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No. 135 SEPTEMBER, 1965 Published first Thursday of the month Price Sixpence

The Queen, the Lord High Admiral sent two signals

CLYDE REVIEW

WHEN the Queen reviewed 73 ships in the Clyde on August 10 and 11 two unusual signals were made—one at the beginning of the Review and one as the Queen, in the Royal Yacht Britannia, left the area.

When the Admiralty was merged into the Ministry of Defence the title of Lord High Admiral was assumed by Her Majesty and, in such capacity, the first unusual signal was made—'Lord High Admiral to Commander-in-Chief, Home Fleet. I would be grateful if you would continue to conduct and administer the Fleet.'

The second unusual signal was unusual only in its address, for the content was expected—and hoped for. It was the usual 'Splice the mainbrace' but, once again it was from The Lord High Admiral.

H.M. Yacht Britannia, with the Queen, Prince Philip, the Prince of Wales, Princess Anne and Prince Andrew on board, sailed from Holyhead on August 9, arriving for the two-day visit to the Fleet at nine o'clock on August 10. As the Yacht approached her anchorage at the head of the flagship line, the 15 larger ships fired a 21-gun salute. Every naval ship was dressed overall.

'PIRATES' PARADE FOR QUEEN
 The Royal party's first visit was to the guided missile destroyer H.M.S. Kent (Capt. R. A. Begg, R.N.). The next ship to be boarded was H.M.S. Dido (Capt. T. W. Stocker, R.N.). Here a children's concert party formed by ratings dressed as pirates paraded for the Queen. At her request the display was repeated later for Prince Charles and Princess Anne.

At noon the Queen gave a reception for Junior Officers of the Fleet and this was followed by a luncheon party for officers of the Fleet of the rank of captain and below.

In the afternoon after visiting H.M.S. Maidstone and the nuclear submarine H.M.S. Dreadnought, the Queen, Prince Philip, Prince Charles and Princess Anne attended a tea party on board H.M.S. Centaur (Capt. O. H. M. St. J. Steiner, R.N.), given by the Chief Petty Officers of the Fleet.

That evening the Queen and Prince Philip dined on board H.M.S. Lion (Capt. E. F. Hamilton-Meikle, R.N.), with Flag and Commanding Officers.

'LITTLE SHIPS' REVIEWED
 On Wednesday morning the Queen and Prince Philip, together with the Minister of Defence for the Navy, Mr. Healey, in the Royal Barge reviewed the 'little ships'—the minesweepers, survey vessels, boom defence ships and motor patrol boats. The Prince of Wales was in one of the two escorting craft with Admiral of the Fleet Earl Mountbatten, and Princess Anne was in the other.

After reviewing the 'little ships' the Royal party re-embarked in Britannia which sailed along the lines of the larger ships—flagships, destroyers, frigates, submarines and ships of the Royal Fleet Auxiliary. The Queen and Prince Philip and Prince Andrew



stood at the front of the Royal Yacht's lower bridge and as the Yacht steamed past the ships and the ships' companies cheered, Prince Andrew was encouraged to wave to the cheering sailors.

In another group on the bridge were the Prince of Wales, Princess Anne and Earl Mountbatten.

No decision yet on new carrier

THE Minister of Defence, Mr. Denis Healey, informed members of the Press on August 4 that when the Defence Review is completed by the end of the year, the Government will know 'whether we want to order a new carrier.'

Mr. Healey said that the aim of the Review was to keep defence spending to no more than £2,000m. a year on present values for the next five years and, by 1969-70, this would mean a saving of £400m. on last year's estimates. Government measures had saved some £220m., but the big problem was how to save the remainder of the £400m.

He went on to say that 'the only way to close the gap finally and with certainty is to look at the range of our commitments.' He could not, however, state which commitments the Government had in mind, although he did mention sharing of commitments with our Allies.

There was one happy note. Referring to the review of the Forces' pay which is due next April, Mr. Healey said that this would not be affected by the defence cuts.

ARIEL TO VANISH

FROM October 5 the name Ariel will disappear from the Navy List—at least for the time being—and the Air Electrical School at Lee on Solent and the headquarters of the Naval Air Command at Wykeham Hall will both be known as H.M.S. Daedalus.

The Royal Naval Air Station, Lee on Solent, was known as H.M.S. Daedalus from 1939 until the Air Electrical School was transferred from Worthy Down to Lee in 1959. From November 1, 1959, Daedalus referred only to the headquarters of the Flag Officer at Wykeham Hall.

The two names have led to a certain amount of confusion and, for 'nostalgic' reasons it has been decided to 'resurrect' the name of Daedalus for the whole naval establishment.

It is hard to imagine a more appropriate name for an air electrical school than Ariel, but in view of the association of the name Daedalus with the R.N. Air Service and of the thousands of men to whom the name was 'The Home of the Fleet Air Arm' for so long, and from which air station the Swordfish flew on its many missions during the Second World War, the choice, it is felt, is more than justified.

How is Daedalus pronounced? Apart from the irreverent 'Dead Loss' there are several pronunciations. A memorandum issued by one Commodore about 1947 said it should be pronounced 'Deedalus.' Some say 'Daydulus' while some purists refer to the place as 'Day-ee-dar-lus.' What's in a name? Most people will call the establishment simply 'Lee.'

H.M.S. Defender left Portsmouth on August 24 for the Mediterranean.

The Queen on board H.M.S. Dido during the Review in the Clyde. Various activities of the ship were displayed in tableaux form. Ratings, dressed as pirates for a children's concert party were also paraded. In the background is the frigate H.M.S. Naiad. (By courtesy of the Daily Telegraph)

SAILS INTO RETIREMENT

WITH traditional simplicity the flag of the Commander-in-Chief, H.M. Ships and Vessels, Portsmouth, was transferred on August 24 from Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. and Bar to Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C.

Admiral Woods transferred his NATO 'hat' at Fort Southwick, headquarters of the NATO Channel Command at 0930. After inspecting a guard of honour provided by the Royal Naval Barracks, the new Commander-in-Chief was introduced to the Senior Staff Officers.

The transfer of the Portsmouth Command took place in H.M.S. Victory where the three flag officers and the four commodores serving in the Command were assembled. Admiral Begg was received by Admiral Woods, and he inspected the guard and band. The outgoing, Commander-in-Chief introduced the Flag Officers and Commodores to Admiral Begg, and in the Great Cabin of the old Victory the actual transfer of the Command was made.

Admiral Woods then said goodbye to the flag officers and commodores and, after inspecting the guard he left for Admiralty House to change into a yachting rig. The flag officers and commodores called on the new Commander-in-Chief in the Great Cabin.

Shortly after noon Admiral Woods, accompanied by Lady Woods, embarked in their five-ton private yacht Pinafore and sailed out of harbour. An escort of 12 motor boats escorted the yacht out of the harbour mouth.

As Admiral Woods sailed past the Sallyport, Portsmouth's Lord Mayor, Alderman Frank Lines, stood with other dignitaries on Victoria Pier and, a lone piper played a 'last lament' in farewell.

Admiral Woods is retiring from the Service after 47 years and plans to live in the New Forest.



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BRITAIN'S OUTSTANDING CIGARETTES

Navy News

EDITOR

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

EDITORIAL

"TOO many commitments." "There's nothing wrong with the Navy except that it is too small." These are two comments made recently by responsible authorities and echoed throughout the Navy.

Royal Navy ships are spending long periods at sea and doing a splendid job wherever they may be, but with too few ships and so many commitments, men are spending a disproportionate amount of time away from home.

'Tis true that men join the Navy to go to sea, but with increasing years come increasing home ties, and the frequent and long periods at sea are not conducive to the re-engagement rate, a problem which is exercising the Admiralty Board.

There are two solutions. One is to reduce the commitments and the other is to build more ships. The Government, in a Defence Review now being conducted, is looking at the commitments, but to reduce them much more seems, to the man in the street (and in the Navy), to be abrogating a position which the Royal Navy has held for centuries.

INSURANCE AGAINST AGGRESSION

How about more ships? Money, or rather the lack of it is the reason why the Royal Navy is so short of ships, but no wise man leaves his house uninsured. He finds the money by going without something. The cost of defence is the insurance premium which must continue to be paid until such time as some nations of the world come to realise that aggression cannot pay. Well over 4,000 merchant ships flying the British flag, and aggregating over 20 million tons are on the oceans of the world, plying our life lines, and they must be protected, or Britain and her Allies starve.

The Royal Navy must have the ships to do the job. But what kinds of ships? Aircraft carriers? Commando ships? In the opinion of those best qualified to know—those with every facet of defence at their command—carriers and/or commando ships will be required well into the 1970s. It is over three years since the Government stated that a large carrier was to be designed, but last month the Minister of Defence would not commit the present Government to its building. And it would take up to six years or so to build and work up. What will be the Royal Navy's strength in carriers and/or commando ships by that time?

COASTAL FORCES?

There appears to be a necessity for fast patrol boats. Surely they would have been invaluable in the Far East in the past months. And in this connection it would appear desirable to resurrect a Coastal Forces Command. The small ships did a remarkably fine job in two World Wars, built up a tradition (and traditions should never be lightly cast aside) and trained many officers and men in seamanship and command, and gave them an experience which was invaluable.

From every point of view it appears essential that the Royal Navy should have more ships, and the sooner the better.

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DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

H.M.S. Kent (G.M. Destroyer), September 9, at Chatham, General Service Commission. (Phased) Home/East of Suez/Home/East of Suez, U.K. Base Port, Chatham.
H.M.S. Vidal (Survey Ship), September 9, at Chatham, General Service Commission, West Indies and North Atlantic, U.K. Base Port, Chatham.
H.M.S. Bouslogon (M./H. Conversion), September 9, at Chatham, Local Foreign Service (Far East), 8th M.S. Squadron (vice Kidarron), (E).
H.M.S. Zulu (G.P. Frigate), September 16, at Rosyth, General Service Commission (Phased) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Rosyth, (C).
H.M.S. Cleopatra (A./S. Frigate), September 27, at Devonport for trials, Commission January 4 for Home Sea Service, Foreign Service (from date of sailing), East of Suez, 24th Escort Squadron.

H.M.S. Woodlark (Survey Ship Conversion), September 30, at Chatham, Home Sea Service, U.K. Base Port, Devonport.
H.M.S. Bulwark (Commando Ship), September 30, at Devonport, Foreign Service (Far East) from date of sailing.
H.M.S. Corama (A./D. Conversion), September, at Rosyth, L.R.P. Completion.
H.M.S. Burnaston, September 30, at Bahrain, Foreign Service (Middle East), 9th M.S. Squadron (E).
H.M.S. Chawton (C.M.S.), October 1, at Singapore, 9th M.S. Squadron, vice Chicompton, Foreign Service (Middle East), (E).

H.M.S. Kemerton (C.S.M.) October 15, at Bahrain, Foreign Service (Middle East), 9th M.S. Squadron, (E).
H.M.S. Ashanti (G.P. Frigate), October 21, at Devonport, General Service Commission. (Phased) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport, (B).
H.M.S. Paragon (L.C.T.), October 22, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron, (F).
H.M.S. Arcturion (A./S. Frigate), October (Tentative date) at Crows, Home Sea Service, Foreign Service from date of sailing (East of Suez), Divisional Leader 2nd Escort Squadron, (A).
H.M.S. Herate (Survey Ship) November 4, at Glasgow, General Service Commission Home/North Atlantic, U.K. Base Port, Devonport.

H.M.S. Frontier (Assault Ship), November 9 (Tentative date) at Belfast, Foreign Service (East of Suez), from date of sailing.
H.M.S. London (G.M. Destroyer), November 11, at Portsmouth, General Service Commission, (Phased) Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.
H.M.S. Caspary (Destroyer), November 11, at Rosyth for trials, To reserve on completion (under consideration).
H.M.S. Arcton Flight, November 15 at R.N. Air Station, Culdroe, Foreign Service (East of Suez) Wasp.

H.M.S. Llandaff (A./D. Frigate), November 18 at Devonport for trials, Commission January 13, for Home Sea Service, 26th Escort Squadron, Foreign Service (East of Suez) from date of sailing, (A).
H.M.S. Sirois (A./S. Frigate), November 25, at Portsmouth for trials, Commission April, 1966, for Home Sea Service, followed by Foreign Service (East of Suez) from date of sailing, 26th Escort Squadron, (A).
H.M.S. Leopard (A./A. Frigate), December 2 at Portsmouth for trials, General Service Commission, Home/East of Suez/Home/East of Suez, February 8, 30th Escort Squadron, U.K. Base Port, Portsmouth.
H.M.S. Nairon (M./H. Conversion), December 6, at Portsmouth, Home Sea Service, M.C.M. Home, U.K. Base Port, Rosyth.
H.M.S. Malvern (A./S. Frigate), December 22 at Rosyth for trials, Home Sea Service, Commission March 3, Fighting Protection Squadron U.K. Base Port, Rosyth.

H.M.S. Phoebe (A./S. Frigate), January 6, at Glasgow, General Service Commission, Home/East of Suez/Home/East of Suez, Capt. (D), 30th Escort Squadron, U.K. Base Port, Chatham.
H.M.S. Fulmouth (A./S. Frigate), January 13, at Devonport, General Service Commission, (Phased) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Chatham.
H.M.S. Brighton (A./S. Frigate), January 13, at Chatham, General Service Commission, (Phased) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Chatham.

H.M.S. Abner (Destroyer), January 13, at Chatham, General Service Commission, (Phased) Home/East of Suez/Home/East of Suez, 30th Escort Squadron, U.K. Base Port, Portsmouth.
H.M.S. Cassandra (Destroyer), January (Tentative date), at Gibraltar, Local Foreign Service, L.R.P. Completion.

H.M.S. Hydra (Survey Ship), January (Tentative date), at Glasgow, General Service Commission (Home/N. Atlantic), U.K. Base Port, Chatham.
H.M.S. Zest (A./S. Frigate), January 13, at Devonport, General Service Commission, (Phased) Home / W. Indies / Home / W. Indies, 8th Frigate Squadron, from 24th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Cleopatra Flight, January, at Portland, Foreign Service, Wasp.
H.M.S. Cavalier (Destroyer), January 14, at Gibraltar for trials, To reserve on completion (under consideration).

H.M.S. Phoebe Flight, January, at Portland, General Service Commission, Wasp.
H.M.S. Krea Flight, February 10, at Portland, General Service Commission, Wexex.
H.M.S. Fire (G.M. Destroyer), February 11 (Tentative date), at Glasgow, General Service Commission Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Penelope (A./S. Frigate), March, at Devonport, Long title programme.
H.M.S. London Flight, March 3, at Portland, General Service Commission, Wexex.



H.M.S. Relentless, a fast anti-submarine frigate (ex-destroyer) which commissions for a General Service Commission on the Home and West Indies Station on March 17

H.M.S. Maxton (M./H. Conversion), February 23, at Devonport, Local Foreign Service (Far East), 8th M.S. Squadron, (E).
H.M.S. Relentless (A./S. Frigate), March 17, at Devonport, General Service Commission, (Phased) Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, transferred from 29th Escort Squadron, U.K. Base Port, Devonport.
H.M.S. Kestrel (C.M.S.), March, at Aden, Towing crew to U.K.

H.M.S. Tarlton (C.M.S.), March, at Aden, Towing crew to U.K.
H.M.S. Striker (L.S.T.), March, at Aden, Amphibious Warfare Squadron (under consideration), Foreign Service (Middle East).
H.M.S. Lincoln (A./D. Frigate), April, at Portsmouth L.R.P. completion.
H.M.S. Jaguar (A./A. Frigate), April, at Chatham, L.R.P. completion.

H.M.S. Yarston (C.M.S.), April, at Chatham (Tentative date), Foreign Service (Middle East), 9th Minesweeper Squadron.

H.M.S. Minerva (A./S. Frigate), end April, at Newcastle for Home Sea Service, Foreign Service (East of Suez) from date of sailing 26th Escort Squadron.

H.M.S. Rothery (A./S. Frigate), May, at Portsmouth, L.R.P. completion.
H.M.S. Yarmouth (A./S. Frigate), May, at Chatham, L.R.P. completion.

H.M.S. Exmouth (A./S. Frigate), May, at Rosyth, L.R.P. completion.
H.M.S. Intrypid (Assault Ship), May 24 (Tentative date) at Clydebank, Home Sea Service, Foreign Service (East of Suez) from date of sailing.

H.M.S. Undanood (A./S. Frigate), end of May, at Chatham, Home Sea Service, Capt. (F.), Second Frigate Squadron, U.K. Base Port, Chatham.

H.M.S. Kirkilton (M./H. Conversion), May (Tentative date), at Chatham, Foreign Service (Middle East), 9th Minesweeper Squadron, (Senior Officer when on station), (E).
H.M.S. Nablis (G.P. Frigate) May 12, at Portsmouth, General Service Commission (Phased) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B).

H.M.S. Protector (Ice Patrol Ship), June, at Portsmouth, General Service Commission, South Atlantic and South America, U.K. Base Port, Portsmouth.
H.M.S. Sirois Flight, at Portland, Foreign Service, Wasp.

H.M.S. Darling (Destroyer), June, at Devonport for trials, General Service Commission, August, 29th Escort Squadron, U.K. Base Port, Devonport.
H.M.S. Barrosa (A./D. Conversion), July, at Singapore, Foreign Service (East of Suez), (Phased), until July 1967, 24th Escort Squadron Home Sea Service, 20th Frigate Squadron, July 1967, (A).

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H.M.S. Eskimo (G.P. Frigate), July (Tentative date), at Chatham, General Service Commission, (Phased), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Chatham (B).
H.M.S. Aurora (A./S. Frigate), July (Tentative date), transfers to 20th Frigate Squadron, Home Sea Service.

H.M.S. Iveston (M./H.) July (Tentative date), at Chatham, Foreign Service (Middle East), 9th Minesweeper Squadron.

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

At ratings are normally detailed for over-

seas service about four months ahead of commissioning date, and for home service about two months ahead for commissioning date this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

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MYSTERY DEEPENS

Hood survivor says 5.5 inch guns removed in 1939/1940

SIR.—Reference Mr. P. J. Fricker's letter (June issue) concerning the 5.5 in. guns at Torshavn, in the Faeroes, it is interesting to remember that this calibre weapon was introduced into the Service in the light cruisers Chester and Birkenhead, which were building for the Greek Navy in this country during the First World War, and which were taken over for the Royal Navy in May, 1916. Each carried 10 of these mountings and it would appear that there were a certain number of spares.

When Furious (as a light battle-cruiser) and Hood were being built, these spare mounts and those removed from the light cruisers were incorporated as secondary armament. Furious had ten until her final conversion and Hood had 12, although it was originally intended to carry 16. From 1921 onwards Hood remained as the only ship with this calibre mounting.

During the early part of the last war Hood used Iceland as an interim anchorage and, occasionally, the Faeroes. It occurred to me that some of her mountings may have been transferred ashore for harbour defence purposes, which would have been a simple solution to Mr. Fricker's query and, with this thought in mind, I approached Mr. R. E. Tilburn, one of the three survivors of Hood, to ascertain whether he could supply any relevant details, but his information does not coincide with my supposition.

HOOD'S GUNS CHANGED

He states that the two mountings abreast the forward funnel, P.2 and S.2, were removed at Portsmouth during February and March, 1939, and the remaining ten were removed at Devonport, in March, 1940. Four-inch guns were installed as replacements.

It seems reasonably obvious, therefore, that the two mountings at Torshavn were supplied for local defence after having been removed from

Hood at Portsmouth. Perhaps another reader may now be able to add to this information.

Additionally, Mr. Tilburn states one of Hood's guns was that carried in H.M.S. Chester, at Jutland, and at which Boy Cornwell gained his Victoria Cross. Yours, etc., R. LUMLEY, Plympton.

Take guns to Portsmouth

SIR.—Referring to Mr. Fricker's letter in the June issue of Navy News concerning the guns of H.M.S. Hood at Torshavn, in the Faeroes, may I suggest the guns be brought home to Portsmouth and placed, one each side, of the Naval War Memorial, which perpetuates the names of those who lost their lives in Hood.

These two tangible relics of the Navy's finest ship should be preserved for all to see; a fitting memorial to the last of the Leviathans.

If the three survivors of that great ship are still alive, perhaps they could have the honour of unveiling the memorial on May 24, 1966, on the 25th anniversary of her sinking. Yours, etc., F. WHITE, Weymouth, (Late 26 Mess, H.M.S. Hood, Mediterranean Fleet, 1936-38).

SHIPS OF THE ROYAL NAVY

H.M.S. WAKEFUL

No. 118



H.M.S. HOOD

SIR.—I am at present engaged in research for a book on the battle-cruiser Hood, together with a fully detailed working model of the ship. I have all the photographs from the usual sources.

Readers with photographs or scraps of information concerning the ship could help considerably if they could get in touch with me. Anything received would be most carefully looked after and returned quickly.—Yours, etc., D. G. WELDON, 1 Keswick Drive, Cullercoats, North Shields.

FIRST WORLD WAR PLAQUE?

SIR.—I would be grateful if I could use your correspondence column in an effort to gather information regarding a plaque which has come into the possession of the Welwyn Garden City branch of the Royal Naval Association.

The plaque, which is circular and about five inches in diameter, shows Britannia standing over a lion and bears the words 'He died for freedom and honour.' In an engraved space is the name Charles Welbourne.

The story we have so far is that the plaque, or plaques if others exist, was made to commemorate the sinking of a ship, believed to be the Lusitania, or a ship of that type in the First World War.—Yours, etc., S. E. DAVIS, 34 Briars Wood, Hatfield.

'ADMIRALTY FREIGHTERS'

SIR.—I would be very glad to hear from any of those among your readers who served in the 'Q-Ships' of the Second World War, known I believe as 'Admiralty freighters.'

According to the official naval history of the Second World War these vessels remained in commission for only a few months and were able to play no effective part in the war against the U-Boats.—Yours, etc., A. CECIL HAMPSHIRE, 6 Southbourne Gardens, Eastcote, Ruislip.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained, price 6d each, which includes postage:

Thesea, Bolivar, Ocean Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Kilisnoo, Diana, Favourite, Darton, Cheyenne, Zet, Vanguard, Murray, Cumberland, Scotland, Liverpool, Apollo, Isis, Salisbury, Sheffield, Guelic, Neen, Medway, Newfound-land, Warrior, Britannia, Bermuda, Victoria, Corsica, Alamein, Viper, Tyne, Jutland, Talbot, Pioneer, Porpoise, Redoubt, Gambia, Tiger, Russell, Diana, Protector, Undine, Defender, Dartington, Catton, Whitey, Eastbourne, Longuey, Mouson Bay, Bellair, Hercules, Armatada, Yarmouth, Lion, Harland, Pointe-a-Pierre, Loch, Chichester, Loch, Loch Fada, Teby, Puma, Blake, Excalibur, Troubadour, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achernar, Lyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadward, R.F.A. Tidewater, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Azimout, Leander, Gosville, Tartar, Jaguar, London, Ajax, Devonshire, Lowenthal, Kent, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Otrix, Cambrian, Loch Lomond and Dido.

The Ex-R.N. Telegraphists (1918) Association is holding its 33rd Annual General Meeting, followed by the Annual Dinner, on October 16, at the Windsor Castle Hotel, Victoria, London. Full details and information may be obtained from the Hon. Sec., George Eames, 97 Culverley Road, Catford, (Tel. HIT 3598.)

H.M.S. Wakeful (Lieut.-Cdr. D. Joel, R.N.), the fast anti-submarine frigate (2,880 tons, full load) has probably been in and out of Portsmouth harbour more times during the last six years than any other naval ship. Her duties as trials ship for the Anti-Submarine Weapons Establishment, and as Officers' Navigational Training Ship, involve much sea time.

Built by the Fairfield Shipbuilding and Engineering Co. Ltd., of Govan, between June, 1942 and February, 1944, Wakeful is 362 feet in length with a beam of 35 feet. Because of her duties she carries little armament, but has two Squid triple-barrelled depth charge mortars. The ship's complement varies considerably, many of the men sent to her 'under training' working the ship as requisite.

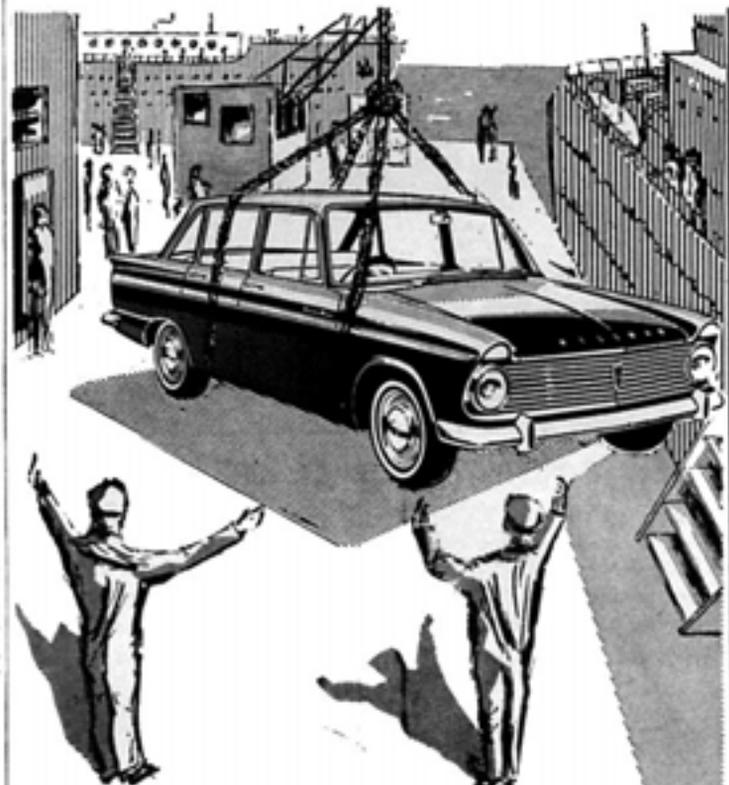
For example, when Wakeful attended the Clyde Review recently, among the ratings working on board were about 40 youngsters from H.M.S. Ganges and from Combined Cadet Forces and Sea Cadet Units from

various parts of the country. The experience must have been invaluable to them and gave them an opportunity to be part of an occasion which they will remember all their lives.

Wakeful celebrated her 21st birthday last year and an attempt was made then to assess the number of officers and men who had served in the ship. The answer, however, could not be found, but in training a great number in navigation, in giving many hundreds of young ratings their first taste of life at sea, there must be many, many hundreds who can say "Yes, I served in Wakeful."

The ship's crest is an eye, with gold rays, on a black field, and the motto, *Si Dormiam Capiam—Catch a Weasel asleep*, is most appropriate to her name.

H.M.S. Naiad (Cdr. J. M. H. Cox, R.N.), the 'Leander' class frigate, sails from Chatham on September 20 to rejoin the 20th Frigate Squadron, based at Londonderry.



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SHIPS OF THE ROYAL NAVY

No. 118 - H.M.S. WAKEFUL

The Editor, "Navy News," R.N. Barracks, Portsmouth:

Please forward one postcard of H.M.S. Hardy, as reproduced at the top of this page, for which I attach a stamp value 2½d. (Use block letters please.)

Name

Address

PIN ONE
STAMP
2½d.
VALUE

Postcard photographs of the previous ships in this series may be obtained without coupon, price 6d. each including postage. See this page for names of ships already issued.

Albums to hold 64 postcards may be obtained from the Editor, price 8s. 6d., post free.

Naval Greetings to span the world

XMAS MESSAGES FOR MEN OVERSEAS

THE magic carpet of modern communications will span the world on Christmas Day bringing personal messages from relatives and friends at home, to men of the Royal Navy and Royal Marines serving overseas. Wives, mothers and sweethearts of some 30,000 men will be able to record personal messages on tape, and select a record to be played to them in ships and shore establishments all over the world.

For a personal cost of only eight-pence, they will be able to send their messages thousands of miles by air from the special Christmas Greetings Office set up in H.M.S. Collingwood, the Royal Naval Electrical School at Fareham, Hants.

MESSAGES RECORDED LOCALLY

Co-operating in this scheme which sent 2,766 family greetings to 84 ships and shore establishments last year, is the firm of Curry's Limited, who have set up local recording centres in every one of their 357 branches from Inverness to Penzance. Hundreds of messages are made available by Electrical and Musical Industries Limited.

These taped messages are sent to Collingwood for editing and re-recording by skilled personnel, and golden-voiced Wren programme announcers will add the record choice. The completed tape programmes are finally sent off by airmail in time to reach their destination by Christmas Day.

Members of the Wrens have been added to the staff at Collingwood to

assist in handling messages which poured in at the rate of 200 a day during peak periods last year. Hundreds were disappointed because their applications arrived too late.

To take part in this Family Choice programme, families of men serving overseas and unaccompanied, should send a stamped addressed envelope between October 1 and October 30 to: Christmas Message Centre, H.M.S. Collingwood, Fareham, Hants. By return of post they will be told where, and when, to go and record their programme. An early application is advised to avoid disappointment as this year, the Centre expects to handle more messages than last year.

'HEATED' THANKS

WHILE on passage from Aden to Singapore, H.M.S. Devonshire (Capt. D. Williams, R.N.), took seven young students from their college at Aden to the barren Indian Ocean island of Socotra for their summer holidays. The guided missile destroyer took the students to the island, some 500 miles from Aden, Lieut.-Cdr. N. Unsworth, R.N., the ship's Wessex helicopter pilot, making four flights from the ship to the island in conditions made difficult by the South-West monsoon.

Capt. Williams later received the following letter: "Dear Naval Excellence, May we, struggling students of the island of Socotra, present, and to all employees serving in this magnificent ship, to you our most heated thanks of your generosity, kindness and real assistance by braving the ocean weather to carry us to our beloved home, which for two years we have not seen."

THE EMPEROR ASKED FOR A 'TYPICAL ENGLISH TEA'

H.M.S. Zulu, latest of the new General-Purpose 'Tribal' class frigates, returned to Portsmouth on August 16, after a ten-month tour of duty in the Middle East, during which she steamed 38,000 miles. Her main base has been Bahrain in the Persian Gulf, but she has also visited Aden, Zambia, Saudi Arabia, Ethiopia, French Somaliland and the Arab port of Dubai on the Trucial Coast.

Among the various tasks performed by Zulu during her tour, mainly concerned with the preservation of good order at sea and ashore, she was involved in the situation arising from the riots in Bahrain, where the ship's Royal Marine Detachment and Seamen leading parties assisted in internal security measures, thus releasing the local police for riot duties.

H.M.S. Zulu's helicopter, together with those of H.M. Ships Mohawk and Ashanti, were used for observing any mobs which formed.

EFFECTIVE PATROLS

For some time H.M.S. Zulu, under the command of Cdr. R. I. L. Pearse, R.N., was engaged on patrol operations in the Aden area, made necessary by the resurgence of terrorist activities. It is known that these coastal patrols, carried out at night, were most effective in discouraging the activities of gun-dunning dhows.

In the spring of this year Zulu took part in the Ethiopian 'Navy Days' activities, which took place shortly after the Queen had visited the country. While alongside, in company with an international gathering of French, American and Russian warships, Zulu was honoured by a visit from the Emperor Haile Selassie. At his personal request the Emperor was entertained to a 'Typically English' tea in the wardroom.

The tour has been a particularly enjoyable one for the ship's company, which has had the opportunity of visiting many interesting places, and enjoying the warm hospitality extended at each port of call.

When the ship returned to Portsmouth she was played into harbour by the band of the 10th Royal Hussars (Prince of Wales' Own). It is noteworthy that in the past Zulu has built up a strong relationship with the '10th', through liaison with it in foreign ports, and this unusual honour demonstrates the bond of friendship between regiment and ship.

VISITORS LEARN ABOUT NUCLEAR PROPULSION

H.M.S. Sultan, the Navy's School of Marine Engineering at Gosport, held its 'Open Day' on August 4 and the ship's company took the afternoon off to show their relatives and friends the work done in the establishment.

The visitors saw the nuclear propulsion school, the maintenance school, and the workshops and there were various demonstrations.

For the children there were slides and swings and rides round the establishment in Sultan's steam lorry. Teams from Sultan gave a field gun run and many children were given jackstay rides.

The guard and band ended the pleasant afternoon with a ceremonial sunset parade.



Cdre. G. C. Leslie, O.B.E., Commodore H.M.S. Drake and Capt. J. C. Y. Roxburgh, D.S.O., D.S.C., R.N., Commanding Officer, H.M.S. Eagle, presenting the L.S. and G.C. medals to Mervyn and John Gumbleton

TWINS GET MEDALS

A CEREMONY which must be unique took place in the Commodore's office, H.M.S. Drake, on July 30, when two brothers, both Regulating Petty Officers, were presented with their Long Service and Good Conduct medals by their respective commanding officers.

The twin brothers, R.P.O. John Gumbleton and R.P.O. Mervyn Gumbleton, who were born at Shaftesbury on July 24, 1932, joined H.M.S. St. Vincent as Boys, Second Class, on March 9, 1948 and, on completion of their training were drafted together to H.M.S. Newcastle in 1949. Later that year they were drafted to H.M.S. Chieftain, in which ship they served, in the Mediterranean, until March, 1951.

As Able Seamen they were both drafted to H.M.S. Vanguard and later to H.M.S. Implacable. In September, 1953, both went to H.M.S. Excellent to undergo the course for Leading

Patrolman. On successful completion of the course their careers split.

Since then John has served in H.M.S. Ark Royal, Excellent, Drake, Osprey and finally H.M.S. Eagle, where he is now serving. He was rated Regulating Petty Officer in February, 1958.

His brother Mervyn has served in H.M.S. Bermuda, Hermes, Raleigh, Excellent and Drake, where he is now serving. He became a Regulating Petty Officer in February, 1960.

Children's party was best fun

H.M.S. Albion recently paid her first visit of the commission to Victoria Harbour, Labuan, for a 48-hour stay in the island. Visits were exchanged with the three Service establishments in Labuan which houses the headquarters for the Borneo operations.

Although everyone on board enjoyed the swimming, boating and water skiing attractions, the most enjoyable part of the visit was the party given on board for 160 local children.

Once on board the children were given a tour of the ship and some of the attractions they sampled included rides on a train which somehow found its way to Albion's flight deck, solo flights in an aircraft (model one), and the biggest meal of cakes, jelly and ice-cream that most of them had ever seen.

SEVEN HUNDRED AT VERNON'S 'OPEN DAY'

H.M.S. Vernon held its annual families and sports day on August 11 and 700 visitors, including about 400 children, were able to see what husbands, fathers and, in some cases, sons and daughters, do away from home. Demonstrations included anti-submarine warfare, torpedo, diving and mining.

Families also had the chance of going to sea—boat trips around the harbour.

On the sports field there were the usual races and a greasy pole contest, and the St. Edmund's Youth Club, gave a first-class trampoline display.

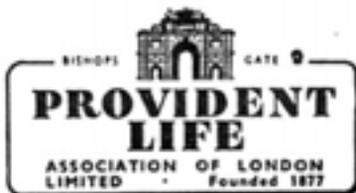
Each child was given a bag of sweets before leaving.



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ROSES from April 1st until December 31st

SPRING FLOWERS from mid-December until mid-April

CHRYSANTHEMUMS from October 1st until mid-January

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices—more blooms are sent for the same price during July and August, and a lesser number during December, owing to seasonal scarcity.

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to arrive on.....

Cheque/PO enclosed for.....
(All Banks Transfer Charges to Drawer's Account)

My name and address is:.....

Please write clearly in block letters and remember to enclose the personal message which is to go with your box of flowers.

Interest-free loans for Naval Home Buyers

THE Admiralty Board has announced that, as from September 1, interest-free loans to enable ratings to buy their own homes came into force. Despite the large number of married quarters that have been built over the past years for the Navy and, in Gosport alone, it is expected that another 1,000 will be available this year, there is no doubt that housing plays a big part in the decision made by men—and their wives—whether or not to re-engage, and the scheme now announced should be an added incentive in keeping up the rate of re-engagement for pension.

Leading ratings and above, and Royal Marine equivalent, who re-engage, or have re-engaged to complete time for pension, who are married, and at least 25, may obtain an interest-free advance, recoverable from pay, within a maximum, equivalent to 12 per cent. of the purchase price of the house, plus £100 for legal and survey fees, etc.

The sum advanced is limited to the terminal grant payable to a leading rating after 22 years' service (at present £557).

The scheme does not apply to officers, but the provisions of the scheme will continue to apply to ratings who participate and are subsequently promoted to the Special Duties list. The Admiralty Board regret that the scheme cannot be extended to personnel with existing mortgages.

Recovery of the amount advanced will be waived in cases of death or invaliding, and to cover this eventuality there will be an annual charge of 12s. 6d. per £100 of the total advance.

Repayments of the loan will be 10 per cent. of the loan per year for the last 10 years of a man's service. Where a man has less than 10 years to serve the repayments will still be at the rate

of 10 per cent. of the loan per annum, any balance being recovered from the terminal grant which is paid on completion of the man's service.

The application of the scheme, which is designed to cover the gap between a building society's advance and the cost price of the house, is very simple. Eligible applicants, having found a house they wish to purchase, have to arrange a mortgage and obtain the services of a solicitor, and then apply to their commanding officers for the required loan.

H.M.C.S. Ojibwa, first of the three 'Oberon' class submarines being built by H.M. Dockyard, Chatham, will commission there on September 23. H.M.C.S. Cape Scott (which served in the Royal Navy as H.M.S. Beachy Head), the Canadian Escort Maintenance Ship with the Destroyer Escorts, H.M.C. Ships Nipigon, Cootenay and Saguenay, will be at Chatham for the ceremony.

H.M.S. Artemis, an 'A' class submarine sails from Chatham on September 29 to complete her trials. She has been refitting at Chatham for the last year.

CAPTAIN WON STAR PRIZE

WHEN the Petty Officers of No. 4 Mess, H.M.S. Collingwood, held their end of term dance at Gosport, the Captain of the establishment (Capt. J. R. Marigold, A.M.L.E.F., R.N.), won one of the star prizes—a meal for two persons.

Capt. Marigold asked that the value of the prize should be donated to the Spastics Fund.

The actress, Miss Jean Aubrey, assisted in the counting of the proceeds of a competition and, during the evening, she was handed a cheque for £50 for the Stars Organisation For Spastics Fund by the president of the mess, P.O.E.I. O. G. Davis.

'FACE LIFT' FOR ADMIRALTY HOUSE

ADMIRALTY House, Portsmouth, the home of the Commander-in-Chief, Portsmouth, is to be re-decorated, given a 'face lift,' and a certain amount of re-wiring is to be carried out, before the new Commander-in-Chief, Admiral Sir Varyl Begg, and Lady Begg, take up residence.

Admiral Begg hopes to be in Admiralty House by Christmas.

A gift for the Queen

When the Queen reviewed the Fleet in the Clyde on August 10 and 11, she visited H.M.S. Maidstone, the Depot Ship of the Third Submarine Squadron. During her tour of the ship she was presented, in the Copper-Smith's and Plumber's Shop, with a silver rose-bowl, designed and made by Maidstone's workshop staff. The rose-bowl, balanced on the heads of four silver dolphins, was a gift from the officers and men of the Third Submarine Squadron.



M.P. and wife—a former Wren—visit Dauntless



Mr. Mallalieu in the Servery of the Wrens' dining hall in H.M.S. Dauntless (Daily Mirror photograph)

MR. J. P. W. Mallalieu, Parliamentary Under Secretary of State for Defence for the Royal Navy, visited H.M.S. Dauntless on August 3. He inspected members of the Ship's Company and ratings under training at Divisions, and took the Salute at the March Past.

In his address he stated that members of the Women's Royal Naval Service had a vital role to play, and that although one of their tasks was to fill complement billets in shore bases, and thus enable the men to go to sea, there were certain jobs that Wrens did

even better than their male counterparts.

Mr. Mallalieu, who was accompanied by his wife and Private Secretary, then toured the establishment, meeting the officers and ratings in the various departments. Mrs. Mallalieu was particularly interested in all she saw as she herself served as a Third Officer, W.R.N.S. until her marriage in 1945. Mr. and Mrs. Mallalieu were entertained by the officers in the Wardroom before lunching with Superintendent M. M. Kettlewell, W.R.N.S.

'That Old Pirate Ship'

BY AYCHARBEE

THE new Bank Holiday was a real one—at least for Portsmouth—and in particular for visitors to H.M. Dockyard for Navy Days. There were no funny, 'Kiss me Quick' hats, no cockles or whelks (so far as I could see), but some 68,000 had a real Bank Holiday week-end, for it was this vast number, the largest since the record 72,000 in 1954, that visited the ships and displays laid on for the visitors' instruction and pleasure.

And there was plenty for them to see and do. Fifteen ships, including the carrier H.M.S. Centaur, the guided-missile destroyer London, frigates and smaller craft, to say nothing of that perennial 'pull,' H.M.S. Victory, the Commander-in-Chief, Portsmouth's, flagship, and whose naming is synonymous with Admiral Lord Nelson.

Incidentally, a stall-holder was asked for a photograph of "the old pirate ship." Asked "What ship?" the elderly lady said "The one up the road, on dry land, with lots of flags on her." Shades of Trafalgar—Victory was dressed overall. Many 'old salts' must have turned in their graves.

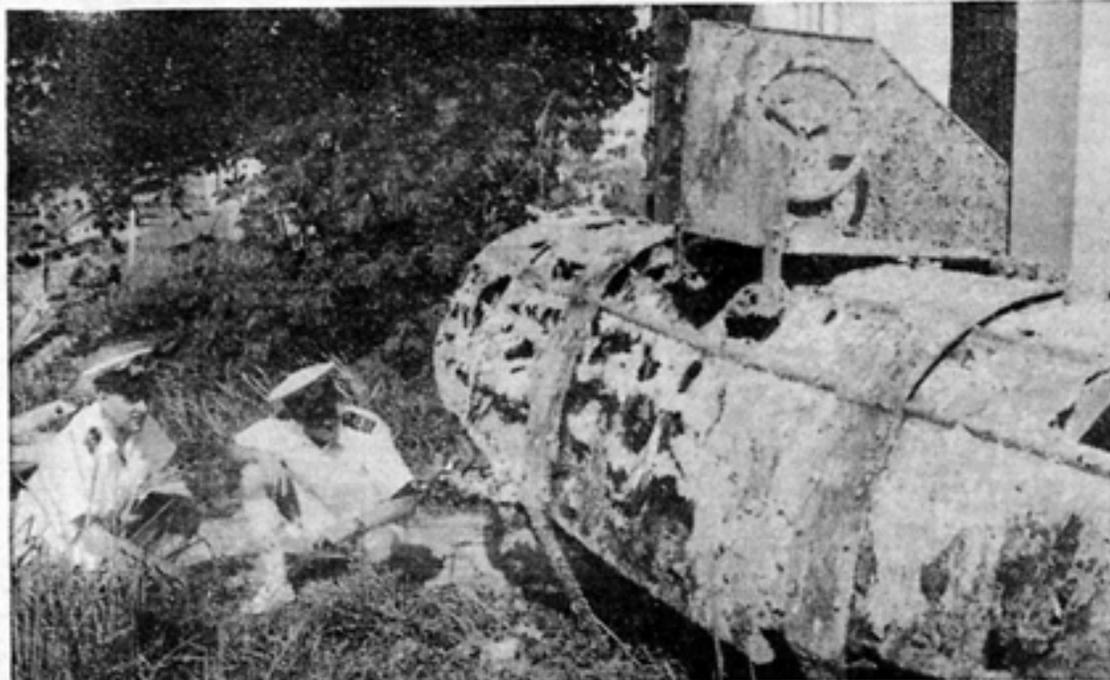
At the time of going to press the numbers attending the three-day Navy Days at Plymouth and the Open Day at Chatham are not available, but it is understood that the organisers at these two places are also highly satisfied—

and what is more to the point, so are the thousands of visitors who saw the ships and met some of the men who man them, although, of course, many of the ships' companies were also on leave.

What a draw these Navy Days are. I ran across many men who work in the yard who, with their families, were having a 'busman's' holiday, and I met many men who had served in the Navy who were having a nostalgic look, some at ships in which they had served and some comparing life afloat in the present Navy with their life in the Royal Navy, 40, 50 or even 60 years ago.

All profits are devoted to naval charities—this year those charities will receive a bumper grant. From 1961 to 1964 (inclusive) over £90,000 has been donated, from Navy and Air Days, to the charities.

JAPANESE 'CHARIOT' FOUND



What is believed to be a Second World War one-man Japanese submarine has been found in the Singapore Naval Base during excavation work for a new jetty for the Royal Malaysian Navy. The 'Chariot' was uncovered by an excavator and reported to the Royal Navy's Seventh Submarine Division in Singapore. Pictured inspecting the remains of the submarine are Lieut.-Cdr. H. N. M. Thompson, R.N., Staff Officer (Ops.) to the 7th Submarine Division, and Lieut.-Cdr. D. Burstall, R.N. (Fleet Clearance Diving Officer).

EXCHANGE OF SHIPS

THE following ratings are anxious to exchange ships. Anyone with similar qualifications and same type of service who is interested should write to the applicants direct. In accordance with Defence Council Instructions 1151/65 requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

C.P.O. D. Truman (P.R.I.) P/JX 820493, 153 Mess, H.M.S. Raleigh, Torpoint. Returned from an East of Suez General Service Commission in H.M.S. Mohawk on May 1, 1965. Wishes to serve in H.M.S. Dryad. Interested in hearing from a C.P.O. (P.R.I.), C.P.O. (R.P.I.), P.O. (P.R.I.) or P.O. (R.P.I.).

Ldg. Wtr. J. L. Trivett, D/M 953635, Pay Office, H.M.S. Raleigh, Torpoint. Wishes to exchange drafts to Portsmouth or Haslemere area.

C.A.(W.) B. West, H.M.S. Mohawk, at Rosyth, is to be drafted to H.M.S. Cochrane, Rosyth, for over six months from November 1, 1965.

Would like to change draft with similar shore base in Portsmouth, Portland or Chatham.

L.S.A.(S), drafted to Ashanti (Devonport ship) for General Service Commission December 1, wishes to change drafts for any Portsmouth based ship on similar commission. Contact L.S.A.(S) Rawlings, P/MX. 845453, c/o Naval Store Office, H.M.S. Osprey, Portland.

P.O. Cook (S), being drafted to H.M.S. Kent (U.K. Base Port, Chatham) on September 9 is anxious to exchange drafts with a P.O. Cook (S) in a ship with the U.K. Base Port of Portsmouth. Anyone interested should contact P.O. Ck (S) D. E. Muskett, P/M. 925328, H.M.S. Golderest, R.N.A.S. Brawdy.

H.M.S. Chichester (Cdr. H. B. Parker, R.N.), arrives at Chatham on September 10. She has been serving in the Far East.



Rear-Admiral Tribe speaking at the dinner in H.M.S. Sultan in his honour

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... just as long as you are there

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I should like to receive a copy of the booklet describing the Armed Forces Security Trust.

Rank and Name

Address.....

.....NNJ

Blood donors

Soon after berthing at Kuching, the capital of Sarawak, recently, following an anti-terrorist patrol along the north-west coast of Malaysian Borneo, H.M.S. Wilkinston, a coastal minesweeper, received an urgent request—for blood. The following day a party of 11 sailors, nearly half the ship's company, volunteered to go along to Kuching hospital and each donate a pint of blood. After the donation the sailors were given cans of beer by members of the Sarawak Red Cross and a big 'thank you'

SALVAGE HOPES FOR ZULU

RECENTLY, when steaming through the Southern Red Sea, on her way to visit Jeddah, H.M.S. Zulu (Cdr. R. I. Pearce, R.N.), received a signal from the Liberian tanker Orico, a few miles away, stating she was disabled and drifting.

Zulu immediately altered course and the frigate's helicopter was sent to the tanker with Zulu's Executive Officer. Within 45 minutes of receiving the call for help, the Executive Officer was lowered to the tanker to find out the extent of the aid needed.

This was considerable for Aden was more than 350 miles away and there was little chance that the tanker would be able to steam a yard of it under her own power. So, after men of Zulu had boarded the Orico, and prepared the cable, the long haul began.

Off Aden a new trouble arose. Because of a labour dispute and a 'go-slow' in the port, no tug assistance was available, but in due course the Orico was safely anchored in harbour without fuss.

The visit to Jeddah, unfortunately, had to be cancelled 'due to an overriding obligation to assist a vessel in distress' as a casual Middle East signal reported. Zulu's ship's company were sorry not to see the place, but there, that's life in the Navy.

A claim has been staked for salvage. The salvage value is thought to be about £1,000,000 and half this amount could be awarded to the ship's company of H.M.S. Zulu. Salvage claims take a very long time to settle, but if approved, any moneys obtained would be divided among the officers and men according to a scale laid down by the Admiralty.

BORNEO TO BIRMINGHAM IN 36 HOURS

THIRTY-SIX hours after leaving the radar picket H.M.S. Aisne off Borneo, Chief Petty Officer E. Humphries arrived at a Birmingham hospital where his father was ill.

When a message was received at the Far East Fleet headquarters at Singapore saying that the Chief Petty Officer's father was seriously ill, a signal was sent to Aisne and the Chief Petty Officer was transferred to H.M.S. Ajax by jackstay and taken at high speed to Labuan. He was then flown to Singapore, catching a plane for London.

Destroyer's bell for retiring Admiral

AT a farewell dinner in H.M.S. Sultan to mark his retirement from the Service, Rear-Admiral R. H. Tribe, C.B., M.B.E., the Chief Staff Officer (Technical) to the Commander-in-Chief, Home Fleet and the Inspector General of Fleet Maintenance, was presented with the ship's bell of the destroyer H.M.S. Orwell.

Among those present were the then C-in-C, Home Fleet, Admiral Sir Charles Madden, Rear-Admiral C. P. G. Walker (Director General Dockyards and Maintenance), Rear-Admiral D. Clutterbuck (Chief of Staff, Home Fleet), Rear-Admiral H. Tracey (Director, Marine Engineering), Rear-Admiral A. F. Turner (Director General Aircraft (Naval)), and Rear-Admiral T. H. Maxwell (Director General Naval Training).

The retirement of Rear-Admiral Tribe provides a good opportunity to sum up the activities of the Home Fleet Technical Staff since its inception some two years ago. The Technical Staff, which is part of the Commander-in-Chief, Home Fleet's Staff, is located in the South Terrace in Portsmouth Dockyard, and consists of 28 officers, 33 ratings and three Wrens.

Prior to the setting up of the Technical Staff in April, 1963, each of the Home Ports had their own technical staffs and the Commanders-in-Chief and Flag Officers at those ports were responsible for ships refittings. This system was not working entirely satisfactorily—there was duplication of effort, different standards at each refitting port, and the user of the ships, the Commander-in-Chief, Home Fleet, had no responsibility for their refits.

With the setting up of the new Technical Staff, the local port Technical Staffs were reduced to provide the manpower for the central staff, and this allowed economies in effort so that a very much more thorough technical administration could be provided. The new staff also being part of the Home Fleet Staff was better able to make use of user experience in dealing with maintenance problems, and was able to provide some continuity in technical administration.

ASSISTANCE TO SHIPS

Besides giving advice to the Commander-in-Chief, Home Fleet, on technical matters, advice and help is given by the Staff to the ships direct. Every escort is inspected before refit, given assistance in raising a defect list, and given help during the refit. Finally, on completion, the ship is given a thorough inspection by the Chief Staff Officer (Technical) to ensure that she is fit to join the operational Fleet, and if she is not then she is delayed. This latter function is undoubtedly the most important for if ships get off to a good start technically after a refit then they are more likely to stay mechanically and electrically sound.

These inspection functions take the members of the Staff all over the world and it is seldom that a visitor finds more than 50 per cent actually in the offices at Portsmouth: the rest are usually in overalls somewhere between Halifax and Singapore. In fact several members of the Technical Staff were on board H.M.S. Yarmouth during her recent collision with H.M.S. Tiptoe.

Now that this system has been running for two years and ships are beginning to come up for their second refit under the system, the fruits of the scheme are beginning to be apparent. These are, first, greater ship availability, secondly, less crisis engineering and more time for planned maintenance, and generally a better technical standard throughout the Fleet. The standards throughout the Fleet will be even more enhanced shortly when a set of uniform Fleet

Technical Orders, which is at present being printed, is issued on a world-wide basis to iron out some of the differences.

APPRENTICE TO ADMIRAL

The retirement of Rear-Admiral Tribe is a sad loss to the Fleet and to the Technical Staff in particular. He has had a long and distinguished career in the Royal Navy, having joined it in 1922, as an Artificer Apprentice. He was promoted to Warrant Engineer in 1935, to Lieutenant in 1939, to Lieutenant-Commander in 1944, to Commander in 1947 and to Captain in 1955. He was promoted to Rear-Admiral and given his present appointment in 1962. During the war he was Senior Engineer of H.M.S. Fiji until that ship was sunk off Crete and from then on he was the Chief of H.M.S. Orwell.

Admiral Tribe was relieved on August 11 by Rear-Admiral C. H. Wise, M.B.E., who, until recently, was the Captain of H.M.S. Collingwood.

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NEPTUNE'S SCRAPBOOK



THE Commander-in-Chief, Mediterranean, was promoted to Admiral to date August 11. He is Admiral Sir John Hamilton who, in addition to being Commander-in-Chief, holds the important NATO post of Commander-in-Chief, Allied Forces Mediterranean.

Admiral Hamilton joins five others on the Admiral's List, Sir John David Luce, Sir Wilfrid John Wentworth Woods, Sir Varyl Cargill Begg, Sir Desmond Parry Dreyer and Sir John Byng Frewen. In addition Admiral Sir Deric Holland-Martin is Commandant of the Imperial Defence College, and Admiral Sir Nigel Stuart Henderson holds the appointment of Head of the British Defence Staff in Washington.

Rear-Admiral P. J. Hill-Norton, C.B., Flag Officer, Second-in-Command, Far East Fleet, was promoted to Vice-Admiral to date August 7, 1965.

Rear-Admiral D. C. E. F. Gibson, C.B., D.S.C., is to be the next Flag Officer Naval Air Command in succession to Vice-Admiral Sir Richard Smeeton, K.C.B., M.B.E., the appointment to take effect in October, 1965. He will be granted the acting rank of Vice-Admiral.

Captain D. W. Kirke, C.B.E., R.N., is to be Flag Officer Naval Flying Training in succession to Rear-Admiral D. C. E. F. Gibson, the appointment to take effect in October, 1965. He will be granted the acting rank of Rear-Admiral. To be promoted to Rear-Admiral to date January 7, 1966.

Capt. O. H. M. St. J. Steiner, R.N., at present commanding officer of H.M.S. Centaur has been appointed to be the next Flag Officer Admiralty Interview Boards. He is to take up the appointment in January next, having been promoted to Rear-Admiral to date January 7, 1966.

Supply Staff Officers wanted for RNR Division

THE Admiral Commanding Reserves invites applications from officers of the Supply and Secretariat Specialisation to fill appointments as Supply Staff Officers of certain R.N.R. Divisions.

The posts are open to officers of the rank of Lieutenant-Commander or Lieutenant, including officers on the Special Duties List, who have retired within the last few years or who are shortly due to retire.

Service will be as Retired Officer, Grade II, and the conditions of Service are to be found in Admiralty Fleet Order 2101/63.

The appointments are—November, 1965, at Glasgow and Belfast, April, 1966, at Hove and at Southampton, June, 1966, at London and at Edinburgh and July, 1966, at Bristol and at Cardiff.

Rear-Admiral H. C. Martell, C.B., C.B.E., Chief of Allied Staff Mediterranean, was promoted to Vice-Admiral to date July 16, 1965.

Colonel J. C. d'E. Coke, C.B.E., D.S.C., R.M., has been appointed a Royal Marine Aide-de-Camp with effect from July 25, in succession to Colonel E. A. Allenby, O.B.E., R.M.

Commodore R. C. Paige, A.D.C., was promoted to Rear-Admiral to date July 7, 1965, and re-appointed as Admiral Superintendent, H.M. Dockyard, Singapore.

H.M.S. Eagle left Devonport on August 24 for duty in the Far East. The carrier will spend September exercising in the Mediterranean and is expected to arrive at Singapore in November. She is commanded by Capt. J. C. Y. Roxburgh, R.N.

H.M.S. St. Vincent will cease the training of Juniors at the end of the year and to commemorate the occasion a special souvenir magazine will be published. The magazine will take a retrospective look at the life and work of the establishment since 1927 when Boys' training commenced. The magazine will be issued at the end of October and may be obtained, price 2s. 6d. from the Business Manager, St. Vincent Magazine, H.M.S. St. Vincent, Gosport. Orders should be made as soon as possible.

What is to happen to Centaur?

H.M.S. Centaur, one of the Royal Navy's five carriers, entered Portsmouth on August 20 flying a long paying-off pendant, but unseemingly a large question mark. What is to happen to her?

She is to pay off this month—her present ship's company will have left by September 27—and she is then to act as an accommodation ship when H.M.S. Victorious starts her refit in Portsmouth dockyard, but a decision as to her future will, presumably, not be made until the completion of the Defence Review, expected shortly.

A possibility is that she could be converted to a Commando Ship to rotate, East of Suez, with her sister ships Bulwark and Albion. On the other hand she could be retained as a carrier. The Navy Department say "her future is under consideration."

Mr. J. T. Miller, 5 McIntosh Road, Gedling, Nottingham, who wrote (August issue) of the Warships' Record Club has learned of the existence of the Warship Record Club, founded in 1963 (Secretary, Mr. D. Kinghorn, 23 Derwent Road, Cullercoats, North Shields), and accordingly has changed the name to the Warship Record Society.

'DEEP-WATER ESCAPERS'



The 'Submarine Escape Team' from H.M.S. Dolphin which, as reported in the August issue of 'Navy News', made escapes from H.M.S. Orpheus, from depths as great as 500 feet. Left to right—C.P.O. C. T. Castle, P.O. J. L. Robson, P.O. B. Priest, P.O. R. I. Trueman, C.P.O. B. C. Scarr, C.P.O. N. B. Young, P.O. W. J. Brierley, P.O. M. W. Davis, C.P.O. I. G. Jones, P.O. R. Jukes, Mr. K. Tayler (Civilian of Director General Ships' Staff), Lieut.-Cdr. M. Todd, R.N., Lieut.-Cdr. L. D. Hamlyn, R.N.

ARIEL 'WENT TO TOWN'

H.M.S. Ariel went to town on July 31—the annual Open Day—when over 10,000 visitors (including 3,330 children) enjoyed a really first class day. There were 2,000 more spectators this year than when the last air day was held.

In addition to the flying display, in which helicopters, Hunters, Sea Herons, Sea Devons, Scimitars, Provosts, a Buccaneer and a Sea Vixen took part, there were two hangars of static displays. A Spitfire, one of only eight still airworthy, was flown

by Mr. John Fairey, son of Sir Richard Fairey, founder of Fairey Aviation.

'WITCH' STARTED SHOW

Flying started with a 'witch,' suspended from a helicopter, flying

across the airfield, and other 'chopper' comedy turns included a 'sheik on a magic carpet,' and a 'bank robber.'

Demonstrations were given by the Army Parachuting Association, Hampshire Fire Brigade and Lee-on-Solent Gliding Club, and 50 Royal Marines from Eastney staged an assault on marauding 'arabs' who had captured a R.M. vehicle. There was a Field Gun run and two Royal Marines demonstrated how to climb down from a cliff in a hurry—from a helicopter hovering 200 feet up.

500 Landings on Frigate



H.M.S. Ashanti's Wasp helicopter, piloted by Lieut. E. C. Ashton-Johnson, R.N. (28), of Helston, Cornwall, recently completed the 500th deck-landing on the ship during the current commission. The pilot was presented with a cake, made by Cook V. Hood, of Hoo, Kent, to celebrate the occasion. The photograph shows the pilot (in beret) with the ship's commanding officer (Cdr. J. A. Thackwell, R.N.), Cook Hood, and a few of the personnel who make flying from a frigate possible.

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BOYD TROPHY WAS WELL DESERVED

WHEN H.M.S. Bulwark returns to Portsmouth on September 3 from the Far East, the Boyd Trophy for 1964 will be presented to 845 Squadron. The trophy is presented annually for the finest contribution to Naval Aviation.

The citation—'By their operations and exercises both shore and afloat, 845 Squadron set a standard of efficiency in Borneo unsurpassed by any other Squadron deployed there and made a considerable contribution to the defence of Malaysia. They earned the praise of all. Their flying was of the highest order and the enthusiasm and professional ability of the maintenance ratings enabled the Squadron to achieve an outstandingly high serviceability rate, and the distinction of meeting every demand made upon it.' is a fitting summary of a remarkable commission covering a period of 14 months, during which the squadron flew over the sands of North Africa and the jungles and waters of the Far East, and covered every possible helicopter task, and accrued the fantastic total of 10,000 flying hours.

SQUADRON SPLITS

After an initiation into the Commando Ship assault role in Exercise Sandfly II in North Africa, the squadron went to Singapore where Lieut.-Cdr. G. J. Sherman, M.B.E., R.N., explained its future deployment. Half the squadron would be deployed in Sarawak, where there had grown a semi-permanent commitment in the Third Division, the other half remaining on board and rotating every three months. Off the obscure coastline of Sarawak the Squadron split up, not being reunited until June this year.

In April, 1964, the Borneo half of the Squadron was in three detachments—Sibu, Nanga Gaat and Simanggang—eight Wessex and one Hiller helicopters to support the entire Second and Third Divisions of Sarawak, the Third Division being similar in size to Wales, mostly mountainous and almost entirely covered in jungle. It is very hot and wet, early morning low cloud and afternoon thunderstorms were constant problems.

Sibu, the capital of the Third Division, was the Squadron's main base. The Simanggang detachment was withdrawn in June, 1964, and Nanga

Gaat remained the Squadron's permanent forward base deep in the Eastern half of the Third Division.

WINNING THE 'LOCALS'

By April, 1964, the Gaat was already a legend in Sarawak, unique for its way of life, the close association with the Ibans, the relaxed dress, the Anchor Inn, the unparalleled hospitality. It was the centre of the 'Hearts and Minds' campaign. It has been truly said that the emergency in Borneo will never be won unless

the 'Hearts and Minds' of the people are also won over. Every opportunity was taken to improve relations with the local peoples—the sick bay and longhouse visits, parties, good conduct and example, and aeromedevac missions. The importance of these medical services cannot be over-estimated. One life saved can alter the political complexion of a whole Kampong.

The colour and character of Nanga Gaat, the nights in the Anchor Inn, will be remembered by all who served and stayed there, but it must not be forgotten that it was from this jungle site that the majority of the Squadron's operational sorties were launched.

A CONTINUOUS CHALLENGE

The task increased during the Squadron's stay until over 300 hours a month were being flown by the three Wessex and one Whirlwind



When Kumbang Anak Bandan, an Iban boy of the Sarawak village of Nanga Entebai, near the Indonesian border, was accidentally shot through the head by a harpoon, he was taken, with the weapon still impaled near his brain, in treacherous conditions at night, to Sibu Hospital, by helicopter, piloted by Lieut. M. Kennard, R.N. The picture shows the scene when the delighted villagers presented Lieut. Kennard with a tribal shield. The boy, next to the officer, now apparently fully recovered, presented Lieut. Kennard with the fishing harpoon spear



Continental fashion designers have nothing on these styles—the latest topless three-quarter-length creations from the Sarawak jungle. When these two Petty Officers adjourn to the mess they wear this indigenous—and comfortable—fashion for the sultry humid evening climate of Sibu, headquarters of 845 Naval Air Commando Squadron. Left is Air Mechanician 'Bill' Mason (of Alma Road, Bournemouth) and Chief Electrician (Air) 'Ray' Parker (of Wezdon Road, Bournemouth), and although they come from Bournemouth they were unknown to each other until they joined the squadron in Sarawak

maintenance teams coupled with a high priority stores backing.

Every major component change was performed ashore, salvaging aircraft, changing engines, etc., often working under difficult and unpleasant conditions. So much happened worthy of record, but the following incidents stand out. The Hiller was slung under a Wessex on three occasions, once from the headquarters of the Baleh—some 200 miles from Sibu. Two Wessex were salvaged—one from Long Jawi and one from Belaga, both distances approximately 150 miles. From Belaga it was the first time a Wessex had been salvaged entirely by Wessex, including the stripped down fuselage. Many difficult engine changes were carried out, but changing one engine in five hours on a shingle bank in the Baleh River is a record, as was also the oleo change on one helicopter in eight minutes with the aircraft in the hover.

Although no positive enemy contacts were made in the Third Division during its stay, the squadron helicopters enabled one battalion and the Special Parachute Companies to keep control over 25,000 square miles against the triple threat of border crossing, sea incursion and internal subversion.

Despite the work on shore Squadron helicopters took part in several major exercises.

By the end of April this year, 845 Squadron aircraft had flown 10,000 hours since H.M.S. Bulwark left Plymouth. This represents a flying and maintenance effort for which all members may be justly proud.

Ashore the Wessex, Whirlwind and Hiller aircraft, in the first 12 months, flew 6,064 hours, including 54 night sorties, and lifted 32,629 passengers, 3,224,286 pounds of stores and 503 aeromedevacs.

The work of the Squadron was, by any standard, remarkable, and fully justified the award of the coveted Boyd Trophy.

40 Commando goes back to Sarawak

NO. 40 Commando, Royal Marines, under the command of Lieut.-Col. J. A. Taplin, R.M., have gone back to East Malaysia for its fourth operational tour of duty in the border area to help combat Indonesian aggression.

The Commando has moved into positions along the Sarawak/Indonesian border where it relieved the men of the 1st Battalion, 6th Queen Elizabeth's Own Gurkha Rifles. Some of the Marines travelled from Singapore to Kuching in the new Army Logistic Ship, Sir Lancelot.

The Commando first went to the Borneo territories in December, 1962, when they helped put down the Brunei revolt. With the advent of confrontation they moved to Sarawak early in 1963, and after a brief spell in Singapore were back in Sarawak fighting the Indonesians from September, 1963, to March, 1964.

Their last tour was in Sabah where they patrolled the border area at Tawau from July to December, 1964. Since then they have been based at Johore Bahru in Malaya and have taken part in commando ship exercises and have undergone intensive Jungle Warfare training.

A total of 260 Royal Marine families have been left behind in Johore Bahru.

Rear-Admiral E. G. Robinson, V.C., died at Haslar on August 20, 1965. He was awarded the Victoria Cross in 1915 when serving in H.M.S. Vengeance at the Dardanelles.

based there. The jungle-covered mountainous terrain was almost uninhabited except for the isolated military patrols whose very presence depended on 845 Squadron. Trees of 150-250 feet made the landing site clearings difficult, while the 3,000-6,000 foot mountain ranges, poor weather and inaccurate maps presented a continuous challenge.

The Sibu detachment supported all military activities in the Western half of the Third Division. Transit distances to the border sites were frequently 60-70 miles, and it was not uncommon on troop lifts or re-supply sorties for the aircraft to be flying 4-5 hours non-stop away from Sibu.

Carrying of aeromedevac cases from all over the Division to Sibu hospital was also a regular feature of the squadron task. These mercy missions are too numerous to record, but probably the most celebrated case was in August, 1964, when Kumbang, a 15-year-old Iban boy was flown out of Entebai at night after a harpoon had pierced, and passed through, his head. Kumbang is now back in his longhouse apparently none the worse.

The majority of flights involved women having difficulty in labour. No child was seen born in the aircraft, but there were some close shaves, so much so that at Sibu some aircrewman had a short course in midwifery.

In the middle of May a cholera epidemic broke out in the Third Division Squadron helicopters were in daily use in the casevac role.

MAINTENANCE RECORD

The maintenance record for the detachments ashore became a by-word. In July, 1964, there was not one day with less than an overall serviceability of 95 per cent. with a flying rate in excess of 60 hours per aircraft. The consistent high serviceability return was by no means because the aircraft never went un-serviceable, quite the contrary, but by the prolonged hard work by the

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SUBS GET AWAY FROM SYDNEY

TWO submarines, H.M.S. Trump and H.M.S. Taciturn, of the Fourth Submarine Division, based at Sydney, recently returned to that port after a month's working visit to North Queensland. The visit was primarily designed to give the boats a chance to work in waters seldom frequented by shipping, and to give the ships companies a respite from the routine life in Sydney.

The two submarines made a picturesque, if somewhat uncomfortable passage, to Cairns, exercising with the R.A.A.F. on the way. Over half the passage was inside the Great Barrier Reef, which lived up to its reputation as one of the world's most beautiful spots.

Green Island, a tiny but truly tropical isle 15 miles off the coast provided the main attraction while the ships were at Cairns. Since the only hotel (and bar) was full, visiting submariners spent a happy night with suitable refreshment on the beach. Needless to say it rained! The inhabitants of Cairns were very hospitable and laid on numerous tours around the Atherton Tablelands, inland from Cairns, which contains some remarkable scenery.

WILLING VOLUNTEERS

The submarine 'troop' was increased to three by the addition of a large American yacht on a trip round the world. The main attraction was the young owner's even younger, and gorgeous, Tahitian wife. The submarine's technical staff willingly volunteered to make good some of the yacht's defects, and a strong liaison was established.

Exercises with the R.A.A.F. followed the visit to Cairns. This proved extremely valuable to the R.A.A.F. since they seldom see a submarine in those waters, and to have two seemed the height of luxury. H.M.A.S. Anzac also joined in the exercises before proceeding to New Guinea.

The visit to Townsville was much enhanced by the presence of the R.A.A.F. base, where all hands were looked after admirably. The scenery around Townsville is not as attractive and the Sugar Mills farther south as that at Cairns, but Magnetic Island proved well worth visiting. Fishing on the Barrier Reef, and trips in R.A.A.F. Neptunes were also much enjoyed. The visit was concluded by taking some of the pilots and aircrew, with whom the ships had been working, to sea for a day, and giving them some of the other end of the stick.

IMPROMPTU VISIT

The last period of exercises with the R.A.A.F. was, unfortunately, cancelled and an impromptu visit to Mackay was arranged for 24 hours. Considering the short notice the local inhabitants laid on an extremely full programme of entertainment. Free beer was provided by the local Naval Section of the R.S.L., and free dances and cabarets were also arranged for the ships' companies.

Queensland will be remembered for its hospitality and kindness and the visit was very much enjoyed. Sydney was a place where one could get some sleep!

H.M.S. Grafton (Lieut.-Cdr. G. P. McMullen, R.N.), sails from Chatham on September 24 to rejoin the 20th Frigate Squadron, based at Londonderry.

A Red Letter Day for submariners

QUEEN TOURS MAIDSTONE AND DREADNOUGHT

TUESDAY, August 10, was a real Red Letter Day for the officers and men of H.M.S. Maidstone and the nuclear submarine H.M.S. Dreadnought, for during the Review of the Fleet in the Clyde the Queen toured the two ships, meeting many of those who serve on board.

The Royal barge drew alongside Dreadnought as she lay by Maidstone and the Queen was met by the Flag Officer Submarines, Rear-Admiral I. L. M. McGeeoch, and Capt. M. Lumby, R.N., Captain of the Third Submarine Squadron. Before going below Her Majesty met Cdr J. Fieldhouse, R.N., commanding officer of Dreadnought, who presented some of his officers. In Dreadnought the Queen and Prince Philip saw a Sonar demonstration and various plots and the periscope in the Control Room.

SENIOR RATES PRESENTED

From the Control Room the tour of the submarine took in the Junior Rates' Mess, the galley and the Senior Rates' Mess, where C.P.O. A. G. Smith (Coxswain), C.E.R.A. A. J. Joseph, C.E.A. K. Palmer, C.R.S. H. O. Fox and C.R.E.L. R. J. Cooper were presented.

Afterwards the visitors went to the fore ends to see a Torpedo Firing demonstration (water shots and rapid reload) and thence aft to the manoeuvring and engine rooms, and to see the nuclear reactor. Before leaving Dreadnought the Queen and the Prince visited the wardroom.

The Royal visitors then went to the well deck of H.M.S. Maidstone, again

being met by the Flag Officer Submarines and Capt. Lumby, who presented Capt. M. Collins, R.N., Maidstone's Executive Officer. Squadron Heads of Departments were met in the Periscope Workshop where they also saw Periscope and Periscope Photography exhibits.

After seeing Sonar and Radio exhibits in the Electronic Maintenance Room, Her Majesty was presented with a silver rosebowl in the Coppermiths and Plumbers Shop. The bowl, presented by the officers and men of the Third Submarine Squadron, is balanced on the heads of four silver dolphins and was designed and made by Maidstone's workshops staff.

SAFETY BADGES WORN

The tour then took in the Nuclear Area where the Queen saw Monitoring equipment. For this part of the visit all members of the Royal party wore Film Badges as required by the safety regulations.

After viewing Torpedo and Test equipment and meeting a number of senior ratings of the ship, the Queen and the rest of the party left the ship for a tea party, given by the Chief Petty Officers of the Fleet in H.M.S. Centaur.



During her tour of H.M.S. Maidstone the Queen met and talked with a number of senior ratings of the Squadron. Here she is talking to M.A.A. Forbes-Hunter

Personnel on unaccompanied Foreign Service can have hirings for their families

MARRIED officers and men about to go to compulsory unaccompanied overseas jobs, provided the length of compulsory unaccompanied service is at least 12 months, should consult Defence Council Instruction 1199.

Such people may now occupy furnished hirings in any part of the United Kingdom except the areas within 15 miles of Portsmouth, Plymouth, Chatham, Rosyth and Deal, where there is a shortage of hirings for families of personnel serving in those areas.

Families who wish to occupy a hiring under this scheme must find their own accommodation and families will not

be permitted to continue in occupation of hirings which they held before the husband proceeded overseas, unless the establishment concerned certifies that the hiring is not required for another 'united' family.

The D.C.I. mentioned is, of necessity, somewhat involved, but briefly it is that entitled personnel obtain a certificate from their commanding officers to the effect that they are entitled to enter the furnished hiring. The form is then sent to the applicant's wife who, having found the hiring, sends details to the appropriate Defence Lands Agent.

The Defence Lands Agent undertakes the negotiations with the landlord of the proposed hiring and, where the hiring is suitable, informs the wife and the applicant's commanding officer, etc.

Entitlement to a hiring under this scheme ceases on the date when the husband arrives back in the United Kingdom. Notice is given then by the Lands Agent to vacate the hiring within three months.

Disturbance allowance, removal expenses and family fares may be paid in respect of a family move to a particular hiring under this scheme.

The scheme does not apply to General Service Commissions.

MERCY MISSION IN BORNEO

WHILE a party of No. 40 Commando (Royal Marines) was on patrol near the Indonesian border, they were approached by a Dyak carrying a very sick boy, and the patrol contacted the base headquarters.

Lieut. N. Wise, R.M., a Royal Marine Commando pilot flew a Sioux helicopter to the spot, picked up the boy and his father and flew across the jungle. En route, the pilot, who was in radio touch with the medical officer at Serian, was advised to take the child to Kuching.

When the helicopter landed in the grounds of Kuching General Hospital, the child was rushed to the hospital for treatment.

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HMS Sealion back in Fleet

H.M.S. Sealion, commissioned at Rosyth on June 25 under the command of Cdr. R. N. Buckley, R.N., has just completed her working-up programme in the Clyde after an extensive refit in H.M. Dockyard, Rosyth.

Built by Cammell-Laird at Birkenhead between December, 1959 and July, 1961, Sealion is the seventh of the 'Porpoise' class and is the second submarine of her name.

The present Sealion spent her first commission in the Third Submarine Squadron running from Faslane in the Gareloch. She visited France, Gibraltar, the Canaries and the United States.

A hunter-killer submarine fitted with the latest torpedo and control equipment, H.M.S. Sealion is able to undertake a continuous submerged patrol in any part of the world without outside support. She can dive to a considerable depth and has a high underwater speed.

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Bernard customers, kindly note the new 40-page Gift Catalogue with 8 pages in full colour will be sent out at the end of September. Customers who have changed their addresses in the past few months, and who have not written us or made purchases, are respectfully requested to advise us of their new address. A copy will also be sent to prospective customers on request.

The New Boy on the Admiralty Board

RESEARCH JOB COVERING BARNACLES TO BATTERIES— TRANSISTORS TO TORPEDOES

ANY competent technical organisation these days needs to support an active Research and Development Department to keep abreast of the latest innovations in its particular field and stay in business: the Royal Navy is no exception to such a concept.

The sweeping advances which have occurred since the war in Naval Weaponry and Submarines, to give only two examples, show that scientifically the Royal Navy has to be very much 'with it.' Of course this eventually shows most in the appearance of sophisticated hardware, but it also reaches to more personal fields such as the reduction of 'spit and polish' by the introduction of new plastics for buttons and webbing. The 'boffins' have not yet got around to making rum from salt water but they can produce fresh water, which is a start!

SCIENCE AND EFFICIENCY

Sciences can play a significant part in maintaining the fighting effectiveness of the Royal Navy, both by the introduction of advanced equipment and by the application of scientific analysis as an aid to military decision making. The increasing importance of this was recognised in April, 1964, when the Admiralty Board was enlarged to include a new member—the Chief Scientist (Royal Navy). The present Chief Scientist on the Board is Basil Wilfrid Lythall, Esq., M.A.

C.S.(R.N.) has three main functions. The largest of these is to superintend, on behalf of the Controller, the conduct of all research and development carried out or sponsored by the Navy Department, which costs about £30m. a year. He does this by management of the Navy's scientific effort—about 3,000 staff in the Royal Naval Scientific Service—and by vetting, as chairman of the Naval Research and Development Board, all major proposals for research and development by contract. The scientific staff are deployed in the Royal Navy's 22 research and development establish-

THE ADMIRALTY BOARD

Previous articles appeared in the issues from March to August

ments whose activities range from barnacles to batteries and from transistors to torpedoes. The Chief Scientist also has a special concern with scientific research in three research laboratories which are controlled directly through his Headquarters Staff.

The boffins are usually considered to be the 'back-room boys,' but in the Navy the back room is the Fleet itself and many members of the R.N.S.S. have spent more time afloat than lots of serving R.N. personnel.

C.S. (R.N.) is also scientific adviser to the Admiralty Board and assists other Board members in any way in which the application of scientific

thought and analysis can be useful. Finally, when problems arise which are of a general Defence character rather than purely Naval, he acts as a senior member of the Defence Scientific Staff under the Chief Scientific Adviser, Sir Solly Zuckerman.

WORKED ON EARLY RADAR

The present Chief Scientist has spent the majority of his career in naval science, starting in the experimental department of the old H.M. Signal School at Portsmouth as one of the boffins of early radar. Subsequent moves have seen him at the Admiralty Research Laboratory at Teddington, in Admiralty Headquarters and as Deputy Chief Scientist at Admiral Signals and Radar Establishment (subsequently Admiralty Surface Weapons Establishment). In 1960 he became the first Chief Scientist of the newly created Admiralty Underwater Weapons Establishment when, for the first time, all the various activities of underwater research and development (sonar, fire control, torpedoes, mortars, mine countermeasures, etc.), were brought together in one establishment.

Mr. Lythall moved to his present post in 1964.

ROYAL MARINES HAVE NEW COLONEL COMMANDANT

IT has been announced that Admiral of the Fleet the Earl Mountbatten of Burma has been appointed to be a Colonel Commandant of the Royal Marines. The Royal Marines may have up to four Colonels Commandant and normally there are three who serve for a period of about three years, but in Lord Mountbatten's case the appointment is for life.

The last Naval officer to hold such an appointment was Admiral of the Fleet Lord Keyes who was appointed in 1932. He was the first naval officer to appear in the Royal Marines List,

but it was quite common for distinguished Captains and Admirals to be granted Colonelcies.

R.M. CONNECTIONS

Lord Mountbatten has many connections with the Royal Marines. His distinguished ancestor, the Prince of Hess, commanded the combined Dutch and British marine forces during the long siege of Gibraltar following its capture in 1704. Lord Mountbatten himself, when he was Chief of Combined Operations, was largely instrumental during the last war for having the Royal Marine Battalions of the Royal Marines Division converted to Commandos, and for the Royal Marines taking over the role of manning assault landing craft. At this time the R.M. Division was under his direct personal command. When he was Supreme Commander, South East Asia, he also had Royal Marine Commandos and Landing Craft Squadrons operating in his theatre.

Last year he presented the score of the Preobrajensky March to the Royal Marines to be used as a slow march. It replaced the tune 'Early One Morning' and was the Regimental March of the Senior Regiment of the Imperial Russian Footguards the Preobrajensky Guards. Lord Mountbatten inherited the score from his uncle Grand Duke Serge Alexandrovitch, one of the last colonels of the Preobrajensky.

Lord Mountbatten is to be introduced into the Corps at a parade to be held at the Royal Marines Barracks, Eastney, on October 27, 1965, the last day of the Tercentenary Year of the Corps.

H.M.S. London helps tanker

WHEN H.M.S. London (Capt. J. Bartosik, D.S.O., R.N.) was on her way home from the Far East she assisted the tanker *Adriana Augusta* in the Red Sea by transferring water to her.

The tanker signalled that she had broken down because her water tanks had run dry and London's Wessex helicopter took off with supplies of drinking water. The temperature was then in the 90's.

When London arrived at the scene the helicopter, piloted by Lieut.-Cdr. G. White, R.N., passed a hose from the guided missile destroyer to the tanker to transfer the water.



B. W. Lythall, Esq., M.A., the Chief Scientist (Royal Navy)

In Memoriam

Mervyn Leslie Knight, Leading Air Mechanic (O), L/FX.910834, H.M.S. Victorious. Died July 15, 1965.

Peter Arnold Raynor, Chief Air Mechanician (O), L/FX.895297, H.M.S. Victorious. Died July 15, 1965.

Robert Leslie Knights, Able Seaman, P/O.53270, H.M.S. Ganges, Died July 17, 1965.

Philip Andrew Kent, Ordinary Seaman, P/O.59961, H.M.S. Cochrane. Died July 19, 1965.

Joseph William Gray, Leading Engineering Mechanic, P/K. 926626, H.M.S. Dolphin. Died July 29, 1965.

George Alexander Robertson Lees, Sergeant, Royal Marines, R.M. 11811, R.M. Barracks, Eastney. Died July 29, 1965.

Acting Sub-Lieut. Timothy James Hurst Wotton, Royal Navy, H.M.S. Albion. Died August 6, 1965.

Robert Peter Ratcliffe, Petty Officer Stores Assistant, P/Mc.731069, H.M.S. Bulwark. Died August 6, 1965.

Lieut. Charles Philip Dudley Sixsmith, Royal Navy, H.M.S. Victorious. Missing, presumed drowned. August 9, 1965.

Last journey

H.M.S. Bermuda started her last journey to a shipbreaker's yard at Swansea—on August 23 when the tug *Bustler* took her from Portsmouth dockyard where she has been in 'mothballs' for the past three years.

Bermuda, 11,000 tons (full load), with nine six-inch guns, was built at John Brown's yard on the Clyde (November, 1939 to August, 1942), and during the war served at North Africa, in the Atlantic and in the Arctic.

Corunna at Rosyth with 62,000 miles behind her

MANY relatives and friends from all over the country met H.M.S. *Corunna*, the 'Battle' class Air Defence Picket, and the first operational ship in the Royal Navy to be fitted with Guided Missiles, when she returned to Rosyth on August 26.

Commanded by Cdr. B. K. Shattock, R.N., a Communications Specialist, and four times Navy Squash Rackets champion, the ship has steamed 62,000 miles since last leaving Rosyth.

In the Far East, from whence the ship has returned, the major task has been patrolling off Malaysia to capture Indonesian terrorists infiltrating by boat. This has been a dangerous and exacting task requiring long hours on patrol and constant vigilance.

During the time abroad *Corunna* has visited Penang, Manila, Bangkok and Hong Kong, and on the return passage from her main base at Singapore has called in at Gibraltar, Malta and Aden.

HELICOPTER SALVAGED

H.M.S. *Corunna* has taken part in several major Fleet Exercises during her tour abroad and in Exercise 'Fotex,' the largest Commonwealth Naval Exercise since the war, with four

A 'SHIP' 50 MILES FROM SEA

AN enquiry recently about the expected movements of H.M.S. *Forest Moor* revealed the fact that perhaps not enough is known about this most landlocked of naval establishments.

Forest Moor is a wireless station situated in the heart of Yorkshire. About 10 miles west of Harrogate, it lies on the edge of the Pennine Moors and is roughly half-way between the east and west coast. The nearest sea is, in fact, about 50 miles away. It is surrounded by some of the loveliest country in England, with the Yorkshire dales at its doorstep, rolling hills and moors sweep away to the west and places of scenic and historical interest about. Being one of the few establishments in the north, it is much in demand by northerners as a preference draft.

FRIENDLY LOCALS

Despite the fiction that the Yorkshire man is dour and insular, *Forest Moor* has excellent relations with the local inhabitants who are, in fact, very friendly and helpful. The good relationship was demonstrated recently at a Summer Dance which was attended by over 300 guests although the establishment's complement is only about 70.

For married personnel 16 married quarters are attached to the establishment, and the children from them attend the local village school up to the age of 11, or go to Harrogate if over this age. The village school is an excellent facet of local life; all the children seem to make wonderful progress at it, and it is an eye-opener to those reared in the cities.

The task of H.M.S. *Forest Moor* is to receive incoming signals on the Fixed Service Network and to control or engineer the circuits. Each watch consists of an officer, a petty officer and a number of R.E.M.s, and R.O.s. The R.E.M.s, in particular find that their work is very different from what they are used to at sea, since they are primarily operators and some of them become very proficient teleprinter operators.

Sport is somewhat difficult because of watch-keeping, but football and cricket fixtures are arranged locally.

LITTLE SNOW

A myth exists that *Forest Moor* is snowbound from November to May but, cold though it may be at times, there is remarkably little snow in the winter. Consequently when a climbing and skiing expedition was organised last April it had to go to Scotland.

Led by the Captain (Lieut.-Cdr. C. M. Stocken, D.S.C., R.N.), the party spent five days living in a bothy at Glen Shee, during which time all the surrounding peaks were explored or ascended. The weather was glorious and snow conditions so good that everyone made excellent progress, and despite some spectacular falls, there were no casualties. During winter time small expeditions are mounted to climb some of the local Pennine hills.

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VERULAM PARTY TO VISIT ST. ALBANS

WHILE H.M.S. Verulam (Lient.-Cdr. D. F. Watts, R.N.) is undergoing a five months refit at Devonport prior to rejoining the Second Frigate Squadron, as a trials ship for the Admiralty Underwater Weapons Establishment at Portland, by the end of November, the opportunity is being taken to visit the city of St. Albans (the ancient Roman municipality of Verulamium).

Forty members of the ship's company will be staying as guests of the city from September 15 to 17.

One day, the 16th, will be devoted to sporting fixtures between ship's teams and the city (in preparation for which the ship's cricket team has been playing local Cornish village teams with dubious success), and in the evening a dance will be held.

The last contact with the city of

St. Albans, which raised a total of £625,000, in 1943, when the Verulam was adopted in Warship Week, was on December 14, 1964, when six members of the City Council, including the Mayor, had dinner on board the ship to celebrate its 21st birthday.

It is hoped, during the visit, to meet once more representatives of T.S. Verulam, the local Sea Cadet Corps Unit.



The anti-submarine frigate H.M.S. Plymouth

Town Band played Plymouth into harbour

WHEN H.M.S. Plymouth visited Geraldton, in Western Australia in July, she was the first Royal Navy ship to visit the place for three years, and the local town band and the Geraldton Caledonian Pipers, together with a large sized crowd, gave the ship a real welcome. A detachment of Sea Cadets made a 'Welcome to Geraldton' in semaphore as the ship passed the harbour entrance.

The frigate was quickly alive with people wishing to extend hospitality to all members of the ship's company.

All tastes were catered for and many officers and ratings were able to see much of the interesting West Australian countryside and appreciate the vast scale on which the 'farms' are run, both wheat and sheep.

Various sporting fixtures were arranged, the honours mostly going to Geraldton, but with one notable exception, which was a game of Australian Rules football—a diplomatic defeat?

A 'ROO' HUNT

A party of six senior rates were taken on a 'Roo' shoot and during a most energetic chase on foot during the afternoon, and in a land-rover after dark, bagged a total of nine kangaroos.

Sixty children from the 'House of Nazareth' were given a party by the ship's company. The children are under-privileged ones who are cared for by the Sisters of Nazareth nuns.

Geraldton is very proud of its reputation for hospitality and the warm way in which Plymouth was accepted into the homes of the friendly people did much to enhance this reputation. It was with much regret that Plymouth slipped from the town jetty covered in streamers. A crowd of over 2,000 people, about one-fifth of the population, were present to wave the ship farewell, and the piper playing 'Wull ye no come back again' were indicative of the bond of friendship which had been built up in the three days the ship was there.

The fast anti-submarine frigate H.M.S. Verulam (2,880 tons, full load), built at Govan, between January, 1942 and December, 1943

Loch Killisport home for good

WHEN the frigate H.M.S. Loch Killisport arrived at Portsmouth on August 4 after four years' service with the Far East Fleet, her paying-off pennant not only marked the end of the commission but also the end of the ship's service in the Royal Navy—over 20 years.

Most of the present crew have been in the ship for 18 months, having flown out to recommission the ship in Singapore in the spring of 1964.

During her four years away from the United Kingdom, the ships visited many ports in the Far East, including Hong Kong, Bangkok, Manila, Auckland and the Fiji Islands, but since Indonesia adopted a confrontation policy against Malaysia most of the time has been spent on patrol off the coasts of Malaya and North Borneo.

The task involved long periods at sea in a high degree of action readiness and at the end of March this year the ship was involved in two incidents off the south-east coast of Johore in which security forces successfully prevented a determined attempt by the Indonesians to land infiltrators from three small boats.

On the somewhat lighter side of patrol life was the interception in May, off Borneo, of a most suspicious looking 40-foot motor boat, which turned out to be carrying over 4,500,000 cigarettes in cartons stacked high to the gunwales. This craft and its crew of five were duly arrested and handed over to the Customs authorities.

SALVAGE WORK

A break from patrolling came in September, 1964, when the ship answered a call for assistance from the Panamanian freighter Chopin which had run aground on a reef 100 miles east of Borneo. After a salvage operation lasting three days the Chopin was refloated and taken back to the port of Tawau for repairs.

The present commanding officer of the ship is Cdr. G. M. S. Sayer, R.N. A Dutchman, Mr. L. J. H. Maas who, with his family, was rescued from the Indonesians in 1945 and taken from Java to Singapore in the ship, visited Loch Killisport on August 6 and was presented with the crest of the ship. Mr. Maas was at Cowes at the time taking part in the sailing.

'Booby-trapped' sampan killed Midshipman

THE Inshore Flotilla operations against Indonesian saboteurs continue unabated. In the last months there has been the usual crop of incidents as more sampan loads of Indonesians attempted to infiltrate the patrol lines into Singapore.

The most dramatic and tragic incident was that involving H.M.S. Woolaston. She intercepted a sampan late at night and had just recovered a badly wounded Indonesian when the sampan blew up alongside the mine-sweeper. Midshipman Michael Finch, who had just helped the wounded man on board the sweeper, was killed, and five British sailors, one Royal Malaysian seaman and two locally entered Chinese cooks were injured. Another British sailor who was blown over the side of the patrol ship by the explosion was later picked up from the sea unhurt after his shouts from the water had been heard.

'BOOBY-TRAP'

It became clear afterward that the sampan had been booby-trapped, and a box containing explosives had been placed with a time fuse already set,

before the sampan had left its Indonesian base.

Within the space of a few nights at the beginning of July a number of other sampans intercepted by Royal Navy patrols blew up as soon as they were fired on, and it is obvious that they, too, contained large quantities of explosives.

One night in July four sampans came in together in a concerted attempt to get saboteurs on to Singapore island. They contained 26 Indonesians, and 16 were killed or captured during engagements at sea in the Singapore Straits. Three of the sampans were accounted for, but the fourth, containing 10 men, fled back to Indonesia.

NO OPALS FOR TRUMP

FLYING a 300-foot paying off pendant, H.M.S. Trump (Cdr. B. Watson, R.N.) entered Sydney (N.S.W.) Harbour on August 13, to pay off, and to undergo a 12-months refit at Cockatoo Island.

Half of the 65 crew ship's company, including the Captain, are to return to the United Kingdom, having spent two and a half years in Australian waters.

Recently one officer and four of the submarine's ratings spent five days prospecting for opals in the famous black opal fields at Lightning Ridge in North Western New South Wales.

Camp was set up at Three-Mile Diggings, the richest part of the field, and many hours of 'puddling' were put in alongside the old timers and the new opportunists. Some small opals and poor quality stones were found but, unhappily, nothing of great value.

Any disappointment was drowned in the cheerful atmosphere of the Diggers' Rest in the evenings. This pub is run by a cockney, who declared that "it was the only gold mine in the area that I know."

TOO MANY COMMITMENTS

SPEAKING at Theiford on August 14, Mr. Christopher Mayhew, Minister of Defence for the Navy, said that "... too many commitments have been placed for too long on too few men.

"The average escort is now spending 50 per cent less time in harbour than it did ten years ago. Officers and men are accepting as a matter of routine conditions of service which are suitable only for an emergency."

He went on to say "... the Services have performed miracles in making economies without any reduction in their commitments. Now, to reach the target of £2,000 million in 1969-70, commitments must be reduced and the excessive strain on the Services reduced."

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Grand day at Beer

THE Royal Naval Association certainly put the little Devon village of Beer 'on the map' at the end of July when the Beer branch of the Association dedicated its Standard in Beer Parish Church. The streets of the old fishing village were bedecked with flags as the Royal Marine Band of the Commander-in-Chief, Plymouth, headed the parade.

The service was conducted by the Vicar of Beer, the Reverend G. Mather, the dedication being undertaken by the Bishop of Crediton (Dr. W. A. Westall, D.D.), who was attended by the Rural Dean of Honiton, the Reverend W. A. Wright (Vicar of Northleigh and Southleigh). Other clergy attending were the Reverend G. Davies (Congregational Minister), the Reverend W. A. Henn, Vicar of Branscombe, and the Reverend D. L. Peyton Jones, Vicar of Salcombe Regis, a former Royal Marine Officer.

MANY VISITORS

At the ceremony were Admiral Sir Frederick R. Parham, G.B.E., K.C.B., D.S.O. (President of the Association), Admiral Sir Gerald Gladstone, G.B.E., K.C.B. (President of the Bridport branch), Lieut.-Cdr. L. A. Maskell, R.N.R. (Secretary to the Council of the Association), Cdr. and Mrs. H. D. Smallwood (Inspector, H.M. Coastguard), Shipmate J. F. May (Chairman of the National Council) and Mrs. May, and Shipmate W. R. N. Cast (Secretary of No. 4 Area of the Association)

and Mrs. Cast, together with representatives from the branches of Bridport, Bridgwater, Truro, Bournemouth, Newton Abbot, Portland, Weymouth, Sherborne and Exeter and Weymouth branch of the Submarine Old Comrades' Association and the South Dorset Wrens' Association.

Admiral Parham inspected and addressed the parade after the Service and took the salute at the march past.

Afterwards the members of the Beer branch entertained the visitors at a buffet tea in the Mariners' Hall, very well organised by the Ladies' Section under its Chairman, Mrs. E. C. Robbins, wife of the branch secretary.

After tea the village was privileged to witness the Sunset Ceremony,

We will remember them

Shipmate F. Brooks, past Chairman, Smethwick branch and Birmingham member of Submarine Old Comrades' Association.

Shipmate F. C. Taylor, member of Portland branch.

which was carried out with the usual smartness and dignity of the Royal Marine Band, making a fitting finish to a very memorable day. The Band was entertained by the members of the Beer branch in their club room after their hard day's work.

Work started on Tyne's new club

THE Tyne branch of the Royal Navy Association is Cock-a-hoop for building has at last started on the new club premises, and the branch hopes to be in occupation by the end of November.

Recruiting is forging ahead and the branch really hopes to raise the flag of the Royal Naval Association in the North-East.

The five-days' stay of the Home Fleet in the Tyne was hectic, to say the least. The Tyne branch did the best it could for the ships' companies and they, in turn, returned the hospitality in full measure.

Members of the branch have learned with regret of the resignation from the office of No. 11 Area Secretary, of Shipmate Arthur Edmondson.

The Tyne reporter says that if this catches the eye of any ex-Stoker Petty Officers of 56 Mess, H.M.S. Belfast (1945-1947), both 'Geordie' Burlinson and 'Alf' Denton would like to hear from them.

JAGUAR'S HORSES WERE TRAINED ON BUBBLY AND OGGIES

THE latest issue of 'The Bosun's Call,' the official organ of the Durban, Port Natal branch of the Royal Naval Association, shows that the branch is a very live one.

During July there were two special occasions—the first on July 2 when the branch held its Annual Naval Race Meeting, and the second on July 14 when two frigates of the South African Navy were in the port and the Royal Naval Association undertook to give the ships' companies a night out.

There were seven races during the race meeting and, between races, those present were entertained by various artists. The ship's company of H.M.S. Jaguar were the guests and during the evening the Commander-

in-Chief, South Atlantic and South America, accompanied by the Mayoe of Durban, joined the fun for a time.

THE JAGUAR STAKES

Horses were for sale in five of the races at a cost of two Rands each, the winning owner collecting four Rands. The fifth race for the 'Jaguar Stakes' featured two-year-olds owned by certain characters of H.M.S. Jaguar and were, it is understood, bred on 'bubbly and tiddy oggies.'

The final race was the South Atlantic Handicap, with an inscribed tankard and ashtray as prizes. Owners in this event were the Commander-in-Chief, the Mayor, the Chairman of the R.N.V.R. Association and the branch President and Vice-President.

The 'Navy News' Durban reporter has, unfortunately, not yet reported the details of the winners.

S.A.N. FRIGATES ENTERTAINED

The affair on July 14 was an extra night. Two South African Navy frigates were in harbour and there was a good band for dancing, and further entertainment was provided. During the evening there was a 'twist' period for the youngsters—and for the oldsters, too, who felt equal to such strenuous work.

One of the shipmates, 'Shiner' Wright, has come up with another money-making idea. All who sign the book at the branch meeting are asked to put a cent into the kitty. At the next meeting the names of those who were present at the previous meeting are put into a hat and a name drawn. If that person is present he takes the kitty, but if he is not present, the money is added to the next month's draw. The secret is that members must be present to win. This idea is quite a help in getting shipmates to attend their branch meetings.

CHIPS TASTE BETTER FROM PAPER

WITH official attendances at the Dedication services and parades at Bournemouth and Beer, and a social visit to the Ringwood branch, the shipmates of the Portland branch of the Royal Naval Association have been quite active during the past few weeks.

The members of the branch, and their ladies, appreciated the splendid arrangements that were made at the various functions to ensure the comfort of the visitors. A lot of hard work has to be done to make the affairs the success they undoubtedly were.

Many shipmates from other branches, with their wives and families, have been welcomed at the Portland club-room during the summer season, and in many cases this has meant cutting the branch business to a minimum and providing a certain amount of entertainment.

At every function there is the usual fish and chip supper—straight from the newspaper. Everyone says it tastes better that way. The visitors from Enfield, Stanmore and Elstree, Hertford and Stevenage certainly agreed. All at Portland hope that all returned home safely, and retain happy memories of Portland.



Admiral Sir Frederick Parham, President of the Royal Naval Association at the Beer Branch headquarters after the Standard dedication ceremony

BUSINESS AS USUAL AT WELWYN

ENOUGH money is now available to make a start on the new club for the Welwyn Garden City branch of the Royal Naval Association and directly the planning authority gives its consent, work will begin.

The club is to be built in two stages and the Welwyn branch state that every effort is going to be made to have both stages complete within three years. The first stage, which is to be built alongside the existing club, will consist of a new bar/lounge, with a games room and committee room, leaving the existing club to be used as a dance and concert hall.

Stage two will consist of building outside the walls of the existing club, which will enlarge the room by some 10 feet.

While the new building work is going on it will be 'business as usual' in the old club and any branch wishing to make a trip to Welwyn Garden City are assured of a warm and cordial welcome.

ACTIVITY AT LEAMINGTON

ALTHOUGH the Leamington Spa branch of the Royal Naval Association has not appeared in print of recent months, it does not mean that nothing has happened in that part of the world. During the last six months there has been quite a lot of activity.

Over 130 attended the branch's annual dinner and the monthly socials have been well attended and most successful. The Annual Fete, run in conjunction with the local Boys' Club, attracted over 8,000 people, all of whom seemed to enjoy themselves. The local Sea Cadets Beat Retreat to give the proceedings a suitable ending.

During the winter months the branch participates in a local league at Domino and Crib, and the crib team took the honours by winning the pairs competition, and also producing the best 'Average' player.

H.M.S. Troubridge (Cdr. N. J. S. Hunt, M.V.O., R.N.), arrives at Chatham on September 3, from the Mediterranean.

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Albion back on the job

THE 'Old Grey Ghost of the Borneo Coast,' the Commando Ship H.M.S. Albion, finished a self maintenance period in Singapore in mid-July and was soon back 'on the job.'

During the period in Singapore, H.M.S. Bulwark defeated Albion at soccer and rugger, but Albion is not down-hearted. Those on board are looking forward to the return matches. When Bulwark left for the United Kingdom during the first week of July she was cheered out of harbour—all Albions lining the flight deck.

On July 19 the 1st Battalion of the Malayan Infantry Regiment were taken to the east coast of Malaya to undertake simple exercises. The object was to practise this unit in the techniques of using helicopters to effect a landing and to deploy against infiltrators. This is an ability that is always likely to be called into service in these days of Indonesian confrontation. The ship returned to Singapore on July 23.

AUSTRALIANS WITHDRAWN

On July 27, Albion sailed for the Kuching area of Sarawak. This time the task was the rotation of troops in a forward area or, to use the proper word, a roulement. To this end the 2nd Battalion, 10th Gurkha Rifles

were in the ship. The roulement was conducted on the 28th, the Gurkhas being put into position as the 3rd Battalion, Royal Australian Regiment was simultaneously withdrawn from the same positions.

The exchange having been completed the commando ship remained in the area for a further day during which time the ship's helicopters (848 Naval Air Commando Squadron) indulged in some more heavy flying, this time carrying out operational transfers of men and equipment between forward positions, for the Greenjackets and the 2nd Battalion, 2nd Gurkha Rifles.

This task having been completed the ship sailed for the Malacca area to disembark the Australian troops. During this passage some of the 'Diggers' took advantage of the ship's radio facilities to make telephone calls home to Australia.

The Australians were disembarked to Terendak by L.C.As. on July 31 and Albion then turned about and proceeded eastwards, heading for a 'banyan' on Pulau Tioman, the Borneo coast and a short visit to Jesselton.



'Flying training.' A few of the 160 local children who visited H.M.S. Albion when she spent 48 hours in Victoria Harbour, Labuan

Flight deck scene of waiting Gurkhas, returning Australians and Wessex 5 helicopters

Advancements

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

- To Acting Chief Engine Room Artificer
MX 88887 F. C. Whistler, MX 902100 M. J. Jones, MX 91382 R. J. Hockley, MX 913601 D. A. Cotton, MX 902421 W. E. Bragg, MX 913611 L. L. Bennington, MX 913792 M. Taylor, MX 902471 K. B. Handford, MX 913665 G. Don, MX 913904 J. Fisher, MX 913746 M. R. Nash, MX 913958 N. G. McNaughton, MX 913837 A. F. Bridgeman, MX 913761 K. W. Plunkett, M 928665 D. W. Stevenson, MX 902530 W. J. Parker.
- To Acting Chief Mechanic
MX 887060 C. Fox, KN 880790 C. J. Fox.
- To Chief Shipwright Artificer
M 928945 G. A. Evenden, MX 913691 J. E. Granton, M 984678 M. A. Honon, 051927 D. Milford, MX 888630 P. Mullett, MX 888061 W. A. Spang.
- To Chief Blacksmith
MX 888222 G. H. Gervaux-Ross.
- To Chief Engineering Mechanic
KN 770950 D. Massey, KN 770125 H. Jandrell, KN 850689 J. G. Bailey.
- To Acting Chief Ordnance Artificer
M 928722 J. B. Cowie, M 928766 R. L. G. Holt, MX 902506 T. J. Kennedy, M 911507 B. Shooter, MX 887876 D. J. Simmonds.
- To Acting Chief Control Artificer (W)
MX 857524 A. F. Farmer, M 913959 P. J. Moore, MX 858121 J. W. Thompson, MX 888891 M. Watson, M 945891 C. J. Wright.
- To Acting Chief Electrical Artificer
MX 902297 E. J. Avery, MX 913596 A. Willis, MX 888573 D. G. Eaton, M 913832 M. F. Goodwin.
- To Chief Electrician
MX 881229 R. T. Jones, MX 855321 W. A. Ford, MX 903686 G. A. Castleline.
- To Acting Chief Radio Electrical Artificer
MX 913641 M. J. Bray, MX 913682 R. A. Garrett, M 913969 R. G. Johnson, M 928767 B. M. Hughes.
- To Chief Radio Supervisor
JN 581883 R. Spence.
- To Chief Radio Supervisor (W)
JN 830657 D. G. Hoy.
- To Chief Communication Yeoman
JN 836543 P. C. Sharkey.
- To Sick Berth Chief Petty Officer
MX 842262 J. Hardman, MX 60126 G. M. Moran, MX 856867 C. S. Otton.
- To Chief Petty Officer
JN 712555 K. J. White, JN 760041 R. Lizaer, JN 836434 P. R. Baisey, JN 581168 R. B. Compton.
- To Master-at-Arms
MX 851888 H. G. Rogers.
- To Chief Petty Officer Writer
MX 842719 E. J. Hopson, MX 737392 R. H. Burrows.
- To Chief Petty Officer Stores Accountant (S)
MX 873018 K. R. Bacey.
- To Chief W.R.E.N. (Communications)
11885 J. Dobie, 112158 B. J. Edin.
- To Chief W.R.E.N. (Radar Plotter)
115177 L. S. Barrow.
- To Chief W.R.E.N. (Quarters Assistant)
99649 P. J. Connelly.

H.M.S. Gurkha (Cdr. S. Salway, R.N.), took the Military Band of the 2nd (King Edward VII's Own) Gurkha Rifles (The Sirmoor Rifles) and the Pipes and Drums of the Brigade of Gurkhas to the Channel Islands for a four-day playing tour on August 30.



Aden Cubs visit H.M.S. Carysfort

Youngsters the world over are always keen to visit one of H.M. Ships. Here is a party of cubs and guiders from Steamer Point (Aden) from the Aden Scouting Movements. Holding the lifebuoy is Radio Supervisor Roy Harris, whose wife lives at Cowplain, Hants. He is the father of twins, Dean and Susan, aged five, who will be seeing their father again soon, for H.M.S. Carysfort will be returning home in a few weeks



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- 1963 CORTINA 4-door Super, yellow with grey interior Heater, wheel trims and screen washers. One owner .. £515
- 1965 ANGLIA de luxe, spruce green with green interior. Heater, screen washers and wing mirrors. One owner, 1,970 miles .. £515
- 1963 VAUXHALL VICTOR de luxe, grey with maroon roof and cherry red interior. Heater, separate seats. One owner .. £515
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- 1964 HILLMAN IMP, blue with blue interior. Heater, screen washers, wing mirrors, hand clutch and hand accelerator. 7,000 miles. One owner .. £495
- 1962 CAPRI, grey with grey interior. Heater and screen washers .. £495
- 1963 MORRIS 1100, blue with blue interior. Radio, heater, screen washers and overriders. One owner. 16,000 miles .. £495
- 1962 VAUXHALL VX 4/90, duo-grey with grey interior, Low mileage. Heater, screen washers and wing mirrors .. £485
- 1963 CORTINA 4-door de luxe, Goodwood green with beige interior. Heater and screen washers. One owner. 15,000 miles .. £485
- 1962 CLASSIC 4-door de luxe, lime green with green interior. Radio, heater and wing mirrors. One owner .. £475
- 1960 CONSUL Farnham Estate, blue and grey with blue interior. Heater, underseal, wing mirrors and cigar lighter .. £465
- 1964 ANGLIA de luxe, blue with blue interior. Heater, screen washers and wing mirrors .. £455
- 1964 ANGLIA de luxe, aqua blue with blue interior. Heater, screen washers. One owner. 3,000 miles .. £455
- 1961 CONSUL Convertible, two-tone blue (Zodiac style) with blue interior. Heater, screen washers, wheel trims, overriders and spot lamp .. £425
- 1961 HILLMAN MINX 1600 Estate, charcoal grey with grey interior. Heater, screen washers and wing mirrors .. £425
- 1964 (Nov.) COMMER COB white with red interior, Passenger seat, 4,000 miles .. £375
- 1961 ANGLIA de luxe, turquoise with grey interior. Heater and wing mirrors .. £335
- 1963 AUSTIN MINI, green with green interior. Heater and screen washers .. £335
- 1961 ANGLIA de luxe, yellow and grey with grey interior. Heater and screen washers. One owner .. £325
- 1962 AUSTIN MINI de luxe, lime green and white with green interior. Radio, heater, wing mirrors, screen washers, spot and fog lamps, wheel trims and overriders .. £315
- 1958 CONSUL de luxe, blue with black roof and blue interior. Heater and screen washers. One owner .. £295
- 1964 MORRIS MINI van, black, Passenger seat, heater and wing mirrors .. £295
- 1963 MORRIS 100 Pick-up, grey with passenger seat, tilt, heater and screen washers .. £285

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Champions of Singapore



Duke's prize was a coconut

EARLY in H.M.S. London's present commission (she returned to Portsmouth under the command of Capt. J. C. Bartosik, D.S.C., R.N. on August 26), the Duke of Edinburgh was a witness when the ship scored a direct hit by one of her Seacat guided missiles on a pilotless aircraft many thousands of feet above the destroyer.

Praising the work of the Seacat Aimer, Able Seaman Gerald Byrne, Prince Philip remarked "The man deserves a coconut."

Somewhat to the surprise of those on board a parcel from Buckingham Palace was received. In it, with the Duke's compliments, was a coconut. In accordance with the Regulations it was registered as a ship's trophy and presented to the Aimer.

As reported in the August issue of "Navy News" a team of one R.A.F. N.C.O. and four submariners from H.M.S. Anchorite, beat the best of Singapore's bowlers to win the Singapore Bowling League Championship in the Far East. The 'Deep Sea Five' are shown above together with the lady who presented the trophy to the team. Left to right: the R.A.F. N.C.O. (Name not communicated); R.E.A. Anthony Busvine of West Ealing; L.R.E.M. Michael Dearden of Winscombe, Somerset; Cook John Bridge of Ash, Aldershot; Cook Harold Heggs of Newall Green, Manchester

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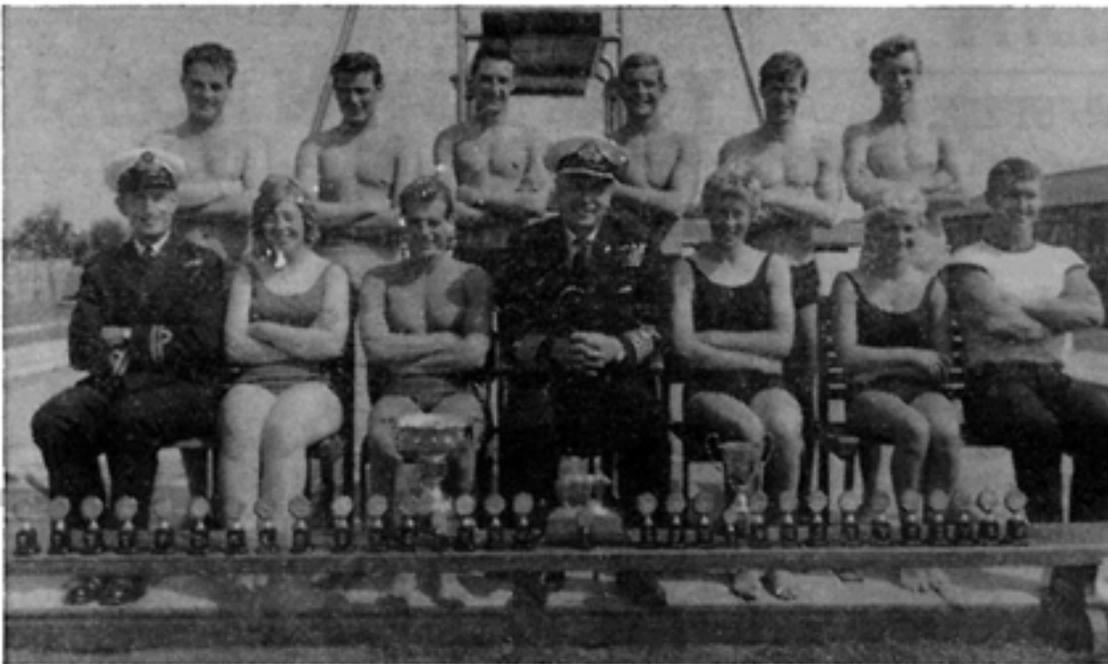
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The victorious Yeovilton swimming team. Back row—L.S.A. Morris, N.A.M. Gillard, P.O. Sherwood, E.M.A. Wilson, L.R.E.M. Parker, N.A.M. Burley. Front—Lieut. H. A. Sheppard, R.N. (P.T. Officer), Wren Thornton, P.O. Hayes (Men's Team captain), Capt. T. G. V. Percy, R.N. (Commanding Officer, R.N. Air Station, Yeovilton), Wren Whiston (W.R.N.S. Team captain), Wren Meyer, P.O. Wallis (P.T.I.)

SWIMMING CHAMPIONS FOR FOUR YEARS RUNNING

At the 1965 Naval Air Command Swimming Championships, R.N. Air Station, Yeovilton, once again showed its dominance in this field of sport by winning the Men's Trophy for the fourth consecutive year, and the Wrens'

Trophy for the third consecutive year.

With 17 'First's' between them, the team can be justly proud of a great achievement, particularly the team captain, Petty Officer J. F. Hayes, who now holds the Inter-Service record for the 4 x 66 2/3 yards Individual Medley, with a time of 3 min. 19.8 secs. P.O. Hayes is the current captain of the Royal Navy Water Polo Team and has been selected to represent Ireland against Scotland later this year.

Although nine Service and four Inter-Service records are held by the Yeovilton team, eight of whom have been selected to represent the Naval Air Command in the 1965 Inter-Command Championships.

NAVY MAN IS BEST SINGAPORE DRIVER

P.O.E.M. Anthony Humphries (28), of H.M.S. Chawton, managed to take time off from anti-infiltration patrols during July to win the Singapore Open Diving Championship, beating the best Chinese divers on the island.

Providing he can be spared from his ship, he is entered for the Malaysian Open Diving Championships to be held this month and, on current form, is expected to be well up in the finals, with a very good chance of winning an award.

Summer on a Norwegian ice-cap

ORGANISED by the Britannia Royal Naval College, Dartmouth, and led by Lieut.-Cdr. Michael Thomas, R.N., of the College, the eighth annual expedition to Norway, comprising 19 Servicemen, flew to Bergen on August 6, to spend four weeks under rigorous conditions on the largest ice-cap in central Europe at Jostedalbreen, north of Bergen, Norway.

From Bergen the party had a further 18 hours travel by train, ferry and bus, to reach their base camp, on the banks of a swift flowing glacial river in a deep valley below the vast ice-cap.

Jostedalbreen is an irregular dome of ice and snow covering 480 square miles and reaching a height of 6,495 feet. Most of the training will be done there in ice and rock craft, skiing, mountain navigation, glacier and ice-cap travel. Some glaciological work may be done.

Lieut.-Cdr. Thomas, a member of the Alpine Club, took part in the Army's 1959 expedition to Baltistan, North Kashmir. The Deputy Leader is Lieut. J. M. Guy Sheridan, R.M., and these two, with their Assistant Leaders (Lieut. R. H. Lee, R.E., Sub-Lieut. S. A. Nicol, R.N., and C.E.R.A. I. R. M. Grey), will lead small groups on various exercises. The leaders and assistant leaders have all had experience of similar work in Norway, Iceland, the Alps and other remote mountain regions.

Records for Flying Wren

JULY and August, 1965, are two months which P.O. Wren Deirdre Watkinson will remember all her life, for during those two months she won four titles in the Inter-Services athletics at Uxbridge on July 14, scored resounding successes in three events in the Hampshire County Women's Amateur Athletic championships on July 17, was second in the 400 metres in the international match against Poland at the White City on July 30/31, and on August 7 won valuable points for the Combined Services in the triangular match between the Amateur Athletic Association, British Universities and Combined Services at Portsmouth.

These fine wins followed her 440 yards in 56.2 secs. when winning the Southern Counties Women's title at Chiswick on Whit-Saturday.

In the Inter-Services match P.O. Wren Watkinson won the 100 yards in 11.7 secs., the 220 yards in 26.4 secs., the 440 yards in an inter-Service record time of 56.6 secs., and the 80 metres hurdles in 12.3 secs.

A COUNTY RECORD

At Southampton on July 17 she won the 100 yards in 11.2 secs., the 220 yards in 25.2 secs., and the 440 yards in a county record time of 57.4 secs.

In the international match she was second, only 0.1 sec. behind the winner, in the 400 metres in the fast time of 54.2 secs.

Running for the Combined Services on August 7, Deirdre-Watkinson won the 440 yards in 55.9 secs., was second in the 80 metres hurdles in 12.1 secs., third in the 100 yards in 11.2 secs., third in the 220 yards in 25.5 secs., and also ran the last leg of the 4 x 110 yards-relay, an event where the Combined Services were disqualified for a faulty take-over.

P.O. Wren Watkinson, a member of the Gosport Athletic Club, states that her aim now is to get selected for the Empire Games and European Championships.



A fine action shot of P.O. Wren D. Watkinson. (Photo: H. Linstead, Wimbledon)

NAVY WINS BASKETBALL TROPHY

FOR the first time on record the Royal Navy has emerged winners of the Inter-Service Basketball Competition—traditionally the strong point of the Royal Air Force—in Singapore.

The Far East Championships were held in H.M.S. Terror after a lapse of several years, and the Navy coach (A.B. D. Newman), deserved the many congratulations he received on his efforts in leading the naval team to victory.

In the first game the Navy beat the Army 35-19. The R.A.F. beat the Army 62-37 and the Navy beat the R.A.F. 41-35.

So confident were the R.A.F. of victory that they had taken along their champagne to celebrate what they thought was going to be an easy win. On past records their confidence was justified.

The Navy team was L.M.(E) F. Foster (Trinidad), A.B. D. Newman (Terror), Sid. L. Chong (Terror), C.P.O. T. Bonnyface, R.E.A. P. Read and L.R.E.M. K. Eshel (all of Victoria), A.B. G. Peris (H.M.N.Z.S. Royalist), L.S. D. Gordon (London), L.E.M.(A) S. Mitchell (Arbon), M.E.(A) Lewellin (Whitby) and Midshipman D. Squires (Zet)

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