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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 104 FEBRUARY, 1963

Published first Thursday of the month

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Navy pilots flew 200 'mercy' sorties

HELP TAKEN TO SNOW-TRAPPED VILLAGERS

DURING the recent cold spell, in weather in which a few years ago it would have been considered impossible to fly at all, Naval helicopters have undertaken many "mercy" flights. People "snowed-up" in homes off the main roads virtually impossible to reach by normal transport in the abnormal conditions prevailing, have been taken to hospitals, or to friends who could look after them.

Food, fuel and fodder have been "dropped" or taken to houses, farms and fields on a very large scale and, showing how badly the West Country has suffered during the freeze-up when compared with other parts of the country, R.N. Air Station, Culdrose, Cornwall, flew 166 sorties, involving 156 hours' flying, whereas R.N. Air Station, Lossiemouth, (which in previous arctic conditions have flown many more sorties than other stations), has flown only four sorties, involving four hours' flying.

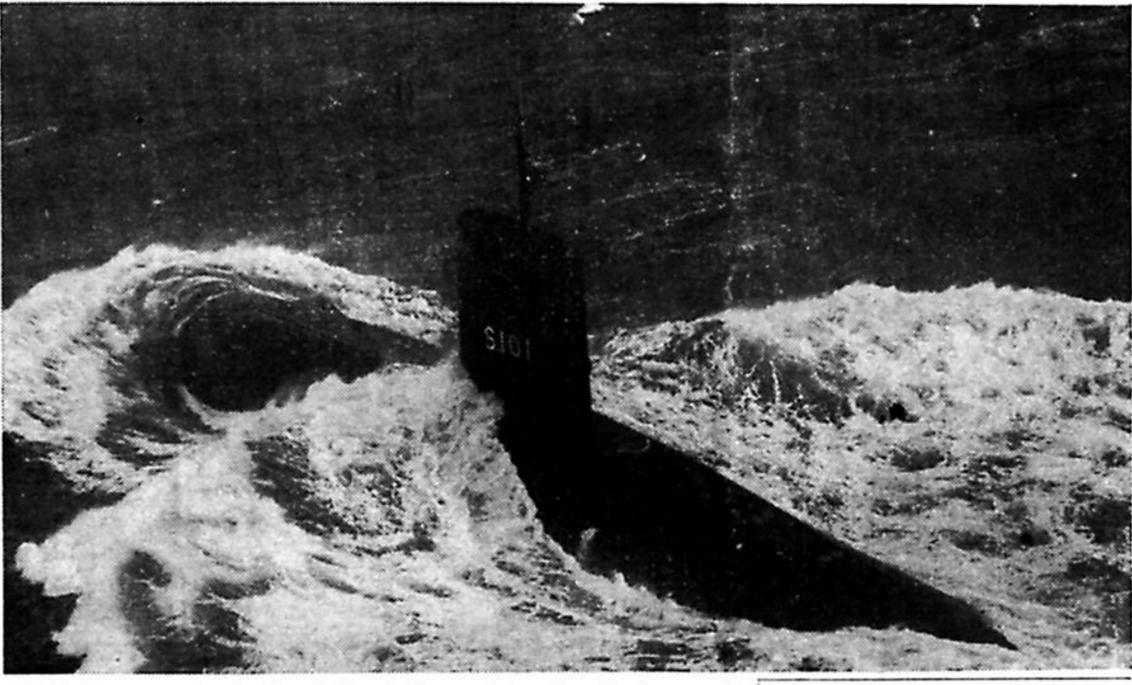
Helicopters from Portland flew 19 sorties, involving nine and a half hours' flying, mainly delivering food and fodder for animals.

From R.N. Air Station, Yeovilton, 10 sorties were flown (two and a half hours' flying) delivering food to cut-off villagers.

POWER RESTORED

In Northern Ireland when electricity was cut off and it was impossible for men to reach the damaged lines by any other method, workmen were flown in, the lines repaired, electricity restored and the men flown out again. The work has, of course, had good

training value, but has been most demanding. Looking for lost sheep from the air in an apparent wilderness of snow was, as a pilot from Lossiemouth remarked, "as difficult as looking for a needle in a haystack."



H.M.S. Dreadnought, the Royal Navy's first nuclear submarine is now on her trials. The second, the Valiant, is now under construction and a third has been ordered

A SUBMARINER IS TO BE CHIEF POLARIS EXECUTIVE

TWO interesting appointments were announced by the Admiralty on January 22. It has been stated that as a first step in the implementation of the decisions reached at the Nassau conference between the Prime Minister and the President of the United States of America concerning the supply of Polaris missiles for submarines of the Royal Navy, Rear-Admiral H. S. Mackenzie, C.B., D.S.O. and Bar, D.S.C., has been selected as Chief Polaris Executive.

The second appointment was that of Rear-Admiral F. Dossor, C.B.E., to be Polaris project officer in the Ministry of Aviation. This appointment, made on the nomination of the First Lord, by the Minister of Aviation, will enable the closest possible liaison to be maintained between the Admiralty and the Ministry of Aviation.

Rear-Admiral Mackenzie is a submarine specialist and has served as Flag Officer, Submarines, since July, 1961. Rear-Admiral Dossor is an electrical specialist, who has been serving as Chief Staff Officer (Technical) on the staff of the Commander-in-Chief, Portsmouth, since July, 1961.

The new Chief Polaris Executive, who has been in the submarine branch since 1934, has, on more than one occasion, expressed the opinion that Britain should have nuclear submarines and the Polaris missile.

COMMANDED H.M.S. THRASHER

Rear-Admiral Hugh Stirling Mackenzie served in five submarines before being given his first command, H.M. Submarine H.43, in April, 1941, but he is known primarily for his successful war patrols in command of H.M. Submarine Thrasher, when in June, 1942, he was awarded the D.S.O., followed six months later by a bar to the award for bravery and skill. He received the D.S.C. in

1945 for further successful patrols. H.M.S. Thrasher, one of the most successful British submarines of the Second World War, sank more than 40,000 tons of enemy shipping, and her officers and men won two V.C.s., one D.S.O., two D.S.C.s. and six D.S.M.s.

Since the war Admiral Mackenzie has been Commanding Officer of the Underwater Detection Establishment at Portland, commanded the destroyer H.M.S. Chevron, been Chief Staff Officer to Flag Officer Submarines, and commanded the Boys' Training Establishment, H.M.S. Ganges.

VAST ELECTRICAL EXPERIENCE

Rear-Admiral Frederick Dossor entered the Royal Navy when he transferred from the civilian staff of the Director of Electrical Engineering after the end of the Second World War.

Appointments since the end of the war include Acting Electrical Engineer on the staff of the British Admiralty Delegation, Washington, Acting Superintending Electrical Engineer on the staff of the Director of Electrical Engineering at Bath, Electrical Officer of the carrier H.M.S. Triumph, Superintending Electrical Engineer on the staff of the Director at Admiralty, Bath, Assistant Director, Guided

Commendation

CHIEF Petty Officer Christopher Leslie Crossman, D.S.M., B.E.M., has received a Commendation from the Queen for brave conduct whilst taking part in a series of live escape trials from H.M. Submarine Tiptoe at depths of up to 260 feet below the surface of the Mediterranean.

C.P.O. Crossman, who lives at Gosforth, Newcastle, has been 22 years in the submarine branch. With Lt.-Cdr. L. Hamlyn, R.N., (who received the O.B.E. for his work), he led a team of Naval volunteers in a series of tests to prove new equipment and techniques. He was the senior rating in the team.

The Navy to wield the deterrent

THE weighty decisions taken at Nassau by the Prime Minister and President Kennedy have focused world attention upon the Royal Navy. These decisions imply, first and foremost, that the mantle which accompanies the wielding of the deterrent by this country is to descend upon the Navy.

It has been officially stressed that the weapon will be in British submarines, manned by British officers and men, with a British warhead and under British control.

It was stated recently in the House of Commons that four or five nuclear submarines will be built, the keels being laid in 1964 and the first coming into service in 1968, and each submarine will, it is expected, carry the same number of Polaris missiles as the American submarines, that is, 16 in each ship.

'A wonderful person'

LADY LAMBE, widow of Admiral Lof of the Fleet Sir Charles Lambe, who was First Sea Lord for 12 months from May, 1959, and who had to relinquish that appointment on account of ill health and who died in August, 1960, unveiled a photograph of her husband in the wardroom of H.M.S. Vernon on January 31.

Before the unveiling, Admiral Sir Alexander Bingley, Commander-in-Chief, Portsmouth, said: "Charles Lambe was a wonderful person and Vernon can be very proud to have his portrait on their wall."

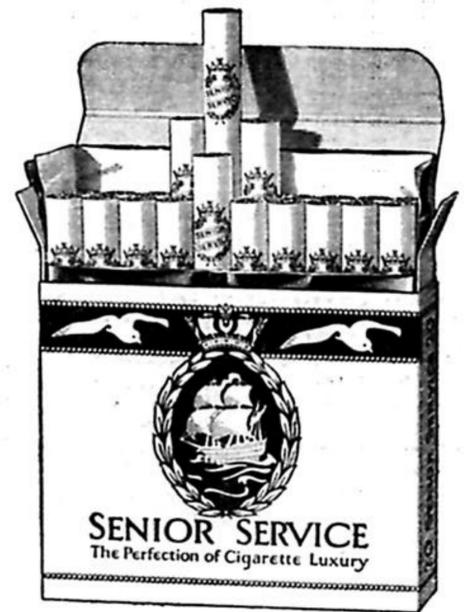
Admiral Lambe was at one time executive officer of H.M.S. Vernon.

THE 'NEW-LOOK' SALISBURY



H.M.S. Salisbury, the aircraft direction frigate, which recommissioned last October after a long refit, has quite a new look about her. The addition of a solid mainmast to take the new air-warning radar has altered the outward appearance of the ship considerably. Salisbury is at present serving in the Home Fleet and is expected to sail for East of Suez later in the year.

BRITAIN'S OUTSTANDING CIGARETTE



A. W. Robertson Ltd

Navy News

EDITOR

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

EDITORIAL

SO Britain is to have the "ultimate" deterrent—the Polaris missile. How this will affect the Royal Navy—whether it will mean more, or less, surface ships, more, or less, men, etc., is still a matter of conjecture, but it would appear obvious that an enlarged Navy will be the result.

As Polaris is for purely deterrent purposes and relies for its success on being carried by ships virtually impossible to locate and destroy, it would seem that the possibility of putting the missile in surface ships can be ignored.

It follows, therefore, that nuclear-powered submarines which, with their vast range and ability to go for years without refuelling, must be built. But of what size? And how many are needed?

It would seem that the Government has decided to build a number of submarines to carry Polaris. These submarines, together with the missiles, will require millions of pounds. Can the country afford such a huge outlay? The Royal Navy feels that the country cannot afford not to provide it.

IN SERVICE IN 1968

The Prime Minister has indicated that as a first step, four or five submarines will be built, the keels being laid down next year, and the first ship coming into service in 1968. The number of missiles carried in each would, the Prime Minister thought, be 16.

To the actual production costs must be added the cost of training and maintaining men to man the submarines and their weapons and for the various ancillaries.

Where is the money to come from to pay for the extra commitment? It cannot, obviously, come from the present Navy Vote. Our forces are spread somewhat thinly over the oceans of the world and it is unthinkable that the surface Navy should be reduced.

PRIMARY ROLE REMAINS

The Royal Navy is alive to the necessity of having a Polaris submarine force and confident that it can run such a force efficiently, but the primary role of the Navy—to maintain its freedom to move forces and supplies about the seas—remains the same.

(Continued in column 2)

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Assault on Hunger

NAVY HAS FIRST-HAND KNOWLEDGE OF WORLD'S NEEDS

IN their journeyings around the world men of the Royal Navy have seen, at first hand, incontrovertible evidence of the need of men, women and children for more food. People living at starvation level, and even more people getting the wrong sort of diet, abound in all parts of the world.

In an endeavour to rectify this state of affairs—an appalling state when it is considered that some 300 million people are living at starvation level and another 1,200 million suffering from malnutrition—the Freedom from Hunger Campaign was launched by the Food and Agriculture Organisation of the United Nations in 1960.

The campaign is based on the facts that the under-fed or badly fed people need not be so if present knowledge is applied widely and effectively and if the hungry are helped to help themselves.

500 LOCAL COMMITTEES

In the spring of 1961 the United Kingdom Committee of the Freedom from Hunger Campaign—there are now nearly 500 local committees in the United Kingdom—began work on a nation-wide programme of information and education, designed to spread a wider and accurate knowledge of the problems, a keener appreciation of

(Continued from column 1)

It would appear obvious, therefore, that numbers of submarines carrying Polaris must involve more men for the Navy—not only the submariners as we have known them over the years, but extra men of all categories. It would also seem desirable that, somehow or another, the Exchequer must find adequate funds to provide for the new commitment without cutting down on the Navy's traditional role.

their relevance to our future prosperity and stability, and a clearer understanding of the kinds of help which will make a permanent difference to the situation.

Secondly, the United Kingdom Committee started a campaign to mobilise funds in support of projects which will be of permanent value in the fight against hunger—projects, which have been examined in great detail to ensure that the project is practical, has been carefully worked out, and is properly related to both the needs of a particular community and also to its potential resources, in material and in trained manpower, need considerable funds, and in this connection there is to be a World Freedom from Hunger Week next March.

WORK OF LASTING VALUE

Funds are not being asked for temporary relief, however necessary that may often be, but the United Kingdom Committee is asking for funds which will be used for practical, constructive work which will be of lasting value. The projects approved, and still being approved, will help people to help themselves: to increase their energy and improve their efficiency, and thereby to add not only to their own wealth but also to the total prosperity of the world.

The second stage of the United Kingdom Committee's work was inaugurated by H.R.H. The Duke of Edinburgh in June last year. In his speech

Letter to the Editor

Will Dolphin be dominated by Polaris Submarines?

SIR,—I enclose a postal order for 8s, and a renewal form for 1963. I must thank you for prompt and reliable supply of "Navy News" and I must also congratulate you on maintaining—or should I say—raising the excellent standard of your paper, even though I am merely one of the "youngsters" referred to in the October, 1962, Editorial.

I am, in fact, at a grammar school preparing to enter a medical school, after which I intend to join the Navy, which will be in about eight years' time.

I often wonder what will remain of the present Navy which I admire so much by the time I belong to it. It may well be integrated with the other forces by then, although it is really three forces rolled into one now, with the Fleet Air Arm and the Royal Marines.

VITAL EFFORT

After saying that the year 2000 was only 38 years away, the Duke went on to say: "Statistics can make it look as if food production is in fact keeping ahead of population increase, but they ignore two factors. In the first place the main increase in food production is taking place in Europe and Russia, North America and Australasia, areas which have a high standard already; whereas in many regions where the population is on a low diet, food production is lagging behind. Secondly, the figures would look a good deal worse if they were based on an adequate diet for all."

"The first thing that I would like to emphasise is that the Freedom from Hunger Campaign is not just a morally laudable idea in a good cause. It is a vitally necessary international effort for the benefit of the future population of the world."

His Royal Highness then said: "The campaign has four things to do—1, it must survey the areas where food is inadequate and establish whether it is due to malnutrition or to undernutrition; 2, it must settle on an acceptable

(Continued on page 3, column 1)

I must wait and see what evolves.—Yours, etc., FUTURE MEDICO, BEXLEY. (Name and address supplied to Editor).

Almost all the war-built combatant ships will be gone except for, perhaps, Victorious, who will be on her last commission. Of course the beautiful lines of the "Battles" will not be seen then and even the "Darlings" and "Blackwoods" may be scheduled for scrapping, and perhaps H.M.S. Dolphin will be dominated by Polaris nuclear submarines (what a horrible and forbidding sight!).

I must wait and see what evolves.—Yours, etc., FUTURE MEDICO, BEXLEY. (Name and address supplied to Editor).

LADY BINGLEY IS GUEST SPEAKER

THE Annual General Meeting of the W.R.N.S. Benevolent Trust, Portsmouth Command, will be held in the Duchess of Kent Barracks, Southsea, at 3 p.m. on Wednesday, February 13. Admiral Sir Alexander Bingley, G.C.B., O.B.E., will preside, and Lady Bingley will be the guest speaker. All W.R.N.S. personnel, present and past, will be welcome.

DRAFTING FORECAST—YOUR NEXT SHIP

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

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

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

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

SUBMARINE COMMAND

H.M.S. Alliance, February at Chatham, for Eleventh Submarine Division at Singapore.

H.M.S. Oracle, February at Birkenhead, for First Submarine Squadron at Portsmouth.

H.M.S. Cachalot, February, at Portsmouth, for Second Submarine Squadron at Plymouth.

H.M.S. Aurochs, April, at Portsmouth, for First Submarine Squadron at Portsmouth.

GENERAL

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

H.M.S. Broadsword, February 4, at Portsmouth. Reduce to C. and M. Party.

H.M.S. Gurkha, February 12 (tentative date), at Southampton for Home Sea Service. Commissions April, 1963, for General Service Commission, Middle East/Home (18 months). 9th Frigate Squadron, U.K. Base Port, Rosyth (B).

H.M.S. Manxman, February 14 at Chatham. Steaming crew. Home Sea Service. Local Foreign Service from date of sailing (Far East) (D).

H.M.S. Belfast, February 15, at Devonport. Reduce to trials crew.

H.M.S. Daring, mid-February, at Devonport. Increase from C. & M. Party to L.R.P. complement.

H.M.S. Eskimo, February 19, at Cowes for Home Sea Service General Service Commission, May, 1963. Home/Middle East (18 months). 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).

H.M.S. Plymouth, February 21, at Devonport for General Service Commission East of Suez/Home.

22nd E.S. U.K. Base Port, Devonport.

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

H.M.S. Tartar, February 26, at Devonport for Home Sea Service, General Service Commission, May, Home/Middle East/W. Indies (18 months). 9th Frigate Squadron, U.K. Base Port, Devonport (B).

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

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

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

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

H.M.S. Murray, March 5, at Rosyth for Home Sea Service. 2nd Frigate Squadron, U.K. Base Port, Devonport.

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

H.M.S. Grafton, March 8, at Portsmouth. L.R.P. complement.

H.M.S. Hampshire, March 12 (tentative date), at Clyde for Home Sea Service. General Service Commission September, Home/East of Suez, U.K. Base Port, Portsmouth (A) (Maltese) for Home Sea Service only).

No. 829 Hampshire Flight, March 12, R.N. Air Station, Culdrose. Home Sea Service. General Service Commission, September. For H.M.S. Hampshire, Wessex.

H.M.S. Jaguar, March 14, at Chatham, for General Service Commission, Home/South Atlantic and South

America. 7th Frigate Squadron, U.K. Base Port, Portsmouth.

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

H.M.S. Tiger, March 22, at Devonport for Home Sea Service, General Service Commission, February, 1964, Home/East of Suez, U.K. Base Port, Devonport (C-Maltese for Home Sea Service only).

H.M.S. Lynx, March 22, at Chatham, for trials. Commissions May 30 for General Service Commission Home/South Atlantic and South America. 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Leander, March 26, at Belfast, for Home Sea Service. General Service Commission, May (tentative date). Home/Med. 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Decoy, April 9, at Devonport, for General Service Commission Home/Med. 21st, E.S. U.K. Base Port, Devonport (A).

H.M.S. Berwick, April 9, at Portsmouth, for General Service Commission Home/Med./Home/Far East, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Anzio and No. 1 Assault Sq., April 19, at Gibraltar, for Foreign Service (Middle East) Amphibious Warfare Squadron (B).

H.M.S. Russell, April 29, at Rosyth, L.R.P. complement.

H.M.S. Scorpion, April, at Devonport. Reduce to C. & M. party.

No. 847 Squadron, May 7, at R.N. Air Station, Culdrose, for Home Sea Service, Commando Squadron, Whirlwind.

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

H.M.S. Centaur, May, at Portsmouth, L.R.P. complement.

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

H.M.S. Messina and No. 5 Assault Sq., June 7, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Dalrymple, June 18, at Devonport, for Home Sea Service, U.K. Base Port, Devonport.

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

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

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

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

H.M.S. Keppel, June, Transfer to Fishery Protection Squadron, U.K. Base Port, Rosyth. Home Sea Service.

H.M.S. Victorious, July 2, General Service Commission, East of Suez/Home, U.K. Base Port, Portsmouth.

H.M.S. Meon, July 26, at Bahrain for Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Cavalier, end July, at Chatham. C. & M. party.

H.M.S. Blackpool, August, at Chatham. L.R.P. complement.

No. 829 Kent Flight, mid-August, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission, October, 1963. For H.M.S. Kent, Wessex.

(Continued on page 5, column 1)

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'A great and exciting future'—Admiral

Admiral of the Fleet Earl Mountbatten was to have been the reviewing officer at a passing-out parade of R.A.F. air-crew cadets recently, but was prevented by fog from flying to the R.A.F. Initial Training School at South Cerney. The following message was read to the cadets by Air Vice-Marshal P. H. Holder, Air Officer Commanding No. 25 Group.

"THE Royal Air Force has been in the news a good deal lately. The loss of Skybolt has hit the headlines and the Jeremiahs are saying that manned aircraft and even the Royal Air Force itself will soon be out of a job. This, of course, is nonsense.

"As a sailor I remember well what a body blow some people felt it was to the Royal Navy when we lost our battleships. But the Navy found it still had more than enough exciting and worth-while things to do. And so will the Royal Air Force when the 'V' Bombers finally disappear. Of course

they are by no means finished yet. The 'V' Force, even without Skybolt, will continue to spearhead our deterrent until the late sixties and there will still be many important world-wide jobs for the 'V' Bombers in the conventional role.

EXCITING JOBS

"Nor should you forget the many other exciting and worth-while flying jobs in the Royal Air Force, jobs which will last as far ahead as we can see. For example, the low-level T.S.R. 2's, the tactical strike reconnaissance aircraft of the future, will carry on well into the seventies.

"There will always be a need for manned fighters in the fighter/ground attack roles overseas. Vertical take-off fighter/ground attack aircraft, such as the Hawker P1154, will come into service in due course to replace the Hunters and should, apart from being the greatest fun to fly, greatly increase the effectiveness of air support to the Army world-wide.

"Then there is Transport Command which spends most of its time rushing around the world from one trouble spot to another helping to put out so-called 'Brush-Fires'. The importance of this force in containing Communism and looking after our vital interests cannot be overestimated and that is why the Government is spending millions of pounds in re-equipping it with the latest types of aircraft such as the VC10 and the Belfast.

AFFECTION FOR COASTAL COMMAND

"Finally, there is Coastal Command, for which as a sailor I may be allowed to declare a special affection. Coastal Command has and will continue to have a very important part to play in the protection of our shipping. By the way, I hope you realise that airmen have every reason to be grateful to sailors! It is the sailors of this world who provide, in the form of ships, targets which very often cannot be found and hit by anything but manned aircraft!

"So you can see there is a great and exciting future ahead of you as the crews of manned aircraft in a proud and essential Service."

Assault on hunger

(Continued from page 2, column 4)

remedy. By this I mean that the extra food must be acceptable to the taste and religious convictions of the people. It's no good saying that cattle will improve the protein diet in a Hindu country, for instance, or that pigs should be raised by Moslems. It's like suggesting that the English would do better on haggis; 3, it must survey and establish the physical problems in the way of producing any acceptable remedy. Soil conditions, climate, pests, irrigation, drainage and general agricultural techniques all have a most important bearing on results; 4, it must set about the difficulty of getting its ideas adopted in the face of ignorance, prejudice, superstition and plain hostility.

SHORT TERM POLICY

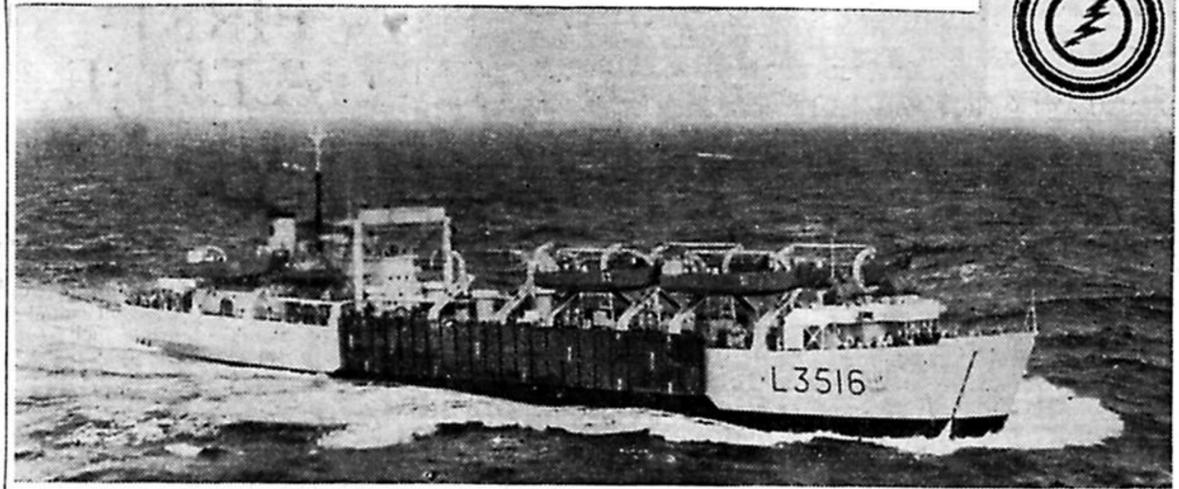
"I am quite sure that many people looking at this problem will be wondering why it is that we cannot simply transfer the surpluses from one area of the world to those areas where there are deficiencies. This is possible and it is being done, but it is essentially a short-term solution practically and economically. In the long run the proper solution must be for the people to grow the bulk of the food they need in their own areas and to pay out of their earned income for anything extra they need."

The various local committees in the United Kingdom are raising funds in many ways—jumble sales, dances, talks, films, bingo sessions and the like. Readers of "Navy News" Ships' welfare committees and so on wishing to help in this worth-while campaign can obtain information from the Freedom from Hunger Campaign, 17 Northumberland Avenue, London, W.C.2.

SHIPS OF THE ROYAL NAVY

H.M.S. Striker

No. 87



NATO now has own ship

THE N.A.T.O. anti-submarine and oceanographic research centre at La Spezia, Italy, is henceforth to be paid for by all the member nations of N.A.T.O., including Britain. Since it was opened in 1959 the centre has been paid for by the United States and managed for the Supreme Allied Commander, Atlantic, at Norfolk, Virginia, by the State University of Pennsylvania working through SIRIMAR (International Society for Marine Research)—an Italian non-profit-making company.

This means that N.A.T.O. now has its first ship—the 2,000-ton former Italian cargo liner Aragonese—which is used as a floating laboratory by scientists working at La Spezia. The Aragonese was built on the Tyne in 1948.

N.A.T.O. leaders hope to improve the scope of the centre's activities.

UNITED STATES

A recent report in the American publication, "Navy Times," makes many highly favourable comments on the

maintained in very positive control of each intercept; wouldn't turn it over to me until he'd placed me in a good firing position on the bogey."

AIRCRAFT REFUELLED

During the exercise, Operation Pokerhand, flight refuelling with four aircraft, all of different types—two British and two American—was carried out in "daisy chain" formation quite successfully.

The two officers taking part in the exchange were Sub-Lieut. R. H. Lee, R.N., of 892 Squadron, and Lieut. J. Southerland, U.S.N., of VF-74.

NEWS OF OTHER NAVIES BY DESMOND WETTERN

experiences of American aircrews operating from U.S.S. Forrestal with H.M.S. Hermes. One U.S. officer flew in a Sea Vixen while one member of 892 Squadron flew in a F4B Phantom II with VF-74 Squadron aboard the American carrier.

The U.S. officer noted the "surprisingly short and swift" kick from the Hermes' catapults. "Only through constant attention" was he able fairly quickly to master the variety of dials and scopes in the Sea Vixen.

UNUSUALLY FINE CONTROL

Other points noted aboard the Hermes were the different tempo of flying operations due to her size compared with Forrestal. Control provided by the semi-automatic CIC in Hermes was 'unusually fine' according to the commanding officer of VF-74.

The British officer flying with VF-74 Squadron was given one of these suits on his return to Hermes. Commenting on his performance the commanding officer of VF-74 said: "Once he got the hang of it, and the knack of operating the equipment, he re-

SHIPS OF THE ROYAL NAVY

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

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



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February 28, on taking up his appointment.

The flag of Admiral Sir Alexander Bingley, who is being relieved by Admiral Woods, will be struck at sunset on the same day, the new Commander-in-Chief's flag being transferred from Totem to Victory on March 1.

Kiel Canal frozen

H.M. ships Lewiston, Upton, Wiston and Wolverton, all of the 2nd Minesweeping Squadron based at H.M.S. Lochinvar, North Queensferry, had to cancel a visit to the Baltic in January. The ships were to have visited Flensburg for exercises in ice, but there was too much ice—the whole of the Kiel Canal was frozen over. The visit was transferred instead to the N.A.T.O. minesweeping centre at Ostend and lasted from January 18 to 25.

success in the role you have assumed.

NEW NAVAL A.D.C.s.

THE following officers have been appointed Naval Aides-de-Camp to the Queen January 7, in succession to the officers: Capt. D. G. Clutterbuck, R.N., in succession to Capt. (Commodore) M. H. R. Moore, R.N.; Capt. S. R. le H. Lombard-Hobson, O.B.E., R.N., in succession to Capt. A. White, D.S.C., R.N.; Capt. (Commodore) D. McEwen, R.N., in succession to Capt. R. C. Watkin; Capt. (Commodore) J. L. Blackham, in succession to Capt. J. F. P. Brown, D.S.C., R.N.; Capt. T. D. Herrick, D.S.C., R.N., in succession to Capt. G. T. S. Gray, D.S.C.; Capt. J. A. C. Henley, D.S.C., R.N., in succession to Capt. A. Davies, R.N.; Capt. J. S. Shiffner, R.N., in succession to Capt. D. P. Mansfield, R.N.; Capt. J. E. P. Smeall, R.N., in succession to Capt. H. A. Martin, D.S.C., R.N.; Capt. P. P. M. Green, R.N., in succession to Capt. J. G. Watson, R.N.; Capt. G. H. Nicholls, O.B.E., R.N., in succession to Capt. J. E. Langdon, R.N.

A 'game bird' to the end

ON the forenoon of Tuesday, January 8, R.F.A. Tug Warden (Master F. R. Murray) left Plymouth towing H.M.S. Pheasant, which had been in reserve at Devonport for a number of years, to the West of Scotland Ship-breaking Yard at Troon.

In H.M.S. Pheasant were one officer (Sub-Lieut. (SD) (B) R. S. Thomas, R.N.) and 14 ratings.

The passage down the English Channel was uneventful, but on rounding Land's End the wind freshened to Force 8 easterly. On the following day course was set for Hartland Point to get some shelter from the North Cornish coast, prior to carrying out the intention of crossing the Bristol Channel to the southward of Lundy Island. On clearing Lundy Island at 10.30 a.m. the sea was found to be far too rough for a safe crossing and the tug master decided to return to the lee of the land. The next 24 hours proved cold and uncomfortable but safe whilst cruising between Trevoze Head and Hartland Point. At 10.30 a.m. on Thursday January 10 whilst turning off Trevoze Head, the tow unexpectedly parted having fouled an underwater obstruction.

two days despite the heavy seas and the cold, standing by the unlighted drifting hulk Pheasant.

The crew were transferred from Warden to Pheasant by helicopters based at R.N.A.S., Culdrose, under the command of Lieut.-Cdr. G. A. Bagnall, R.N., during the forenoon of Saturday January 12. The tow was reconnected in only four minutes and passage was set for Milford Haven. During the afternoon a transfer of mail and stores was made to both Pheasant and Warden by a very gallant seaboat's crew from H.M.S. Falmouth.

During the following morning, the weather moderated somewhat and course was set for Troon. Apart from a rough passage during the night of Sunday/Monday, the remainder of the trip proved somewhat uneventful and Troon was reached on Tuesday morning, January 15. After unloading stores the towing crew proceeded as soon as possible on a well-earned few days leave.

H.M.S. Pheasant had proved to be a game bird to the end.

Pheasant was built by Yarrow & Co. Ltd., Scotstoun, March, 1942, to May, 1943, and was originally rated as a sloop of the "Black Swan" class, but was unclassified as a frigate in 1947. Her displacement was 1,975 tons (full load) and she had a complement of 192.

HELICOPTER LIFT

After Warden had prepared a fresh tow and three unsuccessful attempts had been made to reconnect, the naval personnel in Pheasant, for their own safety, were evacuated by helicopters to R.A.F., St. Mawgan. The ship was drifting in a safe south-westerly direction away from the land. After a very good hot meal with the Royal Air Force, the crew returned on board R.F.A. Warden off Padstow by fishing vessel, Lady B. Good (Skipper A. A. Fuller), where they spent a very good

BRITISH EMPIRE MEDAL FOR CHIEF WREN

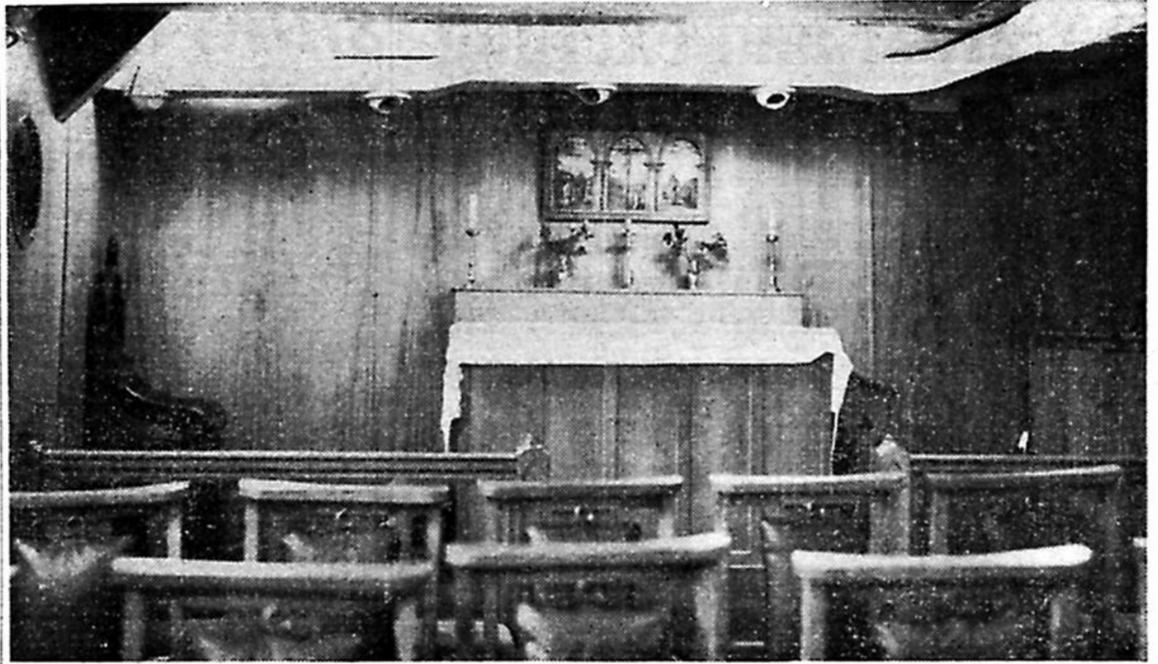
H.M.S. DAUNTLESS figured in the New Year Honours List in the person of Chief Wren Phyllis Oxer, who was awarded the British Empire Medal.

Chief Wren Oxer, Category Steward (O), trains the New Entry Wren Stewards (O). In March she will have completed 20 years' service in the W.R.N.S.

INJURED SEAMAN TRANSFERRED TO BRITANNIA

WHILST H.M. Yacht Britannia was on her way to Fiji, where she will embark the Queen and the Duke of Edinburgh, an injured British seaman, Joseph O'Connell, who had been injured in a boiler explosion in his ship, s.s. Glenmoor, on January 6, was transferred to the Royal Yacht, Britannia which arrived at Fiji on January 25.

O'Connell said that the officers and crew of Britannia had been very good to him and saw to it that he had everything he wanted.



The chapel in H.M.S. Maidstone

Advancements

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

To Acting Chief Radio Electrical Artificer
MX 887945 D. J. Clark.

To Acting Chief Engine Room Artificer
MX 888751 F. P. Costen, MX 887922 J. D. Adams, MX 855723 B. Froggatt, MX 715206 A. Barker, MX 758853 S. J. Williams, MX 667766 E. M. Findlay, MX 126670 A. F. C. Bennett, MX 887663 J. Hall, MX 914138 D. F. Blake, MX 61906 R. Pettifor, MX 888516 J. Martin.

To Chief Petty Officer Radio Electrician
MX 895546 D. L. Elliott.

To Chief Shipwright Artificer
MX 842782 W. T. Brazier, MX 863585 E. P. Ferrari, MX 863553 G. P. Stewart.

To Chief Petty Officer Engineering Mechanic
MX 894730 R. W. Sharples, MX 879140 W. Miller, MX 821373 L. C. Adams, MX 778123 T. R. Hustler, MX 861991 R. Mullender, MX 92080 F. McKenna.

To Chief Electrician
MX 661981 V. B. Wright, MX 886566 E. G. Greenoff, MX 866263 D. M. Gray, MX 869280 V. W. H. Dowton, MX 854406 P. W. Graver.

To Acting Chief Electrical Artificer
MX 818536 R. G. Bloor, MX 888956 F. Dugan, MX 902267 T. W. Finch, MX 902493 C. Howe, MX 86405 K. J. Spencer.

To Chief Blacksmith
MX 716187 C. G. Trigg.

To Chief Radio Supervisor
JX 712552 A. Stewart, JX 748442 B. P. Bridges.

To Chief Communication Yeoman
JX 789009 R. Davies, JX 371763 A. D. H. Goreham, JX 140933 H. G. Hayles.

To Chief Petty Officer Writer
MX 780535 L. A. Huson, MX 867487 E. J. Dickens, MX 771739 K. Horsham, MX 840556 A. Cooke.

To Chief Petty Officer Cook(S)
MX 614670 E. J. Charlesworth, MX 725194 T. Thomson, MX 841333 J. R. Boddy, MX 817347 G. Duffus, MX 852093 D. Harrison, MX 771586 S. J. Howard.

To Chief Petty Officer
JX 778080 B. Dunmore, JX 788571 R. G. A. Nunn, JX 292062 J. H. Fenwick, JX 183663 W. E. Tyack, JX 817046 J. D. Irvine, JX 162554 R. J. Nicholson, JX 581005 A. Noble, JX 180542 W. Armstrong, JX 712156 P. D. Broomfield, JX 712483 P. J. Naylor, JX 292076 J. Brown, JX 646213 P. J. Lambert, JX 162952 J. A. McGilivray, JX 162784 J. C. Burgess, JX 646006 T. Long.

To Master-At-Arms
MX 745003 G. Harrison, MX 804225 T. C. Brown.

To Stores Chief Petty Officer (V)
MX 873396 A. H. N. Langley.

To Chief Petty Officer Steward
LX 850777 P. Rees.

To Chief Petty Officer Cook(O)
MX 749756 B. Evans.

To Chief Air Fitter (AE)
L/EX 817698 R. E. Fox.

To Chief Air Fitter(O)
L/EX 83964 W. Peet.

To Chief Airman (SE)
L/EX 866992 R. W. Crocker.

To Acting Chief Electrical Artificer (AIR)
L/EX 857586 L. A. Settle.

To Chief Electrician (AIR)
L/EX 817225 P. J. Tinkler, L/EX 803246 J. Fox.

To Chief Wren (Quarters Assistant)
37291 G. H. Keir.

Stained glass windows in depot ship's chapel

TOWARDS the end of the long conversion of H.M.S. Maidstone at Portsmouth Dockyard, opportunity was taken to build a new chapel in the ship, and the Rev. R. W. Richardson, M.A., Chaplain, Royal Navy, then Chaplain of the "yard" designed the layout.

Dedicated to St. Nicholas, the furnishings of the chapel include three fine stained-glass windows depicting St. Nicholas, a submarine at sea and a

family waiting for a submarine to return to harbour.

A brass tablet of simple dignified design has been erected to the memory of those who lost their lives in the 1939-45 war while serving in submarines in the Mediterranean attached to H.M.S. Maidstone.

The chapel was dedicated on July 29 when the ship visited Rothesay. The lesson was read by Capt. J. A. R. Troup, D.S.C. and Bar, R.N., Captain (S/M), Third Submarine Squadron, and the service was conducted by the Rev. A. W. E. Barcroft, M.A., R.N., Squadron Chaplain.

Seven miles north of Helensburgh, on the Gareloch, is the Submarine Squadron Base. Serving in the Squadron are some 1,300 officers and men, and nearly a quarter of the personnel have moved their families to that part of Scotland. New married quarters are under construction in Helensburgh, and the total service accommodation will shortly amount to 187 houses.

On Sundays transport is provided to morning service in H.M.S. Maidstone from the married quarters.

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N.N. (BLOCK LETTERS PLEASE)

Tattoo Artist

...right across the channel, ... of our pilots think that they probably cut through some of the herring nets while bringing ships to the dockyard," said a spokesman of the Admiralty.

Herbert Sawyer (1785 to 1788), Capt. Richard Fisher, H.M.S. Winchelsea (1792), Commodore Rupert George, H.M.S. Hussar (1792 to 1794), Admiral George Vadeput (1796 to 1800), Capt. Robert Murray, H.M.S. Asia (1800), Capt. John Erskine Douglas, H.M.S. Boston (1801 to 1802), Rear-Admiral William Charles Fahie, C.B. (1821 to 1824), Vice-Admiral Sir Thomas Harvey, K.C.B. (1839 to 1842), Rear-Admiral Arthur Fanshawe, C.B. (1853 to 1856), and Vice-Admiral Sir James Elphinstone Erskine (1895 to 1897).

Readers who may know of the existence of portraits of any of the officers mentioned should get in touch with Rear-Admiral Pullen.

Admiral of the Fleet Viscount Cunningham of Hyndhope, K.T., G.C.B., O.M., D.S.O., and two Bars, was 80 on January 7.

A. G. Townley, Australia's De-Minister, has stated that a number of Oberon class submarines of the Navy are to be sold to Lia. No confirmation has been by the Admiralty.

S. Centaur visited Liverpool on January 31 to February 4.

Frigate's 75,000 miles during commission

H.M.S. CHICHESTER TO HAVE FACE-LIFT

ON January 18 H.M.S. Chichester paid off at Chatham, after a commission of 22 months, spent largely on the Middle and Far East stations. Commissioned in April, 1961, under the command of Cdr. (now Capt.) R. A. Gilchrist, Royal Navy, the ship was quickly in the public eye when she stood by the Lowestoft trawler Frandor when the latter caught fire off the Norfolk coast. This incident occurred during H.M.S. Chichester's sea trials—on her first day at sea, in fact. The trawler finally sank after having been gutted by the fire.

After trials and the Portland work-up H.M.S. Chichester spent July in and around Gibraltar as part of a "long stop" force standing by to proceed to Kuwait. The ship returned to Portsmouth on July 29 and sailed for Kuwait three weeks later on August 20, 1961.

H.M.S. Chichester arrived in Kuwait on September 7, and from then until September 30 was Air Defence Ship and Naval Gunfire Support Ship for the Sheikdom. She was relieved by H.M.S. Llandaff and after a fortnight at Mombasa—a most enjoyable visit—proceeded to the Far East station, arriving in Singapore on November 4, 1961.

CHRISTMAS DAY HOAX

The next high spot was Christmas in Hong Kong, where the ship stayed from December 22 to January 8, though this in its turn was interrupted

when H.M.S. Chichester proceeded to sea on Christmas Day in reply to an SOS from the Panamanian tug Inglis. No trace of the tug was found, and the search was abandoned at sunset on the 26th. The feelings of the ship's company can be imagined when on return to Hong Kong on the 27th, the Inglis was found at anchor off Kowloon. Apparently the whole thing was a hoax, the SOS having been sent by the crew, who had mutined and forced their captain to return to harbour; the position given in the SOS was over 200 miles out, and the tug arrived back about 12 hours before H.M.S. Chichester. The majority of the Inglis's crew were later both fined and imprisoned.

After leaving Hong Kong a period of exercises followed, including the first time the four ships of the Fourth Frigate Squadron operated together. After this H.M.S. Chichester returned to the Middle East station spending most of February and March in the Persian Gulf. At the end of March she arrived in Aden, where she took part in Aden Forces' Week, before returning to the Far East in company with H.M.S. Ark Royal, arriving back in Singapore on April 12.

VISIT TO JAPAN

After a self-maintenance period, H.M.S. Chichester set off on her travels again. During the next two months she visited Subic Bay, a U.S. Navy base in the Philippines, Hong



Lieut.-Cdr. P. Cobb, R.N., addressing the ship's company of H.M.S. Narwhal

(Continued from column 2)

Kong—where she had Capt. (F) 4's sea and harbour inspections—two ports in Japan, and Buckner Bay in Okinawa. These calls, together with several major and minor exercises lasted until June 29, when she arrived in Singapore for the last time. The next fortnight was occupied saying goodbye to all the many friends the ship's company had made, but time was found to retain the Far East Soccer Cup which the ship had held since Easter. It was finally "donated" to H.M.S. Cavalier just before sailing, in deference to the old saying "You can't take it with you."

H.M.S. Chichester left Singapore on July 16 and arrived in the United Kingdom on August 18, having been away 363 days—the "longest out" of any of the Squadron. After leave, she began running with the Home Fleet in mid-September, her first commitment being a visit to Southend, which was a great success. This was followed by Exercise "sharpsquall" and then a month at Londonderry. A week's visit to Leith, the port of Edinburgh came next, and the ship arrived back in Chatham on December 12, and began preparing for long refit.

LIVES SAVED

On December 29 the small party who were on duty over the Christmas period were instrumental in saving the lives of the two survivors of the Admiralty Tug TID 97 which capsized just abeam of the ship whilst engaged in berthing an R.F.A. They also figured in the attempts to save the other three crew members, which were unfortunately of no avail.

During the commission H.M.S. Chichester has steamed 7,000 miles, of which 55,000 were East of Suez.

H.M.S. Chichester is due to re-emerge from the yard, after an extensive "face-lift" in mid-1964, when only a very few of the present commission will still be with her.

The Rev. R. W. Richardson, M.A., Chaplain, Royal Navy, is to succeed the Venerable Archdeacon J. Armstrong, C.B., O.B.E., Q.H.C., Th.L., Chaplain of the Fleet, on March 15.

Narwhal recommissions

H.M.S. Narwhal (Lieut.-Cdr. Peter Cobb, Royal Navy) recommissioned at Devonport on December 6 for service in the Second Submarine Squadron.

Narwhal is a submarine of the Porpoise Class and like all submarines of this class has great range (far more than any surface ship) and is capable of remaining submerged on patrol anywhere in the world for many weeks at a time.

There have been two previous Narwhals. The first was a torpedo boat destroyer which served with the Grand Fleet and fought at Jutland, and the second was a minelaying submarine which was lost during the Norwegian campaign in 1940.

A CHERISHED TROPHY

Kingsley, in his "Natural History of Whales," describes the narwhal as a "whale some 20 ft. in length, possessing a tooth about half the length of its body (a fine specimen about 10 ft. long is displayed on the front of the

fin as one of Narwhal's most cherished trophies). It feeds on fish and molluscs, and, notwithstanding its habit of remaining motionless upon the surface for several minutes, is an active animal.

"It is found in the Arctic Seas of both continents, but is so rare in the parts near the Behrings Straits that the natives have a superstitious dread of its visits."

The five officers and 67 ratings of the present Narwhal hope that they will not remain motionless on the surface for too long or exude excellent quantities of oil—or for that matter have to put a superstitious dread into the natives of the Bering Straits; they look forward to a commission based on H.M.S. Adamant at Devonport. At the moment they are working up in Scotland, based on H.M.S. Maidstone.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

- H.M.S. Relentless, September 5, at Rosyth for trials. Commission March, 1964, for Foreign Service (Far East) from date of sailing. 3rd Frigate Squadron. Transfers to 26th E.S., December, 1964 (A).
- H.M.S. Vidal, September 5, at Chatham, for General Service Commission West Indies. U.K. Base Port. Portsmouth.
- H.M.S. Loch Alvie, early September, at Singapore, for Foreign Service (Far East). Third Frigate Squadron (A).
- H.M.S. Appleton, H.M.S. Flockton, H.M.S. Chilcompton, September, at Aden, for Foreign Service (Middle East). 9th M.S. Squadron (E).
- H.M.S. Ulster, September, at Devonport C. & M. party.
- H.M.S. Dido, September 17 (Tentative date), at Glasgow, for Home Sea Service. General Service Commission, November, East of Suez/Home (14th months) 22nd E.S. U.K. Base Port. Portsmouth.
- H.M.S. Paracet, October 18, at Bahrain for Foreign Service (Middle East). Amphibious Warfare Squadron (F).
- H.M.S. Caprice, October, at Gibraltar, for Local Foreign Service, L.R.P. complement.
- H.M.S. Cassandra, October, at Portsmouth, for General Service Commission, Home/Med. 21st E.S. U.K. Base Port. Portsmouth.
- H.M.S. Penelope, October (may be delayed), at Newcastle, for Home Sea Service. 20th Frigate Squadron. U.K. Base Port. Devonport.

- H.M.S. Barossa, October, at Singapore, for Foreign Service (Far East). 24th E.S. (A).
- H.M.S. Kemerton, October, at Aden, for Foreign Service (Middle East). 9th M.S. Squadron (E).
- No. 829 H.Q. Squadron, October, at R.N. Air Station, Culdrose. Home Sea Service. Wasp.
- H.M.S. Mohawk, November 13 (Tentative date), at Barrow for Home Sea Service. General Service Commission January, 1964 (Tentative date). Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port. Portsmouth.
- No. 829 London Flight, mid-November (Tentative date), at R.N. Air Station, Culdrose, for General Service Commission. H.M.S. London, Wessex.
- H.M.S. Ajax, November 19 (Tentative date), at Birkenhead, for Home Sea Service. Foreign Service from date of sailing—May, 1964 (Tentative date). Far East. 24th E.S. (A).
- H.M.S. Loch Fada, November, at Singapore, for Foreign Service (Far East). 3rd Frigate Squadron (A).
- H.M.S. Defender, November, at Chatham, for trials.
- H.M.S. Eastbourne, December 3, at Rosyth, for trials. Commissions for Home Sea Service, February 18, 1964, 17th Frigate Squadron. U.K. Base Port. Devonport.
- H.M.S. Zulu, December (may be delayed), at Glasgow for Home Sea Service. Commissions for General Service Commission, February, 1964 (may be delayed). Middle East/Home (18 months). 9th Frigate Squadron. U.K. Base Port. Rosyth.

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Paravane trials entailed much hard work

TRIP TO CHANNEL ISLANDS

(In his last article Neptune, who joined the Royal Navy as a young seaman in 1904, told of his service as First Lieutenant in one of the first Asdic destroyers, H.M.S. Wessex and of the receipt of his appointment to command the destroyer H.M.S. Tarpon).

IT was getting towards Easter, 1925, and the Home Fleet had been engaged in Combined Exercises with the Mediterranean Fleet. The night before the Fleet sailed from Gibraltar for Home Ports there were many farewell parties which, towards midnight, converged on H.M.S. Campbell, the Flotilla Leader, where final handshakes took place and congratulations extended to those of us who had received appointments which might, eventually, lead to responsible positions.

Sailing at an early hour, the fact that we were homeward bound did not mean any relaxation from exercises.

The submarines and 6th Flotilla Asdic destroyers, were alerted from dawn to dusk, until finally, as the line of battle-ships led by H.M.S. Nelson proceeded up Channel, they were attacked by submarines from the Plymouth and Portsmouth Commands.

On dispersal of the Fleet for Easter leave at their home ports, Wessex proceeded to Chatham, where the Captain's relief awaited our arrival. It was a sad moment when our Captain left the Wessex. He had been in command for three years, and had seemed to be part and parcel of the ship. It was hard to realise what it would be like without him, and, unfortunately for

him, the future held little prospects.

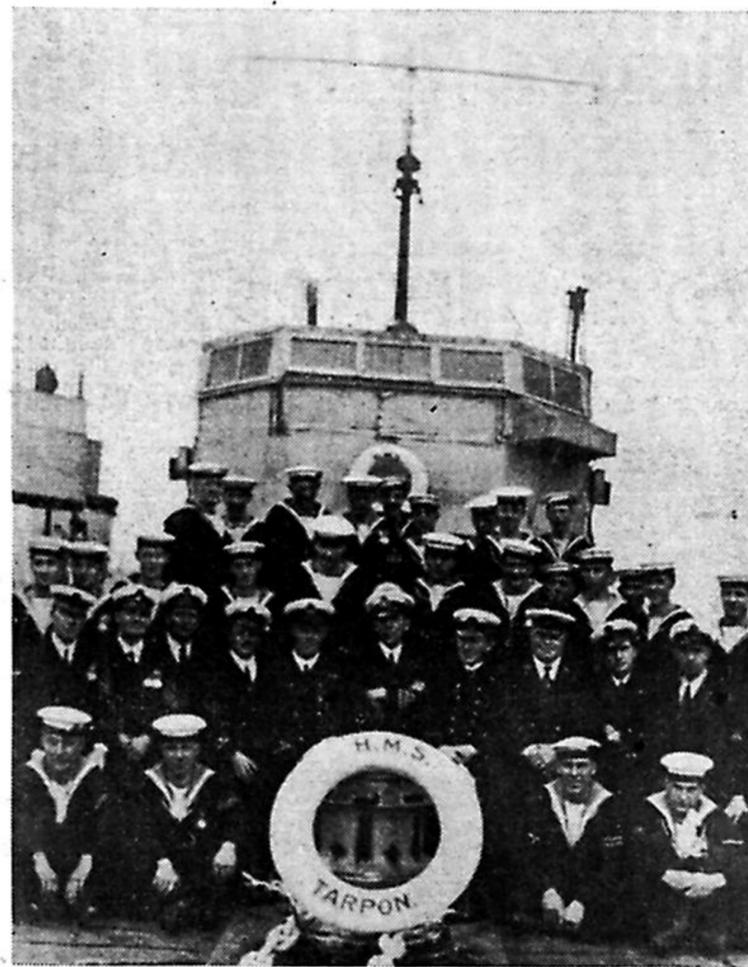
I owed a lot to him for the experience that he had helped so much for me to attain. My relief arrived two weeks later. Although my own prospects were quite encouraging, I felt so very sorry to have to say goodbye to the ship's company. I was indeed proud of all those with whom I had served, and appreciated their loyal support, without which, I would never have achieved all that I did.

SAILORS IN THE MAKING* By NEPTUNE

I joined H.M.S. Tarpon at Portsmouth on May 1, 1925, whilst still a two striper. I was fortunate to be relieving a very old friend of mine, who already had shipped his half stripe, which made me feel rather junior for taking over the command of a destroyer. However, I had the satisfaction in knowing that I was taking over from an efficient officer.



H.M.S. Tarpon in 1925. This destroyer was sold in 1927



The ship's company of H.M.S. Tarpon in 1925

lieutenant, my duties, except for the midday break, kept me on the bridge, whilst the commissioned gunner and the seamen ratings worked with the experimental officer.

Each run with the paravanes out was a matter of trial and error. The paravanes had to be hoisted in and adjustments made and the trials called for the utmost patience and perseverance: nothing was skipped. Although frequently late in returning to harbour, it was not deemed any hardship, as it was generally possible to feel that some success had attended our efforts.

It may be asked, what were we trying to achieve? This may be briefly explained as: (1) To tow paravanes at speeds of 25 knots and above, and at the same time reduce the strain in the towing wires. (2) To design equipment which would automatically operate the vertical and horizontal paravane vanes, as the speed worked up to 25 knots and above.

After many trials this was successfully achieved, the operating mechanism causing the paravane to dive deeper, and the angle of tow to decrease, and the most important point, the tension in the towing wire to be decreased. Thus, the answer to what may be termed phase I had been produced.

But this created another problem, much more complicated, as it became necessary to reset the position of the mine cutter, and the float, which indicated the position of the paravane below the surface. This had to be redesigned to ensure that it remained on the surface under all conditions of speed and weather. The only way to test these modifications was to lay out mines and cut them at various speeds, at certain depths. These experiments extended over quite a long period, but were finally successful.

TRICKY OPERATION

The operation was quite a tricky one. Tarpon, in the first instance, acted as a minelayer. Usually three mines were laid in a position clear of shipping channels. To ensure recovery, the mine sinkers had to be buoyed, in addition to the mines. These when cut, would drift, and would need to be recovered quickly before some merchant-ship reported a drifting mine. Having laid the mines on a "line of bearing" to enable them to be cut on one run, Tarpon had to stream the paravanes veer the towing wire to the correct length, and proceed to seaward for turning to the cutting course, and get steady at 25 knots.

By this time the tiny buoys marking the position of the mines, were completely out of sight, and at 25 knots, it was very necessary that the marking buoys should be sighted at the earliest possible moment, to allow the course to be adjusted to ensure the cutting. If they were missed, then the whole operation would have to be repeated.

I was generally tensed up during the cutting run. I had to be guided entirely by eye, and endeavour to have the paravane float in a position to bring the mine mooring buoy within the orbit of the paravane sweep wire,

whilst at the same time, to miss the sinker mooring buoy. Fortunately, 95 per cent. of the attempts to cut were successful. It was with a deep sigh of relief that I could relax, hoist in the paravanes, chase and recover the drifting mines, and finally weight the mine sinkers and return to harbour, with the upperdeck literally cluttered up with mines, mine sinkers, and wires galore, which took a whole day to sort out. The valuable experience gained proved that we were still "Sailors in the Making."

VISIT TO GUERNSEY

Tarpon was now in continuous demand by the paravane and the mining experts. Whilst adjustments were being made to paravane equipment, I was fully employed by the Mining Department. It was, therefore, with a thrill of pleasure, that I received my sailing orders, to proceed to Guernsey to carry out depth charge trials, under the supervision of the Mining Commander, H.M.S. Vernon. A change was as good as a rest. The trials were to extend over a period of a week.

I arrived off the channel leading into the anchorage of Guernsey in the late afternoon. It being low water the entrance to the channel was not very inviting. Rocks appeared to be everywhere. However, the channel was safely navigated, and we came to anchor in the evening twilight.

Whilst preparations were being made on the following morning for the experiments to commence, I took the opportunity to call on the Governor, and explain the reason for Tarpon's presence off the port.

The trials were to be carried out in an area shown on the chart as "Hurd Deep," about six miles north of the Casket Lighthouse. It was a deep cavity in the ocean bed, a long narrow strip, having depths up to 80-100 fathoms. The chain cable on Tarpon's anchors were not of sufficient length to reach the seabed at that depth, so, before leaving harbour, the port cable was connected to the starboard. Furthermore the anchor could not be dropped in the ordinary way for a depth of 80 fathoms or more and it would need to be lowered by the cable holder.

PROBLEMS

The first day of the experiments produced a few problems before the desirable position was reached. The only rangefinder on board was a Weymouth-Cooke, accurate perhaps up to a mile, but as it was misty the Casket Lighthouse soon disappeared from view, and so it became necessary to rely on dead reckoning and soundings—not an easy proposition with a cross tide of between five and six knots. However, the sounding machine was producing good results when the wire carried away. There was no alternative but to turn back to sight the Caskets, and shape course once more on a line of bearing. During this operation a new lead and wire had been fitted to the deep sea sounding machine, and

(Continued on page 7, column 1)

There comes a time when every sailor goes shore-side for good. Roll on, you might say. But just weigh up for a moment what it means. All the grub, gear, leave, quarter and so on that comes Freeman's now have to be paid for in Civvy Street—and that's a very different part of the ocean!

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The Vernon Flotilla consisted of two "W" Class destroyers, Tarpon, and three similar destroyers and two "P" Boats, H.M.S. Winchester, in which I had been Number One was still Commander D's ship, and when making my official call, I found Commander (D) to be none other than Charles Peploe, for whom I had acted as steerage hammock-man, when he was a midshipman in 1906. We served together again on King Edward VII, 1909-11, he as a sub-lieutenant and I as able seaman, and later, as leading seaman. So here we were again for the third time—he as Commander (D), and I, one of his flotilla commanding officers, who was about to be promoted to Lieut.-Cdr.

MAID OF ALL WORK

H.M.S. Tarpon could very well be termed a "general purposes destroyer" or, maybe, "a maid of all work." She was fitted for minelaying, and in addition, had powerful winches and strengthened davits and fairleads fitted for the purpose of carrying out high speed experimental trials and tests for paravanes. Her torpedo tubes were available, for the firing of torpedoes, by classes from the Torpedo School, H.M.S. Vernon.

At this time, intensive experiments were being carried out with a larger and new type of mine, and with paravanes developed for towing in excess of 25 knots, in all types of weather, which meant raising steam in all boilers, on most days. These experiments were much more interesting than paddling out to the Stokes Bay area with classes for firing torpedoes, and when the weather was too rough for the recovery of torpedoes, to remain snugly in harbour.

PATIENCE AND PERSEVERANCE

I and my ships company, had an active and interesting life, which kept us on our toes. The complement for upper deck duties allowed only 16 seamen, a C.P.O. Coxswain and two petty officers. A first lieutenant was not allowed in the officers' complement, so the executive duties were undertaken by the Commissioned Gunner (T).

The experiments and trials and tests were usually carried out in the English Channel, in the vicinity of St. Catherine's Point. It was, therefore, a fairly long run before the area was reached, as speed was restricted to 12 knots, until clear of Bembridge Ledge buoy. To make full use of the time available only 30 minutes were taken for the midday meal. Having no first

PUMA HELPED TO GET TRISTAN READY FOR THE ISLANDERS

New road named after ship

(BY NAVY NEWS CORRESPONDENT)

AS all the world knows, the lonely island of Tristan da Cunha in the South Atlantic was evacuated in 1961 because of a volcanic eruption and the inhabitants of the island were brought to Great Britain.

NEPTUNE

(Continued from page 6, column 5)

this time we located a depth of 80 fathoms and lowered the anchor on to the seabed.

DEPTH CHARGE TRIALS

The depth charges being manufactured at that time were under suspicion for depths up to 300 feet, which coincided with the depths Submarine X.1 was experimenting in. A shot rope similar to that used by naval divers when deep sea diving was lowered over the stern, with a five-hundred-weight sinker attached—to take it to the seabed. This acted as a guide for the depth charges to slide down. On reaching the bottom, an electric contact was made, and a fuze blown on deck. Each depth charge recovered came up completely squashed by the pressure of water at 80 fathoms (480 ft.). These trials were continued throughout the week.

The visibility being good, no further difficulty was experienced in locating the position with the necessary depth for the trials to be continued.

But one cause of anxiety remained. Although the anchor was lowered easily to the seabed, there was great difficulty in recovering it. The cable holder had not been designed to heave in such a weight of cable. It was only by heaving in with a full head of steam on the cable holder, in short spells, and steaming slowly ahead to help take off the weight that the anchor was recovered.

Tarpon's crew had had quite an exciting week which ended with our passage back to Portsmouth in the teeth of a south-east gale.

(To be continued)

The islanders, grateful for the assistance given to them, nevertheless were not really comfortable amid the hustle and bustle of modern life, and hankered to return, when reports were received that the island was still habitable.

In July last year a party of twelve islanders and Mr. H. G. Stableford, of the Ministry of Agriculture and Fisheries, Colonial Office Department, went to the island and confirmed that it really was habitable.

On September 27 H.M.S. Puma (Capt. D. B. N. Mellis, D.S.C., Royal Navy), Captain (F) 7, sailed from Simonstown for Tristan and after a very pleasant passage of five days reached the island—its 6,000-foot-high peak lost in the swirling clouds.

WELCOME GIFTS

During the evening of October 1 H.M.S. Puma dropped anchor off the settlement, close to the Tristania, the small lobster boat that spends most of its time fishing off Tristan. The boats which took mail and supplies to the Tristania brought back cases of lobster tails for the Captain and ship's company—a very welcome gift.

The volcano hadn't done as much damage as was at first feared. The fish-canning factory (the island's main source of income) had been buried under a sea of lava which, in addition, had formed a new beach. The old beach was always considered to be hazardous for the landing of boats, but the new one presented even more difficulties.

The first move was to put a landing party ashore and this was accomplished the next morning when the First Lieutenant (Lt.-Cdr. A. H. P. Crosbie, Royal Navy) landed with 20 men.

Getting the party ashore was a difficult operation and was only accomplished with the aid of the islanders' famous long boats (one of

which was holed in the process) and one of the ship's inflatable life rafts—a taste of things to come when stores were to be landed.

A DIFFICULT MANŒUVRE

When the stores were due to be landed the swell had risen considerably and it became apparent that the use of boats was not the answer. Seaman'ship came to the rescue and Puma was moved until she was about 400 yards off shore. The whaler was moored 50 yards off shore and a jackstay was run from the ship's stern to the whaler, and from the whaler to a W/T mast which stood on top of a small cliff. This was a very difficult manœuvre in the prevailing weather conditions, but it paid dividends.

In the meantime the landing party had not been idle. It had been decided that the most valuable assistance they could offer was to blast a new road through the lava to the new beach, and the peace of the day was punctuated every few minutes by the sounds of the explosions as the party blasted and removed the rubble. It took 36 hours and a lot of very hard work, but the party succeeded in its task and the road was built. It has now been officially named Puma Road.

DAMAGE TO SCREW

The ship managed to land most of the stores via the jackstay and, as the weather continued to deteriorate, it was decided to move the ship to her original berth. Then the trouble started! The volcano had thrown up a pinnacle of rock right alongside the ship and as it got under way the port screw ploughed into it. Of all the luck! One uncharted rock in the whole Atlantic Ocean and we had to hit it. After we anchored divers went over the side and reported all three blades bent over, at the tips, to angles of 90 degrees.

It was decided to sail that night for Cape Town and now the most difficult part of the whole operation—retriev-



"Getting stores ashore was no easy task"

ing the landing party—commenced. By this time the sea had really started to get up and the only way to get the party off was with the life raft. It had to be done, however, and it was done, with the landing party getting soaked and the life raft collapsing on the last journey. Fortunately the whaler was standing by and rescued the last of the party.

We sailed that night on one shaft after warning Tristania of the underwater obstruction. It took us five days through the worst weather the ship had experienced since she commissioned.

REPAIRS AT GIBRALTAR

At Cape Town the ship went straight into dock for a propeller change and it was then discovered that, in addition to one bent propeller, the ship also had several small holes in the bottom. Fortunately they were mostly located in the empty fuel tanks. Repairs could not, conveniently, be undertaken on the station and the ship was sent to Gibraltar, calling at St. Helena, Ascension Island, Freetown and Bathurst en route.

CAVENDISH SAILS

H.M.S. Cavendish (2,600 tons full load) left Portsmouth on January 28 for service in the Far East.

The destroyer recommissioned at Gibraltar on September 10 last and is to join the Fifth Destroyer Squadron.

ROYAL MARINES FOR ARCTIC

A PARTY of 35 Royal Marine officers and other ranks assembled at the Infantry Training Centre, Royal Marines, Lympstone, Devon, on January 28 for kitting-up and initial training before sailing to Norway for six weeks cold weather warfare training and exercises nearly 100 miles inside the Arctic Circle.

In the party were four instructors from the Cliff Leaders' Wing of the I.T.C.R.M. The 30 volunteers for the course are accompanied by a Naval doctor. They have been selected from a long list of applicants, capable of marching at least 10 miles in rugged hilly country with their weapons and equipment.

They left London on February 4 and sailed for Bergen from Newcastle upon Tyne later the same day and will arrive at Finnsnes on February 9. With the assistance of Norwegian Army instructors they will carry out three weeks of intensive training which will teach the volunteers how to live, move and fight in cold weather and Arctic conditions. After further exercise in the area the Royal Marines will return to the United Kingdom on March 22.

H.M.S. Victory is to be re-rigged with Italian hemp instead of sisal. The ship was last re-rigged 16 years ago.



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New Flag Officer Aircraft Carriers

THE new Flag Officer, Aircraft Carriers, Acting Rear-Admiral D. C. E. F. Gibson, D.S.C., has been connected with the Fleet Air Arm for nearly all his service career.

Born in 1916, he transferred to the Royal Navy in 1937 as an Acting Sub-Lieutenant from the Royal Naval Reserve. He first went to the destroyer H.M.S. Wanderer and was afterwards in H.M.S. Nelson.

In 1938-39 he trained as a Naval pilot and during the war flew fighters from H.M.Ships Ark Royal, Formidable, and Audacity.

Since the war Admiral Gibson, who has more than 3,000 flying hours to his credit, has served as Air Group Commander in H.M.S. Theseus, Lieutenant-Commander (Flying) in H.M.S. Illustrious, and Commander (Air) in H.M. Ships Indomitable and Glory. Other appointments held include those of Commander (Air) at R.N. Air Station, Culdrose, Captain of R.N. Air Station, Brawdy, Captain of H.M.S. Dainty and Deputy-Director of Air Warfare at the Admiralty.

In Memoriam

Ronald David Formoy, Marine, R.M. 16883, 42 Commando, Royal Marines. Died December 12, 1962.

Richard Jennings, Marine, R.M. 19233, 42 Commando, Royal Marines. Died December 12, 1962.

Gerald Keirans, Marine, R.M. 16941, 42 Commando, Royal Marines. Died December 12, 1962.

Walter Grant MacFarlane, Sergeant, CH/X 4743, 42 Commando, Royal Marines. Died December 12, 1962.

Fred Stewart Powell, Marine, R.M. 21017, 42 Commando, Royal Marines. Died December 12, 1962.

Graham John Gillingham, Marine, R.M. 20270, 42 Commando, Royal Marines. Died December 24, 1962.

John Henry McCormick, Engineering Mechanic 1st Class, C/KX 914569, H.M.S. Messina. Died December 24, 1962.

Malcombe Derek Lucas, Electrical Artificer Apprentice, 055180, H.M.S. Collingwood. Died December 31, 1962.

Fire broke out in an office at Fort Southwick on January 31. Portsmouth, Fareham and Portchester firemen were called and the fire was quickly put out. Very little damage was caused.

H.M.S. Whirlwind provided security guard for Premier

TWO-THIRDS OF SHIP'S COMPANY ON WATCH

HM.S. Whirlwind, (Cdr. J. K. Lessey, D.S.C., R.N.), wearing the Broad Pendant of Cdre. J. E. L. Martin, D.S.C., R.N.) provided the security guard for the meeting between the Prime Minister and President Kennedy in New Providence, Bahamas, from December 19 to 22. Communications facilities for the Ministry of Defence were also provided by the ship.

Lyford Cay, where the talks were held, is an exclusive club about 14 miles from Nassau, where the ship was berthed. Nothing has been spared in making Lyford into a luxurious haven for the rich (the turf on all 18 fairways of the golf course was imported from the United States). However, there was little time for golf, even if it could be afforded there was a job of work to be done.

THE TALKS

The Prime Minister and the President lived in separate houses about 200 yards apart, each with its own private beach. Most of the talks were held in Mr. Macmillan's house, "Bali Hai." The rest of the delegates lived in the Club House building, about three-quarters of a mile away.

Security arrangements for the meeting included sealing off the area; floodlighting the perimeter at night; and having a system of "pass checks" for anyone attending the talks. The American Secret Service provided further facilities for the President's safety.

SECURITY ORGANISATION

Altogether 115 out of the ship's company of 194 were employed at Lyford Cay. A perimeter guard of 36 working in three watches of 12; sentries at check points in the grounds and a Royal Marines house guard of 12, formed the backbone of the organisation. In addition, two telephone exchanges, including the Prime Minister's, were manual, and the Communications Branch was kept busy with the Minister of Defence's traffic. A boat patrol was also provided. This all produced fairly complex organisational difficulties, as there was only limited accommodation available.

Furthermore, there was also the ship's routine to be considered. For four days the ship's company heard such pipes as "Lyford Cay Port Watch to breakfast," this particular event at 0915 daily. However, this was after no long lie in, but followed an "all night on" at Lyford Cay and an early morning bus ride back to the ship. This ride took over half an hour; civilian transport was used throughout the operation, and the bill for it



Members of ship's company of H.M.S. Whirlwind checking the credentials of a visitor



Mr. Macmillan, President Kennedy and Mr. Diefenbaker at Nassau

Ill-health causes Fifth Sea Lord to give up post

BECAUSE of ill-health, Vice-Admiral P. W. Gretton, K.C.B., D.S.O. and two Bars, O.B.E., D.S.C., has had to relinquish his appointment as Deputy Chief of Naval Staff and Fifth Sea Lord.

Vice-Admiral F. H. E. Hopkins, C.B., D.S.O., D.S.C., has been appointed to succeed Vice-Admiral Gretton, to date January 30.

To replace Vice-Admiral Hopkins as Flag Officer, Aircraft Carriers, Capt. D. C. E. F. Gibson, D.S.C., has been appointed to date January 25 in the acting rank of Rear-Admiral.

Born in 1912, Vice-Admiral Gretton joined the Royal Navy in 1926. He was awarded the D.S.C. in H.M.S. Durban in 1936 during emergency operations in Palestine.

Since the war he has been Assistant Naval Attaché, Washington, Naval Assistant to the First Sea Lord, commanded the cruiser H.M.S. Gambia, Chief of Staff to the Admiral, British Joint Services Mission, Washington, Commodore, Grapple Squadron, at the time of the atomic tests in the Pacific. In April, 1958, he became a member of the Imperial Defence College and from August, 1961, until his appointment as Fifth Sea Lord in January, 1962, he was Flag Officer, Sea Training.

DESTROYER SERVICE

He had outstanding service in destroyers early in the Second World War and had his first command in H.M.S. Sabre operating from Londonderry. He was later awarded the O.B.E. for services at this time and he subsequently commanded several destroyers engaged in convoy operations. In 1942 he was awarded the D.S.O. while commanding H.M.S. Wolverine in Malta convoys.

When still one of the Navy's youngest commanders he led several escort groups from Londonderry and while in H.M.S. Duncan destroyed several U-boats in the North Atlantic. During this period he received a bar to his D.S.O. and less than a year later earned a second bar to the Order for further successful attacks against submarines.

NEW FIFTH SEA LORD

Vice-Admiral Hopkins joined the Royal Navy in 1927 and qualified as an Observer in 1934. During the war he cross-trained as a pilot. He took part in air operations at Dunkirk and in bombing and fighter operations on the Dutch and Belgian coasts, Italian Somaliland, Eritrea, Battle of Matapan, evacuation of Crete, bombardment of Tripoli and during Army support in the Western Desert.

He was given the immediate award of the D.S.O. for an attack on a German troop convoy when in command of 830 Squadron (Swordfish) in December, 1941.

Vice-Admiral Hopkins was with the British Naval Air Mission in Washington from 1942 to 1944 and then joined the American Fast Carrier Task Force in the Pacific, where he was present during the recapture of the Philippines and other major actions.

Service since the war has included Instructor at the R.N. Staff College, Greenwich, Assistant Naval Attaché (Air), Washington, Commander (Air), H.M.S. Theseus. He flew in operations off Korea and then became Deputy-Director of Air Organisation and Training.

He became Captain (D) of the 2nd Training Squadron at Portland in 1953 and then became Director of Air Warfare Division. He then commanded H.M.S. Ark Royal and Britannia Royal Naval College, Dartmouth. Promoted to Rear-Admiral in January, 1960, he became Flag Officer, Flying Training, in September, 1960, and Flag Officer, Aircraft Carriers, January, 1962. He was promoted to Vice-Admiral in October, 1962.

was expected to come to about £490 (Nassau paying).

Dinner was cooked out there daily, an empty millionaire's lodge being used. This lodge boasted a quarter of a mile of marvellous white beach, which was splendid recreation after several hours watch-keeping "up the way."

When handing over the keys of this desirable chunk of "real estate," the agent casually remarked, "An offer of 650,000 dollars was made for this the other day. Of course, I turned it down flat, but if anyone gave me a cheque for 750,000 dollars, then I'd accept it." Oh well, it's nice to feel like a millionaire.

THANKS FROM PREMIER

The ship sailed for Bermuda at 1700 on Saturday, December 22, and arrived during the forenoon of Christmas Eve. The four-day watch at Lyford Cay had been extremely hard work for those concerned, but there was the general feeling that something worth while was being done. Efforts were rewarded by the following extract from a letter from the Prime Minister to Cdre. Martin:

"Once again the Royal Navy have responded in a magnificent way to an unusual call upon them. I have been much impressed by the smart bearing of all ranks who have been engaged in protection duties over the last few days and also by the efficiency of the supporting services which you provided."

H.M.S. HAMPSHIRE'S COMMISSIONING

IT has been reported that Princess Margaret and the Earl of Snowdon will be present at the commissioning ceremony of H.M.S. Hampshire, the guided-missile armed destroyer (6,200 tons, full load) on Clydeside on March 15.

Her Royal Highness launched the destroyer at John Brown's yard on March 16, 1961.



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Flag Changes

The following changes on the Flag List have been announced by the Admiralty:

Acting Rear-Admiral M. C. Giles, D.S.O., O.B.E., G.M., was promoted to Rear-Admiral to date January 7.

Acting Rear-Admiral D. A. Williams, D.S.C., was promoted to Rear-Admiral to date January 7.

Commodore I. L. T. Hogg, D.S.C., was promoted to Rear-Admiral to date January 7.

Rear-Admiral G. I. M. Balfour, C.B., D.S.C., was placed on the Retired List to date January 15.

Rear-Admiral C. B. Pratt, C.B., was placed on the Retired List to date January 17.

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TROOPS TOOK OVER THE QUARTERDECK

H.M.S. TIGER (Capt. P. W. W. Graham, D.S.C., Royal Navy) and wearing the flag of the Flag Officer, Second-in-Command, Far East Fleet (Vice-Admiral J. B. Frewen, C.B.) arrived at Singapore on December 10 on return from a memorable three-month cruise to Australia and New Zealand. The ship was to have spent a week alongside in Singapore. Late on the night before arrival, however, orders were received that the ship was required to embark troops at Singapore the next day and take them to Borneo. Immediately after arrival alongside, all efforts were directed to this end.

The quarterdeck, instead of being prepared for the Admiral's farewell cocktail party, was boxed in with awning and sidescreeens as troop accommodation, as was the after end of the boat deck. So much canvas should at least have made the Army feel at home, although they may have been disappointed not to be able to dig anti-flooding trenches. All boats except the sea boats were landed and their places taken by a variety of transport including nine Land-Rovers, 10 trailers, four Ferret scout cars, one tractor and two water bowzers. About 40 tons of miscellaneous Army stores, including ammunition, were also embarked, with extra fresh provisions and camp beds.

... AND ONE MONKEY

The troops arrived during the evening and consisted of the 1st Bn. Greenjackets (Lieut.-Colonel H. C. Sweeney, M.C.), elements of H.Q. Company, 42 Commando, Royal Marines, a small detachment from the Queen's Royal Irish Hussars, and one monkey, making a total of about 650. It was understandable if some Greenjackets had slightly dazed expressions, as most had come 640 miles by road and rail from Penang and some had even been engaged on exercises near the Thai border only 48 hours previously. They all thought they were simply moving to Singapore to stand by and so were somewhat surprised to find themselves climbing the gangway of H.M.S. Tiger, although it was not the first time in their lives, as they had been embarked for an exercise only five months previously and this stood both sides in good stead.

During the day the planned relief of Vice-Admiral Frewen by Rear-Admiral J. P. Scatchard, C.B., D.S.C., as Flag Officer, Second-in-Command, Far East Fleet, took place.

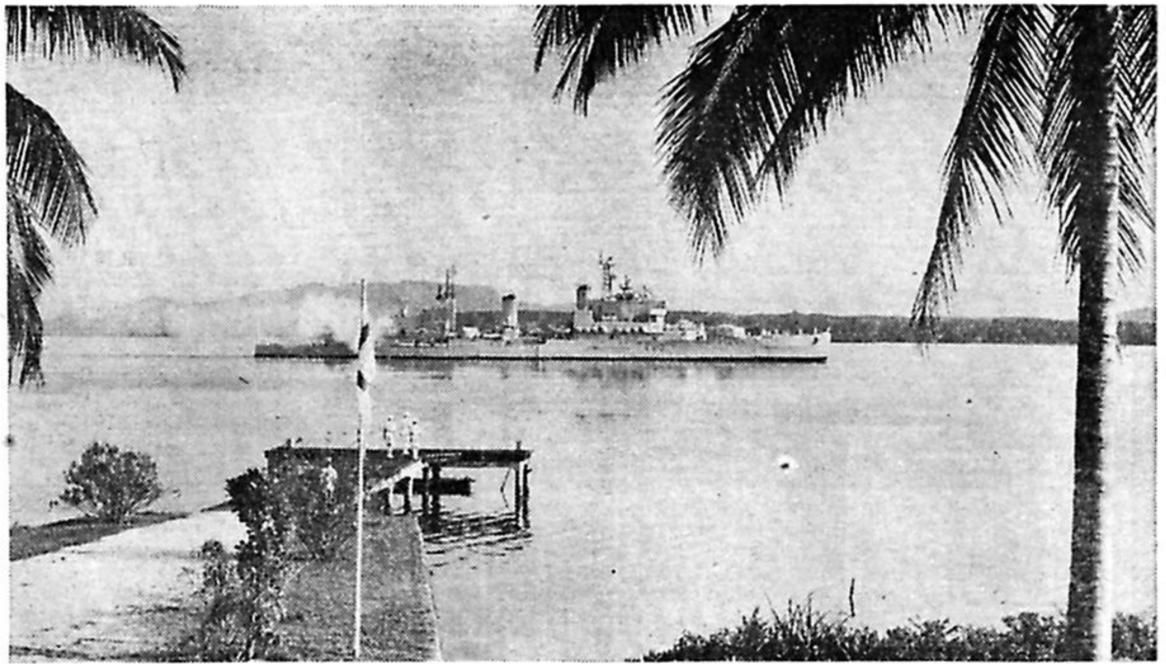
The ship sailed at 2245 hrs., and course was set for Borneo at 27 knots in weather conditions which could hardly have been kinder, with a calm sea. The heavy rainstorms, which had made the afternoon rather oppressive had cleared. Many of the troops slept on the upper deck under awnings.

FOUR THOUSAND MEALS

The ship's galley served over 4,000 meals on Tuesday, an almost continuous service starting with breakfast at 0530 hrs., dinner at 1000 hrs, and high tea at 1500 hrs.

During Tuesday night orders were received to land the Greenjackets, less one company, at the small oil town of Miri, in Northern Sarawak, and course and speed were accordingly adjusted to arrive there at first light on Wednesday. The Greenjackets, with their associated transport, were landed in a miscellany of efficiently run boats provided by Sarawak Shell Oilfields Ltd., whose representatives seemed only too glad to see the visitors. The ship then weighed at 1030 hrs., and proceeded to Labuan, in British North Borneo, it being found convenient to carry out the quarterly full power trial en route.

On arrival at Victoria Harbour, Labuan, the ship went alongside a wooden jetty and disembarked the remaining soldiers, Royal Marines and monkey (which was last seen making new friends in a neighbouring merchant ship) and also the rest of the transport and stores. Tiger's own Royal Marine detachment was also landed to take over the guarding of the airfield from a party from H.M.S. Cavalier. The Admiral landed and flew to Brunei for a conference and on his return at 1930 hrs., the ship sailed for an uneventful 22-knot return passage to Singapore; it was all over.



In the middle of January, when the United Kingdom was covered in a blanket of snow and ice, this photograph, calling to mind waving palms, warmth and sunshine was received in the "Navy News" office. It is of H.M.S. Tiger (Capt. P. W. W. Graham, D.S.C., R.N.) wearing the flag of Flag Officer, Second-in-Command, Far East Fleet, saluting the flag of the Flag Officer, Commanding-in-Chief, Far East Fleet, on leaving Singapore, last December.



Royal Marines of 42 Commando who were forming part of a river patrol in Brunei

Three Tribals to commission

THREE of the Royal Navy's "Tribal" class general purpose frigates are due to commission in February, one at Southampton, one at Cowes and the third at Devonport.

The tentative date for the commissioning of H.M.S. Gurkha at Southampton is February 12. After a period in home sea service she is due to start a general service commission of 18 months in the Middle East and Home Fleet.

H.M.S. Eskimo is due to commission at Cowes on February 19. Her general service commission of 18 months will be spent on the Home Station and Middle East.

The third "Tribal" to commission in the month is the Tartar at Devonport on February 26. Her 18 months' general service commission will be spent on Home Station, Middle East and West Indies.

Blackpool's exciting start to Far East Commission

THE first three months of H.M.S. Blackpool's Far East Commission have been months of movement, interest and excitement. The following article was written when the ship was in the south-south-west of the southern tip of India.

The "Whitby" class anti-submarine frigate arrived at Singapore on October 22 after an uneventful passage from the United Kingdom. Three weeks were spent carrying out a docking, during which the ship's company moved into H.M.S. Terror ashore, and enjoyed cooler conditions and swimming. Parties of officers and ratings organised expeditions into the jungle, and on return reported that they had had an enjoyable but very strenuous time.

ANOTHER CHRISTMAS ISLAND

On November 10 the ship sailed for the 2,300-mile journey to Fremantle, Western Australia. A full programme of exercises was carried out during the 10-day passage and a brief but very interesting visit was paid to Christmas Island. This Christmas Island is just south of Sumatra.

Here the locals arrived in force to welcome the three ships of the squadron, and during a five-hour stay parties were conducted round the extensive phosphate mines, played soccer and won 5-3, and admired the view of Flying Fish Cove from the heights above. At the same time ships were open to visitors, and a gratifyingly large number came on board.

On November 19 the ship joined the flag of Flag Officer Second-in-Command, Far East Fleet, in H.M.S. Tiger off the Australian coast, and after exercises with her and the other escorts, entered Fremantle on November 21.

COMMONWEALTH GAMES

The eagerly awaited visit to Australia proved to be all that had been hoped for. The main attraction of the Commonwealth Games was supplemented by the generous and friendly hospitality extended by the citizens of Perth and Fremantle, and it was not long before the majority of the ship's company had made friends ashore.

The memory of the well-staged opening ceremony of the Games and the feats of the competing athletes in the days that followed will long be remembered. The city of Perth had made extensive arrangements for the Games and, among other things, a new athletic stadium and a magnificent swimming pool had been built.

The port of Fremantle was filled with shipping for the Games. The combined squadron from U.K., Australia and New Zealand totalled 13, and in addition to the numerous merchant

ships visiting the port upon their normal occasions, three large liners had been chartered and served to accommodate visitors to the Games. Each day the wharf at which the ships were secured was thronged with sightseers, and on the day that Blackpool was opened to visitors over 10,000 people came aboard.

BLACKPOOL-BORN

The Chief Petty Officers and Petty Officers held a reception on November 28. This was attended by about 150 friends made during the first week the ship had been in Fremantle, amongst them being an elderly gentleman who was born in Blackpool but emigrated when he was four years old. He was thrilled to be on board a ship with such a close association with his birth-place.

On November 29, Sir Frederick Samson, Mayor of Fremantle, and Councillor William Steer, Mayor of Salisbury, Southern Rhodesia, who was in Fremantle for the period of the Commonwealth Games, visited the ship.

The warships sailed from Fremantle on December 2 and carried out combined exercises with the Australian Fleet. After two days Blackpool and the remainder of the British ships turned northwards for Singapore and, after carrying out exercises on passage, reached there on December 10.

FAST RUN TO BORNEO

The ship's stay in harbour was shorter than expected, and on the afternoon of Wednesday the 12th, sailed again, this time for Borneo, where stores were urgently needed. The Commander, 3rd Commando Brigade, Brigadier F. C. Barton, O.B.E., R.M., and elements of his staff were embarked for the trip. The ship made a 29-knot passage, first to a position off Kuching, where the Brigadier and his staff were disembarked into a minesweeper, and thence to Port Victoria to land stores and refuel. At dawn on the 14th a short patrol in support of offensive operations ashore was carried out, and Blackpool arrived back at Singapore for Christmas on December 16.

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Port Sudan was earmarked as the base for ships from Alexandria

MANY PROBLEMS IN BUILDING UP BASE

(In his January article Capt. Waight told how the fall of France roused the true British spirit and how H.M.S. Fortitude, at Ardrossan, of which he was Officer-in-Charge, became, in addition to an active operational base, an unofficial "training school" for the Auxiliary Patrol Service.)

I FOUND that as one activity passed out of Ardrossan, another arose to take its place, thus demanding the constant attention and concentration of my staff. There were many small naval activities scattered about S.W. Scotland, and for convenience were placed on the books of H.M.S. Fortitude for pay etc., and many establishments depended on the base for drawing naval stores and clothing.

As every effort was being made to defensively equip all merchant ships, to enable them to effectively fight the German Submarine and aircraft, arrangements were made with Captain, Defensively Equipped Merchant Ships, Glasgow, for the crews to come down to Ardrossan for instruction in the use of pyrotechnics and other explosives. For this purpose a large field adjacent to the North Shore was requisitioned.

So once again Ardrossan was playing its part, which would help inten-

sively in providing confidence and maintaining faith, and courage of all those that went down to the sea in ships from the Clyde.

Owing to the intensive air attacks on inshore shipping in the English Channel it was decided by the Admiralty, that the five Paddle Minesweepers that had operated so successfully from Ardrossan, were to be fitted with A/A. guns and sent down to the Channel to act as A/A. ships for inshore convoys. Their sweeping activities were taken over by Sloops of the 1st Minesweeping Flotilla operating from Greenock

I had seen many convoys passing Ardrossan, either to or from the Greenock anchorage at the Tail of the Bank, for whose safety I had been responsible whilst they were in the Clyde area and its approaches. Now, here I was, taking passage in Ocean Convoy (O.B.) bound for Freetown and other distant ports. H.M.S. Formidable was wearing the flag of

the military authorities and Horse Guard, I obtained permission to recruit young lads, and form a "Sea Cadet Corps" using the barracks as H.Q. A local committee of ladies and gentlemen was formed, and funds to the extent of over £300 were raised. This was required as it cost £3 per head to provide uniforms. Lieut.-Cdr. A. E. Way, M.B.E., R.N., soon had the lads looking smart in appearance and the making of good sailors.

A NEW APPOINTMENT

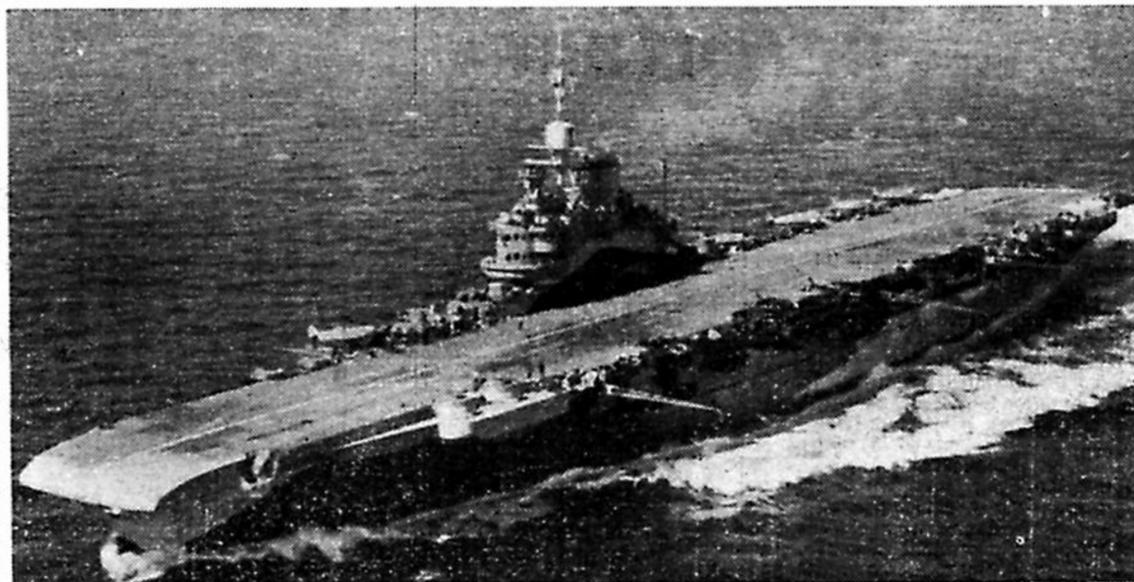
The year 1942 opened with the outlook very black, but the nation was inspired with confidence by its great leader, Winston Churchill. I had now been N.O.I.C. Ardrossan (H.M.S. Fortitude) for nearly 2½ years and seen its wonderful development when suddenly, at the end of January, 1942, my relief arrived, and I was appointed N.O.I.C. Port Sudan, Red Sea.

I had a real pier head jump. Within five days, I had been to London, collected some tropical uniform and joined the aircraft carrier H.M.S. Formidable. When passing through the Cumbrias in convoy and through the waters that had been my duty to protect (Ardrossan, Troon, Irvine and Ayr and out through the passage way between the minefield gateway, into the North Channel and Atlantic Ocean) I felt sad.

The voyage was long and tedious. Formidable's duties were two-fold. The aircraft pilots on board had had little opportunity to gain experience in "take-off" or "landing" on the flight deck of a carrier, so although part of the escort force, Formidable was detached from the convoy from dawn till dusk. Aircraft were flown off to carry out anti-submarine patrols, thus enabling the pilots to gain valuable experience.

The convoy had stood well out in the Atlantic; the weather was bad; the "take-off" and "landing" operations were extremely hazardous, with the carrier rising and falling about 40 or 50 feet as she climbed the crest of the waves and then plunged down into the trough.

Sir James Somerville was frequently away in one of the patrol aircraft. There were quite a number of minor mishaps, but no planes were lost. One pilot had a narrow escape. His plane was reported missing and a



H.M.S. Formidable in 1942. The carrier took Admiral Sir James Somerville, the Commander-in-Chief, Eastern Fleet, to Colombo. Formidable had been repaired after being badly damaged in May, 1941, during the defence of Crete.

search was put into operation. Just as darkness was falling and Formidable was about to rejoin the convoy, the plane was spotted close alongside. The pilot was rescued and the damaged plane hoisted inboard.

One Sunday afternoon I decided to go up to the flight deck and watch the operations. As I arrived in the wings, a single-seater fighter was just about to land, but the wheels hit the deck too far aft. The supports crumbled and, looking like a horse falling on its knees, the nose of the aircraft hit the deck, the propeller came off and swept along the deck, and the plane caught fire. The pilot alighted, unhurt and unruffled. The fire party, always on the alert, brought the foam hoses into use and quickly put the fire out.

This incident had its funny side—the laugh being on me. I was in direct line with one of the hoses and I got its full force.

Freetown was reached without incident. Formidable completed with oil and embarked additional planes, which were flown on whilst the ship was at anchor. Within a few hours, Formidable had been detached from the convoy and sailed for Cape Town at 25 knots, with paravangs out, arriving there on March 10, 1942.

PLEASANT CAPE TOWN

No time was lost. Formidable completed with oil, and proceeded on voyage to Colombo, leaving me at Cape Town to join a convoy sailing for the Middle East. Cape Town was very pleasant. There appeared to be an abundance of food, fruit and flowers, but I did not appreciate having to cool my heels for 12 days awaiting convoy. However, I joined the Norwegian transport Bergensford, she was very much overcrowded with no between-deck ventilation, and water was rationed. The voyage to Suez took four weeks. Under "black-out" conditions at night, the heat between decks was terrific.

Port Sudan, being in the middle of the Red Sea, was difficult to reach as there was infrequent water transport. I eventually had an air lift, and arrived there on April 24, 1942. It had taken me two and a half months to reach my destination. On disembarking on the airfield I was met by Admiral Halifax, Flag Officer Red Sea, and the naval Officer-in-Charge.

The Admiral had been on an inspection tour, and he wished to meet me before returning to Suez. I was very glad to have met him and I felt that I had at least made a good impression, and as events turned out, I was happy to feel that he had confidence in my ability.

The take-over from my predecessor did not take long, and I had a feeling that, in organising this base, I was starting almost from scratch, because the local harbour authorities, until my coming, had rather dominated my predecessor, who had been employed by the harbour company in a somewhat junior grade.

HIGHLY DEVELOPED HARBOUR

The harbour was the only one now in use which gave the Sudan direct access to the Red Sea. It had superseded Suakin, which had been the principal seaport for centuries, and was now derelict and unoccupied.

Port Sudan was a most convenient and natural harbour, highly de-

veloped, and a first-class commercial port, having a main jetty along the eastern side of the harbour about 2,500 ft. long, with a minimum depth alongside of 28 ft. On the south side were coaling berths 1,000 ft. long, having a minimum depth of 31 ft. All berths were equipped with modern cranes and water points, and adjacent were large warehouses. There was no tidal rise and fall. Labour was plentiful and cheap, and entirely Arab.

The Sudan, being a "condominium," that is to say, a country governed by two states jointly, i.e. Britain and Egypt, produced complications. The flags of both nations flew from all Government offices and buildings.

LIMITED ACCOMMODATION

The town was under the administration of a British resident commissioner. It was exceptionally clean, and well laid out. A high standard of hygiene was maintained. The mosquito had been exterminated, and regular inspection carried out of houses and buildings. Geographically the port was well inside the tropical belt, and the heat was intense, with little rainfall.

Accommodation for naval personnel was distinctly limited. Officers lived in hotels, whilst the ratings occupied several small bungalows, the property of the harbour company. A detached bungalow was occupied by 12 women members of the East African Defence Force, who augmented the communication branch for cypher and coding work. The port war signal station and W/T station were manned by naval ratings.



The Preparative Flag 'close up' ready for "Colours" at Port Sudan Port War Signal Station, 1942

Until Italy came into the war in 1940, the inhabitants of Port Sudan had had a sheltered existence, but Italian forces occupied the adjoining territory of Eritrea, Abyssinia, and Italian Somaliland. From there they launched a few air raids, and naval forces from the port of Massawa were a menace.

The aircraft carrier H.M.S. Eagle, with a destroyer flotilla, soon accounted for nine Italian destroyers and eight submarines, whilst using Port Sudan as a centre of operations, and in the early part of 1941 all the Italian land forces had been overcome.

The Red Sea was declared a non-combat area, which enabled it to be used freely by American shipping.

(Continued on page 11, column 1)

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.,
R.N. (ret'd.)

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 pens on 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.



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

How do you set about all this?

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.

Which will you take?

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

Please send me details of the Progressive Savings Scheme

Name

Address

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

Instructors are the most important people

THE main guest at the dinner on January 25 in the Guildhall, Portsmouth, held by the Plotting and Radar Instructors, Gunnery Instructors and Torpedo and Anti-Submarine Instructors' Associations—P.R.I.; G.I., and T.A.S.I., for short—was the Commander-in-Chief, Portsmouth, Admiral Sir Alexander Bingley.

Other guests were Capt. H. L. Lloyd, R.N. (H.M.S. Vernon), Capt. J. G. Wells, R.N. (H.M.S. Excellent) and Capt. P. J. Wyatt, R.N. (H.M.S. Dryad).

BETTER PROSPECTS

Mentioning that since the war the Navy has been at a low ebb financially and has been short of money and ships, he said: "I believe that the prospects of the Navy now are much better than they have been at any time since the war, I shall be very surprised if, during the next few years, we do not see a swing in defence policy and spending towards the Navy."

Admiral Bingley referred to the lead

the Royal Navy had given the world in the fields of Sea Slug, Asdic, Radar, the Buccaneer aircraft saying that these are miles ahead of anything that any other navy has got.

IMPORTANT PEOPLE

He went on to say that the standard of young men entering the Service was excellent and that they need intelligent leadership which the Instructors were giving. The Admiral concluded: "You are a very important section of the most important Service of the most important country in the world—and that's quite something."

When the first of the P.R.I., G.I., and T.A.S.I. dinners was held in Singapore last year, a statuette of the "three wise monkeys" was presented to the chief guests. To mark the first dinner in this country similar statuettes were presented to the main guests. As reported in the January issue of "Navy News," the motto of the three wise monkeys is "Hear no evil. See no evil. Speak no evil"—and refers to the T.A.S.I.s., P.R.I.s. and G.I.s. respectively.

The statuettes were presented by C.P.O. R. Burns, chairman of the Dinner Committee.

Naval Port Parties

(Continued from page 10, column 5)

Port Sudan was then used principally for landing cased aircraft. An R.A.F. station was established in the adjoining desert with a large landing ground. The American planes were serviced and tested and flown off to the Middle East.

The non-combat mentality had taken a firm hold of the bulk of the inhabitants, whose chief concern appeared to be financial gain. It was this mentality and lack of co-operation that I was determined to overcome. The prestige of the Royal Navy and respect for the white ensign had to be re-established.

TO REPLACE ALEXANDRIA

The late Admiral Hardwood then C-in-C Levant, was greatly concerned at the fall of Tobruk in June, 1942. Alexandria and the harbour had become vulnerable to air attack. The trend of events in the Eastern Mediterranean had become very grave. Port Sudan was to be ready to berth any ships he deemed should be removed from the dangerous position, in which Alexandria Harbour had been placed.

If the Germans had succeeded in capturing the Suez Canal, then Port Sudan would be open to attack from the north, and with the Indian Ocean infested with Japanese submarines, Massawa might be occupied with Japanese Naval Forces. Thus the Red Sea could easily be dominated from north and south.

These were the likely problems that I would be called upon to face. The port was in a state of unreadiness, and it came as a great relief to me when a Commander was appointed as Executive Officer, to assist me and I was free to commence planning, which had to be combined with training of Sudanese personnel and civilians employed for naval duties.

EGYPTIAN DIFFICULTY

To run a port without "Port Orders" was as difficult as trying to steer a ship without a rudder. Chaos and inefficiency would result if a number of ships were suddenly based on the port without such orders. Instructions were needed to weld together the duties of the Commanding Officer of the Examination Vessel, Port War Signal Station, and the Coast Defence Battery

H.M. M.L. 1004, at Port Sudan, in 1942

(manned by Egyptians, under their own officers who were ever ready to resent what might appear to be an "order"). They were distinctly anti-British. When two motor launches, fitted with Asdics arrived, these, too, had to be fitted in with the instructions for Seaward Defences, whilst the Boom Defence, now nearing completion, needed to be fitted in, to operate in unison with the Examination Vessel and Port War Signal Station.

For minesweeping, two "magnetic skids" arrived. These would be of no use for seaward operations, as the water in the approaches to the port was far too deep for moored mines to operate, but magnetic mines dropped in the harbour would produce a very serious situation and to operate "skids" inside a crowded harbour would have been almost impossible. Nevertheless Sudanese were trained to handle them.

TRAINING OF SUDANESE

This brought up another problem—that of siting minewatching posts, compiling the necessary instructions and the training of personnel (Sudanese). To assist me in dealing with Sudanese officers and a large number of Sudanese personnel, the Governor-General of the Sudan (Sir Herbert Huddleston), conferred on me the rank of a "Miralai" in the Sudan Defence Force, which was the equivalent to the Brigadier in the British Army. On many occasions it proved to be useful.

To complete the framework for the defence of the port I decided to train all naval personnel, both officers and ratings, men and women, in fire-fighting, bomb damage and anti-gas measures (observing that the Italians did not hesitate to use gas in Abyssinia) and for the local doctors to teach First Aid.

A plan had been devised for building a naval base, using the empty aeroplane cases. This had been submitted to Flag Officer Red Sea. Were these measures necessary? If so, could they be completed in time? These were the questions of the minute. Surely any measures for the defence of Port Sudan and for action to be taken which would enable H.M. Ships to be berthed in an emergency, and to find space for storing valuable naval stores, would be justified—even if the need did not arise?

But the need did arise—when Alexandria was evacuated.

(To be continued)

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ALL OVER THE WORLD THE SWING IS TO ROTHMANS KING SIZE



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Patron: H.M. The Queen

News from the centre of England

RIGHT bang in the centre of England, miles from the sea, is the Hinckley Branch of the Royal Naval Association. Not much news filters through to the "Navy News" office concerning Hinckley, but the recent annual general meeting proved that the branch is, really, very much alive.

The meeting was opened by the chairman, Shipmate J. Meigh, and the branch main committee report stated that attendance at the 16 ordinary meetings and the one extraordinary meeting had been average.

During the year the branch had welcomed a new vice-president in the person of Dr. J. P. Finnegan.

Apart from the usual social activities the branch's annual dinner was held last March and the following month two delegates had attended the annual conference in London.

When the Smethwick Branch Standard was dedicated in September, Hinckley was well represented and a large contingent also went to Coventry Cathedral when the Coventry Branch dedicated its Standard.

SUCCESSFUL DINNER

The annual dinner-dance in October proved to be a great success, both financially and socially.

At the Remembrance Day service in the town, the branch laid a wreath during the Armistice service and joined in Hinckley's tribute both at the Garden of Remembrance and in the parade through the town.

In December the branch visited Coventry shipmates for a social gathering.

At the end of the year Shipmate J. C. Middleton was nominated as a member of the National Council.

SICK NOT FORGOTTEN

The sick were not forgotten and during the year a benevolent grant was made to one of the shipmates.

New officers for the year were elected as follows: chairman, Shipmate A. Orton; vice-chairman, Shipmate A. Thomas; secretary, Shipmate J. Middleton; treasurer, Shipmate H. Dunn; assistant secretary, Shipmate J. Meigh; social secretary, Shipmate F. Dean; assistants, Shipmates Frost and Topp; Welfare, Shipmate E. P. Herbert; Committee, Shipmates P. M. McGillicuddy, A. Payne, G. Parker and J. Wall.

PENSIONER SHOT IN FACE

THE Supervising Bailiff of the Nottingham County Court, Mr. Walker, was recently shot in the face when attempting to save a plaintiff.

Mr. Walker, a pensioner Chief Stoker, has, in his Chief Clerk's words, "the heart of a lion." He would allow no threat to prevent him from carrying out his duty and he always did it conscientiously and well. "The Navy should be proud of him."

On January 11 he was still very ill and may lose the sight of both eyes.

Ramsgate loses two stalwarts

THE Ramsgate Branch of the Royal Naval Association has suffered grievous losses during the recent cold spell. An ex-chairman of the branch and his wife died and so did the vice-chairman.

The ex-chairman was Shipmate C. Hawker, who was a founder-member of the Ramsgate Branch. The vice-chairman, Shipmate Roberts, was a member of the Kingston Branch before he went to live in Ramsgate.

Both shipmates served throughout the 1914-18 war and were both at the Battle of Jutland. They will be greatly missed by Ramsgate shipmates and friends.

ADMIRAL OF THE FLEET SIR JOHN CUNNINGHAM AN APPRECIATION

MUCH has been said, and written, about the outstanding Service career of Admiral of the Fleet Sir John Cunningham. We might now, with advantage, consider John Cunningham as a man. Those who were privileged to be close to him acknowledged not only the friendship of a very great man. They enjoyed, also, the affection of a perfect gentleman.

It has been written of him that, he had the hardest head and the softest heart in the world.

He was the personification of the greatest traditions of our country—a man in whom discipline was deeply instilled, but one who was, at the same time, a most considerate and devoted champion for all those to whom he was able to extend a helping and friendly hand.

Perhaps it might not be out of place to recall just two small incidents which, unknown to him, were witnessed by one of his closest friends.

Some years ago, John Cunningham, while inspecting a guard of honour in a Northern town, noticed a forlorn and rather ragged bystander. The inspection over, Sir John walked up to the man and, after talking to him for several minutes, pressed a pound note into his hand. On being asked why he had done this, the reply was, "He is a human being and he looked so lost and sad."

On another occasion a very elderly man, supporting himself on two sticks, was standing by the entrance of a West Country church when John Cunningham, accompanied by the Lord Mayor, and the Commander-in-Chief, arrived for an important service of dedication. As Sir John entered the church, this obviously infirm onlooker asked whether he too could take part in the service. John Cunningham immediately replied, "Not only may you take part, but I will be honoured, sir, if you will sit next to me." Side by side they entered the church, and sat together throughout the service.

There are countless other examples which prove the truth of: "he had the softest heart in the world."

The Royal Naval Association, will ever remain in his debt. He did much for the ideals upon which the association is founded, and it will help many to know that less than twenty-four hours before he died he asked, "Is there anything I can do to help my association?"

He was a very great man. His passing leaves a deep feeling of irreparable loss in thousands to whom his kindness, help and humanity brought such happiness.

Here indeed was a man who, "walked with kings nor lost the common touch." A man whose greatest memorial would be a determination, in each of us, to further the sanctity of the spiritual and human ideals for which he toiled so relentlessly, and unselfishly, throughout his life.

L. H. M.



The only decent way to eat fish and chips. Members of Newton Abbot Branch at their "Tramps' Night" supper

THE 'SCRUFFIEST' TRAMP HAD LIVED IN A SCRAN-BAG

ON a certain evening recently a number of disreputable individuals were to be seen creeping along various back streets of Newton Abbot in a very decrepit condition. The police were called in, but were called off when it was discovered that the mean-looking individuals were merely shipmates of the Newton Abbot Branch of the Royal Naval Association endeavouring to get to the branch's "Tramp Night" Supper unobserved.

The event proved most popular and everyone joined in the hilarious fun. Shipmate "Pete" Winsor and his band provided music for "Hands to dance and skylark," and speciality items were provided by Shipmate Palk and his wife and Shipmate Hooper and Mrs. McNeal. Those who couldn't dance or sing were compelled to pay a forfeit.

Supper, in the form of fish and chips, was taken in the only decent way—

Increase in Newcastle's membership

CHAIRMAN HONoured

THE Annual General Meeting of the Newcastle and Gateshead Branch of the Royal Naval Association was held in December at the branch headquarters, the Merchant Venturers' Club, Haymarket, Newcastle-upon-Tyne 1, all officials, including the President, Capt. G. Maund, D.S.O., R.N. (ret.), being present.

Tributes were paid to all who had helped in furthering the interests of the branch, particular mention being made of the Secretary, Shipmate Thirlwell, and the "father" of the branch, Shipmate Denton, who is always on hand to take the helm and steer the "ship" through dangerous waters. Both these officials gave stirring speeches and the tremendous applause which greeted them showed the respect the shipmates have for them.

It was disclosed that the branch membership went up by 20 over the last year and branch funds had risen accordingly.

ELECTIONS

The Secretary, Shipmate Thirlwell, the Chairman, Shipmate Finch, and Shipmate Coe were re-elected for a further two years. Newly elected committee members were Shipmates Grigsby, Blyth and Sharpe.

The branch unanimously voted Shipmate Finch as a Life Member of the Association in recognition of his work for the branch.

A vote of thanks was accorded Shipmate Robinson for the work he has put into the various social activities which he runs and thanks were also extended to the sub-committee which organised the very successful Ladies' Night.

INSTRUCTORS WANTED

Two of the Gosforth Sea Cadet officers recently visited the headquarters and asked for instructors to teach seamanship to their cadets and the chairman would be pleased to accept the names of any volunteers.

Shipmates everywhere, and in particular those in the North-East, will be sorry to read that the branch Vice-President, Shipmate Anderson, slipped on the ice a short while ago and hurt his back, and will hope that he is soon out and about again.

Portland has new H.Q.

ONCE again the Portland Branch of the Royal Naval Association has had to move its headquarters. In future the branch will meet at the Clifton Hotel, Portland.

In December the Portsmouth Branch entertained the Portlanders when the branch had a Christmas "shopping" run to Portsmouth. Fun was fast and furious and the visitors considered that they enjoyed themselves more than they had ever done during previous visits.

A monthly postal shoot has been arranged between Stevenage "A" and "B" teams and Portland Branch "A" and "B" teams. Any other branch wishing to partake in this competition should get in touch with Shipmate S. J. Barnes, 34 Pound Piece Establishment, Portland.

"Navy News" is indebted to Shipmate Barnes for details of the No. 6 Area Trophy for small-bore shooting. The "A" team of the Stevenage Branch won the trophy with 456 points. Welwyn Garden City "A" were second with 302. Stevenage "B" third with 296. Royston "A" obtained 242 points and Welwyn Garden City "B" obtained 230.

Shipmate Mathews, captain of Stevenage "B" team, received the highest score medal.

Presentation of prizes was made by Lieut.-Cdr. K. Jones, D.S.O., D.S.C., R.N.

As Shipmate Barnes says, "What a grand idea it would be if all areas held such a shoot and all eventual finalists shooting it out at Bisley."

NEW BRANCH ORGANISES AN AQUACADE

THE East London (South Africa) Branch of the Royal Naval Association started 1963 with a bumper "aquacade" on the Buffalo River.

More than 100 craft, ranging in size from sculler's skills to 23-ft. ocean-going yachts took part, the whole affair being organised by the East London shipmates.

One of the high-lights was a mock naval battle. Great play was made of the underwater aspect of naval warfare, human torpedoes, frogmen and depth charges. In this presentation the Border Power Boat Club, the local Sea Cadet Detachment, the De La Salle College Sea Cadets, the Naval Officers' Association and the Royal Naval Association joined forces.

ILLUMINATED DECORATIONS

The main procession took place in darkness so that boat owners could make full use of illuminated decorations. Afterwards they anchored to provide a bright background for the entertainment.

The East London Branch, which was not formed until last August, now has 47 full members and they, and their wives, worked tremendously hard in organising this most successful aquacade. Altogether there were 23 items, starting with a speedboat race and winding up with a fireworks display.

Buried with his war-time comrades

IN April, 1942, when a Japanese squadron approached Ceylon, H.M.S. Hermes and H.M.A.S. Vampire cleared Trincomalee and moved out to sea, in view of the danger of air attack on the anchorage. The two ships were caught some 65 miles from the coast, however, heavily bombed and sunk.

Recently the tenth Hermes was off Dondra Head and stopped briefly for a memorial service. At Divisions a brief account of the action was given and everyone joined in prayers and hymns.

As part of the service, the ashes of the late Cdr. (E) P. H. F. Mitchell, R.N., were committed to the deep. He had been in the previous Hermes when she was sunk and before he died in May, 1962, he expressed a wish that he might be buried close to where she went down. His widow took the ashes to Hermes when she was last in Portsmouth.

A BROAD PENDANT FOR BLOCKHOUSE

THE vacancy created in the post of Flag Officer, Submarines, by the appointment of Rear-Admiral H. S. Mackenzie as Chief Polaris Executive will be filled temporarily by Capt. E. J. D. Turner, D.S.O., D.S.C., R.N., who hoisted his Commodore's broad pendant in H.M.S. Dolphin on January 23.

A permanent successor is expected to be available in about four months' time.

This is only the third occasion in the history of the British Submarine Service that a commodore has held the appointment of top submariner.

Commodore Ernest John Donaldson Turner transferred from the Royal Naval Reserve to the Royal Navy in 1938 and he has been a submariner since he first joined H.M.S. Dolphin in April, 1939.

WAR-TIME PATROLS

In 1940, as a lieutenant, he served as Liaison Officer of the French submarine Rubis, operating from Dundee on mine-laying operations in Norwegian waters, for which he was awarded the D.S.C. and the Croix-de-Guerre. He then served in H.M. Submarine Clyde and was appointed to his first command, H.M. Submarine L.23, in April, 1942. Later the same year he was appointed to H.M. Submarine Sibyl and commanded her during dozens of successful patrols in the Mediterranean, for which he was awarded the D.S.O.

In 1944 Commodore Turner was at H.M.S. King Alfred and in April, 1945, was appointed to H.M. Submarine Affray, then building at Birkenhead. Appointments since the war include H.M.S. Ganges, the submarine H.M.S. Amphion; Commander, S/M 3rd Submarine Squadron at Rosyth, and Commander, 4th S/M Squadron based at Sydney, New South Wales.

After promotion to captain he served as Naval Assistant to the Admiral Commanding Reserves and then Commanding Officer, H.M.S. Terror, at Singapore.

He has commanded H.M.S. Dolphin and been Captain of the 1st Submarine Squadron since December, 1961.

AURIGA FOR NOVA SCOTIA

H.M.S. Auriga (Lieut.-Cdr. M. R. Wilson, Royal Navy), an "A" Class submarine of 1,385 tons displacement (full load), with a complement of 60, which was built by Vickers-Armstrongs Ltd., at Barrow, 1944-46, and which recommissioned after a refit in H.M. Dockyard, Devonport, on May 31, 1962, sailed on January 7 for foreign service with the 6th Submarine Division based on Halifax, Nova Scotia.

During the "home leg" of her commission, Auriga has spent a large part of the time working from Faslane, in Scotland, or from Londonderry, in Northern Ireland, and has paid visits to many of the Clyde ports.

In August Auriga was present with 14 other submarines alongside the depot ship H.M.S. Adamant during a visit to Falmouth. From there, again in company with Adamant and two other submarines, she went to Oslo on a five-day visit to the Norwegian capital.

C-in-C to hoist flag in submarine

ADMIRAL SIR WILFRED AWOODS, the next Commander-in-Chief, Portsmouth, will hoist his flag in the submarine H.M.S. Totem on February 28, on taking up his appointment.

The flag of Admiral Sir Alexander Bingley, who is being relieved by Admiral Woods, will be struck at sunset on the same day, the new Commander-in-Chief's flag being transferred from Totem to Victory on March 1.

Kiel Canal frozen

H.M. ships Lewiston, Upton, Weston and Wolverton, all of the 2nd Minesweeping Squadron based at H.M.S. Lochinvar, North Queensferry, had to cancel a visit to the Baltic in January. The ships were to have visited Flensburg for exercises in ice, but there was too much ice — the whole of the Kiel Canal was frozen over. The visit was transferred instead to the N.A.T.O. minesweeping centre at Ostend and lasted from January 18 to 25.

Auxiliary service fills one of navy's needs

INQUIRIES having been made concerning the newly formed Royal Naval Auxiliary Service (R.N.X.S.), the following comments may be of interest.

In 1952 when only the Western Powers had the atomic bomb and the Soviet bloc had a considerable submarine fleet that could be used against our sea lines and a very large air force capable of laying air-dropped mines in our port approaches, the Royal Naval Minewatching Service was formed.

A year later the U.S.S.R. had started making its own atom bombs and at the same time the Western Powers joined together in the N.A.T.O. alliance. In the years that followed, an uneasy balance of power was built up until in about 1959 a state of "nuclear parity" had been reached. During this period of build-up, military experts forecast a future war consisting of an opening phase of devastating nuclear exchange followed by a period of survival. Since 1959 Western military thoughts have veered more towards "nuclear parity" maintaining freedom from "all-out" war, with the consequent need for more conventional forces in order to prevent Communist encroachment and to keep order in the more obvious "hot spots" of our troubled world.

ONE OF NAVY'S NEEDS

In this concept of warfare one of the Royal Navy's requirements is for an organisation to be set up in ports that control either merchantmen or naval ships, and it was decided that the Royal Naval Minewatching Service

could be expanded and take on this duty and, to be more in keeping with its duties, the Service was accordingly re-named the Royal Naval Auxiliary Service.

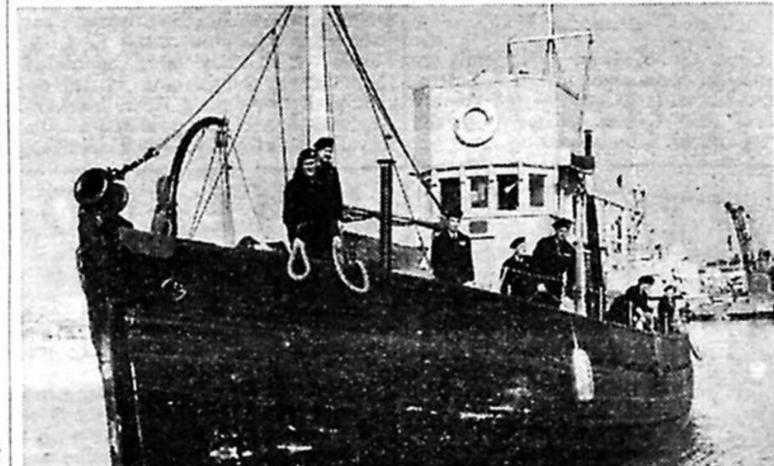
The men and women needed for plotting, communications, transport and many other clerical and general duties, need not be fully trained fighting men of the regular and reserve naval forces. Enrolled locally from the towns near the ports in which they would work, they can live at home, thereby reducing the usual feeding and accommodation problems, and moreover they start work with a good knowledge of their local area.

The old skill of the "minewatchers" will still be preserved, for the mining threat is still a very real one.

VOLUNTARY ORGANISATION

The Royal Naval Auxiliary Service is a truly voluntary organisation: all are free to attend training as often as they wish and to resign if they find the learning of new skills too much for them. Peace-time training is conducted locally, normally on one evening per week. In war time the Service becomes a fully paid uniformed organisation operated by the Royal Navy.

During training—and centres are situated in most of our ports—competitions and exercises designed to improve the standard of skill are held.



Men and women of the Royal Naval Auxiliary Service returning from a week-end exercise

NO MORE PAKISTAN NAVAL CADETS FOR DARTMOUTH

FOR a number of years Pakistan naval cadets have undergone their initial training at Britannia Royal Naval College, Dartmouth, but with the conversion of P.N.S. Babur into a cadet training ship in 1961, the officers of the Pakistan Navy will in future no longer use the college for that purpose.

To mark the event crests have been exchanged between the college and P.N.S. Babur and extracts of correspondence between Capt. W. J. Parker, O.B.E., D.S.C., Royal Navy, Commanding Officer of the college, and Capt. M. Hasan, Pakistan Navy, Commanding Officer of P.N.S. Babur, are published below.

FINE YOUNG OFFICERS

Capt. Parker wrote, "The passing-out this term of the remaining Pakistan officers at the college marks the end, temporarily we hope, of our long association with the training of Pakistan naval officers. Sorry as we are to see the last of many fine young officers go, I would like to take this opportunity of wishing yourself and your successors in P.N.S. Babur every success in the role you have assumed

from the Britannia Royal Naval College. I am sending you a photograph and the college crest as a small token of our good wishes. . . ."

In his reply Capt. Hasan said: "Thank you very much for your letter and the good wishes which you have extended to us in the task of training of our officers in P.N.S. Babur. I am also thankful to you for sending us a photograph and the crest of the Britannia Royal Naval College, Dartmouth, as a token of your good wishes.

"The fact that we are now able to start our own training of junior officers is mainly due to the guidance and assistance which we have always so willingly and so readily received from the Royal Navy. Even though the Pakistan Navy would no longer send cadets to Dartmouth, we in Babur would continue to draw inspirations from that great institution.

FUTURE CO-OPERATION

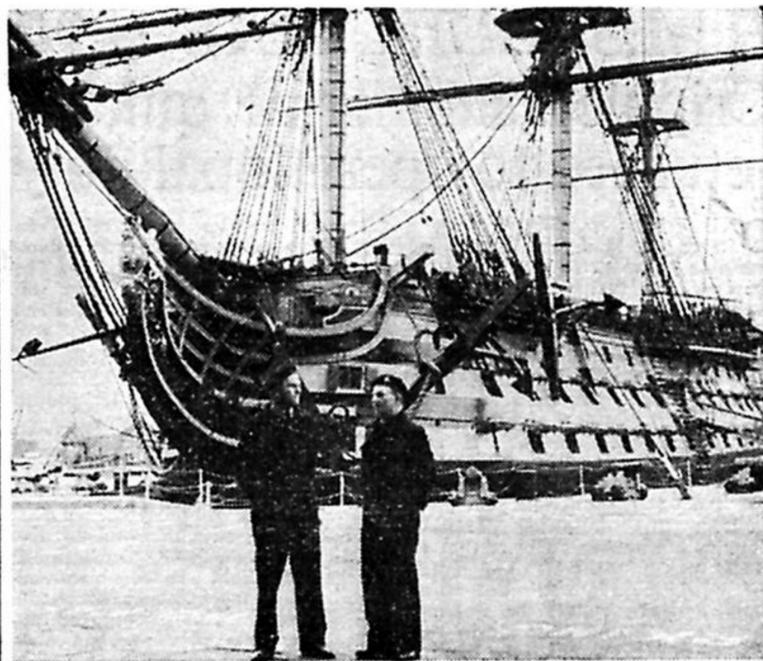
"I am confident that despite the absence of our officers from Dartmouth, the specialist courses in U.K., and the many Commonwealth and international exercises in which our ships take part, will continue to maintain our bonds of association and friendship with the Royal Navy.

"As a token of our links with the Britannia Royal Naval College, I am arranging to despatch a crest of P.N.S. Babur for the college. . . ."

P.N.S. Babour is the former British anti-aircraft light cruiser, launched in 1942 and completed in January, 1944, at Hebburn on Tyne. In 1956 she was sold to Pakistan and refitted in Portsmouth, being renamed Babur on July 5, 1957. She was renamed Babur after Babur, the founder of the great Mogul Empire.

NEW NAVAL A.D.C.s.

THE following officers have been appointed Naval Aides-de-Camp to the Queen from January 7, in succession to the officers stated: Capt. D. G. Clutterbuck, R.N., in succession to Capt. (Commodore) M. H. R. Moore, D.S.C., R.N.; Capt. S. R. le H. Lombard-Hobson, C.V.O., O.B.E., R.N., in succession to Capt. A. J. R. White, D.S.C., R.N.; Capt. (Commodore) D. McEwen, D.S.C., R.N., in succession to Capt. R. C. Watkin, R.N.; Capt. (Commodore) J. L. Blackham, R.N., in succession to Capt. J. F. P. Brown, O.B.E., D.S.C., R.N.; Capt. T. D. Herrick, D.S.C., R.N., in succession to Capt. G. T. S. Gray, D.S.C., R.N.; Capt. J. A. C. Henley, D.S.C., R.N., in succession to Capt. A. Davies, R.N.; Capt. J. S. Shiffner, R.N., in succession to Capt. D. P. Mansfield, R.N.; Capt. J. E. P. Smeall, R.N., in succession to Capt. H. A. Martin, D.S.C., R.N.; Capt. P. P. M. Green, R.N., in succession to Capt. J. G. Watson, R.N.; Capt. G. H. Nicholls, O.B.E., R.N., in succession to Capt. J. E. Langdon, R.N.



Alan Nelson (left), of Lee-on-Solent, and Francis Drake, of Fareham, two members of the Royal Naval Auxiliary Service, with H.M.S. Victory in the background. Both are Chief Auxiliary men of the Portsmouth Command and are qualified skippers of R.N.X.S. craft

Expenses incurred in travelling, training or attending exercises are repaid.

A free uniform is provided and the Service not only teaches a job which can materially assist in the defence of the country should there be a war, but also gives the opportunity to meet new friends and to mix both socially and on duty with the Royal Navy.

The Service is open to men and women between the ages of 21 and 60.

Jobs offered include (a) Plotting—a job suitable for men or women who would keep the Port Plot, etc., up to date; (b) Communications—again suitable for men or women and duties include working R/T sets, telephones, switchboards, visual signalling and possibly teleprinter operating; (c) Transport—current driving licence is necessary and duties include driving cars, lorries and acting as despatch riders. Afloat transport is needed in harbours and anchorages and any experience in boat handling would be an advantage; (d) Administration and

Logistics; (e) Small craft—this includes handling and navigating small power craft. The job includes minewatching afloat, ferry crews, boarding, harbour craft and boats' crews. Both men and women are needed. Previous experience would be of great help.

MINEWATCHING

Instruction is given to all members in minewatching and this includes the use of R/T sets, simple chartwork and plotting etc. This work is carried out ashore and afloat.

Interested persons should apply to the Command Naval Auxiliary Officer of the area in which they live. Command offices are situated—South and East England, Office of the Commander-in-Chief, Portsmouth; South and West England, Office of the Commander-in-Chief, Plymouth; North England, Scotland and Northern Ireland, Office of Flag Officer, Scotland and Northern Ireland, Rosyth.



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H.M.S. ODIN GETS A NEW RUDDER

Crippled submarine quickly returned to operational duty

ONE Friday morning recently a telephone message was received in Devonport Dockyard from Admiralty, asking whether there was a dock available in which to put H.M.S. Odin for examination of the rudder. The previous day the submarine had struck the bottom whilst carrying out exercises in Portland Bay. Her rudder was jammed hard to starboard and she had been towed into Portland for examination by divers.

Consultation within the yard revealed that No. 5 Dock could be made available and as Odin was an important operational submarine, it was agreed that she should take precedence over other ships. The Admiralty was thereupon informed that No. 5 Dock could be made available the following Tuesday. Examination by divers showed that the rudder was a "write-off" and a new one would be required. But where could a spare rudder be obtained quickly? To manufacture a new rudder, complete, would take several months and the Flag Officer, Submarines, could ill afford to have the Odin out of operation for such a long period.

RUDDER BY ROAD

The only rudder readily available was one fitted in the Ocelot building at Chatham, and in dock at the time. Towing of Odin from Portland to Devonport was immediately arranged. Chatham Dockyard were instructed to remove the rudder from Ocelot and dispatch by road to Devonport, as soon as possible. Devonport were to dock Odin on arrival and change rudders. All these decisions were made by telephone and the plan was in operation by 3 p.m. on the day of the initial inquiry.

Chatham Dockyard had to disconnect, unship, pack and arrange transport for this awkward piece of

equipment, but by a.m. the following Friday, after a somewhat hazardous journey due to fog, the rudder arrived from Chatham. The damaged rudder had in the meantime, been removed from Odin, now in dock.

TEAM SPIRIT

Luckily the structure housing the rudder was undamaged. Dimensional checks to both rudders showed identical tolerances to those set out in the drawings. This encouraged all concerned. The only problem now was would the cross-head line up with the link arms on the rams? The only way to check this was to try the new rudder up in place. By 4 o'clock on the afternoon of its arrival the rudder was shipped and it heartened everyone to feel the team spirit, as all the trades concerned joined in to help the labourers man-handle the heavy balks of timber to make the supporting gantry, which had to take the weight of the rudder as it was released from the crane.

The cross-head was tried and lined-up perfectly, new link-arm pins being the only new parts requiring to be made, the old ones having been unavoidably mutilated during the removal operations. The whole work of reconnecting the rudder, checking for operation and replacing the structure in the vicinity of the cross-head, was completed by the following Tuesday.

Fleet tanker accepted into service

THE R.F.A. Tidespring, the first of two new Fleet replenishment tankers ordered for the Royal Navy at the Hebburn-on-Tyne shipyard of Messrs. Hawthorn Leslie (Shipbuilders) Ltd., was accepted into service on January 18.

The ship is of improved design for support of the Fleet and replenishment of supplies at sea. She is air-conditioned for service in tropical and cold climates and specially strengthened for operations in ice. Her all-round capability has been enhanced by the provision of a helicopter-landing platform and hangar.

She is designed to carry a mixed cargo of fuel and is fitted with modern handling gear for transfer by jackstay and derricks.

Her double reduction turbine machinery was constructed at Messrs. Hawthorn Leslie's St. Peter's Engine Works. She has an over-all length of 583 ft., a beam of 71 ft., and a draught of 32 ft. Her complement will be 110 R.F.A. officers and men and there will be additional accommodation for the Royal Naval officers and ratings borne in wartime.

A sister ship, the Tidepool, was launched on December 11, 1962.

Capt. G. W. Gay, R.N., until recently in command of H.M.S. Sultan, at Gosport, is to become the Deputy Chief Staff Officer (Material) to the Flag Officer, Submarines.

R.N. (Wireless) Reserve history made

THE Royal Naval (Wireless) Reserve was accorded its greatest honour on December 31 when Cdr. F. H. Humphris, O.B.E., V.R.D., R.N.R., was promoted to Captain. The promotion followed the award of the O.B.E. in the Queen's 1962 Birthday Honours List, and the presentation of the award by the Queen.

Capt. Humphris was the first officer of the R.N.(W.)R. to be promoted to Commander, and is, of course, the first Captain. He was Commanding Officer of No. 3 District for over 15 years and has played a great part in its post-war development and history.

The No. 3 Wireless District feel particularly proud, but allied to this feeling is one of regret, for Capt. Humphris was retired from active duty on December 31. A farewell party was given in his honour in the Birmingham Royal Naval Reserve canteen when tributes to him were made.

In congratulating Capt. Humphris, the Commanding Officer of No. 6 Wireless District signalled "Heartiest congratulations on making Reserve history" and the Commanding Officer of No. 2 Wireless District considered it a great feather in the R.N.(W.)R. cap.

ANOTHER PROMOTION

Cdr. H. J. Lorton, who was promoted to that rank on December 31 succeeds Capt. Humphris as Commanding Officer, No. 3 Wireless District, R.N.R. Cdr. Lorton has been

The Commanding Officer, H.M.S. Dolphin, who is also the Captain, First Submarine Squadron, Capt. E. J. D. Turner, R.N., has been appointed Commodore, Submarines, in succession to Rear-Admiral H. S. Mackenzie, who has been appointed as the Royal Navy's Chief Polaris Executive.

Section Officer of Birmingham and Nuneaton since 1951 and his appointment is applauded throughout the district.

Lieut. (L) S. Harvey succeeds Cdr. Lawton as Section Officer, Birmingham and Nuneaton. Lieut. Harvey joined the R.N.R. in March, 1953, as an R.E.M.2, carried out his National Service between 1956 and 1958, being demobilised as an L.R.E.M. He was rated P.O.T.E.1 in 1960 and promoted to Lieutenant in 1961.

Nottingham Training Centre has pride of place as the first centre to recruit women into No. 3 Wireless District. The new Birmingham premises are considered suitable for the training of women and a W.R.N.R. unit is being set up. At the moment the centre is without a W.R.N.R. officer and inquiries from ex-Wren officers who would like to take on this duty would be welcomed. Any ex-Wren communicators who would care to join the unit would also be welcomed. Applications should be made to the R.N.R. Communication Training Centre, 275 Broad Street, Birmingham 1.

NEW TRAINING CENTRE

The new training centre was opened by the Lord Mayor of Birmingham on October 9 and is a real showplace. Every facility for training and a large canteen have been provided. Mementoes from ships and establishments are being acquired. Crests of H.M. Ships Chichester, Wizard, Northumbria, Urchin, Drake, Pembroke, Vernon, Collingwood and Roebuck have already been received and a few more have been promised. Any "Navy News" reader who has any memento to spare should get in touch with the centre mentioned in the previous paragraph.

The "Ship's Company" at present stands at 3 officers, 1 Permanent Staff Instructor, 41 ratings and 2 prospective W.R.N.Rs.



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They can be enjoyed throughout the Mediterranean area



JUTLAND VETERAN WOULD RE-JOIN ROYAL MARINES

A MAN who fought at Jutland, who was serving the next gun to that at which Boy Cornwall won the Victoria Cross aboard H.M.S. Chester and whose hands still bear scars from the flashback of a gun in that battle, a man who was mentioned in despatches and later won the Conspicuous Gallantry Medal for his service in a "Q" ship, and, for service in the Baltic, was awarded the Russian order of St. George (Fourth Class), has, at the age of 73, finally severed his connection with the sea.

Mr. William Hamilton, of Hull, who joined the Royal Marines in 1908, has ended a long career at sea—50 years in all—33 of them being spent in the galleys of a veritable fleet of trawlers, cooking for hungry crews on their way to and from Arctic waters.

After leaving the Royal Marines in 1922 he went trawling and, except for a three-year break in merchant ships—"I didn't care much for the big ships"—he has been ministering to the needs of fishermen ever since.

Mr. Hamilton has long been Hull's oldest sea-going trawlerman and would still be fishing had it not been for a fractured knee sustained during a White Sea voyage some time ago.

Fishermen impede dockyard traffic

FISHING boats which followed large shoals of herring up the Firth of Forth were causing difficulties to Royal Navy ships using Rosyth dockyard during January. The boats were fishing up-river from the Forth Bridge and at times their nets were stretched right across the channel. "Some of our pilots think that they have probably cut through some of the fishing nets while bringing ships into the dockyard," said a spokesman at Maritime Headquarters, Pitreavie.

He added that he did not think that the fishing vessels realised that they were contravening port regulations by impeding traffic to and from the dockyard and were liable to a fine. The fishermen would be asked to restrict their activities in the dockyard area, he said. If they did not co-operate some further action would have to be considered.

Mr. A. G. Townley, Australia's Defence Minister, has stated that a number of Oberon class submarines of the Royal Navy are to be sold to Australia. No confirmation has been given by the Admiralty.

H.M.S. Centaur visited Liverpool from January 31 to February 4.

If he had his time over again, what would he do? "Join the Royal Marines same as last time," he says. "I'd never have lasted as long as I have done without the strict training that I received then." ("Trawling Times.")

Portraits of Canadian Flag Officers

REAR-ADMIRAL H. F. Pullen, R.R.C.N., of "Big Hill," Chester Basin, Nova Scotia, has been, for some time, engaged in the search for portraits of the flag and senior naval officers who were responsible for the Halifax Station from 1755 to 1961. He has had considerable success, but there are still 12 which are missing.

Their names, with the dates when they were responsible for the station in brackets, are—Capt. Samuel Marshall, H.M.S. Nottingham (1756 to 1757), Capt. Joseph Deane, H.M.S. Mermaid (1766 to 1767), Rear-Admiral Herbert Sawyer (1785 to 1788), Capt. Richard Fisher, H.M.S. Winchelsea (1792), Commodore Rupert George, H.M.S. Hussar (1792 to 1794), Admiral George Vadeput (1796 to 1800), Capt. Robert Murray, H.M.S. Asia (1800), Capt. John Erskine Douglas, H.M.S. Boston (1801 to 1802), Rear-Admiral William Charles Fanie, C.B. (1821 to 1824), Vice-Admiral Sir Thomas Harvey, K.C.B. (1839 to 1842), Rear-Admiral Arthur Fanshawe, C.B. (1853 to 1856), and Vice-Admiral Sir James Elphinstone Erskine (1895 to 1897).

Readers who may know of the existence of portraits of any of the officers mentioned should get in touch with Rear-Admiral Pullen.

Admiral of the Fleet Viscount Cunningham of Hyndhope, K.T., G.C.B., O.M., D.S.O., and two Bars, was 80 on January 7.

Caprice men make news

WHEN H.M.S. Caprice (Cdr. J. R. Alston, R.N.) left Sydney recently, two officers, one leading seaman and six young ratings were left ashore to find their own way to Brisbane, where they were to meet the ship.

By now, this will seem to most Naval readers, a very ordinary form of expedition. The Australian Press and radio, however, seized on this incident as a remarkable piece of news. The fortunes of these nine men were followed with keen interest by the Australian public through the media of national and local Press and radio. The ship's arrival in Brisbane was the signal for an invasion of reporters asking all sorts of questions, not about the ship, but about the nine wanderers.

Other high-lights of Caprice's Australian visit were bus trips to the Blue Mountains from Sydney; expeditions in the form of bush walking in the Blue Mountains and a trip by whaler to Green Island, 17 miles off the entrance to Cairns, inside the Barrier Reef. This was particularly noteworthy in that on the island there is the only aquarium in the world where the fishes are outside the tank and the humans inside, the tank being an observation chamber on the seabed underneath the pier.

TRUNCHEON RECOMMISSIONS AFTER 45-WEEK REFIT

DURING the forenoon of January 7 the Admiral Superintendent, Rosyth, followed by a score of dockyard and ship's officers, carried out the official inspection of H.M.S. Truncheon, thus marking the end of a 45-week refit which had been enjoyed, thoroughly, by all those who had been on board.

For most of the refit the ship's company had been living in H.M.S. Cochrane at Donibristle, but shortly before the end of the refit that establishment was closed and officers and men moved to the new H.M.S. Cochrane, composed of H.M. Ships Duncansby Head and Girdle Ness.

After dinner the ship's company marched to St. Andrew's Chapel in the dockyard for the commissioning service. It had been hoped to hold the service on the jetty, beside the submarine, but the weather conditions made this impossible, and consequently the chapel was warm and welcoming in contrast to the snow outside, which had been falling at intervals for several days.

The Rev. J. F. Walmsley, assisted by the Church of Scotland Padre, conducted the service. This was brief and simple, but nevertheless the hymns were well sung by the now-thawed ship's company.

Most of the officers' and ratings' families had left the area, so very few attended the service, and those who did were almost invisible under their heavy overcoats.

After the religious ceremony, the ship's company fell in again and

marched down to the jetty alongside the submarine. There, together with a few onlookers who braved the cold for a few moments to watch the ceremony, the officers and ratings witnessed the hoisting of the Jack and Ensign and were addressed by the Commanding Officer, Lieut. P. R. Broadbent, R.N., who was then piped on board.

The wives and families were then entertained to much-needed coffee and biscuits and were able to see through the ship.

After the work-up, which is due to end on March 2, the commission will be spent based on Devonport.

Truncheon, a "T" class submarine, was built in H.M. Dockyard, Devonport, between November, 1942, and May, 1945.

FIRE IN VERNON

THERE was a fire at a cable compound in H.M.S. Vernon on January 31. The fire was extinguished, after burning for almost two hours, by naval fire parties and Portsmouth firemen. No one was hurt, but a number of drums of rubberoid cable in the open-air compound were destroyed.

'Sweepers to clear channel through North Sea minefield

SHIPS of the British, West German and Danish Navies are to co-operate this summer in clearing two channels through a Second World War mined area in the North Sea using Danish, German and Dutch bases. Preliminary sweeping is being done by the Germans and Danes.

The channels are being cleared to enable the G.P.O. to lay telephone cables from the United Kingdom to Borkum, in Germany, and to Fano, in Denmark. This will be done by the newest cable ship, H.M.T.S. Alert.

There are considerable areas in the Baltic and North Sea which are declared Second World War mined areas, and although a great deal has been achieved since 1945 the hazardous work of clearance continues.

The Right Rev. Mrg. C. D. Fay, former Principal R.C. Chaplain and Vicar-General for the Royal Navy, and well known in Portsmouth, where he was Chaplain to the Portsmouth Command for a number of years, has been appointed parish priest of St. John's, Alton, Staffs.

British forces will be operating from mid-May to mid-July and will include the Royal Navy's first minehunter, H.M.S. Shoulton, fitted with the latest mine-detection apparatus, and ships of the 2nd, 5th and 10th Minesweeping Squadrons and of the Fishery Protection Squadrons. They will be supported by H.M.S. Reclaim.

RESERVIST-MANNED SQUADRON

The 2nd M.S.S. Fishery Protection Squadron and H.M.S. Reclaim are based at H.M.S. Lochinvar, Port Edgar, and the 5th M.S.S. is based at H.M.S. Vernon, Portsmouth. The 10th M.S.S. will be manned by Royal Naval reservists as part of their annual training period.

The Esbjerg clearance has been nicknamed Operation "Clear Road" whilst the Borkum clearance will be known as Operation "Cable Way."

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ROYAL NAVAL BARRACKS, PORTSMOUTH. The story from buiks to present days. Price 7/6d. Obtainable from Gale & Polden Ltd., Edinburgh Road, Portsmouth. Post free. FOR SALE 1961-62 "Jane's Fighting Ships." Other Naval books and Ships' Photographs. Box No. N.N. 85.

GUARD SHIP

THE fishery protection frigate H.M.S. Palliser, which is normally based at Port Edgar, South Queensferry, was one of the Royal Naval ships involved in covering the route of the Royal aircraft taking Her Majesty The Queen and His Royal Highness The Duke of Edinburgh to Canada on January 31.

The Palliser was on a normal fishery patrol and was responsible for an area 300 miles to the south-west of Iceland.

ADMIRALTY CONSTABULARY

Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on temporary basis with prospects of permanent and pensionable service. Commencing pay of entrants is £550 a year, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded making a final total of £800 a year. Uniform and boots are provided. There are good prospects of promotion. Candidates must be of exemplary character, between 21 and 48 years of age, at least 5'7" in height (bare feet), and of British nationality. Prior to appointment they will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education). Educational tests are held quarterly in Portsmouth, Devonport and Rosyth; and at Londonderry, Northern Ireland.

Further information and application forms can be obtained from

The Chief Constable
Admiralty Constabulary, Admiralty, London, S.W.1

Serving naval personnel should make application through their Commanding Officer.

British warships hunt for 'missing' French submarine

WHEN the French submarine Requin was reported missing on January 28, eight British warships joined in the search for her. Fortunately the submarine surfaced some three hours after the "Subsunk" procedure had been put into operation. She was unharmed and the crew of about 60 officers and men was safe.

Requin, on an Anglo-French exercise, dived on the morning of January 27 and was due to signal her position at noon on the 28th. As no signal was received the submarine rescue procedure came into force.

The carrier H.M.S. Centaur and the Frigate H.M.S. Plymouth sailed from Plymouth, the destroyer H.M.S. Agincourt and the frigate H.M.S. Yarmouth sailed from Londonderry, whilst the frigates H.M. Ships Ursa, Falmouth and Blackwood and the R.F.A. Tideflow joined in the search.

An inquiry will be held to ascertain the reason Requin did not report her position. The exercise was taking place some 350 miles west of Ireland.

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ICED UP IN SNOW HOLE 15 HOURS

Antarctic mountain scaled

TWO Royal Marines from the Royal Navy's ice patrol ship, H.M.S. Protector, and the Secretary of the British Antarctic Survey, have climbed the hitherto unscaled 9,000-foot Mount Gaudry, the highest mountain on Adelaide Island inside the Antarctic Circle.

They were 33-year-old Capt. Terry Wills, Royal Marines, of Hove, Sussex, Marine Terence McAuliffe, of Burgess Hill, Sussex, and Mr. John Green, of Alton, Hants.

After setting out from a base camp maintained by H.M.S. Protector, the three men climbed into dangerous soft snow conditions and made the final 10-hour ascent in a night assault, cutting steps and hand-holds in a steep ice face. They reached the summit in a severe ice blizzard and decided to retain the Union Flag as protection during the descent.

'CHANGE THE WALLPAPER'

They were forced by the sudden change in weather to leave the summit almost immediately, and descended

rapidly to 7,500 ft., where visibility was down to 3 ft. and their tracks were being obliterated. With the blizzard still raging the party dug themselves into a snow hole for shelter and used the Union Flag as a door. It froze solid and they sang and joked for 15 hours waiting for the storm to abate. To keep their spirits up they also cut the ice walls of their shelter with ice-picks, making a colourful effect and bringing the comment from Marine McAuliffe: "If we stay here much longer we must remember to change the wallpaper!"

A temporary lull in the storm allowed them to descend to 6,000 ft., where they had to stop for a further three hours in a second snow hole before the weather cleared as suddenly as the blizzard had begun, and they were able to return to the base camp 44 hours after setting out.

A signal from H.M.S. Protector received in Admiralty says the party was frozen, exhausted but triumphant.

Field gunners thought about skates

AMONG those watching the weather most intently during the last week-end in January were the Portsmouth Field Gun Staff.

With training due to start on February 1 the Field Gun Officer, Lieut. D. R. W. Cowling, R.N., said, "We still have several inches of packed snow and ice on the track; at the moment it is a toss-up whether we start with drill or skating lessons. However, we are getting the surface clear so that we can start immediately the weather lets up."

Out on the track digging out (literally), together with those members of the crew who had already arrived, were the first and second trainers, C.P.O. R. Pennycoot and C.P.O. P. Gausden and the P.T.I., P.O. V. Barrie, all determined to get the 1963 crew away to the best possible start, with a view to bring back the three cups to what, they believe, is their rightful home. (Plymouth and Fleet Air Arm possibly have other views.)

Inside the field gun shed the picture gallery of past crews, which was started last year, still has many blank spaces and Lieut. Cowling would be most grateful for any photographs from previous years which ex-Pompey field gunners may have hidden away.

Navy launch makes the last trip

WHEN the Third Submarine Squadron was based at Rothesay, the depot ship was stored by "puffers" which used to make a three-day journey from the Royal Naval Dockyard via the Forth and Clyde Canal. This method of storing ship ceased when the squadron moved to Faslane, but it was fitting that the last vessel to make the journey from Grangemouth to Bowling before the canal was closed to navigation on December 31 was a launch from H.M.S. Maidstone.

Midshipman Schofield, of H.M.S. Exmouth, the target vessel attached to the squadron, was in charge of the launch and his report tells of the many people who came to take photographs of the "last boat." At one point all the children from a school came to cheer him and his crew as they passed. But things were not so pleasant throughout their journey. Ice on the surface and rubbish which had been tipped into the canal combined to make the passage a tricky one for the midshipman and for Petty Officer Wilson, his coxswain; and the 20 bridges and 38 locks to be worked kept their crews busy too.

Squash trophy won at first attempt

THE preliminary rounds of the Royal Naval Squash Rackets Association produced a real upset, when Cadet R. M. Bawtree beat the No. 4 seed, Capt. A. A. T. Seymour-Haydon in the quarter-finals. Capt. Seymour-Haydon, who returned to Navy squash after seven years' absence, had, on the previous day, won an exhausting five-game match against Lieut. M. Walsh.

In the final stages, played at the U.S. Club, London, Bawtree was to cause further upsets. In the semi-final he beat, comfortably, the holder and No. 1 seed, Surg. Lieut. (D) J. R. White.

In the other semi-final Lieut. E. D. Fox came through, but not without trouble. His opponent, Surg. Lieut. (D) M. W. Blake, also a Navy hockey player, found his touch immediately and took the first game. Fox evened the score at one-all. Blake then built up good leads in both remaining games, but Fox, with indomitable retrieving, managed to pull them round in his favour.

In the final, Bawtree initially proved too severe and it was not until the third game that Fox got into his stride, but after a long, hard struggle, during which he saved two match points, he went down.

RUNNER-UP AGAIN

Bad luck to Fox, runner-up for the second year in succession and congratulations to Bawtree, who won the championship at his first attempt, without loss of a game.

The trophy was presented by the President, Rear-Admiral Sir Anthony Miers, V.C., K.B.E., C.B., D.S.O.

The plate competition, open to those knocked out in the first two rounds of the championship proper, was won by Lieut.-Cdr. O. T. P. Carne, who beat C.P.O. J. Binks in the final.

NAVY ATHLETICS TEAM WEAKENED

ATHLETICS news is scarce in snow-covered Britain, but the little there is raises the question—what's to become of the Navy Athletics team next summer?

Three athletes who between them scored 28 points in last year's Inter-Service Championships, will not be available this year. They are Steward Meadows (mile and three miles) who is now a civilian, P.O. Dutton (hammer, shot and discus), off to sea, and P.O. Barnes (120 and 440 hurdles), off to sea. Dutton was ranked No. 5 in Britain in the hammer last year (184ft. 3in.) and, possibly, could have made a full international team next summer with the year's extra experience.

Similarly, Barnes, No. 9 in Britain, in the 120 hurdles, (14.7 sec.) was in line for a "B" international. Barnes is in a position similar to that in which P.O. Boyes found himself prior to the 1960 season—a good athlete, but needing a hard winter's training to take him into the next higher class. He will not get the chance this year.

To help balance the scales, P.O. Boyes and C.P.O. Ellis can be expected back in the United Kingdom soon. It will take them some time, however, to get really "sports fit" again, and too much must not be expected of them.

With the Combined Services, Universities Athletic Union and Amateur Athletics Association match fixed for Alexandra Park, Portsmouth will see the three main Service meetings next summer. The Navy and Inter-Service Championships will be at the Victory Stadium on July 10 and 17 respectively. The Combined Services match is on July 20.

The latter match always includes a large number of current internationals and is a most attractive fixture.

(Continued from column 5)

Lieut.-Commander F. J. Harding, R.N. (vice-chairman), and Mr. L. Wilson (secretary) led the many representatives of the Portsmouth Football Association, and the Royal Naval Football Association was represented by Lieut.-Commander J. F. Ennis, R.N. (ret'd.) (secretary), Cdr. T. S. Trick, R.N., Lieut. B. Middleton, R.N., and Lieut.-at-Arms R. H. Cooper, R.N. (ret'd.)

Many other associations and clubs were represented and there were many floral tributes

SECRETARY OF R.N. FOOTBALL ASSN. FROM 1923 TO 1959

Commander Beetham dies

CDR. E. W. Beetham, R.N. (ret'd.), whose name was synonymous with Royal Navy football for some 36 years, died on January 20, aged 72. He had been secretary of the Royal Navy Football Association from 1923 until 1959.

In the First World War he was promoted to mate. In the Second World War he was for a time on the staff of the Commander-in-Chief, Portsmouth, and later commanded R.N. Air Station Machrihanish. He received the M.B.E. in 1951 for his work in Services football.

An authority on the laws of Association Football, Cdr. Beetham was president of the Portsmouth Football Association and chairman of the Referees Committee of the Football Association. He regularised the appointment of referees for important matches, and it was on his recommendation that

referees were appointed for the F.A. Cup and F.A. Amateur Cup finals.

HE LOVED THE GAME

Queries concerning the game were sent to him from all over the world and his advice was available to all. He loved the game, thoroughly understood it, and was always ready to pass on his great love and knowledge to all who were genuinely interested in the game.

At his funeral on January 25 the respect with which Cdr. Beetham was held was reflected by the large number who attended. Mr. R. V. Stokes, president of the Hampshire Football Association represented the Football Association, and Dr. I. M. McLachlan, chairman of the Portsmouth Football Club, represented the Football Association.

(Continued in column 3)

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