty Chief Petty Officers, Petty Officers and junior ratings of the cruiser gave up 16 hours of their spare time to paint the Doctor Lionel Cooper Ward at the local Children's Hospital.

The ward is named after Dr. Lionel Cooper, who did outstanding work on poliomyelitis before dying himself from the disease.

Another ship in the Special Squad-

ron, the frigate H.M.S. Leopard, visited Chile during January. A special service was held at the English Church in Concepcion to pay homage to Admiral Craddock and others who perished in the Battle of Coronel. Cdr. P. Hicks-Beach, R.N., the Captain of H.M.S. Leopard, laid a wreath on the memorial tablet commemorating the Battle, and ship's buglers sounded the "Last Post" in the presence of Chilean Naval Officers, members of the ship's company of H.M.S. Leopard, and members of the British Colony.

In addition to H.M.S. Lion and H.M.S. Leopard, the other ships which comprised the Special Squadron were the destroyer H.M.S. Dunkirk, the frigate H.M.S. Londonderry, and the Royal Fleet Auxiliary Wave Prince.



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H.M.S. Brocklesby, the last Hunt class destroyer in the Royal Navy. (Photo—By courtesy of Messrs. Wright & Logan, Southsea)

The last 'Hunt' comes of age BROCKLESBY'S FINE RECORD

THE last of the "Hunt" frigates serving with the Royal Navy, H.M.S. Brocklesby, now used as an experimental A/S frigate and which works with the U.D.E. at Portland on Asdic trials, will be celebrating her "coming of age" on March 23.

H.M.S. Brocklesby (Lieut.-Cdr. K. Barclay-Brown, R.N., the 14th commanding officer) was built by Messrs. Cammell Laird, Birkenhead, being launched on September 30, 1940, and commissioned on March 29, 1941. Her first captain was Lieut.-Cdr. G. P. Huddart, R.N.

The name derives from the Brocklesby Hunt, owned by Lord Yarborough, whose family crest, a gold buckle on a red field, also provided the ship's badge.

The ship was originally armed with four 4-inch guns, a four-barrelled pom-pom and two oerlikons. These were used to good effect, two German bombers being claimed during the first year's service.

AT ST. NAZAIRE

H.M.S. Brocklesby took part in the St. Nazaire raid, during which one Junkers 88 was shot down and an armed trawler damaged. Two months afterwards the ship was attacked by five Messerschmitts while at Plymouth, and during that engagement, two oerlikon gunners were wounded and a

yeoman of signals took over one gun and shot down an attacker.

The ship took part in close support of the Dieppe raid, sinking an armed trawler and shooting down a Dornier and a Focke-Wulf. Some damage was sustained and the patched-up plates on the ship bear witness to this. Later on in the year, during attacks on enemy coastal convoys, Brocklesby sank a merchant vessel and an armed trawler. In 1943, Brocklesby went to the Mediterranean and in June, at Cape Bon, a Focke-Wulf was shot down and the pilot recovered. The ship took part in the Sicily landings and provided a grandstand view for Admirals Ramsay and Troubridge. Brocklesby was also at Salerno and Anzio.

In 1945 the ship returned home, being employed on East Coast convoy duties until the end of the war, when she proceeded to Wilhelmshaven for Guard Duties.

In 1946, H.M.S. Brocklesby was placed in reserve at Portsmouth, but in 1952, after an extensive conversion, she emerged as an Experimental A/S

frigate. She has been attached to the Second Frigate Squadron since then working for the Under Water Detection Establishments, mostly from Portland or Gibraltar.

REUNION PLANNED

To celebrate her "coming of age" a reunion of officers and men who have ever served in the ship is to take place. The ship will sail from Portland on March 23, with families on board and, on arrival at Portsmouth, Divisions will be held and the same evening there is to be a dance. Readers of NAVY NEWS, who have ever served in Brocklesby and would like to take part in the reunion, should write to the coxwain of the ship.

During her long career, and it should not be forgotten that she was in reserve for nearly six years, the ship has steamed 258,830 miles. Her battle honours are: Dieppe, 1942; English Channel, 1942-43; Atlantic, 1943; Sicily, 1943; Salerno, 1943; and Adriatic, 1944. Among her trophies Brocklesby has a silver hunting horn, mask and brush, and a set of hunting pink.

The ship's complement is seven officers and 90 men.

BARHAM SURVIVORS MEET

OVER 200 people, survivors, dependants and guests attended Westminster Abbey to witness the laying of a wreath at the foot of the H.M.S. Barham Memorial Candlesticks on the 20th anniversary of the sinking of the ship.

The wreath was laid by Cdr. C. R. Stratton-Brown, R.N. (ret.) and Mr. Len, Horner.

Canon Adam Fox, D.D., welcomed everybody and held a short service around the nave altar, near the Book of Memorial containing the names of all those killed when the ship was sunk on November 25, 1941, and then everyone attended Evensong.

Following Evensong the 5th reunion of the H.M.S. Barham Survivors' Association was held on board H.M.S. President where a buffet supper had been arranged. The film of the sinking

of H.M.S. Barham was shown and two minutes' silence was held in memory of the fallen.

The officers of H.M.S. Barham present were Cdr. C. R. Stratton Brown, R.N. (ret.), Cdr. H. Prevett, O.B.E., R.N. (ret.), Cdr. A. J. Cobham, G.C., R.N. (ret.), Lieut.-Cdr. G. H. Peake, R.N. (ret.), Lieut.-Cdr. E. Gash, R.N., H.M.S. Pluto, Lieut. J. H. Coward, R.N. (ret.), Lieut. A. W. Bowerman, R.N. (ret.) and Lieut. L. V. Windows, R.N. (ret.).

Three survivors from the Battle of Jutland who served in H.M.S. Barham were present. They were "Dan" Collier, "Jim" Woods and Mr. Coffin, R.M.L.I.

During the evening the secretary Mr. "Len" Horner was presented with a silver tankard by the survivors as a token of appreciation for his work

Snow Warfare Training in Scotland



Royal Marines have been learning snow warfare techniques on the slopes of the Cairngorms. The Marines, dressed in white when actually on patrol, spent a month training in Scotland learning to live, move and fight in snow-bound conditions. Advanced instruction was given in Norway after the Scottish preliminaries

BOYD TROPHY FOR PROTECTOR

Flying hours a record

WHEN H.M.S. Protector returns to Portsmouth from Antarctica, in April, the Flag Officer Air (Home), Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., will present the Boyd Trophy to the Helicopter Flight of the ship for its very outstanding record during the ship's 1960-61 commission.

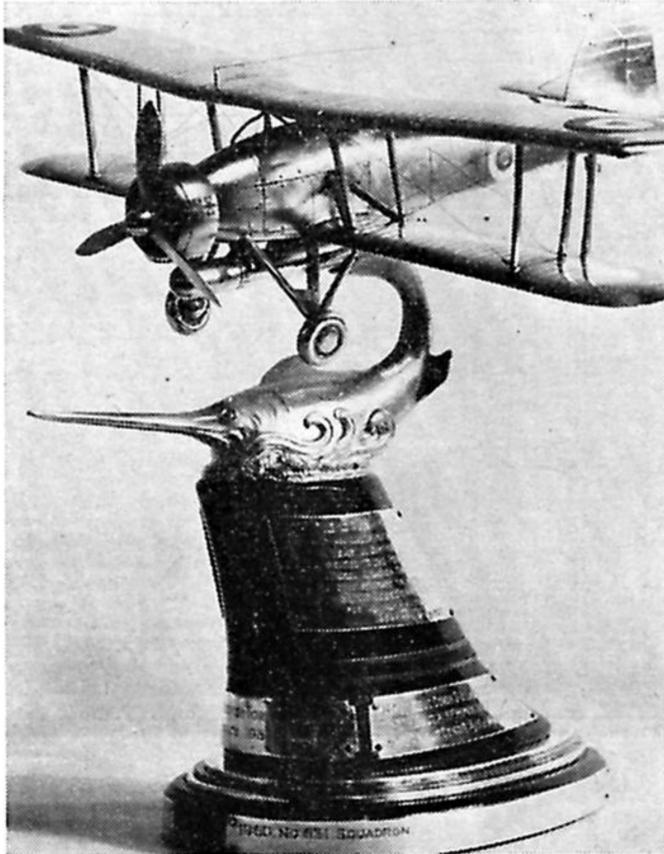
The Boyd Trophy, named after the first Admiral (Air), is awarded annually for the most notable achievement by a Fleet Air Arm unit.

The trophy will be received by Lieut. D. Springall, R.N., who commanded the flight during the commission for which the award was made. Other members of the flight included Lieut. J. Hedges, R.N., who is at present in the ship in the Antarctic, and Chief Radio Electrician Pickering and E.A.(Air) Prowse, both of whom are now in H.M.S. Ariel.

The citation says: "In consistently adverse flying conditions, when high winds, freezing temperatures, snow and

severe turbulence were the rule and landing conditions both ashore and on board, were invariably difficult, the flying hours from the ship were the highest on record and were free from accident.

"All members of the flight showed great enthusiasm and determination in their duties and there is no doubt that H.M.S. Protector could not have effectively carried out her tasks unless the highest standard of effort, concentration, airmanship and serviceability was maintained by her Helicopter Flight. Their achievement is in the best traditions of the Service and deserves the highest praise."



The Boyd Trophy—a silver Swordfish.

Battle names for Portsmouth roads

ROADS of the new Admiralty Housing Estate, Northern Parade, Portsmouth, site of the ABCD School, H.M.S. Phoenix, are to be named after battles of the Second World War.

The Portsmouth Roads and Works Committee have agreed that the names shall be Matapan, Salerno, Narvik, Normandy and Dieppe.

London's own ship named

A COASTAL minesweeper, H.M.S. Buttington, was renamed H.M.S. Thames by the Lady Mayoress of the City of London—Lady Hoare—at Tower Pier on February 17. The ship arrived in the Pool of London from Southampton on February 15, with a mixed Royal Naval and Royal Naval Reserve steaming party.

Only a few hours after her renaming, H.M.S. Thames left for Southampton where she will be in constant use by the London Division, Royal Naval Reserve.

The Lord Mayor of London, and many other dignitaries and heads of organisations closely connected with the City's maritime interests attended the renaming ceremony. A guard of honour was provided by the London Division, R.N.R., and Wrens of the Division were also in attendance.

The new H.M.S. Thames has a complement under training conditions of 42 officers and men. Regularly throughout each training season she will be commissioned by complete crews of volunteers from London and will exercise with British and foreign warships in N.A.T.O. exercises in the Channel and North Sea. This year she will visit Norway, Holland, West Germany and France during training cruises. From the commanding officers to the most junior seamen the ship's companies will be London men and volunteers.

The Commanding Officer on the occasion of the renaming ceremony was Cdr. A. H. Spratt-Kerswill, V.R.D., R.N.R., who is a design consultant in civil life. In his ship's company, which took the minesweeper back to Southampton on Saturday afternoon, were company executives, transport workers, mechanics, skilled tradesmen and members of the professions—a cross-section of London. They left the ship at Southampton on Sunday afternoon to be back at work in London on Monday morning, and the following Friday evening a different ship's company travelled down to Southampton for another week-end's training.

London Division of the Royal Naval Reserve consists of 900 men and women from Greater London, the majority of whom train from a mine-sweeping role in times of emergency.

ARAKAN COASTAL FORCES REUNION

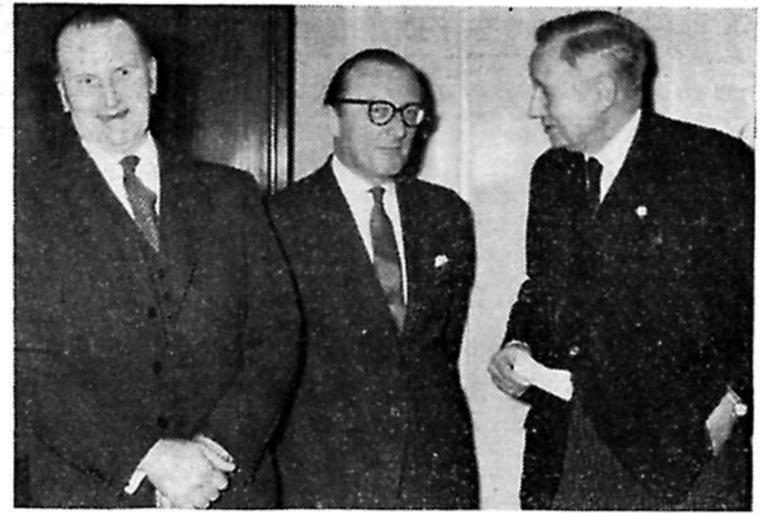
THOSE who served in the Arakan Coastal Forces during the Second World War held their 15th Reunion in the R.N.V.R. Club, London, on February 10. The reunion was well attended and many great friendships were renewed.

Continued from page 1

During the coming year there will be 140 ships in the operational fleet, together with 37 engaged on trials and training and 71 support ships and auxiliaries. The strength of the naval forces east of Suez will be maintained and when H.M.S. Bulwark returns to the United Kingdom in the autumn she will be replaced by H.M.S. Albion.

The First Lord was also asked about new aircraft carriers and he stated that there is no need to order a new carrier yet, but the necessary design work has been put in hand.

Lord Carrington's opinion is that the present-day Navy is "highly efficient," well balanced and modern" and the very best that can be obtained within the amount that the Admiralty is granted.



The First Lord (centre) with Rear-Admiral Sir Sidney Frew (left), the Deputy Chairman, and Capt. Edward Terrell, the Chairman.

First Lord visits London club 'second to none'

THE First Lord of the Admiralty (Lord Carrington) visited the Chevrons Club, Dorset Square, London, on February 21 and was received on arrival by the Chairman, Capt. Edward Terrell, O.B.E., Q.C., R.N.V.R. (ret.), the Recorder of Newbury.

Founded in 1918, the Chevrons Club is a residential club for Chief and Petty Officers and Leading Seamen of the Royal Navy, N.C.O.s of the Royal Marines, the Army, the Royal Air Force and Forces of the Commonwealth. Well appointed and with pleasant public rooms and bedrooms, the club is run on a non-profit-making basis and is in a sound financial state. The fixed assets, i.e. land, buildings, furniture etc., are worth about £56,000 and the invested capital is £10,000.

The club is tastefully decorated, well carpeted and most comfortable in every respect as any of the 7,000 members will testify. (There are about 1,000 R.N. members). There is sleeping accommodation for over 100 members

at a cost (including breakfast) of 11s. 6d. for a single room, 9s. 6d. for a twin-bedded room and 8s. 6d. for larger rooms. Ladies cannot be accommodated but they are welcome in the club from 9 a.m. to 11 p.m. Altogether the Chevrons Club is well worth while and provides a much wanted facility in London. For a very modest 5s. per annum. Leading Seamen and above have the advantages of a club second to none.

A general committee consisting of a Chairman, Deputy Chairman and representatives of the three Services run the club. The Royal Naval representative is Capt. H. C. Lyddon, O.B.E., R.N., Director of Service Conditions and Fleet Supply Duties.

Twenty-eight years in Dolphin

A MAN who has given over 50 years' service to the Royal Navy—a man who is known to every submarine officer who has ever passed through Fort Blockhouse—retires this month with the good wishes of the Royal Navy, and in particular of the submarine service.

Mr. J. H. Cawte retires this month after 20 years' service as Wardroom Mess Secretary of H.M.S. Dolphin, and during which period there have been 16 Flag Officers, Submarines.

Mr. Cawte joined the Royal Navy as a boy servant in January, 1912, and went to pension in February, 1936. During the First World War he was at sea in the cruisers Shannon and Glorious, and during the twenties and early thirties he served in various ships and shore establishments including, among the ships, the Repulse and Nelson. He joined H.M.S. Dolphin as Chief Steward in 1934, and he has been attached to the submarine service ever since.

Mr. Cawte comes of a naval family and four of his family are now drawing naval pensions.



Mr. J. H. Cawte, retiring after over 50 years' service with the Navy.

When asked what he was going to do after this long service, he said that he had made no plans but was just going to relax.

His long and loyal service to two generations of submarine officers will long be remembered, and all who know him wish him a very happy retirement.

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20 High Street, Belfast
253 Main Street, Gibraltar

AND BRANCHES THROUGHOUT BRITAIN

THE SHY MAN SPEAKS

IN a room at the Premium Savings Bond Office at Lytham St. Annes, I recently ran into one of Britain's most successful and yet shyest personalities ERNIE. (ERNIE does not give interviews. When I pointed out, however, that the great British public who regarded him as a national investment had some right to know how things were with him, he consented to answer questions, some of which must have puzzled many readers.)

He was particularly indignant at the belief—which is still held by some people—that he was so obese that he looked like a "drum."

"I am, as my name suggests, a true Electronic Random Number Indicator," he pointed out, his valves flashing with annoyance.

"But they say you are unfair, you favour certain numbers?"

What rubbish! Why, my good friend and, I hope, Bond-holder, the fact is that I generate numbers through the chance movement of atomic particles which move in electrified neon gas. How could I possibly control impulses in my innards, whether I like it or not? The very thought makes me want to blow a fuse—and I would too—except I always have to bear in mind that I am on National Service."

"But they say that you persistently favour certain letters." "What utter nonsense! Of course, certain letters turn up more than others. But so they should. Ks, Vs and Zs represent £10, £100 and £500 Bonds. Obviously one of my Z supporters has five hundred chances of winning as against my 'A' (£1) supporter, otherwise I would jolly soon be accused of running a crooked draw!"

"What you mean, therefore, is that my chances of winning are doubled every time I double my holding?"

"Precisely."

"But I have also heard that you throw out numbers so energetically that not all are used in prize lists."

WORK GOES FOR NAUGHT

"My dear fellow, what would you have me do? Throw out no numbers at all? Of course I deliver more numbers than appear on the prize lists. Unhappily some of my hard work goes for naught."

"Why?"

"Because some of the numbers I dish out each month cannot qualify. In other words, the buyer hasn't held them for three months, or the bond may have been cashed in before the draw, or even have been one that has not yet been sold."

"Do you work all this out yourself?"

"Of course not. A person in my position should not have to do his own administrative work. No, the Post Office have most generously provided a whole staff so that every single bond can be identified and any action taken

without delay. In fact, a subscriber need never look at the prize list. If he is a winner the Post Office will see to it that he is advised of his prize if he fails to enter a claim. And all this is given free to my most-fortunate supporters! Think of that!"

"In that case why are some prizes not claimed?"

"Simple, my dear fellow. Because my more casual (or unfortunate as the case may be) supporters fail to advise the office here of their change of address."

"Well, you certainly make it sound very convincing, I must say."

NO WHIMS OR QUIRKS

"Of course, my dear sir. This is an electronic day and age, and if I may say so, nothing is left to the whims or quirks of human nature."

"Where does your prize money come from?"

"A good question. The position is this—Premium Savings Bonds earn no interest. But the Treasury allocates to my prize fund the equivalent of four and a half per cent, per annum of the money subscribed for eligible bonds."

Every time I feel a little run down, and feel like shedding a few quiet amps, I can always cheer myself immediately by remembering that, to date, I have lavished prizes amounting to over £39 million to about one in every sixty of the population of England and Wales."

"Incidentally, I am afraid I will have to terminate this interview. I have a slight feeling of discomfort owing, I regret, to a slightly inflamed relay in my primary windings. Fortunately, it is time for my monthly inter-draw checkover by my godfathers."

"Have you, I wonder, any final message for your supporters?"

TRUST "ERNIE"

"Of course, please convey to them all this message—"Trust ERNIE." If anyone can't do that I shall be pleased to give them a pound for every twenty shillings they have invested in me, heaven bless them."

And so I left this optimistic Micawber-like figure, this strange benefactor who hands out millions and takes only for himself two shillings worth of electricity, or something like that a month.

On my way home I looked for a Post Office. After all, why not a few more bonds—just in case?

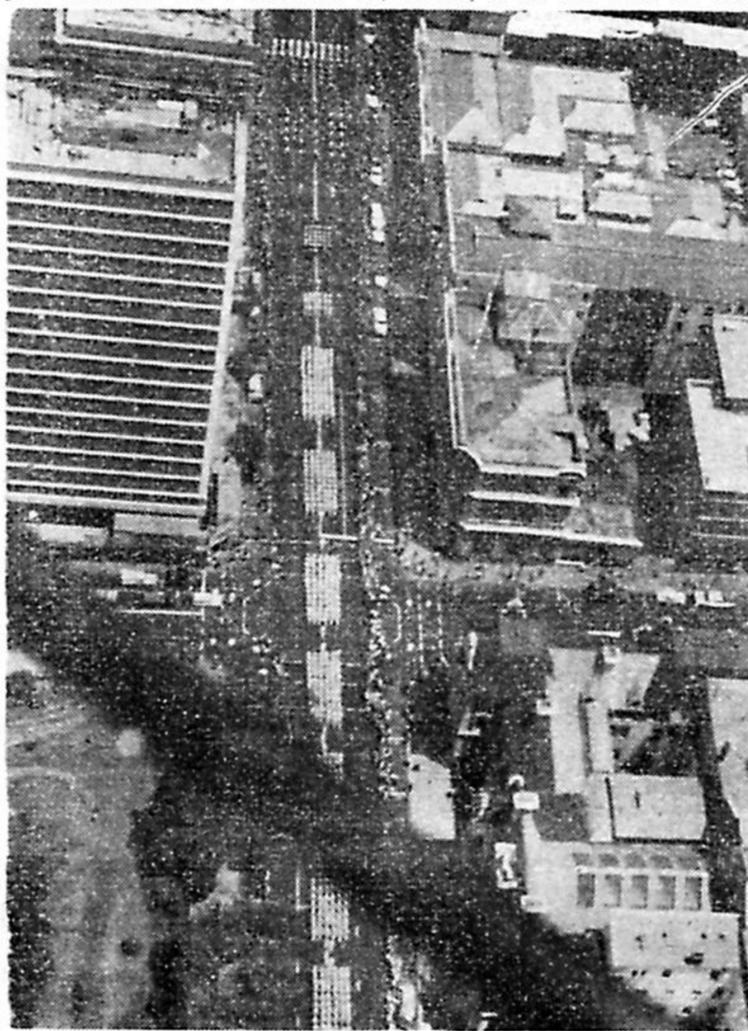
Australia gave Bulwark a time 'Not to be forgotten'

CHRISTMAS WAS 'JITTERY'

BY "NAVY NEWS" CORRESPONDENT

IT was a new experience for most of us to be flown out from the United Kingdom to take over a ship on a foreign station. In the aircraft some of us were calculating how much this was going to cost Their Lordships and whether it was cheaper to do things this way.

For the first few weeks we were accommodated in H.M.S. Terror with good amenities and a modicum of comfort. Early each morning we went down to the ship to do our work. It was easy to see that when the dock-



Bulwark shows Australia how to march during the ship's visit to Western Australia

has proved a fabulous visit — Fremantle, Australia. The mid-January weather in Western Australia is lovely, and we arrived in the middle of a heat-wave. The Commando was landed at Geraldton (north of Fremantle) to join in manoeuvres with the Australian Army. Tough though they are, our Royals found the heat and the flies made the going hard, but the friendships they made with the Australian soldiers lasted well, for, after these jaunts together, "cobbers" were always, during our time alongside, to be found in the messdecks, as if they belonged there.

WHAT A WELCOME!

Fremantle and Perth could not have been more welcoming and hospitable. Of course, many British (including ex-R.N.) are settled here now and lots of them were on the jetty to greet us, but even the old long-established "diggers" were glad to see us and gave us a time we shall never forget.

We know now that, without a doubt, the way to stop misbehaviour ashore is to have all your sailors invited "up-homers"; there, as members of a family in someone's home, they "belong," and wouldn't dream of letting their "relatives" down. Our crime sheet was practically nil, and the M.A.A. had a good holiday.

After experiencing parts of the world where we British are, on walls and hoardings, invited to go home, it was refreshing to meet people who really wanted us and had no inhibitions about showing us that they did. How nice to have it brought back home to us that these were our own kith and kin!

At 0200 one day (quite early for us to be coming back on board), the jetty was "jumping" with Scottish dancing; one of our pipers was out there leading the revel, and sailors, marines and the folk of Fremantle and Perth were all in it together.

DROVES OF GIRLS

Again, the ship's company dance was typical of the way things went well for us in Australia. We hired a hall and band, got our radio and Press friends to tell the local people what we were going to do, and then awaited events. Some kept telling us we would not get enough girls. In fact, droves of them came as our guests and did us the honour of dressing in their very best. You can never have seen a more beautiful and better-clad bevy of girls.

Press and radio had done much for us, but the best advertisement of all was the march past our men did through the streets of Fremantle and Perth. To start with, it was a fine sunny day; the helicopters of 848 came overhead in perfect formation to set the standard, and then came the various platoons of sailors looking their best, marching in the swinging way sailors have. The Royals, of course, excel at this, but even they, surely, can never have turned out their transport and weapons in better fettle than this. Spectators found it moving. Such displays must do much to bind the Commonwealth together, if the remarks of the crowd which watched are any indication.

OFF TO PERSIAN GULF

Now, after those remarkable ten days which we cannot expect twice in a single commission, we are on the way to the Persian Gulf, expecting hard work. Our hearts were a little heavy for those first few days out of Fremantle, and we feel we have lost a good home. However, on we go.

No one on board will mind if some turn of events takes us back.

yard had finished with the Bulwark, there was going to be a titanic task of cleaning, and so it has proved. Now, after six months in commission, we are just beginning to see the results of all our labours.

A longish work-up period ensued and we were ready for operations at the end of October. 42 Commando came aboard and we really felt on the job. Our first real visit away from Singapore was to Hong Kong, and it came right up to expectation. It is what the sailor calls a "good run ashore."

The Commando, having had the chance of a few days' shopping, landed for the various training "larks" that a Commando gets up to, while we of the ship's company continued our Christmas shopping, if we had any money left.

DIZZY AT HONG KONG

A few weeks spent in and around Hong Kong, with several days at sea and then back to Hong Kong for a short break, gave 848 Squadron and the Commando plenty to do. With disembarkations, then re-embarkations, we were all dizzy. On the way back to Singapore for Christmas we reckoned we had become something like a unit, and we knew what a Commando carrier was supposed to do.

We got splendidly organised for our Christmas away from home; we were not going to be depressed, we would do things to keep ourselves cheerful. So the messes were beautifully decorated (in which the "L" messes excelled). We arranged to give each other presents; much care had gone into the making of the Christmas puddings; our versatile bakery staff had done a fine job decorating the cakes, each to suit the particular branch in the mess . . . and then the ship was put, at short notice, for sea because somebody was creating international tension somewhere—we never did find out where! But it meant that our Christmas was a bit "jerky."

Christmas over, the Commando re-embarked and we were off to what



How can I save?

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

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

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

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

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

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

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

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

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

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



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

Please send details of the Progressive Savings Scheme

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American training facilities and amenities were placed at disposal of British Pacific Fleet

SINCERE GOOD WILL EXTENDED

(In the February issue of "Navy News," Capt. Waight told of the re-entry of the Royal Navy into the Pacific, and of his appointment as the Senior British Naval Officer, Manus. He and his Second-in-Command, Lieut.-Cdr. Worrall, R.N.R., had gone to Manus by air to make the arrangements for the arrival of the British Pacific Fleet, while the Base Party was making its way to the island in the S.S. City of Paris.)

THE S.S. City of Paris arrived at Manus on February 26, 1945. The British Naval Camp had already been prepared by American ratings. In the Lorengua Bay area, two jetties had been constructed, capable of berthing liberty ships, with a depth alongside of 6-7 fathoms, but these were in continuous use and as it was imperative that the City of Paris be discharged as quickly as possible, the American Chief of Staff, Capt. Day, U.S.N., instructed a liberty ship to shift berth and anchor off shore, to allow S.S. City of Paris to come alongside, but a time limit for this concession was given.

The British camp was situated a long way from the jetty, which meant that motor transport had to be borrowed, but this was readily lent and the stores discharged quickly. The Naval party had to depend completely on American help and equipment for many months. The ratings were victualled with the American personnel and officers in the American Officers' Mess, whilst I was accommodated in the Commodore's Mess, but the huts allocated to the British personnel were used to live and sleep in.

Rear-Admiral Douglas Fisher (Rear-Admiral Fleet Train), with some ships of the Fleet train, were already on passage to Manus from Sydney, the Admiral's flag being worn on board H.M.S. Lothian, and as the British Pacific Fleet sailed from Sydney on February 28, 1945, a few days after the Fleet train, there was much to be done at Manus in preparation for the Fleet's arrival. The naval party had only disembarked on February 26, so they had hardly got settled in.

It was indeed fortunate that I and Lieut.-Cdr. Worrall, R.N.R. (Admiralty Berthing Officer) had arrived by air on

February 16. Our liaison with the American Staff Officers had been very cordial, which had enabled two very important provisions to be made. Firstly, berths for the Fleet, and secondly, signal communications by W/T visual and telephonic.

In addition it was necessary to have ready for distribution to the Fleet copies of "Port Orders." These were contained in a massive publication. With the American Commodore's permission I was able to produce, with the help of Capt. Day and his staff, an abridged edition in typescript which would cover the needs of the ships of the Fleet

able, illustrious and victorious. Cruisers were H.M.S. Swiftsure (wearing the flag of Rear-Admiral Brind), Euryalis, Black Prince, Argonaut, Gambia, and a number of destroyers, under the command of Rear-Admiral Edelston.

After the exchange of calls by senior officers, a conference was held on board H.M.S. King George V at which the American Commodore and myself attended. I found Capt. Langley Cooke (Chief of Staff to Admiral Rawlings) very keen and helpful. Arising from this conference was a very high standard of good will. The American authorities placed all the shore training establishments at the disposal of the Fleet: a sleeve target was towed overhead daily to enable anti-air training to be carried out. Arrangements

train. This effort was much appreciated, although it entailed a considerable amount of extra boat traffic. But the men of the Fleet would be in the combat area for perhaps 30 or 40 days, and life was shortly going to be very tough for them. It was worth the effort.

Whilst the Fleet was being prepared for entry into the combat area, in the vicinity of Okinawa, there were many conferences, luncheon parties and dinner parties. The two American officers' clubs were available to all officers of the Fleet. Commodore Boak, and his Chief of Staff, did everything possible to make life agreeable and never hesitated to authorise the supply of any special technical stores requested. These two officers were great supporters of the Royal Navy.

There were several open-air cinemas on the island, but the largest, situated at the Lorengua main base, had accommodation for 7,000 and this, too, was at the disposal of officers and men of the Fleet. Owing to the severe tropical rain storms, the dress for these nightly open-air shows was oilskin, south-wester, and seaboots. It looked really funny to see 7,000 men watching

THE MANUS STORY

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



Rear-Admiral Douglas Fisher, Flag Officer Fleet Train, S.W. Pacific, 1945.

Naval Officer, Manus. From Commander-in-Chief British Pacific Fleet. Personal from Admiral Fraser. I am very grateful for all your good work, and please express to Commodore Boak my sincere appreciation for all the help given us.

Such an expression of appreciation was a tonic to both British and American personnel. We had accomplished at short notice, successfully, the first phase of servicing the B.P.F. In view of the signal from Admiral Fraser, recorded above, it was with much disappointment that I read in page 170, in the book "Action This Day," by Admiral of the Fleet Sir Philip Vian, G.C.B., K.B.E., D.S.O., the following: "Manus itself, and the facilities awaiting us, were our first disappointment."

Nevertheless, his description of the actions fought in the combat area were very thrilling. He does give credit to the Americans later in his book, page 188, in which he writes: "Without the generous help of 'United States bases,' fuelling facilities and spare parts, the Fleet would have been hard set to keep going." That statement was very true indeed.

UNSTINTED AMERICAN HELP

The reason for this story is to record how very important the American base at Manus was to the B.P.F., and how unstintingly was the help given and the good will created by American ranks and ratings. Also to give credit to the original officers of the British naval party for their hard and efficient efforts they made. They were either R.N.V.R. or R.N.R., and were the backroom boys of the B.P.F., and this goes for all ratings as well.

Both Sir Philip Vian and Capt. S. W. Roskill, D.S.C., R.N., author of "The War at Sea," volume III, part II, briefly refer to "Manus" as a base, without any emphasis as to its importance. However, the description of the actions in the central Pacific were very vivid.

The gallantry and efficiency of the

crews of the ships of the B.P.F., and the soundness of the ships to withstand much battering, was viewed at first hand by our American allies with astonishment, quickly followed by intense admiration. The officers and ratings of American ships had fought many tough battles; they were all very brave men, and their judgment and praise was worth having.

(To be continued next month)

42,000 miles in 16 months

THE frigate H.M.S. Loch Alvie, Cdr. J. H. Nethersole, R.N., returned to Portsmouth on February 20 after nearly 12 months' absence, having completed her fifth commission on the Middle East Station.

Before re-commissioning in October, 1960, H.M.S. Loch Alvie was fitted with modern air-conditioning throughout the ship and this has made life in the Persian Gulf during summer months a little more pleasant than in previous commissions. It also assisted the radical acclimatisation needed by the ship's company after spending a month in Icelandic waters immediately before sailing for the heat and humidity of the Persian Gulf!

H.M.S. Loch Alvie has steamed over 42,000 miles in the commission, visiting 33 ports in 13 different countries. Places visited have included Bahrain, Abadan, Karachi, Muscat, Mombasa and Dar-es-Salaam.

She spent six weeks in Kuwaiti waters as part of the British Force brought in at the Sultan's request (she was the first frigate to arrive), and in company with two other Loch-class frigates, assisted in the attempted salvage of the British India ship S.S. Dara, which was sabotaged off the Trucial coast in April last year.

HIKED ACROSS TWO CONTINENTS

ONE of the 150 new entries who recently joined H.M.S. Figgard is apprentice Guy Manton, whose family is resident in Mauritius. He decided that it would be more fun to hitch-hike across the two continents that separated him from England.

Getting to Madagascar from Mauritius was no problem and he worked his passage in a freighter to East Africa visiting Nairobi and the famous game parks. Then, still working his way, he went to Naples in a P. & O. ship and there he had the energy to climb Vesuvius without the aid of the cable car.

Another ship took him to Lisbon and he arrived in the United Kingdom one month after setting out, and his total expenditure was £1.



Commodore J. E. Boak, U.S.N., and his Staff Officers—Manus, 1945.

February 16. Our liaison with the American Staff Officers had been very cordial, which had enabled two very important provisions to be made. Firstly, berths for the Fleet, and secondly, signal communications by W/T visual and telephonic.

In addition it was necessary to have ready for distribution to the Fleet copies of "Port Orders." These were contained in a massive publication. With the American Commodore's permission I was able to produce, with the help of Capt. Day and his staff, an abridged edition in typescript which would cover the needs of the ships of the Fleet

BRITISH PACIFIC FLEET ARRIVES

On March 2, the Fleet train, under the command of Rear-Admiral Fisher, arrived and, after berthing, I attended a conference held on board H.M.S. Lothian. On March 3, Admiral Fisher called on the American Commodore and a conference was held. Later, the Admiral inspected the British Naval Camp.

On March 7, the British Pacific Fleet arrived, under the command of Vice-Admiral Rawlings, consisting of two "liberty" ships, H.M.S. King George V (wearing the flag of Vice-Admiral Rawlings) and H.M.S. Howe; aircraft carriers H.M.S. Indomitable (wearing the flag of Vice-Admiral Vian), Indefatig-

were made immediately to commence oiling, watering and storing. As there was always a swell in the harbour, pontoons were provided to place between tanker and ships.

EVERY AMENITY PROVIDED

The men of the B.P.F. had had little opportunity for recreation during the past four weeks so the American recreation centre on "Pitylus Island" was placed at the disposal of the big ships and that on "Rara Island" for destroyers. They were both well supplied with every conceivable amenity, including ice cream and cooled beer. The climate at Manus was very humid and being only two degrees south of the Equator it was very hot, and subject to daily tropical storms. The bathing pools were excellent and fresh-water showers were available.

On the first day of landing, ships used their own boats. This led to delay and complete chaos. Again the American Chief of Staff came to our aid, made available a fleet of L.C.M.s, about 30 in number, manned by American personnel. Not only did they land men for recreation, but transported stores from fleet train ships, wherever they were required.

The canned American beer did not suit the palate of the men of the Fleet. Arrangements were made therefore to land Australian bottled beer daily from the N.A.A.F.I. ship of the Fleet

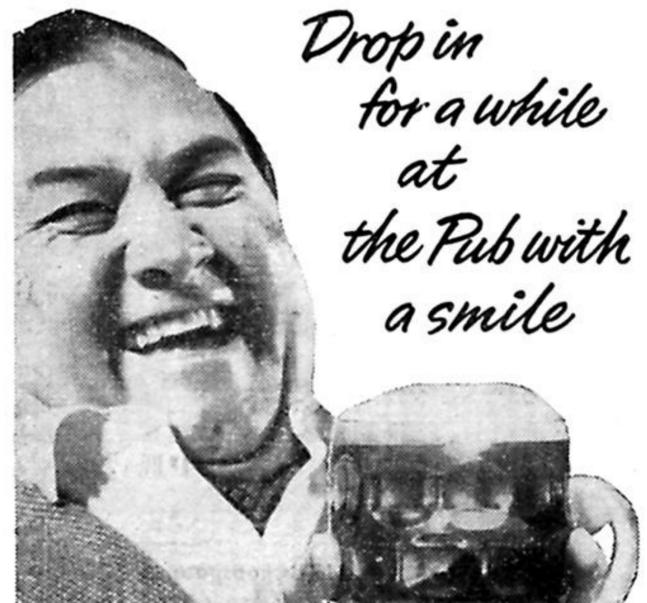
the pictures whilst torrential rain swept the auditorium.

BRITISH PACIFIC FLEET SAILS

On March 19, 1945, H.M.S. Lothian, wearing the flag of Rear-Admiral Douglas Fisher (R.A.F.T.) and ships of the Fleet train, designated "Task Force 112," sailed for Ulithi, some 900 miles north of Manus, to rendezvous with the B.P.F. which had sailed the previous day under the command of Vice-Admiral Rawlings, wearing his flag in H.M.S. King George V.

During the 10 to 11 days the Fleet had been at Manus the American commodore, his staff officers, and in fact, the entire American personnel, had done everything possible to help with training facilities, provision of technical stores, fuelling and watering. The amenities provided for both officers and men were such that never came their way from British sources, whether in the First or Second World War. The good will extended had been sincere and genuine, and this was deeply appreciated.

It gave me a great thrill of pride to see the B.P.F. sail from Manus for the combat zone. My only regret was that I could not accompany it. However, I was in a position to gain first-hand knowledge of forward operations and to share, spiritually, in their achievements. On March 21 a signal was received which read: To Senior British



Drop in
for a while
at
the Pub with
a smile

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THE ROYAL NAVAL ASSOCIATION

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

Average age of members of Association is too high FREEMASONRY OF THE SEAS

(BY AYCHARBEE)

AT the last Annual Reunion of the Royal Naval Association at the Festival Hall, Admiral Sir Alexander C. G. Madden, president of the Association, referred to ever-increasing average age of the members of the Association, pointing out that more young men ought to join the Association, and he asked those present in the hall to devise method to attract new recruits.

Admiral Madden's remarks bring to mind two main points. One, where are the men to come from? Secondly, how can the Association be shown to these men?

The answer to the first question is a simple one. It is now 16 years since the war ended and, as by its constitution, the Association can accept only men and women who have served under the White Ensign, the new members must come from the Royal Navy.

Those who served in the Second World War must be about the same age as the average age of those now in the Association, and if this average age is to be reduced, new members must come from those now serving or have recently left the Services.

'SELLING THE ASSOCIATION'

How can the objects and aims of the Association be "sold" to these men? That is the question.

Somewhat or another the present serving man must be told of the Royal Naval Association. In other words the Association must advertise itself. We

have to show men that here is a worthwhile organisation which will perpetuate the comradeship found among Service men and an organisation which can do a lot of good.

He must be told that the Association is not a "boozing club" where men sit and drink and swap yarns, but is an alive body of men whose aims are unity, loyalty, patriotism and comradeship.

Possibly the finest medium of advertising today is television. I am not suggesting that the National Council should buy time and try to "flog" the Association like a packet of detergent but surely the annual festival is an occasion which could be televised. Colour television, we are told, is just around the corner but the colourful reunion in October with its wonderful music and first-class turns would have lost none of its appeal in black and white. The last reunion was a show which would have aroused the interest of every serving and ex-serving man, had they been able to look in.

Other Royal Naval Association

events would also be good advertising. Somehow we must convince the television people that the Royal Naval Association can put on a show well worth their consideration.

The ordinary branch cannot hope to influence nation-wide coverage but it is felt that each branch could do quite a lot to bring to the notice of the serving man the existence of the Association.

'ADOPT' A SHIP

Why should not each branch associate itself with a particular ship? It occurs to me that branches like Belfast, Sheffield, Tyne, Maidstone, Chichester, Salisbury, and so on, could get in touch with ships and thus "adopt" a particular ship in the same way as towns adopted ships during the war. Lowestoft has already done this with H.M.S. Lowestoft.

The commanding officer, it is felt, would be pleased to welcome organised visits; would appreciate a live liaison with branches and would possibly report the ship's activities.

Such a liaison between branch and ship would undoubtedly bring results, e.g., if a serving man was worried about his family, a friendly visit at the request of the commanding officer could perhaps work wonders.

It may be considered by some that the Royal Naval Association is perhaps a lower-deck-man's organisation. It is true that it is, today, composed mainly of men who have served on the lower deck but officers, too, appreciate the spirit of comradeship engendered in the Service and they are entitled to become members. This fact should not be lost sight of.

There is another point. Are not branches endeavouring to run a worthwhile organisation on a shoe-string? Some people may want something for nothing of course, but in the main the majority can afford a slightly larger annual subscription and would be willing to pay if they felt the money was being wisely disposed of, e.g., helping someone who had run into rough weather.

BENEVOLENCE

It is extraordinary what is made of the few coppers which are available for benevolence. An extra couple of shillings per head per annum, to be devoted to a specific object such as a home or rest centre, would not be missed by the individuals and the total would show that the Association was sound at heart and living up to its aims and objects. It would also have the result of making the Association more well known, thereby increasing the interest at large and eventually increasing its membership.

One last thought—branch meetings. In these days of television and so many other attractions it is essential to maintain the interest of every member at the branch meetings. Unless there is something of considerable importance to debate, the meeting should last but a very short time. There ought to be no back-biting; rank, religion and politics should be barred within the club rooms and every effort should be made to make the meeting night one to be looked forward to. The Royal Naval Association can be regarded as the freemasonry of the sea and we are denying those now serving the opportunity of becoming members if we do not bring to their notice its existence.

The opinions expressed in this article are those of the writer himself.

(Continued at foot of column 4)

"Sorry I was so slow" WAR-TIME INCIDENT RECALLED AT No. 14 AREA A.G.M.

THE high-light of the annual general meeting of the Irish Area, No. 14, of the Royal Naval Association at Ballymena on January 20 was the meeting again of two men after a lapse of 22 years. The two are Capt. The Earl of Roden, Royal Navy, and Cdr. R. D. Martin, D.S.C., Royal Navy, president of the Mid-Antrim Branch.

Twenty-two years ago Cdr. Martin was swimming amongst a group of survivors after his ship, H.M.S.

Patrochus, had been sunk in the Atlantic. H.M.S. Achates (Cdr. Viscount Jocelyn) managed to pick up four of the group and then had to steam off, leaving Cdr. Martin alone. Fortunately H.M.S. Hesperus came along later and rescued him.

The following day, when the names of the survivors became known, Achates sent a signal to Cdr. Martin, safe on board Hesperus—"Sorry I did not stop to pick you up," to which a reply of "Not your fault: sorry I was so slow," was sent to Cdr. Viscount Jocelyn (now Capt. Earl of Roden).

FITTING OCCASION

Those present felt it was most fitting that such a reunion should take place amongst shipmates at a Royal Naval Association meeting.

At the general meeting another successful year was reported, a new branch—Lisburn—being added to the Area numbers.

Shipmate Capt. The Earl of Roden, R.N., was elected president of No. 14 Area in succession to Shipmate Rear-Admiral Sir Matthew Slattery, C.B., D.S.C. Shipmate Lieut. J. Bartlett (Belfast) was re-elected Area chairman, Shipmate L. McKeown (Newtownards) vice-chairman, Shipmate E. Rohu (Bangor) treasurer and Shipmate R. P. Nicholson (Belfast) treasurer.

NEW LIFE MEMBER

Tribute was paid to the work of Shipmate R. Gaw (Belfast) as treasurer for the past six years and he was made a life member of the Association in recognition of his services.

We will remember them

Shipmate "Alf" Campbell on January 14. Member of Burnley branch.

New President for Belfast

THE Belfast Branch of the Royal Naval Association reports that Shipmate Capt. Sir Richard Pim, K.B.E., D.L., V.R.D., R.N.R.—a gentleman who has rendered distinguished services to his Sovereign and, lately, Ulster, has consented to succeed Capt. The Earl of Antrim, D.L., J.P., R.N.R., as president of the branch.

At the 15th annual general meeting appreciation of the services rendered to the Belfast Branch by the retiring president was expressed by the chairman on behalf of the shipmates.

Shipmate Lieut. R. D. Rolston, R.N.R., one of the branch vice-presidents, conducted the election of officers which resulted as follows: chairman, Shipmate Lieut. (E) C. A. Maxwell, M.B.E., D.S.C., M.I.Mar.E., R.N.; vice-chairman, Shipmate J. Bartlett; hon. secretary, Shipmate T. Brown; hon. treasurer, Shipmate F. J. Beatty. Committee members elected were Shipmates Arneill, Campbell, Henderson, Keeky, Nesbitt, Paton, Simms and Smith.

SUCCESSFUL YEAR

Another successful year was evident in the statements of the secretary and treasurer, and reference to the purchase of the branch's present headquarters was received enthusiastically. Shipmates were unanimous in their expressions of confidence in the future of the branch and of its ability to clear off the outstanding balance within a few years.

New branches for No. 6 area

THE strength of No. 6 Area, Royal Naval Association, has recently been increased by the commissioning of new branches at Wantage and Didcot in Berkshire.

At both inaugural meetings there was a large number of shipmates, including visitors from adjacent branches.

The launching ceremonies were performed by Shipmate Eric C. Knight, National Council Member for No. 6 Area, and he afterwards explained to shipmates present the organisation of the Royal Naval Association from a national angle.

The hon. secretary of No. 6 Area, Shipmate E. W. Smith, also spoke on the functions of an area committee.

Both Didcot and Wantage will welcome new members and the following are the names and addresses of branch secretaries.—Didcot, Mr. A. T. Wood, 22 Abbott Road, Didcot; and Wantage, Mr. H. J. Anns, 68 Upton Drive, Wantage.

Camberley claims attendance record

THE Camberley branch of the Royal Naval Association held its Annual General Meeting on February 14 and the members have cause to feel proud of their officials. Although only a small branch, meetings throughout the year were attended regularly by nearly

(Continued in column 5)

(Continued from column 3)

It is possible that the National Council and readers may disagree with his views, but his views are expressed because he feels that there is a place in the world for the Royal Naval Association and he is desirous that it should be strengthened. He does not wish it to be thought that he is in any way belittling the work of those who founded it and, through stress and strain, have maintained it over the years. They have been, and are still doing, a very fine job of work but, as our own president has said, "the average is getting higher."

'Shipmate for year' is 85

THE Annual General Meeting of the Herts branch of the Royal Naval Association was held on February 7 when another successful year was reported.

The guest of honour for the evening was Capt. C. D. Madden, M.V.O., D.S.C., R.N., who will take over command in April of H.M.S. Albion, Britain's second commando ship.

There was little change in branch officials and Shipmate Lieut.-Cdr. D. B. Cameron was re-elected branch chairman.

During the evening one of the oldest members of the branch, Shipmate T. Kiy, was elected as "Branch Shipmate for 1961" and, on behalf of the branch, Capt. Madden presented to Shipmate Kiy an inscribed tankard.

Shipmate Kiy is 85 years of age and entered the Royal Navy in 1895. He is in regular attendance at branch meetings and has rendered loyal service to the Association over many years.

At the conclusion of branch business Capt. Madden addressed the shipmates and gave an interesting account of the modern Navy.

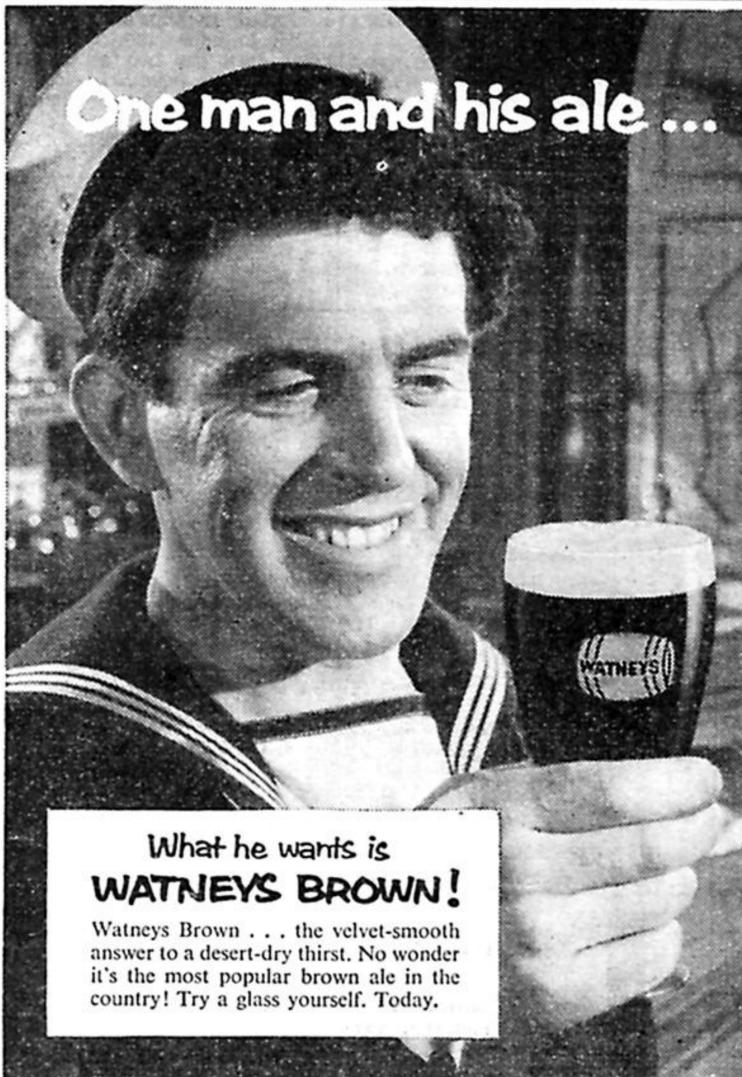
On behalf of branch shipmates Capt. Madden was thanked by the Hon. Secretary, Shipmate E. C. Knight, for his visit.

(Continued from column 4)

50 per cent. of the members. There cannot be many branches in No. 3 Area, or in any area, that can boast of a better attendance.

During the year the branch has visited other branches, arranged socials, held its annual dinner and outings, attended dedication of Standard ceremonies, and was present at the Cenotaph Parade and the Reunion at the Festival Hall. This year Camberley hopes to be present at the Royal Tournament. Its bank balance stands at over £100.

The floor members of the branch thank the officers, Committees and volunteers for the way they have helped to make the branch such a success during 1961.



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SEVENOAKS 'ADOPT' ORPHAN CHILDREN

THE Sevenoaks branch of the Royal Naval Association held a Children's Party on January 20 and all the children left, after a splendid evening "Full, right up to the gunwhales." The guests included 19 children from a local orphanage as well as 30 children of members.

The party was so successful and the children's pleasure was so obvious it has been agreed that when the branch has its summer outing to the seaside later on this year, each member will "adopt" one child from the orphanage for the day.

Looking back over the past year the members of the branch can feel satisfied at the good progress made. The Standard Dedication ceremony was well attended by branches of No. 2 Area and the Royal Marine Cadet Band, which was in attendance, put up a very fine show indeed. Admiral Sir Henry Moore, who was then President of No. 2 Area, and Lady Moore, together with Colonel Barnard, Chairman of the Sevenoaks Urban Council, was present. Admiral Moore became an Honorary Member of the branch when he retired from the presidency of the Area.

WE WUZ ROBBED

There are not many branches of the Association which run a cricket

team, but Sevenoaks is one of them. The team has fixtures right through the summer and the Branch Scribe warns the Chatham branch team to look out this year. Last season Chatham won by one run and the cry "We wuz robbed" can still be heard. Chatham and Maidstone can rest assured that Sevenoaks is "on the war path" and "out for blood."

The branch's annual dinner and dance will be held on April 14 and members are looking forward to another successful function.

In the welfare field Sevenoaks has helped quite a number of ex-Navy men who have struck a sticky patch. A lot of good work is done throughout the Association by branches but most of it goes unseen, and in many cases, unheard.

The Editor feels that there is a particular affinity between Sevenoaks and Portland branches, for he has been asked if he will beg Portland to refrain from sending scrubbers and soap to Sevenoaks insinuating that the latter branch's mess-deck needs a scrub. It is only good friends that can indulge in such pleasantries.

Sevenoaks is only a small country town, but the branch is pretty "go-ahead" and it would welcome any shipmate on any Tuesday night at its headquarters.

Cheam and Worcester Park had good year

SOCIALLY and financially 1961 was a very successful year for the Cheam and Worcester Park branch of the Royal Naval Association. Despite suffering a great personal loss the branch treasurer, Shipmate Cort, has done a magnificent job for Cheam. "It is not easy" says the branch scribe "in these hard times for treasurers to keep their branches solvent."

Possibly the hardest worked official during the past year has been the social secretary, Shipmate Stanton. Branch and Social Club have made great demands upon him but he has always managed to produce the best.

The welfare officer has been doing a good job too although he feels he has not earned his keep. That is because, fortunately, Cheam and Worcester Park has enjoyed a good bill of health generally throughout the year. One sad loss to the branch was the sudden passing of Shipmate Fennel. Shipmate Bailey is always available, be it a branch member or any ex-naval man, requiring assistance.

TOUCHES OF HUMOUR

Shipmate F. Bailey, the chairman, has been a tower of strength to the branch during the year, his light touches of humour quickly bringing members to order when things appear to be getting a little heated.

No branch can be run successfully without a good committee and Cheam has been lucky in this respect, the

members always turning up in force, no matter what the weather.

There were no major surprises at the Annual General Meeting. Apart from the vice-chairman and social secretary, all officers were returned to office. Shipmate F. Clark was elected vice-chairman and Shipmate Goodwin as social secretary. For a number of years the branch has had assistants for the various offices and this is a very great help. Shipmate Pat Laing, who handles the "Navy News" issues has come in as assistant secretary. The new editor of the branch News Letter is Shipmate Baxter, the secretary. Shipmate Coe having found that his secretary's job and that of editor being a bit too much.

Branch meetings were well attended during the past year and ten new members were enrolled.

PRESIDENT PRESENTS CUPS

The president of the branch, Mr. Richard Sharples, M.P., recently presented the cups and trophies to the new owners. The branch membership Cup was won by an ex-Wren member, Shipmate D. Dixon Leigh. The President's Cup for darts went to the branch secretary, the Corton Cue for billiards was won by the treasurer. The Morris Cup for crib went to Shipmate Burden and the Heaton-Harris Cup for snooker went to Shipmate Purkiss who has been with the branch since its formation and is one of the "old faithfuls" who has stuck by the branch through all its difficulties.

The children's party was another great success and this due, in the main, to the magnificent work put in by the ladies' section.

A very successful dance, held at the branch, was greatly helped by the visit of shipmates from headquarters and from the West Ham branch who turned up in force. Another dance is to be held on March 31 and efforts are being made to obtain an extension of the licensing hours.

In wishing branches everywhere every success, the Cheam scribe asks that organisers of functions give plenty of notice so that the necessary arrangements can be made or, if Cheam is engaged, so that a reply can be made in good time.

OVER 100 AT WEAR'S MEETING

In the absence of the president, Dr. R. S. Thubron, and the chairman, Shipmate A. Johnson, the annual general meeting of the Wear (Sunderland) Branch of the Royal Naval Association was ably conducted by the vice-chairman, Shipmate Gordon ("Hoot") Gibson, in the branch headquarters at Roker Avenue, Sunderland, with a Sunday morning turn-out of more than a hundred members.

The secretary, Shipmate Arthur Edmondson, reporting an increase in membership of 185, said that in the past year the branch had attended dedication services at Consett, Seaham and Newcastle, and had taken part in the Mayor's parade and the Royal Air Forces Association's local Battle of Britain parade. They had also been pleased to welcome to the branch their two chaplains, the Rev. R. Russell and the Rev. J. Attfield.

Successful supper evenings had been held by the Women's Section and the fourth annual dinner-dance was held at the Seaburn Hotel, Sunderland.

Shipmate T. Taylor was elected branch delegate for 1962 and Shipmate "Ernie" Harrison was again appointed Welfare Officer and also elected a member of the Executive Committee. His work in the welfare section earned him a tribute from the Royal Naval Benevolent Trust who, on his recommendation, had distributed a total of £160 to local cases, while the Wear branch itself had made disbursements to the extent of £120.

An idea of the welfare work handled by the branch may be had from cases investigated during the past year, which were in excess of the 200 mark, and this did not include visits to sick personnel.

Officers for the forthcoming year are: President, Dr. R. S. Thubron; Chairman, Shipmate A. Johnson; Vice-Chairman, Shipmate G. Gibson; Treasurer, Shipmate R. Kirtley; Secretary, Shipmate A. Edmondson; Committeemen, Shipmates R. Gledhill, E. Harrison, W. Smith, J. Collins and K. Nelson.

H.M.S. Wakeful is to be Guard Ship at Cowes Week this year.

J. Samuel White and Co., Ltd., of Cowes is to build 27 16½ ft. glass fibre dinghies for the Admiralty for use by Sea Cadet Corps units.

Ill health causes retirement of Portland Chairman

THE announcement that Shipmate "Tommy" Hair, popular chairman of the Portland branch of the Royal Naval Association has retired was received with regret at the Annual General Meeting of the branch. Shipmate Hair has had to relinquish this position, and also that of the branch Welfare Officer, on account of ill health. The members hope, sincerely, that he will be restored to health in the very near future.

In reporting their activities, Portland send their best wishes and thanks to the Portsmouth branch for providing such a good evening on the occasion of the visit to Portsmouth for Christmas shopping. Two shipmates had a splendid evening walking off with a couple of prizes.

Thanks to Shipmate "Lofty" Barnes and his men, the small-bore rifle team is keeping up a steady average in the Dorset League for their second season.

The dinner and dance committee has made all the necessary arrangements for the dinner to be held on March 10 when it is hoped there will be a record turn-out.

The reading of the treasurer's report at the meeting was outstanding. The number of members has been kept fairly steady and the meeting endorsed the treasurer's remarks by thanking all the ladies for their efforts and also the shipmates of the Ways and Means Committee for their unfailing support and energy.

Darlington throws out cricket challenge

ONE hundred and forty youngsters, 23 of them from local Children's Homes, attended the Children's Party organised by the Darlington branch of the Royal Naval Association. The happiness shown by the children repaid, in full, all the work entailed.

In these days of new supermarkets and "Takeovers" it is becoming increasingly difficult to obtain building sites within easy reach of town centres, and the Darlington branch, which is seeking to build a new club that will have facilities for all the various club activities to be carried out at the same, are faced with this problem. The members hope that a suitable site will soon be found.

The Games Secretary—Shipmate W. Crawford—has sought, for three seasons, to get nearby branches to accept his challenge to play the Darlington branch cricket team, but has been unsuccessful. Shipmate Crawford hopes by mentioning his challenge in "Navy News" that challengers may appear. He can be reached at 24 Fountains View, Darlington.

Mention of "Navy News" brings to mind one of the Darlington members, Shipmate W. Coley, who has, by virtue of passing the paper round at work been instrumental in obtaining two new members for the branch. The value of "Navy News" in getting new members has been mentioned by Darlington before.

The branch will be holding its annual dinner dance and social evening on March 30 at the local Masonic Hall.

The Ladies' Section of the branch is still very active, and the next event on its calendar is a visit to the Ladies' Section of the West Hartlepool's branch.

The only change in the Management Committee following the Annual General Meeting was the election of Shipmate E. Miller as Vice-Chairman, Shipmates J. Carr (Vice-Chairman, Management) and F. Angus (Social Committee) could not undertake another term of office and their resignations were accepted with real regret as both have given invaluable help in the past and members of the branch are indebted to them.

DORKING GLANCES BACK

THE "scribe" of the Dorking branch of the Royal Naval Association has been looking back over the years since its inauguration and he finds that the branch has been "on the map" on all sorts of occasions. Like other small branches the going has, at times, been hard, but the struggle is, in the end, worth while.

Dorking was formed in September, 1951 with 15 members. In the first two years the branch had three meeting places, the third being its present headquarters at the Imperial Services Club, West Street, Dorking. The chairman has changed every second year; the secretary has not been quite so lucky(?). There as had to be a new treasurer this year for the founder treasurer has taken up a position at Swansea. Shipmate "Laurie" Jenner—one of the stalwarts—has taken over this onerous position.

The last nine years or so had left the headquarters rather "soiled" and last year the members decided on a "D.2" and went into refit. The premises were completely redecorated and new furniture and bar were installed. Shipmate McDonald has, on occasions, been most capable as bar steward.

A long refit cannot be accomplished without cash and this matter has been in the hands of the social secretary who, somehow, manages to find time to run socials and so on.

In common with a lot of other branches in the Association, Dorking relies to a great extent on a few ardent members, among whom is the chairman, Shipmate Arthur Searle, a founder member.

The outstanding event in the history of Dorking is the Standard Dedication on September 10, 1955, when a Royal Marine Band from Portsmouth was present and 900 members from various branches supported the ceremony. Other events have been the five dances held yearly in aid of the King George's Fund for Sailors and for local charities and, each year, "Father Christmas" looks out for the old folk.

"Naturally," says the "scribe," "we could do with more members, and there are many in the town and surrounding district who could be brought into the fold."

The secretary, Shipmate R. Vincent, on behalf of all the members, extends an invitation to any branch who would care to visit Dorking for a social evening and he says that any branch which does "come alongside" can be sure of an enjoyable evening.



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Promoted to Gunner after nine and a half years' service

COLLISION DURING NIGHT PATROL

Joining the Royal Navy in 1904, Neptune has told in his previous articles of his struggles for advancement, being rated Gunner's Mate and, as a Petty Officer of only six months' seniority, was recommended for a Commission and selected to undergo the Dagger Gunner Course.

I had recorded earlier, how pleased I had been, when drafted to a Battleship H.M.S. King Edward VII. I then wrote, "Where one was to be drafted, depended very much, on the luck of the draw." How true this had been proved to be, in shaping my career! In the early part of the commission it had appeared to me that there was stagnation in Lower Deck promotions and it was due to these apparent poor prospects, that I was tempted to make a bid to purchase my discharge.

However, shortly afterwards, a "Wind of Change" set in, opportunity came my way, and I was promoted to Leading Seaman. This unexpected change of fortune, increased my zeal and ambition a hundredfold. Thereafter, Luck, Destiny, call it what you will, attended my efforts. It was not all plain sailing by any means; there were adverse winds to contend with, and many cross currents. But the fact remained that here I was,—back at dear old Whaley, having had the honour of being selected, to qualify for the top grade in Gunnery, which many Warrant Officers, would have wished to take.

BOARD FOR 'MATE'

The course was started in deadly earnest. I intended to try and do well in the examinations. The fact that I had been recommended for commissioned rank, never entered my thoughts. It was therefore with much surprise, early in March, 1914, to be instructed to report at the Board Room, in Royal Naval Barracks Portsmouth, to be interviewed by a Board of Officers, with a view of being selected for promotion, to the rank of "Mate."

I was not at all enthusiastic, because my whole mind and energy was concentrated on the study of tricky subjects, encountered in the Dagger Gunner Course. Anyway, I did not think that I would stand a chance.

After the interview the weeks passed

rapidly away. No news of it filtered through, and I easily dismissed it from my mind, for I was very happy, interested, and contented, with the course I was doing.

When the Dagger Course was about half-way through, May, 1914, the class was at sea in H.M.S. Albemarle, carrying out Battle Practice Firings. This was a great test on the know-

SAILORS IN THE MAKING By NEPTUNE

ledge, and efficiency, of each member of the class, because each in turn, had to be doing the duties of a Turret Gunlayer, Director Layer, Gunnery Control Officer, and the other duties in Turrets, Transmitting Station and Control Platforms, which were so essential to an efficient gunnery organisation in a battleship.

It was with a sense of disappointment, that I learned that Albemarle had to close Spithead to enable me to be landed, as I was required the following day, to be at the Admiralty, to appear before a Final Selection Board.

QUESTIONED BY ADMIRAL JELlicoe

Frankly, I was not in the mood. I resented being disturbed in the middle of such an important part of the Dagger Course. So I arrived at the



The ship's company of H.M. T.B. 109 on February 6, 1915.

Admiralty as directed, but was not particularly interested, as to which way the wind might blow. I was ushered into the Board Room, and invited to sit at the end of a long table, each side of which was lined with distinguished Naval Officers in mufti. Admiral Jellicoe (President of the Board) sat at the other end of the table.

I was dressed in a Seaman Petty Officer's Bluejacket uniform; and conscious that every movement I made was watched very closely, I was then subjected to a barrage of questions, with a final personal one from Admiral Jellicoe. It was a great relief when the interview came to an end.

How glad I was to get back to Whale Island, and resume my course, and once again dismiss from my thoughts the likelihood of being selected for a commission.

PROMOTED TO WARRANT RANK

On June 3, 1914, having completed a year as a Petty Officer, I was duly promoted to Acting Gunner 1st Class, and joined the Warrant Officers' Mess. I had completed 9½ years service as man and boy, and had qualified for every gunnery rating that then existed. It was very exhilarating, to feel that one had, by his own efforts, reached, what could have been very well termed at that time, "The Crest of the Wave."

But within a few days, I learned that I had been selected to qualify for the rank of "Mate." This news, was rather breath-taking at first, but when I was withdrawn from the Dagger Course, to commence an elementary gunnery course to qualify for the rank of mate, I felt most unhappy. I had so much hoped to have completed the Dagger Course.

This sudden and unexpected diversion of my career, was rather unsettling. I was bewildered. I wondered in my odd moments, what uncharted rocks and shoals I would find, as I endeavoured to pilot my passage, through the unknown channels, of what was, to me, a new and uncharted way of life.

WAR AGAINST GERMANY

In the very near future, however, great unexpected things were to happen, which would not only change the way of life of our fellow countrymen, but those living in the far distant parts of the British Empire. The Fleet had just returned from good-will visits to Germany. The Reserve Fleet had been mobilised, and the combined Fleets were moored in lines at Spithead, in readiness for a Review by His Majesty, King George V on July 18th, 1914. On mobilisation, my appointment had been made to H.M. T.B. 109 and much to my regret, she was refitting in Portsmouth Dockyard.

Immediately after the Review, grave news was published, ominous war clouds darkened the horizon. They were anxious days. The Fleet moved off to its War Station, demobilisation of Reserve Ships was halted. Then on August 4, 1914, War against Germany was declared. The Gunnery School closed, and I again joined T.B. 109 still refitting. My ambition had been to be appointed to a battleship where my knowledge of gunnery would be of value, but here I was, appointed Acting Gunner to T.B. 109, whose armament consisted of three 3-pdr guns. The irony of the circumstances was enough to eat into my very soul. However, the refit was quickly completed, and we proceeded to Bembridge, Isle of Wight,

and reported to Captain D, Portsmouth Defence Flotilla, for duty.

The Flotilla consisted of an antiquated assortment of T.B.'s and 30-knot destroyers—all coal burning. The patrols were organised on inward and outward lines. The shovel nosed T.B.'s inside the Nab Lightship, as far as the Warner Lightship, whilst the larger T.B.'s and destroyers, took the outer area enclosed within Nab and Owers Lightships, and Dunose Point, Isle of Wight.

It seemed that the submarine had not been considered as an offensive weapon, and the thought of German submarines entering the English Channel, was just too ridiculous. On day patrol, T.B. 109, just drifted about with engines stopped, waiting to intercept steamships passing up channel off the Ower Lightship. My job, was to act as Boarding Officer and search for German reservists and contraband, using my own judgment.

T.B. 109 had a Lieutenant-in-Command, and a Commissioned Gunner acting as First Lieutenant. On joining her I had no definite duties assigned to me. In fact, I felt that I was just a passenger. After a week or so, I requested an interview with the Captain in which I asked to be allowed to keep a standing watch on the bridge, covering the Last Dog and Middle Watches, and, during daylight hours to work watch and watch with the Commissioned Gunner, which proposal was accepted.



H.M. T.B. 109 (1914), which operated off the Isle of Wight during the early part of the First World War

ESCORT DUTIES

It often occurred, that a T.B. or a destroyer would be detached from patrol to act as escort to one of the transports, carrying troops from Southampton to Le Havre. It made an interesting break from the monotony of patrol. Station was taken as the transport steamed through the War Channel and as darkness began to fall, and we closed in, the soldiers climbed partly up the rigging, waving and singing whilst we were in view. How very proud of my fellow countrymen I felt, knowing that within a few days, they would be in action.

Although H.M.S. Hogue, Cressy and Aboukir, had been sunk by German submarines in the North Sea, the idea of submarines ever entering the English Channel, was dismissed immediately. It was whilst on one of these escorts to La Havre that T.B. 109 was diverted to search for a ship reported to have been torpedoed by a submarine. At daylight she was found and appropriately enough, was named S.S. Bluejacket. Although she had a heavy list, she was able to steam into Spithead, under the protection of T.B. 109 as escort. On January 1, 1915 H.M.S. Formidable was also sunk in the English Channel.

As the Germans were sweeping through Belgium early in 1914, Winston Churchill as First Sea Lord, decided to form a Naval Brigade, to help in the defence of Antwerp. This appealed to me tremendously but although I promptly volunteered, my services were not accepted. I was there-

fore committed to continue to fight the elements during the winter of 1914.

Life was tough; I suffered from seasickness, but preferred being at sea than at anchor, many times we dragged anchor in Bembridge Roads, which entailed being up all night, exposed to wind and rain, when we ought to have been resting. The crew worked Watch and Watch, but this arrangement was frequently termed "Watch" and "Stop On," as all hands were frequently required in emergency. There were quite a few snags, when on patrol in stormy weather.

HAZARDS OF NIGHT PATROLS

On a stormy night, with a south-westerly gale, force 8, H.M.S. Wizard a 30-knot destroyer, and the T.B. 109 were on adjacent patrols, T.B. 109 was patrolling Nab Lightship to Dunose Point. It was pitch black and raining heavily, when at approximately 0200, I saw a dark shape almost ahead, I immediately ordered "Stop Engines. Switch on Navigation Lights," but it was too late, a violent collision occurred. The other vessel, then unknown had also switched on her navigation lights, and put her engines astern, but the impact could not be avoided. The other vessel turned out to be, H.M.S. Wizard.

The Commanding Officer had assumed, that owing to bad weather, we would have taken shelter, and he had moved into our patrol area.



H.M. T.B. 109 (1914), which operated off the Isle of Wight during the early part of the First World War

T.B. 109 missed being sunk in a marvelous way. As the bow of Wizard struck, T.B. 109 rolled towards it, and it hit the flange of the 14-in torpedo tube, and rebounded, without further damage. The double thickness of metal had been cut through, leaving the torpedo lying exposed. It might have caused the air chamber to explode, yet there was not a scratch on the ship's side. Such were the hazards of night patrol without navigation lights.

PROMOTED TO "ACTING MATE"

As the demand for executive officers increased, the Admiralty decided to promote those officers who were qualifying for "Mate" when war broke out, so I was promoted to the rank of "Acting Mate" on October 16, 1914. I had therefore become a "Commissioned Officer" in the Royal Navy.

This at once produced a snag, because a "mate" was senior to a "Commissioned Warrant Officer." This was amicably settled for the time being, as I agreed to carry on in the junior position, out of respect for the Commissioned Gunner.

On September 3, 1915, I was appointed First Lieutenant of H.M. T.B. No. 2—an "Oily Wad" in the Nore Defence Flotilla. As I had now got my sea legs, and become accustomed to the ups and downs of life on a T.B. I looked forward with a new enthusiasm to taking up my new appointment in an oil burning torpedo boat.

(To be continued next month)

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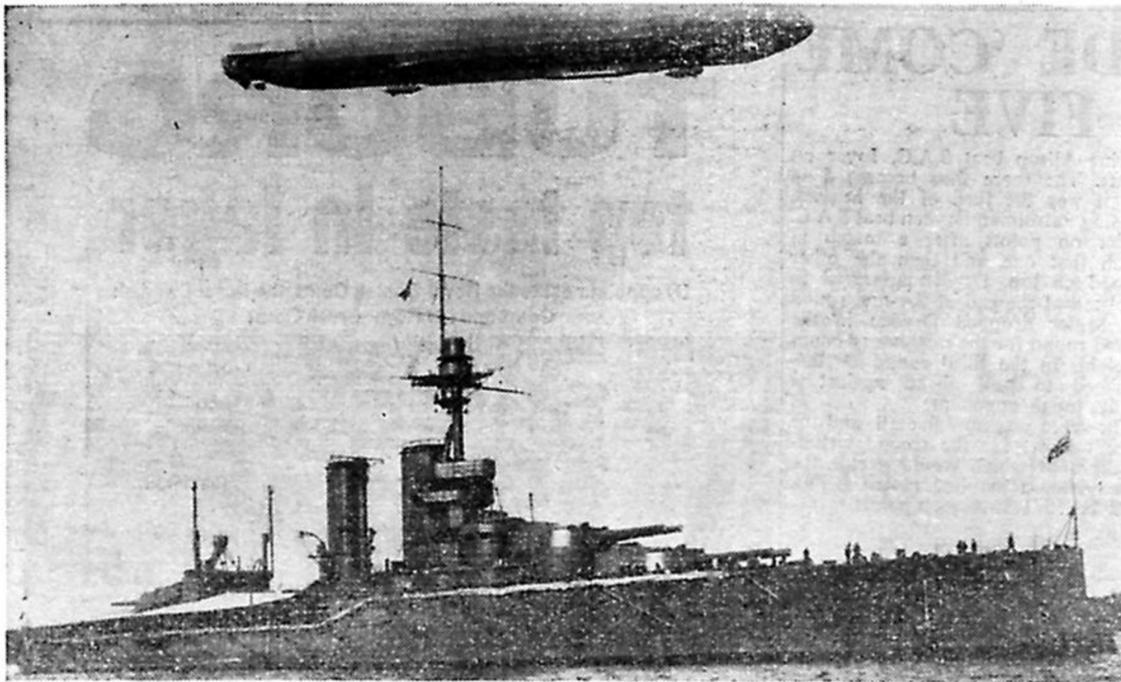
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H.M.S. Ajax, a battleship of the Second Battle Squadron, at Kiel on June 24, 1914. (See letter to Editor on page 2).

Flagship was not asleep

SIR.—Whilst not wishing to enter into wordy warfare with your correspondent A. Forrester, I feel I must write to correct the impression that the Flagship of which he writes was a slack ship as far as Signals were concerned.

Is he aware that the Commander of that Flagship was none other than Cdr. R. Townsend who had been, until August 4, 1914, Commander of the Signal School at Portsmouth? If he knew that, he would know that no slackness would have been tolerated by this brilliant Signal Officer. The amount of signal traffic being handled by the Flagship signal staff at that time was colossal. Unfortunately none are left to defend themselves against this criticism except myself. (I would also like to draw his attention to the fact that the signal "Enemy in sight" (Flag 8) had a note "Guns may be fired to draw attention to this signal," so it was quite reasonable that a gun should have been fired on this occasion, considering that the Flagship was coaling with

a collier alongside each side and the majority of the signal staff coaling ship. I expect your correspondent still feels grateful that the Flagship did not arrive at Port Stanley 24 hours later than she did, otherwise he would probably not be alive.

Yours, etc.,
W. M. PRATT, ex-C.Y.S., R.N.
Admiral's Yeoman to Admiral Sir
Doveton Sturdee, H.M.S. Invincible,
Falkland Islands Battle.

December 8, 1914.
PS—I served in the above ship
from August 4, 1914, to May 31, 1916,
when she was sunk in action at Jut-
land.

NOSTALGIA

SIR.—Please find enclosed 8s. postal order for the next twelve months' issues of the "Navy News." I am always ready to read it from end to end.

I don't know, but it seems funny—whilst you are in the Service you just long for the time to pass away and to think what you are going to do and see. You don't want to hear about the Navy. And yet, as soon as you get out, you start to wonder what it's like in the Service today.

I know that I left some real good chums behind when I left in '38 for my pension and again when I got "demobbed" in '45. When you look around outside the service you have to do a lot of picking and choosing of chums.

Lots of good luck to those now serving and to all Portmuthians may they have a good time if and when Pompey manage to win the league championship. Yours, etc.—J. M. HUTCHINSON, Lancaster.

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'Clear the tracks'

SIR.—Regarding the letter, "Clear the tracks" in your February edition, may I be allowed to enlarge slightly on your explanation to Bull-gine.

First, I understand the word to be further curtailed to "bulgine." Any mechanical contrivance on board a "wind-ship" was referred to as a "bulgine," no doubt caused by the fact that "Clear the track, let the bulgine run," was a pumping shanty.

The words show that it originated around the middle of the last century and was possibly introduced by the negro in the American vessels and so on to the rest of the sailing fraternity throughout the world. Even the donkey engine (when installed) was referred to as "the bulgine." The general interpretation being, clear the deck to the scuppers and begin pumping.—R. E. S. HARRIS, Farlington.

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FOUR DOWN—NAVY MADE 'COME BACK' TO WIN SIX—FIVE

Exciting Portsmouth boxing

AFTER losing the first four bouts at Portsmouth on February 8, the Royal Navy made a splendid recovery and eventually beat the Royal Air Force by six bouts to five, winning the last four contests.

The Royal Air Force seemed set for a big win when, after the fourth match, the score was 4-0. L.T.O. Coquerel was knocked out by S.A.C. Rocks in the third round in the flyweight bout. The bantam contest resulted in S.A.C. Seaman beating Naval Airman Smith on points after a real slogging match. Naval Airman Smith was last year's Navy flyweight champion.

The third match, featherweight, was won by S.A.C. Lewis, who beat Marine Rigg on points. Rigg did well in the first round, but had a bad second round, being cut above the left eye. In the lightweight contest the referee stopped the contest in the third round when it was obvious that Able Seaman Edmonds could no longer defend himself against S.A.C. Robson.

The score was now four to the R.A.F. and none to the Royal Navy

and it was the turn of Sergt. Rae to fight Cpl. Gilliland of the R.A.F. Rae dropped Gilliland three times in the second round and after the third knock down, the referee stopped the contest. This made the score four to one in favour of the R.A.F.

In the welterweight contest Marine Tervitt, although almost knocked through the ropes himself, stormed back and knocked out Cpl. Chillery of the R.A.F. in the first round. This made the score 4-2. In the seventh bout L.A.C. Dearie knocked out Cook Hamilton in the second round of the light middleweight contest. Score 5-2.

In the middleweight bout, Bugler Chippendale, after his opponent Cpl. Walker (R.A.F.) seemed to be well on top, came back to score a knock-out in the second round. Score 5-3.

In the next bout, the light-heavy,

Marine Allsop beat S.A.C. Joyce on points. The score thus became 5-4 and it was the turn of the heavies. Leading Patrolman Dryden beat S.A.C. Miller on points after a match in which first one and then the other seemed on top. Dryden appeared to be ahead at the end of the first round but Miller dropped Dryden in the second round for the mandatory count of eight. In the third round Dryden managed to pull ahead against a strong, tough opponent.

The score was now five all, and the scene was set for the second welterweight bout which would decide the issue. After a mauling match L.T.O. Shaw beat J/T Savory on points.

RESULTS

Flyweight: S/Aircraftman Rocks (R.A.F.) beat L.T.O. Coquerel (R.N.) in the third round.

Bantam: S/Aircraftman Seaman (R.A.F.) beat Naval Airman Smith (R.N.) on points.

Feather: S/Aircraftman Lewis (R.A.F.) beat Marine Rigg (R) on points.

Light: S/Aircraftman Robson (R.A.F.) beat A.B. Edmonds (R.N.). The referee stopped the contest in the third round.

Light welter: Sgt. Rae (R) beat Cpl. Gilliland (R.A.F.). The referee stopped the contest in round two.

Welter: Marine Tervitt (R) knocked out Cpl. Chillery (R.A.F.) in the first round.

Light middle: L/Aircraftman Dearie (R.A.F.) knocked out Cook Hamilton (R.N.) in the second round.

Middle: Bugler Chippendale (R) knocked out Cpl. Walker (R.A.F.) in the second round.

Light heavy: Marine Allsop (R) beat S/Aircraftman Joyce (R.A.F.) on points.

Heavy: L/Patrolman Dryden (R.N.) beat S/Aircraftman Miller (R.A.F.) on points.

Secondary welter: L.T.O. Shaw (R.N.) beat J/T Savory (R.A.F.) on points.

NAVY CYCLISTS LOOKING FORWARD TO NEW SEASON

THE calendar says that spring is on the way and with it comes the start of the cycle-racing season, a season which it is believed will provide some most interesting racing. This year's programme is slightly different from previous years as the three Services are combining to organise their championships.

The Royal Navy Cycling Association, though, has decided that the young novice rider will be less overawed if he is encouraged to ride in friendlier surroundings and so, on March 28, the first event will be for Navy riders only, and will be a new event in the programme, the comparatively short distance of ten miles. A distance which it is hoped will attract many newcomers to the Meon Valley course at Fareham.

Favourite for this new event is, of course, A.B. O'Bree, of H.M.S. Excellent, but only seconds will decide the winner and he is expected to be challenged by E.R.A. Warner, now in Portsmouth before joining H.M.S. Whitby and, of course, the many new youngsters who will be riding for the first time cannot be forgotten. A hard-fought race is promised.

Entries for this event should be sent to R.E.M.(A) Wilkinson at H.M.S. Ariel, the Association's racing secretary, entry fee 2s. 6d.

BIKES, CARS AND PLANE

Whilst cyclists in U.K. have been struggling with the weather the R.N.C.A. members scattered around the world have not been idle and many miles have passed beneath their wheels. Perhaps the most active have been the riders from H.M.S. Chichester who, as well as riding in Singapore, Malaya and Hong Kong, had a tour in Mombasa that included not only bikes but motor cars and even an R.A.F. plane.

The R.N.C.A. welcomes all types of cyclists and tries to help them all, from the out-and-out racing man to the chap who just wants to take his time and see the world to which the Navy takes him free of charge. The membership fee is only 5s. per year and Eng. Sub-Lieut. Tilbury, at H.M.S. Collingwood at Fareham, is the secretary/treasurer.

H.M.S. Victory, Nelson's famous flagship, had 284,593 visitors during 1961.

Ganges boxers win 10 out of 17 Navy titles

THE Royal Navy Junior Boxing Championships, 1962, were held in H.M.S. Raleigh on February 16 and 17, the Class A entry (under 16 years old) attracting 25 boxers and the Class B (under 17 years old) producing the very excellent entry of 65 entries from different establishments.

As is inevitable in an unseeded draw, some of the best bouts were to be seen in the semi-finals or in even earlier rounds. The boxing was of a higher standard than last year and undoubtedly the best form was shown by the boxers from Ganges who won no fewer than 10 of the 17 bouts.

R. M. Deal also produced a fine entry and, indeed, won the Class B Cup, while Ganges walked the A Cup. These two units were well trained by Sgt. Evans, R.M., and Chief Petty Officer Adshhead respectively.

Rear-Admiral C. B. Pratt, C.B., the President of the Royal Naval Boxing Association, paid tribute, after presenting the trophies, to the good work of the instructors, the skill and physical fitness of the boxers, especially those from H.M.S. Ganges.

The winners, who now represent the Royal Navy in the Inter-Service Junior Championships to be held at R.A.F. Cosford, are shown below.

RESULTS

Class A, Midge weight.—J.T.O. Taylor (Ganges); **Mosquito weight.**—J. Sea, Woolmer (Ganges); **Fly.**—J. Sea, McGinty (Ganges); **Bantam.**—J.E.M. Womsey (St. Vincent); **Feather.**—J.M.E. Geoghegan (Ganges); **Light.**—J. Sea, Hindley (Ganges); **Light welter.**—J.M.E. Turpin (Ganges); **Welter.**—J.N.A.M. Clary (Ganges); **Class B, Mosquito.**—J.M.E. Smith (Ganges); **Fly.**—J. Musc, Cornish (R.M. Deal); **Bantam.**—J. Bug, Hall (R.M. Deal); **Feather.**—J.M.E. Adams (Raleigh); **Light.**—J.M.E. Sullivan (Raleigh); **Light welter.**—J. Musc, Smethurst (R.M. Deal); **Welter.**—J. Bug, O'Bray (R.M. Deal); **Light middle.**—J. Sea, Robertson (Ganges); **J. Sea, Moie (Ganges).**

Team results, Class A.—H.M.S. Ganges, 22 points; R.M. Deal, 14 points; H.M.S. St. Vincent, 11 points. **Class B.**—R.M. Deal, 14 points; H.M.S. Ganges 13 points; H.M.S. Raleigh, 12 points.

NORTH v. SOUTH HOCKEY FINAL

THE final of the R.N. Hockey Knock-Out Competition, 1961/62, will be an all-Fleet Air Arm affair.

In the semi-finals played on February 21, R.N.A.S. Lossiemouth beat H.M.S. Mercury 2-0 and R.N.A.S. Cudrose beat R.N.A.S. Yeovilton 3-0.

The arrangements for this north versus south battle will be promulgated shortly.

Air Command wins Basket Ball Final

THE Royal Navy Inter-Command Basketball Championships were held on February 15 and 16 and, for the first time, the Royal Marines entered a team.

Led by Newman and with Jackson back in circulation, Portsmouth beat the Royal Marines 53-33. This was a very good game. Captained by Farley and playing fast and attractive basketball, Air Command rather swamped Plymouth, 55-17. To decide third place the Royal Marines played Plymouth and, after a keen and exciting match, with Plymouth leading 24-14 at half-time, the Royals won 54-36.

In the final Air Command took a lead straightaway and never really lost it, although at times it seemed that Portsmouth would break through. After a very good and clean game Air Command won by 45 points to 32.

TUBORG

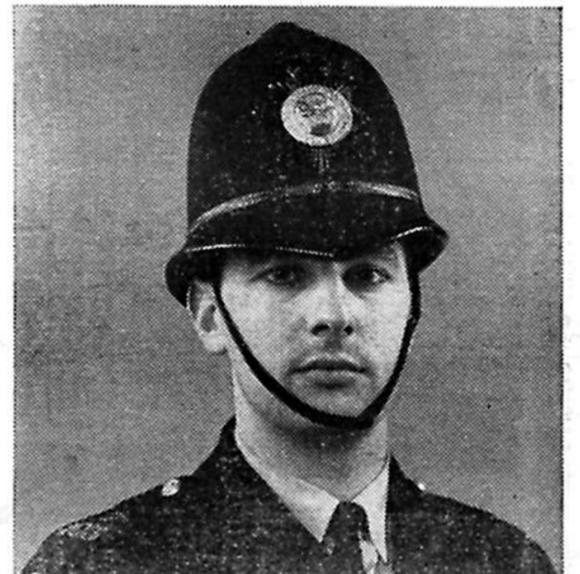
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