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No. 100 OCTOBER, 1962

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ADMIRAL IS TO BE FIRST C-IN-C FAR EAST CHATHAM TO BUILD NEW SUB.

New title for Naval Commander

IT has been announced by the Ministry of Defence that the Far East is to become a Unified Command and will be formally inaugurated on November 28 with Admiral Sir David Luce, K.C.B., D.S.O. and Bar, C.B.E., as the first Commander-in-Chief, Far East.

In order to mark the change of responsibilities which will accompany the institution of the new Command structure, the title of the Naval Commander in the Far East will be changed from "Commander-in-Chief, Far East Station," to "Flag Officer Commanding-in-Chief, Far East Fleet."

Sir David, who was promoted to Admiral in August, 1960, has been Commander-in-Chief, Far East Station, since succeeding Admiral Sir Gerald Gladstone in April, 1960. He entered the Service as a Cadet in 1911, and became a submarine specialist in 1928.

Korean War. The first Flag Officer Commanding-in-Chief, Far East Fleet, will be Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., who will take up his appointment in early November.

GUNNERY OFFICER OF AJAX

Vice-Admiral Dreyer, son of the late Admiral Sir Frederic Dreyer, who was Jellicoe's Flag Captain at the Battle of Jutland, entered the Royal Navy in 1924. A gunnery specialist, he was the Gunnery Officer of H.M.S. Ajax during the Battle of the River Plate. During the war he served in H.M.S. Coventry, H.M.S. King George V and H.M.S. Duke of York.

In 1945 he was appointed Staff Officer (Operations) to the Commander-in-Chief, British Pacific Fleet, and in 1947 served in H.M.S. Vanguard. He was Captain (D), 3rd Destroyer Squadron, in H.M.S. Saintes from 1953 to 1954 and from 1955 to 1957 was Chief of Staff to the Commander-in-Chief, Mediterranean. In 1960 he became Flag Officer (Flotillas), Mediterranean, and since May, 1961, he has been Flag Officer, Air (Home).

FAR EAST COMMISSIONS

Admiral Luce has spent several commissions in the Far East, his first being in the 4th Submarine Flotilla, China Fleet, from 1933 until 1935. He was again in the Far East from 1938 to 1940.

This new appointment will not be his first to deal with "Unified" command, for he served in Combined Operations with Admiral of the Fleet Earl Mountbatten of Burma, K.G.

In 1944 and 1945 Admiral Luce was Executive Officer of the cruiser H.M.S. Swiftsure in the Pacific, and after promotion to Captain served on the staff of the Commander-in-Chief, British Pacific Fleet. After service in the Admiralty he commanded H.M.S. Liverpool in the Mediterranean and the cruiser H.M.S. Birmingham which took part in the

H.M.S. Battleaxe to be scrapped REFIT TOO COSTLY

IT has been decided after extensive examination in H.M. Dockyard, Portsmouth, that H.M.S. Battleaxe, which was severely damaged during the night August 1/2 as a result of a collision with H.M.S. Ursa, whilst taking part in a night anti-submarine exercise in the Clyde area, is to be scrapped.

The damage Battleaxe suffered was so great that it has been decided that it would be uneconomical to repair her.

First of the Navy's Weapon class destroyers, Battleaxe was built by Yarrow and Co. Ltd., Scotstoun, being laid down in April, 1944, launched in June, 1945, and completed in October, 1947. In 1958-59 the ship was modernised and converted to a Fleet Radar Picket.

ADMIRAL USES OLD AND NEW

ON September 22 the Flag Officer Air (Home), Vice-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C., used both modern and ancient aircraft in his return from a farewell visit to R.N. Air Station, Lossiemouth, on relinquishing his appointment as Flag Officer, Air (Home).

He flew from R.N. Air Station, Lossiemouth, to R.N. Air Station, Yeovilton, by Sea Vixen as a passenger in an aircraft of "Fred's Five" formation team which formed part of the Fleet Air Arm display at Farnborough. At Yeovilton he transferred to a veteran Swordfish aircraft for the final part of the journey to Lee-on-Solent. The Sea Vixen was piloted by Lieut.-Cdr. P. D. Reynolds, Royal Navy, the Commanding Officer of 766 Squadron.

ANCIENT AND MODERN

The Swordfish was piloted by Lieut.-Cdr. P. J. Wreford, Royal Navy, at present Lieutenant-Commander (Flying) at Yeovilton.

The 400 miles from Lossiemouth to Yeovilton were achieved in 50 minutes from take-off to touch-down and the 55 miles from Yeovilton to Lee-on-Solent took 40 minutes.

First Sea Lord in Canada

ADMIRAL of the Fleet, Sir Caspar A. John, G.C.B., First Sea Lord and Chief of Naval Staff, will visit Canada between October 2 and 13.

The First Sea Lord will eat on defence officials in Ottawa and will visit naval ships and establishments in Esquimalt, B.C., and Halifax, N.S.

H.M.S. Centaur returns to Portsmouth from the Mediterranean on October 25.

Salisbury commissions

H.M.S. Salisbury a type 61 frigate, which has recently completed a long refit in H.M. Dockyard, Devonport, and is now better than ever equipped for her primary role in Aircraft Direction, commissioned for a General Service Commission on October 2.

The ship has always enjoyed a close association with the city after which she is named, and the Commissioning Ceremony was attended by the Mayor and Mayoress of Salisbury, Councillor and Mrs. S. A. Vokes, the Town Clerk, Mr. G. Richardson and Mrs. Richardson, and the Dean of Salisbury, the Very Reverend K. W. Haworth, who conducted the traditional service.

The Salisbury was laid down in 1952 and launched on June 25, 1953, the first ship to be built in H.M. Dockyard, Devonport, since the Second World War.

FRIGATE TO COMMISSION

H.M.S. NUBIAN, the general purpose frigate built in H.M. Dockyard, Portsmouth, is to commission at Portsmouth on October 9.

Commanded by Capt. I. W. Jamieson, D.S.C., R.N., H.M.S. Nubian, of 2,700 tons (full load) displacement, carries a complement of 250.

Near midnight rescue

ON September 11, Vice-Admiral O.A. R. Hezlet, C.B., D.S.O. and Bar, D.S.C., issued a Special Order of the Day commending Edward McBay, an able seaman of M.F.V. 74. The order read:

"At 2315 on Friday, July 6, 1962, when the Fleet Ferry called alongside R.F.A. Wave Ruler, berthed in the River Forth, R. Calvert, a seaman of the Wave Ruler, fell overboard. A lifebuoy and line were thrown but Calvert failed to grasp them as he was being swept away by a strong current.

"Despite the strong ebb, Mr. McBay, one of the M.F.V. crew, immediately dived overboard, swam to Calvert and hauled him to the lifebuoy. Both men were then hauled back on board the M.F.V.

"I commend Mr. McBay for the courage and presence of mind he displayed on this occasion."

British Empire Medals presented

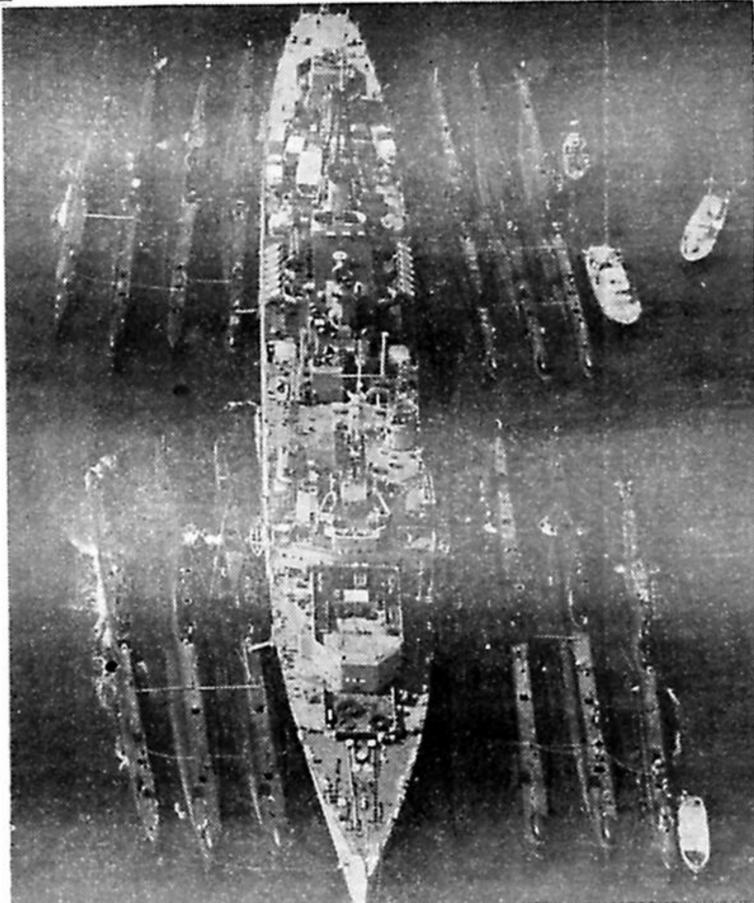
THREE ratings who were awarded the British Empire Medal in the recent Birthday Honours List received their medals on September 11 from Vice-Admiral A. R. Hezlet, Flag Officer, Scotland, at an investiture held at Admiralty House, near North Queensferry.

Chief Aircraft Artificer Frank Webb (40) was awarded the medal for outstanding zeal and devotion to duty while serving in H.M.S. Victorious. He has recently returned from Kenya with 825 Squadron after working in the flooded areas. His home is at Fry's Cottages, Fry's Lane, Meonstoke, Southampton.

Chief Petty Officer Royce Holdsworth (40) was awarded the medal while serving in H.M.S. Condor, the Royal Naval Air Station at Arbroath. In recent years he has been an outstanding success as chairman of the Condor Club, and he has been an energetic welfare worker. For four years he controlled the Rosyth Fleet Club, and during his career in the Navy he managed a number of ships' football teams. He is now retired and lives at 32 Holmley Lane, Dronfield, Sheffield.

The third recipient was 45-year-old Chief Petty Officer John Moffat Watson, who was awarded the medal while serving at the Royal Naval wireless station at Harrogate, H.M.S. Forest Moor. He completes 27 years' service in the Royal Navy in November, when he is due to go to pension. "For the past eighteen months his service in H.M.S. Forest Moor has been quite exceptional," states the citation.

SOME DUCKLINGS!



An unusual picture of an unusual occurrence. Fifteen submarines alongside the submarine depot ship, H.M.S. Adamant, at Falmouth, during a recent "wash-up" after exercises

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Navy News

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

EDITORIAL

ONE HUNDREDTH ISSUE

THE October number of "Navy News" marks a landmark in its history. It is the one-hundredth issue of a monthly paper which has become very popular, not only in the Service itself but also among that large body of men—and women—throughout the world which has a deep affection for the Royal Navy.

Starting in June, 1954, as a purely Portsmouth paper it has, through the years, steadily increased in popularity and circulation, and now covers aspects of the Royal Navy, its men and ships, throughout the world. From a guaranteed circulation in 1954 of 7,000, its sales have more than quadrupled during the last eight years.

Its first editor was the Rev. W. J. E. Tregenna-Piggott, O.B.E., Chaplain, Royal Navy, who ran the paper in addition to his pastoral work until he was invalided from the Service in 1957.

BY—AND FOR—THE NAVY

Although "recognised" by the Admiralty, "Navy News" is not an "official publication." It is run "By the Navy—For the Navy" and its aims are to publicise the Navy within the Navy—to inform naval men everywhere what is happening within the Service—and to cater for the interest in the Navy shown by ex-service men and women everywhere.

Youngsters up and down the country—at home and abroad—are among the paper's most ardent admirers. Their letters—sometimes an embarrassment to an over-worked editor, but always a pleasure to read—show that the young men and women of Britain are just as interested in the Royal Navy, perhaps more so, as their predecessors, who did, and are still doing, so much to keep the White Ensign pre-eminent.

The Royal Navy is still the finest of services—offers splendid careers—and "Navy News" is proud that it is able to bring news of it to the thousands who love it as their forbears did.

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C-IN-C, HOME FLEET PAYS FAREWELL VISIT

IMMEDIATELY before relinquishing his command, as Commander-in-Chief, Home Fleet, Admiral Sir Wilfrid J. W. Woods, K.C.B., D.S.C., wearing his flag in the A/S Frigate H.M.S. Virago (Cdr. M. Magnus Osborn, R.N.) visited the Pool of London from September 10 to 15, in company with her sister ship H.M.S. Venus (Cdr. A. Hoskyn, R.N.).

Before Admiral Woods landed to pay official calls, a press conference was held on board H.M.S. Virago.

The first evening the Commander-in-Chief gave an official reception on the quarterdecks of both vessels, which were linked by two gangways for the occasion, at which nearly 200 guests were invited. It was fortunate that awnings and side curtains were rigged as it rained fairly heavily.

The Commander-in-Chief entertained guests to luncheon and dinner on the first four days and also gave a private cocktail party aboard the Frigate on Thursday at which he, and Lady Woods received 150 guests.

FIRST SEA LORD PRESENT

The First Sea Lord, Admiral of the Fleet Sir Caspar John, apologised to the Captain of H.M.S. Virago for desecrating the quarterdeck by appearing in tails, but explained that he was going straight from the ship to the reception for the Commonwealth Prime Ministers.

The Governor of the Tower of London told the Captain of the Virago that the annual visit of the Commander-in-Chief was one of the most eagerly awaited events in the City of London.

The ships' companies of Virago and Venus (these two vessels being

the 2nd Division of the 17th Dartmouth Frigate Squadron) gave a children's party for deprived children of the London County Council's Hollies Home.

R.N.R. officers and ratings from H.M.S. President visited H.M.S. Venus on Tuesday evening, and after Sir Wilfrid had transferred his flag back to Northwood on Saturday forenoon H.M.S. Virago sailed down river with 16 members of the Barnes and Mortlake Royal Naval Association, 20 Harrow Sea Cadets and 20 Shoreditch Scouts.

PILGRIMAGE TO MECCA

The entertainment of the ships' companies in London included visits to breweries (these are naturally popular being regarded by some sailors as a pilgrimage to Mecca).

The captains, officers and senior ratings of the two frigates also visited H.M.S. President.

R.N.A. ENTERTAINS CREWS

For the second time within three months the Barnes and Mortlake R.N.A. (together with other members of the No. 1 Area, such as the Tottenham and Camberwell Branches) extended their excellent hospitality to

(Continued on page 4, column 5)

A fine tribute to the men of Trafalgar

OCTOBER 21 is the 157th anniversary of the Battle of Trafalgar, and in remembering a great victory, and the death of the architect of the victory, it is appropriate to remember the officers and men who, by their valour, made such a great victory possible.

The following General Order, issued by Vice-Admiral Collingwood, on board H.M.S. Euryalus, on the day following the Battle of Trafalgar, is reprinted in memory of Lord Nelson, his officers and men.

The ever-to-be-lamented death of Lord Viscount Nelson, Duke of Bronte, the Commander-in-Chief, who fell in the action of the 21st, in the arms of victory, covered with glory; whose memory will be ever dear to the British Navy and the British Nation; whose zeal for the honour of his King, and for the interests of his Country will be ever held up as a shining example for a British Seaman—leaves to me a duty to return my thanks to the Right Honourable Rear-Admiral, the Captains, Officers, Seamen and detachments of Royal Marines serving on board His Majesty's Squadron now under my command, for their conduct on that day; but where can I find language to express my sentiments of the valour and skill which were displayed by the Officers, the Seamen and Marines in the battle with the enemy, where every individual appeared a hero, on whom the glory of his country depended; the attack was irresistible, and the issue of it adds to the pages of Naval Annals a brilliant instance of what Britons can do, when their King and their Country need their services.

To the Right Honourable Rear-Admiral the Earl of Northesk, to the Captains, Officers, Non-Commissioned Officers and Privates of the Royal Marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in their zeal and activity in bringing the captured ships out from the perilous situation in which they were after their surrender, among the shoals of Trafalgar, in boisterous weather.

And I desire that the respective captains will be pleased to communicate to the Officers, Seamen and Royal Marines, this public testimony of my high approbation of their conduct, and my thanks for it.

(Signed) C. COLLINGWOOD.

To the Right Honourable Rear-Admiral the Earl of Northesk, and the respective Captains and Commanders.

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

SUBMARINE COMMAND

H.M.S. Narwhal, November 16, at Devonport, for 2nd S/M Squadron, at Devonport.

H.M.S. Truncheon, December 7, at Rosyth, for 2nd S/M Squadron, at Devonport.

GENERAL

H.M.S. Loch Lomond, October 8, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Nubian, October 9, at Portsmouth for Home Sea Service, General Service Commission, December 5, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).

H.M.S. Loch Fada, mid-October. Change classification of service. Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Lincoln, October 17, at Singapore for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Devonshire, November 1, at Birkenhead for Home Sea Service, General Service Commission, January, 1963, Home/Med. U.K. Base Port, Portsmouth (A).

H.M.S. Carysfort, early November at Gibraltar, L.R.P. complement. Local Foreign Service.

H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Eastbourne, November 15, at Rosyth, L.R.P. complement.

H.M.S. Leopard, November 22, at Portsmouth for General Service Commission, South America and South Atlantic/Home (21 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

ONE C.M.S., November, at Hythe, for Home Sea Service, Crew ex-Kirkliston, 50th M/S Squadron, U.K. Base Port, Portland.

H.M.S. Albion, November. Changes Classification to Foreign Service (Far East).

H.M.S. Dampier, December 1, at Singapore, for Foreign Service (Far East) (A).

H.M.S. Murray, December 13, at Rosyth for trials, Commissions for Home Sea Service, February 28, Second Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Scarborough, December 31, at Portsmouth, L.R.P. complement.

H.M.S. Duchess, January 3, at Portsmouth, for Foreign Service (Far East), 5th Destroyer Squadron, Transfers to 24th E.S. April, 1963 (A).

H.M.S. Diamond, January 3, at Chatham for General Service Commission, Med/Home, 5th Destroyer Squadron, U.K. Base Port, Portsmouth. Transfers to 23rd E.S. February, 1963 (A).

H.M.S. Diana, January 3, at Devonport for General Service Commission Home/East of Suez, 5th Destroyer Squadron, Transfers to 22nd E.S. February, 1963, U.K. Base Port, Devonport.

809 Squadron, January 8, at R.N. Air Station, Lossiemouth, Strike H.Q. Squadron, Buccaneer, Home Sea Service.

No. 829 Hampshire Flight, January 8, R.N. Air Station, Culdrose, Home Sea Service, General Service Commission, May, 1963, (Tentative date). For H.M.S. Hampshire, Wessex.

H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East) Amphibious Warfare Squadron (F).

H.M.S. Alert, January 24, at Singapore, Foreign Service (Far East) (A).

H.M.S. Gurkha, January 29, at Southampton for Home Sea Service, Commissions, March 1963, for General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Rosyth (B).

No. 829 Devonshire Flight, January, General Service Commission for H.M.S. Devonshire, Wessex.

H.M.S. Hampshire, January (may be delayed) at Clyde for Home Sea Service, General Service Commission, May, 1963 (tentative date), Home/East of Suez (length under consideration), U.K. Base Port, Portsmouth (A).

H.M.S. Loch Killisport, February 1, at Singapore for Foreign Service (Far East), Captain (F), 3rd Frigate Squadron (A).

H.M.S. Eskimo, February 5, at Cowes for Home Sea Service, General Service Commission, April, 1963, Home/Middle East (18 months), 9th

Frigate Squadron, U.K. Base Port, Portsmouth (B).

H.M.S. Plymouth, February 21, at Devonport, for General Service Commission, East of Suez/Home, 22nd E.S. U.K. Base Port, Devonport.

H.M.S. Rhyll, February 21, at Portsmouth, for General Service Commission, Med/Home, 23rd E.S. U.K. Base Port, Portsmouth (A).

H.M.S. Troubridge, February, at Malta (under consideration), L.R.P. complement, Local Foreign Service.

H.M.S. Manxman, February, at Chatham, Steaming crew, Home Sea Service, Foreign Service from date of sailing (Far East) (A).

H.M.S. Chichester, February, at Chatham, L.R.P. complement.

H.M.S. Bulwark, February, at Devonport, L.R.P. complement.

H.M.S. Grafton, end February, at Chatham, L.R.P. complement.

H.M.S. Zest, March 1, at Malta for trials, Home Sea Service.

H.M.S. Hartland Point, March 1, at Singapore, for Foreign Service (Far East) (A).

820 Squadron, March 5, at R.N. Air Station, Culdrose, (Service under consideration), Victorious, Wessex.

H.M.S. Urso, March 7, at Devonport, for General Service Commission West Indies/Home, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Lowestoft, March 14, at Chatham, for General Service Commission, Med/Home, 23rd E.S. U.K. Base Port, Portsmouth (A).

H.M.S. Jaguar, March 21, at Chatham for General Service Commission, Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Russell, April, at Rosyth, L.R.P. complement.

H.M.S. Tiger, May 2, at Devonport for Home Sea Service, General Service Commission, February, 1964, Home/East of Suez, U.K. Base Port, Devonport (A).

H.M.S. Decoy, April 11, at Devonport, for General Service Commission Home/Med./East of Suez, 21st E.S. U.K. Base Port, Devonport (A).

(Continued on page 3, column 2)

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Old Lions meet the new generation

ADMIRALS OF THE FLEET IN CRUISER

THE highlight of last month in H.M.S. Lion (Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N.), was undoubtedly the entertaining of members of the ship's company of the battle cruiser Lion of First World War fame. This took place on September 19.

The visiting "Old Lions" were headed by Admiral of the Fleet Lord Chatfield who was in command of Lion at the Battle of Jutland, and Admiral of the Fleet Earl Mountbatten who was serving as a Midshipman at the time.

Others who attended were: Capt. C. V. Baker, Recruiting Officer L. E. Brown, Rear-Admiral W. S. Chalmers, Mr. Chapman, Lady Drax (wife of Admiral Sir Plunkett-Erle-Drax), Mr. T. Dunne, Mr. F. Eckroyd, Mr. Facey, Mr. Fox, Lieut.-Cdr G. A. Gough, Mr. H. George, Mr. R. Geeleher, Mr. H. K. Gregory, Cdr. W. G. B. Hartley, Mrs. Hobbs (wife of the late Capt. (S.) Hobbs), Capt. C. M. R. Schwerdt, Mr. A. V. Revans, Mr. J. Temme, Mr. T. F. G. Heckford, Mr. L. Hewitt, Mr. A. Humphries, Rear-Admiral (S.) Sir Rowland Jerram, Mr. W. B. Jones, Mr. C. J. Johns, Mr. Kerry, Mr. R. G. Lawson, Mr. J. Leonard, Mr. G. Lewis, Mr. H. Luscombe, Mr. G. Marter, Mr. W. May, Mr. P. H. Miller, Mr. J. H. Morgan, Mr. D.

Sheppard, Mr. H. Toms, Mr. E. Williams, some of whom had travelled from as far away as Wales and Liverpool to be present.

The activities of the day had been arranged to coincide with a visit from a party of officers and other ranks of the King's Own Royal Border Regiment, which has a close liaison with the ship and wears, as an insignia, a facsimile of the Lion of England.

EXCHANGE OF CRESTS

The captain presented to Major-General T. H. Birkbeck, C.B.E., D.S.O., Assistant Colonel of the regiment, a ship's crest, and the General responded on behalf of the regiment by presenting a regimental crest and a large silver cigar box.

All those present witnessed a physical training display by the juniors under the direction of P.O. McIlgrew, the P.T.I., and this was later followed at sunset by the ceremony of Beating Retreat, performed by the ship's Royal Marines Band conducted by Bandmaster P. D. Toms. The ship and jetty were floodlit for the occasion.

Further "underground" activities during the month included a pot-holing expedition by five ratings and Royal Marines led by the Senior Engineer Lieut.-Cdr. T. Shaw, R.N. Two caves at Buckfastleigh were visited.

SHIPS OF THE ROYAL NAVY

H.M.S. Falmouth

No. 83



H.M.S. Falmouth, a "Rothesay" class, modified Type 12 Anti-Submarine Frigate of 2,560 tons (full load) displacement, was built by Swan, Hunter and Wigham Richardson Ltd., Newcastle-upon-Tyne, being launched on December 15, 1959 and completed on July 25, 1961.

Fitted with the latest underwater detection equipment and anti-submarine weapons, the Rothesays are all welded and have an overall length of 370 feet with a beam of 41 feet. Complement is 200 officers and men.

Like the Whitbys, the Rothesays have two 4.5 inch guns in twin turrets and two 40 mm. Bofors AA (twin) but this secondary armament is to be replaced by the Seacat surface-to-air guided missile.

High powered geared turbines enable this class of ships to achieve over 30 knots on only 75 per cent. of the power required by older destroyers of comparable displacement.

Fitted with 12 torpedo tubes Falmouth also has two Limbo three-barrelled depth-charge mortars.

Pioneer naval airman's bomb still very dangerous

MEMBERS of the Royal Navy's bomb and mine disposal team from H.M.S. Vernon are still dealing with an average of one call every other day, making safe a variety of explosives uncovered around the coast in their area stretching from the Wash to Lyme Regis.

This looks like being a vintage year for the officer and two ratings who make up the team. A mine recently trawled up off Felixstowe has been found to be a First World War type which, although hardly recognisable after more than 40 years of corrosion, was still highly dangerous with its explosive and detonator perfectly preserved.

the site of the first Royal Naval Air Station where pioneer Naval airmen experimented with bombing before the First World War. A bomb sticking out of the mud at low water was found to be of the same type used by the Navy in the days when it was just dropped by hand over the side. It was perfectly preserved by the mud and still very dangerous.

The team has just ended its busiest time of the year and in a fortnight it travelled over 3,000 miles to deal with bombs, mines and shells of all shapes and sizes washed up or uncovered around the coast. The influx of holidaymakers into coastal areas during August and early September produce increased numbers of reports of "suspicious objects." Many turn out to be false alarms but every one has to be investigated, and in many cases age merely makes the explosives more unpredictable.

PRE-FIRST WORLD WAR BOMB

Another recent call took the team to Leysdown, Isle of Sheppey, near



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DRAFTING FORECAST (cont.)

H.M.S. Berwick, April 11, at Portsmouth, for General Service Commission Home/East of Suez. 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Lynx, April 18, at Chatham, for trials. Commissions May 30 for General Service Commission Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Anzio, April 19, at Gibraltar, for Foreign Service (Middle East) (B).

No. 829 Kent Flight, May, at R.N. Air Station, Culdrose, for Home Sea Service. General Service Commission, October, 1963 (tentative date). For H.M.S. Kent, Wessex.

H.M.S. Puma, May, Portsmouth, L.R.P. complement.

H.M.S. Centaur, May, (may be delayed), at Portsmouth. Service under

consideration. U.K. Base Port, Portsmouth.

H.M.S. Redoubt, May 31, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Messina, June 7, at Bahrain for Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

H.M.S. Kent, June 27 (tentative date), at Belfast for Home Sea Service. General Service Commission, October, 1963 (tentative date), Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Dalrymple, June (tentative date), at Devonport for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Mohawk, June (tentative date), at Barrow for Home Sea Service. General Service Commission August, 1963 (may be delayed), Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. London, June (may be delayed) at Wallsend-on-Tyne for Home Sea Service. General Service Commission October, 1963 (may be delayed). East of Suez/Home. U.K. Base Port, Portsmouth.

H.M.S. Berry Head, June, at Chatham, for trials.

No. 700H Squadron, June (tentative date), at R.N. Air Station, Culdrose. I.F.T.U. Wasp.

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, Alanmein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Darlington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough and Sea Lion.

Shoulton's crew recalled from leave

H.M.S. Shoulton (Lieut.-Cdr. N. W. Parker, R.N.) fitted with the Navy's latest minichunting equipment returned recently from a 10-week cruise in the Mediterranean. She had been demonstrating her capabilities to N.A.T.O. allies Portugal and Italy. In addition she joined the 108th Minesweeping Squadron and Greek Minesweepers for a N.A.T.O. exercise off Malta.

The highlights of her 7,000 mile cruise were visits to Lisbon, Santa Margherita on the Italian Riviera, Capri and Palma, Majorca.

Once again H.M.S. Shoulton has distinguished herself in a search for a lost aircraft when the ship's company were recalled from leave to find the wreck of a naval aircraft lost in the Moray Firth.

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three by th at Pri cupbe quick answe had r quick trans him t Lieut coult stayit writit Alph in th Th time he st so o arou of o their very glant



R.S.M. Kisbee and his bride leave Holy Trinity Church, Sliema

BAGPIPES AT MALTA WEDDING

PETTY Officer Wren Dorothy Carbutt, W.R.N.S., of Chellaston, near Derby married in Malta on Saturday, August 4, W.O. Noel Kisbee of Newmarket. The Fleet Chaplain, the Reverend H. W. Brierley, O.B.E., Q.H.C., Royal Navy, officiated.

The bridegroom is Regimental Sergeant-Major of the Royal Highland Fusiliers and the couple left

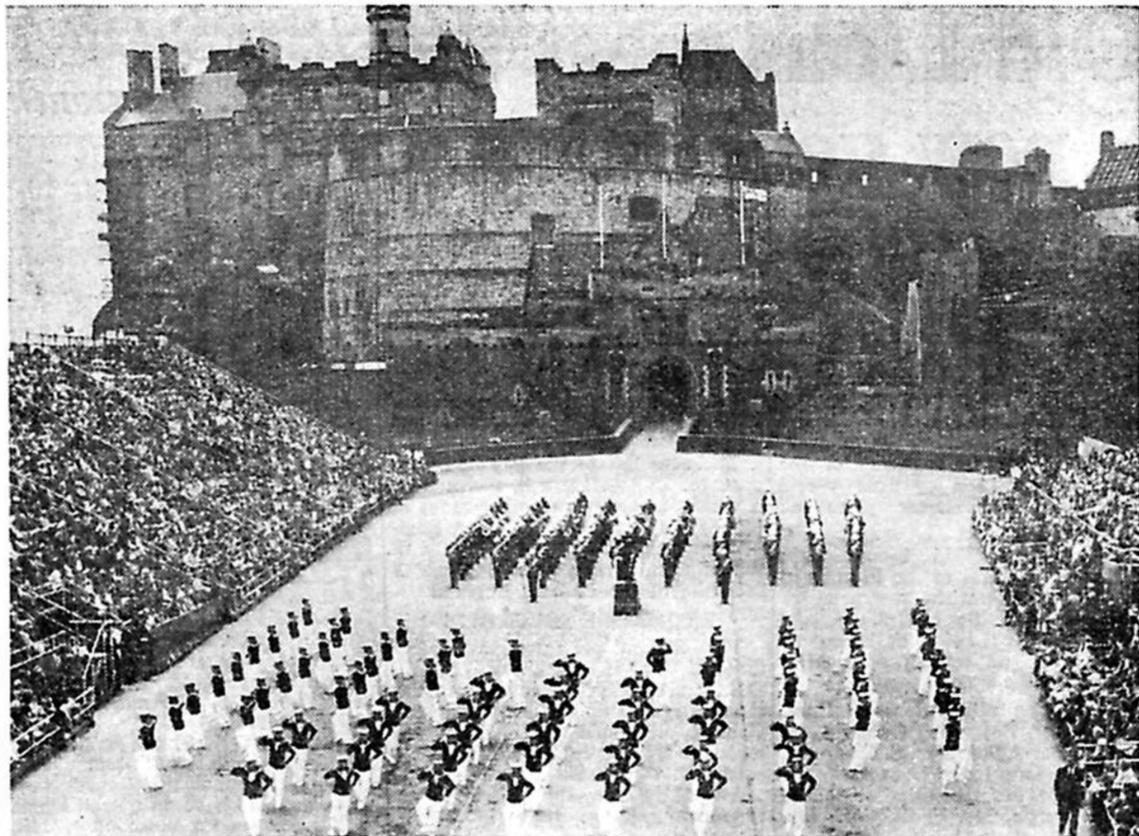
Holy Trinity Church, Sliema, to the strains of the bagpipes, passing through a Guard of Honour provided by the Warrant Officers and Sergeants of the Regiment.

Before the marriage, the bride served on the staff of the Commander-in-Chief, Mediterranean, in the Distributing Authority offices. She was to have been given away by the Commander-in-Chief's Secretary, Capt. B. C. Perowne, Royal Navy, but because of illness this happy duty fell to Capt. W. Stobie, Royal Highland Fusiliers. The bridesmaids, in short lemon coloured dresses with matching picture hats were P.O. Wren Audrey Brome and P.O. Wren Paula Roche. Sergt.-Major F. Sievwright was best man.

SICILY HONEYMOON

The reception in the Sergeants' Mess at St. Patrick's Barracks was attended by 150 guests. The honeymoon was spent in Sicily.

This is the second marriage this year between a member of the Petty Officer Wrens' Mess, Whitehall Mansions, and a member of the Sergeants' Mess of the Royal Highland Fusiliers. P.O. Wren Maureen Pinder married Sergt. David Baxter, Royal Highland Fusiliers, on March 24.



With the impressive Castle as a backdrop, the Royal Navy Juniors performed the hornpipe for large crowds twice each day.

AMERICAN LADY SEEKS WAR-TIME GUESTS

LIVING in Wantage is an American lady who, during the war, gave hospitality and a temporary home to over 100 young Royal Navy ratings when ships were visiting Boston.

Unfortunately she has now lost touch with all her former guests and, although 85, would dearly love to have news of any of them. If any are readers of "Navy News" it would be a great kindness if they would write to her. She is Mrs. Mills, who used to live at Lowell, Mass., and is now living at 10 Westbrook Grove, near Wantage.

The ex-R.N. Telegraphist 1918 Association will be holding its 30th Annual Dinner and Annual General Meeting at the Windsor Castle Hotel, Victoria, London, on Saturday, November 10. Full details can be obtained from Mr. G. Eames, 97 Culverley Road, Catford, S.E.6.

In Memoriam

- Robert Herbert Halley, Able Seaman, D/J 974654, Naval Party 5555. Died July 15, 1962.
- Luke Franklin, Able Seaman, P/SS 960110, H.M.S. Cochrane. Died August 12, 1962.
- David Michael Eynon, Naval Airman 1st Class, L/F 976318, H.M.S. Ark Royal. Died August 16, 1962.
- David Pool, Chief Communications Yeoman, P/JX 371417, H.M.S. Mercury. Died August 22, 1962.
- John Alfred Graham, Acting Leading Seaman, P/J 936991, H.M.S. Vernon. Died August 26, 1962.
- John Gill, Naval Airman Mechanic (AE), L/F 976306, H.M.S. Falcon. Died August 27, 1962.
- Joseph Stanley Jones, B.E.M., Chief Electrical Artificer, C/MX 47578, H.M.S. Eaglet. Died August 28, 1962.
- Lieut. Alan Roy Armstrong, R.N., H.M.S. Thunderer. Died August 30, 1962.
- Lieut. James Guy Randall, R.N., H.M.S. Ark Royal. Died September 2, 1962.
- Lieut. Edward Revel Mason, R.N., H.M.S. Hermes. Died September 4, 1962.
- Lieut. Robin Gilbert Lunn, R.N., H.M.S. Hermes. Died September 4, 1962.
- Michael George Hayman, Ordinary Seaman, P/J 984140, H.M.S. Ursa. Died September 6, 1962.
- Lieut.-Cdr. Bryan Geoffrey Owen, R.N., H.M.S. Lion. Died September 14, 1962.
- Lieut.-Cdr. Michael d'Alton Cowley, R.N., H.M.S. Seahawk. Died September 17, 1962.

Juniors thrill Edinburgh

Tattoo visitors

AS briefly reported in our September issue, a Hornpipe d'splay was mounted in the Edinburgh Tattoo.

A party of 90, consisting of 81 junior seamen ex-H.M.S. Ganges and St. Vincent and nine junior EMs from H.M.S. Collingwood spent five weeks in Edinburgh where a performance was given on the castle parade twice daily. In addition to performing the hornpipe the party also formed the Royal Guard in the grand finale.

The party was trained in the Royal Naval Barracks, Portsmouth, under the supervision of the Superintendent of the P.T. School.

Glowing reports have been received from Edinburgh about the performance of the juniors, and all who saw the televised broadcast of the Tattoo will agree that the Naval element was a great success.

The juniors, now off to sea, will certainly take with them memories of a most enjoyable, if strenuous, break from Service routine.

FAREWELL VISIT

(Continued from page 2, column 3)

30 members each from the two ships. This active branch which is doing so much to publicise and further the aims of the Association in keeping alive amongst ex-R.N. ratings the companionship of Service life as well as protecting the interests of those in distress and the disabled, gave a most enjoyable social/dance which all appreciated.

The No. 1 Area Chairman presented Virago and Venus with a copy of its R.N.A. Flag. Those members who accompanied the Virago down river had the pleasure of seeing it flying from the masthead. This may have baffled various riverside lookouts but it represented a tribute to Barnes and Mortlake who try to live up to their motto that no R.N. ship enters the Pool of London without their hospitality. Cdr. Magnus Osborn presented Mr. Allen the Mortlake secretary with a copy of the ship's rest in exchange.



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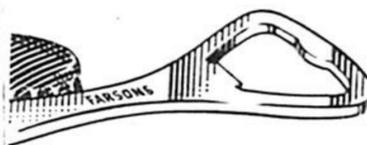
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"Dipped" third badge after holding it seventeen years

A LINK WITH THE PAST

BY ACHARBEE

IT is a far cry from the rolling hills of South Devon to Australia, and from the somewhat peaceful days of 1840 to the hurry and bustle of 1962, but a couple of sheets of parchment have done the trick.

On December 13, 1840 in the little village of Ermington, Devon, Samuel Coad was born, and last month his grandson, C.P.O. R. E. Errington, who is now the coxswain of H.M.A.S. Supply, late Tide Austral, the fast fleet replenishment ship, showed to me the certificate of service of his grandfather.

Samuel Coad joined the Royal Navy as an ordinary seaman, second class, on August 25, 1860, and he served continuously until pensioned on October 10, 1890. His first ship was the Royal Adelaide, a second rate of 1828 which was sold in 1905. He then served in the Revenge, a first rate of 1859, which was re-named Empress in 1890.

A name resurrected in 1956 as the name of the Gunner Range at Wembury, H.M.S. Cambridge, was his next ship. This H.M.S. Cambridge was a second rate built in the year of Waterloo, 1815, became the Gunner School at Devonport in 1856 and was broken up in 1869 when H.M.S. Windsor Castle, a first rate of 1858, was re-named H.M.S. Cambridge.

Soon after qualifying as a seaman gunner, first class, in H.M.S. Cambridge, Samuel Coad joined the corvette H.M.S. Cossack, built in 1854 and sold in 1875. His commission in this ship lasted from December 13,

1868 until July 18, 1873 when he joined the Audacious, a Central Battery Ship of 1869 and which was re-named H.M.S. Figgard in 1894.

CAPTAIN OF MIZZEN TOP

From August, 1860 until the end of 1873 Samuel Coad had progressed in rating from Ordinary Seaman, through the Able Seaman rate and Leading Seaman to Captain of the Mizzen Top and Captain of the Fore Top to Captain of the Forecastle.

Early in 1874 his rating became "Boat" whilst serving in Audacious and in this capacity he served in the Newcastle, a fourth rate, and the Endymion, a frigate. He was then advanced to "Cd. Boat" and after service as such in Audacious went to the Repulse, an ironclad, and finally the Rupert, a turret ram of 1872.

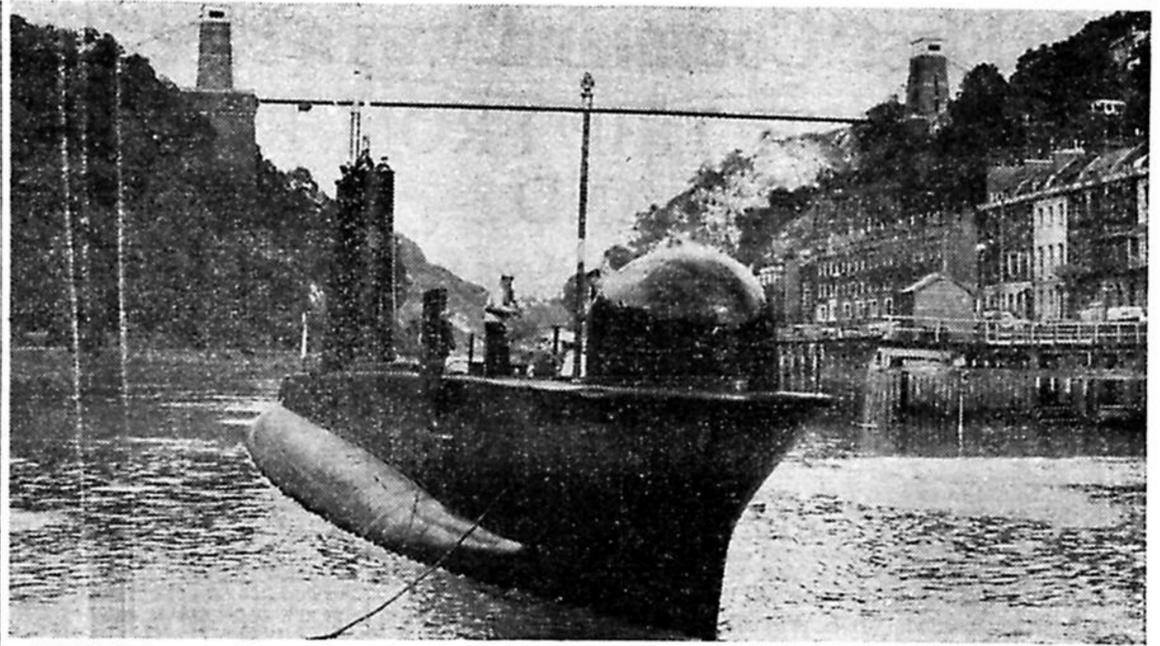
FALL FROM GRACE

The parchment shows that Samuel Coad was granted his first Good Conduct badge on January 1, 1865, his second on August 25, 1868, and his third on October 1, 1873. The extraordinary thing is, that after holding his badges for 17 years he was deprived of his third good conduct badge one month before being pensioned.

I wonder what caused this lapse from the path of rectitude? Of very good character throughout his service, apart from a lapse soon after joining the Revenge in 1861, when his character was assessed as "Good," and having been awarded his Long Service and Good Conduct medal on November 3, 1880, and receiving an annual gratuity in respect of this medal from 1881 to 1889, what caused him to go off the rails?

Samuel Coad's daughter, Mrs. A. Briggs, is still living in Newcastle-upon-Tyne and is the owner of a wool rug presented to her father during the 1860s by a grateful coloured man to whom the then A.B. had been able to help. The rug is of a ship in full sail.

(Continued in column 3)



H.M.S. Orpheus, an Oberon class submarine, the largest submarine ever to visit Bristol, passes under the Clifton Suspension Bridge

Tow parts as largest submarine to visit Bristol enters port

ORPHEUS WELCOMED

COMING shortly after the rigours of Captain (S/M)'s annual inspection, the visit by H.M.S. Orpheus to the traditionally hospitable City and County of Bristol from August 22 to 27 was a welcome event.

Interest started with the passage up the river Avon, a narrow and winding channel which almost dries out at low water. After some excitement when the tow parted between submarine and tug just below the famous Clifton Suspension Bridge; after a

slight argument with one of the lock gates, Orpheus—the largest submarine ever to visit Bristol—secured in the very heart of the city.

Officers and ratings variously were invited to lunch at the Council House by the Deputy Lord Mayor; to lunch and tour of the works and dinner by Bristol Siddeley Engines Ltd.; to a visit to Georges' Brewery and Harvey's wine cellars; to a tour of local places of interest; to entertainment on board the R.N.V.R. training

ship Flying Fox; to private homes and clubs... Bristol truly enhanced its reputation for welcoming the Navy.

QUART INTO A PINT POT

Add to the recipe a Ship's Company Dance on board Flying Fox; visits from the public, cadet organisations, Submarine Old Comrades, and Bristol Siddeley Engines, and a special welcome on board for members of the Sea Ranger Ship Orpheus from Exeter—this really was fitting a quart into a pint pot.

An association between Bristol Siddeley Engines and the ship was cemented by exchanging models of the submarine and of the Orpheus engine.

The officers and ship's company had the pleasure of meeting again Rear-Admiral and Mrs. Bertram Taylor—Admiral Taylor as a recent F.O.S/M, and Mrs. Taylor as the "Lady who launched Orpheus into the under(water) world."

As the ship turned into the wider waters of the Bristol Channel and beyond, those on board, feeling perhaps a little less "shipshape and Bristol fashion" than when they arrived, carried very happy memories of the warmth of their welcome.

(Continued from column 2)

It is more than possible that Samuel Coad had taken "one over the eight" when he left the Rupert for the Audacious to take his pension, which accounted for the deprivation of his badge, but I like to think, in view of his kindness to one of another race, that he was "taking the rap" for someone else. We shall never know.

Samuel Coad's son—another Samuel—was lost during the collision between the Victoria and the Camperdown in 1893, and his name appears on the

monument erected by the survivors in Victoria Park, Portsmouth.

By a curious quirk of fate the grandson of Samuel Coad is named Errington—not a far cry from the name Ermington where his grandfather was born.

One final thing, H.M.A.S. Supply is named after H.M.S. Supply, the brig which was the flag ship of S Squadron of British ships which started the settlement in Australia at Port Jackson and which later became Sydney.



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 Assurance 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

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FIRST SEA LORD VISITS DRAFTING OFFICES

The First Sea Lord, Admiral of the Fleet, Sir Caspar John, visited the offices of the Commodore, Naval Drafting, at Haslemere on September 24.

The Admiral visited all sections and showed a lively interest in the work. He lunched with the Commodore, Naval Drafting, Commodore R. Hart, in the canteen and before leaving, addressed both the Naval and Civilian personnel.

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My First 'Command' was a Fleet Tug

A ROUGH TRIP FROM ROSYTH TO PORTLAND

(This is the 18th episode by Neptune, who has traced his career from the time he joined the Service in 1904 as a young seaman, through his struggles to obtain promotion and to attain proficiency in gunnery. In the September issue he told how he commissioned H.M.S. Dartmouth at Monte Video in January, 1921, as the Gunnery Officer of the cruiser and his disappointment when the South American Squadron was withdrawn from the station and he had to transfer to H.M.S. Southampton, take the ship to Simonstown, his relief by a more senior officer, and his being ordered to return to the United Kingdom.)

THE pleasant voyage to the United Kingdom as a passenger in S.S. Kinfaul Castle helped to ease my frustration and disappointment. The appointment to H.M.S. Dartmouth, expected to be for two years, had engendered a sense of purpose and enthusiasm, but to have it suddenly squashed, when appointments were scarce and the Geddes Axe was being operated, showed how much one's career was in the lap of the gods. It was difficult to take a hopeful view of the future. One wondered, where will the axe fall next?

I had left England in mid-December, 1920, and returned about mid-July. During this period I had completed a round trip—Southampton to Monte Video, Falkland Islands, Magellan Straits, Coronel, Valparaiso, Buenos Aires, Rio de Janeiro, Simonstown and Cape Town—some thousands of miles, and served under three captains. I had served with Capt. Bigg-Withers for four months and, luckily, this was long enough for him to assess my character and abilities.

"WIND OF CHANGE"

I was instructed by the Admiralty to proceed on leave, but after only three weeks, to my astonishment and great joy, I received an appointment as First Lieutenant, H.M.S. Winchester—a "W" Class destroyer attached to the Vernon Flotilla. Thus a heavy load was removed from my mind.

The "wind of change" brought me in direct contact with the destroyer world, and although I still hoped that I would be able to specialise as a Gunnery Officer I decided to go "all out" and study this new way of life.

My enthusiasm was slightly damped when I learned that Commander (D)'s relief had been appointed, so I served with my first captain for only three weeks. He was relieved by Cdr. Ralph Leatham, an

officer who was destined to reach the highest rank in the Service.

He gave me every opportunity to gain experience in handling, berthing and anchoring a destroyer, and to deal with the flotilla's administrative work. On leaving he informed me that he had recommended me for a small command. Cdr. Leatham was succeeded by Cdr. Mowat in January, 1922. He was another able officer under whom it was a pleasure to serve.

SAILORS IN THE MAKING By NEPTUNE

The duties on board Winchester were not very exacting. With other ships of the flotilla we were engaged in taking classes to sea to fire torpedoes or to carry out torpedo control exercises, mine-laying and recovery and minesweeping. The operation of recovering torpedoes entailed quite a lot of boat work which, in conjunction with the specialised training, helped the classes which could be said to consist of "sailors in the making."

A special duty of Winchester was to carry out rangefinder vibration trials at high speed for the Gunnery School, under the supervision of Lieut.-Cdr. (G.) M. M. Denny (now Admiral

Denny). He narrowly missed the post of First Sea Lord.

It was during these high-speed exercises that I took my son—ten years old—to sea to get a close-up knowledge of the ways of navy life. He was terribly seasick, but it did not dull his ambitions and his hopes of entering the Royal Navy.

The recommendation for a "small command" materialised in that I was appointed to the Fleet Tug, H.M.S. St. Martin (in command) as from October 31, 1922.

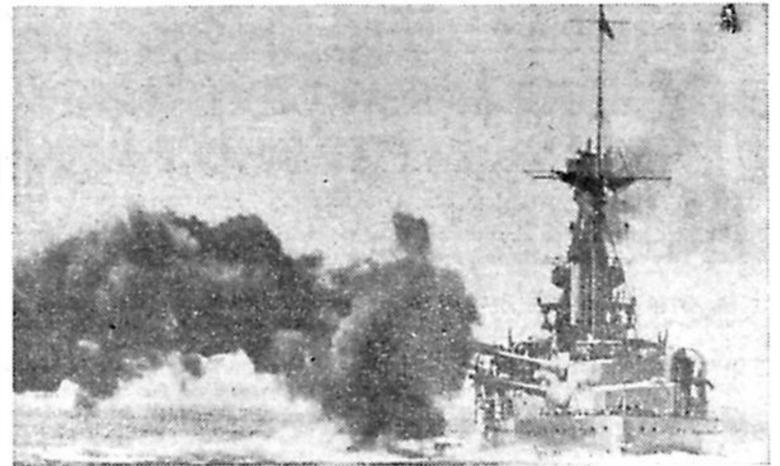
IN COMMAND OF A FLEET TUG

I had served 14 months as First Lieutenant of Winchester and was thoroughly adjusted to destroyer routine and I could not say that I received this new appointment with any feeling of enthusiasm. Two days before taking up my appointment my daughter was born. My thoughts had frequently strayed in the direction of a "P" boat, whose normal routine was exercises, but a Fleet Tug—No! I decided to keep an open mind and be influenced by experience.

St. Martin was at Portland, attached to the Captain-in-Charge, Portland, when I took over command. The complement was a gunner (G), five seamen and an engine-room staff of ten men. One seaman had to spend his odd moments as officers' cook and steward.

I was to gain great seamanship experience during the next few months. I had, by the stroke of a pen, become a "sailor in the making" in a very tough school.

Coinciding with the taking up of my command, H.M.S. Emperor of India arrived at Weymouth to carry out "working-up" exercises before going to the Mediterranean.



A Dreadnought battleship at battle practice

As St. Martin attempted to pass through the breakwater entrance with the target at short stay, the towing wire carried away three times in succession. On each occasion it meant considerable risk of life and limb to put a seaman on the raft. The seamen and engine-room ratings worked splendidly.

The spindle of the towing capstan had been lifted out of its socket and the spindle bent, but it was possible, eventually, to complete Emperor of India's programme before the tug proceeded to Portsmouth for repairs, Christmas leave and a well-earned period of relaxation.

Returning to Portland in January, 1923, St. Martin was instructed to rendezvous off the Nab Tower and take over the submarine L.27 from a Portsmouth tug and tow her to Sheerness. At Sheerness I was instructed to proceed to Rosyth, collect a battle-practice target and tow it to Portland. For the round trip I had been lent an additional gunner as a watchkeeper.

ENCOUNTER WITH DRIFTERS

The weather report on leaving Rosyth with the target in tow was

poor, but it was decided to sail and St. Abb's Head was rounded at dusk. The wind was moderate and a heavy sea running and the officer of the watch was on his own on the bridge. I was dozing in my cabin when I heard angry shouts. I rushed on to the bridge and, to my dismay, saw that we were in the midst of net drifters who had no lights showing. I could just see the target ploughing its way in our wake. I experienced many tense moments because I knew that if the target collided with a drifter there would be a catastrophe. I prayed silently that such a disaster would not happen, and my prayer was answered. Some months later a claim was made on the Admiralty for damage to net, but, fortunately, I had rendered a report concerning the incident directly I reached Portland.

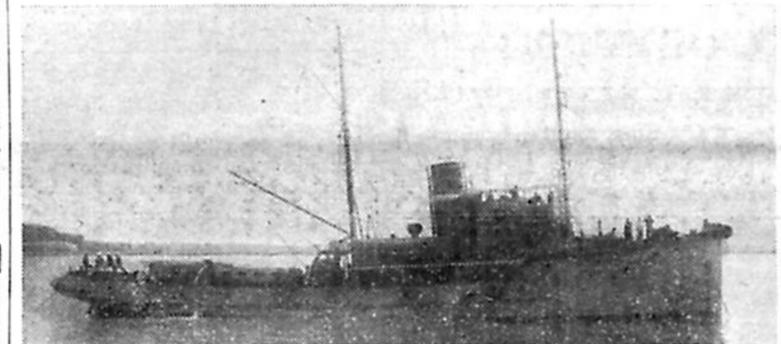
On the second night out from Rosyth the weather deteriorated rapidly. A strong south-westerly gale arose, accompanied by heavy seas and torrential rain. It was difficult to keep steerage way. The two watch-keeping officers were completely knocked out by sea sickness. The watch consisted of two seamen; one was helmsman and the other the target-watcher. He had an axe ready to cut the towing wire in emergency. Owing to the great strain on the helmsman, duties were exchanged every hour.

VERY DEAD RECKONING

I also was very sick, but with a bucket on the bridge it was possible to get relief occasionally. I kept a continuous watch on the bridge, with a ship's biscuit to nibble. Navigation was by dead reckoning—very dead at that—with an occasional unreliable W/T. directional bearing.

It was with great relief, as we got further south, to get a clear view of

(Continued on page 7, column 1)



H.M. Tug St. Martin in 1922

St. Martin was in immediate demand. I was told to rendezvous with a battle-practice target veered astern, towing speed 10 knots, in a position 180°, ten miles from the Shambles Lightship, by 0900, steering a westerly course.

SALVO PARTS TOWING WIRE

All went well until, during the first run, a salvo parted the towing wire close to the target, which began to drift rapidly to leeward. Fortunately the sea was moderate, making it possible to put a seaman on the target raft and connect up the tow. This was done in just over the hour despite the fact that 500 fathoms of towing wire had to be heaved in, most of which was trailing over the sea bed.

On the last run, Emperor of India was firing "up wind" when the breech of one of the turret guns was opened and cordite fumes blew back, overcoming some of the crew and causing the exercises to be delayed for a few days.

Despite a deterioration in the weather it was decided that the programme must be finished and St. Martin was once again to rendezvous with target at nine o'clock one morning. At 0300 it was blowing hard and a signal was made to Emperor of India requesting instructions in view of the weather conditions. The reply came, "Proceed in execution of previous order."

With great difficulty the entrance to the breakwater was cleared and course set for the Shambles. The distance was five miles. The target zig-zagged from one quarter to another, acting as a drogue on our speed. It was only kept from capsizing by the heavy weight of the raft and its deep draught of 21 feet.

A DAY'S WORK

At 0800, when still two miles from the Shambles, a signal was received from Emperor of India—"Return to harbour"—an operation which took up the remainder of the day.

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The Royal Navy has two new branches

SKILL AND BRAINS NEEDED FOR MODERN WEAPONS

Seaman Armourer vacancies

IN 1960 an Admiralty Committee was set up to review the skilled technical structure of the Navy and to make recommendations for the future. One result of their recommendations was the decision to specialise more deeply the skilled ratings responsible for the maintenance of modern weapons and their control systems.

This has led to the formation of two new branches of skilled ratings—the Control Artificer Weapons—to be recruited from the Artificer Apprentice entry and the Weapon Mechanician—to be extracted from Seamen Armourer ratings who have had experience of the task in a semi-skilled capacity.

An Admiralty Fleet Order in 1961, A.F.O. 1452, outlined the respective duties of the new categories and it also announced that Ordnance and Electrical Artificers would be allowed to run down in numbers as the new categories of skilled men became available.

The number of skilled ratings required to maintain the weapons of the future fleet will steadily increase in the years ahead, and now that the recruiting of Ordnance Artificers has ceased, coupled with the need to cross-train them to Control Artificer, the need for Weapon Mechanician candidates is greater than before.

PAY REFLECTS RESPONSIBILITY

Weapon Mechanicians will have a most responsible job in the fleet, and their career structure and pay reflect this. On completion of two years' training as a fitter, with suitable academic subjects, a man is rated

Mechanician 3rd Class—a Petty Officer. At this stage a married man with two Good Conduct Badges and 9 years' service, living out of married quarters, will receive £2 13s. 2d. per day.

Two years later, on advancement to Mechanician 1st Class, a Chief Petty Officer, the same man will get £3 0s. 6d. per day. From this stage the Mechanician is on the same pay scale as Artificers.

There are also opportunities for advancement to Chief Mechanician and to Special Duties List Officer in the weapon technical specialisation.

Apart from the generous pay and prospects while serving, the mechanician will be taught a trade which will ensure lucrative employment in industry when he leaves the Service.

Mechanician candidates undergo a course in H.M.S. Caledonia at Rosyth lasting one year and eight months, the course consisting of five terms of 14 weeks each, three terms in the year.

Half the instructional time is spent in the workshops, where the Weapon Mechanician candidates receive thorough instruction and practical experience in fitting, with brief acquaintances in all the principal allied trades.

Candidates are expected to achieve a standard of skill in the Trade Test

at the end of the course closely approximating to that of the Artificer Apprentice, although the amount of turning done by the Weapon Mechanician candidates will be considerably less, owing to the very much shorter duration of their course.

ACADEMIC STUDIES

In the first year of the course, most of the time not spent in the workshops is devoted to academic studies designed to equip the weapon mechanician to cope with the engineering problems he will encounter in the Service and to understand new or unfamiliar equipment when he meets it for the first time. Subjects include mathematics, applied mechanics, physics (including simple electrical theory, engineering, drawing and English).

In addition to its primary aim of fitting a man to function as a senior technical rating, the academic part of the course is aimed at bringing all the candidates within grasp of the Higher Educational Test, so that those with the ability and ambition will have the opportunity to qualify for Special Duties rank.

PRACTICAL EXPERIENCE

Weapon engineering instruction covers a wide range of Gunnery and T.A.S. equipments and, in this subject, the course is aimed primarily at teaching the main elements of weapon engineering practice, with typical illustrations from equipments currently in service. Classroom instruction is strongly backed up with practical exercise in stripping, refitting and routine examination of the available equipment whenever possible. In this connection, a reserve destroyer provides unique opportunities for this type of work under something approaching realistic conditions.

On passing out of Caledonia, weapon mechanicians spend one term in Excellent and Vernon where they complete

their training on modern weapon equipment and prepare for their first sea-going job.

FACILITIES FOR SPORT

Recreational facilities in H.M.S. Caledonia are excellent and already Weapon Mechanician Candidates' teams have featured in spirited inter-divisional league games at rugby, soccer, hockey, cricket, tennis, water polo, rifle shooting, softball, squash and a variety of other sports. In sailing the Weapon Mechanician candidates did very well in the Inter-Divisional League and represented Scotland in the Inter-Command Whaler Championships at Portsmouth. In this connection, H.M.S. Caledonia is setting up a sailing centre for small boats on Loch Fitty, and Weapon Mechanician candidates have assisted materially in the construction of a jetty and other installations.

In addition to all these activities, there are clubs engaged in pursuits to please almost every taste—a mountain and ski club, motor club, canoe club, drama, art, tape recording, brass and pipe bands, etc. Much is achieved by these clubs' endeavours in bringing all sides of the establishment together and providing light and rewarding relief in a course that is long, concentrated and, at times, arduous.

MORE MARRIED QUARTERS

There is, unfortunately, a shortage of accommodation for married men in the Rosyth area, and the roster for married quarters is somewhat over-subscribed. However, approval has been given in principle for the building of another 100 married quarters for ratings and so it is certain that this situation will improve before long.

Ratings who feel that they have the aptitude and ability to "make the no time in contacting their ships grade" and are ambitious, should lose officers.

'ESCAPES' FROM SEA BED

A TEAM of eight submariners on the submarine escape training staff of the Royal Navy's submarine headquarters at H.M.S. Dolphin, Gosport, began trials in the Mediterranean last month to test new techniques for free ascent escaping from a dived submarine at a depth of 260 feet.

The team is led by Lieut.-Cdr. I. D. Hamlyn, R.N., of Alverstoke, Hants and includes a Royal Naval surgeon lieutenant, and six senior ratings—all having considerable experience in free ascent underwater.

PROBLEMS TO OVERCOME

They will carry out a series of practical escapes at sea from a submarine on the bottom of the Mediterranean at a depth of 260 feet, employing the current British Buoyant Ascent Method, as well as trying out a new "hood" which enables the escaper to breathe "trapped" air during his passage to the surface. No authenticated escapes following a submarine disaster have taken place from depths even approaching this figure and deep escape presents many material and physiological problems which have yet to be overcome. It is to investigate some of these problems that this present series of trials is to be conducted.

The sixth Reunion of the Royal Naval and Royal Marine Physical Training branches will take place at the 10th Bn. Parachute Regiment (Territorial) Headquarters at the White City on November 3 at 6 p.m. Inquiries should be addressed to Mr. R. T. Savage, 98 Brocket Way, Chigwell, Essex.

My first 'Command'

(Continued from page 6, column 5)

the Kentish Knock Light Vessel. I could now fix my position with some certainty.

The farther south we got the force of the wind increased, retarding our speed. I had hoped to make the Downs well before dark and anchor, but under the circumstances I decided to keep going. The Straits of Dover were at their worst. The seas were so high that when on the crest of a wave it looked as if we would go down into the trough and be completely submerged. Heavy seas struck the engine-room casing with great violence.

STERNWAY TOWARDS GOODWINS

The gallant little ship stood up to the pounding of the mighty seas (which at a later date sank a sister ship), but struggle as she did to make headway, it was with much anxiety that I saw we were steadily making sternway towards the Goodwin Sands. Fortunately the tide turned about midnight, the seas moderated and headway was made. The target was still holding on—it could be seen only occasionally—and about 0300 the Royal Sovereign

Light Ship was sighted and I heaved a big sigh of relief.

The farther west we steamed the weather moderated. I was happy to pick up the Owen Light in daylight and decided to anchor off Bembridge, Isle of Wight, for the night, so that the crew could have a reasonable meal and a good night's rest.

The target had lost some of its masts, but the raft looked none the worse for all its battering. We sailed at first light, had a good passage through the Solent and berthed the target in Portland Harbour in the late afternoon.

A RELIEF!

As St. Martin berthed in the dockyard, an elderly lieutenant came on board and when I asked him what I could do for him he calmly stated that he was my relief! What a shock this was coming so soon after the terrific experience of the past few days. He was a former warrant officer, passed in navigation, and tugs were now to be the responsibility of these officers.

I had been in command of H.M.S. St. Martin for three months and here I was being ruthlessly transferred to the Unemployed List without warning. (To be continued.)



Fall of shot as observed from a target-towing tug

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- To Chief Petty Officer**
 JX 184622 F. Morris, JX 521738 K. J. Lister, JX 601478 J. Tonner, JX 581508 J. L. H. Dalton, JX 891108 N. R. Dowdell, JX 139892 E. F. Harrell, JX 292139 G. Cadman, JX 896119 J. Oldfield, JX 157064 A. A. Archer, JX 161970 W. T. Chick, JX 292638 F. I. S. Kingsland, JX 292852 D. W. Brownhill, JX 318763 T. Russel, JX 581650 R. F. Morrell, JX 156992 F. J. Hodges, JX 292480 R. H. Singleton, JX 819232 N. Bickford.
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- To Chief Radio Communication Supervisor**
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- To Chief Wren (Steward (O))**
 81639 N. F. J. Jarvis.
- To Chief Air Fitter (AE)**
 L/EX 106188 A. J. C. Bunday.
- To Acting Chief Electrical Artificer (Air)**
 L/EX 857781 J. H. Tonge, L/EX 857657 W. Grainger.
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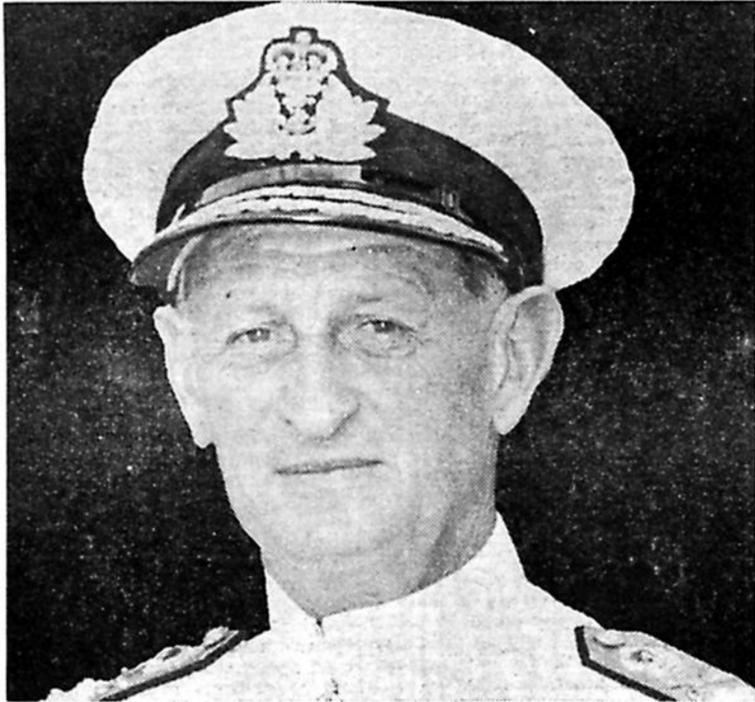
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VAST AREA OF THE FAR EAST STATION



Admiral Sir David Luce, K.C.B., D.S.O. and Bar, O.B.E., Commander-in-Chief, Far East Station

THE Far East Station consists roughly of the eastern half of the Indian Ocean north of 10° S and the western half of the Pacific Ocean north of the equator. Throughout this vast area the Royal Navy is able quickly to deploy effective forces wherever and whenever they may be required to help keep the peace or assist in emergencies. This essential flexibility and mobility, which have been the Navy's greatest attributes, enable real support to be given to the other members of the Commonwealth, our S.E.A.T.O. allies and other friends.

To maintain the Far East Fleet a base is essential and Singapore, which is the largest naval base outside the United Kingdom, provides us with facilities for docking and repairs, supplies, administration and shore accommodation.

To operate efficiently and to counter any possible type of attack a balanced fleet must be maintained. Over the past years the Far East Fleet has been growing steadily in numbers and in strength, but more important is the steady flow of new and modernised ships of all classes to the Station. The Far East Fleet is one of the most potent forces for peace in this part of the world and will long remain so.

An 'impossible' trip by Land-Rover

FOUR people of H.M.S. Tiger, "Bob" Trevethan, "Pete," Penny "Mike" Shrewsbury and "Mick" Hawes recently drove a Land-Rover from Singapore to Bangkok—a distance of 1,543 miles.

A journey of this distance on the "roads" of that area is no mean achievement, but to do it during the monsoon season was considered to be impossible. The journey took a week via Kuala Lumpur, Alor Star, Pungah, Ranong, Hau Hin and Bangkok.

A feature of the trip was good navigation. There was only one error—a mere 13 miles—in the whole journey.

THE FAR EAST FLEET IS STEADILY GROWING

Freedom of high seas maintained

FOR many years ships of the Royal Navy have sailed the waters "East of Suez" and there are some men still serving, and many more now drawing their pensions or retired pay, who spent happy commissions on the old China Station. Some, of course, were not happy "out East," but on balance they were in the minority. An old pensioner who used to work in the barracks at Portsmouth loved the China Station. His proud boast was that he "had been farther up the Yangtse than any other man with three rows of tape." There was the Chief Writer who no sooner finished a commission in China and had his foreign service leave than he was back at the drafting office volunteering for another China job. He, too, loved the Far East. Then there was one rating who had to be ordered ashore—he didn't like his China.

To attempt to tell the story of the present Far East Station in a couple of pages or so of "Navy News" would be like attempting to pour a gallon into a pint pot, but it is hoped that the following article and photographs of ships will bring back memories to a lot of people and enable those who have never been on the station to get some little idea of its vastness, fascination and opportunities.

As Admiral Sir David Luce, the Commander-in-Chief, says in the accompanying panel, "Over the past years the Far East Fleet has been growing steadily" and many of the present day Navy will be tasting the delights of the Orient before they sever their connection with the Service.

YEAR OF THE TIGER

To many in Malaya, Singapore and Hong Kong 1962 is the year of the tiger and, by happy coincidence, H.M.S. Tiger is with the Far East Fleet. H.M.S. Ark Royal is also with the fleet as the Navy's strike carrier east of Suez. She is the fourth ship to bear this name (the first "Ark" was ordered by Sir Walter Raleigh and laid down in 1586) and is the largest ship in the Royal Navy. Her aircraft include Sea Vixens, Scimitars, Gannets and Wessex helicopters.

With these two formidable units are the 8th Destroyer Squadron, traditionally associated with the Far East; the 3rd Frigate Squadron and the 104th Minesweeping Squadron, associated recently with anti-piracy patrols off north-east Borneo; the 1st and 4th Frigate Squadrons; and the 7th Submarine Division, which ranges over vast distances from Japan in the north to Australia in the south, and westwards to India and Ceylon.

H.M.S. Bulwark, the commando

ful and highly trained mobile force movable by sea or air at short notice.

The Far East Fleet exercises maritime power and maintains the freedom of the high seas and use of the ports by Commonwealth shipping. It also co-operates with our S.E.A.T.O., CENTO and U.S. allies in exercises.

Floating maintenance and logistic support for the Fleet is provided by the escort maintenance ship, H.M.S. Hartland Point, and armament, victualling, air and naval stores ships and tankers of the Royal Fleet Auxiliary Service.

LARGE NAVAL BASE

At Singapore is the largest naval base outside the United Kingdom. It exists to maintain the Fleet for long periods and provide the necessary administrative, supply, engineering, communications and recreational backing to keep the ships and their men in good trim.

The Admiralty is one of the largest employers of skilled and unskilled

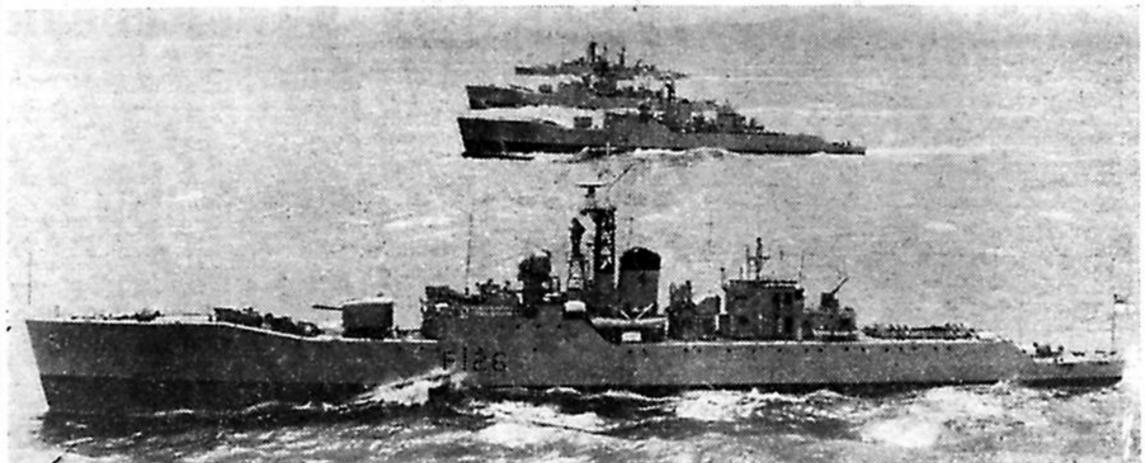
social centre and to this is shortly to be added a ratings' dance pavilion.

Sport assumes as great importance in daily life on the Far East Station as in the U.K. Upholding the Royal Navy's reputation in representative games—despite events in Laos, piracy in Borneo and the like—and absorbing the surplus energies of 10,000 young and active men, presents a problem with an ever-growing fleet. It is a matter of preventing amenities being swamped by sheer weight of numbers. Three new soccer pitches are to be built this year as part of Admiralty long-term plans for improved amenities.

AIRCRAFT FACILITIES

The R.N. Aircraft Holding Unit, accommodated at R.A.F. Station, Tengah, is one of Singapore's newer naval units, with an envied reputation for sport. This unit supports the Far East strike carrier by supplying spare aircraft, carrying out repairs and also providing facilities for carrier squadrons visiting Tengah. The unit has full use of the station's sporting facilities and enjoys excellent relations with its R.A.F. hosts. The R.N.A.H.U. is proud to have won the Matthews Trophy, awarded by the R.A.F., in the station's athletic standards competition.

Few of H.M. ships passing through the Johore Straits ever visit H.M. Boom Defence and Salvage Depot



Ships of the 4th Frigate Squadron (Capt. J. C. Cartwright, D.S.C., R.N.) in heavy weather off Singapore. The ships are H.M.S. Plymouth (F126—leader)—H.M.S. Chichester, H.M.S. Eastbourne, and H.M.S. Rhyl

ship, with 40 and 42 Commando, is also on the station. While in Singapore, 42 Commando is based at R.N.A.S. Sembawang, where also is situated the H.Q. of the 3rd Commando Brigade; 40 Commando's base is at Burma Camp, Johore. These Royal Marines of the 3rd Commando Brigade have exercised in Australia, Hong Kong, Malaya and Borneo, and form a power-

labour in Singapore. About 9,000 men, English, Chinese, Malays, Indians and Pakistanis, work in the base. Most of them work in the dockyard which is administered, despite problems of race, languages and dialect, by the Commodore Superintendent and his staff of naval and civilian officers.

The King George VI Dock takes the largest of H.M. ships, and has docked the liners Queen Mary and Queen Elizabeth. The casing of one of the giant 9,000 tons/hr. capacity dock pumps was a war casualty, and was recast by the Japanese during the occupation. Among the dockyard's modern equipment the 150 tons capacity floating crane is the largest of its kind in the Far East.



One way of dispensing lime juice at H.M.S. Terror, Singapore. For those who don't draw their tot?

TERROR HAS EVERYTHING

The shore barracks, H.M.S. Terror, provides accommodation in Singapore for officers and men serving in ships that are undergoing refit, and for those working ashore. Terror, with its base supply office, educational centre, sports grounds and swimming pools, is doing everything possible to improve its amenities. Recently, two modern and well-appointed ratings' accommodation blocks have been built, and plans are approved for building a hostel this year. Much help has been given by the Nuffield Trust. The Naval Officers' Club has been greatly improved, the Terror golf course is in use, the Armada Club is a flourishing ratings'

situated at Loyang, 20 miles east of the naval base. Here are kept, and maintained, the massive booms and nets which will protect the Fleet should the need arise. Here bar vessels lie at short notice, ready to assist any ship in trouble.

SALVAGE WORK

Although the R.N. does not compete with civilian firms in commercial salvage, contractors in Singapore have few facilities for this sort of work. There is therefore a steady demand for assistance from Loyang, providing the Salvage Depot with training for work they would undertake as routine in war time. Thus the establishment goes far towards paying its own way. In the past year bar vessels have been well

(Continued on page 9, column 3)



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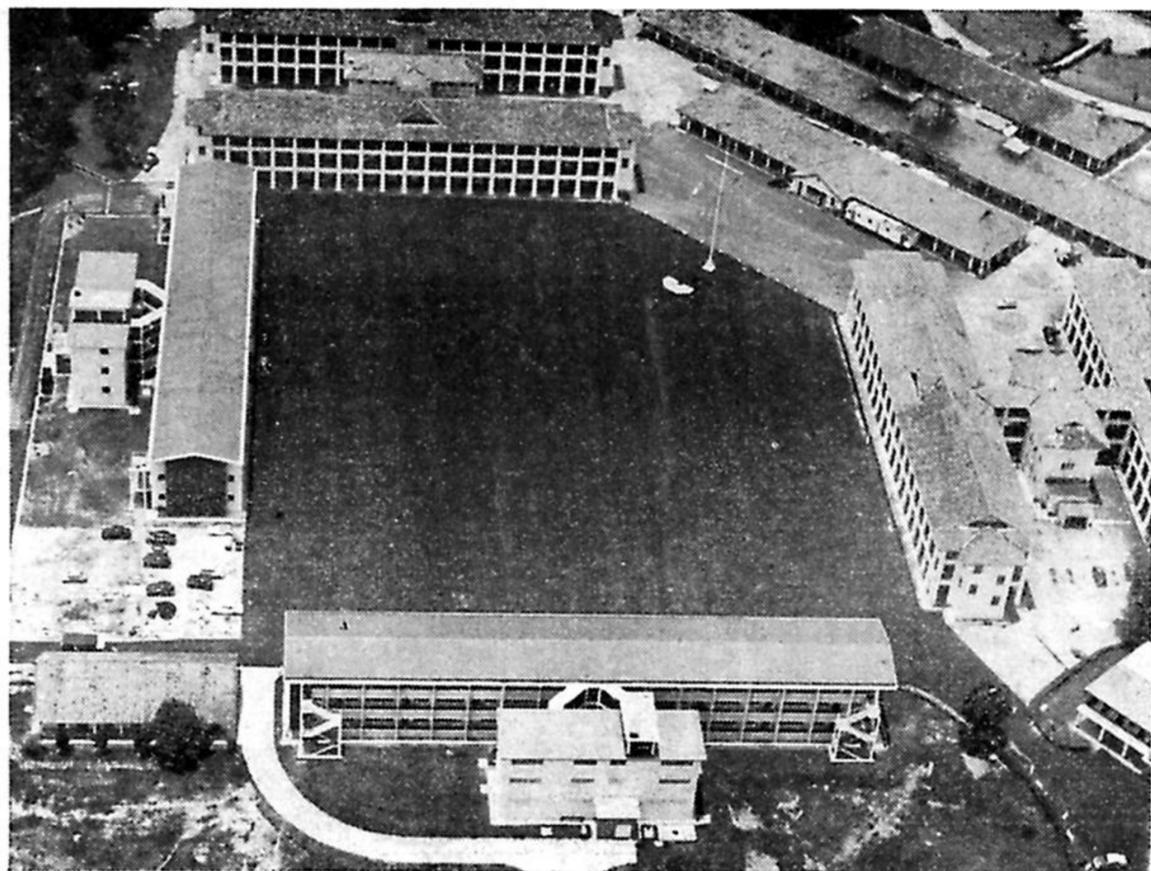
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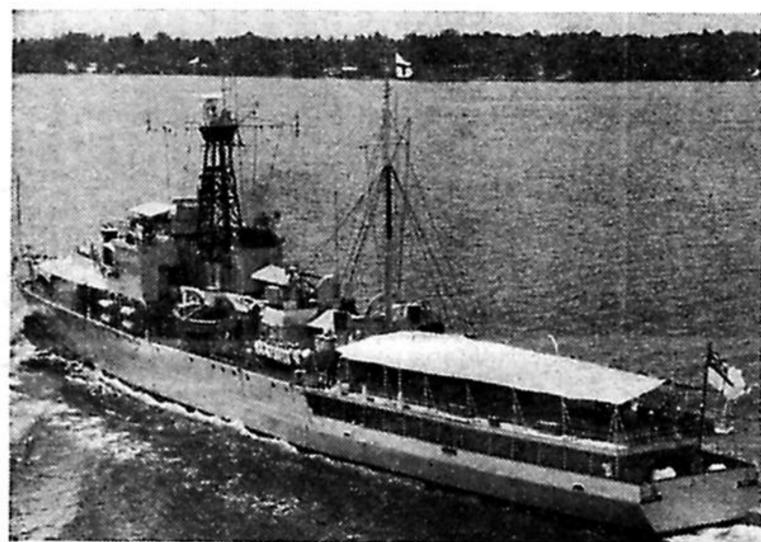


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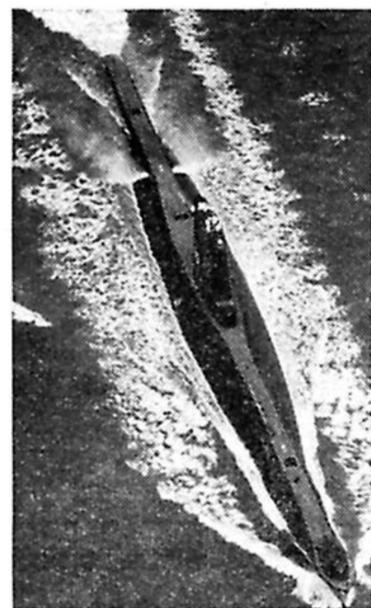
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H.M.S. Terror—the naval barracks in Singapore—provides accommodation for officers and men serving in ships undergoing refit and has many facilities and amenities



H.M.S. Alert—the Flag Frigate of the Far East Station



H.M.S. Andrew (Lieut.-Cdr. K. D. Frewer, R.N.), one of the "boats" of the 7th Submarine Division, based on Singapore

MORE SUCCESSES FOR THE ROYALS

THE Royal Marines in the Far East repeated the success of their compatriots in the Mediterranean by winning the major events in the Singapore Base District Rifle Meeting. 40 Commando, R.M., won the Major Unit's trophy, with another of their team second, from over 40 starters. Meanwhile, Brigade Headquarters, entering only one team, walked away with the Minor Unit's trophy. These results were all the more creditable when the number of exercises which have taken place recently are considered against the time other teams have had to practice for the meeting.

In the realms of soccer, the Brigade have excelled themselves. 40 Commando won the Navy knock-out cup, 42 Commando won both the second and fourth divisions of the Army league without losing a match. It was unfortunate that they were not able to enter the senior division this year alongside Brigade Headquarters, but it is to be hoped that their promotion will see them winning this league next year. Meanwhile, Brigade Headquarters are still in the running for the leadership of the senior division with four more matches to play. If they win all these matches, they beat their

(Continued in column 3)

(Continued from column 2)

closest rivals, the 1st Bn. Queen's Own Highlanders by two points. Unfortunately, the Highlanders beat them in the Army Senior Knock-out cup 1-0.

Seven Royal Marines from the Brigade have played for the Royal Navy in Singapore, with three, Cpl. Higgins, Cpl. Newton and Mne. Higgins all representing the Joint Services. As a tailpiece, the other major soccer competition out here is the Parker (or Cap Badge) Cup, where once again the Royal Marines met the Queen's Own Highlanders on September 18, and defeated them 2-0.

(Continued from page 8, column 5)

beyond Penang in the north, and Surabaya in the south. Only once have they admitted defeat when, on a coral reef known as Pollux Klippen, the Italian tanker Fede broke its back and could not be salvaged.

Many readers who have sailed northwards from Singapore through the South China Sea will have memories of Hong Kong with the island's steep-sided peak rising abruptly from the water's edge, the narrow beach-heads with the congested dwellings of the gregarious Hong Kong Chinese, the shops, work places, banks, the commercial houses and the port.

ELEMENT OF STABILITY

It is here, nearly 1,400 miles N.N.E. of Singapore, that the Commodore Hong Kong administers, from H.M.S. Tamar, this advanced operating base which supports a destroyer or frigate plus the 120th Minesweeping Squadron. Distances on the Far East Station are great and the fleet, when at sea to the south of Japan, is sometimes 3,000 miles from Singapore. Hong Kong is therefore important for replenishment and recreation.

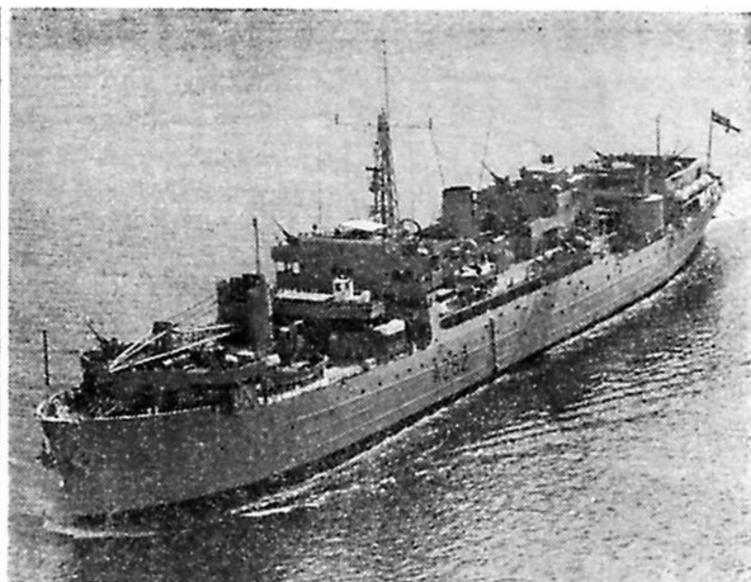
The shore barracks in H.M.S. Tamar, locally based and visiting ships of the Royal Navy, and other elements of H.M. Forces in Hong Kong, jointly provide a valuable element of stability in this corner of the Far East Station.

A commission in the Far East can mean visits to islands and places where the local inhabitants still live as their forebears did long before the "civilised" world found them.

"EASE AND PLENTY"

Just think for a moment of these places. Some are a little "off station," being south of the equator, but the very names, such as Fiji, Samoa, the Marshalls, the Ellice, Tonga (or Friendly) Islands, with others in the East Indies themselves, excite the imagination, and call to mind dusky maidens, a life of ease and plenty, colour and beauty or "life in the raw," depending upon the individual.

Leaving out places like the Hawaiian Islands which, in parts, have become the playgrounds of the rich, the Royal Navy still visits places ringed by coral reefs, warm lagoons, sandy beaches, waving palms, exotic fruits and friendly people, and visitors can recapture a little of the peace seldom obtainable anywhere else in the world.



H.M.S. Hartland Point (Capt. J. S. Le Blanc-Smith, R.N.)—Escort Maintenance ship of the Far East Station.

PIRACY IN N. BORNEO

UNITS of the Far East Fleet were recently called upon to deal with acts of piracy in North Borneo coastal waters, achieving successes which restored the confidence of the local population.

The pirates had killed several people, landed and looted local shops and stolen boats and outboard motors.

H.M.S. Loch Killisport (Capt. M. F. Fell, D.S.O., D.S.C., R.N.), accompanied by two coastal minesweepers, H.M.S. Maryton (Lieut.-Cdr. G. F. Walwyn, R.N.) and H.M.S. Chawton (Lieut. H. Mucklow, R.N.), patrolling the waters had rapid success. Maryton intercepting a pirate craft containing ammunition and stolen outboard motors, and Chawton took in charge a craft carrying 12 suspects who were handed into custody.

H.M.S. Bulwark was exercising in the area and Royal Marines of 42 Commando assisted the local police in patrols and ambushes against the pirates. Helicopters of 848 Squadron also carried out searches.



H.M.S. Caprice (Cdr. J. R. Alston, R.N.), is one of the 8th Destroyer Squadron based on Singapore

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PRIDE OF PLYMOUTH

Singapore Naval Families' Club



H.M.S. Plymouth, leader of the 4th Frigate Squadron (Capt. J. C. Cartwright, D.S.C., R.N.), based on Singapore, in rough seas.



The lounge bar of the Armada Club for Naval ratings and their families at H.M. Naval Base of Singapore

Bulwark raises the target

WHEN H.M.S. Bulwark (Capt. J. S. Dalglish, C.V.O., R.N.), set up the replenishment at sea record in 1961, a transfer rate of over 50 tons an hour was achieved.

The ship has now raised the target in a major replenishment with R.F.A. Fort Charlotte, when the remarkable rate of 77.5 tons per hour was reached.

The only "casualties" were a number of bags of flour whose contents transformed the working parties into passable imitations of abominable snowmen.

At the Annual Meeting of the Portsmouth Committee of the Royal Naval Benevolent Trust on September 24, Mr. C. E. Buddin, who is retiring from the position of local secretary after 10 years, was presented with a set of arrows and a radio by the Commander-in-Chief, Portsmouth, Admiral Sir Alexander Bingley. Mr. Buddin, a toxophilite, received the D.S.M. for conspicuous gallantry during the last war.



H.M.S. Woodbridge Haven (mine-sweeper support ship) with mine-sweepers of the 104th Mine-sweeping Squadron off Singapore.



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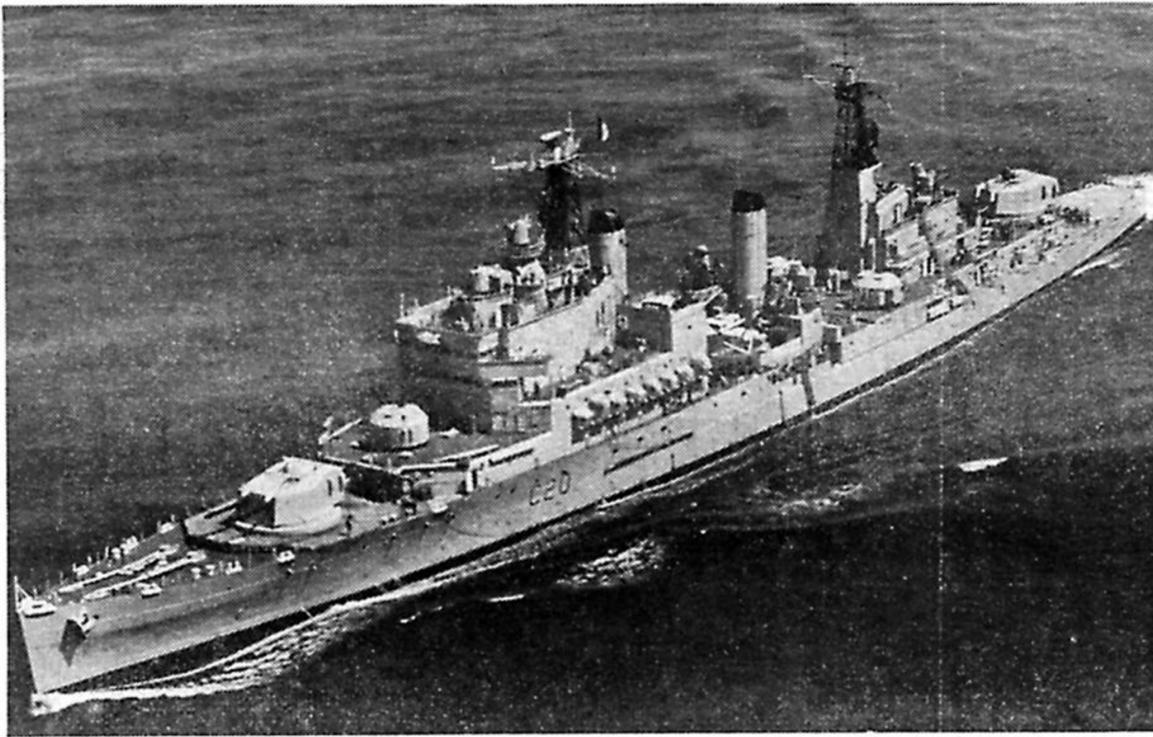
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H.M.S. Tiger, the 11,700 tons (full load) cruiser, leaving Singapore.

Year of the Tiger

TWENTY THOUSAND VISIT CRUISER IN EIGHT HOURS

(BY OUR OWN CORRESPONDENT)

IN some places in the Far East, 1962 is described as the "Year of the Tiger" so who more appropriate than H.M.S. Tiger to do a tour of duty in the Far East—that's planning; or was it just chance? Be that as it may it is felt that it is time "Navy News" readers had news from the first cruiser to do a General Service Commission, Home/East of Suez.

Tiger's "home leg" started at Devonport in May, 1961. It took three months to clear the wall finally and then out to the Mediterranean. A whistle-stop tour of the ports took place, and nobody is likely to forget the visits to Naples, and Palma, on the way home for Christmas. Palma was said to be quite a run.

The ship was in home waters for three months and between spells of leave, visits were made to Bremen and Liverpool, both of which places left their memories. On March 23, Tiger sailed for the mystic East. There's a lot of sea between Devonport and

Singapore—a whole month's worth less four days at Gibraltar, and one at Aden. In passing, Aden is reckoned to be the cheapest shopping out East.

By now the officers and men of the Tiger are fairly accustomed to the Far East; lots of sun, certainly a fair share of work and seetime, but always the consolation of some really good runs ashore.

FULL OF VARIETY

The first six months were full of variety. They went something like this. A period in Singapore, then north to Hong Kong for six days. The new

base there was opened by the Fourth Sea Lord on the day the cruiser arrived. Tamar is really a smart new place—and right next door to the town centre.

Hong Kong was its usual gay self, a bit more "pricey" perhaps but still an excellent run ashore. The ship has been open to visitors a good many times, but Tiger certainly will not forget this one—just short of 20,000 in eight hours!

The next stop was Inchon in Korea. Thanks to the generosity of United States personnel this wasn't a bad visit—boneshaking bus rides as the regulars will remember—and a wide variety of entertainments.

VISIT TO JAPAN

Then on to Japan. Entering the Inland Sea by the Shimonoseki Strait the ship called at Etajima. This is an island close to Hiroshima and houses the Japanese Naval Schools, roughly equivalent to Dartmouth and some of the Portsmouth establishments, all in one. Besides a fishing village there is nothing more, though the scenery is pleasant.

The next port of call was Tokyo, a city remarkable for several things—the biggest population of any city in the world (it has passed London's), practically no drains, no street names, taxi-drivers who don't know the city any better than the visitors and a system of bar hostesses guaranteed to fleece the unwary. In short an expensive place, yet well worth a visit, providing people can get to somewhere cheaper like Yokohama, for the evening's entertainment.

Nagoya is a large industrial city with apparently little to offer, yet it was voted by many in Tiger to be the best run ashore of the commission so far—friendly people (of all sorts) and good cheap beer.

Sasebo was the last call in Japan and thanks again to the kindness of American friends was much enjoyed. The Sailing Club had three splendid days in the local boats and made many friends.

SPELL OF WORK

It was now early June and time for Tiger to do another spell of work—exercises with the United States Navy on the way to Okinawa and then another ten days' worth before Singapore at the end of June.

The Fleet Concentration occupied everyone for most of July—a fortnight of exercises and then something new for the ship, an Assault Exercise with the Commando Carrier Bulwark. Tiger found itself with 350 1st Green-Jackets' soldiers to transport and land, with the help of Bulwark's landing craft, at the same time acting as the military Headquarters ship for the 3rd Commando Brigade, Royal Marines, Commander and his staff. This was quite an experience and the soldiers were good company, but the ship gets pretty crowded with 400 extra on board.

BANGKOK—THEN ANTIPODES

August was spent at Singapore, docking and maintaining; the ship's company managed a quick week-end in Terror's airy quarters for a bit of relaxation and a change.

At the time of writing it is September and Tiger is on its way to Australia and New Zealand—first an exercise and then a tour of the main ports. Those on board are saying "with luck we'll be back at Hong Kong for Christmas, but more important still we hope to sight Devonport in late March next year."

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THE ROYAL NAVAL ASSOCIATION

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Derelict building is turned into fine Headquarters

DONCASTER'S "DO IT YOURSELF" TEAM

AFTER almost nine years without a "home to call their own," the Doncaster branch of the Royal Naval Association has a permanent headquarters—"The Fleet Club," at 49b Market Place, Doncaster. The official opening—the "launching"—was on September 8, the branch Padre, the Rev. Gerald Hollis, Vicar of Rotherham, conducting the ceremony.

In February of this year negotiations were started with a local landlord for the renting of a rather derelict building in the centre of Doncaster. The lease was granted on the "Glorious 1st June" and since then there has been a very great deal of activity by the members to "gut," modify, reface, paint and paper the place. The operation was, in fact, a good old "D.2."

THE GENTLE COAXER

The driving force behind all the activity has been the branch chairman, Shipmate "Don" Crabtree. All the necessary chasing of the various authorities, agents, brewers, etc., was done by him. In fact, had he not kept up his gentle coaxing and guiding, it is doubtful whether the new headquarters would have been opened when it was. As late as a couple of hours before the "launching ceremony," shipmates were still dashing around buying and fitting such items as coat-hooks, toilet-roll holders and the like.

The wives of the shipmates were very understanding, and they needed to be, for members were crawling home close on midnight on many occasions.

At the official opening, representatives of the owners, the brewers and the main contractor for the furnishing, together with two of the local magistrates, were present. One of the magistrates, Mrs. Keen, brought along her husband who, being an ex-matlot, was promptly "signed on."

Since the opening about 30 new members have been enrolled and another half a dozen more ex-members

have applied to rejoin. More members have been enrolled since the new premises were occupied than had been enrolled in the past three years.

The next major job of work will be to convert a small piece of waste land at the rear of the club into a children's playground.

Although the really hard work of making the new club habitable took up a lot of the shipmates' time, they managed to hold their usual activities, including attendance at the memorial service off Spurn Point and the annual outing for the children to the seaside.

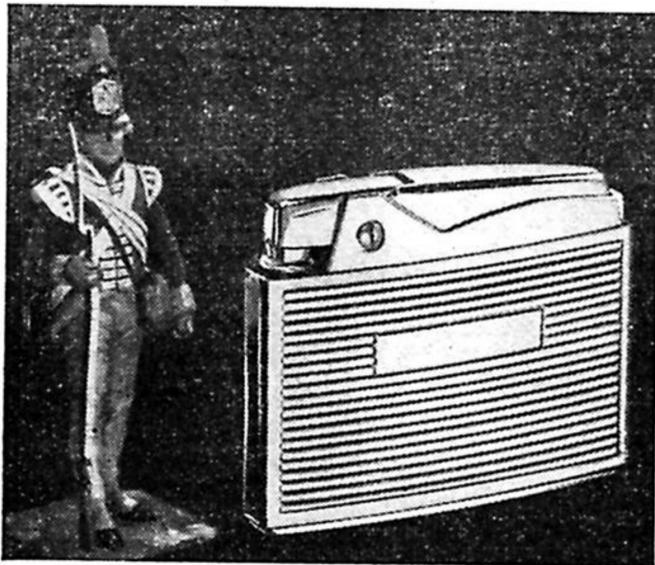
HARD-WORKING TEAM

The president of the branch, Shipmate H. C. Stephenson, is, naturally, very proud of the members of the branch. He calls them, "not members, but a great team of warm-hearted and hard-working shipmates."

The new headquarters is an up-to-date club, complete with bar, comfortable seats and tastefully decorated throughout. Downstairs is the games room where crib, darts, and dominoes can be played, and adjacent to this room is a small one which will contain a cooker for use by the shipmates for making tea and preparing refreshments.

Upstairs is the lounge with galleon-patterned curtains and other signs that this is a club for Naval men. Eventually the club will be able to seat 130.

Shipmates everywhere are asked to note the new address: 49b Market Place, Doncaster. They are assured of a warm welcome should they ever be in the vicinity.



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RONSON WORLD'S GREATEST LIGHTERS

TWO NEW BRANCHES FOR SOUTH AFRICA

East London inaugurated by Lions' Manager

TWO new branches of the Royal Naval Association are now being formed in the Republic of South Africa. One had its first General Meeting on August 31, and the other holds its inaugural meeting on October 22.

The East London branch, Chairman Shipmate Tom Vincent, Secretary Shipmate Ivan Thomson, Box 869, East London, was inaugurated by Commander B. Vaughan, R.N., the manager of the British Isles Rugby Touring Team on August 31, during the Lions recent visit to East London.

East London is on the Buffalo River some 700 miles from Cape

Town, the settlement being established approximately 120 years ago by mixed German and British settlers.

In the Second World War the Royal Navy and South African Naval Forces attracted a large number of men from East London, and most of them passed through the hands of the Chairman of the branch, Shipmate Tom Vincent during their preparatory training.

SIXTEEN FOUNDER MEMBERS

The other new branch, Port Elizabeth, held a primary meeting on September 10 and arrangements have been made by the 16 founder members to hold the inaugural meeting on October 22. Shipmates J. Hart and J. Hutson were the prime movers.

Port Elizabeth was established by the 1820 English settlers, but it is now predominantly "white" Afrikaners.

Unfortunately it will not be possible owing to service commitments, for any senior Royal Naval officers to be present at Port Elizabeth's inauguration.

Other branches in the Republic of South Africa are Cape Town, Johannesburg and Oranjemund, South West Africa. Not much news has been received from the Diamond City lately, but Oranjemund, with only 16 members, has just about finished building its own hall. Hopes are being expressed by Oranjemund that H.M.S. Puma, during her West Coast cruise, may be able to visit the place.

An article from the Cape Town branch appears on another page of this issue.

The First Sea Lord and Fleet Air Arm officers will attend the Taranto Dinner in H.M.S. Hermes on Wednesday, October 17.

Standard to be dedicated after only seven months

ALTHOUGH the Spalding branch of the Royal Naval Association is a very young one—its first meeting was not held until March 2 this year—it has got off to a very fine start and is hoping to have a membership of 70 by the time this article appears in print.

On Trafalgar Day, October 21, the branch Standard is to be dedicated at 3 p.m. at Moulton Village Church. The Rev. P. A. B. Cory, Vicar of Moulton, is the branch Chaplain. Mrs. Cory, an ex-Wren, is also a branch member. The Bishop of Grantham (ex-Navy) will preach at the Dedication Service.

The branch has already held three socials, which were very well sup-

ported, and another one is to be held on November 21. The shipmates played a local Spalding side at cricket on July 18 and won by the very slender margin of two runs, after which both teams went along to the branch's headquarters at the Royal Oak for a good meal and a convivial evening.

On Tuesday, October 30, the branch is holding its first annual dinner at the Masonic Hall, Spalding, when the chief guest will be Capt. E. Bush, D.S.O., D.S.C., R.N. (retd).

Preliminary steps are being taken to arrange a Christmas party for children of branch members and to have, as guests, children from a local county council home.

CHEAM GETS 'THE BEAT'

THE Cheam and Worcester Park branch of the Royal Naval Association has branched out into a new field, that of giving the young people enjoyment. The branch has successfully launched what is termed "Teenage Sessions," when the Twist, Locomotion and The Method occupy all hands—not only the teenagers.

Three sessions have been held and have been a big success. Shipmate "Nolly" Clark was the instigator and he has put an awful lot of hard work into them.

Now that the holiday season is over, all the Cheam and Worcester Park members are settling down to the work of preparing for the branch's Silver Jubilee next year. It is hoped to make it a really bumper year.

The branch will be represented at the Annual Reunion on October 13 and this event will be followed by the Trafalgar Day dance. The Ladies' Section is taking shipmates on November 10 for an evening with the popular Black and White Minstrels Show.

Presentation night is to be on December 15 when "dart slingers," "card manipulators," and "ivory ticklers" will come into their own, collecting the trophies so gallantly won.

'OLD COMRADES' VISIT BLOCKHOUSE

ABOUT 400 members of the Submarine Old Comrades Association from all over the country met for their annual reunion at the Royal Navy's submarine headquarters at H.M.S. Dolphin, Gosport, Hants, on Saturday, September 15.

Members of the various branches toured Fort Blockhouse, seeing the newly-formed Submarine Museum and visited two of the Royal Navy's latest submarines—the Odin and the Fin-whale. They also visited H.M.S. Seraph, which this month celebrates her 21st anniversary.

During the afternoon Vice-Admiral Sir Sydney Raw, president of the Old Comrades' Association, presented the trophy to H.M.S. Porpoise—the submarine with the best all-round efficiency.

In the evening the Flag Officer Submarines, Rear-Admiral H. S. Mackenzie, D.S.O. and Bar, D.S.C. took supper with the visitors.

Some of those present had served with Admiral Mackenzie when he was Commanding Officer of the Submarine H.M.S. Thrasher.

Rig of the day was oilskins and sea boots

THE "rig of the day," on September 9, for the Newcastle and Gateshead branch of the Royal Naval Association's annual trip to Bamborough was oilskins and sea boots but, despite the poor weather, the whole day was most successful. Cricket and football (despite the wet-weather rig) were played and, with plenty of food and drink and a good sing-song to keep out the rain, no one minded about the weather.

The branch sent 30 shipmates to support the Blackhall dedication and they reported it was a most splendid affair. The dedication ceremony and parade were followed by a wonderful

high tea, and Newcastle and Gateshead congratulate Blackhall on a wonderful day and look forward to visiting that branch's new club.

The dance arranged for October 19, in H.M.S. Calliope, looks like being a "sell-out." Newcastle is looking forward to seeing a large contingent from its "chummy ship," the Wear branch.

House-flag flown in frigate

WHEN H.M. Ships Venus and Virago visited the Pool of London recently, officers and wives of the Barnes and Mortlake branch of the Royal Naval Association received, and accepted with pleasure, an invitation to a cocktail party given by Admiral Sir Wilfrid Woods, the C-in-C Home Fleet, and had an opportunity of meeting the officers of the two ships.

Later on in the week members of the branch had an opportunity to meet members of the ships companies when the branch held a social evening at Mortlake, the guests being 30 members from each ship and nurses from Putney Hospital. All together approximately 200 people were present.

Shipmate A. Woonton the area chairman and Mrs. Woonton, together with their daughter "Jackie," who was 21 that day, pleased the branch very much by their presence, as did representatives from the Twickenham branch, the Camberwell branch and the Naval Fellowship.

During the evening Shipmate Haddenham promised to buy a new branch house flag if Barnes and Mortlake would present the old one to the two ships as a memento of the visits. This was agreed to and the area chairman presented the flag to Lieut. Cdr. D. F. Etheridge Royal Navy.

Twelve members of the branch were able to accept the kind invitation of the captain of H.M.S. Virago, Cdr. M. Magnus Osborn, Royal Navy, to take passage in the ship down to Gravesend, and Shipmate Haddenham had the pleasure of seeing the branch house flag flown from the main mast.

It is believed that it is the first time that an R.N.A. flag has been flown in a warship.

The Commanding Officer presented the branch with a ship's plaque and thanked the members for the way that the sailors had been entertained.

SMETHWICK STANDARD DEDICATED

THE four-year-old Smethwick branch of the Royal Naval Association had its Standard dedicated on September 8 at St. Alban's Church, Smethwick, and about 60 shipmates from Midland branches, with their Standards, joined the 30 or so members of the branch.

The vicar, the Reverend C. F. Wilkinson, the branch's chaplain, performed the act of dedication, assisted by the branch chairman, Shipmate J. Wark.

After the church ceremony the Association members marched past the Council House where the salute was taken by the Mayor, Councillor C. Kirkham. The parade was led by the band of the training ship Starling, who put on a very good show at 48 hours' notice.

In addition to the mayor, the mayoress and the local Member of Parliament, Mr. P. C. Gordon Walker, were in the church.

An evening of song and story took place after a reception at The Crown in Hugh Street. The artistes at the concert were helped out by members of visiting branches.

The spade-work for the whole affair had been done by the thriving ladies' section of the branch, who worked hard for the past 18 months to provide the necessary finance.

The shipmates of the Smethwick branch extend their thanks to those members from away who helped to make the occasion the success it undoubtedly was.

Social was a 'sell-out'

NEVER A DULL MOMENT IN CAPE TOWN

Compared with some of the branches of the Royal Naval Association in Great Britain, the membership of the Cape Town branch (70) is not large, but there always seems to be plenty going on.

In July the branch held its annual dance and this was a most outstanding success, both from enjoyment by the shipmates and their wives, and financially.

At the July General Meeting, with 50 shipmates in attendance and many guests, Dr. R. H. Stoy, H.M. Astronomer, gave a most interesting talk on "The work of the Royal Observatory in the Development of Navigation." On October 5, members of the branch have been invited to go to the observatory in the suburbs of Cape Town for a conducted tour.

IMMIGRANTS BECOME MEMBERS

On Settlers' Day, September 3, which is a public holiday in the Republic, the R.N.A. was cordially invited to attend a tree-planting ceremony arranged by the 1820 Memorial Settlers' Association. The branch has helped new immigrants and this has resulted in two members for the branch.

Branch members gave their fullest support to the Navy League when the film premiere was held on September 10 for the showing of "The Valiant."

On September 15, the ladies' social was again a most successful affair, all tickets having been sold a month before the date.

For the week-end October 6/7 about 30 members and their families are joining up with the Royal Air Force Association for an outing to a seaside resort about 40 miles from Cape Town. A luxury hotel has been completely commandeered for the week-end.

FUTURE EVENTS

The main event of the year—the Royal Naval Association annual dinner and naval reunion takes place on October 9. The main guests of the evening will be Vice-Admiral Sir Nicholas Copeman, C-in-C South Atlantic and South America and the

South African Naval Chief of Staff Rear-Admiral H. Biermann. Admiral Sir Herbert Packer was to have been the principal speaker. October 9 would have been his birthday. His death is a great blow to the branch.

Other functions which are being arranged are the annual Church Party on December 9, the branch's Children's Christmas Tree Party on December 15, and the Christmas Social on December 22.

Shipmate G. W. Haddon, Vice-Chairman of the branch, has just taken his annual holiday during which he has visited Durban—some 900 miles from Cape Town. He mentioned in one report that perhaps we can get an R.N.A. started at Durban during my short visit, wish me luck. We certainly do.

DEATH OF ADMIRAL PACKER

THE Cape Town branch of the Royal Naval Association suffered a great loss last month in the death of its President, Admiral Sir Herbert Packer, K.C.B. He died on September 23, at the age of 67.

A memorial service for the Admiral was held at St. Saviour's Church, Claremont, on October 1, when the Royal Naval Association, in conjunction with the Royal Navy, South African Navy and the Navy League of South Africa and other organisations paid their last respects.

Admiral Packer joined the Royal Navy in 1907 and received a Mention in Despatches whilst serving in H.M.S. Warspite during the Battle of Jutland. In the Second World War he commanded Warspite when the ship took part in the Sicily landings and was again Mentioned in Despatches.

He was Chief of Staff to Admiral Sir John Cunningham in the Mediterranean from 1944 to 1946 after having commanded H.M. Ships Calcutta and Manchester, 1939 to 1941, and being Captain, H.M.S. Excellent until 1943.

Admiral Sir Alexander Bingley, the Commander-in-Chief, Portsmouth, attended the Annual Reunion Dinner of the Royal Naval Electricians Association in H.M.S. Collingwood on September 28.

ABBOTSINCH CLAIMS A RECORD AT DARTS

IN an effort to beat the existing world darts record for a "million-and-one-up," which stood at about 19 hours, a highly organised team went into action at 0400 on July 21 at the Royal Navy Air Station, Abbotsinch.

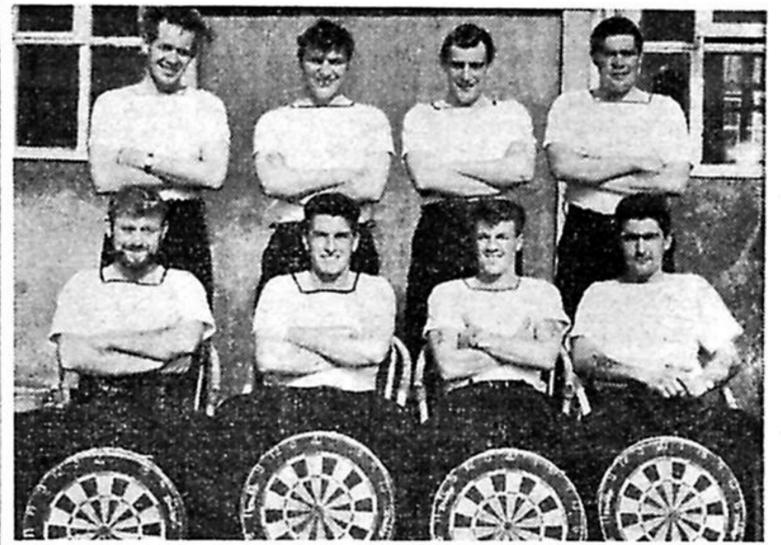
The project had been very efficiently "work-studied" beforehand, and the throwing team of eight was backed up by a team of 39—dart removers, board turners, sorters, collectors, scorers and comptometer operators.

Four dartboards were used, secured to a revolving tea chest, the scorers calling the score to the comptometer operators as the box revolved, the darts being removed on the last turn of the box and returned through a chute to the sorters who then handed the darts back to the players.

Speed, of course, was the main object and on many occasions the players were throwing at the rate of three darts a second.

This tremendous pace was kept up for 15 hours and six minutes until Leading Airman Penman threw the final "double one" just after 7 p.m.

Congratulations are due to the organiser, Leading Electrical Mechanic Greene, for the intensity of organisation he achieved to make this result possible.



The world record-breaking darts team: Naval Airman Coucill, Naval Airman Knott, Leading Airman Penman, Naval Airman Grundy, Naval Airman Pryce, Naval Airman Winter, Naval Airman Pritchard and Naval Airman Mellroy

GOLFERS WIN ALL CUPS

THE golf club at the Royal Naval Air Station, Abbotsinch has, this season, well and truly made its mark.

On May 30 the club beat a combined team from the Naval establishments in the East of Scotland by eight and a half games to three and a half. On June 20, at the Royal Navy in Scotland summer meeting, held at Pitfirrane, Abbotsinch carried off all the major prizes except the Rosyth Area Trophy for which it was not eligible.

Finally, at the Home Air Command meeting on August 2, Abbotsinch won the Jackdaw Cup, Petty Officer McKay took the Wylie Handicap Challenge Cup and Petty Officer Lawrence the Heliotrope Cup for the individual Scratch Championship.

Petty Officer Lawrence made history at Deal in June by becoming the first rating to win the Navy Championship.



The Royal Naval Air Station, Abbotsinch, Golf Team: Lieut. Kennedy, Lieut. Gamble, Lieut.-Cdr. Sutton, P.O. Lawrence, C.P.O. Cotton, P.O. McKay and Cdr. Genge

Naval Display for Festival of Remembrance

NAVAL participation in the Festival of Remembrance at the Royal Albert Hall, which this year falls on Saturday, November 10, will consist of a "chair trick" display by the Royal Naval School of Physical Training. This will be similar to, but somewhat more ambitious, than the display by the P.T. School for the August Navy Days.

FENCING WIN FOR ROYAL NAVY

A FENCING match between the Royal Navy and Wales took place at the P.T. School on Saturday, September 22. An enjoyable afternoon resulted in a win for the Navy by 15 victories to 12. The Welsh team included fencers who will represent their country in the Empire Games. Lieut.-Cdr. J. Dougan, R.N., and Lieut. R. A. C. Thompson, R.M., obtained "possibles" in Epée and Sabre respectively.



Alphonse, the skunk, when on board H.M.S. Saintes.

THE SKUNK THAT SLOPED

THOSE living in the middle of Hampshire were bewildered recently by the comings and going of Alphonse, that well-known skunk and late mascot of the destroyer, H.M.S. Saintes. (See June, 1961, issue of NAVY NEWS.)

The skunk's next appointment after Saintes was to H.M.S. Mercury, in the aristocratic atmosphere of which he thrived for some two months before escaping. He had gone, according to one national newspaper, to make love

to squirrels, having tired of living alone.

In Saintes Alphonse was free to run around the decks, but chose to make his home on the bridge, where he built himself a home underneath the floor-boards, coming out by night only as, like some people—everyone knows one or two—he is nocturnal.

A STRANGE BRUSH

Alphonse was recaptured after three weeks' absence without leave by the caretaker of the village school at Privett who, opening the door of the cupboard for brushes, preparatory to a quick scrub out, he found a brush answering to the name of Alphonse. He had read of the skunk's absence and so quickly got on to Mercury who sent transport for the offender and placed him under close arrest until his owner, Lieut. David Gunn, Royal Navy, could be found. Lieut. Gunn was staying at Rogate where he was writing a book about the life of Alphonse which he hopes to bring out in the spring.

The skunk was put on concrete this time to prevent him digging out, but he still managed to escape again and so once more he is running amok around the Hampshire woods. If any of our readers should meet him on their walks, he does not bite and is very fond of sausages. His "scent" glands have been removed.



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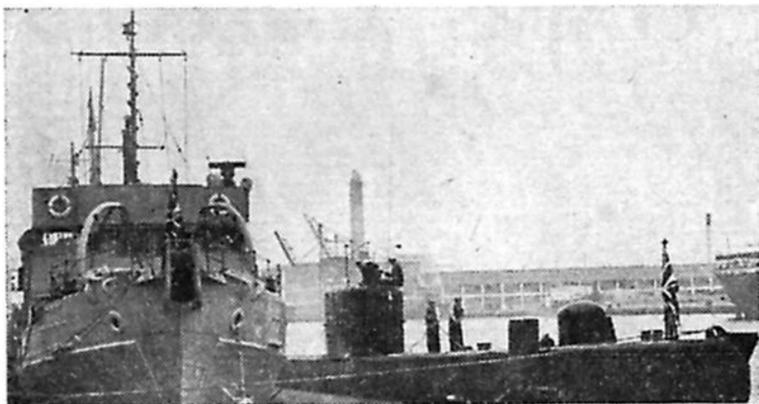
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H.M. Submarine Excalibur and H.M.S. Miner I alongside in Cork (Photo: Cork Examiner)

Cork's warm welcome to Excalibur

H.M.S. Excalibur (Lieut.-Cdr. R. H. Mann, Royal Navy), with H.M.S. Miner I (Lieut. P. D. Johnstone-Hall, Royal Navy) in company, recently visited Cork and the ships' companies were given a right royal welcome.

The trip necessitated a 15-mile journey up the River Lee to the city, and on the way up river, Cobh—the old Royal Navy base of Queenstown—was passed, the fine grey stone cathedral dominating everything. Part of the old dockyard is now a steelworks. A little farther up the river the pilot pointed out an old white house right on the river bank where William Joyce (Lord Haw Haw) lived until his family were thrown out during the "Troubles."

Although approval for the visit had not been given until four days beforehand, members of the Press, radio and television were present for the ships' arrival, together with the British Military Attaché in Dublin and the Liaison Officer, Lieut. John White of the Irish Naval Service.

FRIENDLY 'NATIVES'

It was obvious from the start that the "natives" were friendly. Official calls were made and returned and on the first evening a cocktail party was held on board for about 80 guests and later the British Legion gave a reception for the whole ships' companies at the Metropole Hotel. During the visit officers and ratings were entertained by the Southern Command Headquarters and the Royal Naval Association.

The latter function was so enjoyable that the sailors asked for, and

had, a return match the following evening.

Many toured the Ford motor works and free tickets for the local cinema were arranged. A children's party for 24 orphans was held on board.

THE POPPET CLUB

The party was partly financed by the ship's Poppet Fund. This has been going since Excalibur commissioned in April. All members have to carry a "poppet" on their person, no matter what rig or what time. If it cannot be produced on challenge, sixpence has to be donated to the "Sunshine Home for the Blind." Penalties, plus the entrance fee, have produced over £10 since the fund started.

Although the submarine was not open to the general public, it was "open house" to the surprisingly large number of ex-Royal Naval personnel living in the Cork area. Several parties from schools and youth organisations were shown round.

The visit was warmly welcomed by the "locals" and it is obvious that there is still a very "warm spot" for Jolly Jack in that area. Probably more time was spent in the "Cubicolo" bar than on the sports field, climbing mountains and so on, but the ship's company's repertoire of songs improved and there is certainly no better way of improving Royal Navy/Irish relations.

H.M.S. Excalibur recommends Cork as a first-class "run" to any ship fortunate to go there. The men of Excalibur and Miner I left with mixed feelings—sorry to go but relieved to be able to have some rest.

H.M.S. Hermes returns to Portsmouth from the Mediterranean on Friday, October 5.

Navystages Pentathlon WINS DUKE OF YORK CUP

FOR the first time the British and Inter-Services Modern Pentathlon Championships have been staged by the Royal Navy. The championships were held at H.M.S. Sultan, the Royal Navy's Marine Propulsion Machinery School at Gosport, between September 24 and 27.

The Modern Pentathlon Association of Great Britain and the Combined Services Association, with the help of the officers and members of the ship's company of H.M.S. Sultan, were hosts to the French and Italian national teams. Top British club teams competed with the pick of Service pentathletes from the Navy, Army and R.A.F., and the individual winner is British Champion for 1962. Pentathletes scoring high marks in the championships will have a good chance of selection for the British team in the 1964 Olympic games in Tokyo.

In ancient Greece the Pentathlon, or contest of five field events, was the most important feature in the Ancient Olympic Games and the winner, who had to compete in all events, was declared the Victor of the Games. A modern pentathlon competition has been included in the present series of Olympic games since 1912. The Modern Pentathlon Association of Great Britain was formed in 1923.

Pentathletes have to compete in riding, swimming, running, fencing and shooting events, and the Royal Navy and Royal Marines team was: Lieut. P. T. Stevenson, R.M., of

(Continued in column 4)

WRITERS' DINNER WILL MARK 75th BIRTHDAY

THE Royal Naval Writers' Benevolent Association, one of the oldest of such associations of the Lower Deck, celebrates its 75th anniversary this year and, to mark the occasion, it is hoped that the annual dinner, which is to be held at the Masonic Club, Lake Road, Portsmouth, on Friday, November 30, will be a really "bumper" affair.

When writers were originally entered in the Royal Navy in 1867 they were intended to be merely coyists, but they soon proved themselves to be capable of responsible

work and earned the esteem and respect of their officers.

On December 5, 1887, a meeting was held at Portsmouth, at which it was decided to form a "Club," to take steps to improve the position of writers and to create a fund from which relief might be granted to members or their relatives in necessitous circumstances.

UNQUESTIONED LOYALTY

Although writers have done much over the years to bring about reforms and concessions for the Lower Deck, their loyalty has never been suspect and, with far-seeing men of other branches, members of the writer branch have always worked for the good of the Service, and for such organisations as the Royal Naval Benevolent Trust.

As a Benevolent Association the R.N.W.B.A. has much to be proud of. "Death Levy" members each pay one shilling on the death of a member and the sum thus raised is paid to the nominee of the dead member immediately upon proof of death. The "Death Levy" system is not a soulless concern. Over the years most writers get to know each other and the "humble shilling" from members is a means of expressing sympathy in a tangible form—for "every muckle makes a muckle."

SOUND FINANCES

The original benefit was £15 and, through the years, with increasing membership, this benefit was raised to £18 (1899), £20 (1901), £25 (1903),

(Continued on page 15, column 3)



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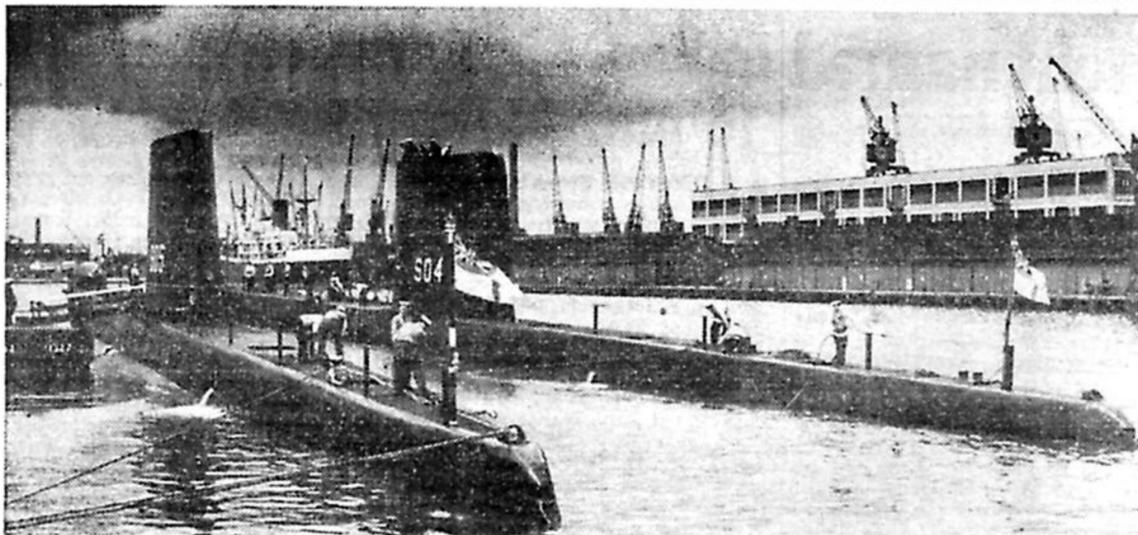
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During August H.M. Submarines Finwhale and Grampus paid a visit to London and berthed in West India Dock. Of the Porpoise class, these submarines have a complement of about 70 officers and men and can remain on patrol for months without any outside support. (Photo: The Times Publishing Co.)

FINWHALE AND GRAMPUS HOLD UP THE TRAFFIC

Submarines visit London

TRAFFIC was held up on Manchester Road which runs alongside the River Thames at Poplar, while the bridge was opened to let H.M.S. Finwhale and H.M.S. Grampus into the West India Docks for a five-day visit to London recently.

Finwhale was there to continue a thriving liaison with the Royal Navy's advertising agents, while Grampus was meeting the 2nd Battalion Coldstream Guards, who were on duty at Buckingham Palace.

Thursday afternoon was put aside for the traditional brewery run, which was attended by nearly sixty men from both submarines and the Guards. The reception was on a V.I.P. basis for such a large contingent of the forces and lasted for nearly three hours with a 20 minutes' tour of the brewery itself.

Brinkley has own Navy Day

THE little village of Brinkley, some six miles or so from Newmarket, had its own Navy Day recently when a White Ensign from H.M.S. Brinkley, an inshore minesweeper of 164 tons displacement (full load) was "laid up" in the village church.

Brinkley has been in commission for eight years and for some five years she has carried on a close liaison with the village after which she is named. It was thought that the ship might be paying off shortly, but it is now understood that she might remain in commission for a further three years.

The ensign was taken to the village by the ship's company who marched smartly through the village, being met at the porch of the church by the two churchwardens.

SPECIAL SERVICE

A special service had been arranged by the Rector, the Reverend P. R. K. Whitaker and, after a hymn, Lieut. I. A. C. Cobbold, Royal Navy, the Commanding Officer, addressed the Rector: "Reverend Sir, I now deliver this Ensign into your hands for safe keeping within these walls."

After the singing of the 23rd Psalm, Lieut. Cobbold read the lesson, and the Reverend H. A. Lloyd Jukes, of the nearby village of Dullingham, himself an ex-Naval chaplain, spoke upon the meaning of the Ensign.

During the hymn "Praise, My Soul, The King Of Heaven," the Ensign was hoisted on the flagpole which had been fixed on the inside north wall of the nave.

VILLAGE CRICKET

Thanks to the generosity of the local people, lunch was provided at a local hostelry for the ship's company and the local cricket team, and in the afternoon an enjoyable cricket match was played between the two Brinkleys. The first game of 20 overs a side resulted in a tie, both sides scoring 60 runs. In a second game the village won by 14 runs.

The sailors did not forget the village children who, during the cricket match, were supplied with sweets and soft drinks.

VISITS AND PARTIES

The next day Finwhale had a visit to the "Evening Standard" arranged by Tom Pocock, the Defence Correspondent, and Peter Fairley, the Science Correspondent, who had been to sea with the submarine six months before, whilst investigating the effects on personnel of long periods underwater. After watching the paper going to press, the party adjourned to the Two Brewers opposite the Standard offices. During the day another group were taken to see the various processes involved in the production of advertisements and commercial films, and had the startling experience of watching themselves on closed circuit television. (At 8 p.m., the whole of Finwhale's ship's company, less the duty watch, mustered for a party given at the Beaver Hall in the City. The party was a riotous success, and when

it broke up around midnight, the ship's company's Rolls-Royce far exceeded its intended payload on a taxi trip that went to Croydon and Golders Green before finally arriving back at the Docks.

The week-end was spent showing, what seemed to be, the whole of London in and out of the submarines, and various estimates put the numbers at about 4,000 each day.

(Continued from page 14, column 5)

£35 (1920), £40 (1954) and now it is £50.

Despite the strain of two world wars the financial aspect of the association is sound. The first balance sheet showed a credit balance of £37/9, and today the balance is about £2,000.

The far-sighted pioneers of 1887 built probably better than they knew and left a heritage of which the present members of the association can be justifiably proud.

The guest of honour at the dinner on November 30 will be Rear-Admiral G. B. Teale, C.B.E., the Chief Staff Officer (Administration) on the staff of the Commander-in-Chief, Portsmouth, and writers from all over

(Continued in column 4)

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Further information and application forms can be obtained from

The Chief Constable
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Serving naval personnel should make application through their Commanding Officer

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(Continued from column 3)

the country are expected to be present in large numbers.

ANNIVERSARY CAKE

An anniversary cake is being made and this will be handed to a local Naval Children's Home.

Members and ex-members of the writer branch who would like to meet old shipmates and friends should get in touch with the organising secretaries. Serving members should contact C.P.O. Writer, C. Relf, Officers' Pay Office, H.M.S. Vernon, and ex-members should write to Mr. K. Summers, 21 Pelham Road, Southsea. The cost of the tickets is £1 and all members and ex-members of the branch, whether association members or not, are more than welcome and are assured of a splendid get together with plenty of time after the dinner to renew old friendships and make new ones.

WANTED at school on outskirts of Rugby to act as boilerman and housekeeper in single masters' quarters. Good free accommodation and all found. Joint wage £40 a month in addition to above plus board wages during six weeks' paid holidays. Spare room, but young children not acceptable. Apply for full particulars stating ages and experience to the Bursar, Bilton Grange, Dunchurch, Near Rugby.

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H.M.S. Excellent's new yacht named BRAGANZA REPLACES SEA WRAITH

AT noon on September 13, 1962, Braganza was launched from the Command Sailing Centre, after being named by Mrs. J. G. Wells, wife of the Captain, H.M.S. Excellent.

The Chaplain of Whale Island, Revd. W. H. S. Chapman, O.B.E., conducted a short service of dedication and blessing.

At the start of the Ceremony, Capt. J. G. Wells gave a short history of how H.M.S. Excellent had become owners of this splendid yacht and expressed the establishment's debt of gratitude to Lord Nuffield. At the end of the 1961 Sailing Season it had become evident that Sea Wraith (ex German 50 sq. metre) was at the end of useful naval career. Accordingly an application was made to the Nuffield Trust for the Forces of the Crown for a grant to replace her. In February of this year a grant of £6,500 was approved. An order was placed with Messrs. Attrills for

a Maica class yacht designed by the well-known local firm of Illingworth and Primrose. She is a sister ship of the Royal Marines' yacht Sarie Marais, which was the centrepiece of the Naval Stand at last year's boat show.

A word about the boat herself: Bermudan rigged, displacing 5.3 tons she sleeps seven and is exceptionally well fitted for both cruising and racing. She is also equipped with a small auxiliary engine.

ORIGIN OF NAME

The new yacht's name was the result of a poll conducted amongst gunnery officers and men both past and present. Since the early 1920s the tune Braganza has been the



H.M.S. Excellent's new yacht, Braganza, takes to the water after the naming ceremony.

marching tune of Whale Island. This was by kind permission of the then Queen's Royal Regiment (now Queen's Royal Surrey Regiment) whose Regimental March it was. The ties between H.M.S. Excellent and the Queen's go back to June 1, 1794 (The Battle of the Glorious First of June) when a detachment of the Regiment was embarked in H.M.S. Queen Charlotte. The second ship of this name became the third H.M.S. Excellent and the close association with the Regiment was continued as it still is today. The Queen's was first formed in 1659 to defend Tangier which was part of the dowry of Queen Catherine of Braganza, wife of Charles II.

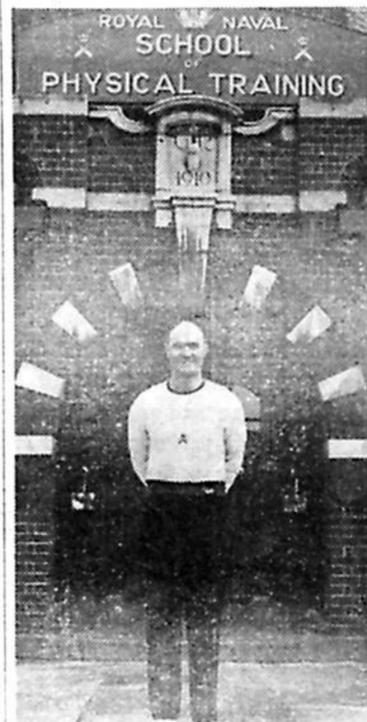
The Gunnery Branch of the Royal Navy look forward eagerly to the 1963 Racing Season when they expect Braganza to give a large number of people a lot of pleasure and vindicate the honourable associations of her ancient name.

The Commander-in-Chief and Lady Bingley, Mrs. Robinson, Secretary of the Nuffield Trust for the Forces of the Crown, Messrs. Attrills and Mr. Angus Primrose were among those present at the launching.

HAMMER THROWER FOR NEW ZEALAND

ALL our readers interested in athletics will join naval physical training instructors everywhere in wishing well to C.P.O. S. Johnson, who took his pension last month. "Sam" Johnson is moving his family to New Zealand, where he is taking up an appointment as a physical education teacher.

The highlight of his athletic career was, perhaps, his period in Singapore, 1956-59, when he was the "throwing the hammer" champion of Singapore for three years and of Malaya for two years.



C.P.O. "Sam" Johnson.

Indian Air Force Hockey XI to play Navy

AN Indian Air Force hockey touring side, comprising possible Olympic players, will visit the United Kingdom between October 8 and 22. During their sixteen-day stay they will play matches against each of the three Services, the Combined Services and an England XI.

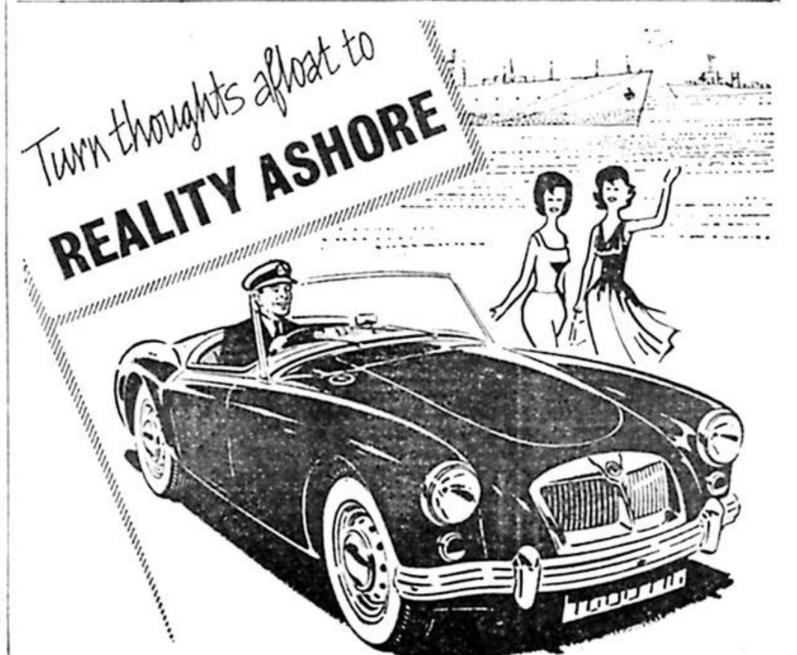
The game against the Royal Navy XI will be played at H.M.S. St. Vincent, Gosport on Sunday, October 14, bully-off 1430, to which all spectators are welcome. There will be no charge for admission.

This game will provide a fine display of hockey and the touring side should be well into their stride by the time they arrive at Gosport as they will already have played against Air

Marshal Sir Alfred Earle's XI and the Royal Air Force XI, both games at R.A.F. Henlow.

The Honorary Secretary of the Royal Navy Hockey Association, Lieut.-Cdr. N. A. Woodcock, Royal Navy, H.M.S. St. Vincent, Gosport, is co-ordinating the arrangements, and as soon as more details are available Ships and Establishments will be informed.

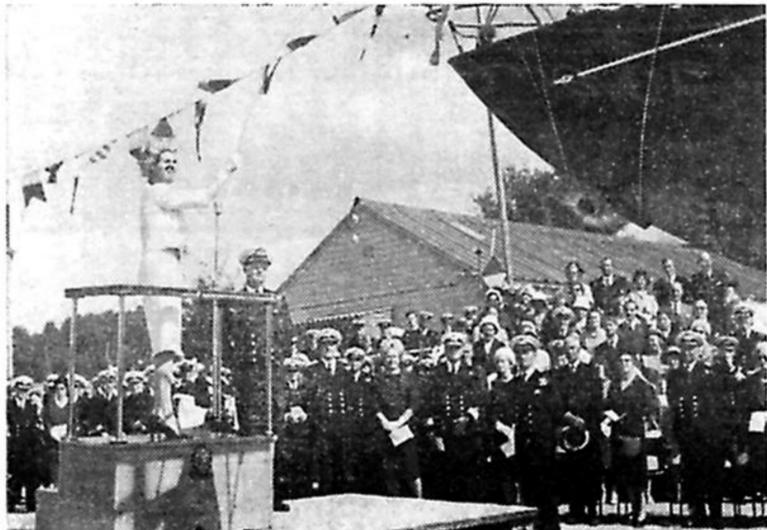
Skipper Arthur Duffield of the Hull trawler Arctic Explorer has set up a record of 10 years in unbroken command of his ship. Since June, 1952, he has steamed something approaching 250,000 miles. He was a Skipper Lieutenant, R.N.R. during the war and gained the D.S.C. for his mine-sweeping services.



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