T'LL SEND FOR THE LONDON IF CITY IS INVADED'

Luncheon in Guildhall to Ship's Company

WHEN H.M.S. London (Capt. J. C. Bartosik, D.S.C., R.N.) the guided-missile destroyer of the Royal Navy to bear the name, visited London at the beginning of July, the Lord Mayor (Alderman C. J. Harrison, C.M.G., R.E., Sheriff and Corporation of London) honoured the officers and men of the ship with a luncheon in the historic Guildhall.

Gallantly has been the scene of many stirring scenes during its long history, but seldom has a ship company been so honoured. It was a colourful scene—the Lord Mayor and the Corporation in their robes and their guests in gay attire. Those historic figures of Gog and Magog—replicas of the original one at Guildhall 250 years ago—and whose origin is lost in antiquity and the medieval walls which have stood for over 300 years on a site which has been consecrated to civic government for more than a thousand years, have rarely witnessed such a gathering.

MARCH THROUGH CITY

On Monday, July 6, 25 officers and 300 ratings from the ship marched through the streets of the City of London, marching past the Lord Mayor at the Mansion House, before proceeding to Guildhall for lunch. Prior to lunch the Lord Mayor and members of the Corporation received the officers of H.M.S. London, and important guests.

On conclusion of luncheon the Lord Mayor had a chat with Capt. Bartosik, and the ship's company "a very hearty welcome as you like it. It is the most historic of all boroughs."

Referring to the ancient tradition that from time immemorial the Corporation of London is the steward of the port of London, the Lord Mayor paid this tribute to the tall ships of the City, and to the corporation's history: "You and your ships of the Royal Navy have played a great part in the history of the City of London—elf the houses and the Bank of England, Guildhall and the Bank of England on the one hand, and "in another sense it is the civic square by Thames-side and so many of the world trade centres.

The Aggrega Cup was won by Air Command in a record time of 2 min. 52 sec. Portsmouth won with 19 points. Air Command took first place with 30 points, and Portsmouth third with 40 points. Air Command won the Aggregate Cup with a time of 48 min. 3 sec. Portsmouth was second with a time of 53 min. 4 sec. The Fastest Time Cup was won by Air Command with a time of 2 min. 52 sec.

The guided-missile destroyer H.M.S. London, built by Swan, Hunter & Wigham Richardson, at Wallsend. Complement is 440 officers and men. The ship is fitted to fire the long-range Seacat guided missiles. She has a helicopter which carries a new type of homing torpedo to combat submarines which greatly honoured the present ship's company of H.M.S. London, but also honoured the ship's company of previous grandships and the Royal Navy itself.

"The Lord Mayor," said Capt. Bartosik, "has mentioned the Loyal London. This ship cost £8,000,000, and you will appreciate that that sum would not go far today. "The £8,000,000 was raised by voluntary subscriptions, the hat being passed round and the then Lord Mayor contributing £100 from his own pocket." The 10th London would make a hole in Fort Knox and even in James Bond.

Leading by Royal Marine band, officers and men of H.M.S. London marched from Tower Pier to the Guildhall, the Lord Mayor, joined by the ship's commanding officers, taking the salute at the Mansion House.
NAVY NEWS

BROUGHGETHER—AFTER 35 YEARS

Admiral of the Fleet Sir George Mayhew, KCB, CB, KCMG, CVO (Retd), (Commander-in-Chief, Portsmouth), Admiral Sir Headley, KCB, CB, DSO, OBE, (Vice-Admiral) and Admiral Sir John Phillips (Admiral of the Fleet) presided at the opening of the new offices of the Royal Navy Benevolent Fund, which was formally launched in the presence of the Navy Department. The ceremony included a tour of the new offices and a reception for guests. The new offices are located in Portsmouth, Hampshire, and were opened by Admiral Mayhew on behalf of the Royal Navy Benevolent Fund. The event was attended by members of the military and local community.

Notes
1. 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 Portsmouth, Hampshire but will vary under the circumstances.
2. (E) indicates Portsmouth, Hampshire.
3. (C) indicates Plymouth, Devon.
4. (T) indicates Devonport, Devon.
5. (W) indicates Weymouth, Dorset.
6. (L) indicates Liverpool, Merseyside.
7. (B) indicates Birkenhead, Wirral.
8. (R) indicates Rochester, Kent.
9. (E) indicates East of Suez (with East of Suez).
Fifty years on: Two stories of duty

**SIR**—Having family connections with the Royal Navy for 106 years, having completed personally over 39 years of work aboard and ashore, and having devoted my life to having been very fortunate to work as the Grand Fleet Fund, We have such a nice day for the event.

Looking back over the years, one remembers the sacrifice, and even opposition to the idea. When it started as the Grand Fleet Fund, it was seen as a struggle to get funds to support the work of the R.N., B.T., and as long as it is supported, it will continue to work.

The Royal Navy has always been to the fore in helping any good cause, and as some of the branches of the Royal Naval Association, but I am sure, could do a little bit more for their own organisation than all neatly cases get the help they require.

The local committees are doing a good job, giving up valuable time to look after the general welfare of the serving and ex-service men and women, and their dependants, and we are duty bound to see that their hands are not tied—Yrs, etc. S. HILL, Welwyn.

**A DISAPPOINTED VISITOR**

SIR—H.M.S. London in the Lon- don River, manoeuvred off Greenwich for all to see? What a grand opportunity!

Nearing half-way across London I joined a queue 69 yards long to see H.M.S. Greenwich Pier and pay my penny. What did I see? Several more queues. London Bridge? No! West minter Pier? No! H.M.S. London? Yes.

(Continued on page 2, column 3)

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**AWARD FOR LEADERSHIP**

The parents of Capt. J. J. Hind, of 42 Commando, Royal Marines, receive the Ralph Garrett Memorial Award for 1963/64 from the Commandant, 42 Commando, Mr. D. E. G. Tregonning, R.C.M. Q.M. G., at the Ministry of Defence on June 2. Capt. Hind, who is posted in action on April 4, 1963, died last week after having been injured in a mine explosion.

**Adventures**

**CONTRIBUTION unknown.**

**-**

The local committees are doing a grand job, giving up valuable time to look after the general welfare of the serving and ex-service men and women, and their dependants, and we are duty bound to see that their hands are not tied—Yrs, etc. S. HILL, Welwyn.

(Continued on page 2, column 3)

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**SHIPS OF THE ROYAL NAVY**

**H.M.S. London**

No. 105

The powerful-looking guided missiles destroyers of the “County” Class. London, Devonshire, Hants, and the two launched in July this year, the Fife and the Shannon. The 4.5-inch displacement (full load) and with a length of 738 feet (o.a.), it is felt, is designated cruisers.

These super destroyers have three main roles: (1) escort duties with a task group; (2) operations as part of a task unit of light forces; and (3) police duties in any part of the world. Their COSAG propulsion (combined steam and gas turbine) enables them to develop their full power from cold within a few minutes, making it possible for these ships to get wear instantly in any emergency, even if lying in harbour with out action.

POWERFUL ARMAMENT

The “County” class have a very powerful armament: four 4.5-inch guns in two twin turrets forward, a twin launcher for the new Squid anti-shipping and anti-submarine armament. The “County” class have a very powerful armament: four 4.5-inch guns in two twin turrets forward, a twin launcher for the new Squid anti-shipping and anti-submarine armament.

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**A NEW HILMAN IMP**

**IMP SALOON £420 IMP DE LUXE £440 including heater and screen washers**

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**SOUTHSEA**
How can I save?

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

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

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

No catch. And if I had died at any time my wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

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

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

How can I save?

The only thing they say, which has not changed, is the Rock itself. Today, although the silhouette of the Rock itself remains, its interior is honeycombed with roads, offices, stores, etc.

There are two changes which strike those who know the Rock in and before the thirties, and they are the huge 10- and 12-storeyed blocks of flats and the comparative scarcity of warships in the harbour itself and in Algeciras Bay.

Old times visiting Gibraltar after a number of years are astonished at the considerable changes which have taken place over the years on the Rock. "The only thing" they say, "which has not changed, is the Rock itself." Today, although the silhouette of the Rock itself remains, its interior is honeycombed with roads, offices, stores, etc.

How do you set about all this?

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

Which will you take?

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

How do you set about all this?

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

M. D. Waterton, of the Royal Hospital School, Haltwhistle, prior to leaving from the Duke of Edinburgh. With the boys are Cdr. J. R. Lamb, R.N., and Mr. N. A. York, M.A. (Photo: Tuttet Photos Ltd., Ipswich)
Inter-Service Wedding

TALK ABOUT A DUCK’S LIFE

HMS Anchorage is claiming a record of an Able Seaman William Dalch, Official Number PN 007, for the Seventh Submarine Division in the North Atlantic, against Victory, her own ship, and their sorties included strikes on the ship and other friendly forces, and against submarine attack on their own ship. Their operations from the United States Naval Academy included those by three submarines of the United States Navy, including those by three submarines of the Royal Australian Navy and the Royal New Zealand Navy. The 7th Submarine Division, the first ever by an operational Buccaneer, A Silver Anclor rating reckons that Drake was just too fast. He has already dived (assisted by the submarine) to well over 400 feet. The duck was one of the first ever to be successfully dived.
Special Duties

Our “Special Duty” for many years has been to ensure that the newly promoted Officer has complete confidence in the standard, detail, and quality of uniforms supplied. A representative will call if necessary, and a price list forwarded upon request.

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NEW NEWS
August 1964

A second invasion of Norway was planned

Naval Party 1501 on “Far Shore”

[G. Capt. H. F. Wight, D.B.E., R.N. (ret.)]

GENERAL Montgomery's new offensive in Normandy was heralded by a land landing on the night of June 5-6, 1944. While, in the wake of the 6th Army through the Western Desert. I had witnessed a number of the enemy’s own landings and had to be ready for a follow-up attack, I took this new offensive to indicate that in the near future, Naval Party 1501 would be called to the Far Shore, and the preparation and training for this event was intensified.

At the same time, the Germans stepped up their attacks on the Southampton area, and doodle-bugs appeared far afoot and furious. This blitz on London was as severe as that of 1940-41, but the population stood up to it, although damage was widespread and casualties high.

When travelling between the office in Edinburgh and my home in Rosyth, I sometimes had to go into the Western Desert. I had witnessed a number of attacks by the enemy, and had had to be ready for another attack, I decided to follow a rapid advance. I took this new offensive to indicate that in the near future, Naval Party 1501 would be called to the Far Shore, and the preparation and training for this event was intensified.

So many temporary naval bases were created.

[Sorted by: Naval Port News, April 1945]

by Capt. H. F. Wight, D.B.E., R.N. (ret.)

in any way, because I assure you that you need have no fear, and I am sure you will agree that the most important aspect of your new and important work.

A QUEER SET-UP

The place he selected to start his career was a rather difficult one. He had been appointed to the command of a ship that was expected to relieve me. I was informed that he had come to relieve me, prepared for another appointment. On phoning him, I learned that he had been appointed to a difficult ship that he had found to be unsatisfactory. I was informed that he had come to relieve me, and that I would be called to the Far Shore. I was informed that he had come to relieve me, and that I would be called to the Far Shore.

In any event, because I assure you that you need have no fear, and I am sure you will agree that the most important aspect of your new and important work.

Fareham goes bird-watching

The Fareham Branch of the Royal and Naval Association went “bird watching” for its annual outing—a trip to the West Foul Trust at Slimbridge, which was generally felt to have been well worthwhile.

In one sense Droopy is an underprivileged dog. True, she has as much as she can eat. A comfortable bed and lavish attention from her masters.

In case of fire, the dog was to rush to the tower and watch for enemy aircraft. If Droopy, now three years old, was not to become frustrated and develop a dopy complex, then, decided the Royal Navy and Royal Marine who own her, something must be done. Accordingly, during a visit to Aden, it was agreed that Droopy must be introduced to her first few. Since the dog could not go to the tree, or at least a worthwhile part of it, the dog had to go to the dog. As a substitute, a large box was taken on board, and a sign painted to give the Mods a real kick in the teeth! The Mods would now be glad to have Droopy back. The Mods were glad to have Droopy back.

Southsea’s Two Most Popular Ballrooms

Sowing Rice at Slimbridge

Fareham goes bird-watching

The Fareham Branch of the Royal and Naval Association went “bird watching” for its annual outing—a trip to the West Foul Trust at Slimbridge, which was generally felt to have been well worthwhile.

After a fascinating time at Slimbridge the return was to Fareham by a different route to that taken on the outward journey via Wroxham and Dereham, and took in the Norfolk Forest. The whole tour took in Wiltshire, Dorsetshire and Gloucestershire and was voted an outstanding success.

SOUTHSEA'S TWO MOST POPULAR BALROOMS

Sawry & Kibbells

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Make your first "Port of Call" for Dancing:

The Sassy Ballroom Radio Bar Every Friday
Vice-Admiral R. T. Toio, C.B., D.S.O., is to be appointed Commander, Far East Fleet, in succession to the present Commander. Rear-Admiral D. W. Dreyer, K.C.B., C.B.E., D.C.L., has been granted an appointment in the Royal Navy Reserves while on leave, which he already holds. He will in future be responsible for planning and directing a nation-wide recruiting effort aimed at encouraging sufficient young men and women of the required standard to join the Naval Service.

H.M.S. Blake, first of the “Tiger” class cruisers to be converted to carry four helicopters, and which has been in reserve at Devonport since early 1963, is to be recommissioned at Portsmouth. The cost of the conversion is likely to be about £15 million per ship.

Lieut.-Cdr. M. Butley, R.N., and all but one of the combined Services expedition which is flying to Monte video on October 15 and is then to be transported to South Georgia in H.M.S. Protector, were training in New Zealand during July. During the expedition the party will retrace the route followed in 1961 by Sir Ernest Shackleton in his crossing of South Georgia and will undertake scientific work, mountain climbing and also carry out survey, geological, meteorological and ethnological research. The expedition will be picked up on March 10 by H.M.S. Protector and is expected to return in the United Kingdom on March 22.

Vice-Admiral Sir Arthur Haile, K.C.B., C.B., C.M.G., and Rear-Admiral E. A. C. B. T. Cook, O.B.E., are to be appointed Commander, Royal Marines, on February 27, 1964, and to be appointed Major-General, Royal Marines, in succession to Major-General N. H. Tallouy, C.B., D.S.O., R.N., respectively.

Amphion, which visited Lee-on-Solent on July 7, H.M.S. Hood, in 1919, and returned to Devonport, has been training in the Royal Yacht Club in the Royal Yacht Britannia from Monday, August 3, to Saturday, August 8, in preparation for and to join the Naval Service.

The Duke of Edinburgh will attend Cowes Week in the Royal Yacht Britannia on August 3, 4, 5, 6, 7, 8, and 9.

Earl Jellicoe, Minister of Defence (Navy), has ordered the Navy Board on July 17 and said the Hoverscoot SRN 3 new helicopter on display at the Farnborough Air Show, the Rear-Admiral R. H. S. V. Sherbrooke, C.B., Gentleman Usher of the Scarlet Rod to the Order of the Bath, has been appointed Registrar and Secretary of the Order.

Capt. H. H. Hughes, R.N., was promoted to Rear-Admiral on July 7, 1964.

The Commanding Officer, H.M.S. Victory (Ship), (Lient.-Cdr. V. H. Brachen, R.N.) has produced a leaflet to commemorate Victory for 1963 which is out of the usual run and should delight the interest in the way our old “Wooden Walls” sailed and fought.

We specialise in Life Insurance and the arrangement of Private Endowment Assurance. (Member: of Service Insurance Broker: Association)

Advertising Airwork Services Limited, Airwork Services Limited, (Continued from page 3, column 2)

POSTER AMUSEMENT MOVEMENT

Information about Society activities is to be available in a new magazine, a copy of which is sent to all members who wish to be given together with help in getting equipment at a reasonable price. The Society is constantly endeavouring to foster the amateur movement within the Service and to obtain improved operating conditions. High-speed Morse practice runs at up to 35 WPM a minute were carried out from the H.Q. station (G2BZU) on the first Tuesday of each month from 3500 Ke to 2002.

The Society’s H.Q. station is normally manned by H.M.S. Mercury, the Captain of the Signal School, Captain D. V. Morgan, R.N., and Rear-Admiral M. J. Mathews (GOFF) of the H.M.S. Mercury, Memberships are open to the R.N. and W.R.N.S. and to civilians who are or have been on active service in the Royal Navy...

FOSTER AMUSEMENT MOVEMENT

Information about Society activities is to be available in a new magazine, a copy of which is sent to all members who wish to be given together with help in getting equipment at a reasonable price. The Society is constantly endeavouring to foster the amateur movement within the Service and to obtain improved operating conditions. High-speed Morse practice runs at up to 35 WPM a minute were carried out from the H.Q. station (G2BZU) on the first Tuesday of each month from 3500 Ke to 2002.

Don’t forget to see the Society demonstration when you visit Navy Days this year. You will receive an enthusiastic welcome from the operators, and have a chance to join the Society.

DISAPPOINTMENT

(Continued from page 3, column 2)

My heart sank when I heard the “gill,” yelled through a loud-speaker: "If you are in the London and you are below the half-way mark, you have had Sir!..."

There was one old Libertyman’s cater, vintage 1919-20, class 120, including crew, London, and the low old birds, did the “voyage” of 200 miles in a few hours. It was sent getting up steam, diesel fuel, and by whatever it was, was propelled.

I concluded my visit to H.M.S. London—between 200 yards away and 15 miles back home—Yours, etc., R. HATTER, Firth Barrn.

-deferral house purchase contracts on endowment plan—100% after 2 years.

AMATEUR RADIO STATION FOR NAVY DAYS

THE Royal Naval Amateur Radio Society, which celebrates its fourth anniversary this summer, is taking part in Portsmouth Navy Days. A complete amateur radio station using the call sign G2BRN has been installed and is operating throughout the period.

The station will demonstrate to the public how R.N. personnel can talk to amateur stations in this and other countries when they are abroad, either on hf or cw.

Seventeen transmitters and receivers for long distance and local working will be demonstrated together with a number of homemade equipment. There will be an opportunity to discuss equipment with the operators, and hear actual contacts with stations taking place including some with mobile stations in cars around the Town.

The Society’s H.Q. station is normally manned by H.M.S. Mercury, the Captain of the Signal School, Captain D. V. Morgan, R.N., and Rear-Admiral M. J. Mathews (GOFF) of H.M.S. Mercury, Memberships are open to the R.N. and W.R.N.S. and to civilians who are or have been on active service in the Royal Navy...

SPECIAL TERMS for 100% ADVANCES up to valuation of £7,000 for certain positions.

Families and friends looking over H.M.S. Amphion when she re-commissioned at Singapore.

Half-time - and 33,000 miles under her keel

SINCE re-commissioning at Singapore on May 9, 1963, H.M.S. Amphion (Lient.-Cdr. T. J. Andrews, R.N.) now in her sixth commission and approaching her 20th birthday, has steamed over 33,000 miles. Naturally a large percentage of this total has been covered on the surface, for her activities have taken her Westwards to Karakisti and Eastwards to Yokosuka.

Based at Singapore, where a large promotion of her ship’s company and accompanied, Amphion has spent much time in the local exercise areas with ships “working-up.” Her first break was in November 1963 when she took part in a big CENTO exercise Midliff at Karachi. During this she was the answer to a sailor’s prayer as for a run ashore is concerned, Karakisti is at least different, and certainly for the artistic, boasts some of the most glorious islands to be seen (Singapore, that is) Amphion’s next visit was a long-awaited one to Hong Kong. For many of the ship’s company this was their first visit and all hoped it would not be the last. The four-day visit was rounded off by firing a live torpedo at the East Ninepins—a magnificent explosion but one which failed to reduce the size of the rock significantly!

Westwards again. This time to the primitive Andaman Islands, once British, now a growing Indian base. Based at Port Blair for a fortnight Amphion was guest of the Indian Fleet for pre-JET work up exercises. During this time Amphion had the privilege of taking the Flag Officer Commanding Indian Fleet to sea on two occasions. In each case the officers and crew were interested to find that the formal ceremony concluded with a display of tribal dancing by people of the very small and primitive tribe of native “men” and women of the required standard to join the Society.

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90% UP TO VALUATION £6,500
(Mortgage extension if required)

SPECIAL TERMS for 100% ADVANCES up to valuation of £7,000 for certain positions.

DEFERRED HOUSE PURCHASE CONTRACTS ON ENDOWMENT PLAN—100% AFTER 2 YEARS.

Every enquiry receives the personal attention of one of our Principals, and no fees are charged for advice or service.
The Hon. D. P. Seely, R.N., is seen greeting Fregatten Kapitao R. Rohwer, the commanding officer of the German Fregattenjager, at Hebburn-on-Tyne, on Friday.

A most unexpected task was the rescue of Army men trapped on high ground by stormy weather in a flooded wadi. Six were winched to safety before their helicopter and Land Rovers were overhauled in a marshland. The daily going task goes on. Operational reports reduce achievements by the squadron from averaging 150 passengers and 12,000 pounds of freight per sortie to 75 passengers and 6,700 pounds of freight per sortie. Each sortie is powered by four diesel-electric engines driving twin screws and leaving some 15,000 horse-power. She will also be equipped with two helicopters.

NEW OCEAN SURVEY SHIPS

To tackle the problems of oceanography with their dual bearing on undersea warfare and the economic exploitation of the oceans, the Navy is now building these new ocean survey ships of advanced design. These 2,300 ton vessels, to be delivered next year, will be named after their illustrious predecessors Heela, Hecate, and Hydra, several generations of which have had a distinctive role in the history of the Navy since the end of the 18th century.

Thus, the Royal Navy's first icebreaker—whose task is to break the ice of the Arctic, Antarctic and the Mediterranean—will be named after Captain Bligh's vessel, the 74-ton ship 'Terra Nova'. Under her sail and steam engine, she will operate shuttle services until dusk, with a hot, dusty airstrip at Thurmier to break previous squadron records by each averaging more than eight hours flying-time. At dawn each day, aircraft flew to Thurmier airstrip as a Naval Wessex helicopter takes oil with water and equipment—headed for the scene at Thurmier, where six were winched to safety before their rescue of Army men trapped chest-deep in a flooded wadi.

The new ships to bear these names will be designed for the open ocean. To the extent that their work will involve the mapping of the physical properties of the water containing the ocean, the weather, the currents, temperatures, salinities, density, and tides, these ships will contribute as well as the shape and composition of what lies under them. These ships will be virtually extending the investigations of their predecessors, but probing much more deeply into them.

COASTAL SURVEY CRAFT

The new "Hecla" class will replace the four ageing ships of the "Dampier" class and the even older Scott which has been serving with the Navy for almost 60 years. This role—the never-ending task of charting and recharted the shallow seas for the safety of commerce and the landward frontiers—will be taken up by two new coastal survey vessels of smaller dimensions. These are two "County" class ships of 500 tons. Two further names with 19th century associations have been given to the crews of these vessels. The names were all borne by surveying ships of the last century, several of them perpetuating the names of ships and rocks on the present chart. The activities ranged over 70 years, from 1812 to 1883, and covered the English Channel, the Atlantic, the Mediterranean, and East and West Africa. The North Atlantic is the realm of the "County" class ships, which are intended to undertake the most important work of charting and re-charting the seas separating the Queen Charlotte islands from the island of British Columbia and having the task of charting the sea of Baffin Bay.

The new "Hecate" class will replace the four "County" class vessels of the last century. These four ships were named after surveying ships of the last century, several of them perpetuating the names of ships and rocks on the present chart. The activities ranged over 70 years, from 1812 to 1883, and covered the English Channel, the Atlantic, the Mediterranean, and East and West Africa. The North Atlantic is the realm of the "County" class ships, which are intended to undertake the most important work of charting and re-charting the seas separating the Queen Charlotte islands from the island of British Columbia and having the task of charting the sea of Baffin Bay.

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Re-ripping of Victory took
34 miles of hemp

‘SPLICE THE MAIN-
BRACE’ CEREMONY

The towering cranes of Portsmouth Dockyard and within sight of some
of the Royal Navy’s most up-to-date ships, including the Guided Missle
destroyer Devonshire, a little bit of old English naval history was re-enacted
on July 15.

Lieut. Commander Stephen worked started in replacing
the old sail ropes of Nelson’s Victory with hemp—rope which
will last a considerable number of years.

The main part of the work, involving
the main mast, forestay, bow sprit
and jib boom, has now been finished.

To celebrate the occasion the main
braces were symbolically re-ripped
and the 15 civilian riggers were invited by the Captain of the Dockyard, (Cap-
tain J.A. Marrack, R.N.) and the Captain
of the ship, (Lieut.-Cdr. V.H. Bracher
R.N.) to partake of an extra ration of
grøg—immediately.

ARDUOUS JOB

In the presence of a distinguished audience, including the Command-
ner in-Chief, (Admiral Sir Wilfrid Woods),
the Admiral Superintendent, (Rear-
Admiral J.L. Blackham), other senior officers and the families of the men
who had completed such an arduous job
all of whom held their breath as
riggers, Mr. S. Winter and Mr. J.
Hoyle, climbed to the end of the main
yard, 45 feet out from the mainmast
and nearly 100 feet above the side of
the dock in which Victory is berthed.

And, seeing that all was in order
returned to the mainmast and slid
down a rope to the deck the colourful
litle ceremony was started.

For the occasion, the Commanding
Officer (Lieut.-Cdr. V.H. Bracher,
R.N.) of whom it is said “so long as
I remain in the Navy, Nelson will never die,” and the Master Rigger of the Yard (Lieut.-
Cdr. G.R. Lush, R.N.), wore
a uniform of officers of Nelson’s
time, and the riggers themselves were
authentic copies of the dress worn
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authentic copies of the dress worn
by sailors of the same period.

After thanking the men for their
drop of the precious liquid went into
the barrel.

FIDDLER WAS THERE

To the tune of “Farewell Baseline”
the fiddler, Mr. B. Browning, also in the
dress of the day, led the riggers to the
rum barrel, where they were issued
with their well-earned extra tot.

Replacing the rigging of the Victory
entailed the use of 34 miles of hemp—
all the way from Portsmouth to Peters-
field and back again—three tons of
spun hemp, 300 yards of old canvas
and 24 gallons of tot.

Note: The ceremony of “splicing the
mainbrace” when an extra issue of
rum is given to officers and men, can
only be ordered by the Sovereign
as a member of the Royal Family or by
the Admiralty Board. The rum stave
from the extra rum being given as a
reward in sailing ships to men who
carried out the arduous task of splicing
the main brace, work in sea which had
to be carried out at great speed and
very often under difficult conditions.

Lounges & Sports Suits by
BERNARDS

There is an outstanding sele-
tion of Lounge and Sport
Suits at Bernard Branches
in a wide variety of cloth
designs and at attractive
prices.

The cost of orders may be
met by a monthly Admiralty
Allotment or Bank’s Order
where this is preferred to
paying cash.

Make a point of calling on
Bernards whenever you have
a Uniform or civilian cloth-
ning requirement for any aspect
of Quality and Ser
vice it Pays to Buy from
Bernards.
THE ‘INDISPENSABLE LOYALTY OF ROYAL MARINES’
Queen reviews troops at Buckingham Palace

The highlights of the London ceremonies to mark the tercentenary of the Admirals’ Regiments—the forerunner of the Royal Marines—were a parade through the City of London, with ordnance firing, honks playing and honours fired; a reception in Guildhall; and a review by the Queen in the gardens of Buckingham Palace, a Corps dinner in the Painted Hall of the R.N. Collage, Greenwich, a thanksgiving service in St. Paul’s Cathedral, Royal Marines官方微信, and a Grant Presentation at the Lycée Royal Marine, Stout, where the Duke of Edinburgh was present.

After inspecting the Royal Guard in the gardens of Buckingham Palace on July 22, the Queen reviewed some 12,000 troops on parade, some of whom were in ceremonial dress uniform. In accordance with tradition, by the City Marshall, and the Lord Mayor, she took the salute at the Mansion House.

Later in the day, she reviewed the city on July 22 for the parade, the contingent of the Challenge to the City, in accordance with tradition, by the City Marshall, and the Lord Mayor, she took the salute at the Mansion House.

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Ghana Navy to have the first Corvette of the Sixties

FIRE THREATENED DEMONSTRATION

It was touch and go whether the demonstration for the press of the new 20-knot corvette, the Ghanaian Navy Ship Kromantsse by Vosper, Ltd., of Portsmouth, would go ahead on the day. For in the late evening of the day previous to the demonstration, a severe fire broke out, and a couple of hours remained to the demonstration, causing damage to electrical wiring and a couple of outfits in the ship.

Directors and staff, however, were hurriedly called in to determine what was happening, and by working most of the night, the ship was cleared of the main area to go ahead. There was no damage which could affect the running efficiency of Kromantsse.

Dockyard and Portsmouth firemen were called to the corvette about 10 o'clock on the night of July 20-21, and by 4 a.m. the fire, which had been caused, was thought, after working most of the night.

The G.N.S. Kromantsse, first of two new corvettes being designed and built by Vosper, Ltd., in conjunction with Vickers Armstrongs, was launched and named on September 5 last year by Mrs. L. R. Moore, wife of the Ghana Minister of Defence, and Vosper's wife, until this most unfortunate fire, two months ahead of the scheduled date for completion. Commissioning date was to have been July 20 and, after working most of the night, the ship was due to sail for Ghana in September. It is not known for sure whether these dates will now be adhered to.

The second ship now being built is the G.N.S. Armstrong, an under-construction sister at the Walker yard of Messrs. Vickers Armstrongs.

Kromantsse is 177 ft. in length (o.a.), 285 ft. in length over all, with a beam of 45 ft. and a draught of 46 tons. Power is by two Bristol Siddeley Marine Gas Turbine units, giving her maximum speed of 20 knots and with automatic reducing gear providing a range at maximum continuous speed (15 knots) of 1,400 miles. At 14 knots the ship has a range of 2,000 nautical miles.

Armament consists of one hand-operated 40-mm. gun mounted forward, a 4.5-in. gun on a single hand-operated mount on the upper deck, and a three-barrelled "Quadrant" anti-submarine mortar mounted on the main deck.

The entire accommodation area of the ship is fully air-conditioned and the corvette is equipped with Vosper roll damping fins to improve weapon accuracy and to provide for greater efficiency and comfort of the crew.

The completion of the six officers and 49 ratings. The first commanding officer is J. A. R. V. Aves, R.N., and he will have under him two senior Royal Navy officers and three senior Royal Navy rates. Captain Aves has also been assistant First Engineer on the Electric Airship. The remaining officers and men are from the United Kingdom, all of whom have been under training in the United Kingdom.

The two corvettes, the first major war vessels for the Ghana Navy, will join one Coastal Mineweeper of the "Tor" class, two patrol boats of the "Ham" class and two Steward Defence Vessels which now serve the Ghana Navy.

Kromantsse is named after the first fort built on the Gold Coast by the English in 1671. The fort, now known as Fort Amsterdam, is preserved as an ancient monument.

The Commissioning Service will be conducted by the Bishop of Portsmouth assisted by the Church of Scotland and Free Churches Chaplain of the Royal Naval Barracks, Portsmouth, and will be attended by the High Commissioner for Ghana in the United Kingdom and the Commander-in-Chief, Portsmouth. When handed over by the builders the Commodore Ghana Navy will accept the ship.

The new corvette is the first of an entirely new class designed by Vosper in collaboration with Vickers Armstrongs, essentially to meet the needs of the developing navies. The essence of the design is that a small ship, everything has been provided to create an efficient modern naval unit. Modern air and surface radar equipment is fitted and there is a well-equipped operations room. This contains a tactical radar display unit, a navigational radar display unit, a combined tactical and anti-submarine plotting table, and an air operations plot, together with a deflection and bearing transmitting units, and remote control of all communications - a most efficient and comprehensive layout.

Although designed particularly for the developing navy, the ship is also suitable for any larger navy since it can carry out many of the duties of the much more costly frigate, and, at the same time, provide valuable experience for junior officers in the responsibilities of command.

The cost of Kromantsse is slightly less than £1 million, and it was announced to those present at the commissioning that Vosper had secured a further order from another country.

The accommodation, for both officers and men, is first class and the furnishings are almost up to "captain" style.

The Commanding Officer has his own suite with separate day and sleeping rooms. Two officers have single cabins and the remaining two officers share a double cabin. In addition, there are two spare berths in the commodious wardroom. Separate enclosed messes are provided for the Chief Petty Officer and the eight Petty Officers.

There are three mess decks for junior officers and men. The largest of which caters for 24 ratings. As a result of their conversion for their new roles, the ships have been open since 1772 and is, in consequence, well acquainted with the kind of financial problems you and many officers had commented upon the speed of the evolution.

On this latest occasion, from the time that the pinacal was slipped to the time when the Peace Officer reported that the second bridge was chopped on, only 15 minutes had elapsed.

This was, indeed, an outstanding demonstration of how the Royal Navy can 'slip it about.' The ship had been 'at sea for a "ship-window," and the excellent time rounded off what had already been an excellent day.

VICTORIOUS 'GETS A MOVE ON'

WHEN H.M.S. Victorious (Capt. W. P. M. Compton, R.N.), flying the flag of the Flag Officer Second in Command, Far East Fleet (Vice-Admiral Sir G. W. Kendall, C.B., D.S.O.), and two bars recently entered Hong Kong, her seamen were determined to carry out the evolution of securing their ship to No. 1 Buoy faster than their previous best time.

This time, in itself a very good time of a capital ship, had been 21 minutes, and many officers had commented upon the speed of the evolution.

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Survey ships commission


These two ships were formerly the coastal minesweepers Salisbury and Valiant, discharging 420 tons each (full load), with an overall length of 133 feet and a speed of 13 knots. Each has a complement of three officers and 46 ratings.

As a result of their conversion for their new roles, the ships have been considerably altered in appearance with a completely rebuilt and redesigned superstructure.
THE ROYAL NAVAL ASSOCIATION

INCOltORATED BY ROYAL CHARTER

"UNITY - LOYALTY - PATRIOTISM - COMRADESHIP"

FATHEII- H.M. The Queen

PLUMTHSTILL
ON THE MAP

NEWS of the activities of the Plymouth Branch of the Royal Naval Association has been conspicuous by its absence in other parts of the country can be forgiven for thinking that perhaps Plymouth had disappeared.

This is not the case. Plymouth is, very much "on the map" and extends cordial invitation to all shipmates and all serving personnel visiting "Gazza" to avail themselves of the facilities afforded at the branch's club. The branch has now settled down in its new premises at No. 1 House, South Parade, the old premises in the building, and a very high standard was set to ensure that the final result would be worthy of the Service and the Royal Naval Association. A sum of over £1,000 was expended, plus many voluntary hours put in by shipmates and friends of the Association and all this in no small way, to cut down the cost.

SATURDAY SOCIALS

The club is open every day of the week except Monday and, among other things, has set up a weekend "ice-breaker" with tea, coffee, bar, cloakroom, committee room, dartboard and a visitor "on the list." After Club night, the visitors are ready for the gentle attentions of the hostess of the ladies' section.

Over the past few months, during the official opening of the premises by Admiral Sir Nase Herdman, the commodore-in-Chief, Plymouth, who was accompanied by Lady Henderson, there have been many social occasions, including visits by shipmates from Falmouth and Newlyn. Also, branches of the Royal Navy will be invited to the club at the earliest opportunity. The Plymouth club also hopes to arrange for guests to be entertained, on a regular basis, at a club house in Drakes. Naturally, the Plymouth Branch is Shipmate Richards on the mark and the reception they got at the club makes one wonder if Plymouth is managed all in one piece.

There should, however, be no difficulty when one realises that the portion of Kings Road between the two piers is Kings Road, and the Archer, as is usual in such cases, is under the jurisdiction of the Royal Navy.

The Royal Naval Association's headquarters in London is right opposite the entrance, which is half a mile away from the beginning of which is slightly to port.

By this time, of course, the visitor is ready to return, where he proceeds to the Old Market Place, which is equally attractive.

The next stop is the Royal Navy Port. It is a very pleasant afternoon.

The Plymouth branch is Shipmate Richards, who was some-
An early submariner re-visits Dolphin after sixty years

RUNNING—ryan, running, even at 84—up the stairs to the pier at Dolphin.

On July 14, came Mr. George William Baker, who first knew H.M.S. Dolphin. Little did he think, when he was told that the fort was still quite a military post, that so much had changed. Mr. Baker, born in 1880 at Wandsworth, joined the Royal Navy in 1900, underwriting his initial training in H.M.S. Ingrimmis, at Plymouth.

HOLDER OF PENDAL MEDAL

He was serving on the China Station at the turn of the century, and took part in the relief of the Boxer for which he holds the Medall. and saw action during the Boxer Rising. At that time he was serving in the two-crew battleship H.M.S. Cen- trum (16.5 knots). The present club was com- posed of some 300 men, all of whom were working on the China Station. Among them were Mr. Baker and the Chairman of the club, who had many a ‘run’ in the China Station on H.M.S. Centum.

A visitor to England from overseas, after a visit to the United States. At that time he was serving on the China Station as a junior officer, and had been on leave in England. He now lives in Maryland, and he and the Chairman of the club, who had many a ‘run’ in the China Station on H.M.S. Centum, met at the club, where he and the Chairman of the club, who had many a ‘run’ in the China Station on H.M.S. Centum, met at the club.

VISITING SHIPS

In company with officers and rank and file. from the great to the very small.

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Sir,—In your June issue I read an article by ex-C.O. E. Symonds about the visit of the High Sea Fleet in 1918.

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TEACHING BY MACHINES

The Royal Navy has not been slow to recognize the possibilities of teaching machines and extensive experiments have been carried out in shore establishments. It has been recognized from the start that the particular advantages of teaching machines would prove useful in ships, and trials are now being carried out in H.M.S. Centaur (Capt. O. H. M. John Smillie, R.N.). Many technical ratings are given a four-year apprenticeship training, during which they may obtain an Ordinary National Certificate. All are encouraged to continue their studies and have facilities to work for G.C.E. “O” level subjects.

H.M.S. Centaur carries four instructors for Officers who are responsible for the meteorological organization of this busy ship and give instruction to officers and ratings in academic subjects. The ship is equipped with a well-equipped schoolroom which, besides being used for instruction, is a popular meeting place for the societies which flourish in a sea-going establishment.

H.M.S. Eskimo (Continued from page 16, column 5)

A job for men leaving the Forces who still want to get out and about

Lloyd's Bank requires Messengers in central London

Applicants should be between 25 and 45, physically fit and at least 5’ 8” tall. Your total starting remuneration at age 25 is £15.15.0d per week; at age 29 or over it is £16.5.0d per week; rising with service and merit awards.

You'll save on clothes as your uniform and footwear are supplied free; and the contributory pension scheme assures you of security in the future. Apply in writing, giving details of your service career during the past ten years.

WELCOME TO JAPAN

When H.M.S. Hampshire (Capt. R. White, C.B.E., R.N.) one of the “County” class guided-missile destroyers visited Japan recently, the ship was given a tremendous reception. There was a cheerful welcome for Vice-Admiral Sir D. F. Dreyer, C.B., C.B.E., D.S.C., (Flag Officer Commanding-in-Chief, Far East Fleet), as the picture above shows, when the ship arrived at Kur. There were many visitors to the ship, including parties of school children, some of whom are pictured on the right, being shown over the ship by a friendly member of the ship's company.

HOLBROOK BOYS WIN THEIR FIRST GOLD AWARDS

Successful year of sporting activities

The Royal Hospital School, Holbrook, has had a very successful year of achievement in the Duke of Edinburgh Award Scheme, and also in the various sporting activities which take place at the School. The increased number of older boys over the past two-three years has enabled continuity to be allied to the effective teaching methods in all these activities to achieve these outstanding successes.

The photograph (above) shows D. F. Clark, A. N. Trimboy and M. D. Waterside just before they left to attend the presentation at Buckingham Palace on July 5 to receive their gold awards from the Duke of Edinburgh. Photographed with them are the headmaster (Mr. N. A. York, M.A.) and Cdr. J. R. Lamb, R.N. It is the first time any boys at the school have obtained such awards, and their success has given the remaining boys who have entered for the scheme, added incentive—14 silver awards and 10 bronze medals having been won this last summer term, and five boys have elected to go on for their gold awards.

Good shooting

The school shooting teams were placed second in the National Country Life “B” competition, which they won last year, but the second team were awarded the second best award in the competition. They then went on to win the East Anglian District Claymore Shield. It is hoped that perhaps next year it may be possible to send a team to compete at Bisley.

During the winter terms the rugby and association football teams were most successful, the rugby XV only being defeated twice; their most noteworthy performance was defeating their near neighbours, Woolwich, 3-1 for the first time. The season five XI lost only one game and in the return match defeated that side by a handsome margin of six goals to one.

The cross-country and boxing teams have also had excellent results, both the under-17 and under-16 teams won the Suffolk championships in their age groups and the under-17 went on to win for the third time the Eastern Counties Championships. At boxing, two boys—D. Andrews and G. Thomas—were National Champions.

Records broken

In the inter-house swimming sports, 11 school records were broken and during the season the swimming teams defeated the Duke of York's Royal Military School. H.M.S. Ganges, swimming clubs from Ipswich and Clacton, Norwich School and Colchester Royal Grammar School. J. S. Green won the Suffolk boys 100 yards free-style event and J. K. Wilson broke the Stewart Cup record.

At athletics the school has had outstanding successes, and in the Suffolk Schools Athletic Championships more R.H.S. boys were placed than ever before. It is a noteworthy achievement that in the selecting of the county representatives the school has more boys selected and, in some instances, over half the sides in competitions for the all-England inter-county meetings.

The school is looking forward to even greater achievements in the coming seasons.
No glamour—but much work

When the Duke of Edinburgh recently visited Iceland he took the opportunity of seeing the fishing boats at work. These pictures show, above, H.M.S. Malton among the trawlers at Reykjavik. In the foreground a small Seine Net Trawler prepares to set off for the open sea. On the right Malton is seen alongside the fishing depot in Sangamoura Field. In the Faroes, there is much glamour attached to the work of the ships of the Fishery Protection Squadrons. No runs ashore to go to the Caistor, or to lure away a handshake and meet among distant mailboxes in a South Seas paradise, but there’s always plenty of work and much sea time. Whenever a trawler gets into difficulties, be it engine failure, radar breakdown, or the need for stores or material, help from the Squadrons is not far away. Trawlers are not equipped for transfers at sea by the normal normal jackstay method and contact is made in small inflated rubber power-driven craft called Gemini. In the foreground of the picture on the right is H.M.S. Sea Buck at the picture on the right is Lag.
A break-through by Navy cyclists

ALTHOUGH the Royal Air Force won the overall Inter-Service Track Cycling Championships at Alexandra Park, Portsmouth, on June 27, the Royal Navy was runner-up for the first time except 1992, when the Navy beat the RAF by 40 points. The Navy team was captained by CPO. Baguley, of H.M.S. Vernon Cycling Club; this year’s hero was A.B. Jackson, of H.M.S. Ark Royal.

A.R.N. Spital
title the previous evening on his first attempt to break the R.A.F. record, and then beat the R.A.F. champion and Royal Air Force cyclist, Lieut. Jackson’s effort is all the more credit-

able he must experience in training while serving in A.R.N.

The overall Royal Navy Track team was P.O.M.E. P. Rutter of H.M.S. Sultan.

PORTSMOUTH

SUCCESSES

AT BISLEY

The Portsmouth Command Small Arms team returned from Bisley feeling quite pleased with itself. In the Royal Naval Rifle Association Meeting first team in Inter-Services, the Bisley Cup, the Naval Air Trophy, the Chatham Cup, the L.M.C.C. Cup, and the Pistol Cup.

Individual successes included a B.R.N.A. Silver Medal won by C.E.R.A. H. M. Bottle, of H.M.S. Sultan, and the overall First Class championship won by C.E.A. (B. Baguley), of H.M.S. Collingwood.


INTERNATIONAL CONTESTANTS

Inst. Lieut. Cdr. Brumfield (Wales) Inst. Lieut. Pool (English) and P.O. Oliver (flanked) represented the countries in International matches. The Royal Navy had entered a team of eight, and reached the final stage of the Queen’s Cup. The team was: Capt. J. M. Gedge, Inst. Lieut. (Navy), Rear Admiral (Navy), Portsmouth, for trials. (To reserve on date East of Suez, U.K. Base Port, Portsmouth.)

Steam to Suez, where Flight (Sirigapure, Foreign Service (Far East) and Ports-Imouth, General Service (Far East)), July.

The August 1964 issue of NAVY NEWS included an article about the meeting of the Inter-Services Athletic Association. The article mentioned that the Navy had won the event. The Navy team included Capt. A. G. Rose, Lieut. Cdr. Ferguson, Lieut. Walsh and Marine McGee.

NO NAVAL ENTRY FOR PICODO

The Open Meeting of the Inter-Services Athletic Association was held under the auspices of the Portsmouth Cycling Club on July 4 and 5. The Navy was represented by the form of a silver-plated piper—a musical instrument—and the navy Cycling Club assisted by Capt. T. N. Jaggard, chairman. The result was a sprint finish with P.O.M.E. P. Rutter beating L.S.A. O. Bryce by a cycle's length. The team would be assisted by Portsmouth Cycling Club with Air Command taking second place.

MOST GRIELING TRIAL

At 1046 on July 18 the first Navy rider, I.R.E.M. D. Black, set off on the Masses 50-mile time trial. He was followed a few minutes later by Capt. C.P.O. S. Hyatt of H.M.S. Dolphins and again by L.S.A. O. Bryce, who arrived via jackstay, R.A.F. and peloton boat. Black won the trial away completely with food, drinks, tyres lamps and so on.

Also riding for his civilian club was Lieut. J. P. Dodd, of H.M.S. Poole. In the early hours of Sunday Pearse had to cycle for nearly 30 miles before he could return to the camp. Although Hyatt was in distress in the last leg of the trial, he insisted on cycling for another 200 miles. Lieut. Dodd was also in distress, suffering from dysentery, and was forced to drop out a few miles away.

Bryce broke the Navy record with a time of 2 hours 2 minutes. Hyatt gained a Navy standard with 407.56 miles and Black 395 miles. After losing most of a stone in weight, Black was second overall. Hyatt was third and Bryce fourth. The Navy gained the second place CB. The first prize, a Miss Eutro, was presented. This is the War 35 trophy, and was given to the winner of the most number of races in the Navy.

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DRAFTING FORECAST (cont’d)

(Continued from page 2)


H.M.S. Leifot (C.M.S.), Transfer to Vernon Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Brettoun (C.M.S.), April, to Aden where Blackburn’s crew transfer. Foreign Service (East). (Middle East). (Middle East).

H.M.S. Arethusa (A.V. Frigate), May 29, at Cowes. Home Sea Service. (Middle East). (Middle East).


H.M.S. During (Destroyer), May at Devonport for trials. (To reserve on completion of 200 miles.)

Adaman to the rescue

During the recent visit of the submarine squadron to Gibraltar, the Deputy ship, H.M.S. Adamant, provided a volunteer working party for the E.A.E.H.A. the Chatham Royal Naval Hospital. If the patient had anywhere near the Royal Navy, in ships of all classes, and was an active member of the White Star. A.R.N. Jet, ferries and minewepipers.

TERROR GOLFERS

Members of the H.M.S. Terror team who won the team prize in the Royal Naval Golfing Society’s (Far East) Annual Tournament on June 17 at the Singapore Island Country Club, C.P.O. Blakus, Surn. Lieut. Cornwall, Ist. Lieut.-Cdr. Ferguson, Lieut. Walsh and Marine McGee

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