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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 114 DECEMBER, 1963

Published first Thursday of the month

Price Sixpence

NUCLEAR VALIANT From the waist...

'ALL BRITISH' SUBMARINE

Can submerge for two months

BRTAIN'S second nuclear powered submarine, H.M.S. Valiant, was named and launched on December 3 by Mrs. Peter Thornycroft, wife of the Minister of Defence at the Barrow yard of Messrs. Vickers-Armstrongs (Shipbuilders) Ltd.

The new submarine is British built from stem to stern, including the reactor core, which follows the pattern of the shore prototype installed in the Admiralty Reactor Test Establishment at Dounreay.

The hull of the ship is broadly of the same design as that of H.M.S. Dreadnought, but she is slightly larger, having a standard displacement of about 3,500 tons.

Her commanding officer is Cdr. P. G. M. Herbert, R.N., whose last sea-going appointment was in command of the attack submarine H.M.S. Porpoise.

A HUNTER-KILLER

The Valiant has a length of 285 feet and a beam of 33 feet. Her primary role is as a submarine hunter-killer although she will be equally effective against surface ships. Her armament, consisting of homing torpedoes operated through the latest weapon control equipment, will, together with her long-range sonar, inertial navigation system and the means of measuring the submarine's depth below ice, make the Valiant a most valuable addition to the Royal Navy for the defence of our sea lines of communication.

The propulsion machinery will consist of a pressurised water reactor driving a single shaft through steam turbines. Refuelling of the reactor

will be necessary at only very long intervals, and being fitted with the latest air-conditioning and purification equipment, the submarine will be able to undertake patrols of long endurance at continuous high underwater speeds, if necessary staying submerged for over two months without recourse to air from the surface. The nuclear reactor is being built by Rolls-Royce Ltd. and the steam turbines by English Electric Ltd.

Accommodation for her complement of 11 officers and 79 ratings will be of a standard for submarines only previously achieved in H.M.S. Dreadnought. In view of the long underwater patrols which this ship has been designed to carry out, particular attention is being paid to habitability. Much improved standards have been achieved in the decoration and furnishing of living quarters and recreational facilities will include cinema equipment, an extensive library and a varied selection of tape recordings. An improved water distilling plant will provide unlimited fresh water, a commodity severely rationed in submarines in the past.



Old Mohawks see new frigate commissioned

GUEST of honour at the commissioning ceremony of H.M.S. Mohawk at Barrow-in-Furness on November 29 was the High Commissioner for Canada, His Excellency Colonel The Honourable George Drew, Q.C. The service was conducted by the Chaplain of the Fleet, The Venerable Archdeacon R. W. Richardson, Q.H.C., M.A., assisted by the Principal Chaplain, Church of Scotland and Free Churches, The Reverend A. D. Spear, O.B.E., Q.H.C., M.A., and the Reverend Thomas Whelan, Priest of St. Nicholas Church, Barrow-in-Furness.

The Guard of Honour was provided by the ship's Royal Marine detachment who over the preceding 15 days had marched the 300 miles from Eastney Barracks. The Royal Marine Band of the Plymouth Command played music for the ceremony.

Among the distinguished guests attending were Lady Villiers, who launched the ship in April, 1962, and

tuning of her equipment. She will then work up at Portland before leaving U.K. later in the year for service in the Persian Gulf as the senior ship of the 9th Frigate Squadron in that area.

Here is an outsize in keep-fit classes somewhere in the South China Sea. Scene is the 800-foot-long flight deck of H.M.S. Ark Royal when the ship was steaming in September between Singapore and Hong Kong. And to help these off-duty officers and ratings to keep fit with rhythmic swing, the carrier's Royal Marine band provides an accompaniment of light music—while the duty maintenance ratings prepare the ship's Scimitar aircraft for round-the-clock flying sorties

A 'RUM' MIXTURE



Getting ready for Christmas. Capt. Madden adds the rum to the puddings. Left to right: C.P.O.Ck. T. Stannard (oldest member on board), Cdr. J. Humphreys (the Supply Officer), Capt. Colin Madden and Jr. Sea. D. Ferguson (youngest member on board). (See story on page 5)

THE STAFF OF
 "NAVY NEWS"
 WISH ALL
 READERS A
 HAPPY CHRISTMAS
 AND A PEACEFUL
 AND PROSPEROUS
 1964

Vice-Admiral Sir Michael Villiers, K.C.B., O.B.E.

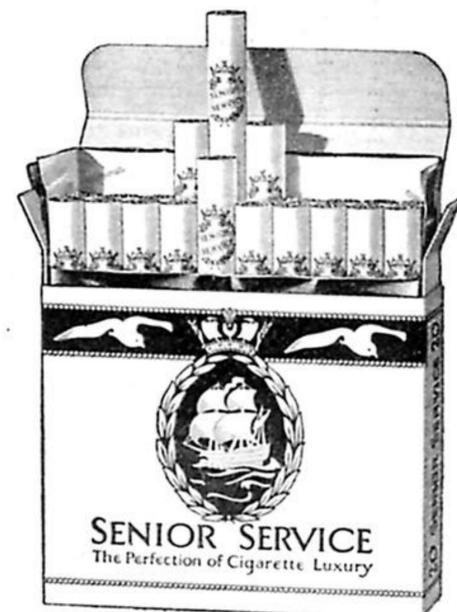
During the tea party which followed the ceremony the magnificent commissioning cakes, which had been baked and iced at the R.N. Cookery School at Chatham, were cut by Lady Villiers and Mrs. I. G. W. Robertson, wife of the Commanding Officer.

LAST MOHAWK SUNK IN 1941

Several members of the ship's company of the seventh H.M.S. Mohawk, which ship was sunk in the Mediterranean on April 16, 1941, attended the ceremony. Mrs. Cassidi, the widow of the first Commanding Officer of the seventh Mohawk was also present.

The ship is due at Portsmouth on December 6 where she will be based for two months during the testing and

BRITAIN'S OUTSTANDING CIGARETTE



H. Robertson

Navy News

EDITOR

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

EDITORIAL

THE guest speaker at the Navy League's Trafalgar Day Luncheon on October 23 was Vice-Admiral Sir Michael Le Fanu, K.C.B., D.S.C., Third Sea Lord and Controller of the Navy and in a speech which delighted his audience, after referring to the Polaris submarine programme and the Government decision to build a new aircraft carrier, said two things which are worthy of wide circulation both within the Navy and in the country at large.

The first point was "... we have got to carry on the normal task of modernising the Fleet and bringing it into the nuclear missile age, manning and maintaining the modern, complicated ships, operating and supporting them on their world-wide occasions, most of them East of Suez."

In his second point, concerning Lord Nelson and Trafalgar, the Admiral said about Lord Nelson: "He would not have told us to be with it. He would have told us to be ahead of it. He would have wanted a Navy that was drip-dry, clinically clean, poly-thene wrapped, sophisticated."

Those in the Royal Navy today are aware of their responsibilities and know that the ships they man are as modern as men can make them, capable of protecting our shores and life lines. The Service is proud of its ships—would like more of them it is true—and knows it is in a position to give a good account of itself in whatever situation it finds itself.

The Navy is not an end in itself. It exists for only one purpose, to protect this country and its peoples. It can do this only if it is efficient, efficient in direction, manpower and tools. The direction of the Navy is in the hands of men who will squeeze the value out of every penny allocated to the Naval Service and see to it that men have the right tools for the job.

As for the men of today—they are as sturdy as any of their forbears, those who showed their worth over the centuries. Their courage and devotion to duty is as good as those of past ages and, having been brought up under modern conditions, can master the intricacies of the modern ships and weapons.

Great Britain has, rightly, always been proud of the Royal Navy, and the Navy of the sixties will continue to live up to its proud traditions.

ANOTHER SCOT (the third) IS NEW W.R.N.S. CHIEF

IT was announced last month that Superintendent E. M. Drummond, O.B.E., M.A., W.R.N.S., is to be the next Director of the Women's Royal Naval Service in succession to Commandant Dame Jean Davies, D.B.E., Hon. A.D.C., W.R.N.S., the appointment to take effect in June, 1964.

The third Scotswoman to become Director, Superintendent Drummond was educated at Park School, Glasgow, and Aberdeen University, graduating in 1938, joining the W.R.N.S. in April, 1941, and serving as a Writer with the Auxiliary Patrol in the Thames.

Commissioned in September, 1941, she went to Plymouth as the first W.R.N.S. duty officer in the office of the Commander-in-Chief, Plymouth, and subsequently first secretarial officer on his staff. At Plymouth she dealt with the paper work relating to the Command's role in the invasion of Europe.

After the war Superintendent Drummond held appointments in India, East Indies, Chatham, Burghfield, Lossiemouth and Devonport. On promotion to Chief Officer in August, 1950, she was appointed in charge of the W.R.N.S. officers' training course at the Royal Naval College Greenwich, and subsequently served in various staff appointments including that of Assistant Director of W.R.N.S. She was promoted Superintendent, and awarded the O.B.E. in January, 1960, and was on the staff of Flag

Officer, Air (Home), at Lee-on-Solent for 15 months before becoming Superintendent (Training and Drafting) in H.M.S. Dauntless at Burghfield in April, 1961, an appointment she still holds.



Supt. E. M. Drummond,
O.B.E., M.A., W.R.N.S.

Letters to the Editor

Limbourne survivor thanks Guernsey

SIR—Your article on page 5 of November's "Navy News," in which you described Torquay's visit to Guernsey for Charybdis Day, was a revelation to me.

I am not much of a "memorialist," but, as Number One of Limbourne at the time when she and Charybdis were sunk off the island in 1943, I am duly humble and appreciative of the honour done to our dead by the citizens of Guernsey.

Something wonderful seems to have grown out of a night of disaster. There was very little to cheer the souls of the survivors as they were carried back to Plymouth in the other ships of the force the next morning. But it seems that every year since then, men and women of a loyal and gallant island have seen to it that even our failures shall be remembered with honour.—Yours, etc., D. V. B. UNWIN, Lieut., R.N. (Retd.), Abergavenny.

NAVY HAS A POSTAL BRANCH

SIR—It was with a personal interest that I read in the November issue of "Navy News" of the work of the Army Postal Depot at Mill Hill.

As members of the Royal Naval

Reserve (Postal Branch) we do a fortnight's training period every other year at the Home Postal Depot, which enables us to learn how to rig up a fleet mail office in any emergency that may arise in any part of the world, ensuring that, no matter what happens, the Navy's mail will be handled by fully trained personnel.

It makes me wonder, sometimes, whether this fact is as widely known throughout the Navy as it should be. I say this because whenever we go to a naval establishment for training, we are often asked what our non-substantive badge, which is a post horn, stands for.

Another point of interest in the same issue of the paper was the article about H.M.S. Royal Arthur. I was there for two weeks as recently as September of this year, together with 29 other reservists, when the present record for the obstacle course was set up.

We reservists did the course, but as our ages averaged 40 you can imagine we broke no records.

However, it was an experience and we thoroughly enjoyed our stay. If the officers and instructors of Royal Arthur read this, I wish them all the best and thank them for a very enjoyable fortnight.—Yours etc., W. P. CONNELLY, Colchester.

DRAFTING FORECAST—YOUR NEXT SHIP

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

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

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

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

SUBMARINE SERVICE

H.M.S. Osiris, December 10, at Barrow, for service in Third Submarine Squadron.

GENERAL

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service, Foreign Service from date of sailing. (Far East.)

H.M.S. Eastbourne (A./S. Frigate), December 3, at Rosyth for trials. Commissions for Home Sea Service, February 18, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Ajax (A./S. Frigate), December 10 at Birkenhead, for Home Sea Service, Foreign Service, from date of sailing—June, 1964, Far East, 24th E.S. (C).

H.M.S. Grafton (A./S. Frigate), January 2, at Portsmouth, for trials. Commissions for Home Sea Service, February 27, 20th Frigate Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Defender (Destroyer), January 6, at Chatham, for trials. (To reserve on completion of long refit.)

No. 706 Squadron (Bulwark Flight), January 7 at R.N. Air Station, Culdrose, for Foreign Service, Wessex.

H.M.S. Brighton (A./S. Frigate), January 9, at Chatham, General Service Commission, Home/Med./Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Falmouth (A./S. Frigate), January 9, at Devonport for General Service Commission, Home/Med./Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Devonport, (C).

H.M.S. Aisne (A./D. conversion), January 9, at Portsmouth, for General Service Commission, Home/Med./Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Striker (L.S.T.) and No. 3 Assault Squadron, January 14, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron, (B).

H.M.S. Carysfort (Destroyer), January 15, at Gibraltar, for trials General Service Commission, Home/Med./Home/East of Suez, 27th E.S. U.K. Base Port, Devonport, (A).

H.M.S. Eagle (Carrier), January 16, at Devonport, for trials, General Ser-

vance Commission, Home/East of Suez, May 28, U.K. Base Port, Devonport.

H.M.S. Cavalier (Destroyer), January 16, at Chatham, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Ashanti (G.P. Frigate), January 23, at Devonport, General Service Commission Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport, (B).

H.M.S. Coronna (A.D. Conversion) January 30, at Rosyth, for General Service Commission, Home/East of Suez (16 months), 21st Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Palliser (A./S. Frigate), January, at Rosyth, L.R.P. complement.

H.M.S. Ulster (A./S. Frigate), January at Devonport, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Dido (A./S. Frigate), January Change classification of service, General Service Commission, East of Suez/Home (16 months), 21st Escort Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Ark Royal (Carrier), recommissions at Devonport on February 4, to count as Port Service, General Service Commission, August, East of Suez/Home, U.K. Base Port, Devonport.

H.M.S. Russell (A./S. Frigate), February 13, at Rosyth for trials, Commissions April 23 for Home Sea Service, S./M. Target Ship, U.K. Base Port, Rosyth.

H.M.S. Scarborough (A./S. Frigate), February 13, at Portsmouth, for trials, Home Sea Service Commissions, April 16, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Whirlwind (A./S. Frigate), February 13 at Chatham for General Service Commission, West Indies/Home/West Indies, 8th Frigate Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Exmouth (A./S. Frigate), June, Transfer to Fishery Protection Squadron, Home Sea Service, U.K. Base Port, Rosyth.

H.M.S. Aurora (A./S. Frigate), February 18 at Clydebank, for Home Sea Service (may be delayed), 2nd Frigate Squadron, U.K. Base Port, Portsmouth, (C).

No. 820 Squadron, March 3, at R.N. Air Station, Culdrose, General Service Commission, For H.M.S. Ark Royal, Wessex.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron, (F).

H.M.S. Lincoln (A./D. Frigate), March 6, at Singapore for Foreign Service (Far East), 24th Escort Squadron, (A).

H.M.S. Cook (Surveying Ship), March 6 at Singapore, Foreign Service Far East/Pacific, (A).

H.M.S. Zulu (G.P. Frigate), March 9, at Glasgow, General Service Commission, Home/Middle East (19-month) (may be delayed), 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Zest (A./S. Frigate), March 12, at Malta for Home Sea Service, Foreign Service, Far East, September (tentative date), 24th Escort Squadron.

No. 800 Squadron, March 17, at R.N. Service Commission, Buccaneer, Service Commission, Buccaneer.

H.M.S. Rothesay (A./S. Frigate), March 17 at Portsmouth, General Service Commission, West Indies/Home/West Indies, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Caesar (Destroyer), March 18, at Singapore, Foreign Service, Far East, 26th Escort Squadron, (A).

H.M.S. Galatea (A./S. Frigate), March 24, at Wallsend-on-Tyne, General Service Commission, Home/Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth, (A).

H.M.S. Chichester (A./D. Frigate), March 31 at Chatham for trials, General Service Commission, Home/East of Suez/Home/East of Suez, June, 29th Escort Squadron, U.K. Base Port, Portsmouth, (C).

No. 829 Kent Flight, March, Change classifications for service, General Service Commission.

H.M.S. Kent (G.M. Destroyer), March, Change classification of service, General Service Commission, Home/East of Suez (14 months), U.K. Base Port, Portsmouth, (C).

H.M.S. Hermes (Carrier), April, at Devonport, L.R.P. Complement.

H.M.S. Agincourt (A./D. Conversion), April 7, at Portsmouth, General Service Commission (Phased), Home/

Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth, (A).

H.M.S. Lion (Cruiser), April 16, at Devonport, Home Sea Service, U.K. Base Port, Devonport, (C).

H.M.S. Whitby (A./S. Frigate), April 21 at Portsmouth (Phased), Foreign Service from date of sailing, Far East, 26th Escort Squadron.

No. 829 London Flight, April, Change classification of service, General Service recommendation.

H.M.S. Kirkliston (C.M.S.), April, at Portsmouth, for Home Sea Service, 1st M./S. Squadron, U.K. Base Port, Rosyth.

H.M.S. Loch Killisport (A./S. Frigate), May 1, at Singapore, Foreign Service (Phased), Far East, 26th Frigate Squadron, (A).

H.M.S. Redoubt (L.C.T.) May 1, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron, (F).

H.M.S. Euryalus (A./S. Frigate), May 26 at Greenock, for Home Sea Service, Foreign Service, January, 1965 (tentative date), Far East, 26th Escort Squadron.

H.M.S. Delight (Destroyer), May 28 at Rosyth for trials, (To reserve on completion of long refit.)

H.M.S. Puma (A./A. Frigate), May 28, at Portsmouth for trials, General Service Commission, July 30, Home/South Atlantic and South America/Home/S.A. & S.A., 7th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Albion (Commando Ship), May at Portsmouth, for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth, (C).

H.M.S. Dampier (Surveying Ship), June 1, at Singapore, Foreign Service (Far East) (C).

H.M.S. Troubridge (A./S. Frigate) June 12, at Malta for trials, General Service Commission, September 7, Home/Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, June 19 at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron, (B).

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Re-entered boiler room to fight fire

ON the morning of July 31, H.M.S. Lion was at anchor at Pulau Aur, an island off the east coast of Malaya. While the after boilers were being flashed up prior to putting to sea for exercises, a fire occurred which quickly did serious damage to the boiler room. As a result of the prompt action taken by M.(E)1 Brian Winston Barnes, P.054649, and a senior rating, the fire was soon brought under control. The Flag Officer, Commanding-in-Chief, Far East Fleet (Vice-Admiral D. P. Dreyer), later commended M.(E)1 Barnes in a Special Order of the day.

lected two more from the upper platform in the boiler room. Seeing that the P.O.M.(E) was injured, and that the fire was serious, Barnes, on his own initiative left the boiler room to report the incident to H.Q.I. He returned to the boiler-room lobby and having been dressed in a Fearnought suit and breathing apparatus, showed courage in re-entering the boiler room to assist in fighting the fire, which had become very serious.

"I commend M.(E)1 Barnes for his conduct during the incident in showing initiative and courage of a high order, as well as sound practical knowledge."

M.(E)1 Barnes is 21 years old, unmarried, he lives with his parents at Tisbury, Wiltshire.

SHIPS OF THE ROYAL NAVY

H.M.S. Eskimo

No. 97



DRAFTING FORECAST (cont'd)

H.M.S. Messina (L.S.T.) and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service, Middle East. Amphibious Warfare Squadron. (B).
 H.M.S. Duchess (Destroyer) June 19, at Singapore. Re-commission (Phased). Foreign Service (Far East). 24th Escort Squadron. (A).
 H.M.S. Protector (Ice Patrol Ship), June at Portsmouth. General Service Commission, Home/S.A. & S.A. (British Antarctic Territories). U.K. Base Port, Portsmouth.
 H.M.S. Owen (Surveying Ship), June, at Devonport, for General Service Commission, Home/East of Suez. U.K. Base Port, Devonport.
 H.M.S. Blackwood (A/S. Frigate), June, at Rosyth. L.R.P. Complement.
 H.M.S. Plymouth (A/S. Frigate), June, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Devonport.
 H.M.S. Diana (Destroyer), June, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Devonport.
 H.M.S. Cambrian (Destroyer), June, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Portsmouth.
 L.C.N. 603, June, at Bahrein. Foreign Service. Middle East. Amphibious Warfare Squadron.
 H.M.S. Llandaff (A./D. Frigate), June at Devonport. L.R.P. complement.
 H.M.S. Daring (Destroyer), mid-July, at Devonport for trials. (To reserve on completion of long refit.)
 H.M.S. Undaunted (A/S. Frigate), July, at Gibraltar. Local Foreign Service. L.R.P. Complement.
 H.M.S. Iveston (C.M.C.), July, at Devonport. Home Sea Service. 1st M/S Squadron. U.K. Base Port, Rosyth.
 H.M.S. Leopard (A./A. Frigate), July at Portsmouth. L.R.P. complement.
 H.M.S. Ursa (A/S. Frigate), July, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.
 H.M.S. Blackpool (A/S. Frigate), August, at Chatham for trials. General Service Commission, November. Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Devonshire (G.M. Destroyer), August, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.
 H.M.S. Tartar (G.P. Frigate), August, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.
 H.M.S. Nubian (G.P. Frigate), August, General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).
 H.M.S. Meon (L.S.H.), September 11, at Bahrein. Foreign Service. Middle East. Amphibious Warfare Squadron. (B).
 H.M.S. Jaguar (A.A. Frigate), September at Chatham. General Service Commission (Phased). Home/S.A. & S.A./Home/S.A. & S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth. (C).
 H.M.S. Appleton (C.M.S.), end September, at Bahrein. Foreign Service. Middle East. 9th M/S Squadron. (E).
 H.M.S. Chilcompton (C.M.S.), October, at Bahrein. Foreign Service. Middle East. 9th M/S Squadron. (E).
 H.M.S. Parapet (L.C.T.), October 16, at Bahrein. Foreign Service. Middle East. Amphibious Warfare Squadron. (F).
 H.M.S. Kemerton (C.M.S.), end October, at Bahrein. Foreign Service. Middle East. 9th M/S Squadron. (E).
 H.M.S. Hubberston (C.M.S.), October, at Chatham. Local Foreign Service. 6th M/S Squadron. (E).
 H.M.S. Eskimo (G.P. Frigate), October, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).
 H.M.S. Londonderry (A/S. Frigate), November, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth.
 H.M.S. Cavendish (Destroyer), November. General Service Commission. Home/East of Suez/Home/Med. (Phased). 28th Escort Squadron. U.K. Base Port, Rosyth.
 H.M.S. Palliser (A/S. Frigate), November, at Rosyth for trials (tentative date). Home Sea Service. January, 1965 (tentative date). Fishery Protection Squadron U.K. Base Port, Rosyth.
 H.M.S. Sheraton (C.M.S.), November, at Portsmouth (tentative date). Local Foreign Service. 6th M/S Squadron. (E).

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate.
To Chief Petty Officer
 JX 170149 W. Harvey, JX 161455 W. T. Parsons, JX 150782 L. Downing, JX 760161 R. Roper, JX 177450 C. F. Heydon, JX 661312 J. E. Brown, JX 166434 D. D. Meirose, JX 712416 F. D. Homer.
To Master At Arms
 MX 768958 R. E. Collison, MX 759586 R. F. Green, MX 801636 G. W. Walker, MX 745317 F. P. Gilbert.
To Chief Petty Officer Writer
 MX 871139 D. J. Hilliker.
To Stores Chief Petty Officer (S)
 MX 851627 S. E. Veal.
To Acting Chief Engine Room Artificer
 MX 902375 R. T. Thatcher, MX 120596 P. W. Holmes.
To Acting Chief Mechanician
 KX 566717 C. Curran, KX 894730 D. G. Delaney, KX 805763 J. H. Hanton, KX 854363 P. R. Jackson, KX 873297 I. M. T. Wigston, KX 907305 F. Newton.
To Chief Shipwright Artificer
 MX 808744 J. E. McCourt, MX 916040 D. R. Sim, MX 855657 D. R. Payne, MX 621878 W. G. Quarrington, MX 857480 J. R. Taylor, MX 857765 P. D. Sanders, MX 857585 A. Sears, MX 857360 B. N. Hardisty, MX 857477 C. S. Harden, MX 857358 D. J. Hammond.
To Acting Chief Ordnance Artificer
 MX 902476 B. W. Hastings.
To Chief Joiner
 MX 804800 T. McLean, MX 844572 A. W. Giles.
To Chief Engineering Mechanic
 KX 881157 F. G. Attwell, KX 817822 M. D. Tarrant.
To Acting Chief Electrical Artificer
 MX 833414 A. H. Franklin, MX 55330 R. A. Wood.
To Chief Electrician
 MX 759306 E. T. Burns, MX 892884 P. C. Clifton.
To Acting Chief Radio Electrical Artificer
 MX 913590 S. C. Warner, MX 88015 M. J. Kellow, MX 855661 J. E. Lawrence.
To Chief Radio Electrician
 MX 892975 P. J. Leedom.
To Chief Radio Communication Supervisor
 JX 722513 F. R. J. Ball, JX 836899 H. MacDonald, JX 885107 D. Bignell, JX 661756 D. T. Toon, JX 581594 R. A. Beare.
To Chief Radio Supervisor (W)
 JX 834138 M. E. C. Parker.
To Sick-Birth Chief Petty Officer
 MX 901677 S. G. Gerry, MX 788231 M. Anthony, MX 890671 J. Lyons, MX 842006 W. H. Southby.
To Chief Air Fitter (AE)
 L/FX 816317 G. E. Stracey.
To Acting Chief Electrical Artificer (Air)
 L/FX 670168 J. E. Allen.
To Chief Electrician (Air)
 L/FX 799296 R. Bridge.

H.M.S. Whitby (Cdr. G. D. H. Sample, D.S.C., R.N.), anti-submarine frigate, arrives at Chatham on December 16 for Christmas leave.

H.M.S. Pellow (Lieut.-Cdr. J. A. F. Lawson, R.N.) anti-submarine frigate, arrives at Chatham for docking and Christmas leave on December 9.

SHIPS OF THE ROYAL NAVY

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

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice and Adamant.

H.M.S. Eskimo, a "Tribal" class General Purpose Frigate, was built by Samuel White & Co., Ltd., at Cowes, being launched on March 21, 1960, and commissioning on February 21, 1963.

Displacement is 2,700 tons (full load) and the ship's length is 350 feet

Sea Cadet Chaplain at Trafalgar Ceremony

WHEN the Navy League held its annual ceremony commemorating the Battle of Trafalgar on October 20, the service was conducted by the Rev. Austin Williams, Vicar of St. Martin-in-the-Fields, and the Rev. K. N. J. Loveless, V.R.D., F.S.A., R.N.R., Vicar of Holy Trinity Church, Hoxton.

The Rev. Kenneth Loveless is Honorary Chaplain of the Sea Cadet Corps and it is the intention of the Navy League and the Sea Cadet Council that the Honorary Chaplain shall take part in this ceremony on all future occasions.

(i.e.), with a beam of 42½ feet. Armament is two 4.5 in. dual-purpose guns in single mountings and two 40 mm. Bofors A.A. Anti-submarine weapon is a Limbo three-barrelled depth-bomb mortar. Fitted for helicopter for anti-submarine reconnaissance. Complement is 253 officers and ratings.

The General Purpose Frigates of the "Tribal" class are designed to fulfil all the functions of frigates rather than to have an outstanding performance in any one specialised role. They are capable of meeting the main escort functions of anti-submarine protection, anti-aircraft defence and aircraft direction.

H.M.S. Ashanti, the prototype, cost over £5,000,000.

Fitted with COSAG (combined steam and gas turbines) enables the ship to get under way at a few minutes' notice when steam is not available.

All manned compartments are air-conditioned, and there is a high standard of living accommodation, with bunk sleeping and messing on the cafeteria system.

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Hillman IMP. An inspiration in light car design. IMP has a rear-mounted, aluminium die-cast, overhead camshaft engine . . . 875 cc giving 42 bhp, a comfortable 75 mph, and a touring fuel consumption of 40-45 mpg. IMP has independent suspension all round. Carries four with room to spare. Gives estate car convenience, generous luggage space. And IMP has no greasing points, it is easy to service, slashes maintenance costs. Go IMP.

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petition. (Luton Sea Cadets).
 Among those who attended the reunion were Capt. G. C. Chapman (Commander of Barham, 1938 com-

with good food and good fellows. Five members with wives and friends attended the H.M.S. social at the Rosario Club, H.N.

WELSHPOOL BRANCH RAISE £28 FOR THE R.N.B.T.

THE Welshpool branch of the Royal Naval Association is the most northerly branch of No. 7 Area: it is also the branch farthest from any of the other branches in the area.

Although the branch has not been long "in commission," its morale is high and what it may lack in numbers it makes up for in enthusiasm.

In October the branch decided to hold a film show in aid of the Royal Naval Benevolent Trust. The film shown was "The Cruel Sea" and the show was organised by Shipmate B. Pritchard, the secretary, ably assisted by the chairman, treasurer and the committee.

The show was very well patroned by the local people. The Mayor, Mayoress of Welshpool were pre- together with the president of branch, its chaplain, the local V and the various chairmen of local associations.

By its efforts the branch was to send the handsome sum of £28 the R.N.B.T.—a worthy effort in for such a small branch and credit is due to all who contrib towards the success.

On Trafalgar Sunday the by-paraded with its Standard, accompanying the local unit of the A.T.C. their adoption parade and service

NAVAL ADAPTABILITY HELPED NEPTUNE IN CIVILIAN LIFE

Spithead Review, 1935, was a great day

[During the past two and a half years, Neptune, who joined the Royal Navy as a Boy, Second Class, in October, 1904, has told of his experiences—his early training—his work for promotion to Petty Officer, to Warrant Officer, to Mate, to Lieutenant and to Lieutenant-Commander in command of H.M.S. Stormcloud, a destroyer of the Eighth Destroyer Flotilla on the China Station, and his retirement, with the rank of Commander, on November 23, 1929, as the result of failing eyesight.]

THE immediate difficulty which confronted me as I commenced this new era in my life was that of mass unemployment. By the end of January, 1930, I had completed the task of clearing ditches and trimming hedges which surrounded my small bungalow in the country. I had already answered many advertisements in my quest for employment. There were two factors working against me—one, I was "too old at 40" and two, lack of certificates to confirm technical knowledge. Many of the letters I had written remained unanswered.

There were two million unemployed and the prospects were rather grim. However, I joined the Association of Retired Naval Officers, founded by Vice-Admiral Caulfield in 1926. Through that Association I was put in touch with a number of firms, but my age was against me. I had some offers on a purely commission basis and others, which if accepted, would have destroyed my self-respect. As the months passed, with negative results, I decided to make a bid in an effort to gain some technical knowledge and obtain a certificate. I therefore arranged to take a six-month course in motor engineering in London.

A LONELY EXISTENCE

It was an expensive undertaking. I made up my mind to take the hard road, took some cheap lodgings, going home occasionally at week-ends. It was a lonely existence, but I had the joy of being usefully occupied during the day and exercising my brain by study in the evenings. I saw my landlady only at breakfast, as I was a "bed and breakfast" boarder. Our conversation amounted to "Good-morning" and "Thank you."

I finished the course in the late summer of 1930, feeling that I had not really learned much, but I had been awarded a certificate. This enabled me to obtain a post with a Portsmouth firm, but without salary. I did this on my own initiative, as I realised, for a time at least, that I would be a "learner," even though I was given the glorified title of sales manager.

As the firm was the main agent for one type of car, there was never any great rush of customers. However, I did take customers on demonstration runs, and frequently proceeded to Coventry by train, armed with a cheque, to collect a new car to drive back to Portsmouth.

At the end of three months I was unsuccessful in my request for a

salary and I decided to quit, and offered my services to the Portsmouth Branch of the British Legion. They were accepted and I became an active member of the Benevolent Committee. Such help was needed very much, as there were a large number of ex-Service men in dire need. I coupled my duties with others of a voluntary nature and continued with them for nearly two years, moving my home into Portsmouth to be closer to the area in which I was occupied.

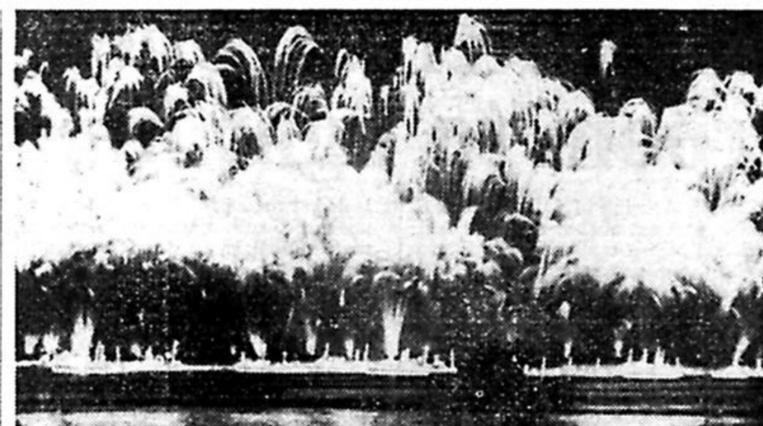
Meanwhile my name had been submitted to a big London firm by the Association of Retired Naval Officers for the post of transport manager. I was interviewed on Christmas Eve,

sidiously, a touch of discipline which I found encouraged respect and not resentment.

At the end of my six-month trial I received a permanent contract and my salary was increased. I had successfully laid down the foundations of a new career (although I was to return and serve under the White Ensign for six and a half years).

At the end of 1932 I received a letter from the management expressing appreciation of my services, which gave me great pleasure. The new system that I had introduced had been adopted on a permanent basis. The part of my duties which came under the title of "import manager" brought

SAILORS IN THE MAKING By NEPTUNE



Part of the firework display by ships at the Naval Review, 1935

sub-lieutenant when I had command of H.M.S. Stormcloud on the China Station. The review ended with a searchlight and firework display after dark. It was a great day for me.

ABYSSINIA INVADED

It was unfortunate that, in spite of this great display of sea power, other nations were not impressed. The Government of the day, through its representative at the League of Nations, and by its actions, had given to the leading nations of the world, an impression that the British had become a nation of pacifists, and that the British Government would do anything to appease, particularly Germany

world made a deep impression on my mind. I felt, instinctively, that sooner or later an incident would occur which might again bring about war. This decided me to make every effort to keep in touch with the continual advance of offensive and defensive weapons of the Royal Navy, by applying to attend short refresher courses during my holiday periods.

This thirst for knowledge on naval progress did not deter me from giving my energy and enthusiasm to the business side of my life. I continued successfully in a managerial capacity, adding further responsibilities to my administrative post. All the permanent employees were partners in the firm and shared in the profits and, to a certain extent, in the management. The various departments were grouped together and formed into constituencies, in the same way as boroughs, and elections were held annually—to elect partners to represent a constituency. The elected members became councillors and meetings were held monthly. Questions of pay, holidays, hours of work, sickness benefit and general policy were discussed. In cases of severe controversy, a secret ballot was held. I had the honour of being an elected councillor of many years.

In addition to these duties I formed a social committee and organised coach parties to visit Portsmouth during Navy Weeks, the Naval and Military Tournament (now termed the Royal Tournament), then held at Olympia, also the Military Tattoo, then held at Aldershot. I was thus able to stimulate interest in the Armed Forces.

SPANISH CIVIL WAR

In 1936 the Spanish Civil War broke out. Italian troops and German aircraft assisted the Nationalists, while the Russians helped the Republicans. It amounted to a trial of strength between Nazis and Fascists on the one hand and Communists on the other hand and, at the same time enabled experience to be gained which was later used in the Second World War against Britain.

(The purpose of recording my experiences and the trend of events which shaped my destiny during the decade of my retirement, 1929 to 1939, is to show my determination to keep in touch with the Royal Navy and, as the war clouds began to gather onwards from 1937, to take an active part in the Air Raids Precautions organisation, by helping to train some of the civil population in readiness for any emergency.)

(To be continued)



Some of the ships massed at Spithead for the Naval Review, July 16, 1935. The Royal Yacht, Victoria and Albert, led by the Admiralty Yacht Enchantress, steaming through the lines

1931, but was unsuccessful. I had, however, apparently created a favourable impression, as two months later I was offered another post as a manager and commenced my new duties on April 4, 1932, at a large departmental store in Oxford Street as merchandise receiving manager. Of course I had no previous experience, but my naval career had taught me to be adaptable. Once again I had to take lodgings, but this time I had a salary to help me with expenses.

For two weeks I just watched proceedings, took notes, and studied them in the evening. From my notes I was able to produce a new method embodying a system of dealing with the complicated procedure of imported merchandise. I was pleasantly gratified to be informed that the system would be given a six-month trial.

PRESTIGE OF NAVY MEN

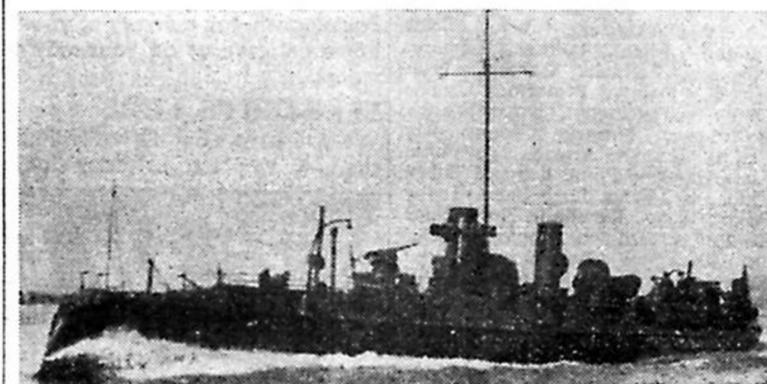
During my probationary experiences I learned quite a lot by studying the "whys" and "wherefores," and making continuous notes, with the idea of improving efficiency. I felt that there was more than my personal welfare at stake. Always in my thoughts was the prestige of the Royal Navy and the many retired officers and ratings whom, I felt, I was representing in civil life. The remark which reached my ears occasionally was: "What the hell does he know about it?" However, I was prepared to swallow such remarks in the interests of efficiency, but I did not fail to introduce, in-

me in close contact with the Customs and Excise authorities, at times in conflict, due to their interpretation of the nature of the goods imported, as opposed to what was stated on the invoice.

SPITHEAD REVIEW

The years were passing quickly. In 1935 my son was serving as a Lieutenant (E) on board H.M.S. Rodney, and when the Fleet assembled at Spithead for the Review by King George V, I was a guest on board. What a proud day July 16, 1935, was for me, to be again on board ship! And one of the largest and most heavily armed ships ever built, riding at anchor in a line of battleships. There were 10 battleships, two battle cruisers, two aircraft carriers, many cruisers, destroyers, minesweepers, submarines and ships of the Merchant Navy. What a sight to stir one's heart! This massive armada of ships of the Royal Navy, all wearing the White Ensign and those of the Merchant Navy wearing what is proudly referred to as the "Red Duster," anchored in seven lines, extending down the Solent for several miles.

These ships were riding in undisputed sway at Spithead, ever ready in emergency to protect the waters that surround the British Isles and our shipping in all the oceans of the world. To add to the pleasure of being a guest on this great occasion I met Lieut.-Cdr. Norfolk, the torpedo officer of Rodney, who had been my



King George V's first command—H.M.T.B.079

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,261,807 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress. £638,928 to kindred organisations and Children's Homes; and £407,782 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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designs from 72/6.

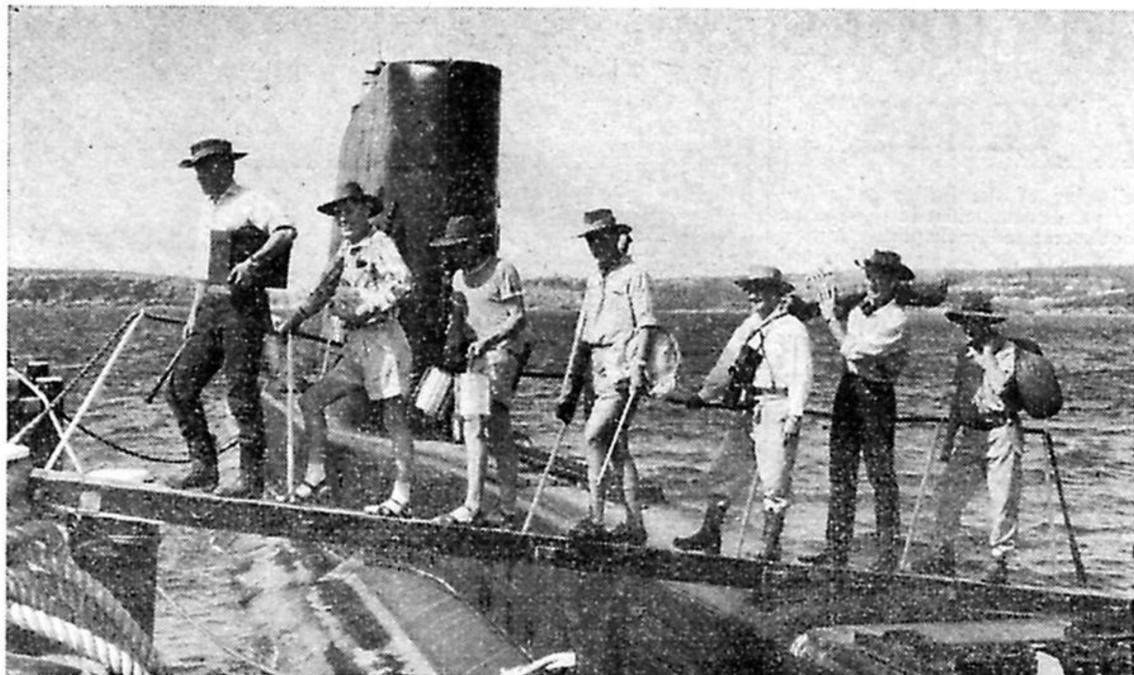
SON

Varaflame styles from 47/6

trophy, but during the past three years, H.M.S. Vernon, H.M.S. Dolphin and, this year, the Small Establishments ran out the eventual winners. This competition has enabled many golfers to participate in competitive games, and has done much to popularise the sport.

Six open meetings are held each year on different courses. The society will always be grateful for the kindness of the local golf clubs in giving us such enjoyable and generous facilities on these occasions. Most of these meetings attract 30 to 40 entrants, but the major competition, which incorporates the Inter-Establishment Trophy competition usually sees over 70 entries. At this meeting, what is virtually the Command stroke play individual championship is held, the trophy for which is fittingly called the Farnfield Trophy. Surg.-Capt (D) Jack Benson practically considered this his personal property, as he was

(Continued on page 15, column 1)



Seven of the eight members of the expedition carry their gear ashore at Sydney from the submarine H.M.S. Tabard

NAVAL EXPEDITION FINDS MYSTERIOUS CAVE DRAWINGS

MYSTERIOUS Aboriginal cave drawings, some probably centuries old, have been discovered in a hidden creek near a remote Central Australian salt lake by a Royal Navy party on a biological surveying expedition. Crudely drawn human figures, a picture of a spoked wheel, and primitive patterns were found on cave walls not far from Lake Amadeus, 200 miles south-west of Alice Springs. Bones littered the caves where the drawings were found, and there was evidence of very old fireplaces.

Four officers and four ratings from the Sydney-based Fourth Submarine Division took part in the 15-day expedition, covering 4,500 miles by private car, train and Land-Rover.

Object of the expedition, directed by the Australia Museum, Sydney, was to make a biological survey of the lake, which is so isolated that it was believed animals living there might have evolved differently from other Australian fauna.

DIFFICULT GOING

As the party neared the lake the going became increasingly difficult. The wheels of the trailer and two Land-Rovers kept getting bogged down in the soft sand, and sometimes it took up to two hours to dig them out.

Because of this difficult terrain the last stage of the trip took longer than expected and the party was not able to spend much time on research at the lake. But dingo, kangaroo, camel and emu tracks were found, and mineral specimens were collected.

LARGE CENTO EXERCISE

IN the largest CENTO naval exercise held last month in the North Arabian Sea more than 30 ships and submarines, and also shore-based aircraft, representing all the nations of the alliance took part.

Largest ship of the Royal Navy involved was the aircraft carrier H.M.S. Ark Royal, wearing the flag of the Flag Officer, Middle East (Rear-Admiral J. E. Scotland, D.S.C.). She undertook air strikes as well as air defence for all of the forces involved, while the aircraft carrier Essex, of the United States Navy, provided the main airborne anti-submarine effort.

The two aircraft carriers cross-operated aircraft in the course of the exercise.

Motor launch has worthy task

H.M. M.L.2840, the last of the Fairmile "B" class of motor launches in the Service, of some 20 years in age, still has a worthy task. Her primary occupation between March and October each year is to take to sea the naval element of the Combined Cadet Force and Sea Cadets and, this year, in a total of 175 operational days she has embarked these youngsters, and other personnel, for 165 days, spending 148 days, including some nights at sea, for periods of five to 12 hours, and has covered a distance of 7,784 miles at 10 knots.

The Combined Cadet Force Cadets and the Sea Cadets spent six days on board, becoming part of the ship's company, undertaking the various duties and learning how to live in the confined space of a motor-launch. Besides this, they were given ample experience on helm orders, steering (each cadet had an average of three hours at the wheel), look-out duties, plotting courses, taking fixes, both visual and radar, and general seamanship. At night, when in harbour, cadets in pairs, without the aid of the permanent Royal Navy crew, were required to keep two-hour watches from 2350 to 0800, and during this period were primarily responsible for the safety of the craft.

VISITS

This year H.M. M.L.2840 has visited on various occasions, Penzance, Helford River, Falmouth, Fowey, Salcombe, Dartmouth, Torquay, Portland, Poole, River Medina, Earsash, Portsmouth, Guernsey, Jersey and St. Malo. During this period the motor-launch went to the assistance of s.s. Result, damaged in fog off Roches Douvres, about 60 miles west of Jersey, took part in a N.A.T.O. exercise off Penzance, acted as escort for the Dartmouth/St. Peter Port yacht race and for the Plymouth/Fowey yacht race, and assisted in the search for a boy adrift in a small boat north of Alderney Channel.

During the Plymouth Navy Days the launch took 2,384 visitors for 30-minute trips round the harbour.

Except for three separate cruises and eight one-day periods, weather conditions throughout the season have been fog, or with winds of Force 4 to 5, the latter causing considerable discomfort to cadets embarked. On four separate occasions the motor-launch has left either Plymouth, Dartmouth twice, and Poole in visibility of 50 per cent, or less, and arrived via the Little Russel Channel at St. Peter Port or St. Helier (between Guernsey and Heem) without sight of land.

UNIQUE ROLE

In her present role H.M. M.L.2840 is unique: she is the only craft in the Service that is run primarily for Combined Cadet Force Cadets or Sea Cadets on sea training with a reduced naval crew, which ensures that all cadets are part of her company and therefore can, and must, take full part in the activities of the craft. To the cadets an important fact is that H.M. M.L.2840 is part of the Royal Navy and hence flies the White Ensign.

SECRET JUNGLE MISSION WAS A DASH TO THE MED.

*They send her here, they send her there,
They send her almost everywhere,
Where to next time?—no one knows,
Out'll come a signal and away she'll go!*

NORMALLY H.M.S. Albion's entry into Singapore Naval Base sees the flight deck lined with troops, fallen in, and waiting anxiously for a glimpse of their families on the jetty—the Albion having clocked up yet another 1,000-mile all-round trip to Borneo.

When H.M.S. Albion (Capt. Colin Madden, M.V.O., D.S.C. and Bar, R.N.) secured alongside at Singapore on November 20, 1963, it was no mere 1,000 miles she had completed but a 12,000 mile fast trek to the Mediterranean and back to fetch R.A.F. Belvedere and Whirlwind Mark Xs to reinforce the Far East Air Force. No longer was the Albion just "The Old Grey Ghost of the Borneo Coast"—now she had acquired the additional alias of "The Old Grey Ghazie of Tobruk Alley" and could fly the once famous green pennant (the gin pennant) with "C.P." imposed.

During this unexpected absence, or the "Secret Jungle Mission" as one of the U.K. national newspapers described it when referring to the ship's secret destination, the ship's Air Engineering Department was transferred almost in entirety ashore to Sarawak together with sections from the ship's Stores and Communications departments. These parties formed Naval Air Section, Kuching—with the prime task of providing as far as possible the support that would normally have been available from Albion operating off the Borneo coast.

Although shore leave on passage to and from Tobruk was limited to a few days at Aden, the passage afforded a great change for the small ship's company after the intensive operations of the previous 12 months.

LARGE SPORTING PROGRAMME

Since there were no helicopters operating off the flight deck a large sporting programme could be arranged, ranging from deck hockey through volley ball to rifle shooting—with the provision of a boxing ring for the 70-odd competitors who had entered for the ship's Novices Boxing Championship.

On the return journey from Tobruk the helicopter cargo demanded the hangar space, and the boxing ring had to be transferred from its initial shelter to the flight deck. This, the only superficial change to Albion in the five-day interval between the north-bound and southbound transits of the canal must, no doubt, have caused serious contemplation amongst the Egyptian surface and airborne observers.

One of the big sporting highlights was a heavy field programme in Aden—if in fact the dusty wastes of Aden

can be called a field. For once, the Albions did not go marching on in their accustomed manner, but lost their soccer match against 45 Commando by three goals to two and generally came off worse for wear in a most enjoyable series of events against 38 Corps Field Engineers—not only on the field during the afternoon but also off the field in the evening during an excellent round of entertainment and hospitality by the Sappers.

The boxing tournament on the flight deck proved extremely popular for boxing enthusiasts, fighting fiends and colour photographers. The Engine Room Department was the clear winner and the contest proved that divisional and departmental spirit is as keen as ever it was.

Besides providing the leading boxers the "Engineers" also gave the ship's company a first class evening's entertainment with their "Stoker's Spectacular." The show was produced and directed by Petty Officer "Ted" Marson, who originally took up dramatic and concert party work almost as a dare, and now imparts his enthusiasm to others to achieve the slickness of any Ralph Reader "Gang Show."

A GOOD WORK

During the interval of the show the draw was held of the "Cruise Raffle" which enabled a further £130 to be sent to the Coventry Muscular Dystrophy Group to buy the second Albion electrically-operated chair for use by a handicapped child.

The day of Albion's arrival at Tobruk, November 3, coincided with the completion of 12 months away from home—and the 5,000th deck landing. Inevitably it was a sad moment when she headed east again having got so near—particularly with the second Christmas away from home looking so near—but all those on board wish everyone a happy Christmas.

Vice-Admiral Sir John Hamilton, K.B.E., C.B., is to be Commander-in-Chief, Mediterranean, in the acting rank of Admiral, in succession to Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C., the appointment to take effect in February, 1964. The appointment carries with the N.A.T.O. appointment of Commander-in-Chief, Allied Forces, Mediterranean.



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
BREWERS

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An 'Old China Hand' looks back nearly thirty years

YANGTSE—RIVER OF GOLDEN SAND

(BY E. E. HARROW)

IN one of your issues I read of an ex-naval rating who proudly proclaimed that he had steamed farther up the great Yangtse Kiang River of China than any other man who ever wore three rows of tape.

Perhaps so, but I was also one of the fortunate people who saw service on that interesting river and was lucky enough to do most of my time on the upper reaches, and spent many happy months in the anchorage at Lung Men Hao, opposite the ancient city of Chung-king, 1,400 miles up-river from the Woosung Flats. Chung-king was, to my knowledge, the city farthest "up-river" that any of the China gunboats visited, and the dangerous and tricky passage up from the city of Ichang, through the gorges and rapids, was limited to only four of the flotilla, the Falcon, in which I served, the Gannet, Tern and Peterel.

Many of the older readers of "Navy News" may have served in the smart little ships of the Yangtse Flotilla or if they have not served in them, are fully aware of the often-talked-about gunboats, but many of the serving men of today may not have heard or read about these small and unusual ships.

NEARLY 30 YEARS AGO

It was in February, 1935, that I sailed in the Calcutta from Chatham to join H.M.S. Falcon, for a two-year commission on the "River of Golden Sand," a two-year commission which, for me, was to stretch into three and a half years, and that period I always look upon as the happiest and most interesting in my whole service career of 24 years.

Calcutta carried the yearly half-relief crews for the West River gunboats, and also those for the Yangtse boats. On arrival at Hong Kong the crews from the West River were changed and Calcutta proceeded via

the Formosa Straits to Woosung and up the Yangtse to the city of Hankow (600 miles from Woosung), discharging the reliefs to the various gunboats at the treaty ports where they were stationed, *en route*. Those gunboats from above Hankow came down-river for their reliefs, to that city.

THE YANGTSE FLOTILLA

The Yangtse Flotilla, at that time, 1935, comprised 13 ships, the flagship (Rear-Admiral Crabbe) being H.M.S. Bee, the remainder being H.M. Ships Aphis, Cockchafer, Mantis, Ladybird, Scarab, Gnat and Cricket. These were the "Insect" class and built, mostly between 1915 and 1916, and before seeing service on the Yangtse were used on the Tigris, Euphrates and in North Russian waters. Falcon, Tern, Gannet and Peterel were "Bird" class and of an entirely different design from the "Insects," being more modern, not so heavily armed, smaller and drawing less water. Last of all came H.M.S. Sandpiper, the baby of them all, whose shallow draught, (two feet, I think), necessitated her engine and boiler room being on the upper deck.

The Yangtse was divided into three sections—the lower from Woosung to Hankow, a distance of 600 miles, the middle, from Hankow to Ichang, 900 miles up river from Woosung, and the upper river was from Ichang to the ancient city of Chung-king, 400 miles, in the province of Szechuan.

The lower river treaty ports of Chinkiang, Nanking, Wuhu and Kiukiang, at most times, had one of the "Insects" alongside the hulks or pontoons, to look after the interests and

well-being of the British and other European communities in those often troublesome and lonely ports.

The same applied to Hankow and the ports beyond such as Yochow, Shasi and Ichang. Up river from Ichang was to be found one of the four "Bird" class gunboats, as these smaller vessels were built specially for the 400 miles of dangerous river between Ichang and Chung-king.

GORGES AND RAPIDS

Between these ports are the famous Yangtse Gorges, such as the Wind Box Gorge, Ox Liver Gorge, etc., with their towering cliffs rising sheer from the river's edge for thousands of feet—an awe-inspiring and magnificent sight when seen from the decks of such tiny ships.

Also on this stretch of river, to make navigation more hazardous, were the Yangtse rapids, approximately 70 in number, some at summer level, when the river is highest, some at middle level and others during the winter at the low-water season.

The most dangerous of these rapids is the Hsin T'an, or New Rapid. Most of the Chinese upper-river pilots came from the Hsin T'an village, on the banks of that notorious rapid. These pilots, all ex-junkmen and with a great knowledge of the river, were employed by the Admiralty to pilot the gunboats through these dangerous upper-river waters.

H.M.S. Sandpiper, the smallest of the flotilla, was designed for service on the Siangtan, a tributary, that enters the Yangtse via the great Tung Ting Lake, a lake that turns into an inland sea during the summer floods, and in the low waters of the winter season is a vast area of marshes and creeks, the home of countless wildfowl—geese, ducks, etc.

It was through these lonely regions that Sandpiper used to steam to the city of Changsha on the Siangtan and about 90 miles from the junction of the Yangtse at the town of Yochow.

OUTSTANDING CHARACTERS

Most of the treaty ports had outstanding characters and personalities and I wonder if many of your older readers can remember just a few of them—such as Chadza, the blind boy, and Hoppy, the repulsive but likeable cripple, both of whom lived, day and night, on the hulk at Wuhu. Also Nurse Watters from the magnificent American hospital, situated in the bluff just below Wuhu. Joe Binks, the Chinese trader of Hankow, a Chinese bandit if ever one was born. Mr. Cojyring [*sic*] and his charming Cantonese wife of Changsha who was attached to the Chinese Customs Service. Mr. de Silva, the Portuguese man at Ichang. Frankie, the Chinese canteen girl of Chung-king, and also the glamorous "Bobby" Tong of that same city who, I am sure, was the pin-up girl of all the upper-river gunboats.

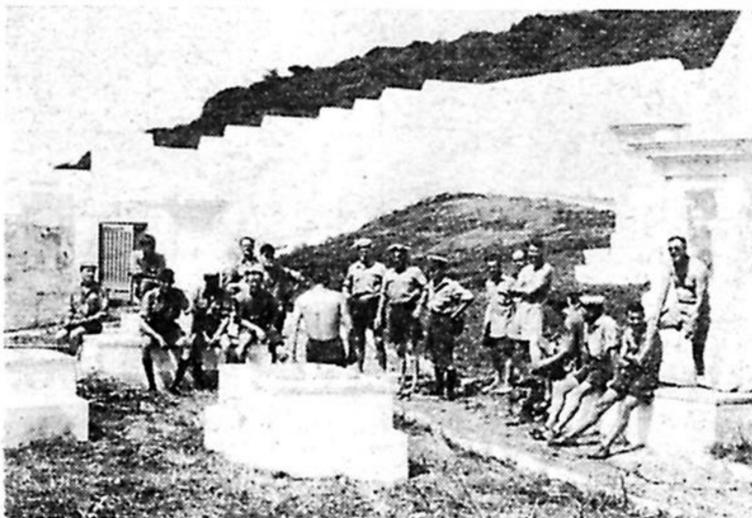
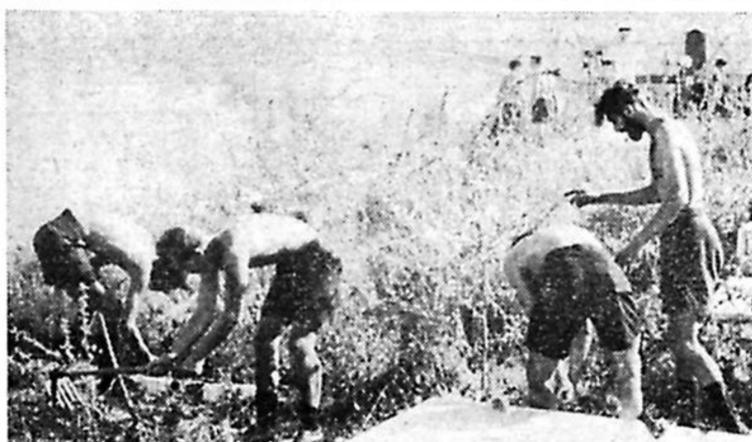
Of all these outstanding people I should imagine that the best known was that rather fearsome but very efficient man, Mr. Pote Hunt, the Admiralty pilot.

Shanghai (what memories that name revives!), that great international and cosmopolitan port on the banks of the Whangpoa River, was visited, in turn, yearly, by the flotilla for annual docking and refit, mostly docking down in the "Old Dock," and facing the "Old Dock Cafe" on the Yangtsepo Road, the cafe being a favourite haunt of the gunboat crews, and the proprietress being a Portuguese lady, "Ma" Jackson by name, who must have been known to hundreds of Royal Navy and Merchant seamen.

SHANGHAI THE WICKED CITY

Shanghai had everything to offer in those pre-war days—good living at the U.J.C., good sporting facilities and last, but not least, all-night entertainment in the bars and cabarets of the French Concession and the more shady dives of Szechuan and Yangtsepo Roads. All of them had a bevy of glamorous dance hostesses, White Russian (princesses, of course), Chinese, Japanese, Eurasian and other nationalities. Yes, Shanghai was a wonderful, if wicked, place to visit in those days, and made a welcome break after the lonely months on the river.

I hope that the above notes will be of interest to some of the readers of "Navy News" and I also hope that they will bring back happy memories to some of the old "China hands" of the pre-war years who cursed, and yet loved, "The River."



Top: The cemetery as the men from Thermopylae, Turpin and Mediator started work. Bottom: The cemetery after two days' hard work.

SAILORS' FIND IN CEMETERY CLEAN-UP

H.M.S. THERMOPYLAE, in company with H.M.S. Turpin and H.M.S. Mediator, recently visited Port Mahon, Minorca. This was Thermopylae's third visit to the Balearic Islands, and has completed her acquaintance with the three principal islands of this delightful group.

Last year the submarine visited the agreeable and luxurious island of Ibiza which, judged by the speed of its growth and popularity, may soon be the tourist gem of the Mediterranean. Palma has been visited two years in succession, but enough has already been said about Palma to fill several editions of any newspaper.

Minorca is the bleakest and least visited of the three islands; its high rocky coastline, its perfect light shade and colour characteristics, its gin distillery—whose shares rose sharply over

the visit—make it a paradise for thirsty photographers and painters.

The island's strongest association is with Lord Nelson, who stayed for several months, resting at the magnificent St. Antonio House which overlooks the excellent harbour of Mahon. Romantic rumour has tried to smuggle Lady Hamilton in, but the island's historian strongly denies this and insists that Nelson remained celibate in Minorca.

CEMETERY CLEANED UP

A small British cemetery remains from the days of British occupation. This was badly in need of attention, as the last British warship had visited Minorca over two years ago. On two mornings a team of "grave refurbishers" from the visiting ships set out in the whaler, paddling with hoes and spades, to do battle with the sadly neglected and overgrown cemetery.

They had the satisfaction of leaving it freshly whitewashed and neatly trimmed, which justly reflected the hard and enthusiastic work that had gone on.

Although most of the graves were too weather-stained to give away many secrets, one of them belonged to Nelson's valet. Another belonged to a midshipman, aged 34, who, while returning to his ship after a very successful evening playing the tables at the local casino, was stabbed in the back. He was buried without his winnings. This story clearly emphasises the evils of gambling for midshipmen.

R. NETHERLANDS SHIP AT LEITH

THE NETHERLANDS ship, H.N.M.S. Gelderland visited Leith from November 22 to 25 on an operational visit. The main object of the visit was to give shore leave, carry out maintenance and obtain replenishment of fuel and stores, but a reception, attended by the Senior Bailie of Leith, was held on November 23.

The Gelderland is an anti-submarine destroyer of the Holland class with a displacement of 2,765 tons (full load). She is 371 feet in length with a beam of 37½ feet. Her complement is 280 officers and men.

H.M.S. Glasserton (Lieut.-Cdr. D. G. Ridgers, R.N.), a "Ton" class coastal minesweeper, normally based at Portland, arrives at Chatham for refit and Christmas leave on December 10.

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The Flag Officer, Submarines, Rear-Admiral H. R. Law, prepares to stir the mixture as Capt. S/M, Third S/M Squadron, (Capt. B. Baynham) pours in the rum, while Cdr. P. Mills, the Squadron Supply Officer, stands by, holding a watching brief

Stirring times at Faslane

WHEN the Flag Officer, Submarines, Rear-Admiral H. R. Law, O.B.E., D.S.C., flew his flag in H.M.S. Maidstone last month one of the extraneous—and, possibly, one of the more pleasurable of his duties—was to stir the Christmas pudding being made by the cooks of the ship.

The women readers of "Navy News," accustomed to producing puddings of about six or seven pounds, will be interested to read that Maidstone's cooks were preparing 300 pounds of pudding. The recipe for a pudding of this size called for, in addition to one gallon of rum and 10 pints of stout, 28 lb. raisins, 42 lb. currants, 42 lb. sultanas, 10 lb. mixed peel, 5 lb. almond nibs, 28 lb. sugar, 28 lb. suet, 36 lb. flour, 6 oz. ground nutmeg, 36 lb. breadcrumbs, 8 lb. treacle, 7 lb. shredded carrot, 4 lb. cherries, 14 dozen eggs, 24 tins milk, 12 oz. mixed spice, 2 bottles lemon essence and eight large tins apple. No wonder an

oar was needed to stir such a weight!

VISITORS TO SHIP

COMSUBLANT, Vice-Admiral Elton W. Grenfell, Commander, Submarine Force, United States Atlantic Fleet, visited the Third Submarine Squadron at Faslane on November 13.

On November 14 Sir Clifford Jarrett, Secretary of the Admiralty, visited the base at Faslane and the surrounding district. He was looking at the areas to be developed into the Polaris Base.

The First Lord of the Admiralty, Earl Jellicoe, visited the future Polaris Base on November 18.



Gay scene in the playground after school lessons as Lieut. Evans joins in the fun

NEW NAVAL CAREERS OFFICE

MODERN accommodation in a more central position in State House, High Holborn, W.C.1, was opened last month to replace the Royal Navy's Careers Office on board H.M.S. Discovery, berthed alongside London's Victoria Embankment.

The traditional ship surroundings of H.M.S. Discovery have given away to the functional design of the modern offices of State House, to which the offices of the Director of Naval Careers, Capt. G. H. Evans, R.N., which were located in the Admiralty, Queen Anne's Mansions, have also been moved.

Instructor goes to school

WHILE Instructor-Lieut. William Evans, R.N., was serving with 42 Commando, Royal Marines, in Sarawak recently, he spent most of his off-duty time at school.

It was at the two-classroom Chung Hwa Chinese School in Penrissen Road, which is located among the pepper plants and rubber trees at 7th Mile, near Kuching, that Lieut. Evans was warmly welcomed by 40 local youngsters two or three times a week.

With the limited help of the headmaster (or supervisor) he taught them a little English and showed them how to play games which form part of the physical education of British school children. As the picture shows, the

children were thrilled—and Lieut. Evans was satisfied that his effort was an interesting and rewarding experiment.

BOXING CHAMPION

In 1947/48/49 Lieut. Evans won Great Britain schoolboy boxing championships in company with famous compatriots Dai Dower and Joe Erskine. His wife and two children are in Singapore and his parents live in Grangetown, Cardiff.



The anti-submarine frigate, H.M.S. Wizard, fully converted from destroyer

Dartmouth Squadron at Rosyth

THE Dartmouth Training Squadron, H.M. Ships Tenby, Torquay and Wizard, visited Rosyth from Sunday, November 24, to Wednesday, November 27. The squadron is under the command of Capt. N. E. F. Dalrymple-Hamilton, C.V.O., M.B.E., D.S.C., R.N., in Tenby. The Commanding Officers of Torquay and Wizard are Cdr. P. E. C. Berger, M.V.O., D.S.C., R.N., and Lieut.-Cdr. W. D. Jenks, R.N., respectively.

H.M. Ships Tenby and Torquay are Type 12 anti-submarine frigates, 370 feet long with a displacement of 2,560

tons (full load). The armament includes two 4.5 in. guns in a twin turret and two 40 mm. guns in a twin mount-

ing. They are also equipped with two triple-barrelled anti-submarine mortars.

H.M.S. Wizard is a Type 15 anti-submarine frigate, 350 feet long displacing 2,880 tons (full load). Her armament includes one twin 4 in. mounting, one twin 40 mm. mounting and two triple-barrelled anti-submarine mortars.

APPRENTICES' TRAINING

The purpose of the visit is to provide direct liaison between the squadron and H.M.S. Caledonia. In the ships are E.R.A. and O.A. apprentices who have recently left H.M.S. Caledonia. After serving for four months in the squadron, the E.R.A.s join ships of the fleet, while the O.A.s go to H.M.S. Excellent for an advanced technical course. Also in these ships are Sub-Lieutenants from Britannia Royal Naval College, Dartmouth, and junior ratings from H.M.S. Ganges and H.M.S. St. Vincent.

While the ships were at Rosyth apprentices of H.M.S. Caledonia visited the ships in order to gain first-hand knowledge of the operation of machinery under realistic conditions.

H.M.S. EASTBOURNE

H.M.S. Eastbourne, which is at present undergoing a long refit in Rosyth Dockyard, will join the Training Squadron in the New Year after working up at Portland.

H.M.S. Hermes is at present undergoing trials after a refit at Portsmouth.

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H.M.S. SERAPH'S EQUIPMENT IN U.S. MEMORIAL

The submarine which served in two navies

TO symbolise the spirit of Anglo-American war-time co-operation, parts of a Royal Navy submarine have been incorporated in a monument recently dedicated at the Military College of South Carolina.

The submarine is H.M.S. Seraph, now at Portsmouth to be scrapped, and the equipment, housed in a modernistic structure, is the periscope, Jolly Roger flag, fore hatch, steering wheel, plane wheel, bell and badge.

H.M.S. Seraph was chosen because it was from her that General Mark W. Clark, President of the Military College, and other high-ranking Allied officers, were landed in North Africa during the war on an important intelligence mission prior to the invasion of the mainland.

The principal speaker at the dedication ceremony on the campus of the college was Robert D. Murphy, former Under-Secretary of State and in 1942 political adviser on North African affairs to the United States Government, who told those present how essential it was to obtain information and how the success of the mission saved thousands of lives. The Americans had no submarine near enough to the Algiers coast to land General Clark, General Lyman L. Lemnitzer (now Supreme Allied Commander, Europe), and other officers at a secret rendezvous with French officers, and the Royal Navy made Seraph available.

DANGEROUS OPERATION

Seraph was commanded by Lieut. N. L. A. Jewell (now Capt. N. L. A. Jewell, M.B.E., D.S.C., R.N. (Retd.)). It was a difficult and dangerous operation, but the Allied officers were successfully landed from the submarine in kayaks and obtained valuable intelligence information.

Another well-known exploit of Seraph was the occasion when the French General Henri Giraud was taken from France to meet General Giraud's particular wishes, Seraph became the U.S.S. Seraph for a few days, having two captains, Lieut. Jewell and Capt. Jerauld Wright, U.S.N.

ENEMY FOOLED

Probably Seraph's most publicised event was the depositing into the ocean off the coast of Spain a corpse, disguised as a Royal Marine officer, carrying false papers designed to fool the Germans about Mediterranean operations.

Originally the plan for the memorial had been for the college to acquire Seraph and to put her on dry land as a memorial. This fell through because the cost would have been prohibitive. A group of British ex-submariners stated that they were sure they could raise funds and find a responsible crew to sail the submarine to the United States.

Rear-Admiral J. F. D. Bush represented the Royal Navy at the ceremony, paying tribute to the co-operation of American and British forces during the Second World War.

Messages were read at the dedication ceremony from General Eisenhower, General Lemnitzer, Admiral Wright, U.S.N., Admiral Sir David Luce, the First Sea Lord, Rear-Admiral H. Law, Flag Officer, Submarines, and Capt. N. L. A. Jewell, R.N. (Retd.).

PLAQUE TO NAVAL V.C. UNVEILED

DURING the Remembrance Day service at Swanage Parish Church a plaque was unveiled to the memory of Chief Petty Officer Ernest Pitcher, V.C., D.S.M., M.M., Croix de Guerre, who died in 1946.

Among those present at the dedication of the plaque by the Rev. H. D. Anderson, Rector of the church, were Mr. Edwin Hardy, a former Chief Petty Officer and a friend and shipmate of the late C.P.O. Pitcher, who unveiled the plaque, Capt. C. S. Miller, R.N. (ret.), churchwarden, and Lieut. E. Austwick, R.N., C.P.O. A. P. Stebbing and C.P.O. J. N. Jacob, all three from H.M.S. Osprey.

The late C.P.O. Pitcher gained the Victoria Cross on August 8, 1917, when serving as a Petty Officer, Gunlayer, in the "Q" ship, H.M.S. Dunraven (Capt. Gordon Campbell, V.C., D.S.O.). His photograph still occupies a prominent place in the entrance hall to the C.P.O.'s mess, the Trafalgar Block, in R.N. Barracks, Portsmouth.

'I WAS ONLY DOING MY JOB'

Men of Courage honoured

"I DON'T know why I am here—I was only doing my job," was the comment of men who lunched with Cabinet Ministers, peers and other V.I.P.s. at a lunch at a specially laid "Table of Valour" at the Savoy Hotel on November 14.

The men were "Men of the Year," chosen for their courage and achievement by the British Council for Rehabilitation of the Disabled.

Those presented with certificates by Lord Semphill were driver Jack Mills, of the Great Train Robbery; Sgt. Eric Smith, G.M., R.A.F., who saved two men from a French trawler; coach driver Alfred Burrows, who saved 29 deaf and dumb people from a blazing hotel; miner Frank Frost, who rescued three men trapped at Green-side Colliery, Durham; Special Constable John Laurence, who saved a boy on top of a gasholder; Rfn. Nainabhadur Rai, who beat off an attack by armed rebels on the Brunei River; G./Capt. C. B. Gleave, a Battle of Britain pilot shot down in flames in 1940 and nominated as guest of honour by the Duke of Edinburgh; British Aircraft Corporation's chief test pilot G. R. Bryce and the two

Nobel Prize-winners, Professor Alan Hodgkin and Professor Andrew Huxley.

Most famous of the award winners was Mr. Harold Macmillan, M.P., who was absent because of illness.

NAVY'S NOMINATION

Among those at the table of honour was one who had been nominated by the Royal Navy—Lieut.-Cdr. Edward Rosebery Anson, Royal Navy, Commanding Officer of No. 801 Squadron (Buccaneers) in H.M.S. Victorious.

The Buccaneer is the Royal Navy's latest and most formidable strike aircraft and Lieut.-Cdr. Anson, who has been closely associated with its development since 1959, is the Royal Navy's most experienced Buccaneer pilot. He has flown nearly 500 hours in this aircraft, both as a test pilot during his 18 months on loan to Blackburn Aircraft Ltd., and since the Buccaneer was accepted for service.

He took the Buccaneer from Blackburn's to the Royal Navy's Intensive Flying Unit for further exhaustive testing and evaluation under all conditions. As senior pilot he was responsible for air-crew training, maintenance and organisation, and for advising on the development of tactics, the optimum usage of the weapon systems, and all aspects of operating this new and complex aircraft. His leadership and ability were such that, despite all the inevitable difficulties inherent in the introduction of a new aircraft, the unit was able to complete some 1,300 hours' flying in 18 months.

He was a natural choice to command the first Buccaneer squadron—No. 801 Naval Air Squadron—when it was formed in July, 1962. Working up a newly formed squadron is always a great responsibility and a test of leadership and personal example, the more so when it is equipped with a complex aircraft new to both pilots and ground crew. None the less by February, 1963, when 801 Squadron embarked in H.M.S. Ark Royal, Lieut.-Cdr. Anson had knitted the squadron into a highly trained, efficient and confident fighting unit.

The squadron is now embarked in H.M.S. Victorious as part of our operational strength in the Far East and, under Lieut.-Cdr. Anson's fine leadership, continues to exemplify the spirit and high standard of performance which typifies the Fleet Air Arm.

AT KOREA AND SUEZ

Lieut.-Cdr. Anson was born at Adelaide, South Australia on May 11, 1929, joining the Royal Naval College, Dartmouth, in May, 1942. He qualified as a naval pilot in May, 1952, and has since flown from Lossiemouth, Culdrose, Lee-on-Solent, Ford, Brawdy, and Farnborough, as well as H.M. Ships Glory, Ark Royal, Bulwark, and Victorious. He took part in the Korea War, flying 110 strikes and 42 combat air patrols and was at Suez, flying 17 strike sorties and three combat air patrol sorties. In September, 1958, he

George Medal for 'Great Skill and Courage'

IT was announced in the *London Gazette* on November 26 that Lieut. Kenneth Kempell, R.N., had been awarded the George Medal for his great skill and courage in a most effective demolition operation.

The citation reads—"On August 15, 1963, an explosion occurred in a torpedo ready use store killing two men and severely damaging the building. The reinforced concrete roof was brought down on to the ready use stock of torpedoes and warheads, crushing them and activating at least 10 batteries so that the whole stock was in an extremely dangerous condition.

"It was judged too dangerous to try to remove the torpedoes and warheads from the debris and on August 16 Lieut. Kempell led the team which placed 16 demolition charges against the battery compartments of the torpedoes, some of which, by this time, were hissing and bubbling and were hot to the touch.

"Great difficulty was experienced in gaining access to the battery compartments of many of the torpedoes and considerable ingenuity was necessary to get the demolition charges correctly spaced. Lieut. Kempell did his

work with great skill and courage and his efforts resulted in a most effective demolition operation."

Lieut. Kempell, who is married with two sons, aged six and four, comes from Currie, Midlothian, and

In Memoriam

- Margaret Arnold, Asst. Head Naval Nursing Auxiliary, 0056, R.N. Hospital, Haslar. Died October 2, 1963.
- James Richmond Kerr, Corporal, R.M., R.M.15594, R.M. Barracks, Eastney. Died October 19, 1963.
- Edward John Smith, Able Seaman, P/J 961979, H.M.S. Mercury. Died October 20, 1963.
- Maureen Ruby Lancaster, Wren Radio Electrical Mechanic (A), 119854, H.M.S. Seahawk. Died October 21, 1963.
- Keith Anthony Jackson, Radio Operator (W), D/050811, H.M.S. Mercury. Died October 22, 1963.
- Gerald Godfrey Osgood, Chief Petty Officer Engineering Mechanic, P/KX 813416, H.M.S. Otus. Died October 26, 1963.
- Anthony Richard Varley, Naval Airman Mechanic, L/F 963810, H.M.S. Seahawk. Died October 26, 1963.
- Richard James Chesters, Writer, P/M 978212, H.M.S. President. Died November 3, 1963.
- George Wright, Petty Officer Engineering Mechanic, D/KX 113384, H.M.S. Maidstone. Died November 7, 1963.
- John Evans, Ordinary Seaman, P/061096, H.M.S. Barrosa. Died November 9, 1963.



Lieut.-Cdr. E. R. Anson, R.N.

took part in the S.B.A.C. Show as a member of the Scimitar aerobatic team.

Lieut.-Cdr. Anson was provisionally selected for promotion to Commander on June 30, 1963.

is at present serving in H.M.S. Vernon. He was serving as Command Bomb and Mine Disposal Officer on the staff of the Flag Officer, Scotland and Northern Ireland last August based at H.M.S. Lockinvar. In the two years he carried out these duties he travelled all over the Command to deal with a large number of mines, both British and German, torpedoes and other explosive objects which had been washed up or caught in fishing nets or brought up by dredgers.

'Fight to the end' in maritime exercise

IN the final phase of "Midlink 6," latest and largest of the annual Cento maritime exercises, a Naval force made up of ships of three nations of the alliance were prepared to "fight it out to the last minute" as they headed for Karachi, which they reached on November 22.

For four days, these ships trained and operated together under the command of the C-in-C., Pakistan Navy (Vice-Admiral A. R. Khan), in convoy defence against submarine and air attack. In all, over 40 warships, 100 aircraft and 25,000 men of the Pakistan, Iranian, Turkish, United States and British Armed Forces were involved.

Even as the ships steamed for Karachi with the exercise almost at an end, they were, however, alerted to the possibility of a surprise attack by the Pakistan cruiser Babur, representing an "enemy" raider. Earlier she had been "damaged" by air and surface attacks, but it was expected that she might use the cover of darkness to make a final strike against the convoy made up of Pakistan and Royal Navy auxiliaries.

PLYMOUTH 'DAMAGED'

In addition, air activity was expected as the convoy and its carrier task groups, including H.M.S. Ark Royal and also the Essex, carrier of the United States Navy, came within striking range of shore-based fighters and bombers of the Pakistan and Turkish Air Forces. "Enemy" submarines, which had already claimed to have inflicted severe damage on the Royal Navy frigate Plymouth, were known to be in the vicinity.

Full war-time security measures were maintained during the last night as the carrier force zigzagged its way towards Karachi. Ships were darkened after a day in which air cover was provided by Fleet Air Arm Scimitars and Sea Vixens, with anti-submarine patrols by the carrier's Wessex heli-

copters and long-range reconnaissance for the convoy, being carried out by Shackleton aircraft of the Royal Air Force.

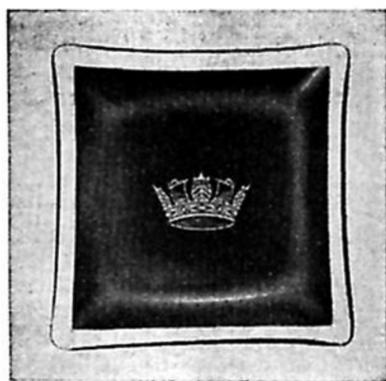
The C-in-C., N.A.T.O. military forces in Southern Europe, Admiral James S. Russell, U.S.N., and the U.S. Permanent Deputy to Cento, Lieut.-General Robert W. Porter, visited the aircraft carrier Ark Royal by helicopter from the Essex to watch her Scimitar fighters launched from the flight deck.

BABUR 'ATTACKED'

Rear-Admiral J. E. Scotland, Flag Officer Middle East, flew his flag in the Ark Royal, whose Vixen aircraft earlier in the exercise carried out a successful attack on the Pakistan ship Babur in her role as a surface raider. After a night take-off, the aircraft illuminated the Babur with flares before simulated rocket attacks. Under Admiral Scotland's orders, the Pakistan destroyers Khaibar and Alamgir and the U.S. destroyer Ingraham gunned the same ship and made a co-ordinated torpedo attack. (Babur is the former British anti-aircraft light cruiser Diadem built by R. W. Hawthorn, Leslie & Co. Ltd., Helburn in Tyne, 1939-1943).

Despite reported opposition from the "enemy," the Royal Navy's ration was delivered during the exercise without a single ton being spilt. Eighteen casks were successfully transferred to the Ark Royal during a two-hour replenishment operation from the Royal Fleet Auxiliary Fort Duquesne.

CRESTED GLASS ASH TRAYS



Toughened Glass Ash Trays incorporating a gold Naval Crown on a solid royal blue background, are available at a price of 4/- each (plus postage 6d.)

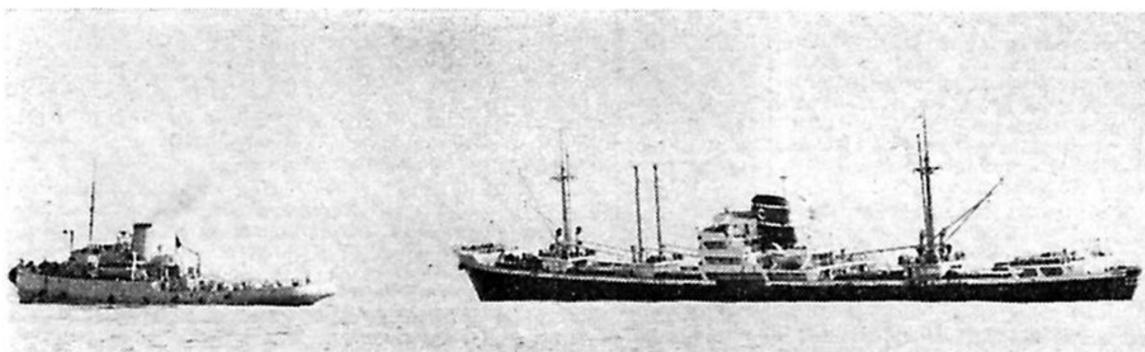
Trays containing special Naval Crests can be manufactured. Full details obtainable from:



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Navy saves ship in the Far East



H.M. Tug Nimble about to pass the tow wire to Woodburn

SKILL AND TEAM WORK WIN TEN DAYS STRUGGLE

AT 2.20 p.m., on Sunday, November 17 the Motor Vessel Woodburn, 9,410 tons, dropped anchor off Singapore to end one of the most hazardous salvage operations ever undertaken by the Navy in the Far East. The Woodburn is a Newcastle registered cargo ship and she went aground on the granite rock reef off Horsburgh Light, East of Singapore, soon after loading her Bauxite cargo on Thursday, November 7.

Within a few hours the destroyer H.M.S. Duchess and H.M. Tug Nimble had arrived on the scene, but although Nimble succeeded in getting a tow wire secured in the dark and under the most hazardous conditions, there was nothing she could do to budge the casualty.

Mr. Brian Robinson (the Admiralty Salvage Officer), members of the Fleet Clearance Diving Team from H.M.S. Terror and the Boom Defence Vessels Barbain and Barfoil from Loyang were soon on their way and after an initial diving survey it was decided that ground tackle should be laid by the Bar vessels.

HEAVILY DAMAGED HULL

The Woodburn was found by the divers to be lying in a trough carved out of Table Rock, one of the peaks of the Horsburgh Reef. She was heavily damaged along most of her hull forward of the bridge.

H.M. Ships Barbain and Barfoil repeatedly went in among the rocks to lay nearly 30 tons of anchors and hundreds of yards of 6 in. wire, and this normally difficult task was made even more hazardous by sudden squalls and long swells which often threatened to put the Bar boats on the rocks.

By late on Sunday the ground tackle had been laid and the slack was gradually taken up by Woodburn's winches. Nimble was sailed again but it proved impossible to budge the ship from the granite reef, and the slow jettisoning of the bauxite cargo was beginning to give the casualty more buoyancy.

After several unsuccessful attempts to refloat her, and with about 1,500 tons of cargo tipped into the sea, H.M.S. Barbain had to sail across the reef in darkness to lay another ground

Nimble kept her steady and at first light on Sunday it was decided to tow her out the way she had gone on—across the reef.

Nimble had already been in among the rocks to transfer her tow from the Woodburn's bows to her stern, and although this was done at night the hazards were nothing compared with the final manoeuvre which was carried out so successfully!

Hanging on a slack wire, with rocks only a few feet away, Nimble pivoted with her twin screws and dropped down in the tide. As the tide rip caught her a blinding rainstorm broke, the swell increased and the tow-wire snagged round a rock. Working more by instinct than sight, because of the force of wind and rain, Nimble's tow-deck party recovered their 6-in. wire, re-secured it in record time and prepared for a major pull.

REFLOATED

The tow-wire rose from the water as Mr. James Boswell took his tug slowly out from Woodburn's stern. Suddenly it was taut and he rang down a "double" Full Ahead to his engine room. With the tug vibrating with the strain and with the cargo ship's own engines going full astern, Woodburn came off. Inch by inch she slipped off the rock which held her and a one and a half hour fight began to get her out into deep, safer water. Woodburn slipped the tow and steamed on to Singapore.

The sight of a modern British cargo ship aground was a sad one for all who saw her, but the sequel was gratifying. After 10 days of continual, dangerous effort—when the conditions and the impending onset of the north-east



Mr. James Boswell, Master of H.M. Tug Nimble

SALVAGE MONEY CLAIM

The extent of hazard plays a large part in fixing the percentage of insured value on which salvage money is based. In this operation the hazard was high and the award may likewise be high. Under normal salvage procedure—applicable to all cases whether or not carried out by a commercial salvor—the Admiralty will claim seven-ninths of the award. From the remaining two-ninths the cost of the operation will be deducted to pay for the hire of all ships who took part and in replacing lost or damaged equipment. The balance will be allotted to the ships' companies as a just reward for having completed one of the most arduous and difficult marine salvage jobs ever.

The Master of H.M. Tug Nimble, Mr. James Boswell, from Strood, has had 32 years of service in Admiralty tugs. He has previously salvaged, among other ships, Metal Trader (west coast of Malaya), Star Beetle Juice (off Pulau Nippa, Singapore), Chuncai (a Korean tanker on Admiral Shuttleworth Reef, 130 miles from Singapore). He knows Horsburgh Reef well that the Admiralty Salvage Officer has nicknamed one particular hazardous rock near where Woodburn went aground, "Nimble pinnacle." For most of the operations, Mr. Boswell has been taking H.M. Tug Nimble into the reefs at night with heavy swell.

CATHEDRAL ROOF RESTORED

AN appeal was launched last summer to raise money for the preservation of St. Paul's Anglican Cathedral, Malta, the sum of £30,000 being required to maintain the fabric of the church and its ministry. Of this sum £12,000 was necessary to replace the roof, which had become so dangerous that it had to be removed.

The restoration of the roof was undertaken as an act of faith that at last such a sum could be raised, and on Sunday, October 27, the Bishop of Gibraltar (the Right Rev. Stanley Eley, M.A.) rehallowed the cathedral, restored to its previous splendour and structurally safe under its new roof, by leading a procession round the cathedral, blessing the pulpit, the font, the lectern, the altar and finally the cathedral as a whole.

The rehallowing ceremony was followed by matins, during which the Commander-in-Chief and the Governor read the lessons. After matins, the Mediterranean Fleet Chaplain (Rev. R. W. Pope, L.Th.) was licensed as acting chancellor of the cathedral. The whole service was concluded with the singing of the Te Deum.

A great deal of money is still required and contributions may be sent either to the Treasurer, St. Paul's Anglican Cathedral Appeal, HAF-MED, Floriana, Malta, G.C., or to Lady Dorman, The Palace, San Anton, Malta, G.C., and marked "For the Cathedral Appeal Fund."

Two weeks' rest was vital for 846 Squadron

TWO landmarks have recently been reached by No. 846 Naval Air Squadron, based in H.M.S. Albion, the commando ship. The squadron completed one year out of England on November 2. When the squadron returned to the ship, then at Kuching, on that day, it was exactly one year since leaving the United Kingdom.

During the year abroad the squadron had been ashore in Borneo and

Sarawak for a period in every month of that year.

The year has been one of hard work and this led to the second landmark—two weeks' rest and recuperation in Singapore. This fortnight's relaxation was considered vital to the squadron, since it had been operating continuously for a very long period in very arduous conditions in Sarawak.

The break was a very welcome one and with H.M.S. Simbang as the base several members of the squadron went into Malaya to rest camps or else on shooting expeditions. Rumour has it that one hunting party actually shot a deer, but venison dinners were not forthcoming for the remainder of the squadron.

Since the squadron left England a total of 3,814 sorties have been flown comprising 2,453 hours and 15 minutes. This is an average of 223 hours per pilot.

With a twisted appreciation of these vital statistics it has been calculated that with the 100,000 gallons of Avgas used in the year, give or take a few pints, a Morris 1100, with a petrol consumption of 45 m.p.g., could have driven round the Equator 208 times or, being a little more far seeing, a motor-scooter could have been driven to Mars and back 13 times. And 13 is certainly an unlucky figure for some, as the total trip would have cost £24,583 6s. 8d. at a 4s. 11d. Shell pump (*The correspondent's arithmetic seems a little doubtful.*—Ed.)

Other vital statistics show that the 150,000 lb. of stores that were lifted in the Whirlwind Mark 7's was equivalent to 24 Mark 7's in weight, and the number of passengers carried, excluding dead Indonesians, who were classified as freight, was enough to provide five crews for a "Forrestal" class carrier. Out of those 16,438 passengers, 287 were "Casevac," both civil and military.

Christmas dinner for 60 for £6

THE following extract from a "C.P.O.s' Minute Book" gives details of a Christmas dinner—able seamen and boys included—at Whale Island in 1899, the cost of which was £6 0s. 2d. The cost of the whisky alone, today, would be more than double the amount allowed, which was for 60.

Bread: 1 gal.; potatoes: 60 lb.; cheese: 4 lb.; large bottle of pickles; ham: 14 lb.; veal: 14 lb.; four bottles of sauce; biscuits: 2 lb.; 2 doz. bottles lemonade; sausage meat: 6 lb.; sprouts: 5 gal.; six heads of cabbage; 60 oranges; 1/2 gal. each of almonds, walnuts and Spanish nuts; 2 gal. apples; four bundles holly; dates: 2 lb.; matches: 1 doz. boxes; two good bundles of flowers (about 1s. 6d.); lemon squash: 2 doz.; 12 lemons; cake: 1s. 6d.; cigars: 13s.; 40 churchwarden pipes; preserved fruits: three tins; jellies; Christmas puddings: 2s.; beef: 22 lb.; mutton: 22 lb.

Beer must have been "on the house" for no mention is made of it, but, included in the £6 0s. 2d., were: 6 bot. whisky; 1 bot. port; 1 bot. sherry and 1 bot. ginger wine.

The Minute Book goes on to say that sufficient cold meat will be left over to provide the mess with a cold dinner on Boxing Day.

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to all serving in the Royal Navy and Royal Marines and express the hope that the New Year will bring to them and their Families Good Health, Happiness and Prosperity.

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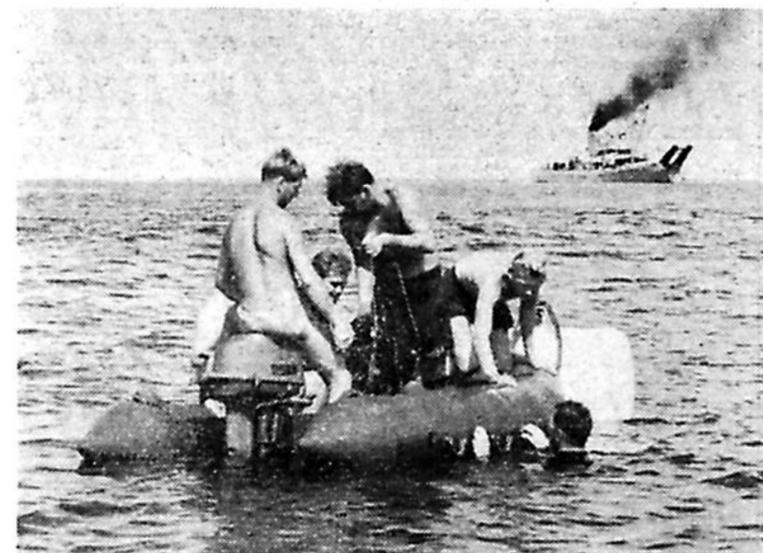
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Officers' Shops at Plymouth, Portsmouth and Southampton



Fleet Clearance Divers helped in the laying of 30 tons of anchor to keep up the strain on the winches. The diver in the water is reporting on the anchors below. H.M.S. Barbain is in the background and laying well off the reef in safer water

tackle to shift the angle of pull on Woodburn's hull.

Finally on Saturday night, more than a week after she had gone aground, Woodburn moved off the ledge with the combined effort of the ground tackle, her own engines, and the pull exerted by Nimble and her twin screw 3,500 h.p. engines.

AGROUND AGAIN

Within a few minutes of refloating, however, Woodburn was caught by the tide rip which sweeps across the reef and before she could be pulled out she was aground again on another near-by peak. Throughout Saturday night the

monsoon threatened to keep Woodburn forever on the reef — she had been saved by teamwork, training and skill.

Both the Admiralty Salvage Officer and the master of Nimble—who has had 32 years in tugs—agreed it was the most hazardous salvage operation they had ever experienced.

Woodburn is now being surveyed to assess the full extent of repairs necessary to make her seaworthy. An inquiry will naturally be held to determine the cause of her grounding and later a further meeting will be held to assess the extent of a salvage award to the Admiralty.

Making Augusta into a British Naval Base was hampered by many air raids

SINKING SHIP SAVED BY BEING TORPEDOED

[Capt. Waight, who retired in 1929, was called up for service in the Second World War, being appointed successively Naval Officer in Charge, Ardrossan, Port Sudan, the Port of Tripoli after its capture from the Germans, and Captain (Plans) on the staff of the Vice-Admiral, Malta. In the November issue he mentioned his hurried appointment as Naval Officer in Charge, Augusta.

AS H.M. Destroyer Ledbury sped on its course for Sicily, I had to endeavour to acquaint myself with the layout of Augusta Harbour and the Italian naval base on shore, from the Intelligence publications, charts and hydrographical information placed at my disposal by the commanding officer.

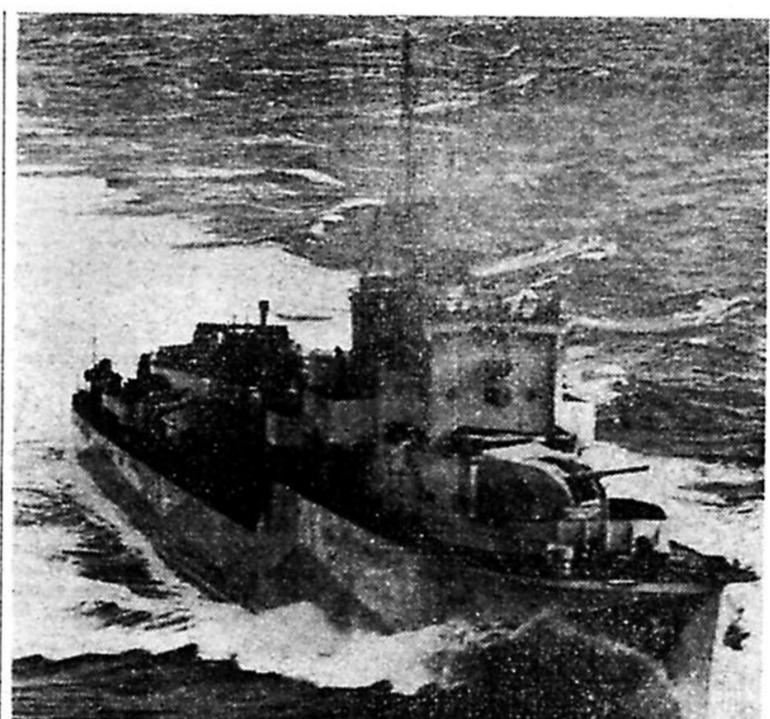
H.M.S. Ledbury arrived off Augusta about 0100 on July 18, 1943, and I transferred to a motor-launch on patrol. The commanding officer proceeded into harbour, and took me alongside H.M.S. Largs, the head-quarter ship of Rear-Admiral McGregor, and the officer of the watch arranged a shakedown for me in the wardroom. Before I had time to settle down ships in the harbour were subjected to a heavy air attack. Fortunately H.M.S. Largs escaped damage, but ships in adjoining berths suffered severe casualties.

At about 0930 I reported to Rear-Admiral McGregor and told him of my appointment, but he had not, at that time, been informed by the Commander-in-Chief. I was thus placed in an extremely awkward position, for I had not been given a copy of the signal authorising my appointment. However, during the forenoon a signal was received by the Admiral, and he authorised my landing to introduce myself to the naval officer in charge whom I had been appointed to relieve. For a short time after my introduction, we talked about

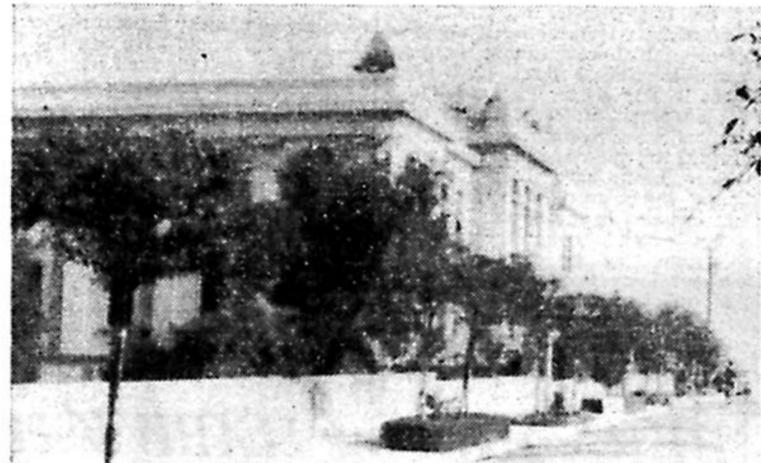
current affairs, which led up to my own activities, and then, the reason for my presence at Augusta. The situation became tense, for I could not give any reason for this sudden change, but told him that Admiral McGregor would inform him. I never knew the real reason.

As soon as I had assumed command, I held a conference with all the officers. The fact that I had been Naval Officer in Charge, Tripoli, produced a feeling of confidence. Augusta, was their first front-line port. The practical experience that I had gained led me to adjust the general organisation considerably, which did, at times, produce some comment, but both officers and ratings, were none the less enthusiastic in preparing for the task which lay ahead of us. We were all more or less starting from scratch.

The naval base extended from the town like a promontory, yet, in fact, it was an island, connected to the mainland by a small bridge which had been demolished. The town had been badly damaged by the R.A.F. and the population had hastily taken flight, leaving their homes fully furnished and exposed to looting. The naval base, which had been built on the seaward end of the island, consisted of two very large barracks, and fine blocks of flats for officers and a well-equipped hospital. Strange to relate,



The "Hunt" class destroyer H.M.S. Ledbury—October, 1942. This ship was broken up in 1958



The naval offices overlooking the harbour, Augusta

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

little damage had been done to the base, the town appeared to have borne the brunt of R.A.F. bombing. Nevertheless, the main drainage and water supply systems had been sabotaged which produced an acute problem.

TWOFOLD JOB

The naval party's duties were twofold. First, to provide berths for transports to enable stores and equipment to be discharged rapidly, to meet the needs of the Eighth Army, which had been brought to a standstill just a few miles north of Augusta. Secondly, Augusta harbour was to be used to concentrate squadrons of heavy ships, cruisers, monitors and destroyers for

bombarding purposes, along the coasts of Sicily and Italy. Augusta was also to become a base for coastal forces' minesweepers, escort vessels, submarines, and landing craft of all descriptions. It was to be not merely in anchorage but a base where ships could be supplied with unlimited water from the shore, coal, oil and high-octane petrol, with an organisation for repairs, docking, or hauling up small craft on slipways and the provision of seaward defences against enemy mines and submarines. The defence against aircraft was to be provided by the Army.

Syracuse, as well as Augusta, was working all out, discharging stores, etc., and both ports were subject to continuous bombing by the Germans, particularly at night. On the night of July 18-19 Augusta was severely bombed. At 0400 on July 19, s.s. Fort Peppy, loaded with ammunition, received a direct hit, and eventually blew up. Seven of the crew were killed and 15 wounded. Although Augusta harbour was three times the size of that of Tripoli, the number of A.A. guns for the defence of the harbour, was very much less. There were only 48 3.7 guns, and 48 Bofors A.A. guns, whereas Tripoli harbour, had been defended against air attacks by 72 of each of this calibre. This point was strongly emphasised by me, at the Port Executive meeting held that evening. The response was almost immediate. Within 48 hours, the number of A.A. guns was increased to the same number as were used for the defence against air attack at Tripoli.

As already mentioned, I arrived on July 18, and took over a very complex situation. There were no "Port Orders" in existence. These would be very much needed, to cope with the ever-increasing number of H.M. ships, so, once again, during the hours of darkness and between air raids, I had to compile these very necessary orders.

By the end of July, there was a large concentration of H.M. and merchant ships in the harbour, presenting many targets for enemy aircraft day and night, and they made every use of the opportunities provided for them. On the night of July 30-31, their attacks were almost continuous.

SMOKE BARRAGE

The attacking aircraft dropped light flares which had a wide field of illumination as they slowly descended, the only defence against them, was a dense smoke screen. This was effected by smoke cannisters, supplied by the Army, liberally sited around the harbour, whilst H.M. ships in harbour made smoke cannisters from their funnels, and at the same time motor-launches fitted with smoke cannisters patrolled between the lines of H.M. ships and made smoke when the signal was received. I personally controlled the smoke barrage from the roof of my office.

At about 0310 on the morning of July 31, a heavy attack was made, before the smoke had become dense enough to cover all the ships. In addition to the A.A. batteries all H.M. ships in the harbour opened fire—it was like "Hell let loose." Even the small ships took part, tracer shell and bullets, were flying in all directions. My position on the roof of my office

became untenable. A bullet passed through the leg of my trousers.

TWO SHIPS HIT

Two ships completely loaded with composite cargoes reported that they had been hit. The smoke barrage was slow in clearing, and as the dawn broke, these two ships, s.s. Ocean Virtue and s.s. Empire Florizel, were seen to be on fire. As I was already afloat in my motor-boat, I boarded s.s. Ocean Virtue and talked to a very worried captain. She was down by the bow and dense smoke was issuing from No. 3 hold, in which was stowed a large number of 2,000-lb. bombs. Water was being pumped into the hold, but was having no apparent effect. I ordered a salvage ship to come alongside and brought many more hoses into use, but the fire seemed to be gaining ground. I agreed with the captain that he should order "Abandon ship," as he was expecting her to blow up at any moment. He and his crew took passage to the shore on board the salvage ship San Salvadoro. I remained on board for a final look round, when a sudden thought came into my mind, upon which I acted quickly.

DRASTIC ACTION

I jumped into my motor-boat and went with all speed to the nearest destroyer. It was approximately 0500. My visit caused surprise at that hour. I asked to see the captain and explained to him that the Ocean Virtue might blow up at any moment, with dire results. I unfolded my plan to him, and he readily agreed to have it carried out. My plan was to fire a number of solid practice projectiles at the waterline of No. 3 hold and endeavour to pierce a hole in the hull large enough to flood the hold quickly. Six rounds were fired, and within a short time Ocean Virtue began to change her trim, the stern began to settle and the bows to rise and, much to my surprise, and great relief, the trim took up its normal appearance, but with a reduced freeboard.

Meanwhile s.s. Empire Florizel was still blazing furiously. I proceeded on board H.M.S. Largs, and reported to Admiral McGregor, what action I had taken. To me it had been another occasion when an instant decision was necessary, but had I been right? The admiral was non-committal but shortly after I had landed, I heard a heavy explosion, and saw the s.s. Empire Florizel sinking. The admiral had signalled the monitor H.M.S. Abercrombie to open fire at Florizel, with the object of flooding her in the same way as I had successfully done, with Ocean Virtue. But Abercrombie shot to kill.

Between July 18 and 31, 12 air attacks had been made during the day by 27 aircraft, and many more by night by 105 aircraft. It was claimed that 10 had been destroyed plus two probables and six damaged.

(To be continued)

Only 20 vessels

In the November article on Naval Port Parties it was stated on page 16, column 3, "as in some places as many as 200 vessels were secured abreast." This should have read 20 vessels.



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

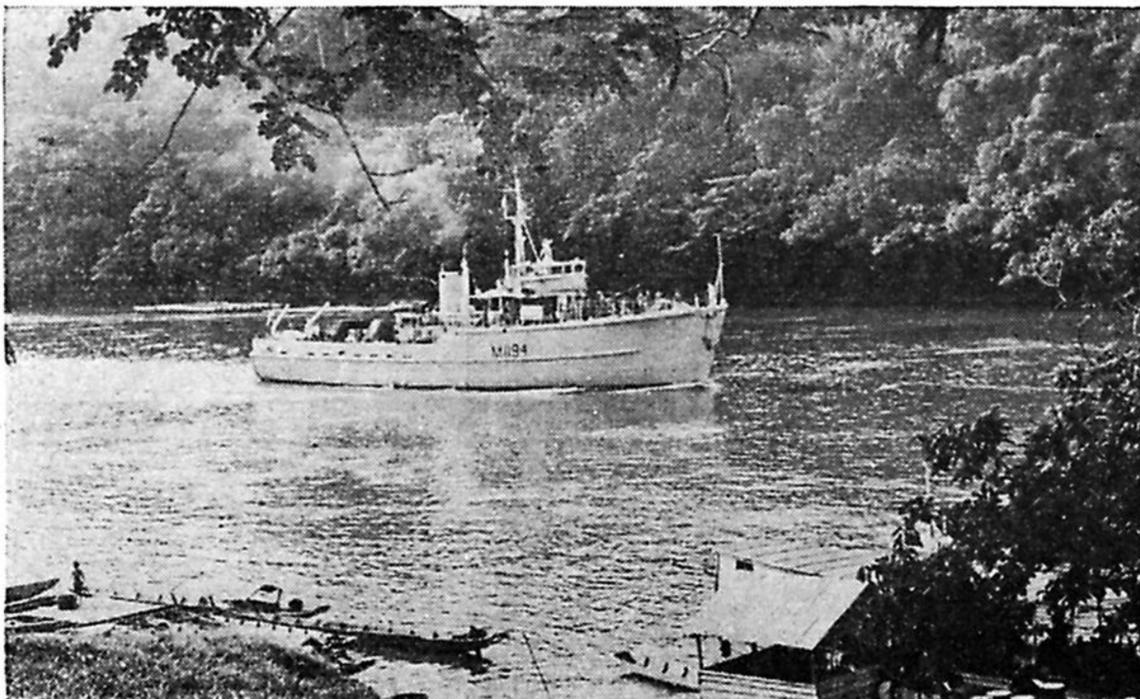
Please send me details of the Progressive Savings Scheme

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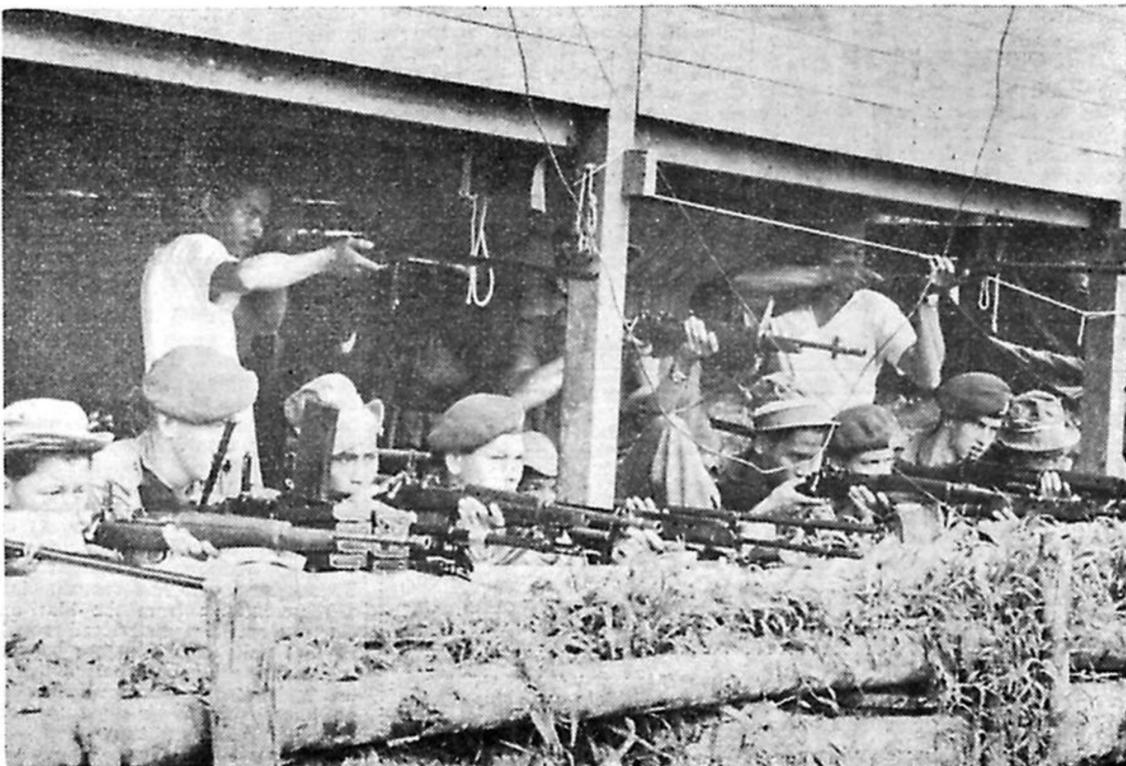
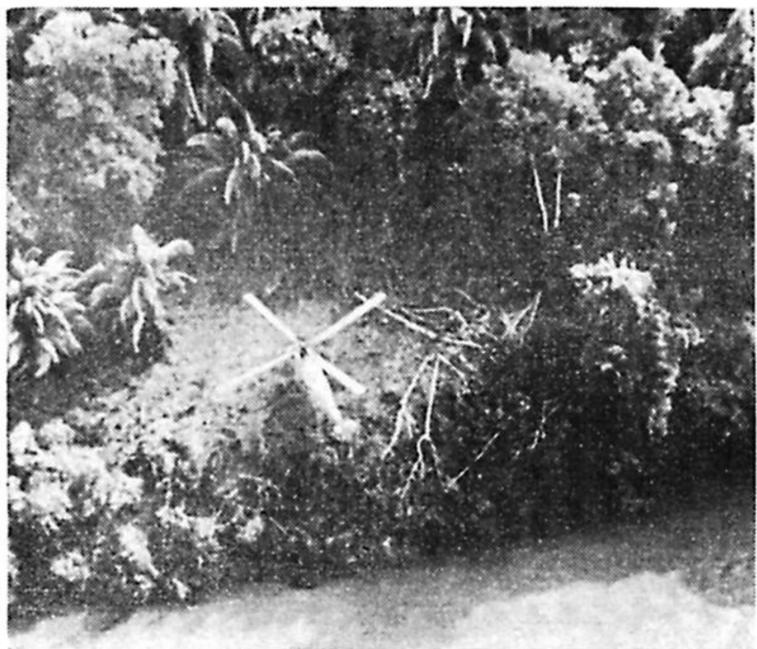
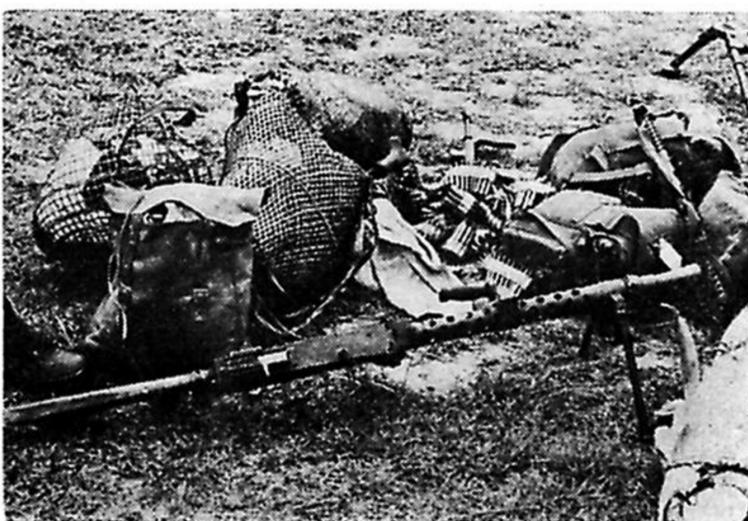
Rating or Rank..... Age next birthday..... NN

ACTION IN SARAWAK



These vivid pictures illustrate the vital role of the Royal Navy and Royal Marines in the defence of Sarawak—with its interminable jungle frontiers—against the terrorist attacks from neighbouring Indonesian Borneo. The Royal Marines, Gurkhas and local security forces are on constant jungle patrol, searching out and repelling the marauders, manning ambushes and guarding native villages against infiltration along the 700-mile border. In such territory success would be impossible without airdrops of men and supplies, and the helicopter only is fitted for the task.

On the left the top picture shows a pleasant enough scene, with a jungle backcloth, as the Royal Navy's minesweeper, H.M.S. Woolston, carries supplies for helicopters of 845 Squadron in the Belaga area. Below this picture Royal Marines are preparing to distribute gifts of clothes sent by the Sarawak Red Cross for 150 refugees who crossed from the Indonesian side into Sarawak. The bottom picture on the left shows supplies being loaded into Wessex helicopters by men of the 1st/2nd Gurkhas, and above it is seen a Wessex, seen from another helicopter, on a tiny riverside jungle landing site near Belaga. The type of site that Royal Navy helicopters land on in this otherwise impenetrable terrain is shown in the picture on the top right. Gurkhas off-load supplies on a river bank near Long Jawi. Below this picture are arms and ammunition captured by Gurkhas. The picture bottom right shows a typical defence post at Stass, near Kuching, where Royal Marines of 40 Commando, Border Scouts and local Home Guards hold constant vigil, and above is a helicopter searching for marauders.





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"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"



Shipmate A. B. Bray and Mr. H. Bingham take a glass together on meeting for the first time for 47 years

'NAVY NEWS' BRINGS TOGETHER JUTLAND SHIPMATES

AS a result of the report in the September issue of "Navy News" of the Award to Shipmate A. B. Bray, chairman of the Bromsgrove branch of the Royal Naval Association, of the Imperial Service Medal, Mr. Herbert Bingham, of Stratford-upon-Avon, Mr. "Bert" Short of Hemel Hempstead and Shipmate L. S. Young, of Ellensburg, Washington, U.S.A., all of whom served with Shipmate Bray in H.M.S. St. Vincent at the Battle of Jutland, have exchanged letters.

This was revealed at the annual dinner of the Bromsgrove branch held recently, when Shipmate Bray was presented with a tankard, suitably engraved, in recognition of his services to the branch as its chairman since its inauguration.

GREAT SURPRISE

The gift was a great surprise to the recipient, but a greater surprise was the appearance, unexpected by anyone present, of his old shipmate, Herbert Bingham, whom he had not seen for 47 years. Mr. Bingham had been driven up from Stratford-upon-Avon by his two sons, the younger of whom is serving in the Royal Navy.

Shipmate Bray has written to his old shipmates giving them each other's addresses.

A TANKARD FOR STANDARDBEARER

IN recognition of his having again won the National standard-bearers' competition, held at the annual reunion of the Royal Naval Association, Shipmate R. Watts, of the Aldershot Branch, is to be presented with a tankard. Shipmate Watts was successful in this competition last year.

When the Basingstoke Branch celebrated its 25th anniversary on November 2, members from Aldershot were present and thoroughly enjoyed a splendid evening.

Both Basingstoke and Camberley held functions on the same evening, which was a great pity, for many Aldershot members would have liked to have attended both branches.

Whitstable is amazed

GREAT success attended the recent long-range darts competition between the Royal Naval Association branches of Whitstable and Durban (South Africa), and as the Whitstable Branch was given to understand that other branches would like to take part, the Whitstable shipmates decided to increase the scope of the event and to invite others, both at home and overseas, to join in.

A lot of work and not a little expense went into the preparation of a circular letter outlining the branch's proposals, asking for comments, and inviting branches to take part.

Although the response the branch received gave the shipmates the greatest possible satisfaction, they are amazed at the number of branches which did not have the courtesy to reply. As one of the Whitstable members put it: "The old faithful N.C.D. (No Can Do) did not cause any sprained wrists."

"How many of the letters went straight into the waste paper basket?" asks Whitstable. "Is it an indication of the old enemy—apathy?"

The Whitstable Branch is extremely grateful to those who were good enough to reply and, with their help, it intends to make a start in the New Year. Rizla Cigarette Papers have kindly donated an excellent trophy for the competition, and Whitstable cannot speak too highly of this company's generosity.

CAMBERLEY HONOURS ITS CHAIRMAN

THE Camberley Branch of the Royal Naval Association held its annual dinner and dance on November 2, and 81 members and guests enjoyed a most lively and successful evening.

Shipmate S. V. Head rang "Eight bells" and to the pipes of members of the Camberley Unit of the Sea Cadet Corps, the branch president, Shipmate R. Berg, accompanied by Mrs. Berg and the guest of honour, Shipmate W. Gunns and Mrs. Gunns, entered the gaily decorated "mess deck" in the Camberley British Legion Hall.

After dinner the loyal toast was proposed by the branch president. The toastmaster then read a telegram from a member of the branch now residing in Blackpool, Shipmate Lieut.-Cdr. Oldroyd, R.N.R.

Shipmate W. Pibworth, area councillor, proposed the toast "The Royal Naval Association" and referred to the disappointment felt by many Association members at the closing down of the Headquarters Club. He went on to say that it had been a drain on the financial resources of the Association and its closure was inevitable. He was glad to report that despite the increase in subscriptions membership generally was on the increase.

OUTSTANDING ATTENDANCE

The area councillor said that Camberley Branch was one of the most successful branches that he had encountered: the loyalty of the members to the branch and committee, and the outstanding record of attendance was to be admired.

In proposing the toast "The Guests," Shipmate S. V. Head welcomed the ladies, who, as he said, "always endeavoured to add colour to the scenery." Welcoming members from Twickenham, who had brought along a representative from the Star and Garter Home, Shipmate Head remarked that visits of this nature between neighbouring branches helped to further and foster the friendships founded on board ship and helped to keep alive the motto of the Association.

Shipmate Head, who is branch secretary, stated: "This branch is by no means a large one, but it is most

Colchester picks local girl as Beauty Queen

WHEN the Colchester Branch of the Royal Naval Association held its annual supper and dance on October 26, close on 200 guests were present, the chief ones being Lord and Lady Alport of Colchester, Capt. E. H. Stern, R.N., No. 5 Area president, Shipmate H. Brandon, national councillor, and representatives from Romford, Dagenham, Clacton and Sudbury and Halstead Branches of the Association.

The loyal toast was given by Shipmate L. Clubb and the Toast "The Royal Naval Association" was presented by Shipmate L. Ward, D.S.M., a vice-president of the branch.

The chairman of the Colchester Branch, Shipmate F. McGill, gave a special welcome to Lord Alport, who had recently returned from a two-year foreign commission, and Lady Alport and, in replying to the welcome, Lord Alport thanked those present for the warm welcome given to him and Lady

Alport. He went on to say that he always felt a deep sense of pride whenever he saw the Royal Navy abroad and how good it was to see the loyalty and comradeship always associated with the Royal Navy carried on by the ex-Service men and women.

After dinner the decks were cleared and, under the expert direction of the M.C., Shipmate T. Miles, the whole company joined in the dancing.

During the course of the evening an "on the spot" beauty queen competition was held. The judges had a hard task, but in the end Miss Margaret Fairley, of Colchester, was chosen. It is hoped to feature this competition every year from now on.

All who attended agreed that the evening was a splendid success and are eagerly looking forward to the next function.

Didcot members dine at Harwell

THE Didcot Branch of the Royal Naval Association had several members among the many local ex-Royal Navy personnel entertained to dinner by the Atomic Energy Research Establishment, Harwell, to commemorate Trafalgar Day. The guest of honour was Rear-Admiral H. R. Law, Flag Officer, Submarines. Four members of the Royal Yacht were also in attendance.

A small number of shipmates of the branch visited a well-known brewery at Mortlake recently, where no trouble or expense was spared in entertaining them. This trip was rounded off by a visit to the Slough Naval Club, and another "flotilla" visited the Wantage Branch of the Association for a social evening.

After attending the Remembrance Day parade at Didcot, 30-odd members and families went to Upton Parish Church (Shipmate the Rev. D. Chitty) for evening service, and joined the local branch of the Women's British Legion in remembering fallen comrades.

Shipmate A. V. Godding has qualified as a Civil Defence instructor following a two-week course at Bishop's Waltham.

HORLEY ATTENDS LEGION PARADE

MEMBERS of the Horley Branch of the Royal Naval Association were very pleased to read of the account of the annual reunion at the Festival Hall, with every word of which they fully agree.

The branch recently had the privilege of showing the White Ensign and the House Flag of the Royal Naval Association in the foyer of the Regent Cinema, Horley, during the showing of the film "The Longest Day." Two of the shipmates also took part in the sale of poppies to help the most deserving Earl Haig Fund.

Horley shipmates took part in the annual Remembrance Day parade and laid the branch wreath on the war memorial. Although this parade is a British Legion affair, the Navy always falls in to pay its respect. The parade was as well attended as in previous years, but there was no band, which was rather disappointing.

SEVENOAKS THANKS PORTSMOUTH

SHIPMATES of the Sevenoaks Branch of the Royal Naval Association attended evensong at the Parish Church on October 27, for the annual Trafalgar Day service. There was a colourful attendance as the Standards of the various associations—the British Legion, R.A.F. Association, St. John Ambulance Brigade, etc.—were present.

Mrs. Peggy Fenner, chairman of the Sevenoaks Council read the first lesson and Admiral Sir Henry Moore, G.C.B., C.V.O., D.S.O., read the second. The church was full to capacity.

As this is the first occasion that news of the Sevenoaks Branch has appeared in "Navy News" for some time, the members of the branch would like to thank the Portsmouth shipmates for the hospitality shown to Sevenoaks when that branch last visited Portsmouth.

When the Maidstone Branch of the Burma Star Association held its commemoration service, the Royal Naval Association (Sevenoaks Branch) was well to the fore. There was a march through the town and afterwards the contingents were refreshed at Maidstone barracks.

H.M.S. Cambria entertains Welsh shipmates

ON November 16 the shipmates of the Rhondda and Aberdare branches of the Royal Naval Association were entertained by the ship's company of H.M.S. Cambria, headquarters of the South Wales Division of the Royal Naval Reserve at Cardiff.

A 22 shoot had been arranged between the two branches and H.M.S. Cambria, and after the shoot a social evening was put on for the visitors.

While the shoot was in progress, Shipmate Ivor Manning and Shipmate

Roy Thomas of the Rhondda branch organised a bingo session for the remainder of the members and their wives. Afterwards the area chairman, Shipmate E. Russel took over as M.C. for the dancing. The services of the Aberdare branch were called upon for the singing.

Refreshments were supplied by the ladies of H.M.S. Cambria and both branches thoroughly enjoyed the evening and are looking forward to a return visit in the near future.

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(Delete as appropriate)

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If member of R.N. Association, please state Branch.

Sunset ceremony a shining example

ALTHOUGH the Derby Branch of the Royal Naval Association was formed only two years ago events recently have shown that its foundations were well and truly laid.

Socials are held monthly at the Sir Robert Peel Hotel and the support given to the functions has been most encouraging and a tremendous filip to the branch committee, who have arranged an interesting programme for the future.

On October 11 the branch made an official visit to the Derby unit of the Sea Cadet Corps, where members were most impressed by the smart turn-out of the unit and were able to see the valuable work being done by the officers and instructors. This was the first time that the branch had visited the unit, but it will not be the last. It is hoped to establish a much closer liaison in the future.

SUCCESSFUL DANCE

It was with a certain amount of trepidation that the shipmates decided to hold their first dance at one of the major ballrooms in the town. The organisers need not have worried, however, because over 300 turned up and the evening was an outstanding success. A twist competition proved extremely popular, especially among the more youthful and energetic, but even for those who were content to watch (and there were fewer than might be thought), it was very entertaining.

Barham survivors honour those who were lost

IN memory of those shipmates who were lost when H.M.S. Barham was torpedoed on November 25, 1941, in the Mediterranean, the H.M.S. Barham Survivors' Association laid its wreath at the nave altar in Westminster Abbey on November 23.

After the service there was a cooked meal in H.M.S. Chrysanthemum, but because a dance was being held on board that evening it was not possible for the Association to spend that evening together there as has been done on previous occasions.

On Sunday, November 24, the T.S. Barham held the annual parade and attended morning service at St. Michael's Church, Wembley, and some members of the Association were able to attend.

ANNUAL REUNION

The annual reunion of the Association on September 21 was another great success, 95 members sitting down to dinner. The honorary organiser, Mr. "Ken" Ludwig, was presented with an engraved tankard by Cdr. J. Young, C.B.E., D.S.C., V.R.D., R.N.R.

A crest of H.M.S. Barham, presented by Cdr. E. J. Parish, D.S.O., O.B.E., R.N., has been handed to the Barham High School, Hull. The actual presentation was made on behalf of the Association by Lieut. R. Strachen, R.N.V.R., vice-president of the Hull Branch of the Royal Naval Association.

During the course of the evening Cdr. Young presented a silver boxing cup, donated by Barham's boxing champion, C.P.O.E.M. G. Elliott, R.N.R. (H.M.S. Wessex), to Lieut. Corbett (S.C.C.) of the Training Ship Barham, and two silver cups were presented to Sub-Lieut. D. Holmes (S.C.C.), R.N.R., for use as prizes at his Barham Efficiency Shield rifle competition. (Luton Sea Cadets).

Among those who attended the reunion were Capt. G. C. Chapman (Commander of Barham, 1938 com-

mission), Cdr. C. R. Stratton-Brown (Senior surviving executive officer), Cdr. E. J. Parish, Lieut.-Cdr. E. E. Gash, Lieut. J. Coward, Lieut. L. Windows, Lieut. C. Wilding, together with members from Scotland, Wales, Cornwall, Norfolk, Lancs, and a large contingent from the Portsmouth area.

Also attending were Mr. Harold Collin (R.M.L.I.) and Mr. John Wood, both of whom served in H.M.S. Barham at the Battle of Jutland.

CHEAM STANDARD AT TWO SERVICES OF REMEMBRANCE

THE Cheam and Worcester Park Branch of the Royal Naval Association were represented, with the branch Standard, at two Remembrance Day services. In the morning the chairman, Shipmate Frank Matthews, laid a wreath on the war memorial in the presence of the Mayor and Corporation at Sutton, and in the afternoon the branch president, Mr. Richard Sharples, M.P., together with the chairman and shipmates attended at St. Dunstan's Church, Cheam.

Shipmate F. Ticehurst laid the branch wreath on this occasion. Shipmate W. Bodman bore the Standard for both services and he was supported by the escort and eight shipmates.

On November 16 a stag party from

the branch made a trip to the Walton Old Comrades' Club and had a most enjoyable evening. The hosts were marvellous and their hospitality was in true traditional Navy style.

The annual competitions are reaching their final stages and on December 14 the trophies will be presented to the winners at a special "presentation night" in this, the branch's silver jubilee year.

INCREASING MEMBERSHIP

Membership is still on the increase. This fact is most encouraging, especially as there is a sprinkling of younger shipmates and is very gratifying to those stalwarts who stood fast with fortitude and hope over the lean period.

The branch's oldest shipmate, "Jack" Young (85) is, unfortunately, in hospital, but he is being kept informed of the activities and will not be lonely over the festive season.

Twenty shipmates, with the Mayor, Alderman D. P. Thomas, and the Mayoress, Mrs. Margaret Vaughan, attended the first night of the film "Mutiny on the Bounty" recently, when the Standard was escorted by local Sea Cadets, who also formed a guard of honour.

'Submarines only as good as the men who man them'

THE members of the Cheltenham and West Midlands Branch of the Submarine Old Comrades' Association have had a busy time since the resumption of activities after the summer holidays.

On September 21, 11 members attended the reunion at Fort Blockhouse and were special guests of H.M.S. Odin, the winners of the S.O.C.A. Efficiency Trophy. This was presented at the reunion to the Commanding Officer, Lieut.-Cdr. J. S. F. Burrage, R.N., by Vice-Admiral Sir Sydney Raw.

There was no meeting on October 4 because members had been invited to a social evening at the headquarters of the Kempford and Fairford Branch of the Royal Naval Association. This was a most enjoyable occasion, skittles and bingo being played, with good food and good fellowship.

Five members with wives and friends attended the H.M.S. Odin social at the Rosario Club, H.M.S.

Dolphin, and received a grand welcome.

Two members of the branch volunteered to collect for the King George's Fund for Sailors. From accounts received the total collection was quite good.

The branch's third annual reunion dinner was held at the Hotel Majestic on October 19. Capt. M. L. C. Crawford, D.S.C. and Bar, was the principal guest. He was accompanied by Mrs. Crawford. There were also guests from the Cheltenham and Kempford and Fairford Branches of the Royal Naval Association.

The founder chairman, Cdr. Tristram Fox, spoke on behalf of the Association, outlining the branch activity over the last year. Capt. Crawford replied to the toast "The Association" and stated that the Submarine Branch of the Royal Navy possesses the finest conventional submarines in the world. Speaking of the Polaris submarines Capt. Crawford said that man was still the vital factor, and a nuclear submarine was only as good as the men who served in her.

Redditch members and their wives attended a social evening given by the Birmingham Branch on October 26.

On November 10 nine members of the branch attended the Armistice service and a wreath was laid at the Cenotaph by Mr. D. J. Neal, of Worcester. In the evening the branch Standard was paraded at the Festival of Remembrance service in the Town Hall.

(Continued from column 4)

A short service conducted by the branch chaplain, the Rev. J. Loynes, was held at the local cenotaph on November 9, wreaths being placed by the Area secretary, Shipmate E. H. Walters, Shipmate Belmont and Shipmate Howe.

FROM THE EDITOR'S CHAIR

The Editor sends Christmas greetings to shipmates everywhere. He also thanks all contributors to these pages for their help and encouragement and kind wishes sent to him. Many branch "scribes" have sent their branches' Christmas greetings to other branches and, in order to accommodate as many as possible of the contributions which have forwarded this month, the Editor has deleted these greetings, but on their behalf he conveys greetings to you all.

Dartmouth gift to College marks centenary of training

THE completion in the town of a century of training of future officers for the Royal Navy was marked on November 24 by the presentation of a silver plate to the Britannia Royal Naval College by the Mayor, Aldermen and burgesses of Dartmouth.

Church bells were ringing and the narrow streets of the little Devon port were flag-decked on September 30, 1863, when the old 120-gun ship Britannia, already used for four years for the instruction of "seamen novices" and cadets, came into sight after being towed from Portland. A historical link was forged when she secured at a berth in the Dart protected by the hills and a sudden bend in the river.

The principle of giving preliminary training afloat to cadets had been accepted by the Admiralty ten years before when the two-decker Illustrious was selected and adapted for the purpose, the first young entrants being given alternate days of seamanship and book-work.

HASLAR — PORTLAND — DARTMOUTH

When more accommodation became necessary, the Britannia, a fully rigged three-decker launched at Plymouth in 1820, replaced the Illustrious. Her first mooring in Haslar Creek proved unhealthy and inconvenient, and in 1862 she was moved to Portland. The anchorage there, however, was found to be too exposed and particularly unsuitable for boat work and it was accordingly agreed that the ship should be moved to Dartmouth, once one of the main ports of the country and at the time still the centre of a flourishing trade with Newfoundland.

Since that time generation after generation of Naval officers have learned much of their profession on the sheltered waters of the Dart river. The original Britannia was superseded by a larger ship, given the same name, in 1869, and in 1905 the training functions of the old ships were moved ashore when the present buildings of the Royal Naval College were opened. Except, however, for a short period at

Area Standard paraded by Rhondda

WHEN the Rhondda branch of the Royal Naval Association attended the local British Legion Armistice Parade on Remembrance Sunday, the No. 7 Area Standard was paraded, being carried by Shipmate T. Thomas.

After parading through the town, a service was held at St. Andrew's Church, Tonypandy, the branch chairman, Shipmate E. Israel laying a wreath on the altar.

(Continued in column 3)



Capt. J. E. L. Martin, D.S.C., R.N.

the end of the last war, when the college had to be evacuated because of bombing, Dartmouth has remained ever since the location for the training of young Naval officers.

MARCH PAST

To commemorate the hundred years association between the Royal Navy and the town, the Mayor of Dartmouth, the borough of Clifton Dartmouth Hardness, presented a silver plate to the College at Sunday Divisions, when it was accepted by Captain J. E. L. Martin D.S.C. R.N., the Commanding Officer. The Mayor of Dartmouth, Councillor E. S. Rimmer, afterwards took the salute at a march past of Sub-Lieutenants and Cadets to which the townspeople were invited as spectators.

Captain Martin, the present Commanding Officer is the 29th since Captain W. E. Goodenough, who was the last Captain of the old Britannia, took over command of the college in 1905. A navigation specialist Captain Martin, who was born at Cheam in 1918, joined the Royal Navy as a Cadet at the College in 1932. He was awarded the D.S.C. for duty in minesweepers in support of the First and Eighth Armies in North Africa. He assumed command of the College on October 1 this year, after being Senior Naval Officer, West Indies, in the appointment of Commodore from July, 1961 to July, 1963.



DESTROYER, DARING CLASS



FRIGATE, BLACKWOOD CLASS



REFRESHER, GUINNESS GLASS

WELSHPOOL BRANCH RAISES £28 FOR THE R.N.B.T.

THE Welshpool branch of the Royal Naval Association is the most northerly branch of No. 7 Area: it is also the branch farthest from any of the other branches in the area.

Although the branch has not been long "in commission," its morale is high and what it may lack in numbers it makes up for in enthusiasm.

In October the branch decided to hold a film show in aid of the Royal Naval Benevolent Trust. The film shown was "The Cruel Sea" and the show was organised by Shipmate B. Pritchard, the secretary, ably assisted by the chairman, treasurer and the committee.

The show was very well patronised by the local people. The Mayor and Mayoress of Welshpool were present together with the president of the branch, its chaplain, the local Vicar and the various chairmen of other local associations.

By its efforts the branch was able to send the handsome sum of £28 to the R.N.B.T.—a worthy effort indeed for such a small branch and great credit is due to all who contributed towards the success.

On Trafalgar Sunday the branch paraded with its Standard, accompanying the local unit of the A.T.C. on their adoption parade and service.

GUINNESS
FORTIFIES THE NAVY

GOLF NO LONGER ONLY FOR RICH AND THE ECCENTRIC

By INST. LIEUT.-CDR. O. D. TOLE, R.N.

ONE of the most flourishing, but probably the least publicised, of the Portsmouth Command sports associations, is the Portsmouth Command Golfing Society. Golf, until quite recently, was considered a game only for the rich or the eccentric, and possibly because it was considered the game of the individual rather than of the team, has never really been accepted within the hierarchy of naval sports as have rugby, soccer, cricket, etc. However a short history of the society may show how it is now very much a major sport within the Command.

Initially, golfing facilities were obtained for individual messes largely through the efforts of keen individual golfers, who made arrangements with local golf clubs, whereby, for a block subscription to a club, members of wardroom messes were given reduced green fee rates.

In 1948, largely through the efforts of Surg.-Capt. (D) R. Finlayson (now retired), a meeting was convened at which a Portsmouth Command Golf-

ing Society was formed. Arrangements were made with Hayling Island Golf Club, whereby for a subscription of £40, a maximum of 40 players, members of the P.C.G.S., were given full playing use of the Hayling Island course at a daily fee of one shilling. For the first few years, to cover this outlay, a loan of £30 per year was obtained from the Command Sports Fund, but as membership increased, the society became self-supporting.

Much of the spadework and ultimate success can be attributed to the first secretary, then Lieut. (S) Peter Green, who left the Service during the 1957 exodus, and is now competing more than adequately in civilian life. I trust that his golf is as steady as ever and his handicap more realistic.

NEW DRIVING FORCE

After a few years and with the departure from the area of a number of enthusiasts, interest waned somewhat, but fortunately a keen and new driving force in the person of Capt. G. L. Farnfield arrived in the Command, and he immediately set about the reorganisation of the society on a more realistic footing.

Most of the local clubs who had arrangements with individual messes were contacted, and agreement reached

with them all so that the society paid all block subscriptions, and golfers, by being members of the society, instead of being limited to one club, were given full playing facilities at very reduced fees on Lee-on-Solent, Hayling Island, Rowlands, Blackmoor and Liphook golf courses. These conditions still obtain, and have over the years been extended so that now members of the society can obtain reductions at Stokes Bay, Waterlooville, Stoneham and Hindhead as well as the five former clubs.

Membership of the society has rocketed in more recent years. In 1963 there were over 200 fully paid members and there were as many again who joined for three, six or nine months. The most revolutionary change has probably been in the rapid increase in membership from the Lower Deck. Not long ago, the number of ratings who played golf in the Command could be counted on the fingers of both hands, but at the present time, I



Cdre. R. A. H. Bartley

would surmise that 40 per cent. of the membership of the society is now from the Lower Deck. The effect of this influx can be seen in the Royal Navy representative team which last year included three of their members. — C.P.O.R.El. Lawrence, C.P.O. P. Pickersgill, and Ctr.-Sgt. Ridyard, R.M.

C.P.O. Lawrence comes from a keen golfing family. His sister is a local Scottish champion. Lawrence is now in Singapore, but in 1963 while serving at H.M.S. Collingwood he distinguished himself by winning the Navy individual championship at Deal. He plays off a handicap of 4, and will doubtless be a power in naval golf for many years to come.

Ctr.-Sgt. Jack Ridyard, a familiar figure wherever Navy or Marine golf is played, has represented the Service since 1960. He was Royal Marine Corps champion in 1961, and reached the semi-finals of the Royal Navy match play championship held at Deal in 1963. He is at present serving in the Pay and Records Office at Eastney, and unfortunately for Navy golf is approaching the end of his Service career. He probably holds the unique distinction of playing for both the Army and the Navy, during his Commando service, at an inter-Service tournament at the Marsa Club, Malta.

C.P.O. Paul Pickersgill started his golfing career much later than Lawrence and Ridyard, but has developed rapidly into a golfer of considerable stature and authority. He represented the Navy for the first time in 1963 in the inter-Services matches, and finished up with the best record of any of the Navy team. At present he is serving in H.M.S. Ariel, and will no doubt continue to lead his establishment to more successes in 1964.

INCREASED ACTIVITIES

The activities of the society have increased with its popularity. Each year matches at command level have been played against Chatham and the Royal Marines. In 1963 for the first time a fixture was arranged with the Plymouth Command on the Sherborne course—a course of considerable beauty and difficulty. Matches are played annually against various societies and clubs, which include: Southern Area Barclays Banks, Aldershot Command, Portsmouth Sector, Home Guard, W.R.N.S. Golfing Society, Admiralty G.C., Blackmoor G.C., and Liphook G.C. On most occasions these result in convincing wins for the society.

During the year most establishments participate in an inter-establishment league. For the past five years 10 teams have taken part and play nine matches in the evenings on courses selected by the "home" side. H.M.S. Ariel, while they had the services of the Navy player, C.P.O. Bert Howe, ably backed up by C.P.O. Pickersgill, virtually held a monopoly on the trophy, but during the past three years, H.M.S. Vernon, H.M.S. Dolphin and, this year, the Small Establishments ran out the eventual winners. This competition has enabled many golfers to participate in competitive games, and has done much to popularise the sport.

Six open meetings are held each year on different courses. The society will always be grateful for the kindness of the local golf clubs in giving us such enjoyable and generous facilities on these occasions. Most of these meetings attract 30 to 40 entrants, but the major competition, which incorporates the Inter-Establishment Trophy competition usually sees over 70 entries. At this meeting, what is virtually the Command stroke play individual championship is held, the trophy for which is fittingly called the Farnfield Trophy. Surg.-Capt (D) Jack Benson practically considered this his personal property, as he was

(Continued on page 15, column 1)



Seven presents to please seven friends who already own lighters

A petrol lighter can be a loyal and trustworthy companion. But it can't match a Ronson Varaflame. Because a Varaflame runs on butane, a safe, clean, taste-free gas. That's why a Varaflame doesn't smoke, or smell or leak. Or need filling every couple of weeks. And every one has the exclusive Varaflame control that lets you turn the flame up for pipes. Down for cigarettes. In between for cigars.

No wonder any smoker, even one who already owns a petrol lighter, will be thrilled to get a Varaflame for Christmas. There are 40 models to choose from. Here are seven.

Ronson Varaflames in the picture are:

1. Windmaster in satin chromium, 63/-. A completely windproof gas lighter, tested on Mount Everest. Other finishes: engine-turned, handstitched buffalo, 65/-.
2. Starfire in golden finish with enamelled decoration, 63/-. Other golden or black finishes from 59/6. The lightest, most feminine lighter you could give.
3. Ladylite in chromium, 90/-, in golden finish, £5.5.0. Sleek, elegant, sophisticated.
4. Premier in chromium, 77/6. Gives as many as 3,000 lights on one filling. Other finishes: chromium, enamel,

crocodile, handstitched buffalo skin from 72/6.

5. Adonis—all the Varaflame virtues in a new, slender shape. Three luxury golden finishes from 89/6.

6. Windlite (made in W. Germany) in engraved chromium, 49/6. Windproof. Practical. One of the toughest gas lighters you can buy.

7. Queen Anne, £4.19.6. A silver-plated table lighter in classic style. Six other distinctive designs from 72/6.

RONSON

40 pocket, handbag and table Varaflame styles from 47/6

“BOYS WILL BE BOYS”

Portsmouth Boy Cadets have had a good year

THE past year has been a varied and interesting one for the Portsmouth Command Volunteer Boy Cadet Corps. Parades, sporting occasions and social functions have been many and the boys of the various Corps have, by their bearing, courtesy and ability, shown that they are 'chips off the old block'. And 'chips off the old block' is a correct term, for these youngsters, aged from nine to 15, are sons of serving and ex-serving members of the Royal Navy and Royal Marines. In the Portsmouth Command are seven Corps attached to H.M.S. Victory, H.M.S. Excellent, H.M.S. Vernon, H.M.S. Collingwood, H.M.S. Dolphin, H.M.S. Dryad and the Royal Marines at Eastney. Altogether there are about 500 Cadets.

NAVY GOLFING SOCIETY

(Continued from page 14, column 5)

the ultimate winner three times out of the past four years. Although his retirement this year will leave a serious gap in Navy and Command golf, it will be almost a relief to see a different name appear on the trophy in 1964.

MANY SUCCESSES

The Portsmouth Command Golfing Society have had many successes in important competitions, but the one which probably gives us most pleasure, is the record of four wins over the past eight years of the Addison Bowl Trophy. This trophy competition, run by Hayling Island Golf Club, is by invitation only, and teams from golf clubs all over Hampshire compete annually for it. This in itself indicates the very high standard of golf within the Command. On two of those occasions the captain of the side was the Director of Physical Training and Sport, Capt. Peter Baker. In 1963 the Command side also won the Com-

mand golfing championship held at Deal.

With this increase in popularity, added responsibilities have been added to the Society. It is now affiliated to the English Golfing Union, through the Hampshire Golfing Union, and as such is now able to allocate and revise official handicaps. C.P.O. Bert Howe, previously mentioned, was selected and played on several occasions for the Hampshire team.

With its present officers, it is fairly obvious that the society will ascend to even greater heights. The conscientious and enthusiastic captain of the Society, Cdre. R. A. H. Bartley, by his own energy and application, inspires all who come within his orbit to give of their best to the game. The treasurer and general secretary, Instructor Lieut.-Cdr. L. D. Vine, not only keeps the society on a sound financial footing but manages to give advice and arrange membership for the most obscure individuals. The match secretary, the author of this article, Instructor Lieut.-Cdr. O. D. Tole, attempts throughout the year to provide as many players as possible, not only in competitions but in matches against local societies. Possibly members of the society who are interested in playing in matches in 1964 will contact him at the earliest opportunity.

Finally, and perhaps the most important, to those who have not yet entered our ranks—the cost—Membership of the society costs 30s. per year through a mess or two guineas to an individual member. Calendar quarter tickets can be obtained for 15s. per quarter. There is also a cheap rate for those under the rate of petty officer. Those who would like further information should contact their local society golf secretaries.



Cdr.-Sgt. J. Ridyard

The aim of the Corps is to give the boys an interest outside their normal school activities, and the following remarks give an indication of how this is achieved.

Outside activities last winter were very much curtailed because of the harshness of the winter. The football programme was brought to a standstill and the cross-country championships postponed on numerous occasions. With the temperature just above freezing point, however, 80 boys lined up on the starting line at H.M.S. Dryad on February 16, and although snow was thick on the ground 90 per cent. of the starters finished the course of just over a mile in 15 minutes. This was a very creditable performance. The Senior Trophy being won by H.M.S. Vernon and the Junior Trophy by H.M.S. Dryad.

Less than a fortnight later the Cadet Boxing Championships were held in the Royal Naval Barracks. This is an event which is always well patronised and many a tear was shed by boys who were not selected to represent their Corps. The preliminaries were held on February 27, 45 bouts being decided, the 24 finalists meeting on the following night. The eventual winners were H.M.S. Victory, for the third year in succession, followed by the Royal Marines, who were only three points behind.

ROOF RAISED

The gymnasium roof has never been the same since for on more than one occasion the boys raised it while cheering for their favourite. Some of the bouts had to be seen to be believed, for what the boys lacked in style, they made up for in enthusiasm.

After the disappearance of the snow the football fixtures were continued, but not wholly completed. Competition was keen and the final result was in doubt until H.M.S. Excellent and H.M.S. Victory Cadets met to decide who would win the league. Both teams had lost one match and after a great battle Excellent was the victor by three goals to nil and were awarded the Trophy with Victory the runners-up.

With the ending of the winter activities thoughts were turned to the summer competitions. The cricket competition, although marred by bad weather, was won by the Excellent Cadets.

FIELD GUN COMPETITION

Possibly the main interest during the summer months is the Field Gun competition. All Cadet Corps perform at galas and garden fetes and these performances are used to train for the big competition of the season—the Albion Cup on Brickwoods Day at H.M.S. Excellent. In good weather the Excellent Cadets gave a polished display to win the cup.

The Cadets from Victory and the Royal Marine Cadets from Eastney gave displays in the Victory arena during Navy Days, displays which won the admiration of the many spectators.

The athletics meeting was held at Whale Island on July 20 and all events were keenly contested, the Royal Marine Cadets being the winners of the Athletic Trophy, with Excellent Cadets the runners-up. Excellent won the tug-of-war competition.

The highlight of the year for the Cadets is their summer camp. This year Victory Cadets went to Newhaven in Sussex, Excellent Cadets to Chatham, Vernon Cadets to Chickerell in Dorset and the Royal Marine Cadets went to Jersey. The last named cadets had the Royal Marine Cadet Band with them, who performed twice daily, much to the delight of the local population.

All the boys enjoyed themselves—so did the Instructors—and the boys, at least, are looking forward to next year's camps.

After the summer holidays the Cadets started training for the football, shooting and swimming competitions. The football season, of course, lasts until next Easter, so is in full swing at the moment with the Excellent Cadets at the top of the league.

The shooting competition took place at H.M.S. Excellent on September 28. Competition was keen and the standard of shooting high. Victory won the "Deliberate" and "Team Fire" competitions, with Collingwood as runners-up. The best individual was a Leading Cadet of H.M.S. Victory with a score of 93.

ROYAL MARINE SWIMMERS

The Royal Navy Swimming Bath was the venue for the Swimming

(Continued on page 16, column 4)

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The United Kingdom team, winners of the N.A.T.O. knock-out soccer competition at Invergordon, 1963

UNITED KINGDOM WINS NATO SOCCER CUP

DURING this year's N.A.T.O. exercises, which were held in the cold and far north of Scotland, the Fleet entered Invergordon for five days' rest—rest which had been well earned. During this period, among other sports, a N.A.T.O. knock-out soccer competition was organised. Countries taking part were the United Kingdom, Canada, Norway, France and the Netherlands.

All games were played in good spirit with plenty of support from the many sailors ashore — Invergordon doesn't offer much else to do, anyway. The United Kingdom team met Norway in the final by beating France in the quarter-final and the Netherlands in the semi-final. The United Kingdom team consisted of six players from H.M.S. Tiger, two from H.M.S. Berwick, two from H.M.S. Hardy and one from H.M.S. Decoy. They were P.O. Pittway, R.M. Tension, A.B. Holden, E.M. McCullough, E.M. Taylor, A.B. Taylor, A.B. Coad, L.Wr. Witts, L.M.(E) Hodge, L.M.(E) Hollis, and L.Ck. Upton.

The final was played on a nice day for soccer—about half an hour's rain before the kick-off and none during the game. The usual bite in the air that is common to the north-east coast in the autumn soon gets people moving.

DUTCH REFEREE

The referee, a Dutch helicopter pilot, Sgt. Van Veen, certainly had his feet on the ground and handled the game perfectly: he had the barracking of about 400 spectators to put up with as well as controlling the game—400 spectators, after the canteen had shut! The game opened with some very

exciting play and a surprise shock for the United Kingdom team. Through a defensive error the Norwegian inside left easily pushed the ball into the goal. So, within the opening stages of the game, the United Kingdom were fighting from behind, a thing that they had not experienced before in this series.

It wasn't long before the play switched ends and then it was United Kingdom "in there," fighting away, keeping the play largely in the Norwegian half. The forwards surged ahead to put in their first and equalising goal. This came in the least expected way. Holden was brought down just inside the Norwegian penalty area and the referee had ordered a penalty in the United Kingdom's favour. McCullough had little trouble in getting the ball into the net.

Regardless of this setback Norway again took the lead, much to the surprise of everyone, but the United Kingdom team fought back to equalise through Taylor. This was the score at half-time.

U.K. TAKES LEAD

The second half was a real suspense-packed period. Again the Britishers seemed to have complete control of the play, but each time ran into a mass

of defenders when getting anywhere near the goal. Particular praise must be given to the Norwegian goalkeeper, who many a time saved Norway. The United Kingdom team pressed hard for a winning goal which never seemed to come, but the chance did arise less than a quarter of an hour from the end when a pass through to Taylor was safely steered goalwards to give the lead.

The Norwegians were finally broken and another goal came for the United Kingdom through Holden, a goal which had been well deserved and played for throughout the game.

Shortly afterwards the whistle was blown to end what had been a thrilling and exciting match. Both sides played well, hard and clean football, with a minimum of fouls, and were certainly a credit to the nations they represented.

The cup and medals were presented by the Flag Officer, Flotillas (Home), Vice-Admiral F. R. Twiss, C.B., D.S.C.

Admiral Sir David Luce, G.C.B., D.S.O., O.B.E., First Sea Lord, visited the United States Navy between November 19 and 26. He also visited Halifax, Nova Scotia, from November 26 to 30, visiting ships and establishments of the Royal Canadian Navy.

PORTSMOUTH BOY CADETS

(Continued from page 15, column 3)

Championships which were held on October 10. This was an extremely good evening and the Royal Marine Cadets triumphed for the second year in succession, with H.M.S. Dolphin Cadets being runners-up. As usual the spectators "raised the roof," for cadets are not slow to support their teams.

The cadets' life is not all play and they attend parades and church services throughout the year. The first of these was on Commonwealth Youth Sunday, May 26 which was held at the Royal Marine Barracks, Eastney. Five cadets were presented with Long Service and Good Conduct Medals or clasps at this parade, and the bearing of the boys and their drill was very good. A few of the boys succumbed to the weather which, for a change, was glorious.

This was in complete contrast to the parade held on October 20, the Sunday before Trafalgar Day. That day the heavens opened up and the parade was a complete wash-out, but nevertheless, 400 cadets and their parents attended the church service on board Nelson's flagship.

On Remembrance Sunday, November 10, cadets from H.M.S. Victory and the Royal Marines joined with the "Old Contemptibles" and paraded from Fratton Bridge, Portsmouth, to St. Mary's Church, for the Remembrance Service. The weather was good, though cold, but the cadets' smartness and bearing was of high standard.

At the moment the cadets' thoughts are turned towards Christmas when they hope to give a combined show in the Victory Theatre in the Royal Naval Barracks, Portsmouth.

Then it will be back to another year of activities, to which the boys look forward, even if they are able only to cheer "their heads off." Commanding Officers and instructors may change, and the older boys leave, but as one officer remarked: "Although those boys remaining still 'drive you up the wall' one minute, and have you in fits of laughter the next, they are still boys. I firmly believe in the saying 'there is no such thing as a bad boy—some are just worse than others.'"

Navy soccer team wins again

THE Royal Navy Association Football team continued its winning vein by achieving a 4-2 win over the London Universities A.F.C. This win made four in a row for the Navy.

The Navy team was not as good against London as it had been against Cambridge. Although the team was in command from the first half-minute when Ferguson again opened the scoring with a well taken shot, and continued to be dominating throughout the match, there was not that combination of ideas and effort shown in previous matches.

It is essential for the forwards to work and to create openings by sensible positioning and getting 'in' to the game, and that the defence permits less room in which the opponents can advance or move.

In addition to the good goal scored by Ferguson, Imrie added two and Golding one. L.R.E.M. Brown, who had been absent from the team because of 'flu, rejoined and gave a strong and good performance, and he, with Gray, Wilkinson, and Coates were again the outstanding players.

MUST BE NO 'LET-UP'

No 'let up' should be permitted to creep into the games and the next fixture on December 4 against the Football Association Amateur XI at Fratton Park, Portsmouth, should show how good—or bad—the Navy team is. For this very strong opposition the Navy makes one change: Salisbury (H.M.S. London) replaces Spilsbury in the Navy goal.

The Navy team was: P.O. Salisbury (Sultan), A.B. Gray (Bellerophon), R.E.A. Godwin (Ariel), C.P.O. Coates (Victory), L. Sea, Wilkinson (Mercury), L.R.E.M. Brown (Belcast), I. Sid. Imrie (Orion), R.S. Metcalfe (Mercury), L.R.E.M. Golding (Boscombe Down), P.O. Marshall (Collingwood), R.O. Ferguson (Mercury).

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