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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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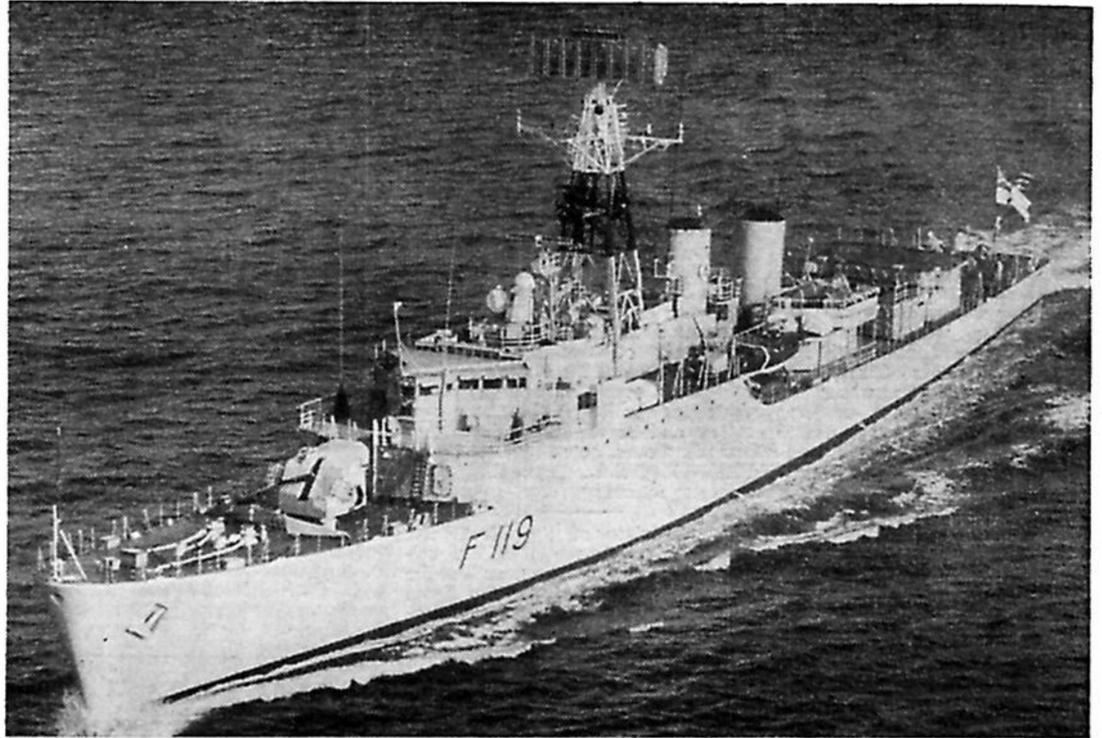
Six new ships for the Navy GRAVING DOCK TO BE BUILT AT PORTSMOUTH

TENDERS have been invited by the Navy Department of the Ministry of Defence for the construction of two more "County" class guided-missile destroyers and three "Leander" class general purpose frigates, one of which is planned to be built in a Royal Dockyard, and an order has been placed for the building by Messrs. Henry Robb, of Leith, for a helicopter support ship designed for the training of helicopter crews in deep-water operations against submarines.

The two new guided-missile destroyers will bring the total of this class of ship to eight. Four are now in service—Devonshire, Hampshire, Kent and London—and two more, the Fife and Glamorgan, have been launched this year.

The three new "Leander" class frigates will bring the total of this class up to 16. Those now in service are the Ajax, Dido, Leander, Penelope, Aurora, Galatea and Arethusa. Euryalus commissions this month. Sirius, being built at Portsmouth, will be launched in September and work on Cleopatra, being built at Devonport is well advanced. Phoebe was launched in July and Naiad and Minerva are in course of building.

The Admiralty Board has also approved that a graving dock is to be built at Portsmouth. Taking several years to build the new dock will accommodate the new carrier, expected to be about 60,000 tons, which is to be built and to be ready for service in the early 1970's.



H.M.S. Eskimo (Cdr. J. N. Humphry-Baker, R.N.), the "Tribal" Class general purpose frigate, built by J. Samuel White, at Cowes, and which recently returned to Portsmouth after 12 months, mainly in the Persian Gulf, during which the ship steamed 43,000 miles, led the Home Fleet from Portsmouth on August 31, flying the flag of the Commander-in-Chief, Home Fleet (Admiral Sir Charles Madden)

HOME FLEET SHIPS AT PORTSMOUTH Next Assembly at Plymouth

FOR the first time for many years ships of the Home Fleet assembled at Portsmouth for 10 days for conferences, social occasions and sporting events. The fleet was composed of the cruiser Lion; four destroyers, the Devonshire, London, Diamond and Carysfort; two radar pickets, the Agincourt and Corunna; and the frigates, the Aurora, Dundas, Eskimo, Galatea, Leander, Londonderry, Lowestoft, Murray, Pellew, Puma, Relentless, Rhyl, Salisbury and Wakeful. The Royal Fleet Auxiliary Olna was also present.

At a press conference on board H.M.S. London, the Commander-in-Chief (Admiral Sir Charles Madden, Bt., K.C.B.), said he hoped that still more ships would be available for next year's Home Fleet assembly. These assemblies are now annual events and Admiral Madden thought they would, in future, be held alternately at Plymouth and Portsmouth.

During the 10 days in Portsmouth commanding officers and specialist officers discussed the various aspects of their work. On August 24 the Commander-in-Chief made a secret address to all Home Fleet officers, "letting them know what is going on."

There were many social occasions, Admiral Madden giving receptions in H.M.S. London; the Commander-in-Chief, Portsmouth (Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. and Bar), entertained visitors at Admiralty House; a dinner for Admiral Madden in H.M.S. Victory; and civic functions, which included a luncheon at the Guildhall, Portsmouth, given by the Lord Mayor (Alderman J. S. Nye) and the Corporation for the two Commanders-in-Chief, the Flag Officer Flotillas (Home), (Vice-Admiral F. R. Twiss, C.B., D.S.C.), and the commanding officers of Home Fleet ships. The Lord Mayor and Corporation also gave a cocktail party for Home Fleet officers and a reception at the Guildhall for 500 representatives from the visiting ships.

BELLE OF THE FLEET

At this last mentioned function Miss Karen Van Laun was selected by the 500 representatives as "The Belle of the Fleet." While the ships were in port she toured the area in the Admiral's barge, being entertained to tea in H.M.S. Lion.

The Commander-in-Chief, Home Fleet, and 42 of his captains dined in H.M.S. Lion, the flagship of his Second-in-Command (Vice-Admiral Twiss), on August 24.

H.M.S. Tiger to lead squadron to S. America

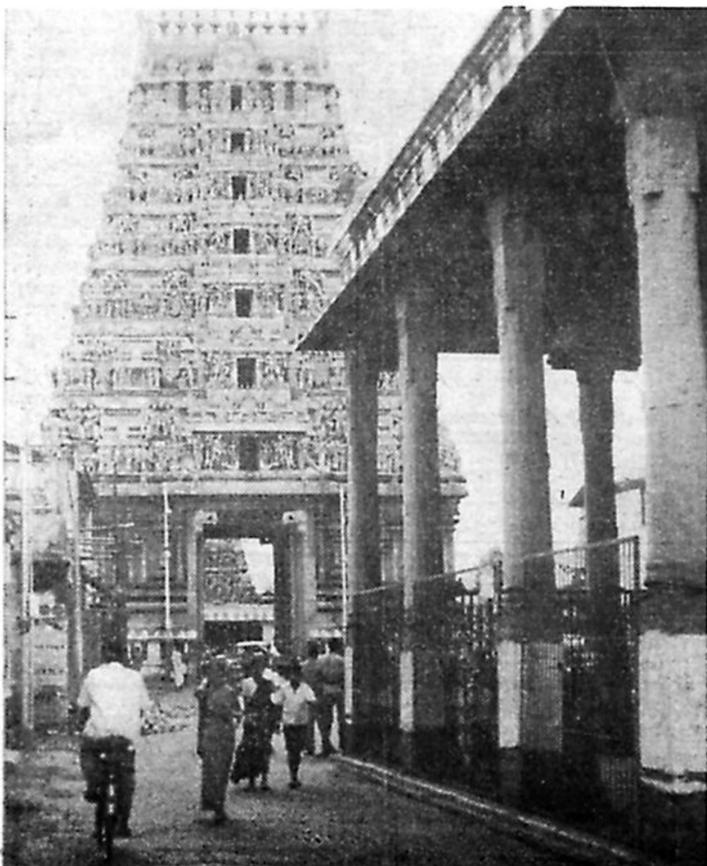
LED by the cruiser H.M.S. Tiger (Capt. H. I. Lloyd, R.N.), a squadron of warships is to make a "Showing the Flag" cruise to South American ports. The composition of the squadron will be H.M.S. Tiger (which will fly the flag of Vice-Admiral Sir Fitzroy Talbot, Commander-in-Chief, South Atlantic and South American Station for most of the time), the guided missile destroyer H.M.S. London (Capt. J. C. Bartosik, R.N.), the frigates Penelope and Lynx, the submarine H.M.S. Odin and the Royal Fleet Auxiliary Wave Tanker.

Before going to South America H.M.S. London is to visit Houston, Texas, for a ten-day visit and, after the cruise, she will continue to the Far East. She is expected to be away for about a year.

The ships of this special squadron will leave the Home Ports during the second week of September and, apart from London, will return to the United Kingdom just before Christmas. During the cruise the ships will visit 13 ports in eight countries.

H.M. Ships Lion, Leopard, Dunkirk, Londonderry and the R.F.A. Wave Prince made a similar cruise from December, 1961, to February, 1962, but visits by H.M. ships to that part of the world, a recognised cruise before the war, are few and far between.

THE MYSTIC EAST



The gopuram, or gateway, of the Kapeleswarar temple of Mylapore, Madras, one of the sights for the crew of H.M.S. Centaur, when she visited that city. (See story of Centaur's 50,000 miles in eight months on page 6)

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BRITAIN'S OUTSTANDING CIGARETTE

Navy News

EDITOR

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

EDITORIAL

AUGUST has been quite a month for the Royal Navy. Hasn't it? First of all there were Navy Days, during which tens of thousands of people saw something of the Navy of the sixties.

An assembly of ships of the Home Fleet at Portsmouth for ten days gave opportunities for officers and men to meet, talk and play amid congenial surroundings, and gave visitors to the city a chance to see the largest gathering of ships for a number of years.

The Commander-in-Chief, Home Fleet, hopes that future assemblies will be held in alternate years at Plymouth and Portsmouth and this hope is echoed by men of the Fleet, the homes of most of them being at these two ports.

Of course, years ago, bigger numbers gathered together. For example, the combined Home (or Atlantic) and Mediterranean Fleets at Gibraltar in the early thirties would be perhaps, ten times as large, but for a post-war assembly the recent one was a real occasion.

The news released during the month of tenders being invited for two more "London" class guided-missile destroyers and three more "Leander" class general-purpose frigates and a helicopter support ship is most welcome. Although they will not all be in service until the late sixties they will prove excellent additions to a fleet which, at present, is doing a tremendous amount of work and spending long periods at sea.

It is true that ships are built for sea time and not to be tied up alongside, but even a few more ships will help to spread the load and allow a little more shore time for the men who man the fleet.

A new graving dock at Portsmouth is also welcome news and helps to emphasise the point that the Admiralty Board is "with it" in its forward looking.

Another item which has not received much publicity during the month is the gallant attempt of H.M.S. Anzio to salvage the large tanker off the coast of South Arabia. The Royal Navy is spread somewhat thinly over the oceans of the world, but is always a present help in time of need wherever the need happens to be.

Yes! August has been quite a month.

BOY TO ADMIRAL

SIR.—With reference to the article which appeared in the July issue of "Navy News" under the heading of "Quickest Promotion from Lower Deck to Captain?", I venture to suggest that the most remarkable achievement of promotion from the Lower Deck was that of the late Admiral Sir Philip King Enright, K.B.E., C.B.

By his great efficiency and outstanding personality he overcame the many difficulties which were prevalent in the early days of the "Mate" system. Unfortunately, the title "Mate" indicated that the holder of that rank had been promoted from the Lower Deck, which, in some cases, created an atmosphere of prejudice, both on the Lower Deck and in the Wardroom, and was a real handicap, professionally and socially.

In later years the powers that be realised that this title did have a psychological effect and overcame the problem by abolishing it, and when ratings from the Lower Deck were awarded a Commission they were promoted to Sub Lieutenant.

A Memorial Tablet as a token to Admiral Enright's memory, and an inspiration to "Sailors in the making" is installed in H.M.S. Ganges. The photograph of this tablet, shown alongside, records Sir Philip's remarkable career, surely an example to all who adopt the Royal Navy as a profession and serve under the White Ensign. Yours, etc., HENRY F. WAIGHT, O.B.E., Capt. R.N. (ret). (ex-mate), Pitlochry.

The Chaplain of the Fleet (The Venerable Archdeacon R. W. Richardson, Q.H.C., M.A.), is to preach at the Harvest Festival Service in the Royal Dockyard Church, Chatham, on September 27.



Boy, Second Class, to Admiral

At courts martial at Portsmouth during August concerning the collision between H.M. ships Diamond and Salisbury Capt. J. D. Cartwright of Diamond was sentenced to be reprimanded and Cdr. W. Fitzherbert of Salisbury was acquitted, on charges of hazarding their respective ships.

Salisbury 'Pirates' gained recruits at Worthing

PERHAPS the best indication of the success of the recent visit to Worthing of H.M.S. Salisbury (Capt. W. Fitzherbert, R.N.), is the number of the ship's company returning there—under their own steam—to follow up the friendships they have made.

The ship anchored nearly two miles off the pier, owing to the lack of water closer inshore, but the Borough Council generously arranged for the attendance of a "DUKW" and shore boats, which, coupled with four days of the fine weather for which Worthing is famous, enabled large numbers of the ship's company to get ashore and sample the delights of the South Coast resort.

Every man was given a card entitling him to free admission to a very large number of the town's amenities; and good use was made of them.

PIRATE RECRUITS

For a party of handicapped children from the John Horniman School, the high-spot of the visit was a party on board. In addition to the usual swings, roundabouts and tea, each child was officially enrolled as a member of a particularly disreputable crew of pirates, who struck terror into the hearts of the many holidaymakers on the pier with the noise of the cannon mounted on their two-masted, square-rigged privateer.

Nearly 500 members of the public visited the ship on the afternoon of Saturday, August 15.

The Royal Naval Association, Worthing Branch, made the ship's company very welcome at their headquarters at "open house" on the Saturday night, which was much enjoyed by many of the sailors.

Like all good things, the visit had to end, but Worthing residents must not be surprised at the number of sailors with Salisbury cap ribbons still to be seen in town—it's all due to the welcome they received!

In Memoriam

Colin James Avis, Able Seaman, P/J.95218, H.M.S. Defender. Died July 25, 1964.

James Patrick White, Able Seaman, D/J.938003, H.M.S. Ashanti. Died July 27, 1964.

Christopher Michael Lyde, Engineering Mechanic 1st Class, P/K.983821, H.M.S. Penelope. Died August 2, 1964.

Alexander Meldrum, Electrical Mechanic (A) 1st Class, L/F.978966, H.M.S. Seahawk. Died August 3, 1964.

Commander Eric Arthur Wenzell, Royal Navy, H.M.S. Osprey. Died August 5, 1964.

David James Arnold, Sergeant, Royal Marines, R.M.15389, 45 Commando, Royal Marines. Died August 7, 1964.

John Edward Boissel, Petty Officer, P/JX.838177, H.M.S. Dryad, Died August 12, 1964.

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.

H.M.S. Undaunted (A/S. Frigate), September 7, at Chatham, L.R.P. complement.

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

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham. General Service Commission (Phased). Home/S.A. and S.A./Home/S.A. and S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Devonshire (G.M. Destroyer), September 10, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Euryalus (A/S. Frigate), September 10, at Greenock. Home Sea Service. Foreign Service (Far East). from January, 1965 (tentative date). Capt. (D) 26th Escort Squadron on arrival at station.

H.M.S. Meon (L.S.H.), September 11, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron. (B).

No. 820 Squadron, September 23, at R.N. Air Station, Culdrose. General Service Commission. For H.M.S. Eagle, Wessex.

H.M.S. Investon (M./H. Conversion), September 30, at Devonport. Home Sea Service, 1st M./H. Squadron, U.K. Base Port, Rosyth.

H.M.S. Appleton (C.M.S.), October 9, at Bahrain. Foreign Service, Middle East. 9th M./S. Squadron. (E).

H.M.S. Flockton (C.M.S.), October 9, at Bahrain. Foreign Service, Middle East. 9th M./S. Squadron. (E).

H.M.S. Parapet (L.C.T.), October 16, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron. (F).

H.M.S. Eskimo (G.P. Frigate), October 21, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).

No. 829 Squadron, Nubian Flight, October 21, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Kemerton (C.M.S.), October 23, at Bahrain. Foreign Service, Middle East. 9th M./S. Squadron. (E).

H.M.S. Chilcompton (C.M.S.), October 23, at Bahrain. Foreign Service, Middle East. 9th M./S. Squadron. (E).

H.M.S. Palliser (A/S. Frigate), October 27, at Rosyth for trials. Home Sea Service Commission January 5. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Leopard (A/A. Frigate), October, at Portsmouth. L.R.P. complement.

H.M.S. Londonderry (A.S. Frigate), November 5, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Portsmouth.

No. 829 Squadron (Tartar Flight), November 25, at R.N.A.S. Culdrose. General Service Commission. Wasp.

H.M.S. Ghurka (G.P. Frigate), December 10, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (E).

H.M.S. Blackpool (A/S. Frigate), December 17, at Chatham. General Service Commission. Home/East of Suez/Home/East of Suez. Capt. (D), 28th Escort Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Hubbertson (M./H. Conversion), December 17, at Chatham. Local Foreign Service. 6th M./S. Squadron. (E).

H.M.S. Triumph (Escort Maintenance Ship), December 31, at Portsmouth. Local Foreign Service. Far East. (C).

H.M.S. Rhyll (A/S. Frigate), January 7, at Portsmouth. General Service Commission (Phased). Home/Med./Home/Med. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth. (A).

H.M.S. Salisbury (A/D. Frigate), January 7, at Devonport. General Service Commission (Phased). Home/Med./Home/Med. 23rd Escort Squadron. U.K. Base Port, Devonport. (A).

H.M.S. Diamond (Destroyer), January 14, at Chatham. General Service Commission (Phased). Home/Med./Home/Med. Div. Ldr. 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C). (A).

H.M.S. Barrosa (A/D. Conversion), January 15, at Singapore, for Foreign Service (Phased). Far East. 24th Escort Squadron. (A).

H.M.S. Hampshire (G.M. Destroyer), January 21, at Portsmouth. General Service Commission. Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Sheraton (M./H. Conversion), January at Portsmouth. Local Foreign Service. 6th M./S. Squadron. (E).

No. 829 Squadron (Eskimo Flight), February 3, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Loch Fada (A/S. Frigate), February 4, at Singapore. Foreign Service (Far East) (Phased). 26th Escort Squadron. (A).

H.M.S. Striker (L.T.S.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

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

H.M.S. Lowestoft (A/S. Frigate), February 11, at Chatham. General Service Commission (Phased). Home/Med./Home/Med. 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C). (A).

H.M.S. Naiad (A/S. Frigate), February 23, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Portsmouth. (C). (Under consideration).

H.M.S. Bronington (M./H. Conversion), February 9, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Malcolm (A/S. Frigate), end of February, at Rosyth. L.R.P. complement.

H.M.S. Cavendish (Destroyer), February, at Portsmouth, for trials. To Reserve on completion.

H.M.S. Ulster (A/S. Frigate), March 4, at Devonport. For trials. Home Sea Service. April 29, 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Blackwood (A/S. Frigate), March 25, at Rosyth for trials. Home Sea Service Commission. June 3, 1965. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Caprice (Destroyer), March 25, at Rosyth for trials. To reserve on completion.

H.M.S. Maryton (C.M.S.), March. Steam to Aden where Kemerton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Decoy (Destroyer), March 25, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Div. Ldr. 21st Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Coronna (A/D. Conversion), March 25, at Rosyth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Berwick (A/S. Frigate), April 8, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Capt. (D), 21st Escort Squadron. U.K. Base Port, Portsmouth.

(Continued on page 5, column 1)

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Air lift for new crew for H.M.S. Victorious

WHEN H.M.S. Victorious (Capt. P. M. Compston, R.N.) recently spent a month in dock in Singapore, the entire ship's company moved ashore as, without the facility of air-conditioning, the ship became uninhabitable. Working tropical routine and living ashore provided a pleasant break after a year of operational flying.

There was still plenty going on, however. Among other activities the ship put on a musical comedy, which ran for four nights, in the Japanese Theatre of the base. The play, "Vote for Crun," was written by the Deputy Direction Officer, Lieut.-Cdr. P. Haines, R.N., who also wrote the ship's pantomime which was performed in the same theatre last Christmas.

"Vote for Crun" chose as its theme

the general election in which Henry Crun—a layabout—won the seat for the Teenage Party of Great Britain. His party won the election and its leader, "Screaming Lord Snitch," became Prime Minister. Needless to say, it was then that the fun—and the trouble—began.

Besides work for the principal actors and chorus, the play involved a lot of preparation and painting for the back-stage team. Music was provided by the ship's Royal Marine band, with all the musical arrangements by the ship's bandmaster.

Borneo smiles

TO the hundreds of officers and ratings in the Royal Navy who have now had the "delights" of seeing life in Borneo (for very, very long periods, too), a recent story is bringing a wide grin to their otherwise serious faces.

In this Unified Command the keen rivalry between Services is perhaps a little more humorous than elsewhere, and on previous occasions both the Army and the Royal Air Force have been quick to make jokes out of the fact that the Navy has helicopter squadrons 200 miles from the sea, and leading seamen in command of their own boats. There are innumerable jokes about the fact that only a handful of towns on the coast have roads; there are no railway lines linking the few towns; and about two-thirds of the former British North Borneo Territories are jungle-covered.

EVEN LAND-ROVER WOULD JOB

The true joke now being told by the Navy concerns the man of another Service (which shall be nameless) who arrived in Labuan Island—surrounded on all sides, of course, by water—with a railway warrant to Kuching. It is almost as funny, if you have been to Borneo, as the senior staff officer who rang up a colleague and answered his complaints about delay in communications, by suggesting he drove the 500 miles to headquarters to sort out the trouble. Even the ubiquitous Land-Rover won't drive that far through mangrove swamp, 200-foot-high trees, about 80 major and minor rivers and over a 4,000-foot mountain range.

RECOMMISSIONING

The ship is recommissioning by air in two main stages, the first stage starting last month. Nearly 700 men were flown out in nine flights in three weeks. A similar number will be flying out at the beginning of November.

Among those who are flying home are some who have been in the ship for over six years. A number of men who volunteered to recommission the ship were flown home during the docking period for three weeks' general service leave.

Riotous activities

IN July H.M.S. Terror's riot-squad activities were not confined to rehearsals on the parade ground. A sudden flare-up of racial temper between Malay and Chinese demonstrators in Singapore City during a parade swept throughout the island. More than 20 people died and over 450 were injured before the riots could be controlled.

Curfews were in force for the whole island and armed Malaysian troops and police manned road blocks on key routes and trouble spots.

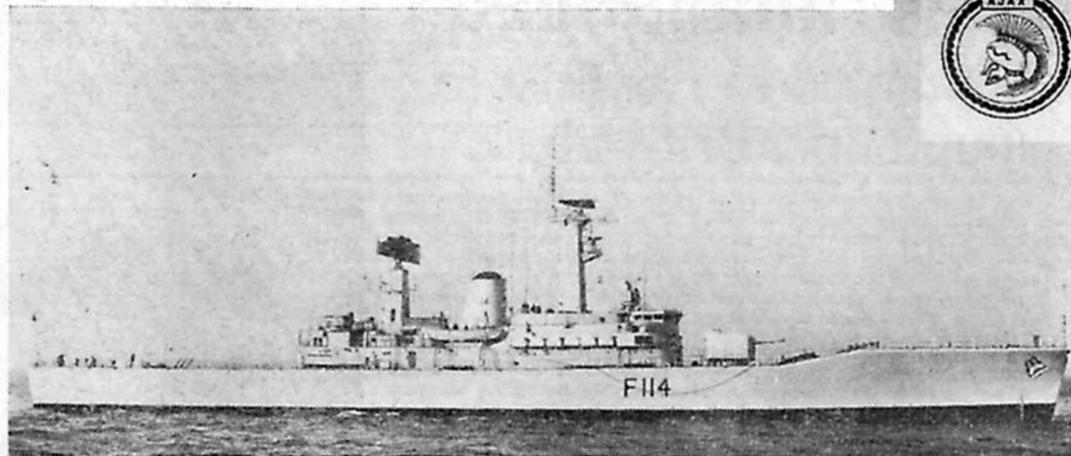
The batons and cane stone-shields of the naval riots squads were, fortunately, not needed, although leave was stopped for over a week in the base.

The troubles between racial groups in Singapore did not involve the European population, but the wardrobe of H.M.S. Terror felt a personal loss when it was learned that one of the Chinese boys in the Mess had been killed by a group of Malays on his way to the base.

SHIPS OF THE ROYAL NAVY

H.M.S. Ajax

No. 106



H.M.S. Ajax, a "Leander" class General Purpose Frigate, displacement 2,800 tons (full load), was built by Cammell Laird & Co., Ltd., at Birkenhead, being laid down on August 16, 1962, and completed on December 10, 1963.

She is 372 feet in length (overall) and has a beam of 41 feet.

Her role is mainly anti-submarine, but the "Leander" class, when fitted with Seacat ship-to-air guided missiles and directors, fulfil a composite anti-submarine, anti-aircraft and air-direction role.

the ship's motto is *Nec Quisquam Nisi Ajax* (None but Ajax can overcome Ajax).

H.M.S. WHITLEY

SIR.—The Whitley Bay branch of the Royal Naval Association has been given authority to use the crest of H.M.S. Whitley and the branch would like to collect any information and photographs from past members of H.M.S. Whitley which could be used in a booklet.

The branch Secretary, Mr. G. Wright, "Red Gables," 130 Claremont Road, Whitley Bay, would be pleased to hear from members of the various ship's companies who can help in this project.—Yours, etc., T. F. HILL, Whitley Bay.

(H.M.S. Whitley, a "V" and "W" class destroyer, was built in 1918 and was beached after bombing on the Dutch coast after action with enemy aircraft on May 20, 1940.—Editor.)

Advancements

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

- To Chief Petty Officer: JX 159288 R. Fetters, J 929221 C. D. Cornwall, JX 163480 P. G. Vice, JX 820152 N. E. Mallows, JX 869935 W. T. Hanneman, JX 660430 B. W. Fleetwood, J 929405 J. S. West, JX 152496 R. W. Dant, JX 832741 S. J. McCombe, JX 661954 J. Gorton.
- To Chief Petty Officer Writer: MX 883725 A. W. Mayes, MX 896608 B. Andrews, MX 868974 L. J. Simpson, MX 868844 R. Osborne, MX 860506 W. R. M. McLartane.
- To Chief Petty Officer Stores Accountant (V): MX 811206 L. Gouldson.
- To Chief Petty Officer Steward: LX 859214 M. C. Knight.
- To Chief Petty Officer Cook (O): MX 866446 W. A. G. Hill, MX 79365 H. G. Bligh.
- To Acting Chief Engineering Artificer: MX 913505 F. C. Howard, MX 902543 J. M. Prait, MX 902486 W. P. Hillman, MX 913690 J. A. Gorman, MX 913655 C. Collins, MX 818556 F. Evans, MX 887660 B. J. Goddard, MX 913702 B. T. Heatley, MX 913949 M. J. Lewry, MX 888686 R. Woodland.
- To Acting Chief Mechanician: KX 852399 D. Harker, KX 724974 E. W. Sheppard.
- To Chief Shipwright Artificer: MX 902456 B. E. Farrow.
- To Acting Chief Ordnance Artificer: MX 887625 D. A. Butt, M 928534 R. W. Christian, M 928759 E. Harlow, MX 888814 R. Langham.
- To Chief Engineering Mechanician: KX 903370 A. F. Barham, KX 892099 P. M. Briance.
- To Chief Painter: MX 80144 R. D. Welch.
- To Acting Chief Electrical Artificer: MX 855691 L. A. Bush, MX 645965 S. A. Everson, MX 703948 E. R. Palmer, MX 913850 J. P. Bignell.
- To Acting Chief Electrical Mechanician: MX 858887 C. H. Brown, MX 817894 I. F. Parker.
- To Chief Electrician: MX 864243 G. E. Tanner, MX 864073 R. Greenshields.
- To Acting Chief Radio Electrical Artificer: MX 913639 G. P. Boxall, M 928789 M. A. Lane, MX 645750 E. J. Lowe, MX 833478 J. C. Ramsay, M 928795 P. D. Lomax, M 928639 B. Roberts.
- To Chief Radio Electrician: MX 864183 T. Thomson, MX 885538 D. Price, MX 895878 W. Kearns.
- To Chief Communications Yeoman: JX 865807 E. Bigland, JX 760132 D. A. B. Plumb, JX 843526 A. Wanstaffe.
- To Sick Berth Chief Petty Officer: MX 878013 F. W. J. Thompson, MX 887151 D. R. Whyley.
- To W.R.N.S. Radio Supervisor: 106470 A. J. Bignell (H.M.S. Mercury).

"Leanders" can carry a light-weight helicopter armed with homing torpedoes and their main A/S weapon is a Limbo three-barrelled depth charge mortar.

The present Ajax is the ninth of her name to serve with the Royal Navy. The eighth, a cruiser of the "Leander" class, was 522 feet in length, carrying eight six-inch guns, took part in the action against the Admiral Graf Spee off the River Plate in December, 1939.

Battle honours (20) include St. Vincent (1780), Trafalgar (1805), Baltic (1854-55), Jutland (1916), Matapan (1941), Crete (1941), Normandy (1944), in addition to the River Plate.

Badge is a golden Greek helmet with a red crest on a black field, and



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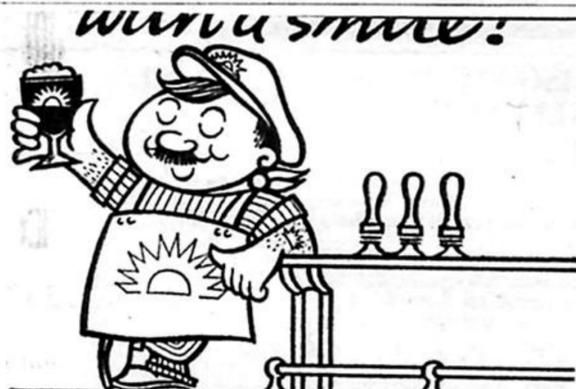
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SHIPS OF THE ROYAL NAVY

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

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

Men not available for Norway project and so it is abandoned

Appointed to Far East to build up a British base

[Capt. Waight, recalled to the Service in 1939, was appointed successively as the Naval-Officer-in-Charge, Ardrossan, Port Sudan, Tripoli, Captain (Plans) Malta, Senior Naval Officer Eastern Sicily, and then the Officer-in-Charge, Naval Port Party No. 1501, which was, originally, intended to take over Le Havre. In this last article Capt. Waight spoke of his disappointment when he was relieved of that appointment in order to take up an important post as Captain (Plans) for a second invasion of Norway.]

ANTWERP had actually been captured and occupied on September 4, 1944, and the docks, wharves, cranes, warehouses and machinery were found to be undamaged. This news brought relief and joy to the Prime Minister, General Eisenhower and General Montgomery, and Naval Party 1501 greeted it as a gift from heaven. They were certainly commencing their activities on a good wicket. Unfortunately the islands in the Scheldt Estuary between the sea approaches and Antwerp were being stubbornly held by strong enemy forces and proved to be hard nuts to crack, particularly the island of Walcheren. It was not until November 1, 1944 that the final attack on this fortress commenced.

A terrific bombardment on the island was opened by the 15-inch guns of H.M.S. Warspite and the two large monitors H.M.S. Erebus and Roberts. These same ships had operated as part of a bombarding squadron from Augusta Sicily to soften up the Italian Defences on the west coast of Italy during my period as Naval Officer in Charge of the port. Although Warspite had been very badly damaged during those operations, she was now taking a very active part in clearing away the last obstacle which was holding up the flow of convoys with their cargoes of much needed stores and equipment to Antwerp.

The capture of Walcheren made it possible for the minesweeping flotillas to sweep the 70-mile channel lying between the mouth of the Scheldt river and Antwerp, but it was not until November 28, 1944, that the channel was cleared for the arrival of the first convoy at Antwerp.

Such was the news which filtered through to me at Rosyth of the activities of Naval Party 1501, in addition to the splendid work of the detached parties, operating some of the French Channel Ports.

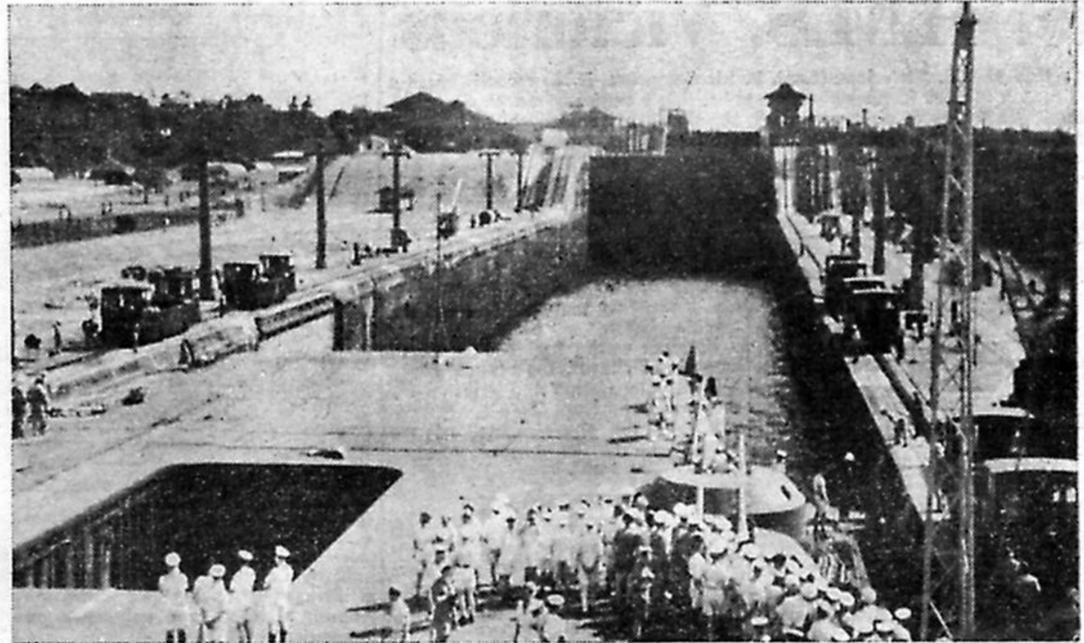
NORWAY PROJECT GIVEN UP

The prolonged operations of the 8th Army in Normandy and the Scheldt area increased the demand for military reinforcements. It was, therefore, with great reluctance, that the Headquarters Staff in Edinburgh informed me that there was absolutely no hope of gathering together any

troops to meet the commitments of the Norwegian project. This news gave me a feeling of intense frustration. Under the circumstances, no further planning could be undertaken. I therefore requested an interview with the Commander-in-Chief, Admiral Sir Wilbraham Ford. I explained the position to him, and also stated that I felt I would not serve any useful purpose in continuing in my present appointment.

I suggested that I might give a lecture to the Naval Officers in Charge (designate) and Flag Officer Norway's Staff after which, with his approval, I would be free to report at the Admiralty with a view to another appointment. He readily agreed to my proposal. Thus a load of perplexity was removed from my mind. While arrangements were being made for the lecture to take place, I arranged for my staff Intelligence Officer to gather together, for each port separately, charts, pilots, books of reference and intelligence reports, etc., in readiness to turn them over to the respective N.O.I.C.s. when they attended the lecture.

A few days later, the lecture took place. I had a most distinguished audience, which included the C-in-C. and Flag Officer Norway with their Staff Officers. My lecture covered (should the operation materialise) the possible difficulties which might be encountered in the early stages of occupation, the need to produce "Port Orders" quickly, and the build up and administration of a captured port, working in close co-operation with the Area Commander.



H.M.S. Victorious passing through Gatun Lock, Panama Canal. (Photo Imperial War Museum)

Great interest was shown by those present, questions were invited and finally, the charts, etc., were turned over to the respective N.O.I.C.s. designate. The C-in-C. thanked me for the great effort that I had made.

NEW POST WANTED

I was now free to proceed to the Admiralty to report myself as available for another appointment. The war had been on for five years. I had had little relaxation, neither did I wish for any, especially at that time, when operations were entering the most critical stage. I wished to be appointed to a post where my energy, experience and enthusiasm could be used to the greatest advantage to my country and the Royal Navy.

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

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

During the following weeks, everything appeared to be in a state of flux. I passed through a period of trying uncertainty. At first it seemed that I was to be appointed as N.O.I.C. to a port in Germany. On the other hand, events were moving rapidly in the

Pacific. It had been proposed to the American authorities that a British Fleet be formed, and that it should proceed to the Pacific, and join forces with the American Fleets operating against Japan. This proposal was strongly opposed by the American Authorities and it took some time to break down the opposition.

In the meantime, while these consultations were proceeding towards a successful conclusion, the Admiralty foresaw the need of an officer who could act in the capacity of a 'Naval Officer in Charge' wherever the British Fleet might be based. Eventually the American Government agreed to the proposal of a British Fleet, operating with the American Navy, providing an assurance could be given that such a Fleet would be self supporting in all respects, and this assurance was given (but in practice it never was).

In November 1914 the British Pacific Fleet was formed, and Admiral Sir Bruce Fraser appointed as C-in-C., and as ships and flotillas were allocated, they sailed for Sydney, where the Fleet was to assemble in preparation for sailing to the combat area, some 2,000-4,000 miles northward.

The American base was situated at Manus, the largest island in the Admiralty Group, which had been captured from the Japanese. There was a very large harbour capable of providing anchorage for many heavy ships, although it had not been very carefully surveyed. It was a natural harbour which had been given the name of Seedar. It was enclosed by a number of islands around its perimeter.

APPOINTED S.B.N.O. MANUS

As soon as agreements had been reached for the formation of the British Pacific Fleet, the question arose of the appointment of a Naval Officer of Captains rank as 'Naval Officer in Charge,' but as the Americans had a Commodore in command at Manus, the title of Naval Officer in Charge for a British Officer did not find favour. It was agreed therefore, that a British Officer responsible for a shore organisation, should hold the title of Senior British Naval Officer (S.B.N.O.) and this was the post to which I was appointed. (See the Manus Story which appeared in the February to May 1962 issues of "Navy News.")

It was from this base that the American Fleets operated, when fight-

ing the great naval battle between American and Japanese Fleets in the Gulf of Leyte, during October 1944, which ended in a decisive and complete victory, and which led later to the capture of the Philippine Islands. This great American victory will rank with those of the greatest ever recorded.

Such was the news which heartened me as I awaited my Sailing Orders for the Pacific. I was most anxious to get moving and to continue to play my part actively until the war came to a successful conclusion. Although in Europe it appeared that hostilities would end early in 1945, no one would dare to suggest that the war against Japan would cease before 1946. It was felt that if the war was carried into Japanese mainland, a most stubborn resistance would be encountered. However, before it did end, in spite of American doubts, the British Pacific Fleet served with distinction against the Japanese Fleet and suicide bombers, and thus gained the admiration and respect of officers and ratings of the American Navy.

TO FAR EAST VIA PANAMA

At last I received my Sailing Orders. I was to join S.S. Athlone Castle at Liverpool for passage to Sydney early on December 21, 1944. I learned that we were to proceed by the West-about route via the Panama Canal and sailed in convoy the same afternoon. The ship was crowded with all ranks and ratings of the three services including nursing sisters who were, of course, socially in great demand during the voyage. Christmas was spent at sea, and was a jolly affair, ending with a dance. As the weather warmed up, games and aquatic sports were organised, concerts and lectures arranged. I was able to give lectures of my own experiences in the Middle East and other places, in which I had served during the war. My only regret was that I did not have a Naval Party with me whom I could train.

We arrived off the entrance of Panama Canal without incident. The passage through this canal does not arise very often in one's naval career, and some of the characteristics are

(Continued on page 5, column 3)



How can I save?

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

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

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my



wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

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

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

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

How do you set about all this?

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



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RAMSGATE WINS CHALLENGE CUP

THE annual "Bat and trap" tournament between Canterbury, Folkestone, Gillingham and Ramsgate anchors of the Royal Naval Association was held this year at Canterbury 1 July 18.

Canterbury has held the challenge cup for the past three years, but the blues were turned on them this year and the cup was triumphantly taken back to Ramsgate.

The hosts laid on a social evening for the visitors after the tournament and everyone agreed that it was a most successful occasion.

There was a special mystery tour for Ramsgate shipmates on July 26. Ports of call were Ickham and Finglam where the hosts gave the visitors a warm welcome, the evening finishing with the traditional sing-song.

U.S. HOCKEY TRIALS

NEW faces are always welcome in the United Services' Hockey Club, and those interested in playing regular hockey should contact Instr.-Lieut. J. E. Coley, R.N., Signal Training Wing, Royal Marines Barracks, Eastney. (Tel. Ports. 22351, Ext'n 6368.)

Trials, open to all ranks and ratings from ships and establishments of the three Services in the Portsmouth area, will take place at 5 p.m. on September 8, 10 and 14 at the United Services' ground, Burnaby Road, Portsmouth.

The annual general meeting of the club will be held in the cricket pavilion of the U.S. ground on September 14, at 6 p.m., after the final trials.

NEPTUNE'S SCRAPBOOK



Rear-Admiral R. S. Hawkins, C.B., was promoted to Vice-Admiral to date July 31, 1964. Vice-Admiral Hawkins is Chief of Naval Supplies and Transport and Vice-Controller.

Rear-Admiral H. S. Mackenzie, C.B., D.S.O. and Bar, D.S.C., has been promoted to Vice-Admiral to date August 19, 1964. Vice-Admiral Mackenzie is directly responsible to the Admiralty Board for the Royal Navy's programme for the construction of the fleet of Polaris armed nuclear submarines. Known primarily for his successful war patrols in command of H.M. Submarine Thrasher, which sank more than 40,000 tons of enemy shipping, and her officers and men won two V.C.s., one D.S.O., two D.S.C.s, and six D.S.M.s.

Rear-Admiral P. D. Gick, C.B., O.B.E., D.S.C., was placed on the Retired List to date August 25, 1964.

Rear-Admiral E. N. Sinclair, C.B., D.S.C., is to be placed on the Retired List to date September 30, 1964.

Rear-Admiral H. H. Hughes is to be Director of Naval Electrical Engineering in succession to J. C. Thompson, Esq., C.B.E., in December, 1964.

Surgeon Captain (D) W. L. Mountain, O.B.E., Q.H.D.S., L.D.S., R.N., is to be promoted to Surgeon Rear-Admiral (D) to date November 13, and to be Deputy Medical Director General (Dental Services) of the Royal Navy to date November 20, 1964, in succession to Surgeon Rear-Admiral (D) P. S. Turner, C.B.E., Q.H.D.S., L.D.S.

Capt. C. D. Madden, C.B.E., M.V.O., D.S.C. and Bar, R.N., is to be promoted to Rear-Admiral to date January 7, 1965, and to be Senior Naval member of the Directing Staff of the Imperial Defence College in succession to Rear-Admiral G. T. S. Gray, C.B., D.S.C., the appointment to take effect in January, 1965.

Capt. T. H. Maxwell, D.S.C., R.N., is to be promoted to Rear-Admiral to date January 7, 1965, and to be Director-General Naval Training in succession to Rear-Admiral J. M. D. Gray, C.B., O.B.E., the appointment to take effect in January, 1965.

The Reverend R. G. Williams, O.B.E., B.A., R.N., has been appointed an Honorary Chaplain to the Queen from August 13th, 1964, in succession to the Reverend A. D. Spear, C.B.E., M.A., R.N.

The Ex-R.N. Telegraphists (1918) Association is holding its 32nd annual dinner on October 3, 1830 hours, at the Windsor Castle Hotel, Victoria, London. All serving and ex-R.N. telegraphists who are interested, should get in touch with the Hon. Secretary, George Eames, 97 Culverley Road, Catford, S.E.6, or phone H1Ther Green 3598.

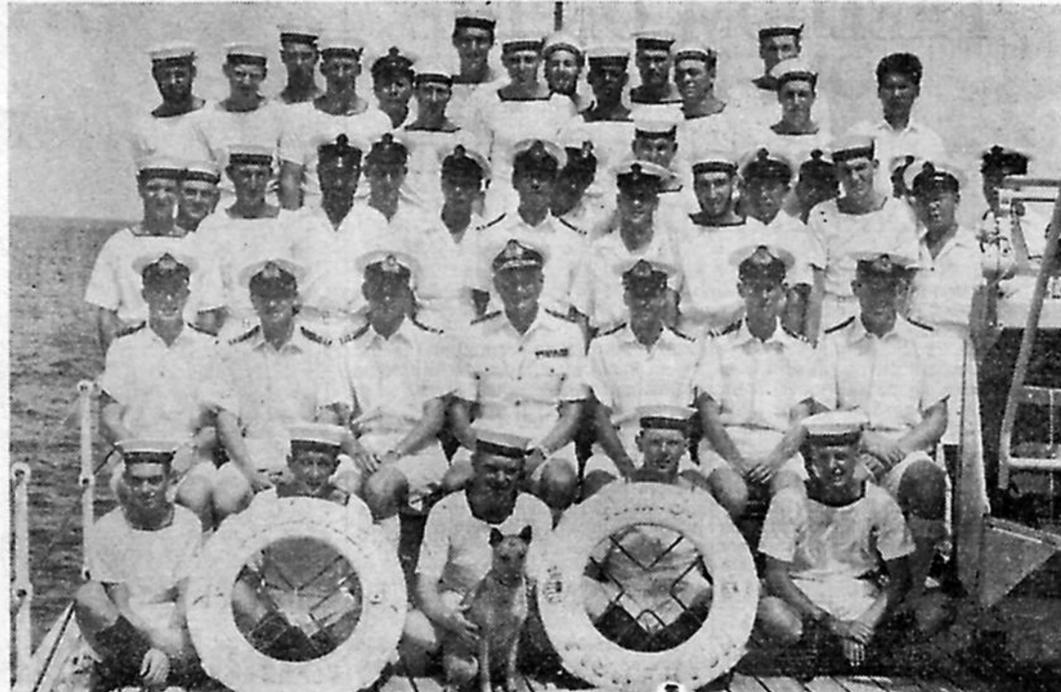
Ex-Submariners to dedicate their standard

An opportunity for past and present members of the Submarine Service will occur at Devonport on Sunday, October 4, when the Plymouth Branch of the Submarine Old Comrades' Association is to have its Standard dedicated.

The service is being held in the Church of St. Nicholas, H.M.S. Drake (R.N. Barracks), Devonport, and will be conducted by the Rt. Rev. W. G. Sanderson, Bishop of Plymouth, assisted by naval chaplains of the Plymouth Command, and will commence at 3 p.m.

The salute at the march past after the dedication ceremony will be taken by the Commander-in-Chief, Plymouth, Admiral Sir Nigel Henderson, K.B.C., O.B.E., and he will be joined on the saluting base by the Lord Mayor and Lady Mayoress of Plymouth, Alderman and Mrs. H. J. Watkins, and by Admiral Sir C. P. Talbot, K.C.B., K.B.E., D.S.O., one of the branch's oldest members and a submarine "ace" of the First World War.

Many civic dignitaries and others have been invited, including the two Members of Parliament for Plymouth, Miss Joan Vickers, M.B.E., M.P., and Mr. Ian Frazer, M.P. It is hoped by the members of the branch that the service will be well attended, not only by members of the Association, but also by many now serving at Plymouth, together with their families and friends.



The Commander-in-Chief and Flag Lieutenant and the Captain and ship's company of H.M.S. Fiskerton, the Admiral's flagship for a week recently

DOES FISKERTON HOLD A RECORD?

FIVE minutes after the flag of Vice-Admiral Sir Desmond Dreyer was broken at the mast-head, H.M.S. Fiskerton (Lieut.-Cdr. N. R. D. King, R.N.), slipped from the Naval Base, Singapore, to head north from Horsburgh Light for various ports on the east coast of Malaya.

At each port the ship anchored close to the outer fairway buoy and, on arrival, civil and marine officers called on the Fleet Commander, who then went ashore to return calls and to visit places of interest.

CASUALTIES

Cocktail parties or buffet suppers were held on board the "Ton" class coastal minesweeper. These were appreciated by the guests despite several "casualties." Owing to numbers all parties were held on the fore'sle, which is, unfortunately, not a very stable platform when the ship is lying at anchor in anything but a flat, calm sea. In fact, despite the weather forecasts, the waves followed the sweeper, with the result that many

PORT PARTIES

(Continued from page 4, column 5)

of interest. The canal is 85 feet above sea level of the Atlantic. The Gatun Lock gates stand out conspicuously as they are approached from seaward. They are alleged to weigh between 390 tons and 730 tons each. The length of the canal from Cristobal on the Atlantic side, to Bilbao on the Pacific is 50 miles, the average time in transit is eight hours. This great engineering feat was commenced by a Frenchman, but he had to give up. In 1904 the Americans started from a different point and by hard, laborious work during which there were hundreds of deaths due to malaria and yellow fever, finished the job in 1914.

On the Atlantic side, ships are raised in three lifts through locks to the canal level. The rate of rise is rapid and during this operation not a word is spoken. All movements are controlled either by a hand signal or a whistle. Mechanical horses are used to haul ships from one lock to another. It was very interesting to see how easily ships of 30,000 tons displacement could be handled. The lowering down to the Pacific at Bilbao is done in three progressive stages, during the time of transit. The Pacific water level is some three to four feet below that of the Atlantic.

The passage through the canal is much more interesting and colourful than the passage of the Suez Canal. The passage through the Panama Canal was one more interesting event to record in my life. Earlier, I had passed through the Magellan Straits.

We arrived in Sydney harbour on January 28, 1945. Our trip had taken nearly six weeks—a long time to be cooling one's heels.

On landing I could not find any department interested in the formation of a Naval Party, so once more I had to use my own initiative and start from scratch.

(CONCLUDED)

(The build-up of the British Base at Manus and the work of the rehabilitation of Hong Kong are contained in the February to September, 1962, issues of "Navy News.")

guests found the pitching too much. Various ruses were used to persuade guests that the ship's motion was pure imagination and that the ship was as steady as a rock compared to the boat which had brought them to Fiskerton, but all these efforts failed at one port where Aromine tablets were distributed just before the smoked salmon.

ADMIRAL SCORES GOALS

In addition to the ports visited, the ship spent one day at anchor at the Perhentian Islands for swimming and a "banyan." On the way there a clay-pigeon shoot was organised on the fore'sle in which the Admiral proved beyond all doubt against all comers that Whale Island marksmen are still the best! He went on to play soccer on an improvised pitch and scored two goals for the winning team.

Fiskerton returned to the base, having worn the Admiral's flag for six days. Is this a record for a coastal minesweeper?

BROTHERS MEET AFTER 11 YEARS

TWO brothers who last met in Malta in 1953, 11 years ago, recently met in Singapore. They were Sub-Lieut. (E) Michael Dowsett, R.N., of H.M.S. Victorious, and Chief Shipst. John Dowsett.

Both brothers were born in Portsmouth and joined the Royal Navy—Michael as an engine-room artificer and John as a shipwright. In 1954 John left for New Zealand and joined the R.N.Z.N. Aged 40, he now lives with his wife and two children in the suburbs of Auckland. He is at present in H.M.N.Z.S. Royalist, which visited Singapore while H.M.S. Victorious was undergoing a maintenance period, thus enabling the two brothers to meet again.

Sub-Lieut. Michael Dowsett, 37, is also married with two children and lives at Catisfield.

DRAFTING FORECAST (cont'd)

(Continued from page 2)

H.M.S. Dido (A./S. Frigate), April 8, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth. (C).

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

H.M.S. Burnaston (C.M.S.), April. Steam to Aden where Flockton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Arethusa (A./S. Frigate), May 26, at Cowes. Home Sea Service. Foreign Service, Far East from date of sailing. 24th Escort Squadron. (A).

H.M.S. Mohawk (G.P. Frigate), May, at Chatham. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Daring (Destroyer), May, at Devonport for trials. (To reserve on completion of long refit.)

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

H.M.S. Beachampton (C.M.S.), May. Steam to Aden where Chilcompton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Woodlark (Survey Ship Conversion), May, at Devonport. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Wilkieston (C.M.S.). Transfer to 8th M./S. Squadron. Local Foreign Service (Far East). (E).

H.M.S. Lynx (A./A. Frigate), June, at Portsmouth. General Service Commission. Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

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

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

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

H.M.S. Kent (G.M. Destroyer), July, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth. (C).

H.M.S. Ajax (A./S. Frigate), August, at Singapore. Foreign Service (Far East). (Phased). Capt. (D), 24th Escort Squadron. (C).

H.M.S. Dampier (Surveying Ship), end August, at Singapore. Foreign Service, S.W. Pacific. (C).

H.M.S. Leander (A./S. Frigate), August 15, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth.

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'FREEDOM OF THE LONGHOUSE'

Naval pilots fight Sarawak cholera epidemic

ROYAL Navy helicopter pilots of 845 Naval Air Commando Squadron have earned themselves the freedom of scores of Iban longhouses in the dense Sarawak jungle because of the many "mercy flights" they have made to rush cholera victims to hospital.

The epidemic is mainly in the Naga Gaat area, where the squadron was a forward base, some 30 miles from the Indonesian border. Co-operating closely with the Navy in getting cholera suspects to hospital quickly from the remote longhouses deep in the jungle are the officers and men of the 1st Bn. The Royal Ulster Rifles.

Normally based in the commando ship Bulwark, 845 Squadron is ashore in Sarawak, assisting Malaysian security forces in the fight against Indonesian terrorists infiltrating across the border. The pilots' every-day job is to take vital supplies to patrols operating along Sarawak's border with Indonesia, and to lift troops to forward areas.

As well as carrying out their operational duties, the naval pilots have been flying about 20 hours extra a week combating the epidemic by carrying

cholera suspects to hospital and taking urgent medical supplies to otherwise almost inaccessible jungle areas.

MANY WOULD HAVE DIED

Doctors at Sibu, main base of 845 Squadron, are certain that many of the cholera patients would have died had they not been air-lifted out of the jungle so quickly. The only other way out to civilisation is by river, but a journey that would take many days in an Iban longboat takes the Squadron's Wessex helicopters only half an hour or so.

The commanding officer of 845 Squadron, Lieut.-Cdr. G. J. Sherman, R.N., comments: "We are still flying out cholera suspects, but the main epidemic seems to be over. We are glad to be able to help the Ibans, and I'm afraid that if we didn't many of them would be left to die in their longhouses simply because of the difficulties involved in getting them to hospital. If they were taken by longboat most of them would die on the way."

Since the epidemic began the Navy has flown more than 90 patients to hospitals at Kapit and Sibu, 110 miles from Kuching, Sarawak's capital on the north-west coast of Borneo.

There is a funny side to the air-lifts. "When you take an Iban patient you can bargain on him bringing his own food, pots and pans and relatives as well," says one of 845 Squadron's pilots, Lieut. Stuart Thompson, R.N., from Morden.

"Casevacs," as these mercy flights are known in the Services, are nothing new to Navy pilots operating in support of the Malaysian security forces. They regularly air-lift patients to hospital suffering with anything from a severed toe to snake bite and leptospirosis.

A NEW NAME

There is also a growing number of Iban children who will one day be able to boast that they were almost born in a naval helicopter, and one Sarawak baby has actually been named "Helicopter." Some Iban tribesmen even sport helicopter tattoos among the more traditional designs which cover their bodies.



Small boats of Borneo

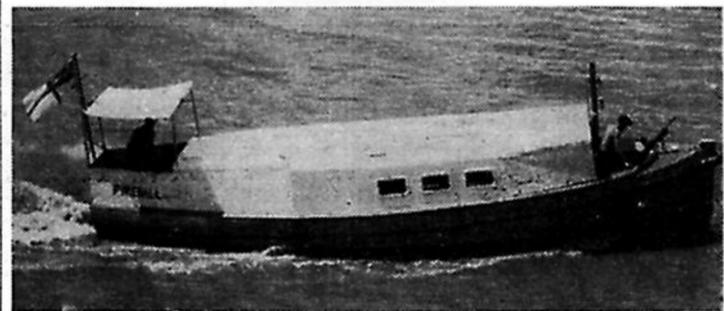
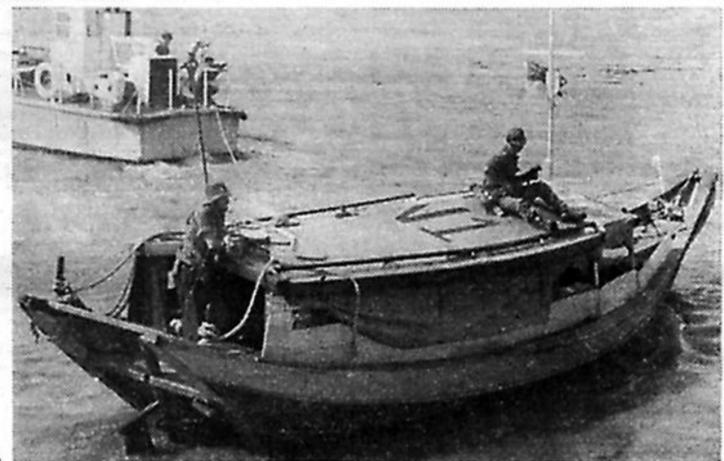
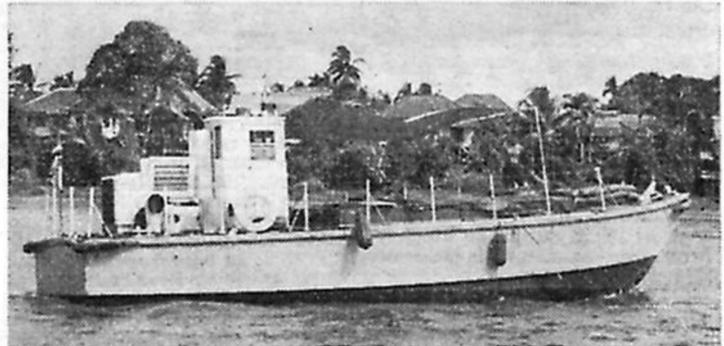
SINCE last year, at a number of isolated Sarawak, Brunei and Sabah townships on the East Malaysian coast, formerly British North Borneo, specially drafted ratings have been running one of the Navy's strangest-ever fleets.

They are members of the naval parties carrying out anti-infiltration patrols in areas where attempts have been made by Indonesian terrorists to land arms and men along more than 1,200 miles of coastline between Samatan and Tawau.

In recent months the Navy has been able to hand over some of this responsibility to Sarawak, Brunei and Sabah police who have been trained in patrol work by the sailors.

The small boats used have varied from converted naval store tenders and launches to specially adapted native kumpits and kotaks. Each carries a three-man crew led by a leading seaman, and each craft patrols a coastal or river area with a native policeman as interpreter.

With the minesweepers of the 6th and 8th Minesweeping Squadrons from Singapore and Hong Kong, these little boats have provided an invaluable part of the operational net aimed at putting a restrictive cover round the Malaysian territory.



Top: H.M.S. Fiskerton, one of the ships of the two Far East minesweeping squadrons which provide a "gunboat" patrol service to defend Eastern Malaysia. The second picture shows a naval stores tender which has been specially converted to a patrol boat to keep a watch on the Sarawak coast. Third picture is H.M.S. Kotak, a Sarawak native craft taken over by the Royal Navy; and at the bottom is H.M.S. Fireball. This is not a name to be found in the Navy List, but it exists as far as the Far East Fleet is concerned. No one is quite sure what it used to be, but now it is an armoured river boat in Sarawak and the three-man crew thought Fireball was as good a name as any other

MET AGAIN AFTER 35 YEARS

THREE officers who last served together in H.M.S. Aphis on the Yangtse River in 1929 met again at Berriew, Montgomeryshire, on April 17. The three are Capt. H. D. Owen, C.M.G., R.N., Cdr. H. L. Gilbert, R.N., and Surg. Cdr. H. H. Fisher, R.N., at whose home the three renewed their acquaintance.

Members of the ship's company at that time are asked to get in touch with Cdr. H. L. Gilbert, H.M. Coastguard, Mumbles, Swansea, Glamorgan, who will be very pleased to hear from them.

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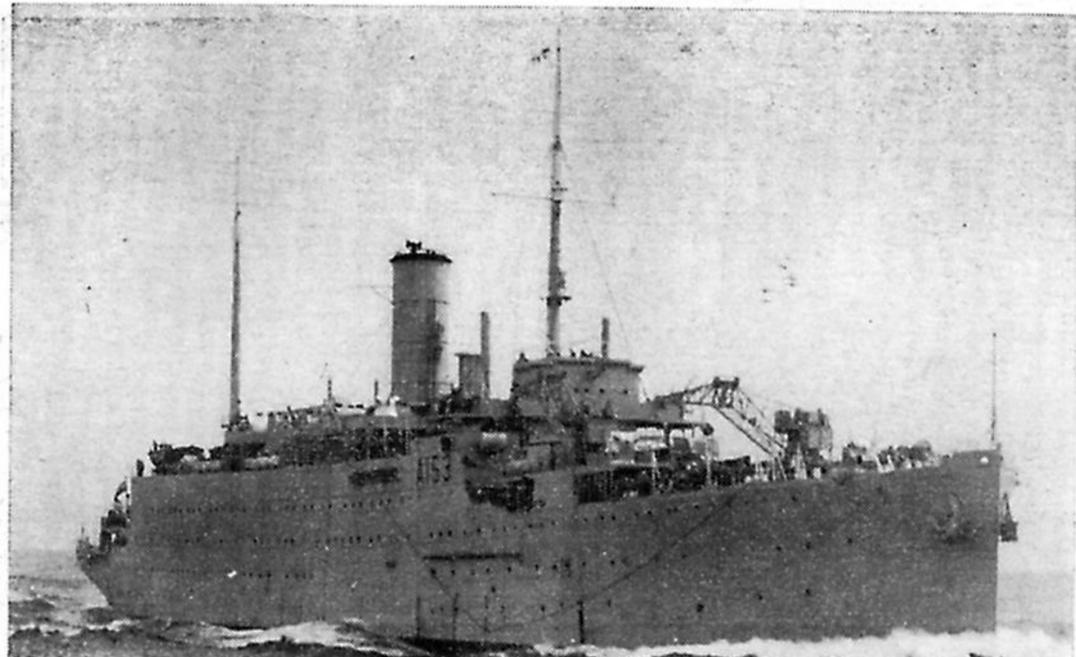
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The heavy repair ship H.M.S. Ausonia built by Armstrong-Whitworth & Co., Ltd., Newcastle-on-Tyne, as a transatlantic liner, 1920-21, and first commissioned under the White Ensign on November 7, 1939, after conversion to an armed merchant cruiser

Grand Old Lady of Lazaretto Creek home after six years in the Med.

AUSONIA—THE BIG 'A' TO PAY OFF

FLYING her paying-off pennant, H.M.S. Ausonia (Capt. C. H. Hammer, M.B.E., R.N.) left Malta on August 7 for the last time, after six years of service to the Mediterranean Fleet, for the last two years of which she had worn the flag of the Flag Officer, Flotillas (Mediterranean).

The oldest ship in the Royal Navy, she was given a rousing send-off. The Commander-in-Chief's band played from Customs House, H.M.S. St. Angelo paraded its band and the C-in-C's staff (including many Wrens) at Lascaris and a party at St. Angelo cheered.

There were also crowds watching from the Barracca. As Ausonia

steamed through Grand Harbour she was escorted to the breakwater by the Commander-in-Chief, the Flag Officer, Flotillas, the General Officer Commanding Malta and Libya and the Air Officer Commanding, Malta.

MOVING SEND-OFF

Outside the harbour she was met by the submarines Turpin and Aeneas,

who, after giving a formal farewell salute in line ahead, gave a display which was even more entertaining than the usual "shop window" exhibition. Finally the "old faithful," Miner VI, which had been stationed close astern of Ausonia, with many families on board, steamed past to say last farewells. It was a moving send-off and will long be remembered by those in Ausonia.

During the time "The Big 'A'" was in Malta, she became the Grand Old Lady of Lazaretto Creek. There she carried out repairs to hundreds of ships, both visiting and those based on Malta, and supplied them with vast quantities of steam, electricity and stores. Her team of experts serviced and repaired radar and radio sets, guns and control equipment, motors and generators. The team overhauled engines, repaired—and in some cases, rebuilt—hundreds of ships' boats, made awnings, spliced wires and, in fact, justified Ausonia's demanding motto—"Si Frangitis Reparamus," which has been freely translated as: "If you bend it, we will mend it."

OLDEST NAVY SHIP

Ausonia is the oldest ship in the Royal Navy, apart, of course, from Victory. Built 43 years ago as a Cunard liner for the North Atlantic run, she was taken over by the Royal Navy in September, 1939, and converted to an armed merchant cruiser. In this capacity she was employed in the Atlantic until 1941. Her first commanding officer was Capt. (later Admiral Sir Mark) Pizey.

In May, 1942, she was converted to a heavy repair ship and saw service in the Far East. At the end of the war she went into reserve at Chatham. After a refit in Devonport, she recommissioned in 1958 as repair ship of the Mediterranean Fleet in place of Ranpura.

With the "run-down" at Malta Ausonia gradually took on extra duties, notably those of submarine depot ship and responsibility for the Msida Minesweeping Base on the departure of H.M.S. Narvik in 1962.

END OF AN ERA

The departure of Ausonia marks the end of the 5th Submarine Division in Malta, and on this occasion the following signal was received in Ausonia from the Flag Officer, Submarines: "The departure of the Submarine Division from the Mediterranean Sea brings to a close an era studied with honour. Submariners remember with affection their association with Malta, and the Malta Squadron, be it the 2nd, 1st, 10th or 5th, and with pride the duties performed by them in two world wars. They remember, too, the happy and willing help given to them by their depot ships, their shore support and indeed by the people of Malta itself. The departure of the 5th Division is indeed the end of an era, but the submariners of the Home Flotilla look forward with pleasure to many visits to the Mediterranean in the future."

It is certain that many will miss the familiar outline of "The Big 'A'" in Lazaretto Creek, now that she has steamed home to pay off at Portsmouth before going to the breaker's yard.



C.P.O. Wtr. Christian, 6 ft. 6½ in. in his socks, is congratulated by the Second Sea Lord

British Empire Medal for a C.P.O. Writer

IN a pleasing ceremony at the Ministry of Defence, Whitehall, on August 4, Chief Petty Officer Writer Laurence Christian, of Salisbury, was presented with the British Empire Medal by the Second Sea Lord, Admiral Sir Royston Wright, who shook him warmly by the hand and complimented him on his outstanding career.

The citation recalled that for the past two years C.P.O. Wtr. Christian has been the rating member of the Second Sea Lord's Personnel Liaison Team and "In this capacity he has held a unique position of trust. It has been his duty to explain Admiralty policy on conditions of service to the ratings of the Fleet; in a measure he has been the Second Sea Lord's representative on the lower deck. This has made demands upon his tact, loyalty and understanding, greatly in excess of those normally imposed upon a Chief Petty Officer."

"He has also had to discuss Service conditions of the lower deck with very senior officers, including Commanders-in-Chief... again a unique task."

HONESTY AND COURTESY

The citation added that C.P.O. Wtr. Christian had performed his duties with "great honesty and courtesy and unswerving devotion to duty."

C.P.O. Wtr. Christian joined the Royal Navy from Cheshunt Grammar School in 1945. He is to be drafted to Portsmouth shortly.

At the presentation, which took place in the privacy of the Second Sea Lord's Office, was C.P.O. Wtr. Christian's family, and afterwards the Second Sea Lord and other senior officers entertained them to sherry.

H.M.S. MESSINA COMMISSIONS

H.M.S. Messina recommissioned for foreign service on Gibraltar on August 1, the religious ceremony being conducted by the Bishop of Blackburn (the Rt. Rev. C. R. Claxton), the Rev. Owen Roebuck (formerly Principal Chaplain of the Church of Scotland and Free Churches), the Rev. John Lawrie, (Minister of the Church of Scotland in Gibraltar), and Father J. Asher, who conducted the ceremony for Roman Catholics.

H.M.S. Messina is a tank-landing ship which is normally stationed in the Middle East as part of the Royal Navy's Amphibious Warfare Squadron, but has just completed a refit at Gibraltar. After a short period in the Mediterranean Messina will rejoin the Middle East Station later this year.

The ship was built in 1945, but has since been extensively modified for service in the Amphibious Warfare Squadron. The modifications include the fitting of L.C.As. to carry assault troops direct on to a beach, and air-conditioning in all messes.

Fully loaded, the ship displaces 4,980 tons and has a crew of 150, including 30 Royal Marines of the 5th Assault Squadron, Royal Marines, who man the landing craft. She carries three 40-m.m. guns and has a maximum speed of 13 knots.

H.M.S. Messina is commanded by Lieut.-Cdr. J. Parfitt, R.N.

The Minister of Defence for the Royal Navy, Earl Jellicoe, is to visit Portsmouth on September 7 and will go to sea in the submarine H.M.S. Opossum, from Fort Blockhouse.



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Centaur completes 50,000 miles in eight months SHIP'S COMPANY 'ON SAFARI'

H.M.S. CENTAUR (Capt. O. H. M. St. J. Steiner, R.N.) completed 50,000 miles steaming on July 13 since commissioning at Portsmouth on November 15, 1963. Of this total, 48,000 miles have been covered since leaving the United Kingdom on December 21, most of them at high speeds. The ship has spent half this time at sea, and has visited only six different ports! Centaur has already performed with distinction in the commando ship role, and, with her fully worked-up and experienced fixed-wing squadrons, can be truly said to be ready to go anywhere and do anything.

The beginning of June found Centaur starting a self-maintenance period in Mombasa. This is always a popular port, and provides excellent facilities for a wide range of sporting and entertainment activities. The ship's Wessex squadron (815) had been disembarked in Aden to take part in the Radfan operations, a task to which they are no strangers. 892 Sea Vixen squadron, (Lieut.-Cdr. I. F. Blake, R.N.) and 849B Gannet Flight (Lieut.-Cdr. M. Mumford, R.N.) disembarked to Embakasi, the Nairobi airport, and here carried out flying practice and exercises with the Army in Kenya.

It was possible for the ship's company to take five days' station leave and, as a result of generous hospitality from the British Army units and private individuals in and around Nairobi, two parties, each of about 450 ratings and 40 officers, were able to leave the ship. Smaller parties set out to visit the Tsavo Game Park, two determined groups climbed Kilimanjaro, and some individuals visited their relatives in Kenya.

The train journey to Nairobi is



A Royal Air Force helicopter has a look a Centaur as she lies at anchor off Elephant Point, Aden

quite unlike anything in the United Kingdom. The train makes a leisurely start from Mombasa and climbs slowly into the sunset in the best tradition. The passenger awakes more than 5,000 feet above sea level, and

nothing that can compare with the thrill of seeing these animals in the flesh at close quarters. The Nairobi Game Park is on the outskirts of the city, fenced on three sides only so that the animals are free to come and go as they wish. Here may be seen most animals except elephants—which may be seen in large numbers in the Tsavo Park or in Amboseli on the northern side of Kilimanjaro. The animals take little notice of cars, and it is possible to get magnificent shots from a few feet. The animals are still completely wild, as was once discovered to his cost by a man who got out of his car to give an elephant a bun.

In the Rift Valley within a hundred miles of Nairobi are Lake Magadi, a soda lake with a vast population of flamingoes, and Lake Naivasha, where 120 different species of birds have been

sighted in a single day. For those fortunate enough to get there these remain as outstanding memories. Further north it is possible to stand on the Equator beside the inevitable notice board, and get yet another photograph for the book.

Nairobi itself is a pleasant, modern city, with plenty of scope for shopping and the delights of civilisation, but it pales into insignificance beside the natural grandeur of Kenya.

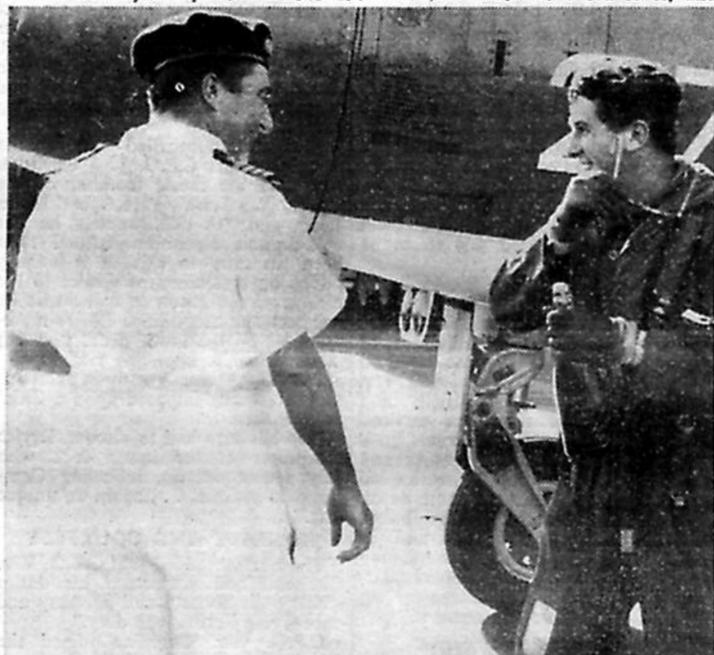
At this time the Emperor of Ethiopia was paying a State visit to Kenya, and Capt. Steiner had the honour of being presented to His Imperial Majesty.

'GOGGLERS' WATCH FISH

Not the least satisfying aspect of Mombasa is the long stretch of sandy beaches to the north and south, and



The Flag Officer, Aircraft Carriers, Rear-Admiral H. R. B. Janvrin, D.S.C., about to leave Centaur by air



Lieut.-Cdr. M. McCook-Weir, R.N., senior pilot of 892 Squadron, is presented with a bottle of champagne by Capt. Steiner to mark his final deck landing. The pilot has flown half a million miles in Sea Vixens and has now completed his engagement in the Service



H.M.S. Hampshire and H.M.S. Centaur being refueled by R.E.A. Tidereach

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the morning chill comes as a very welcome relief after the scorching heat of Aden. Excitement mounts as the train passes groups of giraffes, gazelle, ostrich and other game, and thousands of feet of film are exposed.

The most striking memories of Kenya are the variety of the countryside around Nairobi and the game parks. In a journey of no more than a hundred miles it is possible to pass by fields and hedges looking almost like England, see tea and coffee plantations bearing well-known household names, skirt the rain forest on the slopes of the Aberdare Mountains and plunge into the fantastic Rift Valley. The roads are generally reasonable, although off the metalled main routes a careful look-out is necessary to avoid the holes excavated by water-hogs.

ANIMALS STILL WILD

Through the medium of television, the wild animals of Africa have become familiar. Even so, there is

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ROYAL NAVY OFFICERS KNOW

the opportunities for diving offered by the coral reef. The wardroom now boasts a 40-gallon fish tank managed by Sub-Lieut. K. F. Crumplin, R.N., of 892 Squadron. In this he has amassed a collection of fish from 12 different colourful species, and those previously bereft of television may now be seen in the customary gogglers' seats, happily watching the tank with full colour but no sound.

On the return passage to Aden, a transfer of stores took place between Centaur and Leander, using the latter's Wasp helicopter. This was the first time that a Wasp had cross-operated at night, although with two other Leander-type frigates in the Far East Fleet, Wasps are now no strangers to the flight deck. In the Gulf of Aden flying exercises were carried out in uncomfortable, hot conditions, and after a quick weekend burst of expenditure on transistors, cameras and electrical equipment, the ship's company was glad to head east again. As the ship left, 815 Squadron re-embarked with a new commanding officer (Lieut.-Cdr. G. A. Bagnall, R.N.), minus a Wessex and pursued by a host of congratulatory signals. The squadron's performance in the Radfan operations drew praise from all sides, and it is now getting back into the anti-submarine role—for the time being at least.

VISIT TO MADRAS

Madras is a port not often visited by carriers, and here the carrier made the acquaintance of the Indian Navy Carrier, I.N.S. Vikrant. Various return visits were made and old friendships renewed. Among other things those on board Centaur had a lesson in how volley ball should be played. Because of the shallow depth of water under the keel at the harbour entrance, Centaur lay off, a situation exacerbated by the southerly swell and a fresh wind every afternoon.

The photographers had another field day. Fort St. George is redolent with the history of the British in India, and here may be seen the memorial to Elihu Yale, the founder of the American University, and the houses where Clive and the Duke of Wellington lived. The Hindu temples are outstandingly photogenic with their towering gateways, each bearing hundreds of gaily painted figures, their carved-stone pavilions and lotus ponds. The arts of carving and bronze casting are reflected in the handicrafts for sale, although, alas, none of them very cheap. The spread of tourism and ease of communications have driven up prices all over the East to a level which would horrify those with fond recollections of what they paid in pre-war days.

SEA VIXEN LOST

Before returning to Singapore, H.M.S. Centaur took part in Exercise "Buttercup" with H.M. Ships Hampshire, Dido, Berwick, and Cavendish, H.M. Submarine Anchorite and R.F.A. Tidereach, Fort Duquesne and Fort Sandisky. Sea Vixens and Buccaneers of H.M.S. Victorious operated with R.A.A.F. aircraft from the R.A.A.F. station at Butterworth. The latter

stages of the exercise were marred by the tragic loss of a Sea Vixen, and in spite of a two-day search and rescue operation by all ships and aircraft, with helicopters and launches from Butterworth, no trace of the aircraft or crew was found. During the search a Gannet was ditched, but the crew was picked up by Wessex and were back on board in less than half an hour.

The end of flying on July 13 marked the end of a notable career in modern naval aviation. The senior pilot of 892 Squadron, Lieut.-Cdr. M. McCook-Weir, R.N., made his last deck-landing before leaving the Service. He stayed airborne for an extra 25 minutes to bring his time in Vixens to an impressive total of 1,200 hours. He was rewarded by a special turn into wind for his landing, and the presentation of a bottle of champagne by the captain.

Throughout this period sporting activities continued with their customary vigour. Various teams travelled up to Nairobi, and in every port visited the local Service and civilian sides were challenged. The cricket XI won both games against local sides in Kenya. The hockey team, led by Lieut.-Cdr. Le Mesurier and R.E.A. Preston, lost two of its three games in Nairobi, as did the Rugby XV led by Surg.-Lieut. Davies. This allowed the local Press full range in composing headlines such as "Navy Sunk Without Trace," although the rigger players maintain that in the after-game sports their opponents were indeed all sunk without trace!

SHOTS NOT DISGRACED

The sailing team, led by Lieut. Holland, of 892 Squadron, won a three-cornered match against the Nairobi Aqua Club and the Nairobi Services Sailing Club. They found later that the waters of the Nairobi Dam had been declared infested with the bilharzia snail; fortunately none of the team has shown any signs of developing this unpleasant disease. In a .22 and .38 pistol match the ship's team was beaten but not disgraced by the Kenya Pistol Club. In the .22 pistol rapid-fire silhouette at 25 metres, the Kenyans won 978 to 906, and in the .38 match 98 to 95. The Kenyan team included two of the shots and the reserve who will represent Kenya at the Olympic Games, but the effect of the consumption of 60 bottles of Pilsner during the competition can only be guessed.

The 1st XI soccer team started to come back into its own in Aden, where it beat R.A.F. Khormaksar, in a replay after an earlier draw. The captain of the soccer team is A.B. Gray, who, at right back, holds the defence together. E.M. Kemp is a stalwart right half who seldom has an off game. All their three games in Madras were won, but the team seems to have slipped since the return to Singapore. The basketball and water-polo teams have enjoyed reasonable success.

SPORTS TROPHIES WON

The return to Singapore was the opportunity for a series of contests

against H.M.S. Victorious for various aircraft carrier squadron trophies. The weather was singularly unhelpful, and heavy and prolonged showers almost every day caused a number of games to be cancelled. Centaur won four of the six trophies competed for, and a number of other trophies went to the ship. Notable performances came from N.A. Killeen (892), Sub-Lieut. Kingston (815) and L.S. Witham, on the athletics field and from Shipt. Braun and R.E.A. Crowther (815) in the swimming pool.

ADMIRALS GALORE

THE Controller of the Navy, Vice-Admiral Sir Michael Le Fanu believes in getting his staff to sea. On July 20 he and his staff visited H.M.S. Dolphin to gain experience of submarines. Just after midday, the team embarked in H.M.S. Brave Borderer and after an exhilarating "ferry ride," transferred to H.M.S. Rorqual and H.M.S. Grampus in St. Helen's Roads.

H.M.S. Rorqual's amendment to the next of kin signal read as follows: "Para B add: Vice Admiral Sir Michael Le Fanu, K.C.B., D.S.C., B. R. Lythall, Esq., M.A. (The Chief Scientist, R.N.), Rear Admiral C. P. Mills, C.B., C.B.E., D.S.C., J. C. Thompson, Esq., C.B.E., W. R. Darracott, Esq., D.S.C., Captain J. D. Treacher, R.N. (Naval Assistant to Controller), Rear Admiral H. R. Law, C.B., O.B.E., D.S.C. (FOS/M), Captain J. S. Stevens, D.S.O., D.S.C. (Captain S/M 1)."

The Flag Officer, Submarines, was no doubt anxious that the Controller should have a good "all round look," but he was not nearly as anxious as Rorqual's First Lieutenant, who surveyed the additional "brass" with concern on this, his first dive in Rorqual as No. 1, and being responsible for the trim!

'GET WITH IT'

The submariners proceeded to the diving area and during the passage the visitors were shown through the boat. The Controller lost no time in exchanging views with the crew on subjects ranging from Polaris to the Rolling Stones, (or to quote the Controller: "My dear boy, get with it, — the Stones!")

On reaching the area, Rorqual dived and in the hour submerged, demonstrated many drills and evolutions. The Controller and his team participated in handling the submarine dived and followed every evolution with interest. The Flag Officer, Submarines and Captain (S/M 1) took a more professional note of the proceedings.

After getting in a dummy attack (on an unsuspecting merchant ship) and a quick snorting run in the last 15 minutes, Rorqual surfaced using an emergency system as part of the exercise to rendezvous as arranged. By the time H.M.S. Brave Borderer was sighted for the ferry trip back, Admiral Le Fanu had visited each messdeck and in all probability had had a few words with each member of the Ship's Company.

The transfer was completed to the shrilling of pipes and Brave Borderer made a fine sight as she raced back to Portsmouth. Rorqual altered course to the west to rendezvous with frigates from Portland. Life was back to normal!

NOT SO FAST!

SIR.—I was amazed when reading your August issue to find that Victorious had secured to a buoy (two bridles) in three and a half minutes.

Having jumped buoys for two carriers, it takes about that time to secure the picking-up rope and haul in, let alone start on bridles. However, I think, perhaps, you had a misprint—13½ minutes could seem nearer the mark.—Yours, etc., R. CLARKSON, H.M.S. Centaur.

(By Editor.—The writer is quite correct. The time should have read 13½ minutes.)

25 SHIPS AT BRIDGE OPENING

WHEN the Queen opens the Forth Road Bridge on September 4, 25 naval ships will be present, including H.M.S. Lion, flying the flag of the Flag Officer Flotillas (Home). Ratings from H.M.S. Lochinvar will line the southern approaches to the bridge and the approaches to the northern and southern ferry piers will be lined by ratings of H.M.S. Cochrane.



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BRICKWOODS of PORTSMOUTH



Part of the recently extended and re-decorated club of the Eastbourne Branch. In the showcase on the right is the Battle Ensign of the wartime Eastbourne. That ship's bell, and the galleon presented by the Woolwich Disabled People's Club can also be seen. (Photo: H. C. Deal, Eastbourne)

A FIGUREHEAD NEEDED FOR EASTBOURNE'S FORECOURT

Book of Remembrance dedicated

A SERVICE was held at the Club Headquarters of the Eastbourne branch of the Royal Naval Association on August 9 to dedicate a Book of Remembrance. The book, containing the names of 127 shipmates who have passed on, was placed in an illuminated showcase in the entrance to the club, and a page will be turned daily.

Over 200 members, wives and friends attended the ceremony which was carried out with all the sincerity and dignity which the occasion demanded. Sea Cadets of T.S. Marlborough, Eastbourne, formed the Guard of Honour, which was inspected by Capt. I. A. P. MacIntyre, C.B., C.B.E., D.S.O., R.N., No. 3 Area President, and the Mayor of Eastbourne. Buglers from the Depots, Royal Marines, at Deal and Portsmouth sounded the General Salute. Last Post and Reveille, and music was provided by members of the Eastbourne Silver Band. The service was conducted by the Rev. G. S. Nason, M.A., R.N.V.R., the Hon. Chaplain.

The Eastbourne branch was formed in 1937 and nine members attended the first meeting. Today the membership is

253. Shipmate Harrison was elected Secretary at the first meeting and still retains that office—27 years of dedicated service.

In 1947 premises were found and the first club was opened. It soon became apparent that larger premises were needed and in 1951 the present club was opened. Over the years many improvements have been made and the latest extensions and decorations, which include a 22 ft.-long bar and seating for 180 people, have cost £3,000.

Being a seaside town Eastbourne entertains many visiting branches and by the end of October this year, 25 branches will have made their annual trip. This long season means that Eastbourne's opportunities to visit other branches are limited, but its

members intend to visit West Ham, Hanworth and Camberwell clubs shortly, the latter having just opened a new club.

'BEADY EYES' ON STOCKTON

At the end of October 50 members will be visiting Plymouth branch for the week-end having, in the past two years, had week-ends in Coventry and Stockton-on-Tees. The shipmates read in a recent issue of "Navy News" of the achievements of the Sunderland branch, and "beady eyes" are cast in that direction for the week-end visit next year.

In a showcase in the club is the Battle Ensign of the old H.M.S. Eastbourne, presented in 1944 by the then Commanding Officer, Lieut.-Cdr. Wallace, R.N.Z.N.V.R., and an extract from his letter reads: "Ensign flown at masthead during D-Day operations, when the ship was in the van of the invading force and must have been one of the first of many hundreds sighted by the Germans." When the ship was paid off and it was known that she was to be broken up, enough money was allocated from canteen funds to purchase the ship's bell to be sent to the Eastbourne branch of the Association.

A galleon beneath the showcase was presented by the Woolwich Disabled People's Club, adopted by the Eastbourne club, who entertain some 100 to a day by the sea every year. The Eastbourne branch is now endeavouring to raise enough money to present them with an ambulance-coach, and would take this opportunity of thanking the many visiting branches for their generous contributions.

It would seem that Eastbourne now has everything—but the branch Chairman says "Not quite. We are looking for a reasonably priced figurehead to grace the forecourt of our club and, of course, even larger premises."

Branch Standards for Navy Days?

SHIPMATES of the Horley Branch of the Royal Naval Association "went home" to Portsmouth on August 2, for Navy Days, and the contingent was 76 strong. It was an enjoyable day and the organisers have already been asked to repeat the venture next year.

The 1964 Navy Days seemed particularly friendly—every officer and man on duty being most helpful and interested and the general organisation, including the facility to park in the naval barracks, enabling visitors to remain in the dockyard to the end to witness the dignified "Sunset" ceremony, was first class. The cheery wave of farewell from the Officer of the Watch typified the kindness of everyone concerned.

The "Scribe" from Horley suggests that the Association would receive a good boost if branches were allowed to mass, with Standards, for the "Sunset" ceremony on the Sunday evening of Navy Days. He feels that it would show the general public how many ex-matelots are really still interested in the Service and also would show the Association's strength to serving members of the Royal Navy who, maybe, have doubts about the sincerity of the shipmates.

'Association is healthy and growing' - President

NEARLY £4,000 IN YEAR TO WELFARE

DELEGATES to the Annual Conference of the Royal Naval Association which was held on July 25 in London will, by now, have reported back to their branches, and the general opinion appears to be that it was a very good conference and no one got as heated as the weather.

The traditional one minute silence was observed for those shipmates who had passed on, and the thoughts of many turned to Shipmate Young, a respected vice-president, who had served the Association so well.

The President, Admiral Sir Frederick Parham, then asked the Mayor of the City of Westminster, Councillor F. D. Brian Fitzgerald-Moore, to address the 108 delegates. In an interesting address the Mayor spoke of the many connections the City had with the Royal Navy. He had obviously taken a great deal of trouble in preparing his address, for which he was warmly applauded.

FUTURE REUNIONS

In reply Admiral Parham thanked the Mayor and congratulated Shipmate Charles Wheeler upon receiving the M.B.E. and also being made a Vice-President of the Association. He also spoke about the cancelled Reunion, hoping that the Royal Festival Hall would be available in the future and that future Reunions would be as successful as those in the past.

The President stated that the Association was still healthy and growing and referred to the affiliation of the Royal Marines Association and the Commandos.

Sir John Lang, Chairman of the Standing Orders Committee, outlined some of the motions and their importance. The following were elected

to the Standing Orders Committee—Shipmate May (Chatham), Shipmate Newman (Portsmouth), Shipmate Allum (Herts) and Shipmate Cross (Preston).

The Secretary to the Council, Lieut.-Cdr. L. Maskell, R.N.R., in his report, spoke on the present use of the Headquarters and of the recent affiliations. After speaking on other matters of general interest and answering various questions, his report was adopted.

NATIONAL COUNCIL MEMBERS

The National Council election resulted in Shipmate Surg. Cdr. Bennett being elected for the Irish Area and Shipmate Legg (who has served continuously for 17 years) being elected for No. 3 Area. The member for No. 1 Area is to be elected at the next meeting.

Shipmate Steward, the Treasurer, presented a very able report which, after much debating, was accepted and adopted.

Shipmate Wheeler, for so many years the Pensions member, thanked all those who had helped him. He stated that 140 branches had spent £3,724 4s. 10d. on welfare and he felt that the Association should be proud of the good work that it does.

After lunch the Motions on the Agenda were discussed and, as always, there was much lively debating on each motion before the vote was taken.

GENEROUS COMRADESHIP IN THE ASSOCIATION

SIR, May I, through the medium of "Navy News," say how very impressed I am at the spirit of benevolence and comradeship I have discovered recently in my visits to several Royal Naval Association clubs during my travels in the South?

Commencing with Gosport, Eastbourne, West Ham and, lastly, Hanworth, I came across several appeals for funds to aid shipmates who had fallen on hard times, and the way all concerned responded to these appeals lived up to the Association's motto, "Unity and Comradeship," in a way that heartened me, especially as lately I had begun to think that the Royal Naval Association was a dying concern.

To illustrate my point, let me tell you what actually happened at Hanworth during my visit. It was just an ordinary Saturday night at this club, and I had dropped in with Shipmate Nichols, of Wembley, on a purely casual visit.

During the period of entertainment the Secretary announced that the proceeds of a raffle would go to the widow of one of their shipmates who had been killed in a road accident several weeks previously.

ANONYMOUS GIFT

Shipmate Nichols won one of the prizes and he immediately put it up for sale for this good cause, and eventually it was sold to one old shipmate for £3 1s. When the amount of the raffle and the sale of this prize were announced as nearly £40, an anonymous gift of £10 was made if the amount collected reached £40. This amount was soon realised and the final figure collected was £61, a very generous gesture, especially as the number of shipmates present wasn't great.

Before bidding me good-night, the Secretary asked if I thought anything could be done for the widow (who had been left with four children under 12 years of age) through the Royal Naval Benevolent Trust, and I promised him I would call round the next day to seek the advice and guidance of Shipmate "Charlie" Wheeler, M.B.E., who, as most ex-sailors know, is the Welfare and Pensions Officer for the Association.

On the Sunday morning I called on Shipmate Wheeler and as soon as I had asked him for his help, he dropped what he was doing, got out his typewriter and opened up correspondence with all concerned.

I hope that all this good will and generosity will result in some benefit for a deserving case.

So, thank you, Hanworth, for a wonderful evening, and keep up the good work, all branches.—Yours, etc., S. H. GLAZEBROOK, Stanmore and Elstree R.N.A., and S.O.C.A., London.

RAMSGATE WINS CHALLENGE CUP

THE annual "Bat and trap" tournament between Canterbury, Folkestone, Gillingham and Ramsgate branches of the Royal Naval Association was held this year at Canterbury on July 18.

Canterbury has held the challenge cup for the past three years, but the tables were turned on them this year and the cup was triumphantly taken back to Ramsgate.

The hosts laid on a social evening for the visitors after the tournament and everyone agreed that it was a most successful occasion.

There was a special mystery tour for the Ramsgate shipmates on July 26. Ports of call were Ickham and Fingleham where the hosts gave the visitors a warm welcome, the evening finishing with the traditional sing-song.

U.S. HOCKEY TRIALS

NEW faces are always welcome in the United Services' Hockey Club, and those interested in playing regular hockey should contact Instr.-Lieut. J. E. Coley, R.N., Signal Training Wing, Royal Marines Barracks, Eastney. (Tel. Ports. 22351, Ext'n 6368.)

Trials, open to all ranks and ratings from ships and establishments of the three Services in the Portsmouth area, will take place at 5 p.m. on September 8, 10 and 14 at the United Services' ground, Burnaby Road, Portsmouth.

The annual general meeting of the club will be held in the cricket pavilion of the U.S. ground on September 14, at 6 p.m., after the final trials.

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TWO HAT TRICKS IN AN INNINGS

A FEAT which appears to be worthy of inclusion in Wisden occurred during the cricket match between the Royal Navy, Haslemere, and Park House School, at Peper Harow, Nr. Godalming, when two hat tricks, one a hat trick "plus," were accomplished in one innings.

With a depleted side, one recognised bowler and a guest player, the R.N. Haslemere side took to the field, opening the bowling with Marsden and Franks, the latter bowling for the first time of the season.

With only 10 runs on the board the Park House opening bat, Rann, was bowled by Franks, and after eight overs the score had not moved. Marsden beat the bat, more often than not the ball coming high off the wicket and past the batsman's shoulder.

Franks bowled remarkably well and took another two wickets with the last two balls of his next over, the score now being 13. Three more runs were added before Franks came on for the first ball of the over, trying for a hat trick. Not only did he accomplish this remarkable feat, but he took yet another wicket with the second ball of that over, making four balls—four wickets.

Meanwhile, Marsden had removed Ezekiel's wicket and the total read 17 for 5.

The School scored slowly before the next wicket fell to Franks and when Milton was eventually bowled by Marsden for 14, Park House were in a desperate situation. This was the last ball of the over, and with the first two balls of the next over Marsden removed the last couple of batsmen, thus completing his hat trick—two in one innings for the Haslemere bowlers. Park House had scored 38.

The home side endeavoured well, taking the wickets of both Johnson and Coyne for 18, and Franks went with the score at 20. Guest player Dapson joined Horrell at the wicket and together they took the total past the School's. Before the innings was declared Horrell hit a magnificent 54, not out, giving no chances during his knock. Dapson hit 21 before he fell and Hughes scored 4, not out.

GOOD FIELDING

One of the most pleasing points to note about the game was the excellent standard of fielding by R.N. Haslemere, a team which boasted only four First Eleven players.

Result.—Park House School, 38 (Milton, L. 14). R.N. Haslemere, 101 for 4 dec. (Horrell, M. 54 n.o., Dapson, M. 21). Bowling.—C.P.O. Wtr J. Franks 6 for 23 (including four wickets with four balls). Wtr A. Marsden 4 for 14 (including hat trick).

Cheam visits Eastbourne

SHIPMATES of the Cheam and Sworester Park Branch of the Royal Naval Association, 40 of them with their wives, spent a delightful day recently as the guests of the Eastbourne Branch, Shipmate L. Goodwin organising the trip.

The Eastbourne shipmates gave everyone a wonderful time and Cheam would like to thank Eastbourne for its splendid hospitality.

Members attended the Hanworth and Ramsgate dedications and shipmates are all looking forward to a future visit to Dalston, the headquarters of "The Tin Hat Brigade."

The branch received a great shock on August 3, for on that day its esteemed treasurer, Shipmate Arthur Cort, died suddenly. He was a stalwart member and worked very hard for the welfare of the branch. His death will leave a large gap which will be hard to fill. His steady influence over many years will always be remembered.

As a result of Shipmate Cort's death there have been alterations in branch officers. The Chairman is Shipmate F. W. Matthews, Secretary, Shipmate L. Helps and Treasurer Shipmate R. Merser.

The branch's oldest shipmate, "Jack" Young, celebrated his 83rd birthday on August 3. Although he is in hospital shipmates saw to it that he was not forgotten, and all hope he will continue towards his century.

Bristol Shipmates visit Plymouth

THE Plymouth branch of the Royal Naval Association was pleased to welcome shipmates of the Bristol branch—two coach loads of shipmates and ladies—during Navy Days, and there was no doubt about the success of the visit. Hosts and visitors alike voted it one of the best ever.

A new member of the Plymouth branch is Shipmate Francis Cocks, the chairman of the local branch of the Submarine Old Comrades' Association. The two Associations have worked very closely in the past, and both branches are sure that this co-operation will be even closer in the future.

The branch Chairman and Secretary, Shipmates L. Gray and W. Powell, attended the reception given by the Lord Mayor of Portsmouth on the occasion of the Golden Jubilee of the Old Contemptibles Association on August 22, and on Sunday, August 23, shipmates joined the Old Contemptibles at their church parade at St. Andrews, the mother church of Plymouth.

There was an "Irish Night" at the branch club on August 15, the occasion being a most enjoyable and hilarious one.

Shipmates are mourning the passing of Shipmate W. J. Hurley. He was at the club with his wife on August 9, but died suddenly on August 10.

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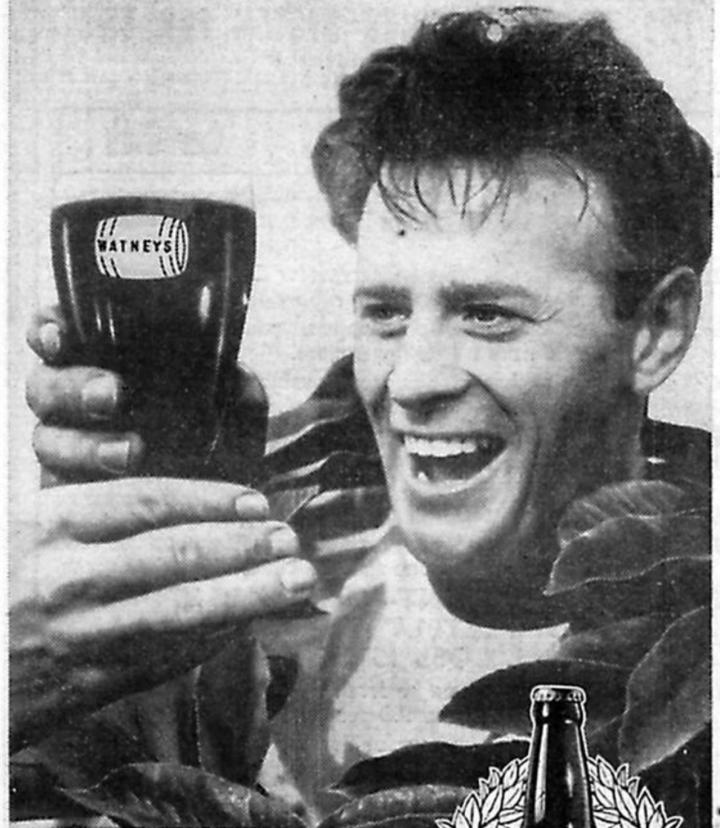
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