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No. 103 JANUARY, 1963

Published first Thursday of the month

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DREADNOUGHT Hampshire nears completion

AT SEA

Speeds higher than expected

H.M.S. DREADNOUGHT, the Royal Navy's first nuclear-powered submarine, began the first of her sea-going trials on December 12.

The first 24-hour trip was to carry out machinery and manoeuvrability trials, and the submarine did not submerge.

Cdr. P. Samborne, Royal Navy, the submarine's first commanding officer, took the £20,000,000 ship to sea in Morecambe Bay from the Barrow-in-Furness yard of Messrs. Vickers-Armstrongs. The submarine had a full complement of 88, and on board for the trials were 20 scientists and experts who have been building the ship during the last three-and-a-half years.

The Commanding Officer said that during the trials the submarine manoeuvred very well in conditions far from ideal, and achieved higher speeds than expected.

EXTENSIVE TRIALS

Extensive trials of all kinds will now take place, but when these have been completed the submarine will join the Third Submarine Squadron, based on Faslane, where H.M.S. Maidstone, the Submarine Depot Ship, which completed a long refit last year and can "mother" nuclear-powered submarines as well as conventional types, is stationed.

Royal Marines killed in Brunei

WITHIN hours of joining the Far East Fleet, H.M.S. Albion, the Navy's second Commando ship, which took the place of H.M.S. Bulwark (which returned to Devonport on December 17), was steaming off Sarawak whilst her helicopters flew men of 40 Commando into the interior.

When the insurrection broke out in Brunei, Royal Marines of 42 Commando were flown to the area from Singapore and during an action against the insurgents five Commandos were killed and six others were wounded.

Several ships of the Royal Navy were sent to the Brunei-Sarawak-North Borneo area, including the cruiser H.M.S. Tiger, flying the flag of Rear-Admiral J. P. Scatchard, D.S.C. and two bars, Flag Officer, Second-in-Command, Far East, who had assumed that appointment only a few hours before the ship sailed from Singapore. The destroyer H.M.S. Cavalier took men of the Queen's Own

(Continued on col. 2)

Shipwright Artificer commended

THE Commander-in-Chief, Home Fleet, Admiral Sir Wilfrid Woods, K.C.B., D.S.O. and Bar, has commended Shipwright Artificer First Class Dennis Dick for his "outstanding leadership and devotion to duty" whilst serving in H.M.S. Battleaxe when the destroyer collided with the frigate H.M.S. Ursa.

Shipwright Dick is now serving at the Damage Control School in Portsmouth and the Commander-in-Chief's Commendation was presented to him at the School in the presence of his wife and son by Capt. A. H. Swann, Royal Navy, Commanding Officer of the School.

The Commendation reads: "Battleaxe was extensively damaged during a collision at night with Ursa. A section of the ship's side was opened to the sea and the adjacent compartments were flooded, fouled with fuel oil, and strewn with wreckage and the contents of the provision rooms."

"In these dangerous and unpleasant conditions, the damage control party showed calmness, courage and a high degree of professional skill in carrying out its duties."

OUTSTANDING LEADERSHIP

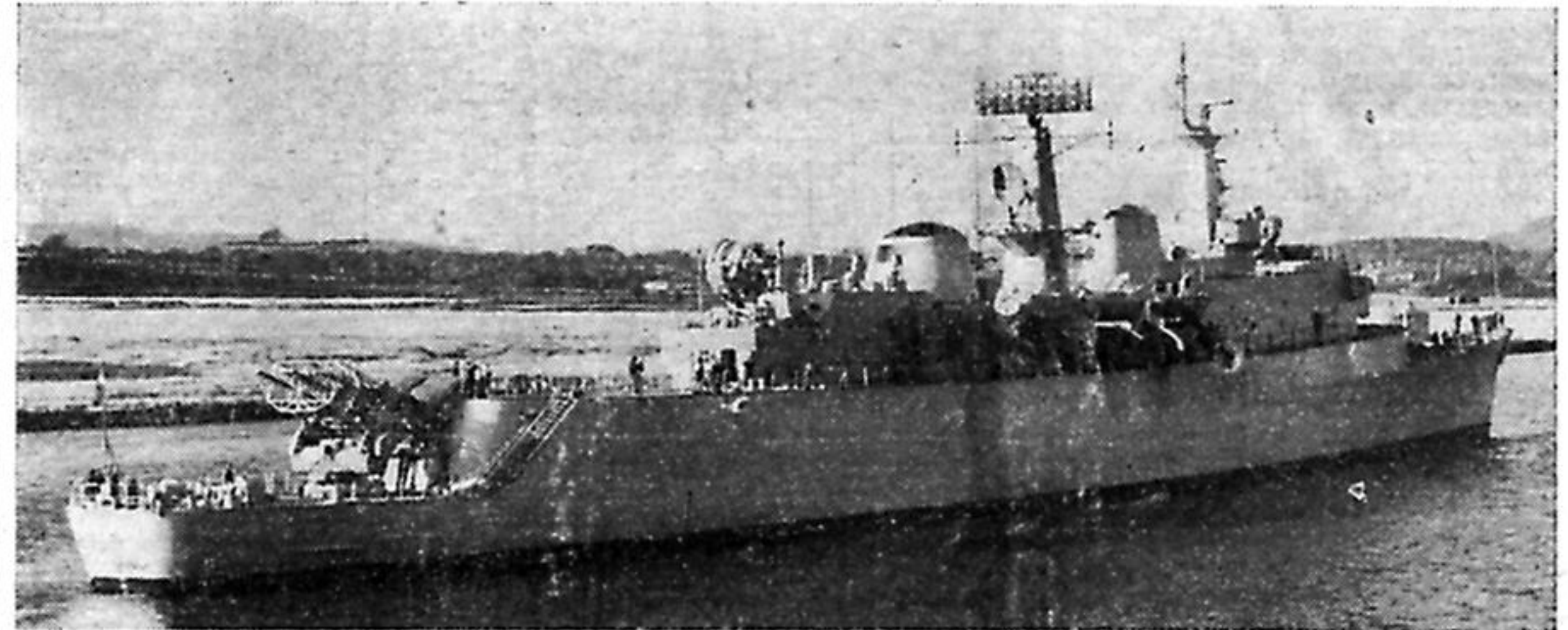
"Shipwright Dick was a member of the damage control party and I commend him for his outstanding leadership and devotion to duty."

"His efforts under difficult conditions and for a prolonged period played a large part in the containment of the flooding and the restoration of Battleaxe to a seaworthy condition for return to harbour."

(Continued from col. 1)

Highlanders to the area and acted as communications headquarters ship off Brunei.

Other ships which went to the area were the despatch vessel, H.M.S. Alert, the minesweeper support ship, H.M.S. Woodbridge Haven, and the minesweepers H.M. Ships Fiskerton, Chawton, Wilkieston and Woollaston.



H.M.S. Hampshire, second of the "County" Class Guided Missile-Armed Destroyer to be launched (March, 1961), is now nearing completion in John Brown & Co. (Clydebank) Ltd. yard at Glasgow. Her sister ship, H.M.S. Devonshire, was commissioned on November 15. Other ships of the class now building are Fife, Glamorgan, Kent and London. It is anticipated that Hampshire will have her initial commissioning ceremony about the middle of March and will be seen in Portsmouth shortly afterwards. The "County" Class (6,200 tons full load) are equipped with Seaslug and Seacat ship-to-air guided missiles and have very modern anti-submarine, radar and communications equipment. Complement is 440.

Belfast to reduce to Operational Reserve

ON February 1 H.M.S. Belfast (Capt. W. R. D. Gerard-Pearse, M.V.O., R.N.) is expected to arrive in Devonport to pay off for a refit, and she will then, probably, reduce to Operational Reserve.

H.M.S. Belfast is the largest cruiser now serving in the Royal Navy and is the only ship still to retain four triple 6-in. guns. These were fired together as a broadside, possibly for the last time in the Royal Navy, during the ship's "work-up" period with a new crew at Portland on September 18, 1962.

IN SCHARNHORST ACTION

The cruiser (14,930 tons full load) has had an interesting history. She was severely damaged by a magnetic mine in the Firth of Forth in 1939 and this necessitated repairs which took until 1942, but she then acquitted herself very well in the Scharnhorst action and later on at Normandy on D Day.

Since the war Belfast has served mostly in the Far East: she fought throughout the Korean War. For the past six months, however, the ship has served as Flagship of the Home Fleet—she assumed this duty on her return from the Far East in July, 1962, taking over from H.M.S. Bermuda.

VISIT TO NAME CITY

During this relatively short period in Home Waters, she has taken part in two Fleet Exercises and paid visits to Amsterdam and several ports in the United Kingdom, culminating in a highly successful visit to the city of Belfast, where she was built some 25 years ago at Harland and Wolff's yard.

The ship enjoys a very strong liaison with the Royal Ulster Rifles and a detachment from the 1st

ORDER PLACED FOR THIRD NUCLEAR SUBMARINE

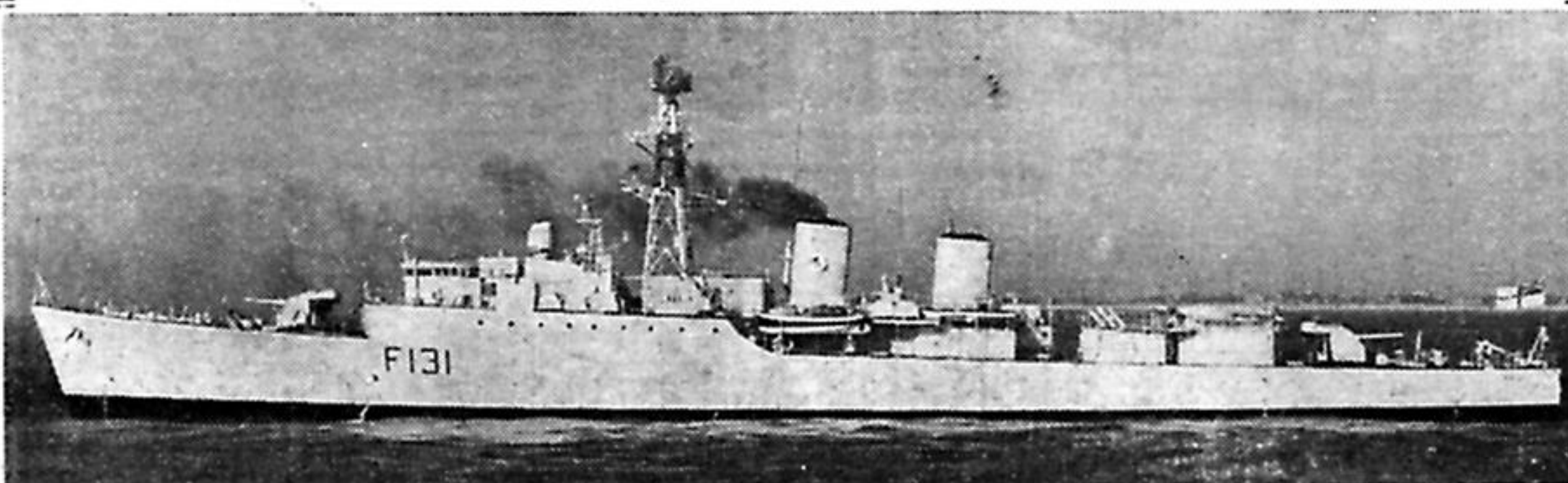
ON the same day that H.M.S. Dreadnought, Britain's first nuclear submarine, was leaving Barrow at the start of her sea trials, the Admiralty placed an order for a third nuclear submarine. The builders are Messrs. Vickers-Armstrongs (Shipbuilders), Ltd., who built Dreadnought and are at present building the Valiant.

Like Valiant, this third nuclear submarine will be entirely British designed. These two will use reactors based on the Royal Navy's prototype at Dounreay in Scotland.

The Dreadnought is based on an American hull design and uses an American reactor. During her surface trials this hunter-killer (anti-submarine) exceeded her expected surface speed.

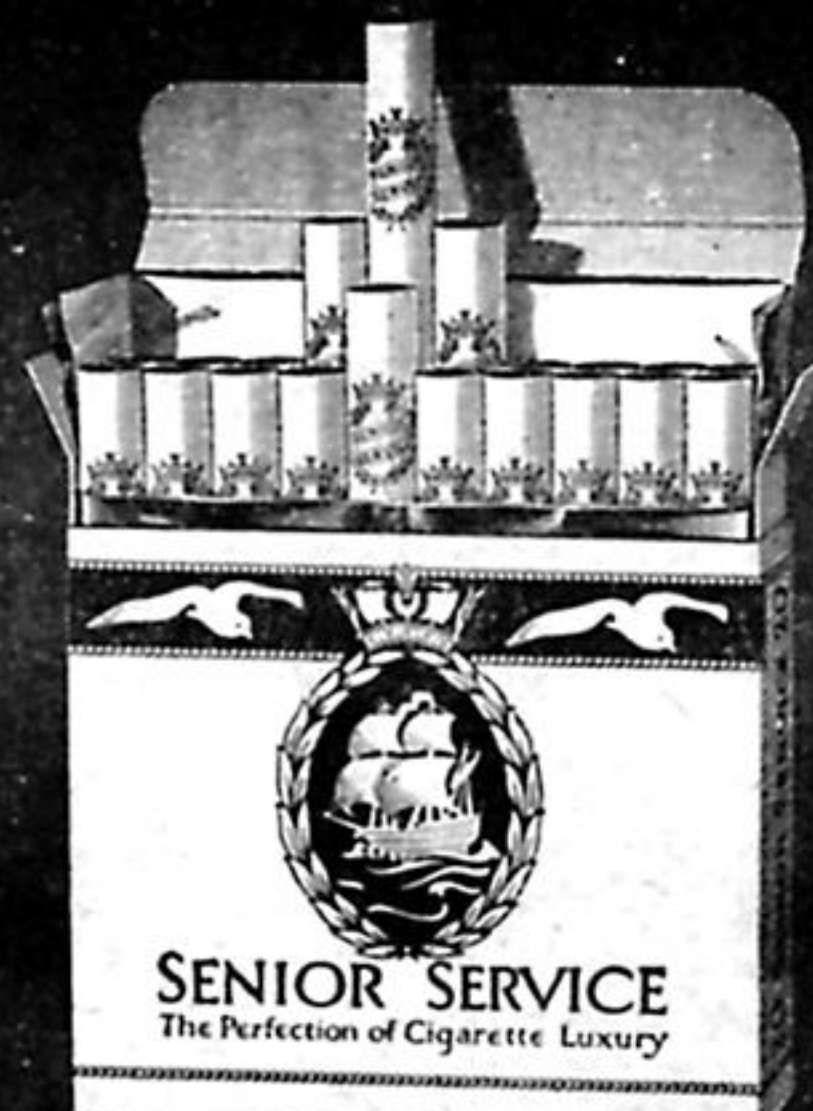
H.M.S. Bulwark returned to Devonport from the Far East Station on December 17.

TO GO TO THE MIDDLE EAST



A fine photograph of H.M.S. Nubian, one of the "Tribal" Class General Purpose Frigates (2,700 tons full load). Built in H.M. Dockyard, Portsmouth, H.M.S. Nubian was commissioned on October 9 and since that date has been undergoing various trials. She is due to join the Middle East Command in April. The "Tribals"—Ashanti, Eskimo, Gurkha, Mohawk, Tartar, Zulu and Nubian were designed for general duties formerly undertaken by destroyers and each will carry a helicopter for anti-submarine reconnaissance. Complement is 253.

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OF THE DAY



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Navy News

Editor

Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 2223 (Ext. 72194)

EDITORIAL

DURING the past couple of months or so a number of officers and men have died in the performance of their duty — an officer and four ratings in H.M.S. Centaur, six officers in two aircraft which crashed, and five Royal Marines serving in 42 Commando during the Brunei operation. We remember, with gratitude, these men and offer our sympathy and condolences to their families.

The dictionary defines "duty" as "that which a person is bound, by any natural, moral or legal obligation, to pay, do, or perform: forbearance of that which is forbidden by morality, law, justice, or propriety." The officers and men of the Services do not, however, pay much attention to dictionary definitions. To them all, right down the centuries, there has been a job to be done—it has been their job to do it—and they have always got on with it, usually with humour, sometimes, with a sailor's prerogative, with a moan, but always the job has been done by those responsible because, had they not done so, they would have been letting down their messmates, their shipmates, or the fleet in which they served. The word "duty" (apart from that which they have to pay to the Customs and Excise Officers) meant nothing to them—it has always been a job to be done to the best of their ability.

During long, cold, wet and hazardous watches at sea, in peace or war, the men of the Royal Navy have carried out, and are still carrying out, their "duty" with the utmost efficiency but, unfortunately, it is not until some tragic event takes place that we stop to think of the other side of the picture. Perhaps we think too often of the "pleasure cruises," visits to the beautiful and romantic places of the world, and not often enough of the essential exercises and training which have to take place, and the many calls made on the men and ships of the Royal Navy.

When the wind is snarling around the house, when the storms are battering at the window, when the ice and snow make getting about a little awkward—think of those, in all parts of the world, doing their "duty," in conditions perhaps a thousand times worse than most of us ever experience.

(Continued in col. 2)

CANADIAN RECALLS A 1908 DISASTER

SIR.—Please find enclosed subscription form and remittance. If amount enclosed is more than the annual subscription, please give the balance to a suitable charity.

You may wonder why I ask you for NAVY NEWS seeing that my address is Lethbridge, Alberta, Canada. First, I'm an old "Flatfoot." I joined the Navy in December, 1900, and did my training as a boy on the old St. Vincent and, with 80 other boys commissioned the battleship London in June, 1902, for King Edward VII's Coronation Review. Then "Up the Straits" for three years. Afterwards I went to Whale Island for gunnery. Three and a half years followed in destroyers, and then I went to the Australian station in the old four-funnelled, the cruiser Powerful.

I took my discharge from that station in December, 1911. Things were "dead," and there was no chance of promotion, and the Admiralty was granting free discharges for seamen with more than eight years' service provided they joined the Reserve.

An older brother of mine was then here in Lethbridge and I wanted to join him, so after working in Sydney until March, 1912, I worked my passage back to England on a White Star cargo ship, the Georgic, and then on a cattle boat.

(Continued from col. 1)

There are times, it is true, when "duty" is a pleasure. When the sailors get together and bring a little happiness to those unfortunates who abound in all parts of the world, the sailors look upon a party to orphan children, a helping hand to someone in distress, and so on, as a "duty," but a duty which gives them, and the recipients, so much pleasure.

We others not of the Fleet, have a duty too, and that is to uphold the sailor in all his efforts and to see that, should disaster come upon him, his family is looked after.

A nephew of mine living at Denmead, a Second World War veteran, sends me a local Portsmouth paper and NAVY NEWS every now and again. The last NAVY NEWS contained an article about the Tiger, and as it so happens, a 300-ton, 30-knot destroyer, Tiger, was one of the boats I served in after taking my S.G. Course in 1905.

We were attached to the Home Fleet and, during night manoeuvres, April, 1908, she was cut in two by the County Class cruiser, Berwick, just off St. Catherine's Point, Isle of Wight. Thirty-six out of a reduced crew of 54 were lost, including all the officers. The Commanding Officer was Lieut. Middleton, whose father was a V.C. from the Indian Mutiny. Luckily, I was not on board, having been transferred, with others, to a river class destroyer, the Derwent. We were in the same "night action," but off Portland.

That's enough about "shop." I soldiered from here with Canadian infantry and was in France from October 1916 until the spring of 1918.

ARTICLES 'RING A BELL'

When I have finished with NAVY NEWS and the local I pass them to another old Navy "sweat." This man was a stoker and one of the survivors from three old four-funnelled cruisers torpedoed in the North Sea—in 1915, I think. (Could this refer to the sinking of the Cressey, Aboukir and Hogue in September, 1914?—Ed.) He and I really enjoy reading about the Navy, and some of the special articles have "rung a bell" or two.—E. J. CARPENTER, late A.B., later Cdr./Sgt. Major, Canadian Black Watch — "From bell-bottoms to no pants at all."

[The balance from Mr. Carpenter's remittance was forwarded to the Royal Naval Benevolent Trust.—Ed.]

News of next home job would be a great help

GENERAL Service ratings serving abroad would appear to be at a disadvantage when compared with Fleet Air Arm ratings and submariners in that the General Service ratings do not know their next draft before leaving the foreign station.

On return from abroad some of the personnel involved, not having homes in the United Kingdom, are put to a great deal of expense in accommodating their family, etc., until notification is received of the whereabouts of the next draft.

The reason for this lack of knowledge has never been clearly defined and comments would be appreciated.—

Yours, etc., MALTA (name and address communicated to Editor).

(By Editor.—The "Navy News" understands that the possibility of introducing a trial scheme whereby ratings serving on Foreign Service are informed of their new drafts before leaving the Station, is under active consideration.)

London's to muster

SIR.—It would appear that the third "London" of the 20th Century will commission during 1963.

As I was serving as a boy, 1st Class and later as Ordinary Seaman during 1913 on board the battleship London, I wonder if there are many of my old shipmates about today?

Our Captain was Thomas Webster Kemp and the Commander was Henry Paul Ritchie. The latter was the first naval V.C. of the 1914-18 war.

It would be a splendid gesture if we old boys of the battleship could assemble when the third London commissions.—Yours, etc., W. R. BULL, D.S.C., D.S.M., Commander, Royal Navy, No. 1 Sea Breezes, The Promenade, Bridlington, Yorkshire.

An old messdeck pastime

SIR.—I wonder if you or perhaps a NAVY NEWS reader could supply me with the dialogue of that old messdeck pastime "The Priest of the Parish?" I can remember most of it but am afraid I have forgotten how it starts.—Yours, etc., C. R. TRIMMING, 365 Blackpen Road, Sidecup.

In Memoriam

Paul J.A.S.J.F.X.D. Grima, Acting Petty Officer Cook, E/LX 583850, H.M.S. Diana, Died November 12, 1962.

KILLED IN ACTION

The following, all of 42 Commando, were reported killed at Limbang, Brunei, on December 12, 1962:

W. G. MacFarlane, Sergeant, Royal Marines, Ch/X 4743.
G. Kierans, Royal Marines, RM. 16947.
F. S. Powell, Royal Marines, RM. 21017.
R. D. Formoy, Royal Marines, RM. 16883.
R. Jennings, Royal Marines, RM. 19233.

The British Empire Medal awarded to Mr. J. Cawte, Wardroom Mess Secretary of H.M.S. Dolphin from 1936 to 1962, was presented to him at Fort Blockhouse by Rear-Admiral H. S. Mackenzie, Flag Officer Submarines.

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. Artful, January, at Devonport, for Second Submarine Squadron at Plymouth.

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

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

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

H.M.S. Cambrian, January 3, at Devonport, for General Service Commission, Home/East of Suez, Transfers to 22nd E.S. February, U.K. Base Port, Portsmouth.

H.M.S. Laleston, January 7, at Chatham, for Home Sea Service, 3rd M/S Squadron Vice Kirlston U.K. Base Port, Portland.

807 Squadron, January 14, at R.N. Air Station, Lossiemouth Strike H.Q. Squadron, Buccaneer Home Sea Service.

H.M.S. Crossbow, January 16, at Chatham, Reduce to trials crew.

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

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

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

No. 829 Devonshire Flight, January, General Service Commission for H.M.S. Devonshire, Wessex, Change classification of service.

H.M.S. Devonshire, January, Change classification of service, General Service Commission, Home/Med, U.K. Base Port, Portsmouth.

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. 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. Rayl, 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 (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport.

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

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

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

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

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

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).

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 (A).

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. Russell, April, at Rosyth, L.R.P. complement.

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, 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. Scorpion, April, at Devonport, Reduce to C & M Party.

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).

(Continued on page 3, col. 1)

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Commander-in-Chief to be guest at Instructors' Dinner

ON January 25, the Plotting and Radar Instructors' Association, the Gunnery Instructors' Association and the Torpedo and Anti-Submarine Instructors' Association of the Royal Navy will hold a combined dinner in the Guildhall, Portsmouth. Admiral Sir Alexander Bingley, G.C.B., O.B.E., will be the Guest of Honour. This will be one of his last engagements before he hauls down his flag as the Commander-in-Chief, Portsmouth.

The idea for such a reunion, the first in this country, arose out of a dinner held in Singapore on March 19, 1962 to promote a closer liaison between many of the officers and senior ratings of the executive branches of the units of the fleet East of Suez.

The dinner on January 25 is intended to foster and perpetuate this liaison, as well as to say farewell to the Commander-in-Chief, who has taken such a close and abiding interest in the activities of these branches.

The three associations between them provide the key men who direct and fire the weapons of the Royal Navy. They also, of course, include ex-Service members of these branches.

Other guests at the dinner will be the Captains of the three Portsmouth Schools which provide and train the men of the Weapons Branches and where these associations have their respective homes. These are Capt. P. J. Wyatt, D.S.C., Captain of H.M.S. Dryad (the Navigation and Direction School), Capt. J. G. Wells, D.S.C., Captain of H.M.S. Excellent (the Gunnery School) and Capt. H. L. Lloyd, D.S.C., Captain of H.M.S. Vernon (the Torpedo and Anti-Submarine School).

THREE WISE MONKEYS

The tradition, started in Singapore, will be perpetuated of presenting to the four guests of honour, replicas of the Three Wise Monkeys. This symbol has been appropriately adopted as a token of the three Associations when combined. It, of course, stands for: "Hear no evil"—Torpedo Anti-Submarine Instructor, "See no evil"—Plotting and Radar Instructor and "Speak no evil"—Gunnery Instructor.

Photograph wanted

SIR—I have been trying for some time to get a photograph of the old H.M.S. Sultan as she was during the war at Portsmouth, with sheds on the decks, etc., but although I have tried almost everywhere, I have met with no success.

Can any reader of "Navy News" help me in my search?—Yours, etc., C. W. HARRIS, Lyddington, Nr. Uppingham, Rutland.

DRAFTING FORECAST (cont'd)

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

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

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

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

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

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

H.M.S. Vidal, July, at Chatham, for General Service Commission. West Indies. U.K. Base Port, Portsmouth.

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

H.M.S. 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.

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. 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 (under consideration).

H.M.S. Dido, September, at Glasgow, for Home Sea Service. General Service Commission, November. East of Suez/Home (14 months) 22nd E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet, 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. Barossa, October, at Singapore, for Foreign Service (Far East). 24th E.S. (A).

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. Kemerton, October, at Aden, for Foreign Service (Middle East). 9th M.S. Squadron (E).

No. 829 London Flight, mid-November, at R.N. Air Station, Culdrose, for General Service Commission. H.M.S. London. Wessex.

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

H.M.S. Ajax, November (may be delayed), at Birkenhead, for Home Sea Service (Far East). March 1964 (tentative date). 24th E.S. (A).

guns, limos and homing torpedoes. The last two of the six ships in the class are being completed to a different design which will incorporate a helicopter landing deck and a hangar which will split the boiler uptakes in two, necessitating twin funnels abreast.

UNITED STATES

The heavy cruiser Helena is to pay off into reserve from the Pacific Fleet. This leaves only her sister ships St. Paul and Los Angeles in the Pacific and the Newport Mews in the Atlantic as the surviving all-gun cruisers in commission. The Helena is being replaced by the missile cruiser Columbus, which has recently completed a conversion which gives her an armament of Tartar and Talos surface-to-air missiles and Asroc anti-submarine missiles.

Despite the Royal Navy's declining

DURING the nine months she spent in the Mediterranean, 11 officers and men of H.M.S. Broadsword collected £250 to buy and train a guide dog for the Guide Dogs for the Blind Association.

The collection was started by C.P.O. Jesse Grieve and he was supported by all the 234 officers and men in the ship.

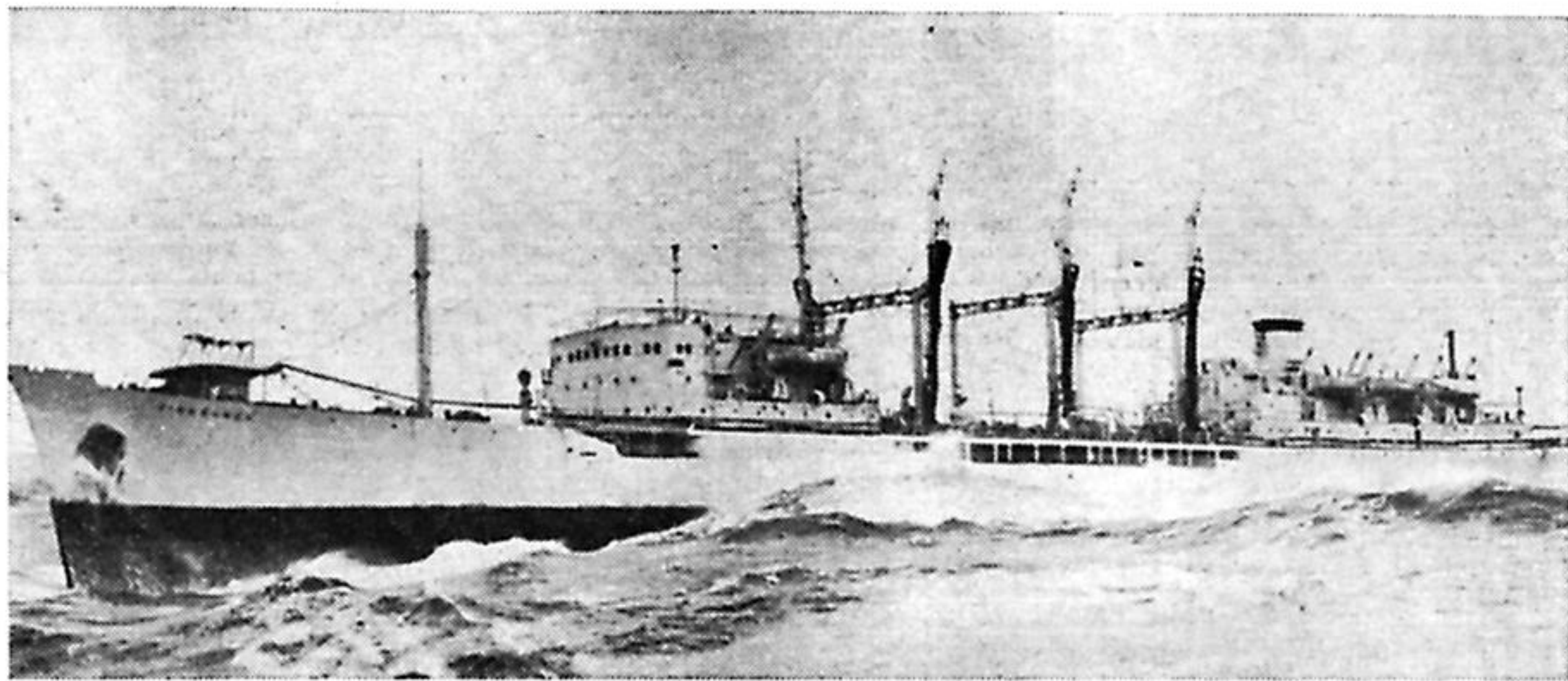
The cheque for £250 was presented to Sir Michael Nall, Bt., the General Manager of the Association and former gunnery officer who has served in Broadsword, by Cdr. S. Peter Anson, Bt., Royal Navy, Commanding Officer of the ship.

H.M.S. Broadsword steamed 51,000 miles during her commission, visiting Spain, Greece, Turkey and Yugoslavia. The commission ends in February when she will probably go in refit.

SHIPS OF THE ROYAL NAVY

R.F.A. Tidesurge

No. 86



Advancements

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

To Acting Chief Engine Room Artificer: MX 888964 E. R. Fell, MX 857312 F. W. S. Bramley, MX 857755 C. B. Plant, MX 888844 G. J. Pateman, MX 902352 J. D. Pope, MX 667752 D. F. Aberly.

To Chief Engineering Mechanic: KX 891737 S. Hardman, KX 165491 R. H. Sanderson, KX 753927 M. W. Ashton, KX 860441 L. J. Innes, KX 833752 M. Hughes, KX 898133 D. Finch, KX 833991 A. Griffiths, KX 862315 G. Cheshire, KX 897840 R. C. Reeves.

To Acting Chief Mechanician: KX 855236 G. L. Haisell.

To Chief Shipwright Artificer: MX 900211 A. L. Pike.

To Acting Chief Ordnance Artificer: MX 902225 K. G. Bowen, MX 902606 R. G. Ibell, MX 902369 M. J. Smart.

To Acting Chief Electrical Artificer: MX 902372 T. J. Stevens.

To Chief Electrician: MX 661088 B. Peters, MX 795942 R. Fayle, MX 862406 M. J. Treacy, MX 875801 R. A. Bailey, MX 759314 R. A. R. Dugan, MX 892817 A. M. Paterson, MX 856735 A. R. Connell, MX 712980 G. S. Jay.

To Acting Chief Radio Electrical Mechanician: MX 760312 P. W. Fudge.

To Acting Chief Radio Electrical Artificer: MX 888971 D. C. Giles.

To Chief Radio Communication Supervisor: JX 760034 S. A. Harman, JX 795714 J. N. Hilder, JX 754035 G. R. Anderson, JX 820489 G. E. J. Hooper, JX 716369 V. R. Woolley.

To Chief Communication Yeoman: JX 712738 R. A. Delleny.

To Sick Berth Chief Petty Officer: MX 851350 G. Nichols.

To Chief Petty Officer: JX 371949 W. E. Lambert, JX 385944 R. D. Baird, JX 292743 D. W. Merrett, JX 166708 J. F. Glynn, JX 760407 W. G. Buck, JX 890967 G. Coleman, JX 157113 A. J. Edwards, JX 844923 J. C. Grey, JX 929296 J. F. M. Guy, JX 712684 A. R. J. Hunt, JX 817046 J. D. Irvine, JX 778088 J. F. Mead, JX 162554 R. J. Nicholson, JX 646451 B. Parsley, JX 712370 D. J. Platt, JX 581610 G. V. Powell.

To Master At Arms: MX 802161 D. E. Norton, MX 660740 P. G. Lemon, MX 759448 A. Stewart.

To Stores Chief Petty Officer (V): MX 861355 R. S. Coulbert.

To Stores Chief Petty Officer (S): MX 835178 G. R. Plant.

To Chief Petty Officer Cook (S): MX 870610 J. A. M. True.

To Chief Wren (Writer) (G): 109642 E. Shaw.

To Chief Wren (Quarters Assistant): 73011 L. Munnings.

To Acting Chief Aircraft Mechanician (AE): L/FX 817122 L. F. Tyson.

To Chief Air Filter (O): L/FX 837760 R. Pratt.

To Chief Airman (A.H.I.): L/FX 901722 N. J. Nuttall, L/FX 581587 R. Thompson.

To Acting Chief Radio Electrical Artificer (AIR): L/FX 902605 J. Fowle, L/FX 669017 E. S. Barrett.

To Chief Radio Electrician (AIR): L/FX 846235 D. W. Thompson.

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, Coronilla, 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 and Broadsword.

ALTHOUGH Royal Fleet Auxiliaries do not fly the White Ensign, they are an integral part of the Royal Navy, and with the emphasis on

CORONER COMMENDS TWO

AT the inquest on the five victims who died in H.M.S. Centaur on November 19, the jury returned a verdict of "Accidental death, caused by a defect in a high-pressure steam pipe."

The Coroner (Mr. F. A. Maxwell Wells) commended Sub-Lieut. R. Shiffner, R.N., and Engine Room Artificer B. T. Jolly, for their efforts to rescue the five men.

He said that the two, without any protective clothing, made brave attempts to get into the boiler room. The Coroner went on to say that a large number of people in the ship, from the Captain downwards, did everything they could to try to effect a rescue.

the mobility of the fleet, are even more essential to the fighting and sea-going efficiency of the fleet than ever before.

R.F.A. Tidesurge was launched at Sir James Laing & Son Ltd., Sunderland, on July 1, 1954.

Her displacement is 26,000 tons (full load). The ship's length is 583 feet (overall) and her beam is 71 feet.

Tidesurge and her sister ships are designed for the support of the Fleet and replenishment of its supplies whilst at sea. They are both fast and capacious, and fitted with the most modern handling gear for transferring food, stores, ammunition, oil and jet aircraft fuels to ships needing them.

Oil cargo can also be discharged at high rate to ships either on beam or astern, while steaming at high speeds.

There are two other ships of the "Tide" class, the Tideflow and Tide-reach. A third was named the Tide Austral, but was later taken over by the Royal Australian Navy and renamed H.M.A.S. Supply in September last.



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General drills, like regattas, aroused a spirit of friendly rivalry

NEPTUNE QUALIFIES FOR COMMAND OF A DESTROYER

(Neptune, who entered the Royal Navy as a young seaman in October, 1904, continues his story. In 1924 he is the First Lieutenant of H.M.S. Wessex—one of the first Asdic destroyers).

GENERAL drills, when carried out by ships of a large fleet, like regattas, aroused the spirit of friendly rivalry between ships' companies. The executive officers and Captains of Tops, egged on by the Chief Buffer in large ships, prepared, unofficially, for every evolution they could think of during the dog watches of the previous night, but even so, it was easily possible to be caught on the wrong foot.

There was, therefore, an air of excitement and anticipation as the hands stood ready for action in the various parts of the ship. On the bridge the Captain and Executive Officer, supported by the Chief Yeoman of Signals and staff, gazed intently on the mast and yards of the Flagship with telescope and binoculars, whilst others stood by the signal lockers in readiness to bend on the flags, giving the purport of the drill to be carried out as they were hoisted from the bridge of the Flagship.

The Communications Branch, although relatively small, excelled in efficiency, whether in peace or in war. They were indeed "The Eyes of the Fleet."

A forenoon at general drill was full of pleasant excitement, and thoroughly enjoyed. It could be termed either a "shake up" or a "shake down." Whatever term was used, it could be said that it was needed after a long spell of leave, or joy-riding, "Showing the Flag."

ASDIC EXERCISES

When the periodical gunnery and torpedo practices of early summer, 1924, had been completed, the Fleet proceeded to the Firth of Forth, and to continue with what now had become the most important exercises. These were to develop the use of Asdic screen of destroyers, and to train the operators in rapid detection of submarines, endeavouring to pass through the screen undetected, and attack ships of the Fleet with torpedoes. These exer-

cises also proved to be of great value in training officers of the watch in distinguishing between a good echo or a woolly one, and a high or low Doppler tune, which would indicate whether the range of the submarine was "opening" or "closing."

These exercises did not affect such a large proportion of the ships' companies as did gunnery and torpedo, but it did call for intense concentration by officers of watch, operation and lookouts, for it was upon them that the safety of the ship and their messmates depended.

To enable the results of these exercises to be analysed, certain rules were laid down for the attacking destroyer and submarine. The destroyer, as she proceeds into the "kill," streamed a small electrically-operated explosive charge. On arriving at the position where depth charges would be fired, an officer pressed a button on the bridge and exploded the towed charge. At the same time a calcium light would be thrown overboard from the stern. The submarine, on hearing the explosion, would discharge a smoke candle to the surface. The relative distance between the calcium light and the smoke candle, together with records kept by both vessels, would give an indication of success or failure.

PORT EDGAR NAVAL BASE

During the summer months ships of the Fleet anchored or moored in the Firth of Forth, whilst the destroyers berthed alongside the Penns at the Port Edgar Naval Base, which was

then under the command of Capt. Andrew Cunningham, who had been my divisional lieutenant on board H.M.S. Hawke in 1905.

The entrance to the Penns was very narrow, which produced a tricky problem for commanding officers when a fast-moving tide was running at right-angles to the entrance. When once inside the Penn area, destroyers had to be warped into their berths, as sea room was very restricted. Each Penn had its own fuel and fresh water connection, which made the work of replenishment very easy.

Across the Firth lay the Rosyth Dockyard, where an abundance of naval stores were kept, which meant so much to first lieutenants. To gain possession of them was no easy matter, because most of the items would be declared "In Excess of Establishment"—a very great stumbling block. Diplomatic ways and means had to be thought up, so that the right approach could be made and a personal call on the head of a department helped considerably. Generally, in the end, the items most needed were obtained by

SAILORS IN THE MAKING By NEPTUNE

first lieutenants, which enabled them to augment the most inadequate allowance approved by the powers that be.

SMALL PAY PACKETS

Edinburgh was only one hour's journey away from Port Edgar. This great city provided relaxation, gaiety and hospitality to officers and ratings of the Fleet during the week-ends spent in the Firth, according to the desires of the varying personalities of such a large number of men. But the pay packets were not very large in those days, and many could not afford a night in town. For my part I was content to hike about the countryside and through the nearby Dalmeny Woods. During the silent hours I studied torpedo and signals in anticipation of completing my examination to qualify me for a destroyer command.

About mid-July, 1924, the Fleet and flotillas proceeded on independent cruises for the purpose of "Showing the Flag." The 6th Flotilla visited Hull and Liverpool. These visits were very popular, and at each port it was non-stop entertainment.

During these visits I gained much social experience in etiquette, which proved of great value in later years. The Commander of the 11th Division chose me to accompany him when making official calls. This was both a privilege and a pleasure.

THE SOCIAL GRACES

On arrival at Liverpool it was found that a great civic ball had been organized by the Lord Mayor in honour of our visit. The number of officers carried by destroyers had been very much over-estimated, and it was soon obvious that there was a shortage of males. Captain (D) sent out an S.O.S. summoning all officers remaining on board to attend. I had never attempted to dance in my life (except the sailors' hornpipe).

However, it was an S.O.S. which had been received, so, clad in full-dress uniform, but feeling very nervous, I arrived at the Guildhall and joined in with the joyous throng. Fortunately the floor was crowded, so my imperfections appeared to pass unnoticed by the lovely partners that came my way. It was an experience which I intended would not occur again, and arranged for dancing lessons at the earliest opportunity. Dancing, I could see, was a social accomplishment which I intended to acquire. Hitherto my time and energy had been entirely devoted to my profession.

Early in August the 6th Flotilla split up for further efforts in "Showing the



H.M.S. Wessex dropping depth charges—1924

Flag," and H.M.S. Wessex visited Sandown, in the Isle of Wight, and took part in the local regatta and other festivities on shore.

EXAMINATIONS PASSED

The ship then proceeded to Portsmouth for several days, just long enough to enable me to take the examination in torpedo and signals to become eligible for a destroyer command. I was quite happy about the torpedo examination, but signals was much stiffer than I expected.

To pass in Morse signalling I found myself in a large room in the Portsmouth Barracks Signal School, together with more than 100 signal ratings, all to take the same examination. No time was lost. I had a yeoman to write down for me. I was just scared stiff. I had never attempted before to read Morse at the speed it was then made. It was a great relief to know that I had succeeded in my efforts, and it was a pleasure for me to know that I was the first lieutenant ex-mate to qualify for a destroyer command.

A rendezvous was made for the Fleet somewhere in the English Channel, and once more carried out intensive Asdic exercises on passage to the Firth of Forth, and on this occasion Admiral W. W. Fisher took passage in Wessex to see first-hand Asdics in operation. He had a reputation for being very stern in outlook, but we found him to be of a very friendly nature and a good messmate.

The remaining months of the autumn the Fleet operated from the Firth of Forth. So once again the destroyers were snugly berthed in the Penns at Fort Edgar during week-ends in harbour, for the Fleet was continuously at sea during the week. It was really a most interesting sight to see a complete flotilla back out from the Penns in the reverse order of Fleet numbers and proceed stern first up the Firth, keeping station until the flotilla leader emerged, with the signal hoisted, "From Single Line Ahead. Speed 12 Knots." When the signals were hauled down, the whole flotilla was already in station. It was an inspiration to all junior officers, to see how the art of manoeuvring and station keeping had been acquired by the commanding officers. In December, 1924, the fleet dispersed to home ports to give Christmas leave, and prepare for the Spring Cruise of 1925.

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great speculation amongst the officers of the 6th Flotilla. Some expected to qualify as Asdic officers.

My captain's relief had been appointed, but there was no new appointment for him. Unfortunately he was now out of the promotion zone, and Wessex proved to be his last active destroyer command. It was hard for him, at the age of 35 to 36 with no prospect of promotion and an uncertain future. He was an expert in the destroyer world, and I had to thank him for the experience I had gained whilst I was his First Lieutenant.

FIRST DESTROYER COMMAND

It seemed to give him great pleasure when he sent for me and gave me the glad tidings that I had been appointed to the destroyer H.M.S. Tarpon in command. I could hardly believe it! What was equally good news was that Tarpon was attached to the Vernon Flotilla, and I would operate from Portsmouth, my home port.

To be continued

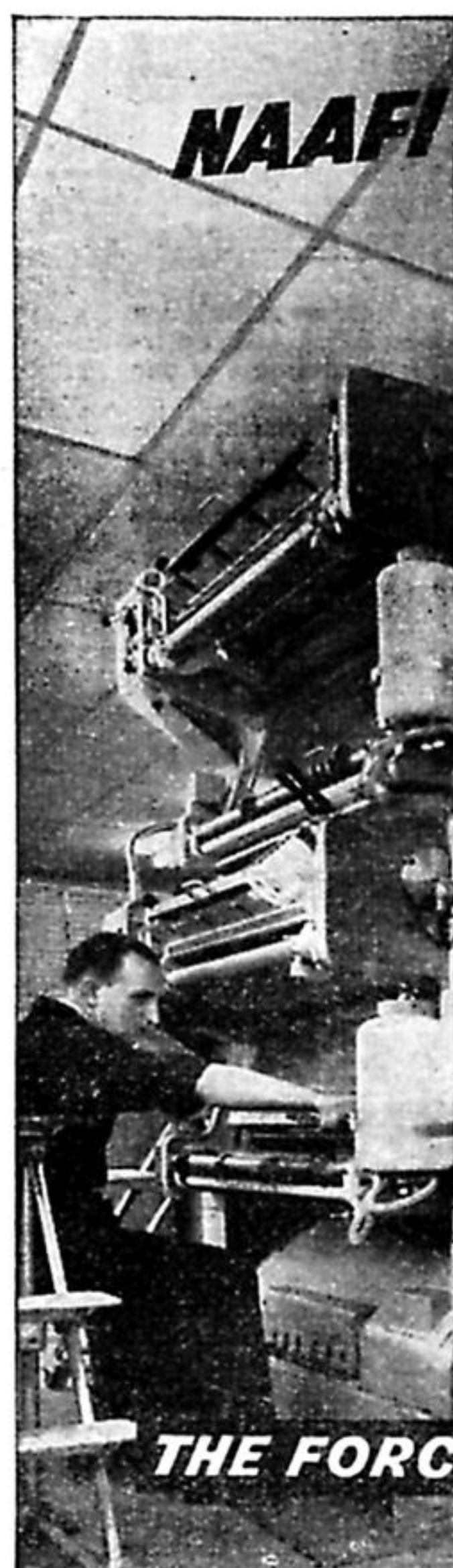
YACHT'S CAKE

BEFORE the Royal Yacht Britannia left on December 7 for Fiji and the Royal Tour of Australia and New Zealand, Rear-Admiral J. C. C. Henley, Flag Officer Royal Yachts, visited the Royal Portsmouth Hospital and continued a 40-year-old tradition by presenting to the hospital a Christmas cake.

This year's cake was made by P.O. Cook Alan Jones, who has been responsible for the last six cakes presented to the hospital. The 19 lb. cake depicted the Royal Yacht in blue icing and had a Royal Yacht hat-band round the sides.

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H.M.S. Agincourt—a "Battle" Class destroyer, now designated as a Fleet Radar Picket

A HECTIC WEEK-END FOR AGINCOURT

THE following account by Midshipman B. Phillips, R.N., of H.M.S. Agincourt, graphically describes a hectic week-end in November last and brings home that portion of the Naval prayer which runs "Preserve us from the dangers of the sea . . . and a security for such as pass on the seas upon their lawful occasions."

"On the afternoon of Friday, November 16, H.M.S. Agincourt (Cdr. G. J. R. Elgar, Royal Navy) had just completed a tiring week of exercises in the Southern Irish Sea and was preparing for an overnight trip to Scotland and a peaceful week-end in the Firth of Clyde. At 3.47 p.m., however, an SOS was received from a helicopter of H.M.S. Hermes. The latter with the destroyers Duchess and Agincourt and the frigates Berwick, Lowestoft and Scarborough in company, made for the last-known position of the helicopter at maximum possible speed.

"Helicopters from Hermes went on ahead and picked up four survivors before they had been in the water 30 minutes. At this time the wind was at force 5-6 and the sea state was moderate. The temperature, however, was only just above freezing and occasional vicious rainstorms made life very unpleasant.

"All six ships, with the aid of more helicopters, made an intensive search of the area for about four hours—by which time it was very dark and all hope of finding the missing man, Lord Windlesham, alive, had faded. Four ships then left the area, leaving Duchess and Agincourt to search the sea-bed with underwater detection apparatus in the hope of finding the wreck of the helicopter on the bottom.

LEAVE CANCELLED

"The wind and sea increased steadily overnight and at dawn on Saturday, with a near gale blowing, Agincourt laid a Danbuoy on a probable underwater contact and made for Milford Haven—the largest natural harbour in the world—to refuel. She secured alongside Pembroke Dock at 10 o'clock that morning, and it was decided to remain alongside for the night, before making for the Firth of Clyde on Sunday.

"However, the crew were not even allowed one peaceful evening over the week-end, for at 5.50 p.m. all leave was cancelled. Efforts were made to recover those men already ashore, and steam was raised as quickly as possible. A signal had been received

stating that the Royal Fleet Auxiliary Green Ranger was being towed by a tug against heavy seas and high winds off Hartland Point and was in difficulties.

GALE FORCE WIND

"Agincourt sailed an hour later leaving six men still ashore. The eight-mile-long narrow channel of Milford Haven was successfully negotiated even though weather conditions had worsened considerably during the day. By now the wind had risen to severe gale force nine, the temperature had dropped to zero and the rain showers had turned to squalls of hail which left any exposed flesh bruised and stinging. There was no shelter for those of us on the bridge, and after a four-hour watch, it took as many hours afterwards to thaw out completely.

"Agincourt made good 16 knots to Hartland Point—she was prevented from going faster by the very real danger of broaching to in the heavy following seas. By this time another signal told us that Green Ranger's tow rope had parted and she was drifting helplessly towards the rocks off Hartland Point with seven men on board. The race to save Green Ranger was lost.

"When Agincourt arrived at approximately 10.30 on Saturday evening Green Ranger was hard aground with a large list to port as the heavy seas broke over her. Agincourt approached to within 600 yards of the shore and illuminated the wreck with searchlights as required by the coast-guards and Appledore lifeboat. The illumination continued for four hours.

(Continued on page 9, column 2)



Wren Air Mechanic R. Toy—subject of the winning photograph

PEREGRINE AWARD GOES TO CULDROSE

NAVAL Airman (Photo 2), N. R. Gosney, of Swanage, serving at the R.N. Air Station, Culdrose, is the first winner of the new Peregrine Trophy to be awarded annually for the outstanding naval photograph in the pictorial publicity field.

The Peregrine Trophy was presented to the Admiralty earlier this year for competition among photographic ratings by the directors of the magazine "Practical Photography" and bears the ship name of the old Naval Air Station at Ford, Sussex, where the R.N. School of Photography was located for many years until being moved to Lee-on-Solent.

Twenty-four of the crew of H.M.S. Bulwark, which returned to Devonport on December 17, had made arrangements to get married before Christmas.

The trophy goes to the photographer responsible for the picture, judged in November of each year, to have the most topical, original and pictorial qualities for display or exhibition purposes.

For his subject Naval Airman Gosney chose 20-year-old Wren Air Mechanic Rosemary Toy, of Porthleven, "blowing her own trumpet"—or so the caption of the picture asserts—during practice with the voluntary band at R.N. Air Station, Culdrose.

Among those awarded certificates of merit for their entries were Leading Airman E. Colley, of H.M.S. Centaur; Leading Airman P. Dale, of R.N. Air Station, Lossiemouth; Leading Airman M. Daniels, of H.M.S. Ariel; and Chief Airman J. M. Thorne, of H.M.S. Excellent.

ROYAL HOSPITAL SCHOOL ANNIVERSARY MARKED AT MARITIME MUSEUM

FOR more than 120 years during the 19th and 20th centuries, the buildings which now house so many of the nation's maritime treasures at Greenwich were the home of a famous school for boys, founded originally for the sons of seamen two years before the death of Queen Anne was the latest news.

Last year, 1962, marked the 250th anniversary of the foundation of the Royal Hospital School, and on December 17, in the Caird Galleries entrance at the National Maritime Museum, the present Headmaster, Mr. N. A. York, M.A., unveiled a tablet erected by the Trustees of the Museum

to commemorate the school's years at Greenwich, and the boys for whom it had been their Alma Mater.

HISTORIC LINK

The tablet, which is of bronze, is oval in shape, and has been beautifully executed by Mr. William Sharpington, of Kennington Park Road, London, S.E.11. The design is surmounted by the Arms of Greenwich Hospital, and the date of its foundation is 1694, and beneath the inscription are those of the Sir William Boreman Foundation, thus preserving an historic link.

The history, indeed, is concisely recorded in the text of the inscription, which runs:

ROYAL HOSPITAL SCHOOL

The buildings now forming the East and West Wings of this Museum were begun in 1807 to accommodate a Naval Orphanage founded in 1798. The Greenwich Hospital School established in 1712 for sons of seamen, was joined to this in 1821 to form the Royal Hospital School, which remained there until 1933, when it moved to its present home at Holbrook in Suffolk. Between 1887 and 1933 one hundred scholars of the Sir William Boreman Foundation attended the school.

Among those present at the ceremony were the Chairman of the Museum's Trustees, the Viscount Runciman of Doxford; the Director of Greenwich Hospital, Mr. H. D. Samuel; the Admiral-President of the Royal Naval College, Rear-Admiral Morgan Giles; and the artist, The Head Boy and the Deputy Head Boy represented the school of today, and Rear-Admiral Sir Sydney Frew, K.B.E., C.B., the "Old Boys" who attended the school when it was at Greenwich.

After the ceremony, the guests adjourned to the Board Room to partake of old Madeira and plum cake, and to toast the school's next 250 years.

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THE SIMPLE LINES OF DOCKYARD CHURCH

ALTHOUGH the Royal Dockyard at Chatham was first founded in the middle of the sixteenth century, there was no special Dockyard Church until 1808. The reason was because the original Yard was next to the old Parish Church of St. Mary, Chatham, and even when the site of the Yard was moved in the seventeenth century, it was only moved a few hundred yards to the other side of the church.

The Dockyard, and for a long time the ships in the yard also, used the Parish Church for public worship, as did the Royal Marines when they first occupied their barracks in 1779. Rather before this, however, the ships in the Dockyard started to use "church ships" for their worship, the *Revenge* and the *Bristol* being two of them.

It was decided at the turn of the eighteenth century to build a special Dockyard Church for the use of the Dockyard and all naval and Royal Marine personnel. The present fine church was built in consequence, in the splendid style of the period, in 1808.

SPLENDID PROPORTIONS

It is indeed a very fine church. Like all churches built in that period it relies not on decoration and ornate fittings for its effect, but on its simple lines and splendid proportions. It is neither too long nor too short, neither too narrow nor too wide, neither too high nor too low, but just right. The windows, too, are large and dignified and, as one would expect, just right in their proportions.

Churches of that period were normally very plain on the outside: only a jolly little bell cote over the great west door rises from the roof. On a dark night as one sees the church through the surrounding trees, it looks often like the hull of a great ship riding above the tree tops.

Inside, the church is very light and cheerful as befits the House of God. And when it was first built all the fittings, altar and pulpit, stalls and pews

were, no doubt, all designed in proportion to the church itself and the whole interior painted white and pale duck-egg green and gold as was the custom in the 18th and early 19th centuries.

VICTORIAN CHANGES

During the 19th century, however, no doubt to increase the numbers that could be accommodated in the church, the ground floor was gutted and new pews and fittings in the mid-Victorian style replaced the older furniture. But the gallery that runs round three sides of the church was left alone. These galleries, incidentally, which are so striking a feature in 18th-century churches were deliberately included as part of the design and form a harmonious whole with the rest of the church. If they are removed from a church of this period it always looks odd, just as if galleries are added to a medieval church, that always looks odd.

In mid-Victorian times, then, the whole ground floor of the Dockyard Church was remodelled in pitchpine, that varnished ginger coloured wood our great grandfathers used so much for church fittings. All was done in the excellent joinery for which the Dockyard has always been, and is still, renowned. But the design was cramped to get as many people in as possible, and harmonised neither in simplicity nor in proportion with the beautiful lines of the church. Finally the three large windows at the east end were filled with opaque and coloured glass in geometrical designs, and the whole

church was repainted in brown. These two last changes, of course, altered the church from a light and airy building to the more sombre atmosphere the Victorians thought more suitable.

BACK TO COLOUR AND LIGHT

In recent years, however, there has been a steady attempt to restore the church to its former appearance and beauty. First a simple altarpiece to match the overall design of the church was produced as early as 1904 with a very fine statue of the Risen Christ as its centre-piece. Then a rearrangement reduced the appearance of crowding round the altar and, finally, a few years ago, the whole was redecorated in the original light pastel shades of green and cream.

The flavour of the Dockyard Church is once again bright and cheerful and its beautiful lines and proportions are once again in their proper setting of colour and light. A good deal remains to be done on the ground floor of the church, but ideas are being considered of taking the next step in restoring a very fine and noble church to its former beauty.

NEW COMMODORE NAVAL DRAFTING

COMMODORE R. Hart, D.S.O., D.S.C. and Bar, who has been Commodore, Naval Drafting, since November, 1960, was relieved in that appointment by Commodore R. C. P. Wainwright, D.S.C., on December 15. Commodore Hart is retiring from the Service.

The new Commodore, Naval Drafting, entered the Royal Navy at R.N. College, Dartmouth in May, 1927. Prior to specialising in Gunnery in 1938 he had served in H.M. Ships *Revenge*, *Resolution*, *Suffolk*, *Hood*, *Acasta* and *Royal Oak*. After a period in *Whale Island* he was appointed to H.M.S. *Bittern* and in December, 1939, joined H.M.S. *Cardiff*, serving in that ship until April, 1941.

Joining H.M.S. *Scylla* as Gunnery Officer in June, 1941, Commodore Wainwright saw service in Arctic Convoys and North Africa and, after a short period in H.M.S. *Drake*, joined H.M.S. *Jamaica* in November, 1943, remaining in that ship and being awarded a D.S.C. for the action in which the *Scharnhorst* was sunk.

Since the war Commodore Wainwright has served in H.M.S. *Excellent*, completed the Staff Course and been Staff Gunnery Officer to Rear Admiral (D), Mediterranean.

After completing the Joint Services Staff Course he went to the Gunnery Establishment at Teddington, commanded H.M.S. *Actaeon* (October 1952-March 1953), H.M.S. *Tintagel* Castle, and *Zephyr* (Captain (D)) 2nd Training Squadron. Service as Assistant Director of the Gunnery Division at the Admiralty followed and in September 1955 he was appointed in command of Devonport Gunnery School.

Completing the Senior Officers' War Course the new Commodore, Naval Drafting, became Chief Staff Officer to the Commander-in-Chief, South Atlantic and South America (June, 1959), and in August 1960 became Director of Naval Recruiting.



The bright and cheerful church of H.M. Dockyard, Chatham.

Tireless men enjoyed visit to Isle of Man

H.M. Submarine *Tireless* recently paid a visit to Douglas, Isle of Man, and were most hospitably entertained by the people of the island. H.M.S. *Artemis* should have been in company, but the weather was too rough for the two submarines to remain together alongside, and she returned to Plymouth—thus missing a most successful visit.

Nearly 3,000 visitors walked through the submarine in two three-hour sessions and a great deal of interest in the visit was shown by everyone in the island.

During the visit the Commanding Officer accompanied the Lieutenant

Their expeditions included conquering the highest peak, Snaefell (over 2,000 feet), from which the usual view was obscured by cloud and mist. The map at the summit indicates that climbers ought to be able to see England, Scotland, Wales and Ireland from the summit.

The Engineer's Department, nobly led by the Engineer Officer, pony-trekking for more than 24 miles over rough country in the southern half of the island, though most of the trekkers had never ridden a horse before. There were no serious mishaps, and lots of amusing incidents. It rained all day, but everyone came back smiling.

The people of the island are keen sportsmen and, perhaps because of the Tourist Trophy races, every eligible lad has a motor-cycle.



"... though most of them had never ridden a horse before"

Governor, Sir Ronald Garvey, and Lady Garvey to the opening of the new Little Theatre in Douglas. The theatre is the work of the Amateur Dramatic Societies of the Isle of Man and it is hoped to produce plays there regularly. This enterprise is typical of a people who are quite independent of the "mainland" for their social and cultural development.

LOW INCOME TAX

The Isle of Man has its own currency notes. The Manx people have their own code of Income Tax and properties taxes fixed by the House of Keys, their "House of Commons" and the Committee of Tynwald, the Upper House. The lower income tax is one of the many attractions the island offers. Each year the constitution is read in the old Manx language from Tynwald Hill, near Peel, on the western side of the island. The old language is akin to Gaelic and is spoken only by a small proportion of the people.

ENERGETIC PURSUITS

Some members of the ship's company were quite energetic at times.



"Nobly headed by the Engineer officer"

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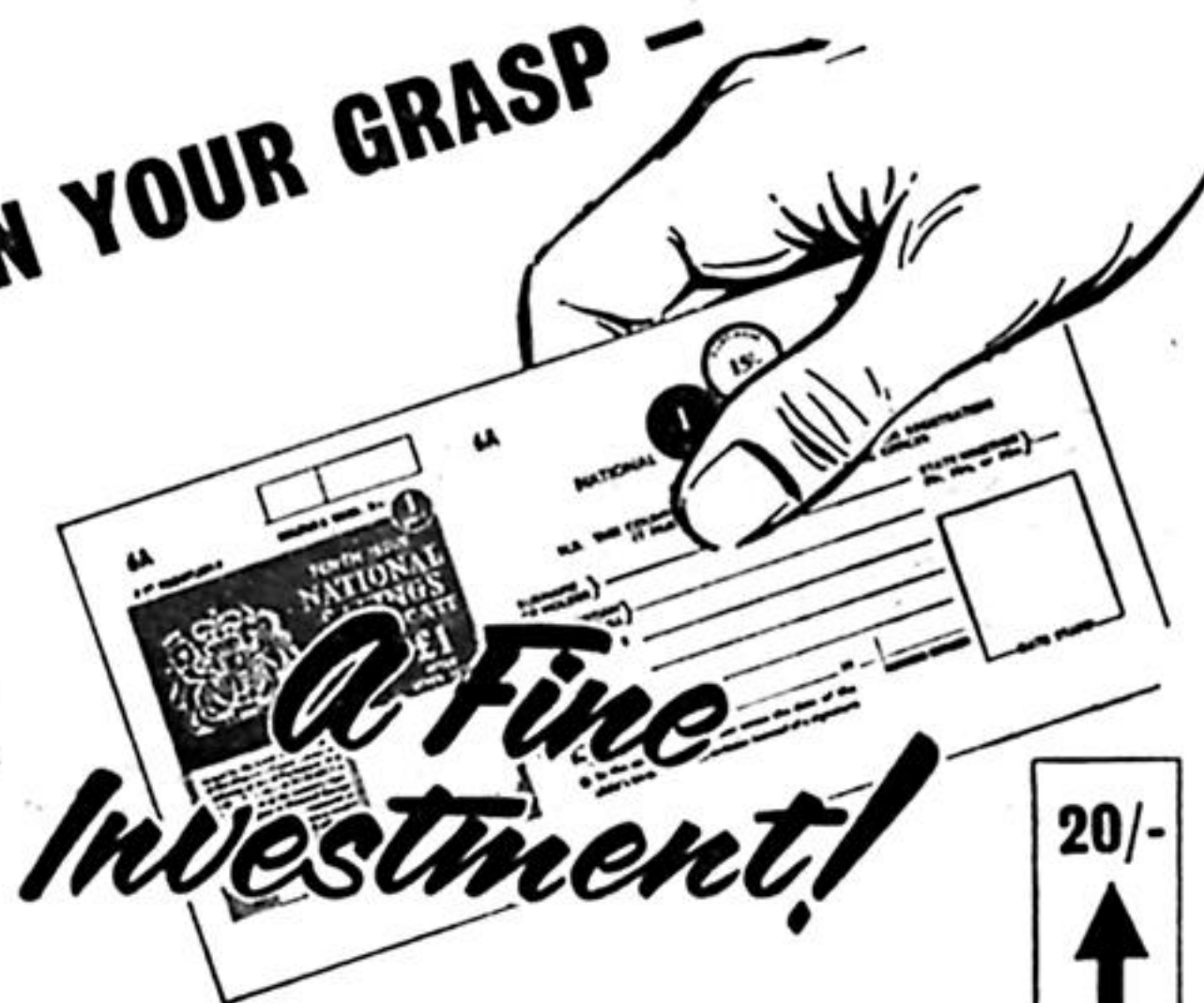
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The Hundredth becomes Second M/S Squadron

IT used to be said that as soon as winter came to Scotland it would be far too rough for minesweepers to venture out to the open sea. This year, the commencement of winter probably coincided with the end of summer leave, but the programme of the 100th Minesweeping Squadron remained as varied and far-flung as ever. Upton was recalled a day early from summer leave to assist in the search for a crashed Buccaneer aircraft off Lossiemouth, whilst Centex VIII kept everyone busy minesweeping in the Moray Firth in the first two weeks of September.

Co-operation with NATO counterparts has been the first priority since mid-September. "Visit exercises" to Copenhagen and Den Helder increased knowledge and broadened the outlook. They gave the lucky ones a chance to enjoy Copenhagen and visit Amsterdam, only two hours by train from Den Helder. By this time the squadron had effected one of those mysterious changes which happen from time to time in the Royal Navy, when the "100" tag was lost and became the 2nd M.S.S. It does make life so complicated.

CHANGE OF CAPTAINS

Another change also occurred in early October, when Capt. R. C. Watkin, R.N., relinquished his post as Captain, Mine Countermeasures (Home), on relief by Capt. B. J. Anderson, R.N. He was given a most sincere farewell by all ships as he sailed down the Forth in his "do-it-yourself" yacht, whose fortunes had

been all watched closely over the preceding months.

In mid-October, King Olaf of Norway paid a State visit to Scotland, during which the squadron was present at an assembly of ships held in his honour off Rosyth. By this time the squadron was also boasting its new funnel emblem—a lion rampant clasping a key—symbolising the unlocking of Scottish waters by the minesweepers of Port Edgar.

The NATO Exercise "Cherdragon" found the squadron based at Cherbourg and Le Havre in company with Dutch, French and Belgian sweepers during the mid-part of November. How did the exercise go? Well, like most minesweeping exercises, it went.

The refit season fast approaches, and Yarrnton (Lieut. J. J. R. Oswald, R.N.) left for the north at the end of November, whilst the remainder, Lewiston (Cdr. R. D. Franklin, R.N.), Wiston (Lieut. Cdr. J. V. van den Arend, R.N.), Wolverton (Lieut. P. A. Baily, R.N.) and Upton (Lieut. E. H. Orme, R.N.), spent two busy weeks operating out of Portsmouth and Portland.

SOMETHING TO SMILE ABOUT



Junior Seaman David Hudson, 17 (of Tanghall, York), of H.M.S. Cassandra, fell overboard just after dawn one morning. Fortunately, he was seen to fall and a lifebuoy was dropped. There was a heavy sea running, but a helicopter was "scrambled" from H.M.A.S. Melbourne, three miles away, and within nine minutes the helicopter had winched him to safety and carried him to the Australian carrier for medical treatment. With Hudson in the sick bay are the rescue helicopter's pilot and the winchman.

215 ATTEND WRITERS' 75th ANNIVERSARY

A RECORD number of Writer ratings and ex-Writers attended the dinner on November 30 at Portsmouth to mark the 75th anniversary of the founding of the Royal Naval Writers' Benevolent Association. Of the 215 members and their guests who attended this remarkably successful function, 90 were retired members and guests and 125 were Active Service members—42 per cent of whom were Leading Writers and below.

No one who attended could fail to be impressed with the happiness of the occasion. Members, some well over 80 years of age, were thrilled to meet shipmates of former days, and in a matter of five or six hours, the names of ships which have been out of the Navy List for almost half a century

The youngsters—or the comparative youngsters—joined in exploits of a commission or two ago and while the "old uns" were re-living the past they were, at the same time, catching up on the modern Navy, and the youngsters were not slow in pointing out the advantages—and possible dis-



C.P.O. Writer G. Skeen hands over the 75th Anniversary Cake to Mr. J. R. Liddle

were tossed about—oceans, seas, ports and anchorages were visited in memories still fresh, and friendships and names were recalled with pleasure (or regret when it was discovered that someone had reached his last anchorage).

But don't run away with the idea that it only the "old and bold" who were renewing friendships welded in the dim and distant past. Far from it,

advantages—of the streamlined, nuclear-age ships of the fleet.

ADVANCEMENT

The Guest of Honour was the Chief Staff Officer (Administration) on the Staff of the Commander-in-Chief, Portsmouth, Rear-Admiral G. B. Teale, C.B.E., who, in his response to the toast of the visitors, thanked the Association on behalf of all the guests for the splendid evening, and for the opportunity to say what a good job the Naval Writer has done and is still doing for the good of the Service. He mentioned that advancement in the branch was receiving attention at the Admiralty. At the moment advancement was slow, but this fact was not being treated with complacency by Their Lordships.

To mark the importance of the evening—75 years is a very long time for a lower deck association—a splendid cake had been baked which was presented to the Superintendent of the Royal Naval and Royal Marine Children's Home, Waterlooville.

REMEMBERING OTHERS

In thanking the members of the Association, Mr. J. R. Liddle said how pleased he knew the children of the Home would be and, for his part, how pleased he was at the kindness which had prompted the members to remember, amid the joyous atmosphere of the party, the children of those less fortunate than themselves.

H.M.S. ACHERON VISITS GIBRALTAR

"NOT what it was, but still a good run ashore." This was the general opinion of the ship's company of H.M.S. Acheron (Lieut.-Cdr. R. J. P. Heath, R.N.), when the submarine visited Gibraltar for exercises with the R.A.F. in November.

In spite of the fact that the submarine sailed each day at 3 p.m. and did not return until after midnight, a full programme of sport and entertainment was arranged.

Challenges to soccer matches were accepted by the local regiment, the Somerset and Cornwall Light Infantry, the Royal Air Force and other ships. To warm up the ship's sportsmen a blood match was first arranged between the men on ration allowance and the victualled members of the ship's company. Apart for one victualled member with a broken hand, and the First Lieutenant who narrowly avoided blood poisoning, casualties were slight. The victualled members won two goals to one, which may prove something, especially as the goal against them was scored by one of their own side.

OTHER SERVICES AT SEA

Parties of soldiers and airmen came to sea in the submarine. Efforts at depth keeping by the Colonel of the Somerset and Cornwall Light Infantry on the fore-planes and an R.A.F. officer on the after-planes produced some slightly ribald comment from the sailors they had relieved. About half

the sailors used the Army's rifle range and later some took part in a night exercise with the Army on the Rock.

The other main attractions of Gibraltar were, of course, the Christmas shopping and the local waters. Old hands complained that neither the shops nor the bars were up to their old standard, but for the younger members of the ship's company, for whom this was the first visit to Gibraltar, the Rock still exerted its old magic. And if Gibraltar is the gateway to the Mediterranean, one must expect a fair number of traffic accidents. In fact, the sailors behaved extremely well.

BLOOD-THIRSTY WIVES

A bull fight in La Linea was attended by a fair number of servicemen including a few squeamish Naval Officers who were dragged along by their blood-thirsty wives. The strong British element in the crowd may have accounted for the fact that the bull got cheered in the last fight when the matador lost his trousers.

When the time came for H.M.S. Acheron, loaded with duty free goods, to leave the sunny Rock for fog bound England, it was with real regret. However as the sun broke through the clouds over Devonport on her return, and with the prospect of Christmas and leave that much closer, spirits rose. And it should be placed on record that the five customs officers, who jostled with the television and newspaper reporters on the depot ship as she came alongside, were, on the whole, extremely considerate.

Second fast replenishment ship launched

THE second of the two new Fleet Replenishment tankers for the Royal Navy was launched on December 11, at the Hebburn-on-Tyne shipyard of Hawthorn Leslie (Shipbuilders) Ltd.

The naming ceremony was performed by Mrs. Mackay, wife of Mr. J. M. Mackay, a Deputy Secretary of the Admiralty.

The Tidepool—like the Tidespring, which was launched at the same yard earlier this year—is of improved design for support of the Fleet and replenishment of supplies at sea. She will be air conditioned for service in tropical and cold climates and specially strengthened for operations in ice. Her all-round capability will be 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.

The double reduction turbine machinery is being constructed at Messrs. Hawthorn Leslie's St. Peter's Engine Works. She will have an overall length of 583 feet, a beam of 71 feet, and a draught of 32 feet. Her complement will be 110 R.F.A. officers and men and there will be additional accommodation for the Royal Navy officers and rating borne in war time.

Tidepool was laid down on December 4, 1961.

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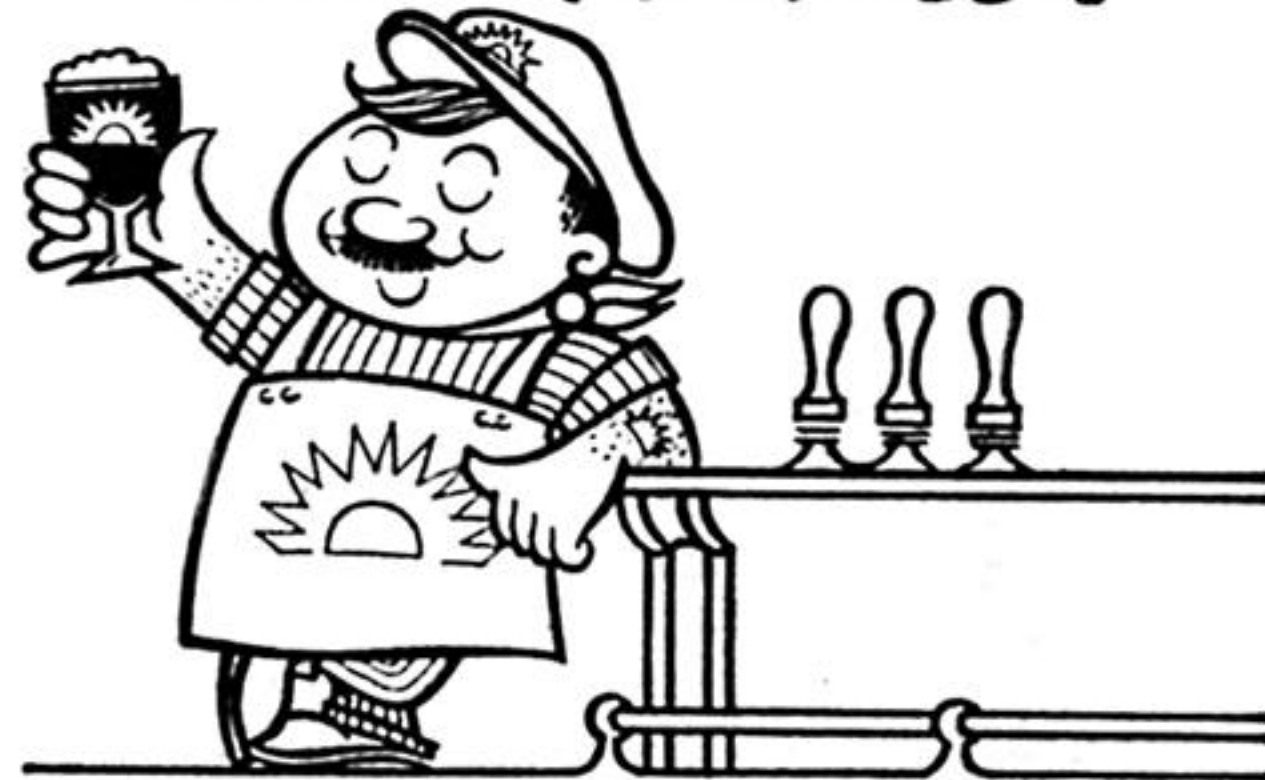
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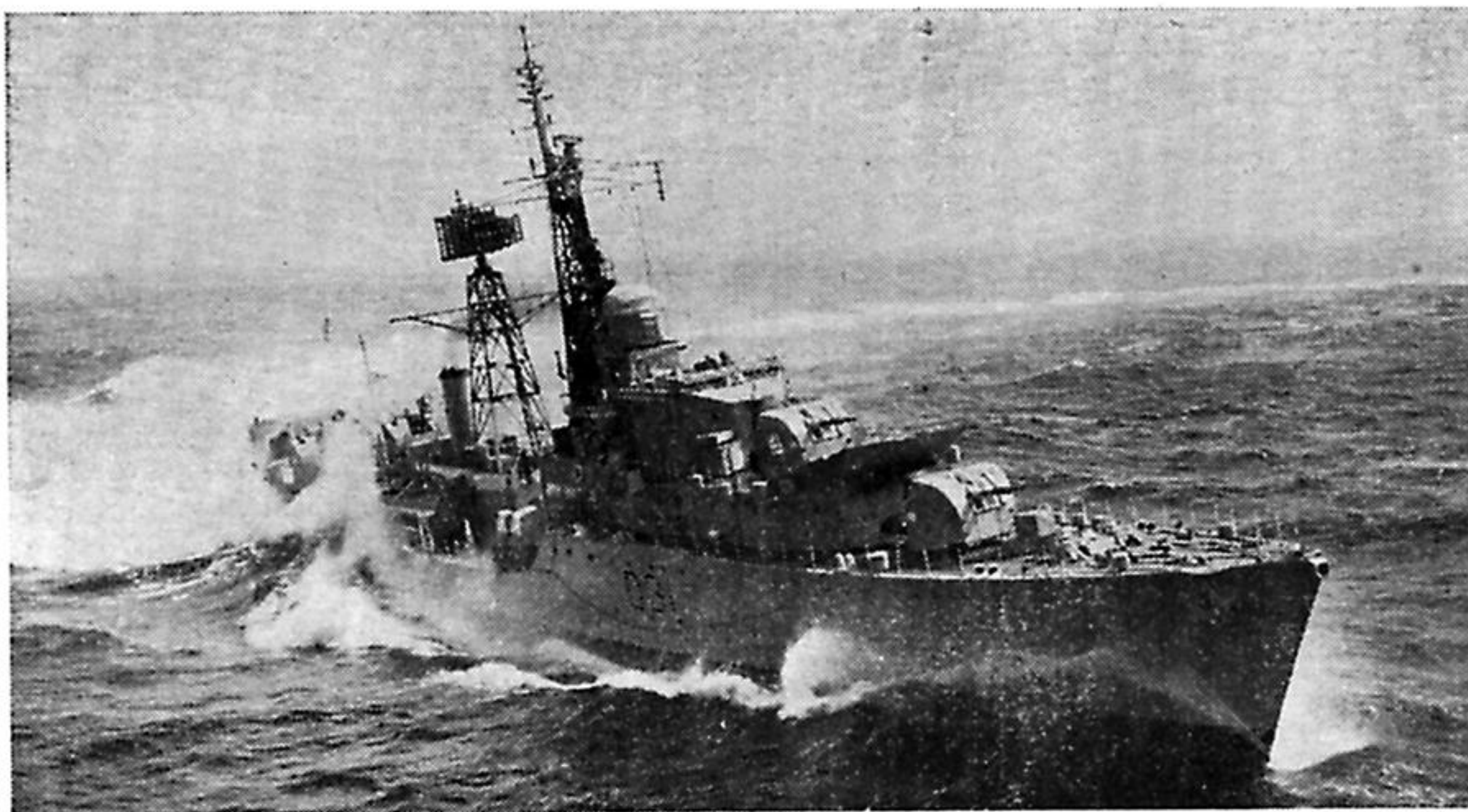
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BRICKWOODS



A splendid photograph of H.M.S. Broadsword turning at high speed. This photograph gained Leading Airman E. Colley (Phot. 2), of H.M.S. Centaur, a Certificate of Merit in the annual competition for naval photographs

BROADSWORD LOOKED SMART AT IZMIR

'Such good manners'

"IN my opinion the visit of Broadsword to Izmir has been an outstanding success, and Broadsword and her ship's company we would like to see again and again . . ." wrote Cdr. B. J. B. Andrew, D.S.C., R.N., the Senior British Officer on the Staff of the Commander-in-Chief, Allied Forces Mediterranean's Representative at Izmir, Turkey, after the Fleet Radar Picket, H.M.S. Broadsword, had spent five days at the port.

Cdr. Andrew went on to say: At 0900 on a particularly beautiful, calm and sunny Sunday morning, Broadsword (Cdr. Sir Peter Anson, Bart., R.N.) secured stern to the sea wall opposite the statue of Mustapha Kemal Ataturk. This is a good berth for showing a ship off to the public. Broadsword looked extremely smart having, I understand, just completed her Captain (D)'s Inspection—or does she always look so well?

NO QUESTIONS

All protocolic activity was left until the Monday and I therefore arranged

for the Commanding Officer and 60 officers and ratings to visit Ephesus—with myself as guide. After nine visits I am less inaccurate than I was. It is quite impossible to remember nearly 3,000 years of history, so no questions were allowed.

An orderly crowd of about 900 visited the ship on the Sunday afternoon.

In the evening of Monday occurred the highlight of the visit. The British residents gave a party for 50 ratings at the Bornova Golf Club. A number of charming girls of all nationalities were rounded up (no mean feat in Turkey) who, led by my 16-year-old daughter, went on to a series of gyrations ranging from a spot-drilling "twist" to a foundation-shattering "Knees up, Mother Brown." I have seldom seen a ship's company behave with such spontaneous gaiety or with such good manners.

INACCURATE SHOOTING

It was this party which inadvertently laid the foundation for some pretty inaccurate shooting on the boat hunt next day; nevertheless this was reported to have been a success—if you can call it that with one boarlet in the bag. However, an outing spent in the lovely country was enjoyed, especially by the individual who fell asleep in the sun and was practically muzzled by the target of the day.

Since the ship left, I have heard

from the Consul General that the Director of the Buca Girls' Orphanage had called on him to express thanks for the children's party given on board. Fifty children were entertained, and the Director said they had never seen such wonderful things, done such wonderful things or eaten such wonderful things in their lives.

TRICKY TACTICS

Broadsword lost the football match against the Turkish Navy 1—5. It was a good game despite some tricky Turkish tactics such as (a) producing no fewer than 37 men and fielding substitutes at the drop of a shin-guard, and (b) for each goal the band struck up a lively, discouraging air.

On the Wednesday evening, Broadsword gave an excellent At Home which was well attended by Turkish and N.A.T.O. dignitaries and the British community. Ceremonial awning, flags and flowers set a high standard of decor which was much admired.

Admiral Sir Wilfrid Woods, Commander-in-Chief, Home Fleet, who is to become the Commander-in-Chief, Portsmouth, in February, visited H.M.S. Duchess (Capt. E. A. S. Bailey, Royal Navy), at Portsmouth on December 18.

The Scarborough's lively and interesting commission

HIGHLIGHT OF LAST 'LEG' WAS VISIT TO NAME TOWN

H.M.S. Scarborough arrived at Portsmouth to pay off into refit at the end of her present General Service Commission on December 12. The ship, a first-rate anti-submarine frigate of the Whitby class commissioned at Portsmouth on June 6, 1961, under the command of Cdr. P. W. Buchanan, Royal Navy, of Titchfield, Hampshire.

The summer of that year was spent at Portland where the ship was worked up to battle efficiency. Apart from a month on Fishery Protection duties and a week at Bergen, the autumn was spent with the Home Fleet and the ship called at Portsmouth, Devonport, Rosyth and Falmouth.

An afternoon visit to the town of Scarborough while the ship was on her way to Iceland was ruined by bad weather and the Ship's Company as a whole was deprived of an opportunity to endorse the taste of a small band who had earlier been sent from the ship to help select Miss Scarborough 1961.

MEDITERRANEAN 'LEG'

After giving Christmas leave at Portsmouth the ship sailed for six months' service in the Mediterranean. The highlight of this part of the commission came when H.M.S. Scarborough was honoured to escort H.R.H. Princess Royal, embarked in H.M.Y. Britannia, on her visits to Cyprus and Tobruk.

H.M.S. Scarborough took part in exercises with elements of the American, French, Greek, Italian and Turkish Navies and acted as hosts to Dutch and Israeli ships visiting Malta.

A series of visits, covering all aspects of Mediterranean life, took the ship to Gibraltar, La Spezia, Malta, Cyprus, Tobruk, Istanbul, Athens, Taranto, Civita Vecchia (the port of Rome), Barcelona and Palma.

On the sports fields the ship's teams generally gave a good account of themselves and her soccer eleven reached the semi-final of the Mediterranean Fleet Cup before being beaten by H.M.S. Battleaxe after extra time. It is quite true to say that, particularly at this stage of the commission, the ship's company worked hard in the many N.A.T.O. exercises, played hard on the sports fields, and lived hard and well in the fleshpots and cultural centres of the Mediterranean.

MORE EXERCISES

After giving leave to the Ship's Company on her return to the United Kingdom, H.M.S. Scarborough was honoured by a visit by the Countess of Scarborough, who launched the ship in 1955. Since then the ship has taken part in national exercises in the Clyde, the English Channel, off the Scilly Isles and in the North Atlantic and in N.A.T.O. exercises—the most important of which was the large scale exercise "Riptide" off the coast of Portugal in which five aircraft carriers and 25 escorts, plus several submarines, took part. In all these exercises H.M.S. Scarborough's primary role has been in the anti-submarine field but she has also been able to practise gunnery and has frequently fuelled and stored at sea.

SCARBOROUGH HOSPITALITY

Between exercises the ship has visited Rosyth, Loch Ewe, Cork, Campbeltown, Fort William, Scarborough, Londonderry, Bangor, Roshtay, Fishguard, Liverpool, Amsterdam, Devonport and Portsmouth.

During the Home Fleet gathering at Devonport in the autumn the Fifth Frigate Squadron (H.M. Ships Berwick, Ursa, Lowestoft and Scarborough) were very successful on the sports field and won the Fleet rugby and hockey trophies along with several six-a-side and individual trophies.

While visits to Amsterdam, Cork and Liverpool and all the other ports have been most successful and enjoyable, undoubtedly the highlight of the last leg of the commission has been the call to the town of Scarborough. The weather was not very kind but the overwhelming hospitality of the townspeople of Scarborough more than made up for this.

A war veteran dies

ADMIRAL of the Fleet Sir John A. Henry Dacres Cunningham, G.C.B., M.V.O., D.L., a former First Sea Lord, an officer liked and respected by all who knew him, died on December 13 at the age of 77.

Admiral Cunningham joined the Royal Navy in 1900 as a Cadet retiring from active service 48 years later having reached the very top of the tree and having rendered signal service to the Navy and to his country.

In the First World War he served in the cruiser Berwick, the battleship Russel sunk in 1916, and in the battle-cruiser Renown. Promoted to flag rank in 1936 his first appointment as Rear-Admiral was as Assistant Chief of Naval Staff at the Admiralty.

BROUGHT OUT KING HAAKON

On the outbreak of the Second World War he was Vice-Admiral Commanding First Cruiser Squadron and in 1940 brought King Haakon of Norway and his Government to Britain in H.M.S. Devonshire. In 1941 he was appointed Fourth Sea Lord and had to deal with the submarine menace.

In 1943 he became Commander-in-Chief, Levant, with the acting rank of Admiral and received the surrender of the Italian Navy. In October, 1943, he succeeded Admiral of the Fleet Sir Andrew Cunningham, now Viscount Cunningham, as Commander-in-Chief, Mediterranean, and his command, covering the operation and admini-

(Continued on page 9, col. 1)

Guests 'steer' the ship

RECENTLY H.M.S. Cavalier embarked families and friends for a day at sea. In point of fact there were only two families of members of the ship's company, but friends made the number up to over 100 visitors who came on board on a fine sunny morning.

The ship, gleaming smartly after her refit, slipped and made her way down the Johore Strait to sea for gunnery trials with an unusually colourful complement on the upper deck. Fortunately the weather was kind and the tropical rain held off until after a buffet lunch had been served on the weather decks. Shortly after lunch the visitors saw a 4.5 in. surface shoot and then the heavens opened, driving the guests below where they were quite thankful to rest. It did not rain for long, however, and soon everyone was up on deck once again to watch the firing of a pattern of "Squid" anti-submarine bombs. This always makes a spectacular display. There were one or two envious glances at the swimmers who went over the side on this hot day to recover the bombs.

STEERING THE SHIP

A little later a queue of young men formed up, in only just manageable order, outside the wheelhouse to "have a go" at steering the ship which, it may be added, they all seemed to do quite competently.

The whole ship was open for guests to inspect and great interest was shown in the galley, where they saw the hands serving themselves with dinner, using the new cafeteria system installed during the refit, and in the engine room, to which one small boy returned at least three times, dragging unsuspecting engineers with him to explain.

During the return journey the weather improved and everyone was up on deck to see the ship berth

alongside at 1800, after what was generally described as an exhausting but thoroughly enjoyable experience.

WAR SERVICE

Built at Cowes by J. Samuel White and Co., in 1943-44, Cavalier first commissioned on September 7, 1944, for service with the Home Fleet, and saw service with the Russian convoys in early 1945. The ship then went to the Far East station until paid off into reserve in September, 1946. She remained in reserve until July, 1954, and was then taken in hand for modernisation. This was completed in 1957.

Cavalier has been East of Suez since September, 1957, cruising extensively and taking part in many national and S.E.A.T.O. exercises as part of the Eighth Destroyer Squadron.

The present commission, which commenced in December, 1961, under the command of Cdr. W. G. B. Black, Royal Navy, is the last on the Far East station before she returns to the United Kingdom for a further modernisation in the summer of 1963.

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H.M.S. Ark Royal, whose place on the Far East Station has been taken by H.M.S. Hermes, reached Plymouth on December 16.

Pension after 32 years can be £9 2s. a week

THE Admiralty recently announced the reintroduction of the "Sixth-Five" engagement (to complete 32 years' pensionable service) which has been in abeyance for some years. For the benefit of readers who may be wondering just how this affects them, "Navy News" put some questions to the Director General of Manpower in the Admiralty.

What is behind the reintroduction of the Sixth-Five engagement?

Director General of Manpower.—First, we want to give to those now in the Service, and to those considering entering the R.N. and the R.M. in the future, the chance of as near as possible to a lifelong career. And secondly, so much time and effort has to be expended in producing the highly trained and skilled senior rating of today that it is obviously in the Navy's interest to retain some of them a little longer.

Is the Sixth-Five open to everyone?

Yes, provided he has completed 25 years' reckonable service. But, of course, some branches can do with more re-engagements than others. In branches which have over-bearings or in which advancement is likely to be blocked, re-engagement will have to be restricted and then, naturally, preference will be given to the men with the best Service records. The Admiralty Fleet Order gave an indication of present requirements, but the position could change quite quickly and it is always worth applying.

PENSION NEARLY DOUBLED

What are the advantages of re-engaging for a Sixth Five?

First, continued employment for five years, and, secondly, a much increased pension and terminal grant at the end of it. Both pension and terminal grant after 32 years are very nearly double what a man would get if he retired after his 22 years, as you can see from this table:

		22 years	27 years	32 years
C.P.O.	Pension	£ 4 15 4	£ 6 18 8	£ 9 2 0
	Terminal Grant	743 0 0	1,081 0 0	1,419 0 0
P.O.	Pension	£ 4 4 0	£ 6 2 8	£ 8 1 0
	Terminal Grant	656 0 0	956 0 0	1,255 0 0
Leading	Pension	£ 3 6 0	£ 4 16 0	£ 6 6 0
Rate	Terminal Grant	514 0 0	748 0 0	982 0 0

(Continued from page 8)

station of American, French, Greek, Italian and British fleets, dockyards and bases, was possibly without parallel in its size.

In May, 1946, he again followed Sir Andrew as First Sea Lord, becoming the first Navigation Specialist to achieve that high post. Sir John was promoted to Admiral of the Fleet in 1948.

ASHES TO THE SEA

On December 20 his ashes were committed to the sea off the Nab Tower from the frigate H.M.S. Rhyll in the presence of Mr. John Cunningham (son), Admiral Sir Alexander Bingley (Commander-in-Chief, Portsmouth), Vice-Admiral Sir Michael Villiers (Fourth Sea Lord—representing the Board of Admiralty), Admiral Sir Frederick Parham (President of the Royal Naval Association), Rear-Admiral R. B. Lynch, U.S.N. (Naval Attache), Capt. J. W. H. Bennett, R.N. (representing the Navigation Direction branch), Capt. E. J. Bruen, R.Nor.N. (Naval Attache), and Lieut.-Cdr. L. H. Maskell, R.N.R. (Secretary of the Royal Naval Association).

From 1948 to 1958 Admiral Cunningham was chairman of the Iraq Petroleum Company. He was Vice-Patron of the Royal Naval Association, having been President until ill health compelled him to relinquish the office in 1961.

A memorial service will be held at the Church of St. Martin-in-the-Fields on January 17.

Are there any special conditions?

Men have to be fully fit and certified as capable of carrying out the full range of duties of their rates, afloat as well as ashore. They must be ready to take their turn of foreign and sea service and cannot expect any concession on account of their age. And if it is found that a man is getting past his job, he may have to leave before the end of his engagement.

EFFECT ON ADVANCEMENT

How will this affect the prospects of younger men?

In the first place, the younger men themselves will now have the chance of a long career in the Service. We do not pretend that there will be no effect on advancement, but we have looked into this carefully and are satisfied that any delay in advancement will be small. For example, in the Seaman Branch, if as many as 30 C.P.O.s were to re-engage every year for five years, the average age of advancement would rise by only six months. This is not very much, and is more than offset by the longer career opportunity. In dealing with applications for Sixth-Five we shall keep a very close eye on safeguarding reasonable advancement prospects for ratings on other engagements.

(The Admiralty Fleet Order referred to is A.F.O. 2373/62.)

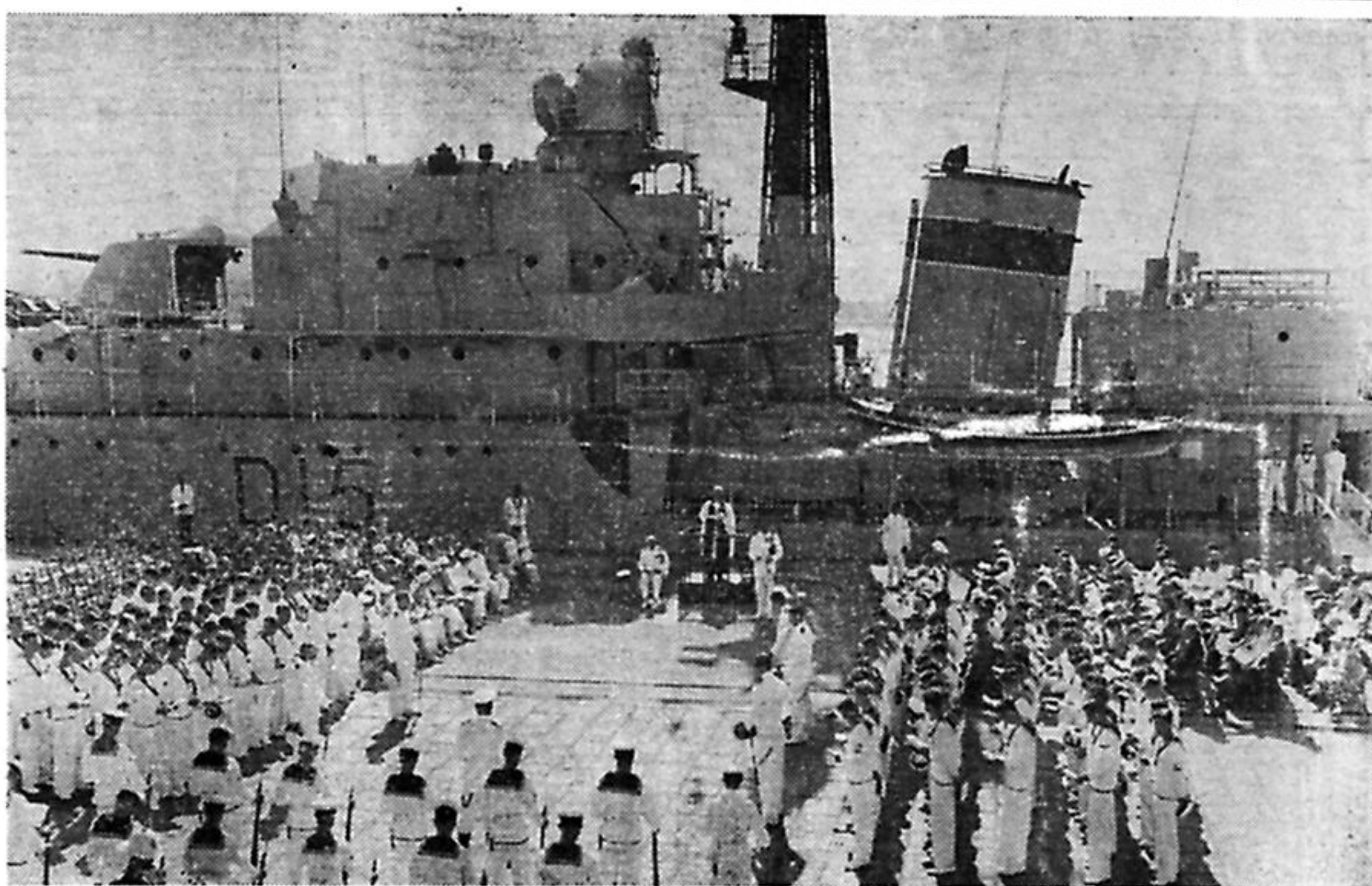
H.M. Yacht Britannia spent Christmas at Kingston, Jamaica.

A hectic weekend

(Continued from page 5)

during which Appledore lifeboat succeeded in getting alongside the stricken ship, but was unable to take anyone off, and attempts were made from the cliffs to secure a breeches buoy to the wreck. This latter attempt was at last successful, and at a quarter to three on Sunday morning this signal was received by light: "All seven men safe ashore—very many thanks for the illumination, it was a great help." Later, Cdr. Moore, R.N. (ret'd.), Inspector, H.M. Coastguards, sent this signal to Agincourt: "Your presence off shore on Saturday night was a great comfort to those working on the rocks, and the illumination provided by your searchlight was of the greatest value throughout the operation—many thanks."

"Agincourt immediately turned into the teeth of the gale and headed north for Scotland at the maximum speed without damaging the ship in the heavy seas. Slow progress was made up the Irish Sea all Sunday at about five or six knots. At about 10 o'clock on Sunday evening the Officer of the Watch exchanged identities with a large ship that had remained on the port beam at a range of about five miles for the previous two hours. The ship turned out to be the aircraft carrier Centaur, and she remained in sight until 2 o'clock on Monday morning. Later on Monday morning it was learned that soon after losing sight of her the Centaur had suffered an explosion in one of her boiler rooms, which killed five men."



The scene at Gibraltar when H.M.S. Cavendish commissioned for service after a long refit

THE CAVENDISH RE-COMMISSIONS

Carysfort to refit at Gib.

AFTER a refit which had lasted for over a year, H.M.S. Cavendish re-commissioned at Gibraltar for further service under the command of Capt. D. G. Parker, D.S.O., D.S.C., A.F.C., R.N., on September 17, 1962. The commissioning service was conducted by the Dean of Gibraltar, the Very Reverend G. S. H. Worsley, M.A.

On completion of the religious ceremony, the ship's company were addressed by the Flag Officer, Gibraltar, Rear-Admiral E. N. Sinclair, D.S.C. He told them and their guests that the ship was built at Clydebank, being launched on March 17, 1944, and completed in December of that year.

After two years on the Home and East Indies Station the ship went into reserve until 1956 when she was

modernised by Vickers-Armstrongs Ltd., and served with the Sixth Destroyer Squadron under the command of Capt. J. N. Kennard, R.N. This first commission after modernisation, and the following one, were spent with the Home and Mediterranean Fleets.

LONG REFIT STARTS

She completed her third commission under Capt. P. U. Bayley, R.N., in October, 1959, and was immediately recommissioned and served on the Far East Station until July, 1961. The ship then proceeded to Gibraltar to begin the long refit which has now been completed.

The trials necessary after the long refit have now been successfully completed and the ship is fully operational. During the trials His Excellency the

Governor of Gibraltar spent a day at sea with the ship and saw firings of the anti-submarine mortars and the close-range anti-aircraft armament.

As Cavendish neared the end of her trials another "CA" Class destroyer arrived at Gibraltar. This was H.M.S. Carysfort, which is to receive the same modernisation as Cavendish including the addition of a new and larger superstructure aft. As Carysfort steamed past Europa Point the types of "CAs" met, old and new, side by side. The new-look "CA" is certainly more striking than the old. However, there are many who mourn the passing of the classic destroyer profile.

Two 16-year-old dockyard apprentices, Jeffrey Barnes and Peter Norvill, both at Chatham dockyard, made an accurate scale model of H.M. Submarine Sibyl in 12 weeks and presented it to the Submarine Museum of H.M.S. Dolphin.

City of Plymouth to look after Naval Libraries

THE Port Library, Devonport, and the Plymouth Command Naval Officers' Library, formerly housed in the R.N. Port Library, St. Aubyn Road, Devonport, have been transferred to the City of Plymouth Public Libraries. The 10,000 books in the two libraries, which are mainly of a historical, biographical or naval reference type, are being combined with the 10,000 naval history volumes already in the City Library, to provide a centre of naval historical research and reading in the south-west.

The new combined library is to be known as the "Mount Wise Naval History Library" and will be expended under the aegis of the City Librarian.

The Mount Wise Naval History Library will in due course be housed in the main extension of the City Library, Tavistock Road, Plymouth (yet to be completed). Meanwhile, it is housed, temporarily but well, at 19 North Street, Plymouth, which is off Ebrington Street, Plymouth.

FACILITIES FOR RESEARCH

The Library is open to all Naval and Royal Marines personnel, whether retired or serving, and to all Devonport Dockyard personnel. There are facilities for reading or research at the Library, or books may be taken away. It is expected that borrowers will normally limit the numbers of books taken from the Library to two, but every consideration will be given to bona fide requests for larger borrowings for Naval History Prize and Staff Course reading, research and other purposes.

Books may be borrowed by post, the City Library paying the out postage and the borrower the return postage. Requests for postal borrowings and written inquiries should be addressed to the City Librarian, Tavistock Road, Plymouth.

All the books in the Library will eventually be rebound by the City Library and a catalogue issued to all major ships and establishments, but this will take time. Meanwhile the books have been shelved in alphabetical order of author.

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Ship votes Hong Kong best

(BY OUR OWN CORRESPONDENT)

THIS will be H.M.S. Bulwark's last contribution this commission for H.M.S. Albion, our relief, was met at Aden with three heartfelt cheers, completely unrehearsed, and now she is carrying the torch which we feel we have carried with no little success for quite long enough. Now that we are back in the United Kingdom and have tasted some of the delights of the English climate, I wonder if there are any who wish they were still East of Suez.

I suppose all carriers are busy ships and Bulwark has been no exception. But it is about the real high-lights, like runs ashore, that you and your readers will want to hear.

Let me tell you, once and for all, that of the places we have visited in our travels, Hong Kong is the best. Sailors are happy here, for, in a few hundred yards from the ship, they are absorbed into the exciting life of the place, and things like work are forgotten, not to mention our domestic troubles. We felt a bit shabby about leaving Hong Kong at the warning of Hurricane Wanda's approach: every man Jack among us would have leapt to give a hand.

Western Australia has been reported on in previous letters to "Navy News." This is definitely a "home from home" for the British sailor, which is not surprising, seeing that there are so many of our kith and kin settled there who welcome anything from home.

THE LION RAN

Next to Perth and Hong Kong we recommend Mombasa, and that not only for the flesh-pots of the town. We had organised bus trips, taking in hundreds of square miles of Kenya, to the Tsavo National Park where the wild animals in the natural state saw us and left us alone. The Electrical Department took a day's outing to the park with all the comforts of the modern safari, and their approach was so noisy that the elephant and lion ran to hide themselves.

But those trips were not so demanding on initiative and physique as, say, the assault made by half a dozen of our fellows who, hiring native porters and mules, got to within 500 feet of the summit of Mount Kenya. They would have gone all the way, but their leave was up and we have a strict Commander.

Some of the helicopter pilots managed to get hold of an Army safari Land-Rover, camp beds and all, and in it got as far as Lake Victoria,

traversing 2,910 fascinating miles of East Africa. Somebody else, legitimately, shot an elephant, but we haven't had the full story out of him yet.

Then the BBC featured an account of our helicopters being lent to the game warden of the Tsavo National Park to engage in an elephant hunt. This was unusual work for the Royal Navy, but we enjoy the unusual best of all.

'ROB YOUR 'OPPO'

Besides these occasions ashore, we have had our moments on board. Have you heard of the vicarage garden fete on the flight deck? The theme was "Rob your 'Oppo'" and, by the end of the afternoon, he certainly found himself out of pocket. The side-shows were all you might have found on the vicarage lawn, with a few extras like importunate bookmakers, "Oggie"-eating competitions, shooting galleries and roll the penny. It was a most generous hand-over, for no change was given. Our fund to buy two guide dogs for the blind went over the top with £200 collected in an afternoon. We now have £600 in all in the kitty for charity. (We had, when this was written, by the time this article appears in print it will, no doubt, have been disbursed.)

An undoubted success this commission has been the ship's concert party with their show, "Beyond a Joke." This was put on at Singapore, Kuwait and the Seychelles, but it wasn't until we reached Mombasa that we had the benefit of a real professional stage. On each of two nights two shows were given and the management said they could have provided audiences for more evenings of that sort. The show was so vociferously received that we had great difficulty in persuading the first house to depart so that the second could begin.

TWAS A GOOD SHOW

And we remember Kuwait where the audience was still there at mid-

night and willing to stay much longer had we encouraged them. Though we say it ourselves, it was a good show with varied talent, not only from the ship's company, but also from 42 and 40 Commandos when we had them with us.

A popular institution in the ship has been the "Bulwark Clarion," a newspaper which undertook to give us the world news, but contrived at the same time to convey tasty slander, with no standards to keep up except interest. It ran into over 170 issues, but should have been choked in infancy. Its only excuse for continued existence was that it gave us a laugh now and then, and amusement is a precious commodity among sailors.

As I write there remains only one more encounter and that is with the Customs. We have grown so accustomed to haggling with eastern merchants over the purchase of our "rabbits," that we shall argue with the Excise men, whatever they charge us for our fabulous gifts from the East.

A final word: Good luck to Albion. May she fare as well as we have done.



H.M.S. Upton, a "Ton" class coastal minesweeper of 425 tons (full load) displacement. Complement is 27

THE 'PILOT' NAVIGATED THE CHAIRS BEST

H.M.S. Upton (Lieutenant E. H. M. Orme, Royal Navy), has been in commission for six and a half years, but opportunities for the ship's company to visit the name village of Upton, near Andover, have been few and far between.

On November 29, however, an opportunity did occur and 20 officers and ratings went from Portsmouth to the village of Hurstbourne Tarrant where the local Girls' Club welcomed the party.

Lady Cuthbert, wife of Vice-Admiral Sir John Cuthbert, C.B.E., (ret.), who launched the ship at the yard of Thornycrofts, Isle of Wight, in 1956, has maintained a close liaison with the ship ever since. She lives at Hurstbourne Tarrant and is

the main organiser of the Young Girls' Club—thus all the pieces of the jigsaw fall into place.

Games, dancing and supper left the visitors rather surprised at their prowess at musical chairs (where the Coxswain was narrowly beaten by the Navigating Officer) and Pass the Parcel, and made them determined to improve the standard of twisting on board. The supper was excellent.

A visit to the "local" at Upton only served to show that trips of this kind can do an immense amount of good. Many of the locals never even knew that there was a ship named after their village—they were soon enlightened.

The party thoroughly enjoyed the visit and the officers and men of the ship hope that the village people enjoyed seeing them.

Hawker tactical fighter is 'plane of the year'

WHAT a fascinating volume is the 1962-63 edition of "Jane's All the World's Aircraft," compiled and edited by John W. R. Taylor, F.R.Hist.S., A.R.Ae.S., and published by Sampson Low, Marston & Co. Ltd., at £5 5s.

Over 500 superbly produced pages with hundreds of photographs and diagrams (there are nearly 600 new illustrations) covering every type of aircraft, sailplanes, drones, air-cushion vehicles, guided missiles, rockets and space vehicles and aero engines, delight the eye, fill the expert with admiration and cause the casual reader to wonder just how far man's ingenuity can go in this complex field. The Planes Jane's is a work of reference indispensable to all seekers of facts concerning aeronautics.

In his foreword the Editor refers to a year crowded with progress and excitement, mentioning that vertical take-off without the use of rotating wings has advanced from a research concept to a proven, practical technique.

He takes, as the aircraft of the year the Hawker P.1127 tactical fighter, "which has proved convincingly that the vectored thrust system can combine supersonic flight and vertical take-off capabilities in an aeroplane, without any sacrifice of military potential."

GREAT STEP FORWARD

In writing of high-speed flight the editor states that the North American XB-70A, with its tail-first delta wing configuration, matched to a highly advanced integrated propulsion system, represents a step forward as great as any in aviation history.

The XB-70A's smaller brother, the

X15 research aircraft, has continued to make history by exceeding its design objectives of flight at 4,000 m.p.h. and a height of 50 miles. Another "speed plane" mentioned is the U.S.S.R.'s E.166, which has set up their major speed and height records. A photograph believed to be the E.166 is included in the Soviet section.

An aeroplane which, the editor considered, might put Britain in the speed race, is the Bristol 188, stated to be designed for prolonged flight at speeds of up to Mach 3.

This edition does not contain an "Airships" section, but in recording this fact the editor states that both America and Russia are still studying lighter-than-air flight.

Sailplanes and gliders now have a section of 30 pages on their own, and while the "Drones" section is shorter by one page, 13 pages, instead of last year's 10 are devoted to air-cushion vehicles. The "Guided Missiles, Rockets and Space Vehicles" section, now contains 53 pages while the "Aero Engines" section runs to 76 pages.

This last section includes details of some of the mighty engines that will power the space launchers of the late "sixties," when multi-million-pound thrust and rockets 250 ft. tall will no longer seem staggering.

All in all this new edition of the Planes Jane's lives up to the high reputation deservedly earned by its predecessors.

THOUSAND-MILE RUSH TO AID SICK SEAMAN

TOWARDS the end of November, H.M.S. Cavalier, (Commander W. G. B. Black, Royal Navy), exercising with H.M.S. Tiger flying the flag of the Flag Officer Second-in-Command, Far East Station, was on the way to Fremantle for the Empire Games, when she was suddenly detached to render medical aid to a man sick in the United States Ship Horizon.

The Horizon was carrying out an oceanographic survey in the Southern Indian Ocean—over a 1,000 miles away.

Leaving the fleet at 1315 on Monday, November 19, after disembarking the Admiral who had been visiting the ship, and refuelling to capacity from R.F.A. Wave Ruler, an hour and a half after the receipt of the message that aid was needed, course was set for the rendezvous at 23 knots.

SPEED—23 KNOTS

Even at 23 knots, a thousand miles takes a considerable time to cover and further messages from Horizon did nothing to alleviate the concern that all felt about the patient whose internal haemorrhage was not improving.

At 1400 on the Wednesday the United States ship was sighted. The swell was quite high, and Horizon, an ex-ocean going tug was proving difficult to handle. An attempt was

made to get a light jackstay across in order to obviate the rough handling that would be necessarily entailed in a seaboard operation.

Although a line was sent over, the gear proved too much for Horizon's small crew to handle at the distance that prudence dictated, so Cavalier's seaboard was lowered.

The transfer was effected quickly and the patient, although bumped slightly in the movement from Horizon to the seaboard seemed none the worse for his trip when he arrived in the sick bay of the destroyer.

BLOOD DONORS

There were plenty of volunteers on board to donate blood and between Wednesday afternoon when the patient arrived and Friday evening when he was landed at Fremantle, a total of six pints was transfused.

The 2,000-mile journey had not been in vain and Mr. O'Connor, the sick man, had a very much improved chance of recovery.

HOW TO TRAIN A WATCH DOG

IT is apparent, from the number of letters received, that many men in the Service own dogs, either as pets of the family or, in many cases, as watch-dogs for the times that the husbands are away from home, and Yendis, our "Dog Reporter," has been asked for his comments on Lead Training for Dogs.

He says that the first step in Lead Training a dog is by just putting a light collar on him and leaving it on for lengthening periods over a few days. When you find that he does not mind having it on, attach an old lead and leave him to run about to get the feel of it. After a couple of days gently take hold of it and follow the dog. If he sits down and refuses to move when you give the lead a light tug, do not pull on the lead, but walk back to him and make a fuss. Once he realizes that having a collar and lead on is not a form of punishment, the first of many stages is over.

The next step is to get a friend to call him from a short distance away whilst you are still holding the lead, and when the dog goes across follow him and, by putting a little restraint on the lead, he will soon get used to the idea.

MAKE A FUSS

The lessons should last only a few minutes at a time, because the average puppy's concentration is limited. If you find that he is being stubborn and chewing at the lead, do not indulge in a battle of wills, as you are likely to spoil your previous good work, but make a fuss of him and let him have a game. It is also inadvisable to try to train a puppy prior to, or just after he has had a meal.

Once you have got him used to being on a lead, then comes the next step—training him to obey you whilst out in the street. A dog that pulls away towards anything that attracts his attention can be a danger.

When you first start taking him out for a walk it is a good idea to carry a rolled-up newspaper, and when he starts to pull give him a light tap on the nose, at the same time saying "heel." It is amazing how quickly puppies get used to walking at your side.

If and when you let him off the lead for a run in a park or on some waste ground and he does not come back to you, or starts to run off, it is a mistake to chase after him, as he will think that this is a new game, so call his name and when he stops and looks round, start running (or walking) in the opposite direction. Just as much as you do not want to lose him, he does not want to lose you.

Letters asking for advice on the care of dogs, etc., will be answered if addressed to Yendis, c/o The Editor. A stamped addressed envelope should be enclosed.

DUCHESS ENDS COMMISSION

TO celebrate the end of her present commission, H.M.S. Duchess held a dance in Portsmouth on December 5.

During the dance a cheque for £250, raised during the commission, was presented to the Portsmouth Branch of the Guide Dogs for the Blind Association.

H.M.S. Duchess recommissions for further service on January 3.

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Hitch-hikers froze in their tracks

STOKERS WIN RACE TO GIB.

"It was a pretty quiet trip, though I've nearly got shot once." This comment summed up the ten-day hike made by two of H.M.S./M. Acheron's sailors from Devonport to Gibraltar.

With Acheron, due to visit Gibraltar in November, it was decided to send two seamen and two engineering mechanics hitch hiking from Devonport. This was to be a race against time with 20 points for the first team to Gibraltar, and five points each for post cards sent from Blois, Lourdes and Toledo.

LIFT TO VALENCIA

There was no shortage of volunteers and at 0830 on November 11 the first pair set out. They were Able Seaman John List (23) of Southwold and Electrical Mechanic Brian Mabbutt (27) of Surbiton. They carried rucksacks, sleeping bags and a tent. Each had about £7 in cash and a sealed envelope containing £20 in travellers cheques between them. They also carried passports and a chit showing their mission in three languages. Deciding to go all out for a quick time the two hitch-hiked to Gatwick where they got a lift in a chartered aircraft to Valencia.

A certain amount of difficulty with the Spanish police on landing was sorted out by the pilot. They then set off to hitch the 600 miles to Gibraltar. This was not as easy as it may sound, as to give lifts in Spain is illegal and they had to rely on unsuspecting tourists. Their one awkward moment occurred one evening when they were searching for a camping spot. Unwittingly they strayed on to a military airport and were challenged by police. They were about to run for it when they heard the sound of bolts clicking, which froze them in their tracks! What might have been a nasty incident was averted by their chit in Spanish, which explained everything. The police were very amused and showed them a more suitable spot to spend the night. List and Mabbutt finally reached the submarine at Gibraltar at 1340 on November 21 having spent about £4 each.

TEN DAYS' TRIP

The stokers, Leading Engineering Mechanic Michael Drew (26) of Exmouth and Engineering Mechanic David Brown (22) of Whitley Bay, Northumberland, left Devonport at 1030 on November 12. They hitch-hiked to Southampton, aided by the publicity the seamen had already had and sailed in the ferry to Le Havre. They passed through Blois, Lourdes and Toledo as planned without major incident, although their log made amusing reading and arrived at the submarine at 1240 on November 22, winning by a narrow margin of time and gaining maximum points. They spent approximately £17 each.

For the second leg of the trip, two stokers, Leading Engineering Mechanic Brian Sansom (25) of Parkstone,

Dorset, and Engineering Mechanic John Holland (27) of St. Budeaux, left Gibraltar on November 27. They made very fast time indeed as on two nights it was too cold to camp and they went straight on. "We tried to get ourselves locked up in Calais," they said. All the hotels were shut. As they could not persuade the police to give them accommodation at the local jail as it was full, "we just walked around Calais all night." They arrived back at Devonport on December 5 two days ahead of the submarine.

OXO AND CODEINES

The seamen, Able Seaman Edwin Wilson (27) of Andover, and Electrical Mechanic Brian Birch (23) of Haslemere, left Gibraltar on November 26. In an attempt to emulate List and Mabbutt's achievement they made for the U.S.A.F. base at Rota in Spain, but were unable to hitch a lift to England. As they got farther North, the weather became progressively colder and it was quite an ordeal for them to strike camp in the mornings with their tents frozen as stiff as a board.

Morale reached its lowest ebb in France when, having had nothing to eat for a whole day and no lifts for two, they brewed a strong cup of oxo, all they had with them, added six codeines apiece and had a really good night's sleep for a change. They found England shrouded in fog when they landed at Dover and finally arrived back on board Acheron in Devonport four days after the stokers.

Victory, therefore, was gained by the stokers over both legs of the contest, although considerable credit must go to the losers. The men all looked fit and sunburned and none the worse for their enforced exercise. All eight ratings will be given inscribed tankards by the Commanding Officer to commemorate their feat and it is hoped to repeat the hike next time the submarine visits Gibraltar.

"We'd do the trip again tomorrow," was the final verdict. "But it would be more fun in the summer."

COMPUTER DEALS WITH STORES TRANSACTIONS

HOW long would it take—if one could or wanted to—to multiply 999,999,999 by 999,999,999? An installation has recently been installed in the Naval Store Department of H.M. Dockyard, Portsmouth, that can produce the answer to the above question in one-hundredth of a second.

On November 19, Rear-Admiral Sir John Walsham, Bart, O.B.E., the Admiral Superintendent, started the initial run of the new Punched Card Accounting Installation, equipment centred round a computer which processes information presented to it on punched cards. The machine reads these cards at a maximum speed of 800 a minute and has a "memory storage capacity" of 4,000 figures and letters.

The computer is linked to a printer which produces issue authorisations, stocks reports and all manner of documents associated with stores accounting at a maximum speed of 600 printed lines per minute.

SPEEDIER HANDLING

Staff savings are expected to result, but the main gain will derive from the speedier handling of transactions and the comprehensive reviews of stock levels.

The system the Admiral inaugurated will, in due course, maintain complete stock and expenditure records of some 75,000 different articles stocked in the dockyard and will control receipt and issue transactions to the tune of some 4,000 daily.

One big saving in time will be that tails of stock will be immediately apparent and the time-consuming reviews by clerical staffs of stocks held will be avoided.

10,000 TRANSISTORS

Hired from International Business Machines Ltd., the I.B.M. Type 1401 computer is housed in one of the finest layouts in the country. The rooms are lined with sound-proof tiles finished in restful colours chosen by the staff and lit by shadowless fluorescent tubes. The atmosphere of the rooms is thermostatically controlled to ensure that the 10,000 tiny transistors are not damaged by wide fluctuations in temperature.

The fifth of six fast patrol boats being built for the Royal Malaysian Navy by Vosper Ltd., Gosport, the K.D.Sri Trengganu, was launched at Gosport on December 12.



WORLD'S LARGEST

This is the cigarette which turned the world to king size filter smoking.

Invented in 1951
Often imitated, never equalled
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ROTHMANS

THE GREATEST NAME IN CIGARETTES

made by a group of companies in partnership with 100,000 shareholders throughout the world

ENCOURAGING THE SAILOR OF TOMORROW

A NUMBER of H.M. ships already have a close liaison with Sea Cadet units, and in some cases the unit has adopted the name of the ship with which the liaison has been formed.

For example, the Sea Cadet units at Slough, T.S. Lion, and at Tiverton, T.S. Hermes, have very strong links with the ships after which they are named.

In both these cases a regular exchange of visits takes place between the ship and the unit, to the very great benefit of the latter.

Other examples could be quoted, but there are also a great many Sea Cadet units which have no such liaison, though they would like to form one. The Sea Cadet units at Avonmouth, T.S. Enterprise, Neath and Port Talbot, T.S. Encounter, Trowbridge, T.S. Nelson Haden, and Fleetwood, T.S. Cochrane, are most anxious to form a liaison with one of H.M. ships.

Commanding Officers of ships who would be prepared to help the Sea Cadet Corps in this way should write to the Captain of the Sea Cadet Corps, Grand Buildings, Trafalgar Square, London, W.C.2, who will be pleased to provide full information.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

NAVY IS 'LITTLE BITS OF BRITAIN SCATTERED THROUGHOUT THE WORLD'—ADMIRAL R.N.A. Gosport looks forward with confidence

NEARLY 150 shipmates and their guests attended the annual dinner of the Gosport branch of the Royal Naval Association on December 7, the chief guest being Rear-Admiral M. A. McMullen, O.B.E. (Flag Officer, Admiralty Interview Boards).

The Mayor and Mayoress of Gosport (Alderman and Mrs. F. J. Fairhall), Chief Inspector and Mrs. H. V. D. Hallett and Shipmate and Mrs. H. Plunkett (representing the Portsmouth Branch of the Association) were also present.

NO NUCLEAR WAR

In proposing the toast to the Royal Naval Association the chairman of the branch, Shipmate L. Oakley, remarked that the headquarters of the branch was now paid for and with the branch in a good financial position he looked forward with confidence to the future.

The toast to the guests was pro-

posed by Rear-Admiral W. K. C. Grace, life vice-president of the branch, and in responding on behalf of the guests to this toast, Rear-Admiral McMullen remarked that the Royal Navy still has a tremendous role to play in the modern world. He felt that no one really believed that nuclear war would ever come, although we had to prepare for it, but the Navy's most serious task today was to provide for the smaller "bush fires" like Kuwait.

Great Britain was losing the right to have bases abroad and the ships of the Navy were "little bits of Britain scattered throughout the world."

The Royal Navy was becoming a small ship force but with modern frigates bigger than some war-time destroyers and the latest guided missile destroyers being as big as the old "C" class cruisers, the hitting power of this "small ship navy" was tremendous.

Admiral McMullen reminded his

audience that the present manpower of the Navy, about 100,000, was almost exactly the same as it was in the mid-1930s.

HIGH QUALITY OF MEN

As president of the Admiralty Interview Boards he said he found that the quality of men entering the Service was very high indeed, remarking that out of 153 boys interviewed recently for scholarships, the top boy was the son of a chief petty officer and a pupil from a comprehensive school.

The dinner was followed by dancing which was thoroughly enjoyed by all present.

NEW BRANCH FOR No. 8 AREA

NO. 8 Area of the Royal Naval Association covering what might be termed the heart of England, Warwickshire, Staffordshire, Northamptonshire, Shropshire, Leicestershire and Rutland, gained a new branch on November 4 with the inauguration of the Cannock Chase branch.

The new branch headquarters is the Castle Inn, North Street, Bridgeton. Shipmates Arbriggs and Quill are the chairman and secretary respectively.

At the "launching" ceremony conducted by the area secretary, Shipmate Monaghan, accompanied by the area chairman, Shipmate Stubbs, members from Lichfield, Bloxwich and Leamington branches were present.

H.M.S. Cambrian commissioned

AFTER an extensive modernisation, H.M.S. Cambrian commissions at H.M. Dockyard, Plymouth, on January 3.

Principal guest at the commissioning ceremony will be the Minister of State for Welsh Affairs (Lord Brecon), accompanied by the Lord Mayor and Lady Mayoress of Cardiff. The commissioning service will be conducted by the Lord Mayor's Chaplain (the Rev. Canon W. E. C. Thomas, M.A.). The Archbishop of Wales has written a special prayer for the ship, which has so many close connections with Wales.

The Admiralty Regional Officer for Wales (Rear-Admiral M. S. Townsend, C.B., D.S.O., O.B.E., D.S.C. and Bar) will also be present, and Lord Brecon will inspect a guard of honour from H.M.S. Cambrian before going on board.

H.M.S. Cambrian (Cdr. D. K. Hankinson, R.N.) will shortly join the Home Fleet before service east of Suez with one of the newly formed escort squadrons of the Royal Navy.

H.M.S. Unicorn, the 138-year-old "wooden wall" headquarters ship of the Tay Division, Royal Naval Reserve, recently moved to a new berth (see November issue of "Navy News"), is still good for many years, says the Admiralty.

Two thousand watched in bitter cold

IN their first public appearance since being formed a contingent of the Derby branch of the Royal Naval Association led the parade and march past at the Derby war memorial on Remembrance Day, and although the weather was bitterly cold over 2,000 people watched the salute taken by the mayor of Derby.

A wreath was laid on behalf of the branch by two serving members from the Derby recruiting office.

The branch held a very successful social evening on November 23 and the attendance was gratifying. A local newly formed vocal and rhythm group—The Presidents—really impressed those present. The address of this group, which the Derby shipmates feel would be appreciated by other branches in the area, can be obtained from the Derby branch secretary, Shipmate J. W. Upton, 188 Cole Lane, Borrowash, Derby.

Serving and ex-service personnel may be interested to know that the Derby branch meets informally at the Dolphin Inn, Queen Street, Derby, every Friday evening and visitors will be made very welcome.

HANWORTH'S NEW CLUB OPENED

THE Hanworth Branch of the Royal Naval Association passed another milestone on November 3 when the Deputy President of No. 1 Area, Shipmate Arthur Bates, officially opened the branch's new headquarters in Park Road, Hanworth.

Shipmate Bates was supported by members of the Area Council, the Chairman of the local Council, Mr. A. E. Hunter, M.P., and many shipmates from branches in the area.

After the opening, tea was served by the ladies of the branch, to whom those who were able to attend extend their grateful thanks. The ladies have made the club extremely cosy and attractive with curtains, table covers and so on, and their efforts are much appreciated by the shipmates of the branch.

THE Newcastle and Gateshead branch of the Royal Naval Association have had a very busy month, the highlights being a visit to a destroyer and being present at the "launching" of a new branch.

A party from H.M.S. Duchess visited the branch headquarters and a reciprocal visit was made to the ship by club members. Hospitality was the order of the day on both occasions.

Members of the branch also visited Ferryhill where, in the absence of Shipmate "Frank" Wade, due to illness, Shipmate P. Anderson duly launched a new branch. In his inauguration address, Shipmate Anderson referred to the Association's motto and the comradeship which he had found in the Association.

READY TO PAY MORE

Shipmate Anderson is a National Vice-President, a member of the National Council and Vice-President of the Newcastle branch, and at the last General Meeting of the branch all shipmates thought that a small increase in annual subscriptions would do no harm to the Association. The

Bedlington has new headquarters

THE Bedlington Branch of the Royal Naval Association, recently formed, has moved its headquarters to a more central spot in Bedlington—The Howard Arms, Bedlington Market Place.

Due to the untiring efforts of the members, and in particular Shipmate T. Ord, treasurer, Shipmate J. Priestnall, welfare officer, Shipmate D. Seantlebury, Shipmate A. D. Nicholson, secretary, and the vice-chairman, Shipmate Lieut. E. Gurney, R.N.V.R., the young branch is showing signs of real progress.

St. Vincent cheque for Mayor's Fund

ACHEQUE for £50 was presented to the Mayor of Gosport (Alderman J. F. Fairhall) by Junior R. Wood, on behalf of the officers, junior seamen and junior electrical mechanics, for the Northcott Hospital Wing Appeal Fund.

In thanking the donors for the gift Alderman Fairhall said that the cheque was all the more creditable as most of the juniors live outside Gosport.

Capt. A. R. Aldous, Royal Navy, captain of H.M.S. St. Vincent, explained that the money was part of the proceeds from the charge made for admission to the St. Vincent Fireworks Night.

New branch in Ferryhill INAUGURATING OFFICER ON 'UNPOPULAR YET UNAVOIDABLE' INCREASES IN SUBSCRIPTIONS

ON Saturday, December 15, some 30 shipmates, including welcome visitors from Sunderland, Spennymoor, Durham and Newcastle, gathered in the lounge of the Commercial Hotel, Ferryhill Station, Co. Durham, to be spectators at the launching of the Royal Naval Association's newest "ship" in No. 11 Area's "Squadron."

The Area President, Shipmate Rear-Admiral R. S. Hutton, C.B., C.B.E., D.S.O., wished the founder members and the new branch a long and happy commission, and said how much he enjoyed working in and for No. 11 Area, where joint activities were such an important part of their tradition. He then called upon Shipmate P. N. Anderson, National Vice-President, to inaugurate the new branch.

WINGATE 'REBORN'

Shipmate Anderson expressed the satisfaction which he and the rest of the area members felt at the final completion of that new "ship," whose keel had, he discovered, been laid by some former members of the now-defunct Wingate Branch (at least six of whom would be members of the new branch). He said how sorry everyone felt that convalescence from serious illness prevented Shipmate Frank Wade, their hard-working area delegate, from completing the task he had set himself at least four years ago. Frank had,

therefore, invited him to "do the needful" and he felt proud and honoured by that invitation. As area delegate for the Irish Area he had had to inaugurate a couple of new branches in that part of the world, but he had not previously had the honour in No. 11 Area, although he had been present at the inauguration of the new branch in Bedlington not very long before.

DEATH OF FORMER PRESIDENT

He spoke of the incalculable loss which their Association had sustained two days previously by the death of their Vice-Patron and former President, Admiral of the Fleet Sir John Cunningham. As if that were not enough, his worthy successor, Admiral Sir Alexander Madden, had been compelled within recent weeks, because of continuing illness, to relinquish the office of President. It was good, therefore, to know that he had been able to hand over the watch to such an able and devoted member of the Royal Naval Association as Admiral Sir Frederick Parham, and he felt sure that all members would give the new President their fullest possible support.

Such support, he said, would certainly include such unpopular yet unavoidable moves as the already announced increase in annual membership subscriptions. He gave the reasons for the increase and stressed that many associations already charged more than ten shillings and that the increase was, in any case, less than the cost of three beers or a packet of cigarettes—not much to pay for such a fine Association.

LARGE MEMBERSHIP

Shipmate Anderson reminded his audience that they all belonged to No. 11 Area, the finest in the Association, with the largest membership of any area and with over two dozen of the keenest branches in their Association. They had, too, a very active Area Council. He stressed the importance of each word of the R.N.A. motto: "Unity, loyalty, patriotism and comradeship."

He said he had the greatest pleasure in inaugurating the new Ferryhill Branch and congratulated the Chairman-elect (Shipmate White) and the Honorary Secretary-elect (Shipmate Woodall) on the success in founding the new branch, which, he felt sure, would quickly take its place in area activities and go from strength to strength.

The Area Chairman (Shipmate Gledhill) expressed the good wishes of the Area Council and his own (Wear) branch to the new "ship" and said that if there was anything with which the new branch committee required help they had only to ask. The Chairman of the Newcastle and Gateshead Branch (Shipmate Finch) also extended the good wishes of his branch and offered some helpful advice concerning Press publicity.

DONATION TO LIFEBOAT FUND

The annual dance on board H.M.S. Calliope raised £61 for the club funds, £10 of which was promptly despatched to the Seaham Harbour Lifeboat Fund. At the dance an invitation was issued by Lieut.-Commander D. Houseman, R.N.R., for three branch members to accompany H.M.S. Northumbria on her Spring Cruise.

The Spalding Standard is dedicated

ALTHOUGH the Spalding Branch of the Royal Naval Association was only commissioned on March 2 this year, it has 76 members and on October 21, at Moulton Parish Church, its Standard was dedicated by the Bishop of Grantham, the Rt. Rev. Anthony Otter. The Bishop gave an address and the service was conducted by the Rev. P. A. B. Cory, Vicar of Moulton, who is also the branch honorary chaplain.

The Boston, Gainsborough and Nottingham Branches of the Association were represented.

The Wisbech Sea Cadet Corps band led the parade, and at the saluting base were Councillor T. H. Seaton (Chairman of the Spalding Urban Council), Councillor G. W. Machin (Chairman of Spalding Rural Council), Councillor J. Cuthbert (Chairman of East Elloe Rural Council) and Mr. C. M. Tenneson (branch president).

"Sunset" and "Reveille" were sounded by Shipmate W. Turner, and the parade marshal was Shipmate J. Pybus. A proportion of the collection was donated to the British Sailors' Society.

After the march past 200 people took tea in the village hall, the catering being carried out by the Committee members and their wives under the capable eyes of Mrs. Tweddell, the wife of the branch chairman.

The vice-president of the branch, Councillor F. G. Stayles, was in hospital and unable to attend, and the members of the branch, and others, wish him a speedy recovery.

The dedication ceremony over, the next big occasion of the branch was the first annual dinner, which took place on October 30 when over 90 shipmates and guests indulged in naval reminiscences in a really nautical atmosphere.

(Continued on page 13)

VICE PATRON DIES



The late Admiral of the Fleet Sir John H. D. Cunningham, G.C.B., M.V.O., D.L., Vice-Patron of the Royal Naval Association and its President from 1950 to 1961. (See page 8)

Algeria to have a Navy

PRESIDENT NASSER of Egypt has transferred two minesweepers, the *Tor* and *Darfour*, to form the nucleus of the Algerian Navy. Both vessels have a varied past having begun life as American-built B.Y.M.S., being originally B.Y.M.S. 2175 and 2041 in the Royal Navy during the war. After the war they and seven of the same type were transferred to Egypt. One was later lost after an internal explosion off Mersa Matruh in 1950. It is likely that when enough trained men are ready Algeria may purchase more warships from Russia.

MEXICO

That there is such a thing as the Mexican Navy may come as a surprise to some people. But recently the United States began transferring 20 war-built fleet minesweepers to Mexico. This represents a major increase in Mexican naval strength, since the present fleet numbers only 30 vessels of all types.

NORWAY

Two 69-ton fast patrol boats capable of a speed of over 45 knots with their British Napier Deltic engines have been purchased from a Norwegian shipyard by the U.S. Navy. Their armament and electronic gear will be fitted in the United States. In all, Norway is now building five destroyer escorts, 15 submarines, five patrol craft and 31 motor torpedo and gunboats at a cost of £42 million. All these vessels are to be completed by late 1967 and will give Norway a fleet of 93 ships. The United States is paying half the cost of the programme.

CANADA

The first of the new Mackenzie class destroyer escorts, the name ship of the class, has been completed by Canadian Vickers at Montreal. She is basically similar to the earlier *Restigouche* class and is armed with two 70-calibre and two 50-calibre three-inch guns, Limbos and homing torpedoes. The last two of the six ships in the class are being completed to a different design which will incorporate a helicopter landing deck and a hangar which will split the boiler uptakes in two, necessitating twin funnels abreast.

UNITED STATES

The heavy cruiser *Helena* is to pay off into reserve from the Pacific Fleet. This leaves only her sister ships *St. Paul* and *Los Angeles* in the Pacific and the *Newport* Mews in the Atlantic as the surviving all-gun cruisers in commission. The *Helena* is being replaced by the missile cruiser *Columbus*, which has recently completed a conversion which gives her an armament of Tartar and Talos surface-to-air missiles and Asroc anti-submarine missiles.

Despite the Royal Navy's declining

NEWS OF OTHER NAVIES BY DESMOND WETTERN

interest in fast patrol boats, the U.S. Navy has recently brought two forward from reserve. They are now based at Little Creek, Virginia, attached to the Atlantic Amphibious Force. They are to train Seal (Sea-land-air) teams in guerilla-type operations and Allied personnel in "unconventional and para-military operations." Though one P.T. boat (F.P.B.) is still in reserve a third is in commission in Washington, D.C., as part of the President's security guard. The new Polaris missile submarine depot ship *Hunley* is to relieve the *Proteus* in the Holy Loch on February 15. The latter will return to the United States for a refit and may then go to Rota, Spain, where a new Polaris squadron is likely to be formed.

Broadsword collects £250 for guide dog

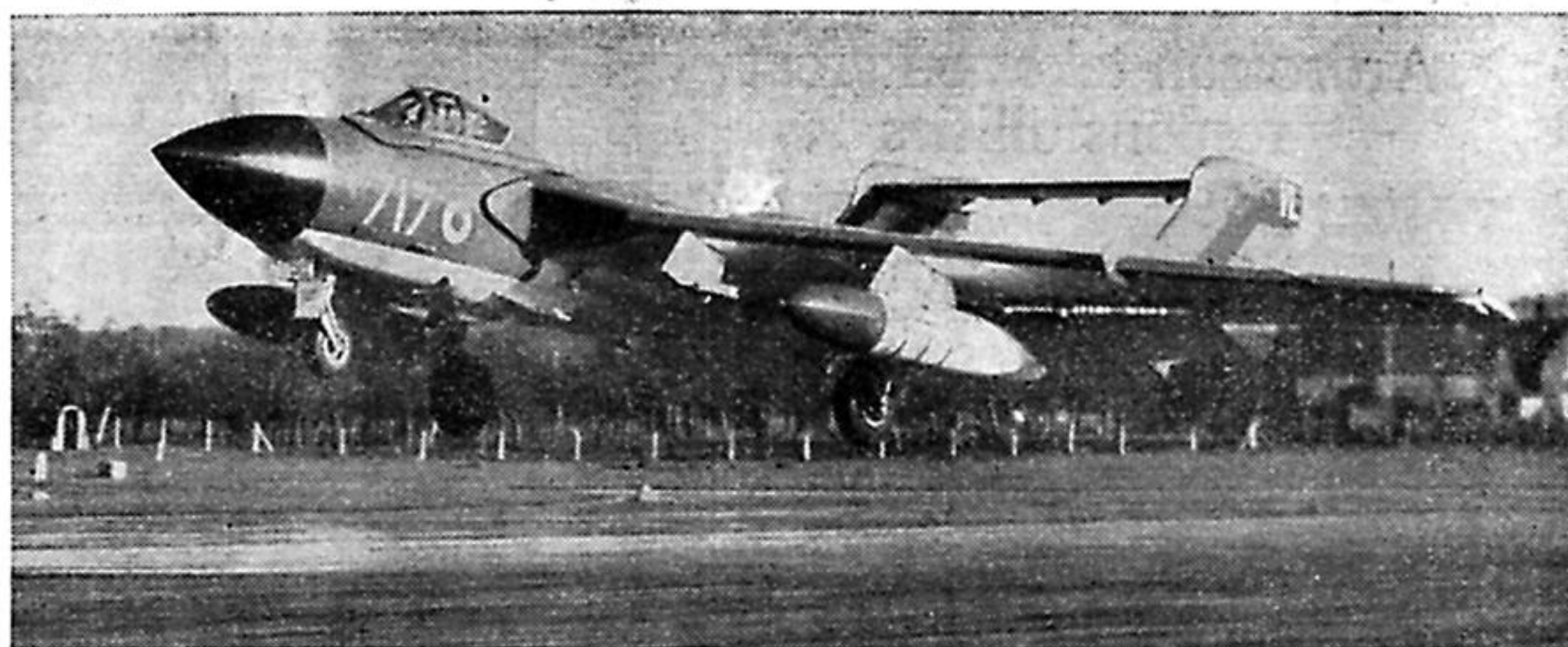
DURING the nine months the ship spent in the Mediterranean, the officers and men of H.M.S. *Broadsword* collected £250 to buy and train a guide dog for the Guide Dogs for the Blind Association.

The collection was started by C.P.O. Jesse Grieve and he was supported by all the 234 officers and men in the ship.

The cheque for £250 was presented to Sir Michael Nall, Bt., the General Manager of the Association and a former gunnery officer who had served in *Broadsword*, by Cdr. Sir Peter Anson, Bt., Royal Navy, Commanding Officer of the ship.

H.M.S. *Broadsword* steamed 51,000 miles during her commission, visiting Spain, Greece, Turkey and Yugoslavia. The commission ends in February when she will probably go into refit.

Squadron's 10,000 hours with Vixens



766 Naval Air Squadron converted to Vixen aircraft in 1959 and since then the Vixens of the squadron have flown 10,000 hours. The photograph shows Vixen 717, with Lieut. J. F. Hall, R.N., and Lieut. D. Brown, R.N., landing at R.N. Air Station, Yeovilton, after the 10,000th hour.

'Saracen' men meet again

ABOUT 80 Submariners and guests were present on December 7 when the Dorset branch of the Submarine Old Comrades' Association held its annual dinner and dance at Weymouth.

After dinner the President of the branch, Captain R. L. Mackenzie-Edwards, O.B.E., J.P., Royal Navy, introduced Captain M. Lumley, D.S.O., D.S.C., Royal Navy, the Guest of Honour, who replied to the toast of the visitors.

Captain Lumley, the Captain Superintendent of U.D.E., Portland, is himself a submariner who commanded H.M. Submarine *Saracen* during the war until it was lost on a war patrol and he and his crew made prisoners of war.

NO MEAN FEAT

It was not known generally that *Saracen*, under the command of Captain Lumley, sank two U-boats, two destroyers and 40,000 tons of shipping—no mean feat in 10 months of war patrols.

"Brother Submerger" L. Roberts who served in *Saracen* and was taken prisoner with Captain Lumley made the journey to Weymouth from Aylesbury to meet his wartime skipper.

Among the other guests was Shipmate L. Antill, Chairman of the Dorset R.N. and R.M. Association, parent body of the Dorset S.O.C.A.

A tribute was paid by the Chairman of the Dorset S.O.C.A. to the Ladies' Section for its splendid service in the branch's social activities.

Durham's big naval parade

MORE than 750 men and boys from Naval Associations and Sea Cadet Units throughout the north-east marched through the streets of Durham City to a special Trafalgar Day service in the cathedral headed by the bands of the Hartlepool and Wallsend Sea Cadet Corps Units.

The occasion was the first big naval parade in the city and after the service many of the men and boys "took to the river" for a spot of rowing in some of the River Wear's most beautiful surroundings.

During the service, which was conducted by the Dean, the Very Reverend John Wold, the Sea Cadet Corps Colours and Royal Naval Association Standards were laid on the altar. The address was given by the Rev. Gordon Birch, chaplain to H.M.S. *Calliope*, the R.N.R. training ship on the Tyne.

After the service the salute was taken by Rear-Admiral R. M. J. Hutton, who was accompanied by Rear-Admiral Alan Laybourne and other naval officers.

Commend from members of the Wear branch of the Association took the form of praise for the 28 members of the Durham branch who went to great lengths and must have "dug deep" to entertain their associates to a tea.

This was thoroughly enjoyed after their quick march to the cathedral (which they declared outpaced even that of their own county regiment, the Durham Light Infantry).

SPALDING

(Continued from page 12, column 5)

The chief guest of the evening was Capt. E. Bush, D.S.O. and Bar, D.S.C., R.N. (ret.), and among others present were Councillor G. W. Machin, J.P., chairman of Spalding Rural Council, Major G. White, president of the Spalding branch of the British Legion and Councillor T. H. Seaton, J.P., chairman of Spalding Urban Council.

Before dinner a brief ceremony was conducted by the branch-honorary chaplain, the Rev. P. A. B. Cory, Vicar of Moulton. Sunset and Reveille were sounded by Shipmate W. Turner.

Shipmates J. Pybus and R. Boutle piped "Hands to dinner," the "Still" for the loyal toast and "Carry on" when the formal part of the function was over.

The branch president, Shipmate C. M. Tenneson, presided and the toast-master was Shipmate R. H. Twiddle.

Replying to the toast of the branch proposed by Councillor Machin, the

president paid tribute to the work of the offices and committee men of the branch, naming Shipmate W. R. Stratton (secretary) and N. Myers (treasurer). He mentioned, too, that the branch membership included five former members of the W.R.N.S., among them being Shipmate Greta Andreasson who was responsible for the evening's entertainment.

Councillor F. J. Stagles, branch honorary vice-president, proposed the toast to the guests and Councillor Seaton replied. Major White proposed the toast to the Fighting Forces to which Capt. Bush responded. In his response Capt. Bush referred to the Battle of Trafalgar and the great tradition of the Royal Navy. Shipmate T. Nicholas of the Boston branch was present and conveyed good wishes from the shipmates of his branch.

About 100 relatives and friends of the ship's company of H.M.S. *Scarborough* (Cdr. P. Buchanan, Royal Navy) were taken to Spithead by tug on December 12 and returned to Portsmouth in the frigate. The ship is paying off for refit.



WATNEYS Brown Ale

Dark, delicious, smooth and satisfying. Have a glass or two today.

Try also WATNEYS PALE ALE; CREAM LABEL STOUT; RED BARREL—WATNEYS KEG



FALL OF FRANCE ROUSES TRUE BRITISH SPIRIT

Ardrossan takes on great responsibilities

(In his two previous articles, Capt. Waight, who was appointed Naval Officer in Charge, Ardrossan, on the outbreak of hostilities in 1939, wrote of the build-up of the Ayrshire ports, the setting-up of H.M.S. Fortitude, and of the problems with which he and his staff were faced in the training of personnel and of the efforts made to put the whole area on to a wartime footing.)

AT the end of January, 1940, Rear-Admiral Campbell, Flag Officer, Clyde, was relieved. Furthermore, the Clyde Command was split. Admiral Troup was appointed Flag Officer, Glasgow, to be responsible for shipbuilding, fitting-out and repairs, and the defence of the upper reaches of the Clyde, whilst Admiral Bertram Watson was appointed Flag Officer, Greenock, responsible for all operational work in connection with seaward defence, the assembling of convoys, providing escorts and berthing arrangements at the Tail of the Bank, and controlling the movements of vessels, inwards and outwards through the boom entrance at Greenock.

With this new set-up, Ardrossan and other Ayrshire ports were under the administrative authority of Flag Officer Greenock, and it was agreed that I would act as liaison officer for Admiral Troup in connection with the building of ships and repair work taking place in the Ayrshire dockyards.

Admiral Troup had the reputation of being rather difficult. He came down to Ardrossan more or less to weigh me up, and afterwards he appeared to be content to leave the responsibilities involved in my hands. I had his constant support in all that I did.

Meanwhile, on land the "phoney" war continued, although losses at sea were most serious. Norway was overrun and in May the same fate befell Holland and Belgium. These events produced a feeling of dismay which was increased at the fall of France.

During the "phoney" period the British Government, in its efforts to keep the spirit of France alive, made many promises, one of which led to the transfer to France from Ardrossan of a group of fast anti-submarine trawlers only a few weeks before France collapsed. Thus four trawlers with the then most secret Asdic installations, were a gift to the Germans—handed to them, as it were, on a plate.

"BACKS TO THE WALL"

In June, 1940, the country had, indeed, its back to the wall. The partial destruction of the Expeditionary Force with loss of guns and equipment led to the formation of the Home Guard. The complacency which had dominated the country during the "phoney" war, and the dismay induced by the fall of the Low Countries and

military formations, marching, shooting and lobbing live hand grenades.

To complete the defence system of the Ayrshire coast, auxiliary coast-guards were recruited and trained in semaphore and the Morse alphabet, and the coastline was patrolled night and day. Observation mines were laid off the entrance to the harbours of

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

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

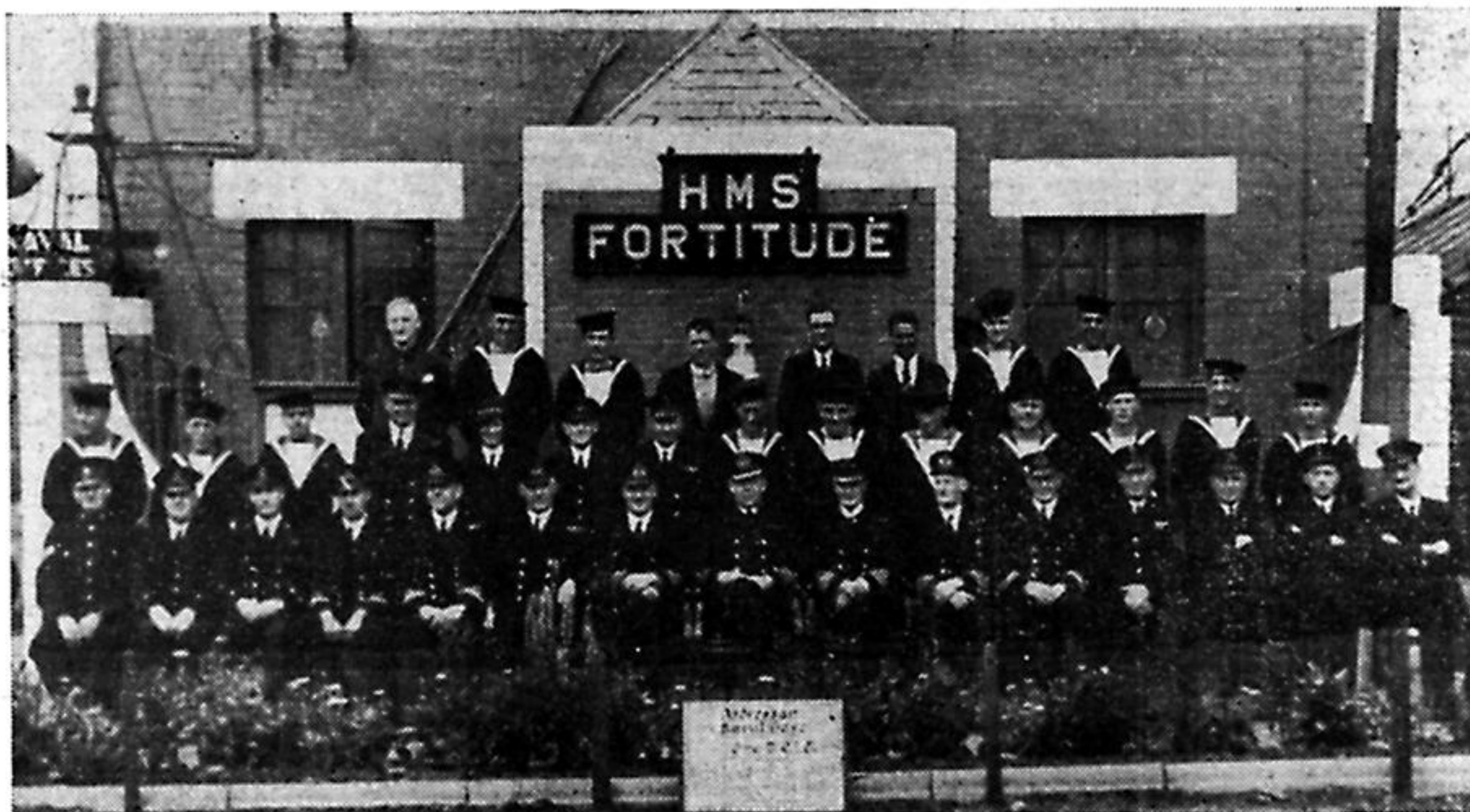
Ardrossan, Troon and Ayr, and observation posts established on shore. The Home Guard had erected road blocks.

MINE-SWEEPING EASED

In the meantime the naval activities of minesweeping, anti-submarine patrols and providing escort vessels for convoys continued at an ever-increasing pace. The daily sweeping of the buoyed channel was a great strain on the trawlers. Five paddle steamers were requisitioned on the Clyde, fitted up as minesweepers and based on Ardrossan. This was a great help as the channel could now be swept at 11 to 12 knots instead of from 6 to 7.

A lieutenant-commander was appointed for the administration and operation of the minesweeping, which helped very much to reduce the load of responsibility resting on my shoulders.

At the end of July, 1940, I was promoted to acting captain and re-



The Gunnery and Torpedo Staff in H.M.S. Fortitude in 1941

became, nightly, targets for German aircraft, much damage and loss of life being caused.

On the night of May 7, 1941, the Germans decided to bomb the Ammunition Factories at Ardeer, some five miles South of Ardrossan. At that time, there were no A/A guns mounted in Ayrshire, nor were there any night fighters available, so bombing had to be endured without hope of retaliation. The whole of the valuable and useful dockyard ports on the Ayrshire coast, and the ammunition factories, were completely open to attack.

The aircraft came in from the Irish Sea, turned just north of Ardrossan for the attack on Ardeer, where the

Shell Mex Petrol Tanks, and Refinery were very vulnerable, just a short distance from the dockyard. The only protection was a complete "Black Out". It was with great anxiety that I heard the planes pass overhead, and then witnessed from the signal tower, the bombing of the ammunition factories.

Judging from the fires which had been started by the bombs, it did look as if the Germans had been successful, but apart from the exploding bombs, no other explosion occurred. It transpired that the huge blaze which was taking place was coming from several haystacks.

At Irvine, a large number of incendiary bombs had been dropped on

the very long wooden jetty, but fortunately, as there were no vessels secured alongside, they were easily and quickly swept into the water.

COMPLACENCY DISPERSED

As a result of this raid, very little real damage occurred, but it had one very important effect. It dispersed, once and for all, the complacent attitude of many people, who had thought such a raid could not happen to us.

It certainly shook the authorities responsible for defensive measures and a Balloon detachment was posted in Ayrshire, with H.Q. at Ardrossan, and a decoy fire established on

(Continued on page 15, column 3)



Inspection of Wrens in H.M.S. Fortitude—1941

France, evaporated. The true British spirit had been aroused by the stirring words of Mr. Churchill.

At first no central, or even local, Home Guard organisations existed, but "Action was necessary." At Ardrossan a meeting was convened with the managers of local industry and, as a result, the managers of the Harbour Company, Dockyard, Shell Mex and Canning Factory undertook to raise one company each to form a battalion, whilst a company was to be formed at the ports of Irvinem, Troon and Ayr.

All available rifles in the Ardrossan Naval Base and patrol vessels were to be issued on loan, and the naval gunnery instructors acted as instructors during the evenings, whilst I was to act, temporarily, as Honorary Colonel.

HOME GUARD READY

Enthusiasm was intense. A .22 rifle range and a hand-grenade range were constructed and training commenced in earnest. Eventually Home Guard officers took over. Uniforms, rifles and ammunition were supplied and the Ayrshire Ports' Industrial Battalion of the Home Guard was ready for any emergency.

The naval instructors now turned their attention to the Wrens. There were now over a hundred of these, with five officers. They were taught

appointed as Naval Officer in Charge, Ardrossan. It had been a difficult post to hold with only the rank of commander.

The Channel Ports of Portsmouth and Plymouth were badly blitzed at the end of 1940 and early 1941, and it was decided to move the Headquarters of Western Approaches to Liverpool, whilst the Firth of Clyde was to be used by a large part of the Fleet. Large convoys were to be assembled at the "Tail of the Bank" and escorts provided from the Destroyer Flotilla.

As soon as these moves took place, German submarine and aircraft activity increased considerably in the Irish Sea, North Channel and the Minches.

At Campbeltown the Anti-Submarine Instructional Base was established, and at Lamlash an Examination Anchorage was introduced, and naval officers in charge were appointed to each port, which relieved me of considerable responsibility in connection with these two ports, fairly distant from Ardrossan.

NIGHTLY AIR ATTACKS

The Germans soon became aware of this change in the disposition of the Fleet, and convoy assembly areas. Consequently, ships at the Tail of the Bank and the ports of Greenock and Glasgow and other adjacent ports,

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Boxing is a sure road to long life in sports world

(BY OUR OWN CORRESPONDENT)

DESPITE the definite resurgence of novice boxing entries this year, we still have our perennial problem of a shortage of open class boxers. It is a fact that, year by year, fewer novices continue in open class boxing.

Several reasons have been put forward to account for the lack of entries. For instance, (a) much publicity has been given to the age-old controversy of whether, from the point of view of injury or ethics, young men should be encouraged or even allowed to box, (b) attempts have also been made to force a bill banning the sport, and (c) hand-to-hand combat was a common thing in the old days and it is argued by some that there is now no actual service requirement to promote boxing to further the professional fighting skill of the sailor.

Why, then, does the Navy continue to promote boxing and why is there a decreasing response?

NO PLACE IN SOCIETY

The reasons put forward for the latter range from the sublime—"Sailors are not so tough nowadays"—to the ridiculous. "It's a crude, brutal sport which has no place in modern society." The first reason would soon be withdrawn if the proponents had ever been on the "receiving end" with some of our young boxers.

To those of us who earn our daily bread sponsoring sport (we're too battered now to actually play, of course), the second reason is calculated to send us off into peals of cynical laughter. Consider some of the other "civilised" games. There's rugby (the hooligans' game played by gentlemen), or soccer (the gentlemen's game played by hooligans), or hockey ("Look, Mum, no teeth"), not to mention lacrosse—the most murderous outlet for juvenile delinquency which has ever been legalised.

One can go on, but let's face it, the argument about boxing invariably centres around two main criticisms—the "injury factor" and the "ethical aspect."

THE INJURY FACTOR

Let's take the injury factor first. Boxing enthusiasts tend to be somewhat taken aback when the medics bring their heavy guns to bear. They talk about "the brain bouncing against the sphenoid ridge," but ask anyone who has boxed, and played soccer as, say, a full-back. Which is he less keen on—a thump from a well-padded 8-ounce glove or that of a 16-ounce ("plus" when it is wet and muddy) soccer ball, travelling faster from a point-blank range, or unavoidably headed after it has dropped like a bomb from about 40 feet? Perforated tympanic membranes (punctured ear drums to you, chum)?—swimmers are familiar with them in their teens. Eye damage? Try a hockey ball for size—it fits perfectly.

Incidentally, rugby has long held the laurels for the highest injury rate per player playing, and if the cartilages torn playing soccer were placed end to end they'd go half-way round the moon (Doctors please pardon the pun.)

As for deaths: collect the statistics on small boat sailors (it will stagger you), motor-cycling and motor-racing, etc. Boxing comes out by comparison as a sure road to longevity.

THE ETHICAL ASPECT

It may be countered that it is not the actual statistics of injury to boxers which is the concern. Rather it is the way in which they are inflicted, i.e. deliberately and "legally" as an essence of the sport. Here we come to the second criticism—ethics. Like any

other sport the boxer is in there to win. He knows that over 90 per cent. of bouts are won on points—by hits scored on the target. This, then is his primary preoccupation, to score points. The strength of the blow, knock-downs and knock-outs are incidental to this. In most circumstances, it is a tactical error to make damage the primary objective.

MUST FIGHT FAIRLY

Pause to consider the training of a boxer. His actions are conditioned to reflex probably more than any other sportsman (except perhaps fencing which is, in many ways, a parallel). The boxer has no time to think out or deliberate a move: he sees a set pattern and reacts immediately. He knows, too, that a flagrant foul will disqualify him—possibly at once; instinctively that he must fight fairly, not only because it has been drummed into him, but because, even if he wanted to, he can rarely control a reflex action. The boxing referee will tell you that deliberate, intentional foul play is almost non-existent in the amateur ring—the soccer referee will tell a different tale.

It has been submitted that boxing encourages all the worst traits in man and that sponsoring it slows the development of human ethics. In the heyday of boxing, in all walks of life, when a private argument developed it was settled one-against-one, and the chap was allowed to get up when he was knocked down. "Using the boot" was almost unheard of and carrying a "shiv" or a razor was cowardly. Today, it seems, if you give the other chap a fair chance, you're a sucker! The decline of boxing and the spirit it conveyed would seem to be reflected in modern life somewhere.

A BURNING DESIRE

Going a little deeper, a group of analysts in America recently compiled a paper on what makes the top class amateur "tick." It would seem that the amateur almost more than the pro (for his angle is simple), has a burning desire firstly to compete—at anything—and secondly to win. He does this, apparently, for a variety of psychological reasons, not all of them entirely "healthy" and, primarily, to achieve self-assertion and "identity."

Men are made to compete with each other; whether it be business (and there's no holds barred there), war, sport—or sex (repeat the previous brackets if you must)—we're stuck with it until it pleases the Good Lord to change the system. And, furthermore, the egg-heads say, to a greater or lesser degree, these compelling motives are possessed by every man in the street—even the spectator satisfies these instincts by identifying himself with his chosen hero—and a Saturday afternoon in the centre of a soccer crowd leaves no doubt as to the fervour with which this is borne out. You may say that we've strayed from the ethics of boxing. This is not so. I am convinced that the competitive factor in man, be it against other men or nature, with all its accompanying complexity (and danger), must be honestly accepted for what it is, not clouded with a lot of cellophane wrapping.

RUGGER NEXT?

Boxing is probably the oldest and most "pure" form of sport there is. It has, unfortunately, to bear the main

brunt of the critics' attack. Stop boxing and then the rugby men had better watch out. I submit that the critics are, wittingly or unwittingly, attacking the whole essence of human life—a formidable opponent, against which, as yet, history proves that no man has ever won.

So let's stop mincing words. Reduce the injury factor if we can. Compulsory one-inch-thick foam rubber under the canvas? 14-ounce gloves? Plaster strip for eyebrows? Let's make stringent rules for our games and see that players stick to them; but for goodness sake let's not try to suppress a recognised human pattern of behaviour. Control it, yes; and teach the recognition and self-control of it, but the suppression of a volatile matter leads to explosion in another, unknown, direction, and this is just not good common sense.

PORT PARTIES

(Continued from page 14, column 5)

the hills N.E. of the town. If the petrol tanks had been the target, the Germans would probably have had a great success story, but as it was, the Munition Works had escaped with little damage.

As the use of Magnetic Mines by the Germans increased, so did the fitting out of L.L. Magnetic Minesweepers in our shipyards, and a Flotilla was allocated to Ardrossan. At first, they were quite unsatisfactory due it seemed to the continuous breaking down of the Diesel Generators. Fortunately, I had a Sub-Lieutenant on my staff, who was a Diesel expert. On going to sea, to supervise some trials, he soon became aware that the Stoker in charge had not received any training.

Lowestoft Drafting Depot had assumed that all Stokers would have a knowledge of Diesels. In view of this state of affairs, I held the L.L. Sweepers in harbour, until the Stokers had had a short course of instruction. At the same time, I wrote to the Commodore, Lowestoft, and suggested starting a two-week course in "Diesels" for Stokers intended for L.L. Sweepers, with which suggestion he agreed.

So the officers at the Ardrossan Base added one more responsibility to their list, for the benefit of the Auxiliary Patrol personnel the result of which would add to the efficiency of Magnetic Minesweeping in many areas. H.M.S. Fortitude had become, in addition to an active Operational Base, an unofficial "Training School" for the Auxiliary Patrol, covering many subjects.

PARADES AND DISPLAYS

The Royal Navy had become very popular with the populations of the towns and villages of Ayrshire, and requests were received from local Councils, to take part in parades and other activities, which had been organised to boost up National Savings, and War Weapons Week displays.

These requests were readily complied with. A lorry was rigged up as a Battleship and many kinds of Weapons were put on view. Astern of the lorry marched a contingent of Wrens from the base—as smart and efficient body of Amazons as any in the country. I was indeed very proud of them.

In addition to the Parade, I borrowed from the Admiralty an excellent film, entitled "The Mastery of the Sea." It was shown in the largest local cinema. It was full of exciting incidents in particular the activities of convoys and escorts under Air Attack, which held the audience spellbound, and made us, in uniform, feel very proud to be serving under the White Ensign, and particularly proud of the Merchant Navy.

ACOUSTIC MINES COUNTERED

When the Germans discovered how successfully the L.L. Sweepers were in countering the Magnetic Mine, they at once introduced an acoustic device, which could be embodied in a Magnetic Mine, or a pure Acoustic Mine. Thus another serious problem arose. The acoustic device was designed to be activated by the noise of a ship's propellers, and so timed to explode as a ship or sweeper passed over, or adjacent to, the position in which the mine had been laid. In the case of Sweepers, it might account for the destruction of more than one, with the loss of many valuable lives. Once again, one of these mines was

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successfully recovered, making it possible to design an antidote. This was achieved by fitting Kango Hammers, in the fore peak of Sweepers. The Hammers electrically operated, struck a specially fitted steel plate, producing sound waves, which spread out through the water ahead of the Sweeper causing the acoustic device to come into action, and explode the mine prematurely.

Shipping in St. Georges Channel, Irish Sea, North Channel, and approaches to the Clyde, and Mersey, was constantly being attacked by Submarines which had been reinforced by the German Focke-Wulf aircraft. Once again the large trawlers at Ardrossan were to help in meeting this new menace. The trawlers had been fitted with Bofor guns in addition to their normal armament. The crews were well trained and enthusiastic. They operated from Belfast, and the news of the successes they achieved, gave the training staff at Ardrossan a thrill of pride and pleasure.

COMBINED OPERATIONS

The Anti-Submarine Patrols in the North Channel and Clyde approaches,

had been reinforced by a Flotilla of A/S. Motor Launches. These I had to base at Troon, where I requisitioned a large condemned railway building, and converted it into living quarters, with bath and rest rooms, for the use of crews coming off patrol.

However, shortly after it had come into use, the command of "Combined Operations" was transferred from Admiral of the Fleet, Sir Roger Keys, to Rear-Admiral Mountbatten. The Headquarters and Training Centre was at Inverary, at the head of Loch Fyne, a most inconvenient and remote place. Admiral Mountbatten received Admiralty permission for the headquarters to be transferred to the mainland, and he decided to adopt Troon for headquarters and training centre.

I met Admiral Mountbatten at Troon and after a lengthy and friendly discussion, it was decided to request Admiralty permission for the M.L. Flotilla to be based at Belfast and other activities at Ayr. So, once again, Belfast was to benefit from personnel trained by Ardrossan staff.

(To be continued)

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All Air Command battle in Navy Cup Final

R.N.A.S. Cudrose 2, R.N.A.S. Lossiemouth 1

THE Navy Cup Final, 1962, (Association Football) was played on Elgin City's ground, near Lossiemouth, on December 5, and was noisily and enthusiastically supported by almost the whole of the Royal Naval Air Station, Lossiemouth's establishment.

Right from the beginning it was obvious that the match would be hard fought; both teams played strongly, no quarter being asked for or given. Lossiemouth was relying on Lawrence, their centre-forward, who had built up a reputation for scoring from any position in all the previous rounds. In this match Reynolds of Cudrose seldom left Lawrence, this was a grand case of a good centre-half holding a good centre-forward.

Each team took the ball into the opposing defensive area where, invariably, by quick tackling the attack was broken up. Each goalkeeper in turn made excellent saves. Higgs of Cudrose appeared, at times, uncertain and hurried his clearances, whilst Stark in the other goal was very cool. It was after 20 minutes, when the defences had things well in hand, that Roberts, who led Cudrose and had been continually challenging the opposing goalkeeper, followed up a shot from Lister, his left half, which the goalie was only able to partially clear, and was able to nip in, shoot hard and true, and register the first and all-important goal for his team.

"EVERYTHING IN HAND"

The first half ended with both teams still fighting hard. The captain of the Lossiemouth side was heard to say "Everything is well in hand—there's no need to worry." This appeared to be more than true, for, right from the re-commencement, Lossiemouth attacked with great determination and at times came very close to scoring. Christie hit the foot of the post with a hard drive, and Lawrence grazed the cross bar. In addition Cudrose was fortunate in being able to scramble the ball away at times, either by good or lucky goalkeeping.

Against the run of the play, Cudrose, who had been penned in their own half, were allowed to break away and, the ball passing from Roberts to Greenshields, the outside-left, was taken goalwards, and in a final race for the ball, Greenshields was just able to beat the goalkeeper and increase the Cudrose lead.

LOSSIEMOUTH PRESS

It still appeared that Lossiemouth had every chance. They were continually pressing and always on the attack and, as was so justly deserved, Lawrence, fastening on to a loose ball, made no mistake in reducing the arrears.

The final whistle went with the Northerner's still attacking, the home crowd on their feet and yelling their team on, well deserving to have been

on level terms and prevented from being so only by the tenacity of the good Cudrose defence.

Both teams had played well and fought hard, and the Air Command selectors were impressed by the stirring displays of Crossland of Lossiemouth and Watson of Cudrose.

Teams—Cudrose—N.A.M. Higgs, P.O. Emmett, R.E.A. Tothill, L.R.E.M. Watson, L.S.A. Reynolds (capt.), N.A. Lister, N.A. Hewson, P.O. Hoare, E.M. Roberts, L.E.M. Stewart, L.S.A. Greenshields, Lossiemouth—N.A. Stark, P.O.A. Jones (capt.), L.E.M. Cook, L.Ck. Anderson, Pte. Murray, P.O. Crossland, L.A.M. Smith, P.O.P. Jones, N.A.M. Lawrence, L.E.M. Green, S.A. Christie.

The officials of the match from the Rosyth area were—Referee, Ch. Plimbr, Clark, Linesmen, C.Y. Morris and C.P.O. Cooper.



The H.M.S. Seahawk (R.N. Air Station, Cudrose) soccer team celebrate the winning of the Navy Cup. The team beat H.M.S. Fulmar (R.N. Air Station, Lossiemouth), in the final, played in Elgin City's ground, by two goals to one

Young navy team for inter-services skiing championships

EACH year the three services compete in the Inter-Services Skiing Championships which take place late in January each year at St. Moritz. Teams enter for two races, a Slalom and a Downhill. The Slalom race, which originally tested the ability of a skier to descend quickly through trees, consists of a large number of "gates" through which each member of the team must pass. The Downhill race is a straightforward timed descent on a racing "piste" of about two miles with a vertical drop of 2,000 ft. The running time last year was less than 24 minutes.

To be expert it is essential to start young and with this end in view the Royal Navy team that has just started to train at Kitzbuhel has an average age (23)—well below that of previous years. An experienced Austrian trainer will be available to train the team which has high hopes of giving the Army and R.A.F. a very good run for their money. But the main aim of the Royal Navy Ski Club is to concentrate on providing the invaluable racing experience for our young skiers and perhaps win both cups in two years time. There is no doubt that the potential is there and the sport is becoming increasingly popular in the Service.

Training will continue at St. Moritz where the championships take place on January 30-31.

The team of ten includes: Lieut. G. G. Neilson, Royal Navy (H.M.S. Vernon), Captain. He has skied for the Navy before and was well placed in the Downhill in 1961.

LAST YEAR'S NAVY CHAMPION

Born in Austria in 1944 Ordinary Seaman H. King (H.M.S. Lion) skied until he came to live in England at the age of 10. As an unknown quantity he joined the Royal Navy team in 1961 and had an unlucky season. However, he now has more racing ex-

perience than any of this year's trainees, and became undisputed Navy Champion last year.

For a month this season, the Navy and combined Services Rugby team lose their talented wing forward, Lieut. J. Highton, Royal Navy (R.N.C. Greenwich). His love of skiing has gained him experience in the Alps and Dolomites from Spain to Iceland, and now a chance to train for the Naval Ski team. Being one of the heaviest and fittest members of the side gives him an excellent opportunity of making a big impression.

Surgeon Lieut. C. J. M. Maxwell, Royal Navy (I.T.C. R.M. Lymington), will travel as a full member of the team having skied since he was nine, and with the title of honorary physician!

Both Sub-Lieut. I. A. Campbell, Royal Navy, who claims to be the oldest Sub-Lieutenant in the Navy, and Lieut. P. MacInnes, Royal Navy (H.M.S. Dolphin), have represented the Navy before and will clearly benefit from this experience.

Lieut. P. Willis-Fleming, Royal Navy (R.N.A.S. Lossiemouth), whose parents live in Switzerland has taken full advantage of the situation and hardly missed a season. His brother has skied for the R.A.F.

Three skiers whose potential is still to be put to the test are Lieut. G. Clarke, Royal Navy (R.N.A.S. Yeovilton), Sub-Lieut. N. A. Franks, Royal Navy (H.M.S. Bulwark) and C. W. Hunter, Royal Navy (H.M.S. Redoubt). They have showed considerable promise in training and being some of the youngest members of our team should be a good investment for the future.

NAVY HOCKEY

(Continued from column 5)

be attending a "Coaching Course" under the direction of Mr. D. L. Brownlee, the Southern Counties Hockey Association, Chief Divisional Coach. He is noted for his enthusiasm and hard work and he is sure to impart these qualities to those attending the course.

January 20 sees the Navy XI in action for the first time this season when they meet Hampshire at Eastney, bully-off 1430. This XI will not be announced until after the "Coaching Course".

One very interesting fixture which is to be played in the Portsmouth Command is the match between the Combined Services and an England XI at Eastney on February 2, bully-off 1430. Admission will be free and this will be a rare opportunity to see players who are "England possibles". Given good weather conditions, hockey of a very high standard should be seen.

Dame Mary Lloyd, a former Director of the Women's Royal Naval Service, laid the foundation stone of a new Wrens' quarters at Whale Island on December 21.

'New Look' for Navy Hockey

The Inter-Command matches held at the end of November were an unqualified success, the standard of hockey displayed being the highest which has been seen for a number of years. Home Air Command completed the "festival" with the best record, having defeated both Plymouth and the Royal Marines Commands and drawn against Portsmouth Command on the last afternoon.

The Navy Selector produced two sides from the players on view for the Navy Trial held on November 24. Many new faces appeared in this game and it will be interesting to see the Navy XI for the current season once the regular programme of matches is undertaken after the Christmas Leave. Inevitably there will be a "New Look" about the side.

A Combined Commands' XI played the Royal Artillery at Eastney on November 25 and the game resulted in a 4-2 win for the Commands XI. Sub-Lieut. Wilson (Dartmouth), Lieut. Simon Cook (41 Cdo.) and Surg Lieut. (D) Mark Blake (Victory) gave the visiting defence a harassing time and with further practice together, these three players should become a formidable trio.

Chief Petty Officer Carter (Ganges) in goal, found the resolute form which he displayed against the Indian Air Force XI in October and should be a worthy successor on these performances to Harry Prescott (Yeovilton) who is leaving the Service in January. Electrical Apprentice D. Offen (Collingwood) who last season played at inside left, occupied the left half billet and gave a very promising display. He must be seriously considered by the Selector for one of the wing half positions.

COACHING COURSE

On January 18 no fewer than eighteen of the players who took part in the Inter-Command matches will

(Continued in column 3)

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